

From: [Scott Kocher](#)
To: [Council Clerk – Testimony](#)
Cc: [Bradley, Derek](#); [Runkel, Marshall](#); [Wagner, Zef](#)
Subject: Testimony in support of NW In Motion (7/23 hearing)
Date: Friday, June 26, 2020 5:21:29 PM

Dear Mayor Wheeler and Councilors,

I am writing in support of the NW In Motion (“NWIM”) Plan. You will be voting on it on July 23. I also have a suggestion, detailed below, that your Resolution should direct PBOT to implement the plan with an emphasis on equity, traffic calming and other measures that can improve safety without reliance on police enforcement. I believe this should not only be incorporated into implementation of NWIM, but also applied city-wide through the re-establishment and re-imagining of PBOT’s Traffic Calming Division, which was unfortunately scrapped during a low budget year some years ago.

NW AND THE NORTHWEST IN MOTION PLAN

The density of NW Portland means the neighborhood has a lot of potential to be a place where people can feel secure and safe to walk, bike, or take transit. The NW in Motion plan is a thoughtful plan to help realize that potential at low cost. It will fine tune traffic patterns and provide calming so that our streets are quieter and safer. In that regard I believe the plan is excellent. Further, by engineering streets for safety in NW we can hope that the plan will reduce reliance on police enforcement to address dangerous driving behaviors. We need this here and city-wide.

COST

Like the other “In Motion” plans, NWIM is supposed to help people walk, and use mobility devices, bicycles, and transit. When you look carefully at the whole plan and its price tag, it does not commit a lot of money for pedestrian, bicycle or transit infrastructure. There’s only one “big ticket” item in the plan. That is the “corridor” plan to reconstruct the asphalt of 10 blocks of NW 23rd Ave and change the traffic signal at 23rd and NW Thurman. That pavement reconstruction and signal change will cost “\$10 million or more.” See p. 54. That’s more money than all of the pedestrian, bicycle and transit improvements in the plan combined. As is so common, maintaining infrastructure for cars turns out to be extremely expensive. It even dominates what people think of as NW’s “ped and bike” plan. On top of that, many so-called ped/bike improvements--such as painting crosswalks or installing speed bumps--are more accurately described as projects to mitigate the negative effects of too much fast traffic, rather than as pedestrian, bicycle or transit infrastructure.

CRITICISMS

Some people worry that reducing traffic speed and volume on NW greenways (none of which currently meet City standards for traffic speed and volume) will mean more traffic on their street. Some don’t like the fact that a particular diverter may mean they have to drive an extra block or two to get to the parking garage for their building.

Others think the plan doesn’t go far enough to mitigate the effects of too many cars going too fast.

Most weekdays, the surface streets in NW clog with commuters diverting off the highways that are on three sides of NW Portland, or trying to use NW Cornell to commute from Washington County. The plan does little to protect NW surface streets from freeway traffic overflow or suburban induced demand. In NW, a lot of people wish for car-free corridors so kids could get around the neighborhood, or so that more people could feel safe biking downtown or across the river. The plan doesn't do that, either.

Other potential objections, such as racial equity and transportation justice concerns, likely would not have been voiced in the NWIM Citizen Advisory Group process at all. The committee itself (like most other committees on which I have served), was not inclusive. You will have to decide whether the overarching and urgent need to transform PBOT processes including its community outreach is a reason to reject this plan. Certainly, the neighborhood volunteers who provided input (and PBOT staff) did the best we could, and I don't believe these are reasons to reject the plan. However, I am not the right person to answer that question.

TRAFFIC CALMING EMPHASIS

Having done my best to listen and learn about the plan and the alternatives, I do have a suggestion for your vote:

Would you consider adding language to your Resolution adopting the plan to emphasize equity and traffic calming? I believe traffic calming is an essential tool for safety and equity in this plan, and city-wide: If we can engineer streets for safe operation, we don't rely on police enforcement and fines to control dangerous driving behaviors.

Throughout Portland we have streets with long straightaways and no traffic calming or traffic controls. That's where we predictably see dangerous speeds. In NW west of 19th Avenue, for example, we have unusually long 460-foot blocks with stop signs every two blocks. Speeds above 35 mph are common on these 920-foot straightaways. The people who live on and use these streets are entitled to the level of comfort and safety that the new 20 MPH signs indicate. Many places in East Portland are far worse. While it is tempting for many to drive too fast, I believe the majority of Portland drivers support safe speeds and traffic calming city-wide, understanding that this is part and parcel of having comfort and safety on their own street.

For decades, Portland has tried to control dangerous speeds with police enforcement. That results in police-public interaction. It's also financially costly--and largely ineffective. Speed bumps, meanders, narrower travel lanes, and signal timing can "naturally" reduce speeds, and provide a wide range of equity, safety, financial and quality-of-life benefits.

I can share my own experience. I live on a busy "collector" street in NW, on a 1,400-foot straightaway with no traffic calming. 30 to 35 mph speeds are common, despite the new 20 MPH signs. The cars and trucks are so noisy it's hard to hold a conversation with neighbors. I worry about the students crossing to use the bus stops. People who can afford to often move to a calmer street. NWIM can help us do better.

PLEASE DO THIS

Please approve NWIM so that the top-priority improvements, which are already lined up, can begin this summer. In doing so, please direct PBOT to emphasize equity, traffic calming and other on-the-ground alternatives to police enforcement. And, please re-establish the Traffic Calming division at PBOT and elevate its work, with an equity focus.

Thank you for your service.

Scott

Scott F. Kocher
NW Portland
503-445-2102



PROTECTING YOUR
RIGHT TO ROAM

37510

July 6th, 2020

To: Mayor Ted Wheeler
Commissioner Chloe Eudaly
Commissioner Jo Ann Hardesty
Commissioner Amanda Fritz

Northwest In Motion

Dear Mayor Wheeler and Commissioners Eudaly, Hardesty, & Fritz:

Oregon Walks is a 501 (c)(3) non-profit membership organization dedicated to promoting walking and making the conditions for walking safe, convenient and attractive throughout the Portland metropolitan region.

We are writing to you in support of the Northwest In Motion plan. As the plan notes, NW Portland is a high-density mixed-use area with great local access to goods, services, and public transit, and is the kind of place where it is possible to get around mainly on foot. Pedestrians account for roughly 20% of trips in NW Portland; this both indicates the cumulative effect of decades of small successes in planning and building robust pedestrian infrastructure in the area AND shows that substantial work still needs to be done.

We are gratified to see this sentence in the plan: "Designing for slow speeds also means speed limits can be "self-enforced" through urban design, requiring less interactions between Portlanders and traffic enforcement." As we know, Portlanders of color are disproportionately negatively affected by traffic enforcement, and the policing of automobiles often sets the stage for excessive use of force. Although we are still grappling with finding the best ways to ensure safety on our streets, we know that more policing is not the answer. Traffic calming measures as proposed by this project enable increased safety without relying on police enforcement, which is more apt to lead to equitable outcomes.

We are also happy to see the plan adopting several PedPDX recommendations, such as pedestrian crossing spacing guidelines, implementing vision clearance at intersections, a proactive sidewalk repair program, and starting a "no turn on red" pilot program. We also appreciate some of the Neighborhood Greenway design elements shown in the plan, such as raised crosswalks, curb extensions, and green streets with amenities such as pedestrian-oriented street lights and canopy shade trees. In the past, neighborhood greenways have often focused on bike improvements over walking



**PROTECTING YOUR
RIGHT TO ROAM**

improvements, and we hope that the greenways in this plan live up to their descriptions as great places for walking. **37510**

We do have some concerns with the plan: (1) this plan does little to address the traffic congestion and diminished pedestrian realm that results from overflow from the surrounding highways and from Lovejoy, and (2) The plan describes the existing intersection of NW 24th Ave at Westover Rd / Flanders St as confusing, but the recommended design shown in the plan is still confusing. The illustration implies that southbound bikes on 24th Ave would go up the pedestrian ramp and take the narrow sidewalk along northbound Westover Road. The interaction between bikes and the pedestrian crossing and ramps needs to be clarified.

Nonetheless, NWIM is a good plan that will positively impact the safety of area residents. Many of the proposed Tier 1 projects are common sense solutions that are cheap and will have a quick build out. City Council should adopt NWIM so that implementation of these important, life-saving projects can begin.

Thank you for taking this step forward,

Ryan Campbell, Oregon Walks Plans and Projects Committee

From: [Ryan Campbell](#)
To: [Council Clerk – Testimony](#); [Wagner, Zef](#)
Subject: NWIM Testimony
Date: Wednesday, July 22, 2020 7:30:30 AM
Attachments: [NWIM.pdf](#)

Hi,

Please accept my testimony for the NWIM project. If you have any questions please feel free to contact me.

Thank you,
Ryan

--

Ryan Campbell
(541) 228-2622

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1001 SW 5th Avenue, Room 1300
Portland OR 97204



September 14, 2020

Mayor Ted Wheeler
Commissioner Jo Ann Hardesty
Commissioner Amanda Fritz
Commissioner Chloe Eudaly
Commissioner Dan Ryan
Portland City Hall
1221 SW 4th Avenue
Portland, OR 97204

Dear Mayor and Commissioners,

The Bicycle Advisory Committee (BAC) appreciates the opportunity to comment in support of the proposed Northwest in Motion (NWIM) plan. The Northwest neighborhoods are some of the most densely populated areas of Portland with a diverse mix of land uses and several regional destinations. A core “Equity Focus Area” has been identified in the central area of Northwest, where residents when compared to the entire city are as racially diverse, more likely to be renters, less likely to have access to a vehicle, and have lower incomes. Additionally, the entire project area has seen a rapid increase in growth, and more is expected over the next two decades. It is critical that the trips generated and absorbed in Northwest shift away from single occupant vehicles to more active and sustainable modes, in keeping with City policy of reducing said vehicle trips to 30% by 2035. Providing a climate-resilient neighborhood that centers the safety of people and supports their ability to get around without being dependent on a personal vehicle is paramount.

While the BAC supports the plan as a whole, the proposed district-wide greenway network deserves special consideration. It will take a creative approach to bring these routes up to a standard that truly supports a low-stress experience for people walking and bicycling. The current mode splits show a lag in the amount of bicycle trips when compared to other close-in neighborhoods, but Northwest’s dense street grid creates ideal conditions to realize the desired 800 foot spacing between greenways, as per the City’s Bike Plan. We are in support of all measures needed to provide safe and functional Northwest greenways, especially since none have been able to meet the operating criteria successfully to date.

Additionally, there is a need to more thoroughly evaluate intersections for crossing improvements. Although a stop sign or traffic signal may help to slow or control the speeds of motorized vehicles, providing clear visibility for everyone at the intersection must be the first priority. The neighborhood’s curb space is heavily utilized day and night, and crossing improvements including, but not limited to, parking setbacks should be considered at every intersection that falls inside the neighborhood pedestrian district. Since most of Northwest is a metered parking district, there may be a need to carefully evaluate and balance the needs of local businesses, residents, and visitors without compromising or weakening key elements that put the safety of vulnerable road users at the forefront of street design. Any criteria for implementation and evaluation of bikeways must lead with policy, equity, and climate as the guiding framework.

Finally, we appreciate the hard work that City staff have put in and encourage continued conversation with the BAC, other advisory bodies, and the public to ensure that these projects can be completed efficiently and equitably in the time frames noted in the plan. Although pilot infrastructure without permanent designs

and funding may seem like a risk, change happens in real time and we support innovative ways to quickly improve safety and access for all Portlanders. We urge Council to adopt NWIM and look forward to providing input and guidance as the plan is implemented.

Thank you for your consideration,



David Stein, Chair
Portland Bicycle Advisory Committee



Ally Holmqvist, Vice-Chair
Portland Bicycle Advisory Committee

C: Zef Wagner, PBOT
Roger Geller, PBOT

From: [Wagner, Zef](#)
To: [Council Clerk – Testimony](#)
Subject: FW: NW In Motion Letter from Bicycle Advisory Committee
Date: Monday, September 14, 2020 2:51:19 PM
Attachments: [BAC NWIM letter 0920.pdf](#)

.....
Zef Wagner | Transportation Planner

Pronouns: He/Him

Portland Bureau of Transportation

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Portland, OR 97204

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zef.wagner@portlandoregon.gov

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From: David Stein <steinnet@gmail.com>

Sent: Monday, September 14, 2020 2:48 PM

To: Wheeler, Ted <Ted.Wheeler@portlandoregon.gov>; Hardesty, Jo Ann <JoAnn.Hardesty@portlandoregon.gov>; Eudaly, Chloe <Chloe.Eudaly@portlandoregon.gov>; Fritz, Amanda <Amanda.Fritz@portlandoregon.gov>; Ryan, Dan <Daniel.Ryan@portlandoregon.gov>

Cc: Wagner, Zef <Zef.Wagner@portlandoregon.gov>; Geller, Roger <Roger.Geller@portlandoregon.gov>

Subject: NW In Motion Letter from Bicycle Advisory Committee

Good afternoon Mayor and Commissioners,

The Portland Bicycle Advisory Committee has had an opportunity to review the Northwest in Motion (NWIM) plan and are sharing this letter in support of this plan prior to your October 8th meeting. We have worked with City planners during its development and believe it will help us get closer to our transportation, racial equity, and climate goals.

We are excited to continue our discussions with PBOT once NWIM is approved to make sure the implementation provides safety for people at intersections and on our greenways. We hope you will support this plan when it comes before you next month.

Respectfully,

David Stein
Chairperson, Portland Bicycle Advisory Committee

From: [Pete Colt](#)
To: [Council Clerk – Testimony](#)
Subject: Please Add this to Northwest in Motion Testimony
Date: Saturday, September 19, 2020 11:50:08 AM

To Already Involved Neighbors in Casa del Sol, Tudor Arms, The Empress, George Williams, Victorian Condos, Sutton Place, Dorothea, Chetopia, Wickersham, Everett,

Please Pass this Transportation and Parking Social Equity and Justice Plan for Our Neighborhood on to friends in your building and please share my contact information with them.

Thank you,
Pete

ALERT:

There will be a Zoom Meeting of the NWDA Board this Monday, September 21st ---- Share YOUR IDEAS and CONCERNS with the NWDA Board

Contact NWDA to GET a LINK at <https://northwestdistrictassociation.org/contact-us/> or CALL 503-823-4288 or 503-823-4212

Zoom In and state your OPPOSITION to Northwest In Motion which is DOWNGRADING US from LOCAL STREETS into "COLLECTOR STREETS" while IMPROVING already calm streets in WEALTHY parts of Northwest Portland

Be there! OCTOBER 7 is a Zoom Meeting with the NWDA Transportation Committee - Raise YOUR VOICE!!!! Contact NWDA to GET a LINK

Our DENSELY POPULATED LOWER INCOME SOUTHEASTERN CORNER of NW Portland

SUFFERS from LACK of EQUITY and CONCERN from the NWDA

- Has the **HIGHEST NUMBER of MOBILITY and VISUALLY IMPAIRED RESIDENTS** and **MINORITY RESIDENTS** in NW Portland

The City Council needs to **Stop Listening** - - - and - - - **Start Listening**.

- **Stop Listening** to the NWDA when it **MAKES DECISIONS** for US BUT DOES NOT REACH OUT TO US to ASK US for INPUT
- **Stop Listening** to PBoT TRAFFIC ENGINEERS who want to make TRAFFIC MOVE FASTER through OUR NEIGHBORHOOD
- **Stop Listening** to OUT-OF-THE-NEIGHBORHOOD DRIVERS that take ONLINE SURVEYS and **MOAN and COMPLAIN** about TWO MINUTES added to their drive

Start Listening to YOU whose Quality of Life is Destroyed by Drive-by-Driving

- Start listening to YOU Property Owners
- Start Listening to YOU Renters because Your Rent **INCLUDES** Property Taxes
- Start Treating YOU Property Tax Payers **AT LEAST AS EQUITABLY** as OUT-of-NEIGHBORHOOD DRIVERS who Destroy YOUR Quality of Life

WHAT SOLUTIONS DO YOU WANT?

- This **QUICK READ** might help YOU decide: First ***BACKGROUND*** Then ***PROBLEMS*** Then **SOLUTIONS*** Then ***YOUR INPUT***

BACKGROUND - GOVERNMENT - LACK of EQUITY

SOUTHEAST AREA of NW DISTRICT = NW COUCH NW DAVIS NW FLANDERS NW GLISAN NW HOYT NW 16th NW 17th NW 18th NW 19th
PROBLEMS = SPEEDING TRAFFIC/NO EQUITY NO RESIDENT PARKING/NO EQUITY NOISE POLLUTION/NO EQUITY

Noise Pollution = Lack of Sleep =

Health Problems

503-823-SAFE has **IGNORED** multiple requests over the years for traffic enforcement on NW 18th from NW Couch to NW Everett

NORTHWEST IN MOTION (Background)

The Northwest District Association <https://northwestdistrictassociation.org/contact-us/> along with The City of Portland has a "plan" called **NORTHWEST IN MOTION**

NORTHWEST IN MOTION <https://www.portlandoregon.gov/transportation/76131> is an **ABJECT FAILURE** in OUR SOUTHEASTERN AREA of the NW DISTRICT

Northwest in Motion = FALSE CLAIMS of EQUITY

<https://www.portlandoregon.gov/transportation/article/747266>

According to **PAGE 6** of Northwest In Motion - out of ALL the areas of the NW District **OUR Southeast AREA has RENTERS**

- highest concentration of low income households
- highest concentration of subsidized housing
- highest concentration of older studio and one-bedroom affordable rental buildings

NORTHWEST IN MOTION DOWNGRADES Densely Populated **NW 18th** and **NW 19th** from **LOCAL STREETS** to **COLLECTOR STREETS**

NORTHWEST IN MOTION gives **THE LARGEST NUMBER OF TRAFFIC UPGRADES** and **IMPROVEMENTS** to **THE WEALTHY AREAS** OF THE NORTHWEST DISTRICT

NW IN MOTION is "Experimenting" with "Floating Bus Islands" **FAILED BUS ROUTE 24** on Residential NW 18th and 19th

- **CYCLISTS** and **DRIVERS** are already **CRASHING** into the "ISLANDS"
- **FAILED ROUTE 24** should **ALWAYS HAVE RUN** on **NW 21st** and **NW 23rd** to **Benefit Businesses** - This is **EVEN TRUER NOW** with **COVID KILLING BUSINESSES**

BACKGROUND PARKING

OUR Southeastern Area gets a PERCENTAGE of the Money from Parking Meters to Fund Transportation Infrastructure Projects in OUR Neighborhood

The City has **OVERSOLD PARKING PASSES** and **SOLD MORE PASSES** than there are **PARKING SPACES** if Passes were Stock Shares this would be **ILLEGAL**

COMPLAIN ABOUT PARKING to: The Northwest Parking District Stakeholder Advisory Committee
<https://www.portland.gov/transportation/nw-parking-committee>

BACKGROUND TRAFFIC FLOW IN OUR DENSELY POPULATED NEIGHBORHOOD

NW 16th to DAVIS to 18th is The **PRIMARY PORTAL** for **ALL TRAFFIC** from **I-405 South Glisan Exit** into the NW District as of 2021 due to Flanders Street Closure

- The **GRADE SCHOOL** on NW Davis with its Campus from NW 16th to NW 18th will be **DIRECTLY IMPACTED**

NW 18th is the **PRIMARY PORTAL** for **ALL TRAFFIC** into the NW District from:

- SW Bridges via W Burnside Downtown via W Burnside Goose Hollow The Stadium I-405 North and I-405 South Everett/Glisan Exits

NW GLISAN is the **PRIMARY PORTAL** for **ALL TRAFFIC** into the NW District from:

- Steel Bridge Broadway Bridge Pearl District Old Town/China Town I-405 North EVERETT/GLISAN Exit

And

NW EVERETT is a **PRIMARY EXIT** for **ALL TRAFFIC** from the NW District to:

- Pearl District Old Town/China Town Steel Bridge Broadway Bridge I-405 South Everett Entrance

NW 19th is the **PRIMARY EXIT** for **ALL TRAFFIC** from the NW District to

- Burnside Bridge and Steel Bridge via Everett or Burnside Downtown via W Burnside The Stadium NW Everett to I-405 South Everett Entrance

PROBLEMS

In OUR Neighborhood WE SUFFER from these PROBLEMS

LACK of SOCIAL EQUITY JUST to *SPEED* TRAFFIC

LACK of RESPECT CREATES PROBLEMS

PHYSICAL TRAFFIC CALMING SOLVES PROBLEMS

LACK OF RESIDENT PARKING

PROPERTY TAXES + PAY to PARK = RESIDENTS BEING DOUBLE TAXED

RESIDENTS NEED TO CIRCLE NEIGHBORHOOD TO FIND PARKING

RESIDENTS CAN NOT USE PARKING PASS to PARK on NW 21ST or NW 23RD

RESIDENTS SOMETIMES HAVE to PARK BLOCKS AWAY from HOME

BIKE/CAR CONFLICTS

LACK of BIKE LANES AGAINST the CURB

LACK of INTERSECTION BIKE BOXES

TRUCK/CAR/BIKE/PEDESTRIAN CONFLICTS

LACK of STOP SIGNS

LACK of CROSSWALKS

LACK of STOP LINES MOVED BACK from INTERSECTIONS

BLIND INTERSECTION BOTH DIRECTIONS NW 18th at NW EVERETT

DRIVERS CAN NOT SEE BABY STROLLERS PEDESTRIANS SCOOTERS SKATERS CYCLISTS
DOGS BUSES TRUCKS

LACK of TRAFFIC ENFORCEMENT and TRAFFIC CAMERAS

DRIVERS TREAT RED LIGHTS as STOP SIGNS on NW 18th NW 19th NW Everett

LACK OF EFFECTIVE TRAFFIC CALMING in OUR DENSELY POPULATED NEIGHBORHOOD

SPEED LIMIT is **20mph**

LACK of SPEED BUMPS at EVERY INTERSECTION that FORCE **20MPH**

ACTUAL SPEEDS

NW 18TH and NW 19TH ACTUAL AVERAGE SPEED is **35mph** with SPEEDS in EXCESS of **40mph**

50mph even **60mph**

LACK of RED LIGHTS SYNCHRONIZED to SLOW NOT *SPEED* TRAFFIC

NW 18TH and NW 19TH are UNOBSTRUCTED SPEEDWAYS of BETWEEN **1/4 TO 1/2 MILE** DEPENDING on
JUST TWO TRAFFIC SIGNALS

LACK of STOP SIGNS on a DENSELY POPULATED STREET

NW EVERETT from NW 19TH to I-405 SOUTH is an UNOBSTRUCTED MAD MAX RACE

LACK of TRAFFIC DIVERSION

DRIVERS treat ONE-WAY NW18TH NW19TH NW EVERETT NW GLISAN AS TWO-WAY STREETS

PEDESTRIAN DON'T WALK COUNTDOWN ENCOURAGES SPEEDING

DRIVERS ACCELERATE AT YELLOW LIGHTS AND BLOW THROUGH RED LIGHTS (even at blind nw 18th and nw everett)

SOLUTIONS

SOCIAL EQUITY to SLOW TRAFFIC

LACK of RESPECT CREATES PROBLEMS

PHYSICAL TRAFFIC CALMING SOLVES PROBLEMS

In OUR Neighborhood when CITY COMMISSIONERS LISTEN WE CAN SOLVE these PROBLEMS

PARKING

More PROGRESSIVE CITIES like Boston, San Diego, Los Angeles, West Hollywood, and Washington DC actually SUPPORT PARKING for NEIGHBORHOOD RESIDENTS

NEIGHBORHOOD STREETS RESERVED for RESIDENT PARKING ONLY

- RESERVE ONE SIDE OF EVERY STREET for RESIDENT PARKING ONLY 24/7

OR

RESIDENT PARKING ONLY FROM 6PM to 6AM EVERY DAY

(Parking Regulations state at Certain Intersections Vehicles over a Height that Blocks the Ability to see Pedestrians or Cross Traffic are Prohibited ENFORCE THE RULE)

DEMAND THESE TRANSPORTATION SAFETY IMPROVEMENTS in OUR DENSELY POPULATED NEIGHBORHOOD

BLINKING RED FULL STOP AND CROSSWALK NW Everett at NW 17th AND NW Glisan at NW 17th

FULL STOP

- ALL DIRECTIONS

NW Davis at 16th NW Davis at 17th NW Davis at 18th NW Davis at 19th

OR

TRAFFIC DIVERSION = CLOSE DAVIS TO ALL THROUGH TRAFFIC

FULL STOP

ALL DIRECTIONS

NW 18th at Flanders NW 18th at Hoyt NW 18th at Johnson NW 18th at Marshall NW 18th at Overton NW
18th at Pettygrove

NW 19th at Flanders NW 19th at Hoyt NW 19th at Johnson NW 19th at Marshall NW 19th at Overton
NW 19th at Pettygrove

CROSSWALK

- **CROSSWALK PLACEMENT ZONE is UNDERLINED**

NW Davis at NW 16th NW Davis at NW 17th NW Davis AND NW18th NW Davis AND NW 19th OR CLOSE
NW DAVIS to THROUGH TRAFFIC

NW 18th at Flanders NW 18th at Hoyt NW 18th at Johnson NW 18th at Marshall NW 18th at Overton NW
18th at Pettygrove

NW 19th at Flanders NW 19th at Hoyt NW 19th at Johnson NW 19th at Marshall NW 19th at Overton NW
19th at Pettygrove

AT EVERY SIGNALLED INTERSECTION SPEED BUMPS that FORCE 20mph
BIKE BOXES NO RIGHT on RED

PREVENT SPEEDING TO THE NEXT SIGNAL
TRAFFIC LIGHTS SYNCHRONIZED to SLOW TRAFFIC
As ONE SIGNAL turns GREEN the NEXT SIGNAL TURNS RED

**PREVENT DRIVER ACCELERATION and BLOWING THROUGH YELLOW and
RED LIGHTS**

HIDE the BLINKING "DON'T WALK" NUMBERED COUNTDOWN from DRIVERS

MOVE

BIKE LANE to the CURB MOVE PARKING INTO the CURRENT BIKE LANE
Use PARKING PATTERNS of SW BROADWAY at PSU and N WILLIAMS

MOVE

FAILED BUS LINE 24 from NW 18th and NW 19th to NW 21st and NW 23rd
The Current ROUTE was EMPTY BEFORE THE PANDEMIC and NOW DOES NOTHING to HELP BUSINESSES
RECOVER on NW 21st and NW 23rd

BLIND INTERSECTION BOTH DIRECTIONS NW 18th and EVERETT

DRIVERS CAN'T SEE KIDS BABY STROLLERS WALKERS JOGGERS CYCLISTS SCOOTERS
PETS TRUCK BUSES

PUSH the STOP LINE BACK 15 FEET FROM the INTERSECTION

USE a BIKE BOX and NO-RIGHT-on-RED from 18th on to Everett

OR

REDUCE the INTERSECTION to ONE LANE by REMOVING the RIGHT TURN LANE

(Sutton Place causes a **Blind-Spot** on the **Southwest Corner** of the Intersection of **NW 18th** at **NW Everett** in **BOTH DIRECTIONS**)

(A 6' tall Stone Plinth cause a **Blind-Spot** on the **Southeast Corner** of the Intersection of **NW 18th** at **NW Everett**)

Thanks for Reading and remember - the **ONLY** way **YOUR** Ideas and Concerns will be **HEARD** is by contacting the **NWDA Board**
<https://northwestdistrictassociation.org/contact-us/> or **CALL** 503-823-4288 or 503-823-4212

And by contacting the **Portland City Council** which will be voting on **INCREASING TRAFFIC** in Our Neighborhood

Mayor Ted Wheeler
<https://www.portland.gov/wheeler>

Commissioner Amanda Fritz
<https://www.portlandonline.com/fritz/?c=49290&>

Commissioner Jo Ann Hardesty
<https://www.portland.gov/hardesty>

Commissioner Chloe Eudaly
<https://www.portland.gov/eudaly>

EASTER EGG CRASHES

There are **CRASHES** in **OUR Neighborhood** in which **No Police Reports** are made

Recently

A **Pickup JUMPED** the southeast corner of Everett at 18th - **UP** onto the **Sidewalk where People wait to Cross** - the Crash **took out** a Huge Chunk of **HEAVY Stone Wall**

A **Police Cruiser** driving north on **18th** - **no sirens flashing and no lights on** - **T Boned** a big red **Ford Pickup** heading east on **NW Everett**

Two Cars Crashed

One went **Flying up onto the Sidewalk** on **Everett at 18th** in front of the **Dorothea Apartments** - The **other Car** involved **stopped** behind it **still in the Lane of Traffic on Everett**

And

As the two drivers talked a **third car SLAMMED** into the **rear-end of the car still sitting** in the **Lane of Traffic on Everett**

From: [Pete Colt](#)
To: [Council Clerk – Testimony](#)
Subject: Please Add this Adendum to Northwest in Motion Testimony from Pete Colt
Date: Saturday, September 19, 2020 3:57:15 PM

Here below the line is an email string highlighting a lack of current data and traffic calming on heavily residential NW 18th and NW 19th.

The City of Portland identifies these two streets as being in the area with the highest concentration of people of color and persons with disabilities in NW Portland.

The city identifies these two street as being in the area with the highest concentration of low income and subsidized rental housing in NW Portland.

EQUITY

These two streets - along with NW Everett from NW 19th to NW 16th and NW Glisan from NW 16th to NW 19th do not receive the same benefits of traffic calming from Northwest In Motion that the owner occupied wealthier areas such as NW 24th and 25th receive.

Thank you,
Pete Colt

Scott,

Here below is a copy of the data you pointed me to from PDX Maps for Speeds on NW 18th and NW 19th.

<https://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=7ce8d1f5053141f1bc0f5bd7905351e6>

There is a dearth of data for both NW 18th and NW 19th - there is more data for their cross streets than for 18th and 19th themselves

I've also included data for NW Everett east of NW 18th as NW Everett is a speedway.

Please notice the dates of the data from PDX Maps:

- November 29, 2017 for NW Everett east of NW 18th
- November 29, 2017 for NW 18th north of Irving
- December 4, 2017 for NW 19th north of Irving
- September 30, 2015 for NW 18th south of NW Johnson.

The PDX Maps data is outdated. Do you have more current data you can point me to?

Please note the speed limit of this outdated data is 25mph - not the current 20mph.

Please note the (average daily traffic volume) ADTVolume on NW Everett east of NW 18th is 10,731. Note that 17.40% of traffic is exceeding the old higher speed limit.

Note that ADTVolume on NW 18th south of NW Johnson is 4,933
Note that 26.40% of traffic is exceeding the old higher speed limit.

Note that the ADTVolume on NW 18th north of Irving is 5,178
Note that 7.9% of traffic is exceeding the old higher speed limit.

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Because the speed limit is lower today than when this data was compiled the percentage of drivers speeding today is greater than it was in 2017 - and 2015.

The speeding on both NW 18th and NW 19th and NW Everett is not just at a higher volume - it's also at a higher speed because there is less congestion and less congestion means more room to speed.

						Pct.	
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NW 19TH AVE N of IRVING ST	S 12/4/2017 TUE 12/6/2017 THU	ADTVolume	4,535	Posted Speed	25	Over Posted Speed	0.10 Normal @ Weekday 708
						11.00	

So help me out here, Scott and point me to more current data and how to get it.

Thanks,
 Pete

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Hi Scott,

Thanks for the quick reply.

Steer me in the right direction, please, what questions would be considered "specificity"? I want to be able to ask them so you can compile the data.

And who would have to authorize the several hours and cost it would take for you to compile my non-

specific request? Chloe Eudaly? Someone at PBoT? The City Auditor?

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Scott Batson, PE |Engineer - Traffic

Pronouns: He/Him



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Portland, OR 97204

Phone: 503.823.5422

scott.batson@portlandoregon.gov

www.portlandoregon.gov/transportation

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From: [Pete Colt](#)
To: [Batson, Scott](#); [Council Clerk – Testimony](#)
Subject: Please Add this to Northwest in Motion Testimony for the City Council: Speeds - Noise - Safety on NW 18th - NW 19th - NW Davis - NW Everett
Date: Monday, September 21, 2020 11:41:02 AM
Attachments: [image001.png](#)

Hi Scott,

Thank you for your reply and information from PBoT I requested.

And for the record for **City Council Testimony**, concerning **Northwest in Motion** ----- the City Council will be using **five year old data** that **PBoT** itself considers outdated when the Council votes on Northwest in Motion.

NW 18th south of NW Johnson is just one example of that **outdated data**.

The City Council should not be given bad data when it needs to make an informed decision.

PBoT should be sending the City Council the most current and accurate data to inform the Council's votes on NW in Motion.

And

For the past four years 823-SAFE has been unresponsive to my requests. Naturally, my neighbors and I consider 823-SAFE a failure.

And given the Flanders Street Bridge will prevent NW Flanders as the first right turn into the NW District from the I-406 South Exit and force traffic to enter on NW 16th at Davis where a **GRAMMAR SCHOOL** - with a campus on NW Davis that stretches from NW 16th to NW 18th is located - there is a safer way to allow traffic into the NW District.

That safer way - which benefits the school children on NW Davis also calms traffic on NW Everett which is a densely populated street in the neighborhood where a concentration of persons with disabilities live.

NW Everett is a two lane, one-way street from NW 19th to NW 16th.

NW Everett suffers from NW 19th to NW 16th as cars race to compete to enter the freeway at NW Everett at NW 16th.

The noise pollution from racing is very very loud and is unhealthful on a densely populated local street.

NW Everett should be made a two-way street from NW 16th to NW 19th so traffic can enter the neighborhood on NW Everett and take a right turn onto NW 18th to travel north to NW Thurman and take a left onto NW 19th for Trinity Cathedral and travel to W Burnside.

This one change would keep the kids safe and also calm the downhill racing on NW Everett from NW 19th to the freeway entrance - and reduce noise on NW Everett.

Furthermore - there could be enhanced traffic calming to protect the school children by adding diverts to NW Davis to calm it.

As to the five year life expectancy of traffic studies, Scott, the study of NW 18th south of Johnson expires next week.

We can expect a new study on NW 18th to begin next week, as well as studies on other streets in NW Portland that expire next week with results back in two months, and the new data sent to the City Council to inform Northwest in Motion, yes?

And honestly, a traffic study done for between 24 and 48 hours every five years isn't to be trusted when it comes to decision making for traffic calming.

But

The daily observations of people who live on a street are the much more reliable source of data for decision making.

I think I'll wait on making any requests for data until PBoT has done the required new testing to supersede the now irrelevant five year old data.

I want to thank you again Scott, your email has added clarity to the problem of the outdated data that informs Northwest in Motion.

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Regarding a records request: specific date ranges would be better, as would the type of data you are looking for. Crash data is current through 2018 and could be related to vehicle speed. Existing data records may take up to 10 minutes to create and put into a pdf format for each location and report.

Volume counts only provide volume, while speed counts provide both speed and volume. Both reports break out the volume by hour of the day on rows and vertical bins of 3-mph speed bins defined by the speed limit when the count was taken. Turn counts report entry and exit path for each approach during the peak hours, or the hour requested. Crash data provides a summary report for each crash at a location including date, type of crash, geometry, weather, direction of participants, severity and causes and errors, among other information.

Public records requests is where to start for requests for new information (not sure that is common) or hours of work compiling existing reports. You could possibly work through the neighborhood association, or the NW in Motion program (copied), and are certainly free to contact the Commissioner should you choose. As an alternative, there are private data collection companies available.

If you have a specific (single location) safety concern you wish addressed, you can submit that request to 823-SAFE for review. Those reviews sometimes collect new data. Data collection takes one to two months with the current backlog.

PBOT uses a national protocol to determine effectiveness of speed control. The 85th percentile speed means 15% of drivers exceed that speed. 85% of drivers going the speed limit or less is considered appropriate for engineering alone. Beyond that, enforcement takes over. It also does not follow that the 85th percentile speed remains the same when a speed limit sign is changed. National studies indicate it will reduce up to 3 mph for each 5 mph speed limit change, and local culture can affect such things.

As NW Everett (west of I-405), 18th and 19th are Local Service streets, they could have traffic calming, but as emergency response routes, the form of that calming may be limited, and there is no current traffic calming program.

Scott Batson, PE |Engineer - Traffic

Pronouns: He/Him



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Illustration by Mark Matcho

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Translation and Interpretation: 503-823-5185

From: Pete Colt <PeteColt@protonmail.com>
Sent: Saturday, September 19, 2020 1:36 PM
To: Batson, Scott <Scott.Batson@portlandoregon.gov>
Subject: RE: Data: Speeds on NW 18th and NW 19th



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Scott,

Here below is a copy of the data you pointed me to from PDX Maps for Speeds on NW 18th

and NW 19th.

<https://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=7ce8d1f5053141f1bc0f5bd7905351e6>

There is a dearth of data for both NW 18th and NW 19th - there is more data for their cross streets than for 18th and 19th themselves

I've also included data for NW Everett east of NW 18th as NW Everett is a speedway.

Please notice the dates of the data from PDX Maps:

- November 29, 2017 for NW Everett east of NW 18th
- November 29, 2017 for NW 18th north of Irving
- December 4, 2017 for NW 19th north of Irving
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The PDX Maps data is outdated. Do you have more current data you can point me to?

Please note the speed limit of this outdated data is 25mph - not the current 20mph.

Please note the (average daily traffic volume) ADTVolume on NW Everett east of NW 18th is 10,731.

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of
IRVING
ST

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Thanks,

Pete

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Hi Scott,

Thanks for the quick reply.

Steer me in the right direction, please, what questions would be considered "specificity"? I want to be able to ask them so you can compile the data.

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Scott Batson, PE |Engineer - Traffic

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Translation and Interpretation: 503-823-5185

From: Pete Colt <PeteColt@protonmail.com>

Sent: Friday, September 18, 2020 3:48 PM

To: Batson, Scott <Scott.Batson@portlandoregon.gov>

Subject: Data: Speeds on NW 18th and NW 19th

Hi Scott,

Please email me the current data: dates, times, locations, vehicle counts, and any and all other data pertinent to motor vehicle speeds on the following:

- NW 18th from W Burnside to NW Thurman
- NW 19th from NW Thurman to W Burnside
- NW Everett from NW 20th Ave to NW 16th
- NW Davis from NW 16th to NW 19th
- NW Glisan from NW 16th to NW 20th
- NW Trinity Place from W Burnside to NW Everett

From: [Pete Colt](#)
To: [Batson, Scott](#); [Council Clerk – Testimony](#); [Allan Classen](#); dennisharper@protonmail.com
Subject: RE: Please Add this to Northwest in Motion Testimony for the City Council: Speeds - Noise - Safety on NW 18th - NW 19th - NW Davis - NW Everett
Date: Tuesday, September 22, 2020 11:00:10 AM
Attachments: [image001.png](#)

Scott,

I've called 823-SAFE multiple times in the past four years to request enforcement. BTW, going to online requests is the opposite of the "equity" Portland pats itself on the back for as there are citizens who are either incapable of using a computer or phone, or who lack access to an Internet Connection. This is a problem at more than just PBoT.

When I make a maintenance request - and I make them as needed - I call 823-1700 and if it shows up as an 823-SAFE call that's a problem in the system not identifying unique calls. Many of the calls I've made for repairs happened immediately after a soccer game with parking signs damaged/removed - seemingly to be able to fight a parking ticket.

And you wrote: "PBoT uses data that is up to 5 years old when designing projects and only collects new data when a pending project needs data newer than that, the data needed does not already exist, or to measure effects from a project. I did not find any newer speed counts on NW 18th or 19th."

This implies that PBoT won't use data older than 5 years. It also implies PBoT collects data when a project needs to measure the effects of a project. Logically, reducing the speed limit on every street in the NW District would lead to new data being needed.

What I'm beginning to understand is that based on national standards, transportation projects in this country are based on snapshots and not videos.

And though data may not expire - a snapshot of soldiers during the Civil War is still data - the uniforms and weapons in that data do age out.

Pete Colt

----- Original Message -----

On Tuesday, September 22, 2020 3:30 PM, Batson, Scott <Scott.Batson@portlandoregon.gov> wrote:

Pete,

I was not involved in the development of the NWIM program and it clearly covers more than the streets you've expressed interest in. You should contact the NWIM program manager with specific questions about that program and it's development. Contrary to your assertion, traffic data does not expire.

<https://www.portland.gov/transportation/planning/northwest-motion-project-overview-and-process>

Regarding 823-SAFE, the majority of your requests have been for maintenance. I would not expect the city to contact you regarding maintenance if the request was clear. Additionally, PBoT has two intake personnel and four engineers tasked with responding to requests for all of Portland. This is in addition to other program work. Your patience is appreciated.

Thank you,

Scott Batson, PE | Engineer - Traffic

Pronouns: He/Him



PORTLAND BUREAU OF TRANSPORTATION
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Translation and Interpretation: 503-823-5185

From: Pete Colt <PeteColt@protonmail.com>

Sent: Monday, September 21, 2020 11:41 AM

To: Batson, Scott <Scott.Batson@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>

Subject: Please Add this to Northwest in Motion Testimony for the City Council: Speeds - Noise - Safety on NW 18th - NW 19th - NW Davis - NW Everett



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Pronouns: He/Him



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- December 4, 2017 for NW 19th north of Irving
- September 30, 2015 for NW 18th south of NW Johnson.

The PDX Maps data is outdated. Do you have more current data you can point me to?

Please note the speed limit of this outdated data is 25mph - not the current 20mph.

Please note the (average daily traffic volume) ADTVolume on NW Everett east of NW 18th is 10,731.

Note that 17.40% of traffic is exceeding the old higher speed limit.

Note that ADTVolume on NW 18th south of NW Johnson is 4,933

Note that 26.40% of traffic is exceeding the old higher speed limit.

Note that the ADTVolume on NW 18th north of Irving is 5,178

Note that 7.9% of traffic is exceeding the old higher speed limit.

Note that the ADTVolume on NW 19th north of Irving is 4,535

Note that 11% of traffic is exceeding the old higher speed limit.

Because the speed limit is lower today than when this data was compiled the percentage of drivers speeding today is greater than it was in 2017 - and 2015.

The speeding on both NW 18th and NW 19th and NW Everett is not just at a higher volume - it's also at a higher speed because there is less congestion and less congestion means more room to speed.

NW						Pct.	
EVERETT						Posted Over	
ST E of	E 11/29/2017	THU 11/30/2017	FRI	ADTVolume	Speed	Posted	Normal @
18TH				10,731	25	Speed	0.30 Weekday 1731
AVE						17.40%	

NW 18TH AVE S of JOHNSON ST	N 9/30/2015 THU 10/1/2015 FRI ADT	Volume 4,933	Posted Speed 25	Pct. Over Posted Speed 26.40%	Normal @ 0.80 Weekday 723
--------------------------------------	-----------------------------------	-----------------	-----------------------	---	------------------------------

NW 18TH AVE N of IRVING ST	N 11/29/2017 THU 11/30/2017 FRI ADT	Volume 5,178	Posted Speed 25	Pct. Over Posted Speed 7.90	Normal @ 0.10 Weekday 723
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NW 19TH AVE N of IRVING ST	S 12/4/2017 TUE 12/6/2017 THU ADT	Volume 4,535	Posted Speed 25	Pct. Over Posted Speed 11.00	Normal @ 0.10 Weekday 708
---	-----------------------------------	-----------------	-----------------------	--	------------------------------

So help me out here, Scott and point me to more current data and how to get it.

Thanks,

Pete

----- Original Message -----

On Friday, September 18, 2020 11:12 PM, Pete Colt <PeteColt@protonmail.com> wrote:

Hi Scott,

Thanks for the quick reply.

Steer me in the right direction, please, what questions would be considered "specificity"? I want to be able to ask them so you can compile the data.

And who would have to authorize the several hours and cost it would take for you to compile my non-specific request? Chloe Eudaly? Someone at PBoT? The City Auditor?

Thanks,

Pete

----- Original Message -----

On Friday, September 18, 2020 11:05 PM, Batson, Scott
<Scott.Batson@portlandoregon.gov> wrote:

Mr. Colt,

Such data can be found at
<https://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=7ce8d1f5053141f1bc0f5bd7905351e6>

Without more specificity, your request could take several hours to compile and the cost to do so is not within my power to authorize.

Official public records requests should begin here:
<https://www.portland.gov/bps/services/submit-public-records-request>

Scott Batson, PE |Engineer - Traffic

Pronouns: He/Him



PORTLAND BUREAU OF TRANSPORTATION

Portland Bureau of Transportation
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Illustration by Mark Matcho

I save lives through safe road design.

#RoundaboutsWeek <https://safety.fhwa.dot.gov/NRW/>

#RoundaboutsSaveLives

#RoundaboutsSaveTime

#RoundaboutsDontNeedPower

Vision Zero Basics: <https://www.youtube.com/watch?v=5aNtsWvNYKE&feature=youtu.be&t=10>

Safe Systems Road Design <http://tinyurl.com/SafeSystems>

Best goal for safety: <https://vimeo.com/205966652>

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Translation and Interpretation: 503-823-5185

From: Pete Colt <PeteColt@protonmail.com>

Sent: Friday, September 18, 2020 3:48 PM

To: Batson, Scott <Scott.Batson@portlandoregon.gov>

Subject: Data: Speeds on NW 18th and NW 19th

Hi Scott,

Please email me the current data: dates, times, locations, vehicle counts, and any and all other data pertinent to motor vehicle speeds on the following:

- NW 18th from W Burnside to NW Thurman
- NW 19th from NW Thurman to W Burnside
- NW Everett from NW 20th Ave to NW 16th
- NW Davis from NW 16th to NW 19th
- NW Glisan from NW 16th to NW 20th
- NW Trinity Place from W Burnside to NW Everett



To: Portland City Council
From: NW Parking District Stakeholder Advisory Committee
Date: September 29, 2020
Subject: Public Testimony – Northwest in Motion Hearing October 8, 2020

Portland City Council:

As the Northwest Parking District Stakeholder Advisory Committee, our mission is to advise the City on transportation and parking issues in northwest and support a full range of transportation options within the context of neighborhood livability and economic vitality with the goal of efficiently managing parking and reducing reliance on single-occupancy vehicles.

To that end, we would like to offer this testimony in support of *Northwest in Motion*, a plan for improving active transportation and transit options in the Northwest District and surrounding area in the next five years and beyond. By making walking, biking, and riding transit safer, more comfortable, and more efficient options in the district, this plan will help us achieve our goals of reducing single-occupant vehicle demand for scarce roadway space and parking supply, freeing up that space for residents and businesses who truly need it and have no other options.

The *Northwest Parking District Management Plan*, adopted in July 2013, is our guiding document and primarily focuses on managing parking supply and demand in the district using a variety of management practices including meters, permits, shared parking programs, and the development of a limited number of new off-street parking spaces. We recognize the need to provide more and better transportation options as a strategy to reduce demand for parking. Our revenue allocation plan requires that permit surcharge funds and 51 percent of net meter revenue generated in the NW District be spent on projects and programs within the NW District that are consistent with our goals.

To provide better project guidance, the SAC joined PBOT in funding Northwest in Motion over the last several years. The result of that work clearly lays out priorities for projects and programs in a way that clarifies the desired use of a portion of the net meter revenue and permit surcharge funds, as well as other funding dedicated to the Northwest in Motion area such as Transportation System Development Charges and Fixing Our Streets. At the same time, the plan offers flexibility in the timing and level of investment in these projects and programs, giving us the ability to continue to guide the allocation of funding and advise the City on the ongoing implementation of the plan. The *Northwest in Motion* planning team consulted with us throughout the process and we were able to help craft the plan in a way that meets our goals. We appreciate having an approved set of projects and programs going forward for the expenditure of a portion of our net meter revenue and permit surcharge funds, and we look forward to working with PBOT on plan implementation, on-going evaluation and monitoring of projects after implementation, and need for project adjustments as needed.

While our committee is not in agreement of all the projects in *Northwest in Motion*, we would like to especially emphasize our support for the projects and programs focused on pedestrian and transit improvements. One of the best things about Northwest is how walkable it is, and this does a great deal to reduce demand for parking as people can walk to nearby destinations or to access transit. However, the walking environment has steadily worsened over the years, with insufficient pedestrian street lighting and difficulty crossing busy roads being some of the most concerning issues. *Northwest in Motion* contains projects that will add pedestrian crossings and also calls for an ongoing pedestrian lighting improvement program. We also know that public transit service in the NW District can be hard to access and too often has speed and reliability issues that make it an unattractive option. By addressing the worst transit delay issues and improving bus stops, more people will be able to choose transit rather than driving.

We also want to note that *Northwest in Motion* rightly identifies the long-needed reconstruction of NW 23rd Ave from Lovejoy Street to Vaughn Street as a major priority for the City and recommends it to be added to the Transportation System Plan list of Major Projects. We support this recommendation, as it is our highest priority and we have dedicated a significant amount of funding specifically toward this project. We urge City Council and PBOT to consider funding this critical project when major maintenance funding such as Capital Set-aside or Build Portland become available. NW 23rd Ave serves many critical roles for this part of the City—not only is it a small-business main street, it is also a route for goods delivery, an emergency response route for the hospital, and a major transit corridor serving an area with a high concentration of affordable housing. We think this project is well worth the investment and is urgently needed.

While we support many of the projects in Northwest in Motion and the need for traffic calming on streets to improve bicycle routes and protect pedestrians, we are concerned about potential impacts to adjacent local and collector streets. We urge PBOT to actively monitor these streets for safety or operational issues before neighborhood greenway projects are made permanent to make sure unintended impacts can be identified and mitigated, including removing the greenway improvements if needed to avoid inappropriate impacts on surrounding streets.

From: [Stark, Rae-Leigh](#)
To: [Council Clerk – Testimony](#)
Subject: Northwest in Motion Testimony
Date: Wednesday, September 30, 2020 4:24:12 PM
Attachments: [NWIM - Parking SAC Testimony 9.29.20.pdf](#)

Attached is testimony from the NW Parking District Stakeholder Advisory Committee for the Northwest in Motion hearing scheduled for October 8, 2020.

Please let me know if you have any questions!

Rae-Leigh Stark, AICP (she/her)
NW Parking District Liaison
Parking Operations

Portland Bureau of Transportation

1120 SW Fifth Ave, Suite 1331
Portland, OR 97204
503-823-7211 (Office)
503-865-6244 (Cell)
rae-leigh.stark@portlandoregon.gov
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From: [Pete Colt](#)
To: dennisharper@protonmail.com; derlund@pm.me; [Haley Knapp](#); Lkreofsky@me.com; [Council Clerk – Testimony](#)
Subject: Re: Please Add this to Northwest in Motion Testimony for the City Council: Speeds - Noise - Safety on NW 18th - NW 19th - NW Davis - NW Everett
Date: Sunday, October 4, 2020 3:16:49 PM
Attachments: [image001.png](#)

To:

Portland City Council, NWDA Transportation Committee and Board - Neighbors

FIRST
Data

When you *follow the email thread below* you'll see that in response to my request for data on NW 18th - 19th - Everett - Davis - and Glisan, Scott Baston of PBoT directed me to this:

<https://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=7ce8d1f5053141f1bc0f5bd7905351e6>

When I pointed out the data on the map was up to five years old Scott advised me that PBoT uses old data - unless changes are being proposed when a pending project needs data newer than the old data - or there is no existing data for new project.

NWiM proposes changing 18th - 19th - Everett - Glisan from local streets to neighborhood collector streets - there is no data available.

And the Primary Portal into the NW District will be moved from Flanders to Davis.

There is zero data on the impact of moving 2,000+ vehicles a day from Flanders to Davis - at the campus entrance of a grammar school.

Why is NWiM moving ahead with no data on the streets? Why the omission?

Commissioner,

There needs to be an addendum to NWiM stating no changes to 18th - 19th - Everett - Glisan without the updated data PBoT itself states is needed.

Nor should these streets be downgraded to collectors when they cut through the heart of a densely populated neighborhood that's home to a substantial number of mobility impaired and non-sighted persons.

NEXT
Equity

In response to my concern that 823-SAFE has - for the past *four years* not responded to my multiple requests for traffic enforcement on 18th, PBoT replied with data showing the number of times I call PBoT for street repairs.

And when I pointed out to PBoT that some citizens lack Internet access in order to report problems to 823-SAFE so there is a problem of equity in the system, PBoT's reply is that 75% of people earning 30K or less have a smartphone.

In return I told PBoT that that means that 25% of citizens *don't* have a smartphone.

What is the city's plan to hear these voices?

LASTLY
Encouraging/Discouraging Citizen Participation

When a citizen reaches out for data and information concerning major street changes in their neighborhood so that that citizen's voice can be heard by their commissioners - it can't be procedure for city employees at PBoT to discourage said citizen from raising their voice - can it?

Because this is from PBoT: "I suggest waiting to see the outcome of that rather than continuing these back-and-forth emails. Once we know the path forward for the plan, we can discuss the implementation process."

(read string below)

Now I don't want to use words like "dishonest" or "demeaning" or "insulting to a citizen's intelligence" to describe the PBoT employee's intent - but those words describe the feelings a citizen experiences when told them.

To a citizen it sounds like: "Wait till after we have the vote, and it's too late to be heard.

Wait till after the vote, the outcome of which you're attempting to change - after all of the work we've done - work in which, by the way, we didn't include you to begin with."

Dear Commissioner,

NWiM has failed to actively recruit and given voice to mobility impaired persons, non-sighted persons, persons of color, persons with limited English skills, schools, houses of worship, property owners and renters - in the very neighborhood that NWiM will most negatively

impact.

Please, delay the vote until there is equity.

Until impact studies are done.

Until the people living in a neighborhood count at least as much as the someone speeding at 50mph on a 20mph street they live or work or go to school on.

Or

Please, amend NWiM to include the plan designed by neighbors themselves in the area NWiM degrades.

The neighborhood created plan is called "NW 15th to 19th and W Burnside to Glisan Plan"

Thank you,

Pete Colt


----- Original Message -----

Hi Pete, just to clarify what I meant was that I think Scott Batson was very thorough in providing you with plenty of information to inform your testimony. As Scott said, there is a limit to how much of his time he can spend responding to these kinds of inquiries.

.....
Zef Wagner | Transportation Planner
Pronouns: He/Him
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 1331
Portland, OR 97204
Phone: 503.823.7164
zef.wagner@portlandoregon.gov
<https://www.portland.gov/transportation>

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From: Pete Colt <PeteColt@protonmail.com>
Sent: Tuesday, September 22, 2020 2:09 PM
To: Wagner, Zef <Zef.Wagner@portlandoregon.gov>; Allan Classen <allan@nwexaminer.com>; dennisharper@protonmail.com; Damien Erlund <derlund@pm.me>
Subject: RE: Please Add this to Northwest in Motion Testimony for the City Council: Speeds - Noise - Safety on NW 18th - NW 19th - NW Davis - NW Everett

 The City's email systems have identified this email as potentially suspicious. Please click responsibly and be cautious if asked to provide sensitive information.

Zef,

Thanks for your email.

Isn't it a bit odd for a government employee to ask a citizen to *not* gather information from a government agency in order to form ideas that then inform the citizen's testimony to the City Council?

And thanks for pointing out that a pretty substantial percentage of people - 25% - of people making less that 30K a year don't own a smartphone. Ouch.

And I didn't mean a literal snapshot vs video - it was metaphorical. But even better than a video - or tube not left in place for at least a year - are the observations of the people who live on any given street.

Thanks,

Pete

----- Original Message -----

On Tuesday, September 22, 2020 8:06 PM, Wagner, Zef <Zef.Wagner@portlandoregon.gov> wrote:

Hi Pete,

I think we've heard you loud and clear from recent emails, and I was just copied on your testimony to City Council regarding Northwest in Motion. City Council will be making a decision on whether to adopt the plan on October 8th. I suggest waiting to see the outcome of that rather than continuing these back-and-forth emails. Once we know the path forward for the plan, we can discuss the implementation process.

--Zef

.....

Zef Wagner | Transportation Planner

Pronouns: He/Him

Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 1331

Portland, OR 97204

Phone: 503.823.7164

zef.wagner@portlandoregon.gov

<https://www.portland.gov/transportation>

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From: Batson, Scott <Scott.Batson@portlandoregon.gov>

Sent: Tuesday, September 22, 2020 11:43 AM

To: Pete Colt <PeteColt@protonmail.com>

Cc: Snyder, Carl <Carl.Snyder@portlandoregon.gov>; Wagner, Zef <Zef.Wagner@portlandoregon.gov>; Brady, John <John.Brady@portlandoregon.gov>

Subject: RE: Please Add this to Northwest in Motion Testimony for the City Council: Speeds - Noise - Safety on NW 18th - NW 19th - NW Davis - NW Everett

Pete,

Thanks for the feedback. I think part of the issue is the difference between planning and designing. I am a designer. I collect data pertinent to a specific design. Planning is a less specific form of action, and I am not aware of what data needs the NW in Motion program collected or considered necessary. Planning is typically a big-picture effort, while I work on detailed local projects to achieve planning goals. Much of the most recent data collection on parallel routes in NW are related to the Marshall-Johnson greenway design work and is specific to that detailed design effort.

PBOT has collected new speed data on many streets throughout Portland as part of evaluation of the change in residential speeds, but cannot afford to collect speed data on

every street with a new speed limit.

You are correct that snapshots are the standard practice for making design decisions. The alternative is beyond the capability of most jurisdictions to fund, either for collection or for analysis. Video analysis is also a time consuming process that involves additional personnel time beyond just collection, and outside the ability of most jurisdictions to fund. Tube counts are much more efficient for standard speed and volume data.

PBOT sensitive to your equity concerns and is actively pursuing better ways to for residents to access the system. I would note, however, that its reported that 75% of persons earning under \$30,00 per year own a smartphone, which enables both internet and phone access points for PBOT.

<https://www.statista.com/statistics/195006/percentage-of-us-smartphone-owners-by-household-income/>

Scott Batson, PE |Engineer - Traffic

Pronouns: He/Him



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Illustration by Mark Matcho

I save lives through safe road design.

#RoundaboutsWeek <https://safety.fhwa.dot.gov/NRW/>

#RoundaboutsSaveLives

#RoundaboutsSaveTime

#RoundaboutsDontNeedPower

Vision Zero Basics: <https://www.youtube.com/watch?v=5aNtsWvNYKE&feature=youtu.be&t=10>

Safe Systems Road Design <http://tinyurl.com/SafeSystems>

Best goal for safety: <https://vimeo.com/205966652>

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Translation and Interpretation: 503-823-5185

From: Pete Colt <PeteColt@protonmail.com>

Sent: Tuesday, September 22, 2020 10:59 AM

To: Batson, Scott <Scott.Batson@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; Allan Classen <allan@nwexaminer.com>; dennisharper@protonmail.com

Subject: RE: Please Add this to Northwest in Motion Testimony for the City Council: Speeds - Noise - Safety on NW 18th - NW 19th - NW Davis - NW Everett



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Scott,

I've called 823-SAFE multiple times in the past four years to request enforcement. BTW, going to online requests is the opposite of the "equity" Portland pats itself on the back for as there are citizens who are either incapable of using a computer or phone, or who lack access to an Internet Connection. This is a problem at more than just PBoT.

When I make a maintenance request - and I make them as needed - I call 823-1700 and if it shows up as an 823-SAFE call that's a problem in the system not identifying unique calls. Many of the calls I've made for repairs happened immediately after a soccer game with parking signs damaged/removed - seemingly to be able to fight a parking ticket.

And you wrote: "PBoT uses data that is up to 5 years old when designing projects and only collects new data when a pending project needs data newer than that, the data needed does not already exist, or to measure effects from a project. I did not find any newer speed counts on NW 18th or 19th."

This implies that PBoT won't use data older than 5 years. It also implies PBoT collects data when a project needs to measure the effects of a project. Logically, reducing the speed limit on every street in the NW District would lead to new data being needed.

What I'm beginning to understand is that based on national standards, transportation projects in this country are based on snapshots and not videos.

And though data may not expire - a snapshot of soldiers during the Civil War is still data - the uniforms and weapons in that data do age out.

Pete Colt

----- Original Message -----

On Tuesday, September 22, 2020 3:30 PM, Batson, Scott
<Scott.Batson@portlandoregon.gov> wrote:

Pete,

I was not involved in the development of the NWIM program and it clearly covers more than the streets you've expressed interest in. You should contact the NWIM program manager with specific questions about that program and it's development. Contrary to your assertion, traffic data does not expire.

<https://www.portland.gov/transportation/planning/northwest-motion-project-overview-and-process>

Regarding 823-SAFE, the majority of your requests have been for maintenance. I would not expect the city to contact you regarding maintenance if the request was clear. Additionally, PBOT has two intake personnel and four engineers tasked with responding to requests for all of Portland. This is in addition to other program work. Your patience is appreciated.

Thank you,

Scott Batson, PE |Engineer - Traffic

Pronouns: He/Him



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Illustration by Mark Matcho

I save lives through safe road design.

#RoundaboutsWeek <https://safety.fhwa.dot.gov/NRW/>

#RoundaboutsSaveLives

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Translation and Interpretation: 503-823-5185

From: Pete Colt <PeteColt@protonmail.com>

Sent: Monday, September 21, 2020 11:41 AM

To: Batson, Scott <Scott.Batson@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>

Subject: Please Add this to Northwest in Motion Testimony for the City Council: Speeds - Noise - Safety on NW 18th - NW 19th - NW Davis - NW Everett



The City's email systems have identified this email as potentially suspicious. Please click responsibly and be cautious if asked to provide sensitive information.

Hi Scott,

Thank you for your reply and information from PBoT I requested.

And for the record for **City Council Testimony**, concerning **Northwest in Motion** ----- the City Council will be using **five year old data** that **PBoT** itself considers outdated when the Council votes on Northwest in Motion.

NW 18th south of NW Johnson is just one example of that **outdated data**.

The City Council should not be given bad data when it needs to make an informed decision.

PBoT should be sending the City Council the most current and accurate data to inform the Council's votes on NW in Motion.

And

For the past four years 823-SAFE has been unresponsive to my requests. Naturally, my neighbors and I consider 823-SAFE a failure.

And given the Flanders Street Bridge will prevent NW Flanders as the first right turn into the NW District from the I-406 South Exit and force traffic to enter on NW 16th at Davis where a **GRAMMAR SCHOOL** - with a campus on NW Davis that stretches from NW 16th to NW 18th is located - there is a safer way to allow traffic into the NW District.

That safer way - which benefits the school children on NW Davis also calms traffic on NW Everett which is a densely populated street in the neighborhood where a concentration of persons with disabilities live.

NW Everett is a two lane, one-way street from NW 19th to NW 16th.

NW Everett suffers from NW 19th to NW 16th as cars race to compete to enter the freeway at NW Everett at NW 16th.

The noise pollution from racing is very very loud and is unhealthful on a densely populated local street.

NW Everett should be made a two-way street from NW 16th to NW 19th so traffic can enter the neighborhood on NW Everett and take a right turn onto NW 18th to travel north to NW Thurman and take a left onto NW 19th for Trinity Cathedral and travel to W Burnside.

This one change would keep the kids safe and also calm the downhill racing on NW Everett from NW 19th to the freeway entrance - and reduce noise on NW Everett.

Furthermore - there could be enhanced traffic calming to protect the school children by adding diverts to NW Davis to calm it.

As to the five year life expectancy of traffic studies, Scott, the study of NW 18th south of Johnson expires next week.

We can expect a new study on NW 18th to begin next week, as well as studies on other streets in NW Portland that expire next week with results back in two months, and the new data sent to the City Council to inform Northwest in Motion, yes?

And honestly, a traffic study done for between 24 and 48 hours every five years isn't to be trusted when it comes to decision making for traffic calming.

But

The daily observations of people who live on a street are the much more reliable source of data for decision making.

I think I'll wait on making any requests for data until PBoT has done the required new testing to supersede the now irrelevant five year old data.

I want to thank you again Scott, your email has added clarity to the problem of the outdated data that informs Northwest in Motion.

Pete Colt

----- Original Message -----

On Monday, September 21, 2020 3:44 PM, Batson, Scott
<Scott.Batson@portlandoregon.gov> wrote:

Pete,

PBOT uses data that is up to 5 years old when designing projects and only collects new data when a pending project needs data newer than that, the data needed does not already exist, or to measure effects from a project. I did not find any newer speed counts on NW 18th or 19th.

Regarding a records request: specific date ranges would be better, as would the type of data you are looking for. Crash data is current through 2018 and could be related to vehicle speed. Existing data records may take up to 10 minutes to create and put into a pdf format for each location and report.

Volume counts only provide volume, while speed counts provide both speed and volume. Both reports break out the volume by hour of the day on rows and vertical bins of 3-mph speed bins defined by the speed limit when the count was taken. Turn counts report entry and exit path for each approach during the peak hours, or the hour requested. Crash data provides a summary report for each crash at a location including date, type of crash, geometry, weather, direction of participants, severity and causes and errors, among other information.

Public records requests is where to start for requests for new information (not sure that is common) or hours of work compiling existing reports. You could possibly work through the neighborhood association, or the NW in Motion program (copied), and are certainly free to contact the Commissioner should you choose. As an alternative, there are private data collection companies available.

If you have a specific (single location) safety concern you wish addressed, you can submit that request to 823-SAFE for review. Those reviews sometimes collect new data. Data collection takes one to two months with the current backlog.

PBOT uses a national protocol to determine effectiveness of speed control. The 85th percentile speed means 15% of drivers exceed that speed. 85% of drivers going the speed limit or less is considered appropriate for engineering alone. Beyond that, enforcement takes over. It also does not follow that the 85th percentile speed remains the same when a speed limit sign is changed. National studies indicate it will reduce up to 3 mph for each 5 mph speed limit change, and local culture can affect such things.

As NW Everett (west of I-405), 18th and 19th are Local Service streets, they could have traffic calming, but as emergency response routes, the form of that calming may be limited, and there is no current traffic calming program.

Scott Batson, PE |Engineer - Traffic

Pronouns: He/Him



Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 1331

Portland, OR 97204

Phone: 503.823.5422

scott.batson@portlandoregon.gov

www.portlandoregon.gov/transportation

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[PBOT Strategic Plan](#)



Illustration by Mark Matcho

I save lives through safe road design.

#RoundaboutsWeek <https://safety.fhwa.dot.gov/NRW/>

#RoundaboutsSaveLives

#RoundaboutsSaveTime

#RoundaboutsDontNeedPower

Vision Zero Basics: <https://www.youtube.com/watch?v=5aNtsWvNYKE&feature=youtu.be&t=10>

Safe Systems Road Design <http://tinyurl.com/SafeSystems>

Best goal for safety: <https://vimeo.com/205966652>

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services, contact 503-823-5185, City TTY 503-823-6868, Relay Service: 711.

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अनुवादन तथा व्याख्या

口笔译服务 | Устный и письменный перевод | Turjumaad
iyo Fasiraad

Письмовий і усний переклад | Traducere și interpretariat |
Chiaku me Awewen Karas

Translation and Interpretation: 503-823-5185

From: Pete Colt <PeteColt@protonmail.com>

Sent: Saturday, September 19, 2020 1:36 PM

To: Batson, Scott <Scott.Batson@portlandoregon.gov>

Subject: RE: Data: Speeds on NW 18th and NW 19th



The City's email systems have identified this email as potentially suspicious. Please click responsibly and be cautious if asked to provide sensitive information.

Scott,

Here below is a copy of the data you pointed me to from PDX Maps for Speeds on NW 18th and NW 19th.

<https://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=7ce8d1f5053141f1bc0f5bd7905351e6>

There is a dearth of data for both NW 18th and NW 19th - there is more data for their cross streets than for 18th and 19th themselves

I've also included data for NW Everett east of NW 18th as NW Everett is a speedway.

Please notice the dates of the data from PDX Maps:

- November 29, 2017 for NW Everett east of NW 18th
- November 29, 2017 for NW 18th north of Irving
- December 4, 2017 for NW 19th north of Irving
- September 30, 2015 for NW 18th south of NW Johnson.

The PDX Maps data is outdated. Do you have more current data you can point me to?

Please note the speed limit of this outdated data is 25mph - not the current 20mph.

Please note the (average daily traffic volume) ADTVolume on

NW Everett east of NW 18th is 10,731.

Note that 17.40% of traffic is exceeding the old higher speed limit.

Note that ADTVolume on NW 18th south of NW Johnson is 4,933

Note that 26.40% of traffic is exceeding the old higher speed limit.

Note that the ADTVolume on NW 18th north of Irving is 5,178

Note that 7.9% of traffic is exceeding the old higher speed limit.

Note that the ADTVolume on NW 19th north of Irving is 4,535

Note that 11% of traffic is exceeding the old higher speed limit.

Because the speed limit is lower today than when this data was compiled the percentage of drivers speeding today is greater than it was in 2017 - and 2015.

The speeding on both NW 18th and NW 19th and NW Everett is not just at a higher volume - it's also at a higher speed because there is less congestion and less congestion means more room to speed.

NW EVERETT ST E of 18TH AVE	E 11/29/2017 THU 11/30/2017 FRI	ADTVolume 10,731	Posted Speed 25	Over Posted Speed 17.40%	Pct. Normal @ 0.30 Weekday 1731
---	---------------------------------	---------------------	-----------------------	-----------------------------------	---------------------------------------

NW 18TH AVE S of JOHNSON ST	N 9/30/2015 THU 10/1/2015 FRI	ADTVolume 4,933	Posted Speed 25	Over Posted Speed 26.40%	Pct. Normal @ 0.80 Weekday 723
--------------------------------------	-------------------------------	--------------------	-----------------------	-----------------------------------	--------------------------------------

NW 18TH AVE N of IRVING ST	N 11/29/2017 THU 11/30/2017 FRI	ADTVolume 5,178	Posted Speed 25	Over Posted Speed 7.90	Pct. Normal @ 0.10 Weekday 723
---	---------------------------------	--------------------	-----------------------	---------------------------------	--------------------------------------

NW 19TH AVE N of IRVING ST	S 12/4/2017 TUE 12/6/2017 THU	ADTVolume 4,535	Posted Speed 25	Over Posted Speed 11.00	Pct. Normal @ 0.10 Weekday 708
---	-------------------------------	--------------------	-----------------------	----------------------------------	--------------------------------------

So help me out here, Scott and point me to more current data and how to get it.

Thanks,

Pete

----- Original Message -----

On Friday, September 18, 2020 11:12 PM, Pete Colt
<PeteColt@protonmail.com> wrote:

Hi Scott,

Thanks for the quick reply.

Steer me in the right direction, please, what questions would be considered "specificity"? I want to be able to ask them so you can compile the data.

And who would have to authorize the several hours and cost it would take for you to compile my non-specific request? Chloe Eudaly? Someone at PBoT? The City Auditor?

Thanks,

Pete

----- Original Message -----

On Friday, September 18, 2020 11:05 PM, Batson, Scott <Scott.Batson@portlandoregon.gov> wrote:

Mr. Colt,

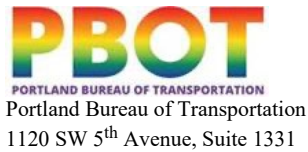
Such data can be found at
<https://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=7ce8d1f5053141f1bc0f5bd7905351e6>

Without more specificity, your request could take several hours to compile and the cost to do so is not within my power to authorize.

Official public records requests should begin here:
<https://www.portland.gov/bps/services/submit-public-records-request>

Scott Batson, PE |Engineer - Traffic

Pronouns: He/Him



Portland, OR 97204

Phone: 503.823.5422

scott.batson@portlandoregon.gov

www.portlandoregon.gov/transportation

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Illustration by Mark Matcho

I save lives through safe road design.

#RoundaboutsWeek
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<https://www.youtube.com/watch?v=5aNtsWvNYKE&feature=youtu.be&t=10>

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Fasiraad

Письмовий і усний переклад |
Traducere și interpretariat | Chiaku me
Awewen Kapas

Translation and Interpretation: 503-
823-5185

From: Pete Colt
<PeteColt@protonmail.com>

Sent: Friday, September 18, 2020 3:48
PM

To: Batson, Scott
<Scott.Batson@portlandoregon.gov>

Subject: Data: Speeds on NW 18th and
NW 19th

Hi Scott,

Please email me the current data: dates,
times, locations, vehicle counts, and
any and all other data pertinent to motor
vehicle speeds on the following:

- NW 18th from W Burnside to NW
Thurman
- NW 19th from NW Thurman to W
Burnside
- NW Everett from NW 20th Ave to
NW 16th
- NW Davis from NW 16th to NW
19th
- NW Glisan from NW 16th to NW
20th
- NW Trinity Place from W Burnside
to NW Everett

From: [Holly Hein](#)
To: [Council Clerk – Testimony](#)
Subject: Excited for Northwest in Motion
Date: Sunday, October 4, 2020 5:33:25 PM

Dear City Council Members,

Please pass, and celebrate, Northwest in Motion this Thursday. I live in Southeast and am the kind of cyclist who enjoys bikes, wants to bike more, but is daunted by aggressive auto traffic and dangerous routes. The greenway diverters near me on Clinton and Lincoln have made a huge difference! I now share my commute route with kids on bikes, people riding scooters, lots of cyclists faster than me, and respectful drivers. I want Northwest to feel this way and get people out on the streets cycling together. This will make Portland work at the scale it's built for and set us up for a sustainable future.

Thank you,
Holly Hein

From: [Josh Mahar](#)
To: [Council Clerk – Testimony](#)
Subject: Support for NWIM
Date: Monday, October 5, 2020 9:02:19 AM

Hello,

I wanted to send a note to voice my support for NW in Motion. As an inner NE resident, I frequently bike to Northwest Portland for food and entertainment - watching the Swifts, catching a movie at Cinema 21, etc.

While I'm a fairly strong cyclist, my wife is not and while she has biked with me to the Northwest, the traffic of vehicles - even on supposedly bike-friendly streets - can be uncomfortable.

The improvements in NWIM will be a huge improvement and encourage my family to bike to Northwest Portland much more often.

Thank you for your consideration!

josh
Josh Mahar

JoshMahar@gmail.com

360.393.1022

[@JoshMahar](#)

From: [Daniel Wilson](#)
To: [Council Clerk – Testimony](#)
Subject: Northwest in Motion
Date: Monday, October 5, 2020 9:21:02 AM

I work in Northwest Portland, and care very much about the health of the area. I support radical redesign of our streets to accommodate people, not cars. Please do everything you can implement designs that encourage slow, safe, and infrequent driving trips to allow access to people with all mobility and economic abilities. Do it for our respiratory and auditory health. Do it for the health of our small businesses and the happiness of residents of and visitors to our neighborhoods.

Thank you!

Daniel Wilson

From: [Mark Scantlebury](#)
To: [Council Clerk – Testimony](#)
Subject: I support Northwest in Motion
Date: Monday, October 5, 2020 11:18:51 AM

Dear Portland City Council members,

As a bicyclist in Portland since 1977, I strongly support PBOT's Northwest in Motion plan and its adoption by the City Council.

Working in advertising, I was a year-round bicycle commuter for years from first the Mount Tabor area to downtown to later the Hillsdale area to downtown. Bike riding around the city has also been one of my favorite forms of recreation. Now in retirement, all year round I run nearly all my errands (such as grocery shopping) and attend events by bike. I also explore many parts of the city, using Google Map to advise me on the best bike routes. I put about 3,000 miles a year on my bike and use my car once a week, if that.

I see the diverters and greenway improvements provided by the Northwest in Motion plan as improving the safety of biking and providing new safe routes to get from point A to B. As the safety of Portland streets go, so will the number of people who consider biking as an alternative to their cars. Win-win.

I will be watching closely what the Council decides on October 8th. Please adopt the Northwest in Motion plan.

Sincerely,
Mark Scantlebury
Portland Bicyclist and Voter
1710 SW Westwood Ct
Portland, Oregon 97239



Northwest District Association

October 8, 2020

Portland City Council

1221 SW Fourth Avenue, Room 140
Portland, OR 97204

RE: Northwest in Motion – Recommended Draft

Dear Mayor and Commissioners:

The NWDA supports efforts to make the Northwest District an inviting and safe community for walking, cycling, and using public transit. Residents, employees, and visitors—especially children, seniors, and mobility-limited persons—need to feel safe and confident moving around the neighborhood.

The NWDA supports the goals of Northwest in Motion Plan (NWIM) and urges its adoption and implementation subject to additional outreach, analysis, monitoring, and contingency planning primarily regarding traffic diverters.

In particular, the NWDA supports the following elements of the plan:

- The Program and Policy Recommendations in NWIM as they address a number of neighborhood priorities including pedestrian-scaled lighting, intersection visibility, bike and pedestrian wayfinding, transit amenities, lower vehicle speeds, and intersection safety. We believe these improvements should be considered as part of all transportation projects in the Northwest District;
- NWIM's improvements of Northwest 23rd Avenue (including the reconstruction of the north portion) to include improved crosswalks, curb extensions, bus stops, and amenities in addition to reconstruction of the street pavement;
- NWIM's network of Neighborhood Greenways to create safe and attractive routes for cyclists and pedestrians to encourage walking and cycling for local trips, improve access to transit, and provide an extra margin of safety, particularly for younger, older, and reduced-mobility users.
- Monitoring and phasing the improvements, so that adjustments can be made if there are unintended consequences or if changing circumstances brought on by the rapid development of the neighborhood necessitate a change of plans.

While the NWDA supports the goals of NWIM, some aspects of the plan require additional consideration prior to potential implementation:

- The implementation, monitoring, and phasing of the planned improvements must be paired with robust outreach and communication, along with the flexibility to adjust project details

in response to feedback and observed results. The NWDA and public must be given meaningful opportunity to provide feedback and to have NWIM projects adjusted with the benefit of lived experience. Specifically, while the NWDA supports NWIM greenways, we question the need for, and design and impact of the interior diverters. The NWDA asks that NWIM reflect this concern by adding language to the plan to conduct a rigorous assessment with broad outreach before implementing the diverters and islands other than those shown at Westover, Vaughn, and 15th Ave. This assessment needs to include updated traffic counts once these perimeter diverters are in place, and clarification of the criteria for any additional diverters;

- The impact of diverted traffic from Greenway streets to adjacent streets, including 18th, 19th, 23rd, and 25th, should be evaluated for potential safety issues raised by local residents and businesses, mitigated to the extent possible, and monitored against established metrics;
- Based on observations from several neighbors, we ask that traffic-calming measures in the SE area of neighborhood (around NW 18th/19th and NW Davis/Everett/Glisan) be better incorporated into the plan.
- As the phases of NWIM are implemented and development continues in the neighborhood, we believe a big picture assessment of transportation flow is needed within the Northwest, and how it interconnects with other neighborhoods and Portland as a whole.

The NWDA appreciates the work that has gone into this plan, the outreach efforts, and the availability of staff to attend meetings and address our questions and comments. We believe continued outreach, opportunity for feedback, and the flexibility to make adjustments to NWIM projects based on that feedback are critical to addressing these concerns. We look forward to working with staff to support implementation efforts, monitor and evaluate progress, and, if necessary, change project details to prevent, mitigate, or back out of any unintended, undesirable consequences.

Best Regards,
Northwest District Association



Ciaran Connolly
President, NWDA Board of Directors

From: [Ciaran Connelly](#)
To: [Council Clerk – Testimony](#); [Commissioner Fritz](#); [Commissioner Eudaly](#); [Wheeler, Mayor](#); [Commissioner Hardesty](#); dan@portlandoregon.gov; [City Auditor, Mary Hull Caballero](#)
Cc: [NWDA Board](#); [Allan Classen](#); [NWDA](#); [NWDA](#); [Wagner, Zef](#)
Subject: Northwest District Association testimony on Northwest In Motion (Agenda 806)
Date: Monday, October 5, 2020 2:42:49 PM
Attachments: [2020-10-05_nwda_testimony_re_nwim.pdf](#)

Dear Mayor Wheeler and Commissioners,

Attached please find the testimony of the Northwest District Association (NWDA) regarding Northwest In Motion.

Ciaran Connelly
NWDA President
he/him

October 5, 2020

To: Mayor Wheeler and Commissioners Eudaly, Fritz, Hardesty and Ryan

RE: Conditional Support for Northwest In Motion due to Safety and Emergency Route Issues

I am writing to express concern about the Northwest in Motion recommended plan. While I support most of the proposed improvements (such as better lighting, signage and more crosswalks), I am concerned about traffic flow changes and diverters that will likely decrease safety due to increased congestion, speeding and blocking of emergency routes.

We are currently experiencing a pandemic and have increased chances of fires and earthquakes. We also have not successfully reduced traffic accidents. The Northwest District has fewer cyclists than other close-in neighborhoods but almost 3 times the number of pedestrian trips – walking is a good! Increasing the number of confused and circling vehicle drivers will not enhance safety.

Traffic diversions on the neighborhood's internal streets will cause confusion for drivers, lead to unnecessary congestion on adjacent streets, and will interfere with the street grid that has served our community well. Also, it is unfair to apply one-size-fits-all goals to a neighborhood that is three times as dense as the City as a whole. Our neighborhood is continuing to grow and other changes, such as the Flanders Crossing and I-405 offramp expansion, are in progress. It does not make sense to install intrusive changes that may become obsolete.

For one especially problematic project, please take a careful look at Project NG.1, NW Johnson Greenway, on pages 34-37 of the plan. There is a very concerning series of traffic changes proposed between NW 18th and 15th where traffic will go from 2-way to 1-way westbound to 2-way to 1-way eastbound. The 1-way segments will have contra-flow bike lanes. This is an untested and potentially dangerous design. The changes are located alongside a fire station (at NW 17th and Johnson) and could impede emergency response. They will also contribute to congestion on adjacent streets and increase traffic on NW 18th and 19th where traffic routinely exceeds speed limits. I am attaching a summary of issues since the proposed changes are hard to decipher in the NWIM recommended plan.

I am aware of concerns expressed to the Northwest District Association and support their call for further evaluating the need for traffic diversions at internal neighborhood locations, such as those on NW Johnson at NW 18th. I support amending the plan to provide for additional evaluation and community outreach before installing internal diverters.

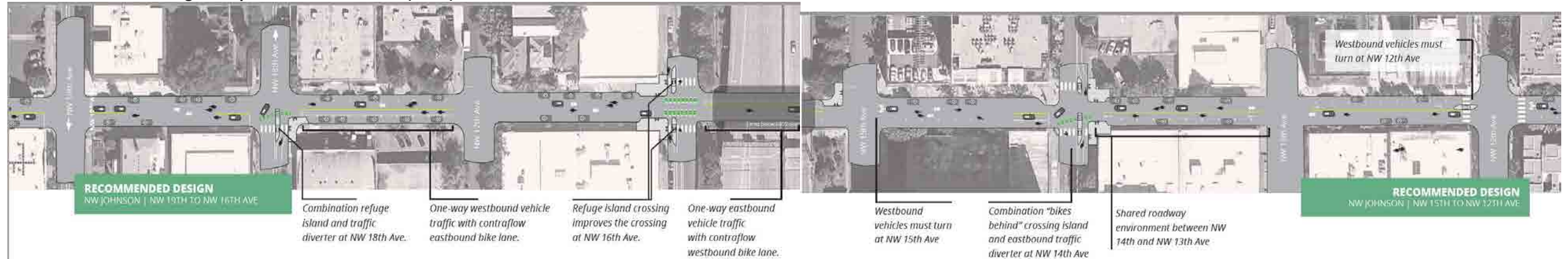
Respectfully submitted,

Vicki Skryha
2046 NW Marshall St
Portland, OR 97209

Attachment

cc: Portland Fire Marshall

Issues with NWiM Changes Proposed to NW Johnson (NG.1)



ISSUES:

- This design is not consistent with the recommended use of contra-flow: adding a contra-flow bike lane to an existing one-way street with a bike lane so the same street can accommodate bikes going in both directions or to diminish sidewalk or wrong-way biking. (See <https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/contra-flow-bike-lanes/#design>). NW Johnson is already multi-modal as a designated greenway and there is no evidence of problematic bike use. Will implementation improve safety?
- NW Johnson proposals include numerous traffic pattern changes that will be confusing and could increase wrong-way traffic and frustrated circling drivers and increased dangerous conditions for pedestrians:
 - NW 19th to 18th: **two-way traffic maintained but eastward lane forced to turn left** (across oncoming westward traffic) onto NW 18th (increases traffic on 18th; potentially diverts traffic to other local streets at this point; increased accident potential at this intersection due to fast-moving vehicles on 18th)
 - NW 18th to 17th: **one-way westbound shared vehicle-bicycle lane; new eastbound contra-flow bike lane** (possible issue with westbound flow of traffic on Johnson in this block when Irving is also westbound and one-way streets usually alternate; fire station at the NW corner of 17th and Johnson may be hampered by this installation; parking appears to be maintained on both sides of street but how do parkers reach east-facing spaces and is it advisable to have to cross over a bike lane to park?)
 - NW 17th to 16th: **two-way traffic maintained with shared vehicle-bike use** (circling or diverted eastbound traffic may rejoin Johnson here since eastbound direction continues under freeway in next block; while there are crossing improvement on 16th, traffic on 16th does not appear to have to stop (?); what happens when drivers backed up on 16th turn west onto Johnson? No crosswalks for peds at 17th.)
 - NW 16th to 15th: **one-way eastbound shared vehicle-bicycle lane; new westbound contra-flow bike lane** (this segment goes under I-405; it is unclear what signage will keep westbound traffic from turning onto this segment from the 16th and Johnson intersection; no crosswalks at 15th to assist safe crossing for pedestrians; drivers exiting public parking lot adjacent to REI may be confused going westbound)
 - NW 15th to 14th: **two-way traffic maintained with shared vehicle-bike use** (at 14th eastbound traffic will be forced to turn left onto high-volume 14th and cross over oncoming westbound traffic lane; it is unclear whether 14th will be reduced to one lane or continue to have two fast-moving vehicle traffic lanes; this has been and will continue to be a problematic intersection with no traffic lights to assist safe pedestrian crossing)
 - NW 14th to 13th: **'Shared roadway environment'** – unclear what this means...
 - NW 13th to 12th: **Unclear** – westbound traffic is forced to turn at 12th, but it is unclear what is planned for this block...
- The impact of redirected traffic resulting from these changes has not been sufficiently analyzed – especially along the adjacent and nearby eastern edge blocks of the NW District. How much driver-circling and confusion will result? The diagram on page 33 shows no traffic impacts to Irving and Hoyt – how can that be?
- Is traffic volume on NW Johnson high enough to justify so many interventions? It does not appear to be a street with high traffic volumes. Traffic counts on NW District side of Johnson are about half those in the Pearl. Preventing westbound traffic at I-405 may be sufficient to reduce traffic volumes. It's possible that bicycle use of Johnson will decline when Flanders Crossing is installed. It is difficult to predict post-pandemic levels of traffic. The proposed remedy is supposed to decrease traffic volume, but is there really a problem that requires such major changes?

From: vskryha@aol.com
To: [Council Clerk – Testimony](#); [Commissioner Fritz](#); [Commissioner Eudaly](#); [Wheeler, Mayor](#); [Commissioner Hardesty](#); dan@portlandoregon.gov
Subject: Testimony on Northwest in Motion
Date: Monday, October 5, 2020 3:07:20 PM
Attachments: [Testimony on Northwest in Motion - VS 10-5-2020.pdf](#)
[Attmt - NW Johnson Project Issues VS 10-5-2020.pdf](#)

Please find attached my testimony on Northwest in Motion. My testimony provides support for the recommended plan conditioned on revisions that delay internal neighborhood traffic diversions as they raise safety and emergency response concerns.

Thank you,

--Vicki Skryha

October 5, 2020

To: Mayor Wheeler and Commissioners Eudaly, Fritz, Hardesty and Ryan

RE: Conditional Support for Northwest In Motion due to Safety and Emergency Route Issues

Northwest in Motion (NWIM) recommended plan has many positive points such as better lighting, more crosswalks and signage. But these gains are overshadowed by the traffic flow changes and diverters that may decrease safety due to increased congestion, speeding and impeding emergency routes.

I am concerned that the focus on traffic diversion does not take into account the congestion on neighboring streets. Traditionally, the NW neighborhood has been created on a well-known traffic grid – this proposal will increase confused and circling traffic which will not support an increase in safety.

With the current pandemic – do we know what the traffic pattern will “return to”. Already we are seeing more work at home options being implemented and an overall decrease in traffic volume. I believe it is a waste of money to implement significant changes rather than a phased in approach which would allow for reviewing any changes in traffic patterns and update the plan accordingly.

Applying a one-size-fits-all goals to a neighborhood that is three times as dense as the City average does not make sense. Our neighborhood is undergoing transition with the Flanders Crossing and the I-405 offramp expansions. Why are we making changes before these major traffic updates – how does that effect the NWIM proposal and what traffic changes will result – for all modes of transportation – cars, bicycle and walking.

Specific concerns:

The series of traffic changes proposed between NW 18th and NW 15th on Johnson has a series of changes that traffic will go from 2 way to 1 way westbound to 2 way to 1 way eastbound. The bike lanes will be contra flow which results in crossover traffic on the block changes. This potentially dangerous design is untested and not implemented elsewhere in Portland. Additionally, these changes are located alongside a fire station (at NW 17th and Johnson) and may effect emergency response.

The plan does not address the South East of the NW Portland traffic flows primarily in the grid from NW 16th - 18th/19 and Burnside to Glisan. This area will be most affected by the new Flanders Crossing and the changes in the 405 offramp. The additional traffic changes and congestion are not included in this plan which does not place any importance on this SE area of the NW.

Moving NWIM forward without clear staging goals and ongoing traffic modeling based on changes in traffic patterns post COVID does not reflect neighborhood needs going forward and may spend scare city funds on unneeded items. Strong community feedback is needed at each stage. I recognize that this plan is an ongoing plan that has been in percolating in place for the last 5 years or more – but I think we can all believe with a year like 2020 – do we really believe that data will be as relevant going forward.

I also support the concerns expressed by the Northwest District Association and support their call for further evaluating the need for traffic diversions at internal neighborhood locations, such as those on NW Johnson at NW 18th. I support amending the plan to provide for additional evaluation and community outreach before installing internal diverters.

Thank you for the opportunity for Feedback

JoZell Johnson

NW 18th Avenue

Portland OR 97209

From: [J Johnson](#)
To: [Council Clerk – Testimony](#); [Commissioner Fritz](#); [Commissioner Eudaly](#); [Wheeler, Mayor](#); [Commissioner Hardesty](#); [dan@portlandoregon.gov](#)
Subject: Testimony on Northwest in Motion
Date: Monday, October 5, 2020 4:47:13 PM
Attachments: [NWIM Feedback - JoZell Johnson 10_04_2020.pdf](#)

Please find attached my testimony on Northwest in Motion. My testimony highlights specific concerns for the recommended plan - specifically asking for a delay on Internal traffic diversions and inclusion of the South East section of Northwest Portland (NW 16th to 19th from Burnside to Glisan and beyond).

The traffic changes that will result from the shift to work from home model resulting from COVID are not reflected in this model. We are already seeing significant drops in office space and other entertainment venues - this will most certainly result in key traffic changes as well. Please move forward in cautionary steps allowing for additional traffic control review, intermediate results and community feedback

Thank you,
JoZell Johnson

JoZell
jozell.johnson@gmail.com

From: [s.alexander](#)
To: [Council Clerk – Testimony](#)
Subject: Support for better biking in NW Portland
Date: Monday, October 5, 2020 8:40:10 PM

Honorable Commissioners,

I've been biking in NW Portland since I was a kid some 50 years ago. Obviously, the amount of traffic has changed, but the need to get around safely and inexpensively to local schools and businesses remains. Kids and families need safe options. I hope you will continue to support safe biking throughout Portland by increasing the number of streets that are not car dominated. Diverters and safer crossings are a very good investment of public dollars in transportation infrastructure for our future- a future where we can breathe clean air. Let's get out of our cars and onto our bikes! I love my home town!

Thank you for your hard work during this time.

Shara Alexander

From: [Vet Lectures](#)
To: [Council Clerk – Testimony](#)
Subject: Re: Northwest in Motion plan
Date: Monday, October 5, 2020 8:54:33 PM

Hello,

I am writing in support of the NW in Motion plan and in particular for the diverters proposed to be installed over the next few years. These are an extremely effective and low-cost way to make our streets more livable and safe for pedestrians, cyclists, residents, senior citizens and kids. Making streets safe is a pre-requisite to get people more active in their lives and transit.

Best,
Will

Dr. William Rausch
DVM, Diplomate ACVIM - Cardiology

For City Council Meeting - Thursday, October 8, 2020 2:00 p.m.

Item # 806: Adopt the Northwest in Motion plan and its recommendations

Testimony of Philip Selinger:

- Resident of 2466 NW Thurman Street, Portland 97210
- Northwest District Association (NWDA) representative to the Community Advisory Group

Dear Mayor Wheeler and Members of the Portland City Council:

Portland's Northwest neighborhood enjoys great opportunity for getting around without automobile dependence. As a longtime chair of the NWDA Transportation Committee I am mindful of the hard work of the committee in promoting many of the transportation strategies embodied in the Northwest in Motion Plan. My comments here, however, are my own.

I thank staff PBOT for a well-managed process. Northwest in Motion reflects the hard work of the Community Advisory Group on which I had the honor of serving. Meetings were productive and feedback well received. Zef Wagner was always available for NWDA Transportation Committee meetings. Plan revisions reflect the exchange of ideas. The plan evolved as staff meet with neighborhood committees and listened to the community. Zef walked the streets and met with concerned individuals. His responses were prompt, thorough and thoughtful.

I fully support the plan and all component parts. A complete network of greenways is central to achieving the plan goals. Greenways need to be safe and attractive if they are to be well used by residents, employees and visitors of all ages and abilities. Traffic diverters as necessary will discourage cut-through traffic and calm internal driving. Concerns of neighbors uncomfortable with selected plan features are often based on perceived individual inconvenience. Our small city blocks, however, allow that no one will be greatly inconvenienced or put at risk by those diverters.

If I have any concerns it is that the plan be fully implemented. Continuity and integrity will be critical to achieving its goals. The plan provides for monitoring and adjustment based on new information, unintended consequences and changing conditions. It needs to be fully funded and not compromised or delayed. Successful trial installations need to be attractively integrated into the streetscape. The partnership with the community needs to be nurtured and sustained.

The need for Northwest in Motion will increase as Northwest Portland continues to urbanize. Some say we need to maximize room for cars that will come with new development, but times are changing, climate change is real, and there is a great acceptance of alternative modes for getting around. The plan leverages the community's diversity of nearby destinations and proximity to the central city and regional transit.

I encourage you to approve, fund and implement Northwest in Motion. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Philip R. Selinger". The signature is fluid and cursive, with a prominent initial "P" and a long, sweeping flourish at the end.

Philip R. Selinger

October 5, 2020

From: [Philip Selinger](#)
To: [Council Clerk – Testimony](#)
Cc: [Wagner, Zef; "Damien Erlund"](#)
Subject: Corrected Testimony of P. Selinger for Council Item # 806 - Northwest in Motion
Date: Monday, October 5, 2020 11:14:39 PM
Attachments: [NWIM Testimony of Phil Selinger.pdf](#)

My apologizes....

One typo was found in the previous version of this testimony. Please use this version.

Many thanks.

Phil Selinger

From: Philip Selinger
Sent: Monday, October 5, 2020 8:01 PM
To: cctestimony@portlandoregon.gov
Cc: Wagner, Zef <Zef.Wagner@portlandoregon.gov>; 'Damien Erlund' <derlund-nwda@pm.me>
Subject: Testimony of P. Selinger for Council Item # 806 - Northwest in Motion

Hello:

Please find attached testimony of Phil Selinger in support of City Council Item # 806 with respect to the Northwest in Motion Plan.

I am also registered to also provide shorter oral testimony at the meeting. Please let me know if there is any concern with this submission.

Thank you.

Phil Selinger



37510

930 NW 14th Ave, Suite 280
Portland, OR 97209
503-222-4200

www.portlandstreetcar.org

October 6, 2020

Portland City Council
1221 SW Fourth Avenue
Portland, OR 97204

Dear Mayor Wheeler and Commissioners:

I am writing in support of the Portland Bureau of Transportation's (PBOT) Northwest in Motion vision to move Portlanders safely and more efficiently around and through our community's northwest neighborhoods.

The Portland Streetcar is a key component of mobility in Northwest Portland and was the catalyst for much of the dense, walkable development that has made the quadrant a well-known and oft-emulated model for equitable, climate-smart urban planning. As we seek to improve our own performance while more safely and efficiently blending with other modes of travel, the types of projects included in Northwest in Motion will allow transit to move more easily through congestion while improving safe pedestrian and bicycle connections.

PBOT staff have engaged the community and traveling public over several months to obtain input on travel patterns, project priorities and other transportation needs important to Portlanders. As Northwest Portland continues to grow in population, jobs and mobility needs, I thank you for your full consideration of this project and its ability to get Portlanders where they need to go safely and efficiently.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Bower', with a long horizontal line extending to the right.

Dan Bower
Executive Director
Portland Streetcar, Inc.

From: [Andrew Plambeck](#)
To: [Council Clerk – Testimony](#)
Subject: NW in Motion Testimony
Date: Tuesday, October 6, 2020 1:23:53 PM
Attachments: [NWIM Support Ltr Oct2020.pdf](#)

Hello,

Please find attached a letter regarding NW in Motion from Dan Bower, Executive Director of Portland Streetcar, Inc.

Thank you,

Andrew Plambeck
Public Affairs Manager
Portland Streetcar, Inc.
503-869-5507
andrew.plambeck@portlandstreetcar.org

From: [Pete Colt](#)
To: [Council Clerk – Testimony](#)
Subject: I Support the NW 15th to 19th and W Burnside to Glisan Plan
Date: Tuesday, October 6, 2020 1:57:18 PM

The NW 15th to 19th and W Burnside to Glisan Plan

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Our neighborhood - home to houses of worship and schools - has the highest concentration of disabled person - persons of color - low-income households - low-income housing - and a greater percentage than city-wide of non-native and limited English speakers.

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 "Recommended Traffic Classification Changes"

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Use technology available since the 1990's.

Pedestrian don't walk countdown should be obfuscated from drivers' view so they can't be motivated to blow through a yellow or red light.

EQUITY

Dear City Council,

NWDA - in the letter it's sent to City Council - has realized the lack of equity in the planning of NWiM in regard to the southeastern area of the NW District.

To right that wrong:

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Don't destroy safety and quality of life around schools - houses of worship - and multi-unit residences.

Protect the respiratory health of residents and reduce traffic noise to improve their sleep which is vital to their good health.

And

Listen to stakeholders who want to trust and believe that the City Council will hear our voices and concerns and order PBoT to not downgrade our neighborhood's streets.

Affirm the City Council's commitment to equity by speaking up for and improving the day-to-day lives - and health and safety of overlooked populations in Portland.

Thank You

Pete Colt

From: [Annette Jolin](#)
To: [Commissioner Fritz](#); [Commissioner Eudaly](#); [Wheeler, Mayor](#); [Commissioner Hardesty](#); dan@portlandoregon.gov;
[Council Clerk – Testimony](#)
Subject: NWIM Resident Input
Date: Tuesday, October 6, 2020 3:49:42 PM

Portland City Council
1221 SW Fourth Avenue, Room 140
Portland, OR 97204

RE: Northwest in Motion – Resident Input

Mayor Wheeler and Commissioners Eudaly, Fritz, Hardesty, and Ryan,

We have lived at the intersection of NW Irving Street and NW 18th for more than 26 years. During this time, we have benefited from a substantial number of measures the city has implemented to make biking and walking an integral part of our neighborhood. As commuter bike riders and walkers, we support many of the changes that were made. Going forward, we join the NWDA in their support for most of the proposed Northwest in Motion provisions.

However, we are also aware that changes bring with them unintended consequences, sometimes right in front of us as in the following example. Cars traveling on NW 18th from NW Glisan to NW Lovejoy and pedestrians crossing NW 18th at NW Johnson proceed on different assumptions. Pedestrians assume that crosswalks painted green signal extra safety.

Drivers (traveling on NW 18th a one-way street going North) that have just been given the green light on NW Glisan and are headed toward the next traffic light on NW Lovejoy assume they can get from point A to point B as efficiently as possible. Green cross walks on this 5-block journey are not an intuitive part in their calculations. As a result, we see a lot of speeding cars and spooked pedestrians.

This is just one example and a very parochial one at that. However, the problem described is real. We observe it with great regularity. Fortunately, it is a problem for which a simple remedy in the form of speed bumps could bring relief.

Thank you for your consideration,

Annette Jolin and Richard U'Ren
1735 NW Irving Street
Portland, OR 97209

From: [Betsy](#)
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Hardesty](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); info@danryanforportland.com
Date: Tuesday, October 6, 2020 4:09:25 PM
Attachments: [image.png](#)

Dear Mayor Wheeler and Commissioners Fritz, Eudaly, Hardesty, and Ryan,

Please proceed with Northwest in Motion as soon as possible.

I am 64 years old and bicycle riding means so much to me. I feel such gratitude to live in close-in southeast Portland where I can bicycle for my work, on nearly all errands, to doctor and dentist appointments, on social outings with friends and family, and for all the physical and mental health benefits it gives me, especially in this time of Covid.

Thank you for both the Clinton Greenway Project and the Ladd-Harrison-Lincoln Greenway Project, both built in recent years near our home. I ride these routes frequently and cannot fully express to you the joy I feel riding freely and safely and seeing so many other cyclists on these routes.

I also have lived with chronic degenerative arthritis for more than half of my life. The bicycle has been both a mobility device for me at times and a therapeutic aid. Over the many years I have passed up and down the spectrum from Strong and Fearless, through Enthused and Confident, to Interested but Concerned. I have not forgotten what each of those levels of bicycling feels like and needs.

We need fast, efficient, safe, and direct routes to make bicycle travel more attractive than driving for most trips. We also need the Portland Greenway program so that those of us who, for reasons of age, ability, experience, or anything else, can confidently bicycle on low-stress, low-motorized-traffic, safe, and comfortable routes.

I expect to give up my car keys long before I give up my bicycle. In fact, although a little electric assist for hills, or a tricycle may be in my future, I don't ever expect to give up my bike. Bicycling helps me stay strong, healthy, happy, independent, and connected to my community.

As our city moves toward goals related to climate change, urban density, affordable housing, and rebuilding our economy, bicycle and pedestrian infrastructure must be included as an essential component. Northwest Portland and all neighborhoods, deserve a Greenway program like what we enjoy near our home in close-in southeast.

Sincerely,
Betsy Reese



From: [Beverly Carson](#)
To: [McClymont, Keelan](#)
Subject: I Support the NW 15th to 19th and W Burnside to Glisan Plan
Date: Tuesday, October 6, 2020 5:47:01 PM

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Thank You,

Beverly Carson

From: [Debbie Leahy](#)
To: [McClymont, Keelan](#)
Subject: I support the NW 15th to 19th and W.Burnside to Glisan Plan
Date: Tuesday, October 6, 2020 7:42:14 PM

Hello,

I am a neighbor in the area where this plan is being considered. I walk this area several times daily and over the past year have almost been hit several times by speeding vehicles on 18th, especially b/t Burnside and Everett.

When the city proposed lessening the lanes from 1 to 2, I followed the plans and voiced my opposition b/c I felt the plan was ill-conceived. I was assured the reduction to 1 lane would lead to slower traffic and less congestion. I, and my neighbors had asked for a pedestrian light on Couch/18th or at the very least speed bumps to reduce the speed in which the traffic flowed. We were told the reduction would most certainly "take care of the problem." It has not. It has only increased.

The amount of noise population, unsafe walking conditions and traffic volume has made it unsafe and unhealthy in my neighborhood.

I agree with the plan in its entirety and ask for the council to approve the plan (see below).

Thank you,

Debbie Leahy
133 NW 18th Ave, #8, Portland, OR 97209

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Effective Speed Bump on 19th at the entrance of the intersection with Everett

Effective Speed Bump on 19th at Davis

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And

RECONFIGURE SIGNALLED INTERSECTIONS

To allow Big Rigs to turn by duplicating the intersection of westbound N Fremont at Vancouver - pull the stop line back with an X box.

BLIND INTERSECTION NW 18TH AT EVERETT

Protect mobility impaired persons - pedestrians - children - cyclists - skateboarders - scooters - pets at the blind intersection of NW 18th at Everett with "No Right-on-Red".

DETERENCE OF RACING THROUGH YELLOW AND RED LIGHTS (should be city-wide)

Use technology available since the 1990's.

Pedestrian don't walk countdown should be obfuscated from drivers' view so they can't be motivated to blow through a yellow or red light.

2257 NW RALEIGH ST.
PORTLAND, OR 97210



503.823.4288
WWW.PEARLDISTRICT.ORG

October 2, 2020

RE: Northwest in Motion

Dear Commissioner Eudaly and Members of Portland City Council,

The Pearl District Neighborhood Association supports the goals and objectives of the Northwest in Motion plan to expand local transportation options and urge you to adopt the plan as presented. The projects included in the NWIM plan will increase neighborhood access, safety and livability for over 7,000 residents and nearly 14,000 employees in the neighborhood, and are consistent with the modal hierarchy in Policy 9.6 of the Portland Comprehensive Plan, which puts walking and cycling at the top of the list and private vehicles at the bottom when making transportation system decisions. The projects in NWIM are also critical towards achieving the goal of 80 percent non-single occupant vehicle commute mode share outlined in the Central City 2035 Plan and 25 percent citywide bicycle mode share for all trips in the Portland Bicycle Plan for 2030. Since transportation accounts for 42 percent of local carbon emissions, shifting drive alone trips to more sustainable modes will also help the City reach its adopted climate action target of an 80 percent reduction in climate emissions below 1990 levels by the year 2050.

There is also a strong equity justification for these investments, as the projects will serve communities identified by Metro as having higher than average regional concentration of historically disadvantaged populations. There are 1400 regulated affordable housing units in the Pearl District alone, plus an additional 880 units in the Northwest District, making the project area one of the densest in affordable housing for the entire region. Most of these developments are located in the North Pearl, where nearly two-thirds of the households consist of renters, and among those nearly half do not have access to a vehicle. A full quarter of residents in this area are elderly and a third earn less than 200% of the poverty level, while another 14 percent have some kind of physical disability. Many of these residents either do not want to own and maintain a vehicle or are unable or cannot afford to do so. In addition, 42 percent of all employees are low-income (earn \$40,000 or less annually). NWIM will help create safer conditions for people walking, bicycling, rolling, accessing transit, or using other micromobility options to get around.

The PDNA has long raised concerns about the difficulty of crossing NW 14th/16th avenues, which serve as barriers to people walking and biking, as well as the condition of the Pearl District's neighborhood greenways, which were identified by the City as deficient due to excessive traffic volumes. In addition, the City and TriMet both recognized the North Pearl as in need of increased transit access. The projects in NWIM will help address these issues by improving pedestrian crossings at busy streets, create safer bicycle connections along the greenways, and lay the groundwork for future bus service in the neighborhood to allow residents from the Pearl District and all over the city to connect to jobs, education, medical facilities and other essential destinations without requiring the use of an automobile. The projects in NWIM will also tie into the adopted Central City in Motion plan and USPS Master Plan, creating a network of safe streets suitable for all ages and abilities.

2257 NW RALEIGH ST.
PORTLAND, OR 97210



503.823.4288
WWW.PEARLDISTRICT.ORG

PEARL DISTRICT
NEIGHBORHOOD ASSOCIATION
EST. 1991

Finally, the neighborhood appreciates PBOT's collaborative approach during the planning process, as staff worked with local stakeholders to iterate and improve upon the projects in order to serve the needs of residents and businesses in the Pearl District, and kept us well informed of any changes to the plan during its development. We look forward to working with the City to implement these projects as soon as possible to create a safer, cleaner and more resilient neighborhood and city. Subsequently, we propose expanding sidewalk riding restrictions to encompass the entire neighborhood in order to reduce conflicts, similar to what's in place in the central business district. The restrictions currently do not apply north of Hoyt Street or west of 13th Avenue and were implemented prior to the growth of the Pearl District as an extension of downtown.

Sincerely,

Stan Penkin
Pearl District Neighborhood Association
President

Reza Farhoodi
Pearl District Neighborhood Association
Planning and Transportation Committee Co-Chair

From: [Reza Michael Farhoodi](#)
To: [Council Clerk – Testimony](#)
Subject: Testimony from Pearl District Neighborhood Association for Item 806: Northwest in Motion
Date: Wednesday, October 7, 2020 9:12:32 AM
Attachments: [PDNA NWIM Letter.pdf](#)

Hello,

Please see the attached following testimony in support of adopting the Northwest in Motion plan.

Thank you,
Reza Farhoodi

--

Reza Michael Farhoodi
Planning and Transportation Committee Co-Chair
Pearl District Neighborhood Association
rmichael87@gmail.com
301-452-4924

From: [Josh Hetrick](#)
To: [Council Clerk – Testimony](#)
Subject: in support of Northwest In Motion plan
Date: Wednesday, October 7, 2020 9:50:12 AM

I support the adoption of the Northwest In Motion plan, and encourage a swift rollout. I have biked intermittently in Northwest for the last 8 years, and the lack of truly calmed streets made it difficult to find reliable and safe routes throughout the area. Providing a stronger greenway network will help increase cycling and improve safety. Establishing new diverters will help reach that goal, including the phase 2 diverters if needed. I also sometimes take transit to Northwest destinations, but sometimes must avoid it due to service that can be slow, infrequent, and end early. Improvements to travel time and service reliability will make transit more feasible for more people and increase transit mode share.

Thanks,
Josh Hetrick
Brooklyn, Portland, Oregon

From: [Jeanne Harrison](#)
To: [Council Clerk – Testimony](#)
Cc: [Wagner, Zef](#)
Subject: NWIM - Agenda Item806
Date: Wednesday, October 7, 2020 10:58:06 AM

Dear Mayor and City Commisioners,

I am a long time resident of Northwest Portland (33+ years) and have been involved in Northwest District Association through its Transportation Committee (over 13 years) and Board (1 year). I also sit on the Northwest Parking Advisory Committee, but today I'm writing as an avid and aging pedestrian.

Northwest in Motion has my unqualified support, and I look forward to it's implementation over the next several years. Many of the projects in NWIM were identified as needs through the NWDA Transportation Committee's work plan. Others carry out the actions of the NW District Plan. Others are new and exciting additions that will support pedestrian and bicycle safety, improve access to transit, and improve traffic movements. Other projects will reinforce our main streets and contribute to our livability.

As a member of the NW Parking SAC, I'm proud to be able to partner with the City to fund many of these projects. It's an added bonus that by providing funding in NW, the City will be able to spend more money in other neighborhoods who need the same kind of transportation improvements that NWIM embodies.

I want to commend Zef Wagner and his team for their outstanding work on NWIM. The extensive public outreach helped residents visualize how NW can become even more walkable, bikeable and safe. Zef was always available to answer questions, attend meetings, and make adjustments to the plan to address concerns or suggestions.

Thank you for your consideration of this excellent plan. Stay safe and stay well,

Jeanne Harrison
837 NW 25th Avenue
Portland, OR 97210

From: [Candace McKinley-Potts](#)
To: [McClymont, Keelan](#)
Subject: I SUPPORT THE NW 15TH TO 19TH AND WEST BURNSIDE TO GLISAN PLAN
Date: Wednesday, October 7, 2020 12:49:58 PM

The NW 15th to 19th and W Burnside to Glisan Plan

SOCIAL EQUITY

Our neighborhood - home to houses of worship and schools - has the highest concentration of disabled person - persons of color - low-income households - low-income housing - and a greater percentage than city-wide of non-native and limited English speakers.

See Pages 7 and 8: "City of Portland Equity Matrix":

<https://www.portland.gov/sites/default/files/2020-02/existing-conditions.pdf>

Almost 100% of traffic upgrades in NWiM are in wealthier neighborhoods of the NW District while our ignored neighborhood is being downgraded to increase in traffic and speeds.

NWiM downgrades 18th - 19th - Everett - Glisan from "Local Service" to "Neighborhood Collector" streets to increase vehicle volumes and speeds and that's more noise.

See Phase 2: Street Classification See Map 2:
 "Recommended Traffic Classification Changes"

<https://www.portland.gov/transportation/planning/northwest-motion-project-overview-and-process>

Study NWiM and you'll be shocked to note language from traffic engineers - we're considered a throw-away neighborhood of "Neighborhood Collector Streets" where speeds and traffic volumes can be increased in order to divert traffic from wealthier areas - where strict reductions in traffic volumes and speeds benefit and enhance new "Green Streets".

(Definition: Primary Portal is a Major Entry Street into the NW District - Primary Exit is a Major Exit Street.)

(Definition: Collector Street collects and concentrates traffic volumes and raises speeds to offset increased volumes. NW 18th - 19th - Everett - Glisan are proposed collectors.)

NWiM IMPACT RESIDENTIAL NEIGHBORHOOD

Houses of Worship - Schools - Residents

Higher Traffic Volumes - Increased Circulation Concentration -
 Faster Speeds

NW Flanders - which carried 2,000+ vehicles per day *was* the primary portal into the NW District from I-405 South Glisan Exit.

See Page 17: "Neighborhood Greenway Performance - Motor Vehicle Traffic Volume":

<https://www.portland.gov/sites/default/files/2020-02/existing-conditions.pdf>

The Flanders Street Bridge over the freeway re-directs those 2,000+ vehicles to a new primary portal into the NW District.

NW Davis is that new Primary Portal.

ODoT

ODoT is expanding the Glisan exit from a one to a two-lane off-ramp. The new two-lane off ramp insures much higher than even 2,000+ traffic volumes on NW Davis.

ODoT replied "No" to multiple requests for the primary portal into the NW District to be Glisan at 16th where both local traffic on 16th and traffic exiting the freeway merge.

ODoT said "No" to installing alternating traffic signals for traffic from 16th go straight or right at Glisan - then the signal would change to allow traffic from I-405 to go straight or right onto Glisan.

ODoT rationale: An alternating light increases wait times at the exit and backs up traffic - and increases congestion on the Fremont Bridge.

Decreasing bridge congestion is also a rationale for expanding the exit ramp to two-lanes.

PBoT

Is using data that in some cases is five to 10 years old.

Where is the PBoT data that addresses the proposed major changes in traffic volumes - circulation - speeds - fail points caused by The Flanders Street Bridge?

WINTER 2020

All traffic from I-405 into the NW District will now primary portal in on Davis and carry traffic to proposed Neighborhood Collector Street 18th (itself a primary portal) for northbound traffic.

NW Davis is the only shortcut to proposed Neighborhood Collector Street NW 19th (itself a primary exit) for southbound traffic to avoid congested W Burnside between 15th and 19th.

Daily 2,000+ vehicles per day - speeding - loud buzzing mufflers -

commercial traffic and Big Rigs on NW Davis at a grammar school and into one of the most densely populated parts of Portland.

We want safer street crossings for children - elderly - mobility impaired people. We want safer lanes for bikes - scooter - skaters. We want quieter streets.

Neighbors in the Tudor Arms, George Williams, The Chelsea, Victorian Condos, Sutton Place, Dorothea, and Everett mobilized in opposition to downgraded streets.

WE HAVE A TRANSPORTATION EQUITY PLAN

It's called:

"THE NW 15TH TO 19TH AND W BURNSIDE TO GLISAN PLAN"

The plan:

TRAFFIC VOLUMES

Our plan keeps ODoT and PBoT traffic volumes but dilutes them to and from I-405 and dilutes volumes into and out of the NW District.

How?

DEMOCRATIZE EVERETT AND GLISAN

Diffuse Yet Keep Traffic Volumes both east and westbound.

From 15th to 19th there are two eastbound lanes on Everett and two westbound lanes on Glisan.

Enhance Everett and Glisan - upgrade them both to two-way streets from 15th to 19th.

This dilutes traffic volumes but retains two eastbound and two westbound lanes.

Democratizing Everett and Glisan will take pressure off traffic to use Davis and

PROTECT CATHEDRAL SCHOOL.

Add a physical Barrier on Davis at 16th to prevent westbound *cut-through traffic* onto Davis at Cathedral School - and still allow eastbound traffic on Davis to 16th

Stop Signs on Davis at 17th - 18th - 19th

CrossWalks on Davis at 17th - 18th - 19th

Effective Speed Bump southbound 17th at intersection with Davis to slow traffic and prevent "California Stop" right turn at Cathedral School

CALM TRAFFIC

Stop Signs in all directions on 17th - 18th - 19th at Davis

CrossWalks in both directions on 17th - 18th- 19th at Davis

And

Effective Speed Bump mid-block on 18th between Couch and Davis

Effective Speed Bump on 18th at the entrance to intersection with Davis

Effective Speed Bump on 18th at the entrance to intersection with Everett

Effective Speed Bump on 19th at the entrance of the intersection with Everett

Effective Speed Bump on 19th at Davis

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To allow Big Rigs to turn by duplicating the intersection of westbound N Fremont at Vancouver - pull the stop line back with an X box.

BLIND INTERSECTION NW 18TH AT EVERETT

Protect mobility impaired persons - pedestrians - children - cyclists - skateboarders - scooters - pets at the blind intersection of NW 18th at Everett with "No Right-on-Red".

DETERENCE OF RACING THROUGH YELLOW AND RED LIGHTS (should be city-wide)

Use technology available since the 1990's.

Pedestrian don't walk countdown should be obfuscated from drivers' view so they can't be motivated to blow through a yellow or red light.

EQUITY

Dear City Council:

NWDA — in the letter it has sent to City Council —has realized the lack of equity in the planning of NWiM in regard to the southeastern area of the NW District.

To right this wrong: Please ADD “the NW 15th to 19th and W Burnside to Glisan Plan” as a condition and amendment before approving NWiM.

Please DO NOT downgrade the designation of NW 18th, NW 19th, NW Everett and NW Glisan from “Local Streets” to “Neighborhood Collector Streets”.

Please DO NOT increase speeds, traffic noise around schools, houses of worship, and minority and low-income residents who are less likely to be involved/heard in a process.

Please DO NOT destroy safety and quality of life around schools, houses of worship and multi-unit residences.

Please DO protect the respiratory health of residents and reduce traffic noise to improve their sleep, which is vital to their good health.

And please LISTEN to we stakeholders who want to trust and believe that the City Council will hear our voices and concerns and order PBoT not to downgrade our neighborhood’s streets.

Please AFFIRM the City Council’s committee to equity by speaking up for and improving the day-to-day lives and health and safety of overlooked populations in Portland.

I am a 74-year-old resident of the NW neighborhood. I am also a non-driver who walks and shops daily in this neighborhood. I have owned a condominium at NW 18th and Davis since 2000, and been a homeowner/resident of the neighborhood since the early 1970s. The proposed NWiM plan will adversely affect the quality of my life and safety and destroy many of the treasured aspects that drew me to move to this neighborhood those many decades ago. I’m trusting City Council to do the right thing and NOT let our neighborhood be downgraded.

With concern,
Candace McKinley-Potts
133 NW 18th Ave. #2
Portland, OR. 97209
cmckinley@me.com

From: [Daniel Sommerville](#)
To: [Council Clerk – Testimony](#)
Subject: Agenda Item 806: Support for Northwest in Motion Plan
Date: Wednesday, October 7, 2020 11:18:10 PM

Dear Commissioner Eudaly and Members of Portland City Council,,

As a resident of Goose Hollow, I support the Northwest in Motion (NWIM) plan and its project recommendations. While I live in Southwest Portland, I make almost daily trips that start, end, or go through Northwest neighborhoods - shopping, exercising, recreation, and visiting friends.

NWIM makes it objectively safer to travel by walking, bicycling, and riding transit in Northwest Portland. It does this by providing more dedicated space for active transportation modes across multiple parallel corridors, forming a more complete network throughout Northwest Portland.

The projects in NWIM are critical to achieving many of the City of Portland's goals:

- 50% reduction in carbon emissions below 1990 levels by 2050 (Climate Emergency Declaration, June 2020)
- Carbon-neutral by 2050 (Climate Emergency Declaration, June 2020)
- 80% non-single occupant vehicle commute mode share (Central City 2035 Plan)
- 25% citywide bicycle mode share for all trips by 2030 (Portland Bicycle Plan for 2030)

NWIM will create safer conditions for people to walk, bicycle, and ride transit to get around. In doing so, it will help people of all ages feel more comfortable and therefore more likely to travel by less carbon-intensive travel modes. This is essential for Portland to become less auto-dependent, and achieve carbon neutrality.

Sincerely,
Daniel Sommerville
1535 SW Clay St, Apt. 238

Dan Sommerville
he/him/his
djsomm@umich.edu

From: [Alon Raab](#)
To: [Council Clerk – Testimony](#)
Subject: Northwest in Motion
Date: Thursday, October 8, 2020 12:04:39 AM

Dear City Council,

I hope this finds you healthy in these challenging times.

As a life-long cyclist who has lived in NW Portland for several decades I urge you to approve the Northwest in Motion plan. Our neighborhoods deserve safe and easily accessible lanes, diverters and other improvements.

Portland has gained a reputation as a good city for cycling. Let us keep and increase this honor by investing in infrastructure and helping make cycling in NW Portland easy, accident-free and enjoyable.

For personal health and exercise as well as helping to reduce noise, pollution and traffic congestion and help impact climate catastrophe this modest vehicle is essential.

Please do the right thing and help increase ridership here.

Thank you,

Alon Raab

The KBOO radio Bike Show, co-host

From: [Matt Flodin](#)
To: [Council Clerk – Testimony](#)
Subject: I Support NW in Motion
Date: Thursday, October 8, 2020 7:59:07 AM

Good morning,

I am writing in support of NW in Motion. I worked in Slabtown this year for about 6 months, commuting there by bike from SE about 2 days a week. The greenways in NW are good already, but are in need of improvement to help drivers, bikers, and walkers get to where they're going in a safer and more efficient manner.

Just this summer, I was biking along NW 9th, about to turn west on to Johnson (the Pearl, admittedly) when I was honked at several times by a driver to move over to the side. As I was not taking the full lane, I continued riding as I was. Suddenly, he roared right by me and passed within inches of me. Diverters, like the ones proposed in NW in Motion, are necessary to reduce car traffic and improve safety on these already well-traveled greenways – some of which (Overton, I seem to recall) are over their 2,000 car / day limit. These project improvements would make me more comfortable biking around NW and will undoubtedly increase the number of new people riding as well. Thank you for your support of NW in Motion, a plan which will make Portland a more livable, enjoyable city.

Thank you,
Matt Flodin

From: [Sarah Erlund](#)
To: [Council Clerk – Testimony](#)
Subject: Item #806: Adopt the Northwest in Motion plan and its recommendations
Date: Thursday, October 8, 2020 10:09:34 AM

Dear Mayor and Members of the Portland Council,

I am a neighbor and board member of the Northwest District Association. However my comments here today are solely of my own, and do not reflect the NWDA.

I have been following the process of Northwest in Motion (NWIM) for a few years now. It is actually one of the reasons I decided to join my NA.

There was a clear generational divide on the board for those who support and those who oppose NWIM. There was also very little interest by some of the members opposed to the plan to attend any transportation meetings where PBOT so graciously answered questions and explained the plan in greater detail. I feel those opposed are not basing their opinions on facts or what is best for the neighborhood, rather they are making decisions based off personal convenience.

As a millennial and a green-conscious individual, I fully support the NWIM plan and ALL of its components. I personally feel the plan does not go far enough to curb car convenience, and this is from someone who owns a vehicle and does drive in the neighborhood.

While I do drive when needed, I much prefer other modes (biking, walking, scooting) and would love for the NW district to be safer for all of those outside of a car.

As such I urge the council to pass the NWIM plan and if any changes or amendments are made I would recommend they actually be bolder and more progressive than this plan already is.

I appreciate your time and service.

Sincerely,
Sarah Erlund
636 NW 20th Ave
Portland, OR 97209

From: [Yashar Vasef](#)
To: [Council Clerk – Testimony](#)
Subject: Northwest in Motion written testimony
Date: Thursday, October 8, 2020 11:18:46 AM

Dear City of Portland Commissioners,

I write to you today as the representative of the United Nations Association of Portland to the City of Portland Citizen Advisory Group for Northwest in Motion (NWIM).

I have no doubt you are hearing from some of the brightest, most progressive advocates with compelling narratives in support of these projects to improve safety and mobility on our roads. I'd like to take a moment to engage you as a global citizen to think beyond the local impacts.

If recent wildfires were not a wake up call, let us be clear. Climate Change is not at our doorstep. It is here. Decisions you make in Portland impact not just our community but individuals around the world. Too often, the worst impacts hit the most marginalized people and regions of our planet.

As a former refugee, I assure you that our world is far more interconnected than we often realize. Today's vote is not just for Portland and doesn't impact just Portland. It's for the global community. We are doing our part to prevent future climate refugees.

As a member state of the United Nations, the United States joined all 193 member countries in 2015 to support the Sustainable Development Goals (SDGs), a collection of 17 goals (and subcategories) to set the "blueprint to achieve a better and more sustainable future for all". These hard targets are to be achieved by 2030, but progress is severely lagging. Today, you have the choice to continue the status quo or to be on the right side of human history and collective action. This is not hyperbole.

You may not realize it, but Northwest in Motion is the Sustainable Development Goals in action: Reduced Inequalities (#10), Sustainable Cities and Communities (#11), and Climate Action (#13).

These goals, and the role of NWIM in this global action, far outweigh concerns around parking removal, traffic flow, and other impacts to auto-centric infrastructure or traditional way of life. The United Nations Association of Portland strongly urges council to take a stance, and model climate action today to ensure a more just and fair future for the next generation.

And remember, this is only the start. To fully realize the Sustainable Development Goals, much bolder climate action is necessary. Are you up to the challenge?

Sincerely,

Yashar Vasef
(United Nations Association of Portland)

For City Council Meeting - Thursday, October 8, 2020 2:00 p.m.

Item # 806: Adopt the Northwest in Motion plan and its recommendations

Testimony of Damien Erlund:

- Resident of NW 20th and Irving, previously NW 20th and Pettygrove
- Northwest District Association (NWDA) Board member and co-chair of the NWDA Transportation Committee

Dear Mayor Wheeler and Members of the Portland City Council:

This testimony strictly reflects my own opinions and not the NWDA affiliations listed above.

I am urging the Council to adopt the Northwest in Motion (NWIM) plan. I'd like to go a step further and encourage the Council to encourage PBOT to be bold and aggressive with the NWIM plans and goals - they are necessary and vital not just to meet the city's climate and Vision Zero goals, but also just to keep people moving. NW Portland is one of the densest parts of the city and logically needs appropriately dense modes of transportation, of which the private automobile is the worst option. Walking, cycling, bussing, and even scooting all fare better on this metric and many others, and NWIM goes a long way to encouraging these modes with its infrastructure improvements.

Unfortunately, given a fixed and limited right-of-way space, these improvements come at a cost: reduced automobile convenience. And we should be clear, arguments against NWIM or asking to temper NWIM are, in varying flavors, arguments in favor of preserving automobile convenience. On the surface, this seems perfectly reasonable - who is against convenience? But, we know from decades of empirical evidence, facts, stats, and so forth, that automobile convenience directly leads to more vehicle miles traveled (VMT) and more VMT means poorer air quality, more injuries and fatalities from traffic collisions, more carbon emissions, reduced comfort and safety for those traveling by foot, bike, wheelchair, or other micro-mobility options, more noise pollution, and an overall reduced quality of life. We can see clear examples of this by looking at home market values next a freeway versus home market values on a neighborhood greenway. Keeping everything in perspective: The reduced automobile convenience from NWIM at its worst means a *couple* of extra turns for a *few* trips from a *few* directions in the neighborhood. A trivial price to pay for the benefits NWIM will bring to the area.

I particularly support NWIM for its planned physical infrastructure, in particular neighborhood diverters, arguably one of the most effective infrastructure tools for reducing VMT through an area while otherwise leaving the street grid fully intact and accessible for all non-automobile users. If any changes are made in this respect, I'd once again urge that PBOT be bold and aggressive with these infrastructure tools. In both of my NW Portland residences, a diverter was installed nearby (NW 20th and Raleigh and NW 20th and Everett) that brought an instant quality of life improvement even a couple blocks away by reducing certain automobile traffic flows. I've lived the benefits firsthand.

I also want to applaud the PBOT staff who have attended one or more NWDA meetings on NWIM or NWIM-adjacent projects, first and foremost Zef Wagner, who has attended many of our neighborhood meetings on the plan, collected considerable feedback on the plan, and even has made direct changes based on that feedback to the plan. He has been very accessible throughout the process and I can't give him enough credit.

I encourage the Council to approve NWIM and the necessary funding to implement it. Thank you.

Best regards,
Damien Erlund

From: [Damien Erlund](#)
To: [Council Clerk – Testimony](#)
Subject: Testimony of Damien Erlund on Item # 806: Adopt the Northwest in Motion plan and its recommendations
Date: Thursday, October 8, 2020 11:38:20 AM
Attachments: [DErlund Testimony.pdf](#)

Hello,

Attached is my written testimony for item # 806: Adopt the Northwest in Motion plan and its recommendations

Regards,
Damien Erlund

From: [RJ Sheperd](#)
To: [Council Clerk – Testimony](#)
Subject: Pass NW in Motion!
Date: Thursday, October 8, 2020 2:20:01 PM

Dear Mayor and City Council,

I want to thank PBOT staff for their work on Northwest in Motion (NWIM). This plan looks at Northwest as a whole, emphasizes on equity, and addresses key issues across walking, rolling, and transit access.

I urge the council to pass Northwest in Motion.

Northwest is home to 1,800 affordable housing units, and the equity focus area shows that 38% of households are car-free. NWIM provides our neighbors with safer walking and rolling to schools, jobs, and access to efficient transit.

Yesterday Portland City Council commemorated White Cane Safety day. This plan puts forward system-wide changes that will improve walking and rolling for Portlanders with low-vision and limited mobility. This includes an area-wide “Slow Zone” that will continued to be monitored and traffic-calmed, along with curb bulb-outs, additional marked crossings, and by pulling back parking from the curbs across Northwest, improving visibility at intersections and simultaneously creating space for scooters and shared e-bikes to stationed out of the sidewalk.

The proposal also uses a low-cost, pilot-first approach. I want to applaud PBOT for taking this approach, as just a few weeks ago we saw our air become toxic and ash falling from the sky. We need to take action on climate now, rather than waiting for years to wait for concrete.

Lastly, I have lived in Northwest Portland, and I often visit friends there. I myself, as a white male, have repeatedly been harassed biking along Greenways and had many close calls. I regularly see people on scooters and bikes use sidewalks instead of riding in the road. NWIM will help riders of all-ages and abilities be able to safely walk and roll in and around Northwest.

Thank you for your time.

Sincerely,
RJ Sheperd
North Portland Resident

From: [BikeLoud PDX](#)
To: [Council Clerk – Testimony](#)
Subject: Pass Northwest in Motion!
Date: Thursday, October 8, 2020 2:50:59 PM
Attachments: [Pass-NWIM-BikeLoudPDX.pdf](#)

Dear Mayor Wheeler and Commissioners Hardesty, Eudaly, Ryan, and Fritz,

As a grassroots bike advocacy organization, we are grateful to testify in support of the Northwest in Motion transportation plan.

Today, if any of us biked or drove on a neighborhood greenway in Northwest Portland, we might not even realize the street had a different designation. There are very few markings and far too many vehicles to make these streets feel different. Northwest in Motion is less about construction and more about better utilizing the assets we already have--our streets--to promote safe and comfortable rolling, walking, and transit use.

Northwest Portland is a unique part of the city. In addition to high-end properties and wealth, it has nearly 2300 regulated affordable housing units, which is one of the highest rates of affordable housing in our entire region. Its high density of homes and businesses situate Northwest Portland as a testing ground for climate action. The transportation investments presented today in Northwest in Motion are both district-wide and strategically placed. With a very small amount of funding and targeted locations, it gives residents more options to move around without a vehicle; thus saving them money, reducing greenhouse gasses, and improving their own as well as the public's health. At a time when the rest of the city is struggling to reduce transportation emissions and road deaths, the Northwest in Motion plan can actually make positive change quickly. We fully support the phased strategy of improvements using temporary materials. Additionally, we also support safety programs like district-wide traffic calming, intersection daylighting, and a No Turn on Red zone.

We encourage you to pass Northwest in Motion to increase biking, walking, and transit use. The plan will serve as a template that hopefully other neighborhoods will refer to as an example of what they want to see where they live.

Sincerely,
Catie Gould & RJ Sheperd
Co-Chairs, Bike Loud PDX

--



BikeLoudPDX is an all-volunteer advocacy group; our mission is to make Portland better through biking.



BikeLoudPDX@gmail.com

[@BikeLoudPDX](https://www.instagram.com/BikeLoudPDX)

[facebook.com/bikeloud](https://www.facebook.com/bikeloud)

Dear Mayor Wheeler and Commissioners Hardesty, Eudaly, Ryan, and Fritz,

As a grassroots bike advocacy organization, we are grateful to testify in support of the Northwest in Motion transportation plan. Today, if any of us biked or drove on a neighborhood greenway in Northwest Portland, we might not even realize the street had a different designation. There are very few markings and far too many vehicles to make these streets feel different. Northwest in Motion is less about construction and more about better utilizing the assets we already have--our streets--to promote safe and comfortable rolling, walking, and transit use.

Northwest Portland is a unique part of the city. In addition to high-end properties and wealth, it has nearly 2300 regulated affordable housing units, which is one of the highest rates of affordable housing in our entire region. Its high density of homes and businesses situate Northwest Portland as a testing ground for climate action. The transportation investments presented today in Northwest in Motion are both district-wide and strategically placed. With a very small amount of funding and targeted locations, it gives residents more options to move around without a vehicle; thus saving them money, reducing greenhouse gasses, and improving their own as well as the public's health. At a time when the rest of the city is struggling to reduce transportation emissions and road deaths, the Northwest in Motion plan can actually make positive change quickly. We fully support the phased strategy of improvements using temporary materials. Additionally, we also support safety programs like district-wide traffic calming, intersection daylighting, and a No Turn on Red zone.

We encourage you to pass Northwest in Motion to increase biking, walking, and transit use. The plan will serve as a template that hopefully other neighborhoods will refer to as an example of what they want to see where they live.

Sincerely,

Catie Gould & RJ Sheperd

Co-Chairs, Bike Loud PDX

City Council Meeting - Thursday, October 8, 2020 2:00 p.m. - Item 806

997 0591 2101

No.	First	Last	Zip
1	Reza	Farhoodi	97209
2	IAIN	MACKENZIE	97214
3	Philip	Selinger	97210
4	Matthew	Schwartzberg	97210
5	Emily	Guise	97206
6	Chris	Smith	97210
7	Ellen	Vanderslice	97210
8	Richard	Sheperd	
9	Clint	Culpepper	97212
10	Alexandra	Zimmermann	97209
11	Pete	Colt	97209
12	Dennis	Harper	97209
13	Doug	Klotz	97214
14	Tammy	Goesch	97210
15	Andy	Kutansky	97201
16	JoZell	Johnson	97209
17	Nolan	Lienhart	97209
18	David	Dysert	97209
19	Greg	Theisen	97210
20	Steve	Pinger	97210
21	Bike Loud	PDX	