

TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

1 8 7 9 5 4

Subject: Testimony to the Portland City Council related to the application to Metro for a Regional Flexible Funds grant, August 17, 2016.

If you follow the media, if you hear what drivers and the freight community is saying; Portland is getting more congested. As noted by Bruce Starr on KATU's your voice your vote; more (motor vehicle) road capacity is needed to reduce congestion creep. Yet at the same time, POBT is proposing road diets that lessen motor vehicle capacity, create even more congestion and therefore more emissions.

My comments today are directed to the description of the NE Halsey Safety and Access to Transit Project in Exhibit A of the application for the flexible Federal gas tax funds.

When the section of Halsey at the end my block was repaved, and learning the street would be reconfigured into a two lane street from a four lane street with parking in the curb lane during the non-peak hours, I went door to door and spoke with neighbors. The primary and majority concern was to retain parking on Halsey so that overflow from the Providence Home Services 215 space parking lot - that can only be accessed from Halsey - would not take place on the cross streets.

Now with the road diet in place, pedestrian safety conflicts have increased at the 60th Avenue signal, and westbound traffic on Halsey often backs up to a crawl six blocks or more from 60th. Because of safety concerns on weekdays, I will no longer make a left turn onto Halsey from my street thereby using extra gas to take a longer route around. The top priorities for the Rose City Park neighborhood include a left turn signal from westbound Halsey to southbound 60th, reestablishing the additional peak period Halsey travel lanes, wider sidewalks on NE 60th and establishing various marked crosswalks. There is already a bike route on Tillamook and Hancock Streets that parallels Halsey.

What really galls me is that the City and PBOT no longer listen to the community as a whole when prioritizing the special interests - be it bicyclists, developers or whomever. Halsey is too narrow for both four lanes with off peak parking and unnecessary bike lanes. Furthermore, four lanes are essential on Halsey for the 60th to 57th Avenue jog.

Over the next 20 years, car trips in the Portland-Metro area are expected to increase by 49 percent regardless of how much mass transit service is added. Nearly ten percent of the jobs in the US are related to the auto industry. Instead of profiling and targeting motorists as the enemy, when are you going to wake up to reality and properly accommodate these primary tax paying financial stakeholders that currently supply the majority of funding for city-wide transportation system projects? And when is the freeloading bicycle community going to be weaned off from using gas tax dollars and other motorist paid fees to pay for their huge I want list that doesn't give a RIP about the negative impacts to other street users?

Respectively submitted,

Terry Parker
Northeast Portland

Moore-Love, Karla

From: Roger Averbeck <roger.averbeck@gmail.com>
Sent: Wednesday, August 17, 2016 9:58 AM
To: Hales, Charlie; Novick, Steve; Commissioner Fritz; Commissioner Dan Saltzman; Commissioner Fish; Council Clerk – Testimony
Cc: Lear, Mark; Cohen, Shoshana; Marx, Michelle; Hamilton, Rebecca
Subject: Testimony in Support of Agenda Item 959; PBOT Application for Metro Regional Flex Funds_ August 17, 2016
Attachments: Exhibit A - 2016 PBOT Regional Flex Funds Grant Application Projects.pdf

Mayor Hales and Commissioners;

On behalf of the Portland Pedestrian Advisory Committee, please accept our support for the Portland Bureau of Transportation's selection of eight active transportation projects to be submitted as grant applications for Metro Regional Flex Funds. The project list is attached. Thank you for your consideration.

Respectfully,

Roger Averbeck
Co Chair
Portland Pedestrian Advisory Committee

Exhibit A: City of Portland Grant Applications for Metro Regional Flexible Funds

Active Transportation Projects Name (Alphabetical)	Description	Maximum Grant Request
Brentwood-Darlington Safe Routes to School: Sidewalk Infill & Neighborhood Greenway	Brentwood-Darlington is a neighborhood with numerous sidewalk gaps and substandard bicycle facilities. This project would provide sidewalk infill on SE Duke St and SE Flavel St. from 52 nd Ave to 82 nd Ave; a neighborhood greenway on Knapp and Ogden from 32 nd to 87 th ; and a pedestrian/bicycle connection to the Springwater Corridor on 87 th Ave. south of Flavel.	\$3,500,000
Connected Cully, Phase 2: NE 72 nd Ave Pedestrian/Bicycle Parkway	Provide a high-quality pedestrian and bicycle parkway along NE 72 nd Ave through the heart of Cully. This project will connect Cully residents to nearby commercial areas and schools, provide multimodal accessibility to parks and green space in Cully and Roseway, and will connect to the future 70s Neighborhood Greenway to the south. The project would construct a multi-use path in the center of the heritage parkway median from Sandy to Prescott, separated pedestrian and bicycle pathways from Prescott to Sumner, and a shared pathway from Sumner to Killingsworth. The project will also include lighting, street trees, and place-making elements.	\$4,000,000
David Douglas Safe Routes to School: Sidewalk Infill on 117 th , 130 th , and Mill	This project would fill important sidewalk gaps on key walking routes in the David Douglas School District. The project would construct sidewalk infill on SE 130 th Ave from Stark to Division, SE Mill St from 130 th to 148 th , and SE 117 th Ave from Stark to Division.	\$3,500,000
Hillsdale Town Center Pedestrian Connections: Sidewalk Infill on SW Beaverton-Hillsdale Hwy	Provide better pedestrian facilities and access to Hillsdale Town Center, the Red Electric Trail, transit and schools by constructing sidewalk infill on SW Beaverton-Hillsdale Highway between Dosch and 18 th Avenue/Hillsdale Town Center and on Dosch from Beaverton-Hillsdale Highway to Flower.	\$3,500,000
Jade & Montavilla Connected Centers Project	Construct multi-modal improvements on key pedestrian and bicycle routes within and connecting to the Jade District and Montavilla Neighborhood Centers. Several improvements have been identified through the Portland Local Action Plan for the Powell-Division Transit and Development Project and additional improvements will be identified through coordinated planning efforts by ODOT, PBOT and BPS along the 82 nd Ave. Corridor.	\$4,000,000

Exhibit A: City of Portland Grant Applications for Metro Regional Flexible Funds

NE Halsey Safety & Access to Transit	NE Halsey is a High Crash Network street and a street TriMet has identified for more frequent future transit service. This project would focus on the 82 nd Ave MAX Station Area and would provide signal improvements, intersection redesigns, bus stop improvements and high-priority crossings on NE Halsey between 47 th and 92 nd , a bikeway on Halsey from 65 th to 92 nd , and multi-use path connection from the 82 nd Ave. MAX station to the future I-205 undercrossing.	\$3,000,000
N. Portland Greenway Trail: Baltimore Woods Segment	This project will provide better active transportation connections to nature and also to Rivergate jobs by construct 1.8 miles of high quality bikeway improvements in the St. Johns neighborhood to complete a trail gap between Pier Park and Willamette Greenway. The improvements will include bicycle lanes, sidewalks, neighborhood greenways and off-street pathways.	\$3,000,000
Outer Stark and Outer Halsey Complete Streets Project Development	Outer Stark and Outer Halsey are both High Crash Network streets that need to be fundamentally redesigned as Complete Streets to achieve Vision Zero goals and allow for multimodal accessibility to transit and commercial areas such as Gateway and Rosewood. This project development grant will be used to help determine the most effective infrastructure improvements and roadway designs to increase safety and provide transit, schools, services and employment access improvements to community members.	\$300,000

Regional Freight Investment Projects