

Moore-Love, Karla

From: Terry Parker <parkert2012@gmail.com>
Sent: Monday, October 21, 2019 4:11 PM
To: Council Clerk – Testimony
Subject: Agenda Item 987 Construction of the Sullivan's Crossing Bicycle and Pedestrian Bridge
Attachments: Sullivan's Gulch Images.doc

Subject: Testimony to the Portland City Council related to agenda item #987 Construction of the Sullivan's Crossing Bicycle and Pedestrian Bridge Project, October 23, 2019

To the Portland City Council:

The Oregon Railroad & Navigation Company built the railroad through Sullivan's Gulch in the second half of the 1800s connecting Portland with the Oregon Short Line at Huntington, Oregon. The OR&N was acquired by the Union Pacific in the 1860s. In the first quarter of the 20th century, viaducts over the railroad tracks were constructed for all road users as far East as 82nd Avenue. During the Great Depression, the West end of Sullivan's Gulch became a Hooverville shanty town with shacks constructed from scrap lumber and anything else that could be nailed together to provide shelter. Prior to the Banfield Freeway being constructed in the 1950's, the West end of Sullivan's Gulch was a golf course. The gulch was there before any of this took place.

Today the dominate mode of travel in and around Portland is by motor vehicle. Motorists pay a variety user taxes and fees to pay for the streets and roads they utilize. Other than maintenance, what motorists receive today for those payments in Portland is the narrowing and reduction of motor vehicle travel lanes on high volume arterial streets - all of which creates more congestion and more emissions. In many cases this is being done to add bicycle infrastructure the bicyclists do not directly pay for.

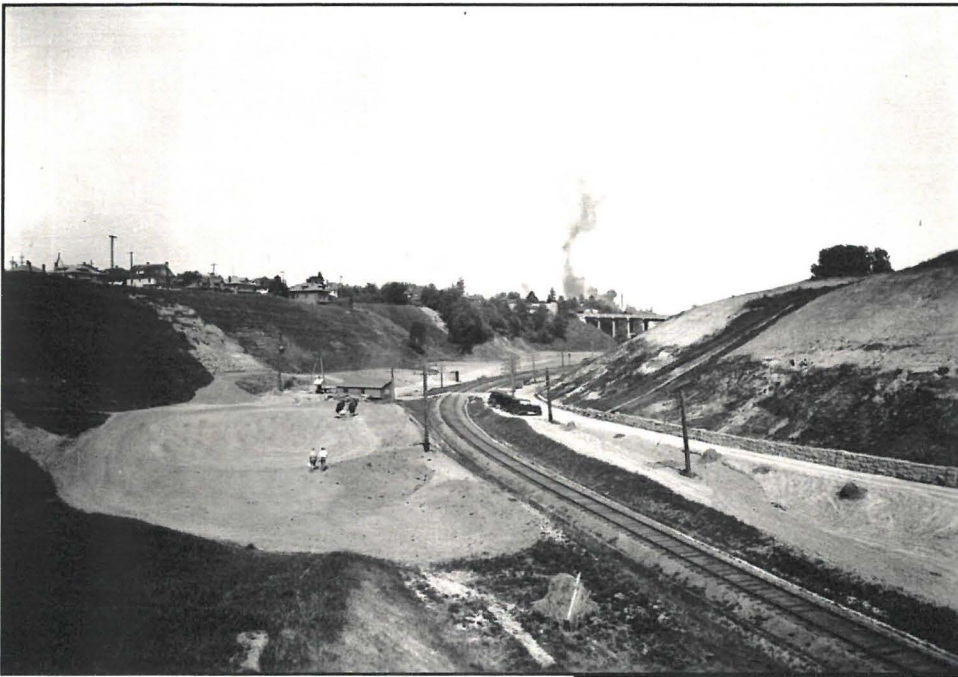
Excessively taxing motorists and not taxing bicyclists for what they utilize is an attempt to "dictate" travel choice. PBOT and the City are treating bicyclists like Royalty which has in turn created a culture that gives way to bicycle activists becoming a depiction of privileged arrogant supremacists whom expect everything free of charge.

Justifiable equity requires that all users pay their share for the infrastructure they utilize. In other words, equity requires that user taxes assessed on bicyclists pay for bicycle infrastructure instead siphoning off the taxes motorists pay to fund bicycle infrastructure. This includes the bicycle community paying for the Sullivan's Gulch Crossing over a ditch created with the melting of the ice age and not created by a freeway. Motorists should not be paying for a bridge of this type they can not drive over. Any utilization of motorist paid gas tax dollars to pay for this non-motor vehicle bridge is a first-rate reason not to renew the city's ten cents per gallon added tax. The tax has not been utilized to benefit the payees.

Respectfully submitted,

Terry Parker
Northeast Portland

Please see attached testimony photo page.



**Sullivan's Gulch
looking East from
NE Grand Av, 1932**

**Sullivan's Gulch
at NE Lloyd Blvd.
and 7th St, 1938**



**The Banfield Freeway
at Grand Ave. looking
West, 1959**