

## *Portland Bicycle Plan for 2030 Exhibits A & B additional changes REVISED*

*The corrections and changes listed here are in addition to the list of errata and corrections as of January 21, 2010 that is included at the end of Exhibit A as well as the list of corrections and changes that were included in the amendment adopted by Council on February 4. The changes listed here are intended to address issues raised in testimony on February 4.*

*Three additional text changes have been added to this list since it was distributed on February 9. The new changes are noted with (ADDED) at the start of the bullet.*


### MAP AND PROJECT LIST CHANGES

- On page 37, show a City Bikeway extending north along the western border of Gabriel Park, parallel to SW 45th Ave between where the existing bike trail intersects SW 45th and SW Vermont.
- On page 60, extend project no. 8066 to include the City Bikeway segment referenced in the previous bullet.
- On Exhibit B, "City of Portland Recommended Bikeway Map," add as a "future trail" the segment referenced in the above two bullets.
- On page 34, add a City Bikeway classification on SE Knapp Street between SE Sellwood Blvd and SE 14th.
- On page 54, include the segment of SE Knapp Street between SE Sellwood and SE 14th in project no. 8254.
- On Exhibit B, "City of Portland Recommended Bikeway Map," show a future bicycle boulevard designation on SE Knapp Street between SE Sellwood and SE 14th and a future bike lane on SE 13th from Sellwood Blvd to SE Bybee.

### TEXT CHANGES

- On page A-10, raise the priority of the action item under Recommendation 4.2B to "Expand the Share the Path campaign and focus efforts on high bicycle and pedestrian traffic areas" from "medium-term" to "immediate," and include Portland Parks & Recreation as a partner in the Responsibility column of the Action Plan.
- On page 108 and page A-11, amend the last action item to read, "Develop a strategy between the Bureau of Transportation, the Portland City Attorney, the Portland Police Bureau, other City of Portland bureaus and community groups to interpret unclear state and city laws pertaining to safe bicycling and develop possible legislative changes to clarify or improve existing laws, including the following considerations," and add "rules and responsibilities on multi-use paths" and "pedestrian use of bike lanes" to the list of considerations.

- On page B-3 under the proposed classification descriptions for Major City Bikeway and City Bikeway, and on page 28 in sections 2.3.2 and 2.3.3, add this note: “The phrase ‘emphasize the movement of bicycles’ in the descriptions of Major City Bikeways and City Bikeways improvements is intended to support a connected bikeway network and bicycle mobility and access on these streets in a manner that is appropriate for the adjacent land use setting and is consistent with other adopted modal street classifications and street design guidelines.”
- (ADDED) On page 117 and page A-12, add a third sub-item to the fifth action item under 5.1 D (“Continue to refine the planned network and facilities to accommodate local preference...”) as follows: “Funding and developing a Southwest Portland Bicycle Infrastructure Implementation Action Plan,” with priority as medium-term and responsibility listed as Transportation.
- (ADDED) On page A-14, replace the existing narrative regarding project cost assumptions with a new narrative as follows: “Except where project costs were established by others, the costs for projects in the Portland Bicycle Plan for 2030 were estimated roughly based on unit costs per mile in 2008 dollars. The cost assumptions for each facility type are shown in the adjacent table. These assumed costs, though planning level estimates, compare well to full project costs for bikeways under development and budgeted by PBOT in 2009 and 2010. These comparison costs generally do include factors for design, engineering, right-of-way acquisition, and contingency. Where projects contain multiple facility types, the total cost is estimated by summing the products of unit cost for each facility type multiplied by the length of the project that is assigned to that facility type. Where a decision on facility type is still pending, the cost of the more expensive facility type has been used. These estimates are considered to have a level of confidence appropriate to a comprehensive citywide plan.”
- (ADDED) On page 177 and page A-12, add an action item under 5.1 E as follows: “Address pedestrian travel needs when implementing bike lanes or other bicycle facilities on roadways with no sidewalks.”

*Respectfully submitted,*  
*Ellen Vanderslice, Project Manager*   
*Portland Bureau of Transportation*  
*February 11, 2010*

36763

**Moore-Love, Karla**

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**From:** Vanderslice, Ellen  
**Sent:** Thursday, February 11, 2010 10:18 AM  
**To:** Fritz, Amanda  
**Cc:** Adams, Sam; Moore-Love, Karla; Parsons, Susan; Ciarlo, Catherine; Dillmann, Katja; Mansfield, Amanda; Bizeau, Tom; Schmanski, Sonia; Finn, Brendan  
**Subject:** RE: Substitute list of changes for amendment to Portland Bicycle Plan tomorrow

Dear Commissioner Fritz,

Regarding Gabriel Park, the connection is inside the park, as a concept line with the exact alignment to be determined at the project level when we've identified all the considerations.

Regarding pedestrians in bike lanes, according to Ray Thomas's Oregon Pedestrian Rights: A Legal Guide for Persons on Foot, "The Oregon Vehicle Code does not mention pedestrian use of bicycle lanes. While it is possible to come up with some opinions of how things might work, no definitive statements are possible until the legislature or appellate courts make some clear declaration of rights and duties."

This is an issue that we will be working through in implementing the bike plan. The third action item in 5.1 E mentions pedestrian needs, but perhaps it would be appropriate to add an action item that specifically speaks to this issue. I will add one more item to the list of changes to add an action item to 5.1 E as follows: "Address pedestrian travel needs when implementing bike lanes or other bicycle facilities on roadways with no sidewalks."

In making decisions about accommodating modes (as in whether to do a sidewalk or bike lane if there isn't room for both), the City Engineer or staff must consider many factors, including the classifications and effect on overall modal network. There is no simple formula for this, but the utility of greater policy guidance in the Transportation System Plan is reflected in the language regarding the TSP update.

Thank you,  
-Ellen

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**From:** Fritz, Amanda  
**Sent:** Wednesday, February 10, 2010 9:50 PM  
**To:** Vanderslice, Ellen  
**Cc:** Adams, Sam; Moore-Love, Karla; Parsons, Susan; Ciarlo, Catherine; Dillmann, Katja; Mansfield, Amanda; Bizeau, Tom; Schmanski, Sonia; Finn, Brendan  
**Subject:** RE: Substitute list of changes for amendment to Portland Bicycle Plan tomorrow

Thank you for your responsiveness to concerns raised by testifiers.

The proposed bike connection at the western border of Gabriel Park - is that on the road, where the sidewalk would be if there was one, or further inside the park? Was there consideration of making the connection further into the park, such as a mixed-use bike-ped trail near the skatepark and Hales' Hill?

The proposed language regarding clarifying state and city laws is fine, however the concern

2/11/2010

raised was that state law clearly says pedestrians can't be in the bike lane, so what happens if the widening of the bike lane leaves no shoulder for pedestrians to walk on? How will the City Engineer make decisions about which mode gets a facility, if there is only room for a sidewalk or a bike lane?

Thank you,

Amanda Fritz  
Commissioner, City of Portland

To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-2036, TTY 503-823-6868 with such requests or visit [http://www.portlandonline.com/ADA\\_Forms](http://www.portlandonline.com/ADA_Forms)

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**From:** Vanderslice, Ellen  
**Sent:** Wednesday, February 10, 2010 4:48 PM  
**To:** Fish, Nick; Fritz, Amanda; Leonard, Randy; Saltzman, Dan  
**Cc:** Adams, Sam; Moore-Love, Karla; Parsons, Susan; Ciarlo, Catherine; Dillmann, Katja; Mansfield, Amanda; Bizeau, Tom; Schmanski, Sonia; Finn, Brendan  
**Subject:** Substitute list of changes for amendment to Portland Bicycle Plan tomorrow  
**Importance:** High

Dear Commissioners,

I am attaching a revised list of changes for Exhibits A and B to the resolution to adopt the Portland Bicycle Plan for 2030, which you will be considering again tomorrow as agenda item no. 224. I wanted to give you a chance to review these in advance of the hearing. We expect Mayor Adams to introduce this list of changes as an amendment to Exhibits A and B tomorrow.

The change from the list distributed by the Council Clerk's office yesterday together with the staff memorandum is the addition of two items, shown on the second page with the bold word ADDED at the start of each bullet.

The first added item addresses a point raised in Keith Liden's testimony regarding an implementation action plan for Southwest Portland, which I neglected to address in the earlier list of changes.

The second item revises the notes about project cost assumptions in Appendix A of the plan. In addressing comments by the Office of Management and Finance, Bureau of Transportation senior staff yesterday reviewed the basis of the cost estimates in the plan. Recent funded bicycle boulevard projects and separated in-roadway projects provided good up-to-date examples that show full project costs are coming in below what was estimated in the plan for construction costs only. The estimates in the plan remain low-confidence, planning level costs. However, we are proposing to change the narrative regarding the cost assumptions to reflect that PBOT expects the estimated costs to be sufficient to cover full project costs, rather than construction costs only.

Thank you,  
-Ellen

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2/11/2010

36763

Ellen Vanderslice, AIA  
Project Manager, Portland Bicycle Plan for 2030  
Portland Bureau of Transportation  
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**Moore-Love, Karla**

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Thank you,  
-Ellen

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Ellen Vanderslice, AIA  
Project Manager, Portland Bicycle Plan for 2030  
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Sam  
Adams  
Mayor

9 February 2010

**M E M O R A N D U M**

Susan D.  
Keil  
Director

**To:** Mayor Adams  
Commissioner Fish  
Commissioner Fritz  
Commissioner Leonard  
Commissioner Saltzman

AUDITOR 02/09/10 PM 3:43

**From:** Ellen Vanderslice, Project Manager *EW*

**Subject:** Staff responses to issues raised regarding the *Portland Bicycle Plan for 2030*

At the hearing on February 4 to adopt the *Portland Bicycle Plan for 2030* a number of issues were raised in testimony and by Commissioners. Council asked staff to respond. Below are the issues as we understood them, each followed by a response and a staff recommendation. A list of additional proposed changes to Exhibits A & B for consideration as an amendment is attached to this memo.

**1. A north-south route through Gabriel Park**

During development of the recommended bikeway network, Transportation staff and Portland Parks & Recreation staff collaborated to determine where bikeways through parks would be consistent with park types and uses. PP&R conducted a thorough assessment for each of the proposed bicycle facilities. Through a healthy discussion, Transportation recognized that PP&R had the final call as to whether or not a bicycle facility would be classified through a park. Transportation staff felt great gains were made in incorporating many routes through parks as important links in the city's bikeway network.

Based on discussions with PP&R in April 2009, two trails through Gabriel Park are included in the *Portland Bicycle Plan for 2030*: a trail running east-west through the park at approximately mid-point; and a northwest-southeast trail in the southern portion of the park, connecting SW Canby in Multnomah Village to SW 45th approximately at SW Caldew.

Although a multi-use trail currently continues north through the park, connecting to SW Vermont approximately at SW Idaho Drive, PP&R determined this would not be an appropriate placement for a classified City Bikeway. PP&R staff wrote, "This trail is very windy, very narrow, and it bisects very actively used areas of the park. There would be a high potential for user conflicts, as this trail runs next to the summer dog off-leash area (not fenced), the tennis courts, skate park, and parking lots."

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In a meeting on February 8, 2010, PBOT and PP&R staff revisited these issues and agreed that both bureaus could support an off-street multi-use trail running along the western border of the park, which would provide a more direct connection to the community center and SW Vermont without traversing actively used areas of the park. It is understood by both bureaus that no funding for such a facility has been identified at this time; that a final alignment of the trail must be further refined in project development; that a new bridge over Vermont Creek would be required for this route, which would require review; and that special attention must be given to safe crossings by the trail of the two parking lot driveways. **Staff recommendation:** Extend the northwest-southeast route north on the western border of the park as a City Bikeway and add this segment to the 80 percent project no. 8066.

## 2. Conflicts between modes

Issues raised included a concern regarding operational conflicts between pedestrians and bicyclists, especially on shared multi-use trails; a general question about how project decisions are made when there are competing needs in the right-of-way; a concern that construction of bike lanes on streets without sidewalks could potentially replace shoulders used by pedestrians; and a concern about placing bicycle facilities on priority truck streets and in freight districts.

### Operational conflicts between pedestrians and bicyclists, especially on multi-use trails

The plan includes expansion of PBOT's successful programs of education and enforcement to promote safe behavior by all road users. An example is the Share the Road Safety Class, which is taught to people who receive their first citation for specific laws related to bicycle or pedestrian safety. Drivers, pedestrians, and bicycle riders are all eligible for the class and it serves about 3,000 people each year. To date, it has been delivered to about 10,000 people in Portland. The Bureau of Transportation recently released a 2-hour video of the full curriculum (available in English, Russian, and Spanish) that will be used to provide education to Portland residents before they find themselves in violation of the law. This is an example of expanding and leveraging existing efforts that the Bicycle Plan promotes.

As noted in Ms. Cohen's testimony, the draft plan includes an action item under Recommendation 4.2B to "Expand the Share the Path campaign and focus efforts on high bicycle and pedestrian traffic areas." Based on priorities for other projects in Transportation Options, the priority for this item was listed as "medium-term." However, Portland Parks & Recreation is interested in this issue and willing to be a partner in expanding this program. In conversation with PP&R staff, we identified the potential for legislative clarification of rules and responsibilities on multi-use trails.

**Staff recommendation:** Raise the priority of the action item from "medium-term" to "immediate" and include Portland Parks & Recreation as a partner in the Responsibility column of the Action Plan. Add "rules and responsibilities on multi-use trails" to the list of potential legislative issues in the last action item under 4.2 D.

### How are project decisions made when there are competing needs in the right-of-way?

The *Transportation System Plan* is the policy document that expresses the appropriate uses of any street. A design that prioritizes a single mode may be the outcome of a project

development process and decision, but only after the needs of all modes and their networks have been weighed, and the specific land use context where the modal treatments are being proposed has been considered. That is the intent of Policy 6.4, Objective C ("All of a street's classifications must be considered in designing street improvements and allocating funding..."), as well as Policy 11.10. To address a concern that the TSP doesn't provide enough guidance, the draft plan includes a note in Section 1.2.4 that the TSP update "will address the need for policy guidance in managing and meeting competing demands in the public right-of-way."

The concern has been raised that the proposed new bicycle classifications, which include the word "emphasize" regarding bicycle transportation in the Major City Bikeway and City Bikeway descriptions, could mean the bicycle classifications will be applied to the detriment of other modes. **Staff recommendation:** to mitigate this concern, staff worked with the Portland Freight Committee chair and drafted a sentence to be added as a note to the proposed language in Appendix B and in the discussion in Chapter 2.3, as follows:

"The phrase 'emphasize the movement of bicycles' in the descriptions of Major City Bikeways and City Bikeways improvements is intended to support a connected bikeway network and bicycle mobility and access on these streets in a manner that is appropriate for the adjacent land use setting and is consistent with other adopted modal street classifications and street design guidelines."

#### Installation of bike lanes on streets without sidewalks

The draft plan includes language that was added to Chapter 1.3 to address this issue: "In some parts of the city, such as Southwest Portland and East Portland, many roadways lack facilities for either bicycling or walking. In these areas, the provision of bicycle facilities should not reduce the safety and comfort of walking. For example, providing an uphill bike lane on a roadway that previously had a narrow shoulder could potentially reduce access for walking. This concern suggests the need for legislative clarification, as well as care in developing interim facilities. Ideally, facilities for both walking and bicycling would be developed concurrently." **Staff recommendation:** further incorporate this recommendation into the plan by adding "pedestrian use of bike lanes" to the list of legislative considerations under 4.2.D.

#### Placement of bicycle facilities on priority truck streets and in freight districts

Staff intends to address this concern with the note proposed above for Appendix B and Chapter 2.3.

### **3. What is the implementation status of the Pedestrian Master Plan and when is it scheduled for an update?**

The plan was adopted in 1998 and has not been updated since then, although in 2002 the Transportation System Plan was adopted that incorporated much of the PMP as the pedestrian modal element. For a variety of reasons, only a fraction of the capital projects in the 1998 PMP have been implemented. There is currently no plan to update the Pedestrian Master Plan, but the resolution for adoption of the Bicycle Plan calls for Transportation to seek funding to update the City's street design guidelines, including both pedestrian and

bicycle design guidelines. This is important because the 1998 Pedestrian Design Guide includes guidelines that have been superseded by subsequent federal guidelines regarding the Americans with Disabilities Act. **Staff recommendation:** no change.

#### 4. Sellwood-Moreland routes

In testimony, Paul Notti and Mat Millenbach raised four specific issues on behalf of SMILE. All four issues were discussed with Mr. Notti in a meeting with staff on December 4, 2009, and staff believed at that time that the neighborhood's issues had been resolved. One issue, the inadvertent omission of the proposed crossing of 99E, was corrected in the staff amendments adopted on February 4. Discussion follows of the remaining three issues (Springwater Sellwood Gap, the focus on two north-south routes and the crossing at Bybee).

##### Springwater Sellwood Gap

The Sellwood Gap is classified in the proposed Portland Bicycle Plan as a Major City Bikeway and identified as a project in the World Class implementation strategy. This segment of the Springwater Path is identified for funding through a transportation priority allocation to Metro. Portland Parks & Recreation is managing that project. Metro owns the property, but the current rail user has a use agreement that precludes construction of the trail and negotiations to change the terms of use have been unsuccessful, making development of the trail project infeasible at this time. To address the deficiency, Portland Parks & Recreation, Metro and PBOT have tentatively decided to improve the on-street connection between the two trail sections by using design best practices to create bicycle boulevards on Umatilla and 19th Avenues. This will be an interim improvement until the issues on the desired right-of-way can be addressed. For this reason, the on-street facilities rather than the trail section are in the 80 Percent implementation strategy and scheduled for immediate implementation, while the trail is left as a future project. **Staff recommendation:** no change.

##### Focus on two north-south routes instead of three

Two of the three north-south routes through Sellwood-Moreland – the SE 15th Avenue Bikeway and SE 19th Avenue Bikeway – are in the 80 Percent implementation strategy and are slated for development as bicycle boulevards. These two projects will be an early focus of implementation. The third north-south route is SE 17th Avenue, which is part of the World Class implementation strategy. Because of the challenges associated with implementing a separated in-roadway bikeway on that street it is not a target for early implementation. It is included as a future project because of the direct connection it makes between Sellwood-Moreland and inner SE Portland near the Central Eastside. A facility on SE 17th will extend the bikeway that is being built by the Portland-Milwaukie light rail project on 17th north of McLoughlin and will create a direct on-street connection between the new bridge across Powell and the heart of Sellwood. Staff believes the implementation focus on boulevards here addresses the neighborhood's concerns. **Staff recommendation:** no change.

##### Should the SE 15th Avenue bicycle boulevard cross Bybee at 14th or 16th?

The bicycle boulevard route that generally follows SE 15th Avenue must divert to an adjacent avenue for approximately 9 blocks where SE 15th doesn't exist. The bike plan

shows the route diverting to SE 14th, which takes it past Llewellyn Elementary School. At the December 4 meeting, Mr. Notti discussed with staff the neighborhood's preference for diverting to SE 16th, owing to the dangerous crossing of SE Bybee at 14th. Staff noted that there are good tools for creating a safe crossing, and establishing a bicycle boulevard on SE 14th could offer the added benefit of introducing traffic measures to discourage cut-through traffic in and around the elementary school and commercial area. Staff was clear that the project development phase offers flexibility: if no safe engineering solution can be developed for the intersection, the route and crossing can be shifted to SE 16th Avenue. In further researching this, staff determined that the bicycle boulevard connection shown on SE 13th from SE 14th and Bybee to SE Sellwood Boulevard should move to SE Knapp due to high traffic volumes on SE 13th. **Staff recommendation:** Leave the north-south bicycle boulevard on SE 14th with the understanding that it can be shifted if necessary in project development. Add a City Bikeway to be a future bicycle boulevard on SE Knapp between SE Sellwood Blvd and SE 14th.

#### 5. SE 41st/42nd crossing of SE Holgate

Kenny Heggem made a request to consider adding a crossing of Holgate at SE 41st/42nd avenues to the plan. The draft *Portland Bicycle Plan* proposes to classify SE 41st as a Major City Bikeway and SE Holgate as a City Bikeway. SE 41st Avenue south of Holgate and 42nd Avenue north of Holgate have existing bike lanes, while SE Holgate is indicated for future separated in-roadway treatment. This is a difficult offset intersection crossing a high-volume roadway with limited sight distance.

Mr. Heggem raised this and other issues at the Planning Commission hearing on October 27. Staff's response then was that the lack of a safe crossing at this location is one of many similar deficiencies on the existing bikeway network. It is because of such existing deficiencies that the implementation strategy calls for "Area Improvement Plans" (p 114 of the plan under "Improving Existing Bikeways") that will target parts of the city where existing bikeways do not meet best practices. Area Improvement Plans are a part of Action Item 5.1.E. **Staff recommendation:** The staff has noted the concern at this location but recommends that it be addressed in an Area Improvement Plan.

#### 6. Bicycle bonds

In testimony, a suggestion was made that the City issue "bicycle bonds." Such municipal bonds would be possible but would require a dedicated revenue stream for debt service. Commissioner Saltzman raised the possibility of additional funding from utility license fees. Council will further consider Commissioner Saltzman's proposal.

The finance task force that is to be formed as one of the early action items in the plan is charged with taking a comprehensive look at how to fund the implementation of the plan. These funding ideas should be evaluated – along with other potential financing ideas – and then presented to Council as part of a complete set of financing recommendations. The finance task force will soon be formed, and they are asked to report to Council within 9 months of the plan adoption. This will position the City to incorporate some of the recommendations into the next budget cycle. The task force will certainly consider bicycle bonds, among other funding strategies. **Staff recommendation:** no change.

### ***Portland Bicycle Plan for 2030 Exhibits A and B additional changes***

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*Respectfully submitted,  
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Portland Bureau of Transportation  
February 9, 2010*

Accepted  
2-4-10**Portland Bicycle Plan for 2030 Exhibits A and B corrections and changes**

36763

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**MAP AND PROJECT LIST CORRECTIONS**

- On pages 48 to 62, correct the recommended bicycle network project map legends by substituting “Existing or Funded Bikeway” for “Existing Bikeway.”
- On pages 54, 55 and A-37, correct the inadvertent omission of a project by adding Project No. 8333, “Hwy 99E CROSSING between SE Milwaukie and SE 19th Ave,” with the description, “Develop a safe, comfortable bicycle and pedestrian crossing of 99E somewhere between SE Milwaukie and SE 19th Avenue to connect the Brooklyn and SMILE neighborhoods.”
- In response to SWNI letter of January 28, 2010 make the following changes on pages 60, 61 and A-37: show Upper Dosch Rd as part of project 8331, “Interim improvements; show the east-west trail through Gabriel Park as an 80 percent project; and include Slavin Road trail between Barbur Blvd and Terwilliger Blvd as an 80 percent project.
- On Exhibit B, “City of Portland Recommended Bikeway Map,” correct an inadvertent omission by adding the ‘future trail’ segment of the North Portland Greenway north of Columbia Blvd between Landfill Road and the Rivergate Trail.

**TEXT CORRECTIONS**

- On page iii, correct Randy Miller’s title by substituting “Produce Row Property Management Company” for “the Moore Company.”
- On page xiii and page 113, correct the title of Chapter 5.1 by substituting “OVERALL APPROACH TO IMPLEMENTATION” for “OVERALL IMPLEMENTATION STRATEGY.”
- On pages VI to VIII of Executive Summary, correct the listed chapter names to reflect actual chapter names in Parts One through Five.
- To be consistent with the Central Eastside Street Plan, on page 90, Section 3.7.2, last paragraph, add a footnote reference after “...to the movement of trucks” with this footnote: “SE 3rd Avenue is intended to accommodate both truck loading activities and bicycle travel, and any project development will respect the needs of both.”
- On page 113 correct the location in the caption of top photograph by substituting “SE Lincoln Street” for “at Sunday Parkways.”
- On pages 115 and 116, Section 5.1.3, correct the outdated numbers in the first paragraph by replacing the entire paragraph with “As shown in Figure 5-2, a low-confidence estimate of the total cost for construction of the capital projects in the *Portland Bicycle Plan for 2030* is more than \$600 million (in 2008 dollars).”

- On pages A-2 to A-13, update the language in the Action Plan to be consistent with the chapter titles and action items in Parts One through Five; complete the missing items in the chart under “Priority” and “Responsibility”; add “Recommendations and associated actions,” “Priority,” and “Responsibility” headings above the chart on each page; and add a brief explanation of what is meant by the priority ratings.
- On page A-14, clarify the costs of funded projects by adding a column showing the portion of the costs associated with bicycle infrastructure.
- On pages A-15 to A-37, correct the page reference in the first footnote on each page by substituting “A-14” for “A-37.”

### **FIGURE CORRECTIONS**

- On page 42, Figure 3-1, correct the mileage under ‘Trails,’ by substituting “75” for “76” and “64” for “63” (the total is correct).
- On page 42, Figure 3-1, clarify the ‘0’ under total miles at plan completion for signed connections by adding a footnote to that explains, “Routes previously identified as signed connections are recommended to be developed as another bicycle facility type in the *Portland Bicycle Plan for 2030*.”
- On page 122, clarify the dollar amounts of funded projects in figure 5-2 by substituting the portion of project funding associated with bicycle infrastructure in place of the total project cost for projects that are not primarily bicycle infrastructure projects, and adding a note to this effect.
- On page 130, Figure 5-4, correct the irrelevant inclusion of the note “Other Data Sources” by deleting the note and the listed data sources.

*Respectfully submitted,  
Ellen Vanderslice, Project Manager  
Portland Bureau of Transportation  
February 2, 2010*





CITY OF

**PORTLAND, OREGON**

Amanda Fritz, Commissioner  
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*Amendment accepted  
2-4-10*

**To: Mayor Sam Adams  
Commissioner Nick Fish  
Commissioner Randy Leonard  
Commissioner Dan Saltzman**

**From: Commissioner Amanda Fritz**

**February 4, 2010.**

**Re: An Amendment to the Portland Bicycle Plan**

The following is an amendment to the Action Plan and project list (Appendix A), that I will propose to the language of the Portland Bicycle Plan:

**Action Plan Policy 3.5 B, page A-7:**

"Work with advocates for bicycling on natural surface trails and natural resources advocates to developing strategies to ~~to~~ that increase opportunities for bicycling on natural surface trails while protecting the natural environment and enhancing pedestrian safety."

**FINANCIAL IMPACT STATEMENT  
For Council Action Items**

36763

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Ellen Vanderslice		2. Telephone No. 503-823-4638	3. Bureau/Office/Dept. PBOT/TRP/OTD
5a. To be filed (hearing date): February 4, 2010	5b. Calendar (Check One) Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/>		4. Date Submitted to Commissioner's office and FPD Budget Analyst: January 22, 2010

**1) Legislation Title:** Adopt the Portland Bicycle Plan for 2030 to create a new 20year vision for further integrating bicycling into daily life in Portland. (Resolution)

**2) Purpose of the Proposed Legislation** Adopt the Portland Bicycle Plan for 2030 and direct its implementation.

<p><b>Revenue and/or Expense:</b> NO FISCAL IMPACT</p> <p>Is ALL the Revenue and/or Expense a part of the current year's budget? Yes _____ No _____</p> <p>SAP COST OBJECT No(s): _____ then go to Step #5.</p> <p>If NO, complete Steps 3 &amp; 4. For modifications to budgets, identify/discuss only the changes to the budget.</p>
--

**3) Revenue:**

Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If new revenue is generated please identify the source. No.

**4) Expense:**

What are the costs to the City as a result of this legislation? What is the source of funding for the expense? (Please include costs in the current fiscal year as well as costs in future years) (If the action is related to a grant or contract please include the local contribution or match required) ("If there is a project estimate, please identify the level of confidence.") There is no fiscal impact from this resolution. (However, the Portland Bicycle Plan for 2030 does recommend projects that total more than \$600M at a low level of confidence.)

**Staffing Requirements:**

**5) Will any positions be created, eliminated or reclassified in the current year as a result of this legislation?** (If new positions are created please include whether they will be parttime, full-time, limited term or permanent positions. If the position is limited term please indicate the end of the term.) No, not for the resolution. However, as the Plan is implemented, as necessary, PBOT will request the additional staffing requirements and Council approval

**6) Will positions be created or eliminated infuture years as a result of this legislation?** Not as a direct result.

Complete the following section only if an amendment to the budget is proposed.

**7) Change in Appropriations** (If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Center Code column if new center needs to be created. Use additional space if needed.)

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Amount

KK 1-22-10 *Susan D. Keil*

APPROPRIATION UNIT HEAD SUSAN D. KEIL, Director, Bureau of Transportation