

REDUCE SPEED TO 20 MPH ON RESIDENTIAL STREETS

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

NAME (PRINT)

ADDRESS AND ZIP CODE (Optional)

Email (Optional)

✓ JERRY PARKER		parkerj202@gmail.com
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✓ Captain Michael Crebs		
✓ Rob Nosse	1712 SE 47th Ave.	rep.robnosse@oregonlegislature.gov

Moore-Love, Karla

From: Mary Ann Schwab <e33maschwab@gmail.com>
Sent: Wednesday, January 17, 2018 9:12 AM
To: Council Clerk – Testimony
Cc: Crail, Tim; Barber, Josiah; Birge, Pollyanne; Dunphy, Jamie; Grumm, Matt; Howard, Nathan
Subject: mas response to: *48 TIME CERTAIN: 9:45 AM – Reduce the speed limit to 20 miles per hour on residential streets in Portland to support safe travel (Ordinance introduced by Commissioner Saltzman) 30 minutes requested

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Section 1.

The Council finds:

7. The 2017 Oregon legislature passed HB 2682, amending ORS 810.180 to authorize the City of Portland to designate by ordinance a designated speed that is five miles per hour lower than statutory speed on non-arterial streets under the jurisdiction of the City of Portland in a residence district.

8. Non-arterial streets in residence districts make up about 70% of Portland's transportation network. Many of these streets are primary routes for children walking and biking to school.

9. Portland residents identified "people driving too fast on residential streets" as one of the top barriers to walking in the 2017 PedPDX Citywide Pedestrian Plan "Walking Priorities" survey. Residents from almost every district of the city identified high speeds on residential streets as one of the top three problems that makes walking difficult in Portland.

Good Morning Mayor Wheeler, Commissioners Eudaly, Fritz Saltzman and Fish:

At what point is the Police Chief able to assign Police Officers in patrol cars and on motorcycles to *issue speeding tickets*, on SE Salmon Street between SE Cesar Estrada Chavez Boulevard west to SE 28th Avenue? To be perfectly clear, make Safe Routes to Schools their highest priority, when children are walking and riding their bikes to and from school.

Did I fail to mention, when in 1981 my son attended the Sunnyside Elementary School Kindergarten, he was hit by a car walking across SE 37th Avenue and Belmont Street?

At the time, Engine 9 was traveling behind the car that hit my son — I asked for help, one firefight response, we're city employees and can not get involved. But then that was the norm even when I chased a flasher in Laurelhurst Playground Park, when I asked the Park Employee to call 9-1-1. His response, a waste of my time, by the time the police get here that guy will be long gone. PP&R Commissioner Mildred Schwab response to Parks employees was a bit stronger.

I'd like to believe Portland is truly a City that Works to protect our children — tomorrow's police officers, firefighters, park rangers, teachers — politicians.

All the best.

Mary Ann Schwab, Community Advocate
605 SE 38th Avenue
Portland, OR 97214-3203

Moore-Love, Karla

From: Jennings, Gayla
Sent: Wednesday, January 17, 2018 9:57 AM
To: Council Clerk – Testimony
Subject: FW: Vote on Reducing City Limit Speed Limits

Good morning, Council Clerk,

This testimony was received by Auditor Hull Caballero this morning. I'm not sure if you received a separate email from Lindy – my apologies if this is a duplicate.

Thank you!

Gayla Jennings

Deputy Auditor | Office of the City Auditor
City of Portland, Oregon
Phone (503) 823-3560

From: Lindy Bartell [mailto:lindy@thebartells.com]
Sent: Wednesday, January 17, 2018 9:40 AM
To: Wheeler, Mayor <MayorWheeler@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Eudaly <chloe@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>
Cc: City Auditor, Mary Hull Caballero <AuditorHullCaballero@portlandoregon.gov>
Subject: Vote on Reducing City Limit Speed Limits

Portland City Commissioners,

I heard on KOPB radio this morning that the commission plans to vote on reducing the speed limit for ALL Portland streets to 20 miles an hour. I want my opinion noted at tonight's meeting that I think this is excessive oversight and unduly limits the citizens of Portland to drive within a REASONABLE fashion based on intelligent interpretation of weather, road and other relevant conditions. Many streets already have a 20 mile an hour speed limit. To have to drive as if you're in a school zone 24-hours a day is extreme.

Rather than being a safety issue, I see it as a gov't control issue and just another OPPORTUNITY for the Portland Traffic Patrols to park their van and collect traffic violations, mostly from folks who LIVE IN THE CITY!

Please don't give me yet another reason to want to move out of the city when my kids graduate from high school. I use to LOVE this city. Instead FOCUS on BIG issues that matter like the unruly homeless situation, the crime and pollution this issue is significantly contributing to, the lack of professional jobs in the city, and now continued unreasonable government oversight (see example below). Portland is no longer the wonderful, safe and enjoyable city it use to be. Get back to making it so!

Gov't oversight example: For the past several years our Boy Scout troop was able to conduct it's annual tree RECYCLING fundraiser at a NE Portland park. But this year, we had to get a permit to the tune of \$800. Are you kidding me? This is ridiculous! As Portland parents just trying to support our kids and raise money for experiences that get them outside and on adventures, we have to pay the government \$800? This is excessive.

Thank you for listening.

Lindy Bartell

NE Portland, for nearly 30 years
503-860-8062

From: Ken Olsen <kenolsen1@mac.com>
Sent: Tuesday, January 16, 2018 9:48 PM
To: Council Clerk – Testimony
Subject: Citizen testimony regarding the "20 is Plenty" Ordinance/ extending 20 mph limit to NE San Rafael

January 18, 2018

The Honorable Ted Wheeler
Members of the Portland City Council

As a Portland resident I am writing to urge you to adopt the "20 is Plenty" ordinance in the interest of public safety. The rising number of pedestrian / vehicle and bicycle / vehicle accidents in Portland demonstrates the critical need to set lower speed limits. And there is extensive evidence that a car traveling 20 miles an hour can stop more quickly when a child chases a ball into the street or a bicycle swerves into the traffic lane. Lower speed limits have the ancillary benefit of reducing greenhouse gas emissions, save fuel and ultimately may help keep auto insurance rates in Portland from rising as quickly.

However, I also strongly urge you to also reduce the speed limit on Northeast San Rafael, between Northeast 132nd Avenue and Northeast 148th Avenue, to 20 mph. This is a two-lane street -- one lane in each direction -- and traverses a strictly residential neighborhood. It is heavily used by joggers, walkers, children waiting for school buses, and people walking their dogs. There are two churches along this route and a school less than a block to the north. Many mornings, a young woman with a stroller and two dogs can be seen jogging down this portion of San Rafael -- because there are no sidewalks.

And the absence of sidewalks and the 30-mph-speed limit has created a situation where too many drivers feel free to travel at extremely high speeds. Some act as if the stop signs and flashing red lights at two of the intersections are starting gates, not traffic control signals. They accelerate quickly. Thirty miles an hours quickly becomes 45 miles an hour or more, as if there's some reward for setting a new personal record for zooming through this neighborhood. Late one afternoon last month, I even saw two cars racing down this stretch of San Rafael.

Reducing the speed limit on area side streets to 20 mph -- as I believe you should do -- may well push more traffic onto this stretch of San Rafael. This is even more reason to reduce the speed limit on San Rafael to 20 mph. This precautionary measure will significantly reduce the chances of a tragic injury or death.

Thank you for taking the time to consider my input.

Sincerely,

Ken Olsen
P.O. Box 14641
Portland, OR 97293

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

188774

Subject: Testimony to the Portland City Council related to reducing the speed on residential streets and Vision Zero, January 17 2018

Reducing the posted speed from 25 to 20 on residential streets is more of a feel good measure than a reality check addressing a problem. The majority of crashes that involve fatalities take place on high traffic volume thoroughfares.

Even with unprecedented population growth and higher densities, PBOT has been reducing motor vehicle capacity. More cut through traffic with higher speeds on residential streets is a self-induced byproduct from road diets and force feeding alternative mode infrastructure down every city thoroughfare. Reducing motor vehicle travel lanes such as on Foster Road will not only create more congestion and thereby more emissions, but the dollars will be wasted in that it will create more problems elsewhere, including on residential streets, that will likely include spending more money that may or may not solve anything.

Even though bicycle activists like to use quirky little sound bites like "twenty is plenty", most drivers abide by traffic control devices and the basic rule of the road thereby driving within the speeds that road conditions allow.

On the other hand, because there is little to no enforcement or fines, the majority of bicyclists disregard stop signs, disobey traffic signals and otherwise snub the rules of the road. All too often this mayhem includes a bicyclist getting killed or somebody getting hurt because a bicyclist is riding faster than conditions warrant and can not stop in time when something suddenly blocks a line of travel. An example of this occurred on the Interstate Avenue hill where a speeding bicyclist was unable to stop and killed running into a garbage truck. Instead of altering the bike lane to slow down bicyclists, PBOT added infrastructure to eliminate right turns where the crash occurred. For bike paths adjacent to parks and on multi-use infrastructure shared with pedestrians, bicyclists need to travel no faster than "walking speed in deed".

With continued population growth and self-driving cars on the horizon, there is an immediate need to increase motor vehicle infrastructure and make more room for cars city-wide. PBOT and the city also need to divest from the car hater mindset and the attempts to create a socially engineered bicycle centric society. Not everyone including seniors can or wants to ride a bicycle.

Instead just profiling motorists, if Vision Zero is to become even close to a reality, motorists must be proportionally and adequately be represented at the table on all PBOT committees, bicyclists must accept the responsibility of compliance with all traffic laws, and pedestrians must be better educated about looking both ways and making eye contact with drivers before crossing streets. Additionally, just like with seat belts, bicycle helmets need to be made for mandatory for all riders on public right-of-ways.

Respectively submitted,

Terry Parker, Northeast Portland