

PORTLAND BICYCLE PLAN - NEW AMENDMENTS

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

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Gregg Lavender	6356 NE Durham 97211	Camp Bike Fun@gmail
✓ Daniel Garwood	128 Beach 128 th Street Rockaway Park, NY 11694	-
- MATTHEW ARNOW	933 SE Spokane 97202	

Moore-Love, Karla

From: Sean Sullivan [sean@seansullivan.com]
Sent: Monday, February 08, 2010 11:43 AM
To: Adams, Sam; Commissioner Fritz; Leonard, Randy; Commissioner Fish; Commissioner Saltzman; Moore-Love, Karla; PDOT Bicycle Master Plan
Subject: Re: NW Couch Street and the Portland Bicycle Plan for 2030

Hello,

I was unable to attend the Bike Plan meeting at City Hall last week.

I read reports of the meeting on BikePortland.org and on OregonLive.com. I did not see any public discussion about NW Couch Street. I'd like to re-iterate my thoughts on NW Couch Street:

- 1) NW Couch Street is a vital link between the Burnside Bridge and Powells book store
- 2) I want NW Couch Street to maintain its status as a bikeway
- 3) I would like to see additional bike infrastructure improvements on NW Couch Street

Cheers,

Sean (a cyclist in NW Portland)

On Thu, Feb 4, 2010 at 11:26 AM, Sean Sullivan <sean@seansullivan.com> wrote:

> Hello,
 >
 > I've read through the last two public drafts of the Portland Bicycle
 > Plan for 2030. I wanted to highlight a change that was made between
 > the October 2009 draft and the January 2010 final draft.
 >
 > In the October 5 2009 Public Comment Draft, page 59 states that NW
 > Couch Street will be a Tier 1 bicycle project.
 >
 > In the January 2010 Final Draft, NW Couch Street is no longer a Tier
 > 1 project. Instead, the plan states (page 23) that the NW Couch bikeway
 > will be moved to an alternate east-west street.
 >
 > As I cyclist who lives in NW Portland, I would like to see NW Couch
 > Street remain a bikeway.
 > NW Couch is an important corridor because it provides a direct
 > connection between Powell's City of Books and the Burnside Bridge.
 > I'd like to see the city make additional bicycle improvements to NW
 > Couch Street. NW Couch could be improved by adding a separated
 > in-roadway bike lane or cycle track.
 >
 > Please make Couch Street more pedestrian friendly and bike friendly.
 > I do not want to see more
 > cars or motorized vehicles on NW Couch.
 >
 > Sean
 >

Parsons, Susan

From: PDOT Bicycle Master Plan
Sent: Monday, February 08, 2010 3:33 PM
To: Parsons, Susan
Subject: FW: bike master plan request

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

From: Neena Petersen [mailto:neena891@earthlink.net]
Sent: Monday, January 25, 2010 1:05 PM
To: PDOT Bicycle Master Plan
Subject: bike master plan request

Members of the Portland City Council,
Making Portland a mecca for bicyclists is all well and good, but please don't forget the pedestrians.
I have come close to being hit several times by bikers who don't announce themselves as they speed by on the sidewalks of Portland. Please keep the bike riders OFF THE SIDEWALKS! Please enforce the laws concerning this in the downtown area.

Thank you,

N. Petersen
NW Portland

THERE HAS BEEN A LOT OF TALK ABOUT THE
PORTLAND BICYCLE PLAN FOR 2030

2-4-10

THIS IS WHY I THINK THE CITY SHOULD

36763

BUILD IT:

- ① Safety, Fitness, Emissions Reduction, Less Transit Congestion
- ② Portland's reputation as a progressive leader is well deserved, but will be short-lived if you (City Counsel) don't help us earn it for the future.
- ③ It is the right thing to do.

PS: The bike I rode to City Hall today is the same bike I rode to PPS in high school.



THERE HAS BEEN A LOT OF TALK ABOUT THE
PORTLAND BICYCLE PLAN FOR 2030

2-4-10

THIS IS WHY I THINK THE CITY SHOULD

36763

BUILD IT:

Commuting Emissions are the largest emissions source for service based businesses. Fund Biking infrastructure so the city of Portland & its ^{resident} businesses can meet the Portland Climate Action Plan goals.

Biking benefits: ↓ GHG, ↑ health, ↑ safety streets
Infrastructure ↓ congestion, ↑ air quality
↑ livability!



I'd like a reply.

NAME JAMES RIDDLE
ADDRESS 723 N HUMBOLDT ST
CITY PORTLAND ZIP 97217
PHONE _____
EMAIL PDXOREG71@YAHOO.COM

36763

The Portland Bicycle Plan for 2030 is also a plan for a safer, healthier, and more affordable city. At the moment, though, it is just a plan. Put your thoughts on this card and then put it in the mail. City Council needs to know that Portland wants them to...

PORTLAND CITY COUNCIL

c/o

Bicycle Transportation Alliance

PO Box 28289

Portland, OR 97228-0289



I'd like a reply.

NAME Indigo Feives
ADDRESS 2533 SE Portland
CITY _____ ZIP 97202
PHONE _____
EMAIL _____

36763

The Portland Bicycle Plan for 2030 is also a plan for a safer, healthier, and more affordable city. At the moment, though, it is just a plan. Put your thoughts on this card and then put it in the mail. City Council needs to know that Portland wants them to...

PORTLAND CITY COUNCIL

c/o

Bicycle Transportation Alliance

PO Box 28289

Portland, OR 97228-0289



36763

Moore-Love, Karla

From: Marilyn Sewell [marilyn@marilynsewell.com]
Sent: Friday, February 05, 2010 10:10 AM
To: Moore-Love, Karla
Subject: Portland's bike plan

Dear City Council Members--

I am concerned that George Crandall's expressed concerns about Portland's bike plan at last evening's Council meeting were not given enough of a hearing. (I'm disclosing at this point that I'm married to George, as of last September.)

George has clear evidence that the bike plan floated by the transportation department will not deliver 25% ridership--far from it. Portland needs a bolder vision--one that will be gradually implemented--but the vision must be there, lest the city waste money painting lines on streets and not gaining the ridership we're wanting and needing.

George could show you in a 30 min. slide presentation, very convincingly, that the current bike plan will not get us where we are saying we want to be--and what alternative plan might get us there.

As you probably know, George has served this city well since the 1970's, and is at the core of the small group that has made Portland the livable city that it is. He has earned the right to speak and be heard by the Council and indeed by the Mayor. Last night's meeting structure did not allow George to present his case in enough detail, of course. I would ask that you hear what he has to say before advising the transportation department how to proceed on the bike plan. You can find him at Crandall Arambula, 503-417-7879, or by e-mail at gcrandall@ca-city.com

George does not know that I am writing this message.

Thank you for your time and attention to this important matter.

Marilyn Sewell, Minister Emeritus
First Unitarian Church



MEMORANDUM

Date: September 18, 2007
To: River Plan Committee
From: Shannon Buono, City Planner
cc: Sallie Edmunds, River Plan Manager

Introduction

At the River Plan Committee meeting in May you asked for information regarding how rails-with-trails have been designed to address various safety and security concerns. This memo includes information about the safety, security and liability concerns that typically come up when planning a rail-with-trail and how those issues have been dealt with across the country. In addition, I have included information regarding the design and function of several existing rails-with-trails. The information in this memo comes primarily from the following two documents: *Rails-with-Trails: Lessons Learned*, United States Department of Transportation, August 2002; and *Rails-with-Trails, Design Management, and Operating Characteristics of 61 Trails Along Active Rails Lines*, Rails-to-Trails Conservancy, November 2000.

Both of the documents reviewed for this memo conclude that, based on lessons learned from existing rails-with-trails, a well designed rail-with-trail can bring numerous benefits to communities and railroads. Rails-with-trails are operating successfully within the rail right-of-way under a wide variety of conditions. Some are very close to the tracks and others are further away. Some operate next to high-speed tracks, and some operate through rail yards and industrial sites. Surveys revealed that the vast majority of rails-with-trails are covered by existing state, county or city recreational use statutes and insurance coverage similar to other trails (the City carries a \$10 million private insurance policy for the trail adjacent to the Steele Bridge). The key to a successful rail-with-trail, according to these documents, is to work closely with railroad companies and stakeholders, and to understand railroad concerns, expansion plans and operating practices.

According to the Rails-to-Trails Conservancy, there are currently 128 rails-with-trails in the United States (941 miles in 35 states). This total is up from 65 trails in 2002 and 61 in 2000.

The rail-with-trail planning process generally follows these steps:

- Trail advocates and/or public agencies identify a desired rail-with-trail route as part of a bicycle master plan or other trail planning process;
- Advocates and/or agencies work to secure funding for trail planning and development;
- After funding is secured, advocates or agencies initiate contact with the railroad;

- Trail feasibility study and design work begins.

The rail-with-trail planning and development process typically takes between three and ten years and can be contentious. Railroad companies reject many rail-with-trail proposals outright, and typically emphasize consideration of future expansion, safety impacts, trespassing, and liability as reasons for opposing rails-with-trails. However, at least two Class I railroads (including Burlington Northern Santa Fe) have said that they would be willing to consider rails-with-trails that meet certain design requirements. Rails-with-trails can provide benefits to the railroad in the form of reduced trespassing and reduced dumping.

Rails-with-trail planners need to consider the operational needs of the railroad and the safety of trail users when designing the trail. The United States Department of Transportation makes the following recommendations regarding rail-with-trail design:

- Maximize setbacks between the trail and the active railroad track. The distance between the centerline of the track and the closest edge of the trail should correlate to the type, speed, and frequency of train operations;
- Fencing and/or other separation techniques should be a part of all rail-with-trail projects;
- Minimize the number of at-grade crossings and examine all reasonable alternatives to new at-grade crossings;
- Review and incorporate all relevant utility requirements in the railroad corridor; and
- Where a rail-with-trail is proposed to bypass a railroad yard, adequate security fencing must be provided along with regular patrols by the rail-with-trail manager. High security areas may need additional protection.

Rail-with-Trail Design Considerations

Setback

Setback refers to the distance between the centerline of the railroad track and the closest edge of the trail. According to the *Rails-with-Trails: Lesson's Learned* report, there is no consensus among trail planning authorities on an appropriate setback recommendation. Rather, it is recommended that setbacks be determined on a case-by-case basis taking into consideration factors such as train speed and frequency, maintenance needs, separation technique (fencing, vegetation, etc.), historical problems (trespassing), topography and engineering judgment. Narrower setback distance may be acceptable in constrained areas, or along relatively low speed and frequency lines.

Setback distances along existing rails-with-trails range from 7 feet to 100 feet. Over half of existing rails-with-trails have a setback of less than 25 feet.

Researchers have attempted to determine if narrower setback distances have any correlation to safety problems. However, due to the relatively few records of claims, crashes, and other problems on any rail-with-trail, they were unable to determine a correlation between setback distance and trail user safety.

Some rail-with-trail planners have relied on the American Association of State Highway and Transportation Officials (AASHTO) bike lane setback standard believing it to be analogous to a rail-

with-trail situation. AASHTO recommend that bike lanes be set back 5 to 7 feet from the centerline of the outside travel lane, even on the busiest roadway. Some railroad companies have set their own setback policies and standards. For example, BNSF recommends that a rail-with-trail be setback at least 30 feet from the centerline of the tracks, although they have accepted narrower setbacks under certain conditions. And, the Maine Department of Transportation allows trails to be 12.5 feet to 18 feet from the track, depending on circumstances. Some railroads use the minimum setback to vertical obstructions as a guide to placement of a fence adjacent to a trail.

In Portland, the Springwater Corridor trail is setback 8.5 feet from the centerline of the track. In 2002, Oregon Pacific Railroad ran excursion trains 5 times a day in the summer and 3 times a week in the winter. Maximum train speed is 20 miles per hour.

With regard to the staff proposed rail-with-trail adjacent to the Portland and Western track along Hwy. 30, the distance between the outside edge of the track and the edge of the Hwy. 30 roadway appears to be approximately 30 feet or more in most places. Staff has not conducted any on-the-ground measurements, but has viewed the corridor from Hwy. 30 and measured using aerial photographs and digital data showing track location. A more detailed feasibility study will be required to determine actual distances.

With regard to the staff proposed rail-with-trail through Albina Yard, staff has proposed that the City work with Union Pacific Railroad to explore the feasibility of acquiring enough space for a public right-of-way (including a pedestrian/bicycle connection) at the edge of the yard. In this case, the separation between the trail and the track will depend on the width of the right-of-way, the design of the elements within the right-of-way (roadway and trail), and the potential for relocating adjacent track.

Separation

Seventy percent of rails-with-trails have some form of separation between the track and the trail (e.g., fence, wall, vegetation, grade separation). Fences and walls appear to be the most common type of separation, although vegetation has been used along some trails to deter trespassers. Fence heights along existing trails vary from 3 feet to 6 feet, but most average 3-4 feet. In some areas maintaining visual access to the trail corridor may be a priority so that the trail does not become isolated from public view. Tall fences can block views from adjacent land uses.

As noted above, where a rail-with-trail will be developed adjacent to a railroad yard, security fencing and regular patrols are recommended.

Crossings

According to all documents reviewed for this memo, track crossings present the greatest concern for everyone working on a rail-with-trail project. The two most important things to consider are the total number of trail/track crossings and whether or not a crossing is new or can be combined with an existing roadway/track crossing. Both the US Department of Transportation and the Rails-to-Trails Conservancy recommend that rail-with-trail design minimize the number of new at-grade crossings. Some government agencies and railroads have adopted policies of no new at-grade crossings. Modifying an existing roadway/track crossing is the best option.

River Plan staff conducted a cursory review of the location of the proposed rail-with-trail along Hwy. 30 in relation to potential track crossings and found that, depending on the trail alignment, there could be the need for either 5 or 6 crossings. In either case, the majority of the crossings could be accommodated within an existing roadway/track crossing. At least 1 new crossing of a siding may be required.

In 2002, more than half of all rails-with-trails had some sort of track crossing, and most of the crossings were at-grade. Overpasses and underpasses are expensive and have been used only in limited circumstances. The average number of crossing was 2.9, however at least one rail-with-trail had 17 crossings.

The US Department of Transportation recommends that rail-with-trail planners consider the following characteristics when designing a track crossing:

- train frequency and speed;
- location of the crossing;
- angle of crossing;
- approach grade;
- sight distance;
- crossing surface;
- nighttime lights;
- warning devices.

Crossings are not recommended where trains regularly stop on the tracks.

In 2000, The Rails-to-Trails Conservancy identified two crashes involving rails-with-trails. The first crash took place in an at-grade road/track crossing. In this case, a bicyclist ignored warning bells and flashing lights before going around a lowered crossing gate and colliding with the train. The second incident involved a pedestrian crawling under a damaged fence between the trail and the track and attempting to hop onto the moving train. Researchers for the 2002 *Rails-with-Trails: Lessons Learned* report could find no documentation of any crashes where a trail crosses an active rail track at grade. That said, it is important for trail planners and others to recognize the potential dangers of human interactions with moving trains.

Utilities

Utilities may impact the design, location or even feasibility of a rail-with-trail. Utilities may run parallel to the track, or may run across, under or over the track. It is not uncommon for a trail to be constructed on top of a subsurface utility. And, it is not uncommon for trails to be closed temporarily to allow utility work. The Cottonbelt Trail in Texas has removable pavement where the trail crosses an underground pipeline.

Accommodating future track and sidings

The feasibility study for a rail-with-trail project should take into account the need for track or siding expansion. Should a railroad operator choose to reserve the land for future rail service, the trail project is not likely to be feasible. The issues surrounding existing sidings and future sidings should be clearly understood by trail planners. For example, the corridor may contain existing

unused sidings that could be reactivated if land uses change, or there may be a need to add sidings if a vacant site develops and there is a need for rail service.

Trestles and Bridges

Virtually all railroad corridors will have at least some small bridges or trestles (over culverts or streams). There could also be longer trestles or bridges over roadways, highways or rivers. In some cases, trails have been incorporated into an existing structure (e.g. Steele Bridge). In some cases new structures must be constructed.

A detailed feasibility study is required to determine whether the staff proposed rail-with-trail adjacent to the BNSF railroad bridge could be incorporated into the existing structure or whether a new structure would be needed to accommodate the trail. It is also foreseeable that the proposed trail around Waud Bluff below the University of Portland campus will need to be on a structure constructed on the slope or projecting out over the water.

Operations/Maintenance

The feasibility study for a rail-with-trail project should address future access for railroad maintenance. If the setback is narrower than 25 feet, it is likely that the trail may occasionally be used for maintenance access if a dedicated maintenance road is not available. Trail managers should keep in mind that the trail may need to be closed from time to time to accommodate the railroads needs to access the track.

Security and Enforcement

Rail-with-trail managers should develop a public safety plan that includes crime prevention and problem solving strategies such as signs, educational opportunities, application of crime prevention through design techniques, and the development of rules and regulations that are then posted and added to maps. There are a few cases where local police departments patrol the rail-with-trail at least once a day. In other cases, railroad companies or trail managers have security inspectors that patrol the trail.

Security and enforcement will be a key aspect of trail planning and design, and ultimately trail management of any rail-with-trail in the North Reach.

Insurance and Liability

In past experience, liability is often cited by railroad companies as a concern regarding rails-with-trails. The level of concern varies based in part on the class of railroad and the type of operation. There is a range of options that can reduce railroad liability exposure including:

- All 50 states have Recreational Use Statues which provide protection to landowners who allow the public to use their land for recreational purposes. The staff proposed trail in the North Reach would be a multi-purpose trail used for recreation and transportation purposes;
- Public agencies should consider public acquisition as a way to reduce railroad liability. Many states have enacted statues that limit the amounts or kinds of damages recoverable against governments;
- Easements and license agreements can be written to indemnify the railroad owner against certain kinds of claims. The license agreement between Union Pacific Railroad (UPRR)

and the City of Portland regarding the trail on the Steele Bridge specifies that the UPRR is to incur no additional liability risk as a result of the trail;

- The trail management entity should provide comprehensive liability insurance in an amount sufficient to cover foreseeable railroad liability and legal defense costs. The City of Portland is required to carry a \$10 million private insurance policy for the trail on the Steele Bridge.

The Rails-to-Trails Conservancy surveyed 61 rails-with-trails in 2000 and found that the vast majority of trails are insured by existing state, county or city insurance. Even so, railroad companies have been skeptical of assurances of legal protection from liability and many note that court systems have yet to rule on lease and or use agreements for existing rails-with-trails.

As a way to address the potential for liability claims, trail planners should strive to determine which types of trespassers are likely on the railroad property and what types of actions and techniques the trail design can employ to enhance the safety of the rail-with-trail. For example, fencing to separate the trail from the track can serve to funnel potential trespassers to an appropriate crossing location. Researchers for the *Rails-with-Trails: Lessons Learned* report observed only a few trespassers next to existing rails-with-trails. Those that were observed tended to be crossing the tracks or walking along tracks where there was no fencing separating the trail from the track.

Characteristics of Several Existing Rails-with-Trails

Burke-Gillman Trail Extension (Seattle, WA):

The Burke-Gilman Trail Extension is owned and managed by the City of Seattle. The Ballard Terminal Railroad runs 2-3 round-trip freight trains on the tracks per week. The trains travel at speeds no greater than 10 miles per hour. The tracks run through a small industrial and ship-related business area. The trail averages 10-12 feet wide and is setback 10-25 feet from the centerline of the track. A 3-3.5 foot tall fence separates that track from the trail. The trail manager reports that illegal trespassing and dumping decreased significantly after the first section of the extension was opened. The public planning process was long and adversarial and involved more than a dozen parties.

Elliott Bay Trail/Seattle Waterfront Trail/Myrtle Edwards Park (Seattle, WA):

This trail runs from downtown Seattle along the waterfront through Myrtle Edwards Park and then through an active rail yard. The City of Seattle owns the corridor which it bought from BNSF. BNSF operates up to 60 trains per day along the corridor with train speeds up to 40 miles per hour. At least one portion of the corridor is adjacent to mainline track. There are three distinct sections to the trail. Section 1 is downtown and is heavily dominated by bikes and pedestrians. The trail in section 1 is directly adjacent to tracks within the road right-of-way. Section 2 is along the waterfront and is setback and separated from the track by 100 feet and landscaping. Section 3 is within the rail yard. A chain link fence and tracks closely border the trail in section 3 and the trail narrows considerably in a couple of places. Signs along the trail in section 3 note that the trail can be closed at a moments notice by the railroad for security purposes.

Burlington Waterfront Bikeway (VT):

The State of Vermont (VTrans) owns this rail corridor and the Vermont Railway Company has an easement to use the track as a switching yard. There is continuous train operation throughout the

day with train speeds no greater than 10 miles per hour. There is a fence separating the trail and track. There was frequent trespassing onto the track from abutting residential properties before the trail was developed. After the trail was built the trespassing reduced dramatically because pedestrians are channeled to a few specific crossings. The City of Burlington is in charge of trail and fence maintenance.

Cedar Lake Regional Trail (MN):

The Cedar Lake Regional Trail sits within an urban corridor owned by BNSF. The narrowest setback is 15 feet from the centerline of the track and the widest is over 100 feet. A 6 foot chain-link fence separates the trail from the track where the setback is 15 to 25 feet. A 42 inch agricultural fence is used where the setback is between 25 and 50 feet. There is no fencing in segments where the setback exceeds 50 feet. The tracks carry 10-12 trains per day averaging between 25 and 50 miles per hour. The local parks board provides trail maintenance. The railroad company believes that the trail has improved their ability to maintain the track because the access road was upgraded during trail development.

Five Star Trail (PA):

Westmoreland County Industrial Development Corporation owns and operates this railroad corridor. The Regional Trail Corporation leases and manages the rail-with-trail. Two freight trains per weekday run along the track and four freight or excursion trains per weekend day. The trains travel at speeds up to 25 miles per hour. Twelve feet separates the trail from the track centerline. A good working relationship between the trail manager and the railroad company led to the success of this trail. Illegal dumping along the corridor has ceased since the trail was opened.

Lehigh River Gorge Trail (PA):

Reading and Northern Railroad Company operates between 2 and 6 freight trains per day on this track at speed up to 40 miles per hour. The trail is 10 feet wide and is setback from the track centerline by 12-18 feet, although in the setback is as little as 7.5 feet in some places.

Northeast Corridor Trail (DE):

The Northeast Corridor Trail is not yet built—it is still in the planning stages. The trail is proposed to be adjacent to Amtrak's Northeast Corridor mainline. The trail will traverse through urban, parkland, and industrial areas. Up to 100 passenger and freight trains with speeds in excess of 100 mi/h currently travel along the corridor. The trail will be separated by a fence and will be setback 30 feet from the centerline of the track. The trail has gone through an extensive public process to build support.

Norwottuck Rail Trail (MA):

This trail is adjacent to New England Railroad track and Amtrak runs two trains daily. The trail is setback 32 feet from the centerline of the track. There are two at-grade road crossings: one with warning lights and bells; one with passive warnings, but the trains sound a warning horn.

Schuylkill River Train (PA):

The trail is located in Norristown PA located along Norfolk Southern Railroad property and adjacent to a SEPTA commuter rail corridor. Approximately 20 freight and commuter trains travel the corridor per day, some at speeds up to 40 miles per hour. The trail is 10-12 feet wide. The width of the separation varies, but is as narrow as 10 feet from centerline in some places. A split-rail

fence separates the trail and track where the distance is 10 feet. Officials believe the presence of trail users deters incidence of trespassing. The process for approving the trail was long and difficult. The railroad was involved at the trail feasibility and design stages of planning and an easement agreement gave the railroad final approval of the design.

npGREENWAYfriends of the north portland greenway trail

3 February 2010

Mayor Sam Adams
Commissioner Amanda Fritz
Commissioner Dan Saltzman
Commissioner Randy Leonard
Commissioner Nick Fish
c/o Council Clerk
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

Re: The Bicycle Master Plan for 2030

Dear Mayor and City Commissioners,

npGREENWAY is a group of citizens advocating a multiuse trail along the Willamette River from the Steel Bridge to Kelley Point Park. The North Portland segment represents a major gap in the regional network. When completed it will connect three major employment centers; the Central Business District, Swan Island and Rivergate. This will provide a vital transportation corridor for commuters of Portland neighborhoods and their employment.

We understand that the Portland Freight Committee (PFC) has expressed concerns about the 'mixing' of trucks and bikes. We appreciate the safety concerns of the PFC, we share them as well. We agree with them that an important goal of the Plan should be to "improve the attractiveness of cycling." In actuality, the PFC, are doing an excellent job of building a case for a robust, safe, segregated bike commuting options to eliminate the potential hazards they see. It is obvious to many, especially for those 'interested and concerned' bikers, that mere lanes on Interstate and Greeley with high speed heavy truck traffic are an unacceptable hazardous situation that should be alleviated. PFC, also makes a very good case for a robust grade segregated bike way from Swan Island to the Tillamook 'flyover'. Yes there are some technical challenges in the Lower Albina section, but it is not beyond the ability of PBOT and good design to find a creative solution that will ensure the safety of all.

For an area such as Swan Island, which is densely developed, it should be noted that the addition of bike paths can reduce the use of single occupied vehicles accessing it and thereby add to trucking capacity, not reduce it.

With reference to the mixing of bikes and trucks and/or rail, npGreenway understands the need for safety in the development of bikeways; many of us are bikers while others are pedestrians and are always near trucks and to a lesser extent trains. Many of us are drivers as well, for work, commuting, leisure or

errands. Issues of vehicle/train/bike conflicts can be addressed by design. The Portland Bureau of Planning and Sustainability prepared a report for the Planning Commission in developing the North Reach of the River Plan (See Attachment 1 dated September 18, 2007) that is germane to what is being considered in the Portland Bicycle Plan for 2030. The report addressed many issues relative to rails-with-trails and how design works to eliminate or reduce conflicts. Many issues are similar for other vehicle modes and can be ameliorated through good design.

npGREENWAY advocates for the creation of a low stress bikeway for the "Interested but Concerned" cyclist. Providing facilities for the largest cyclist user group will help the City of Portland in turn meet goals related to the removal of single occupancy vehicles from the transit system and the reduction of carbon emissions.

As stated in the Bicycle Master Plan for 2030, the Willamette River Greenway Trail is designated a major city bikeway. The trail will be built using Immediate and 80 Percent Strategies. Meeting mode share and environmental goals require a strong commitment to the plan and facilities like the Willamette Greenway Trail. We support the highest possible priority for its funding and construction.

npGREENWAY wishes to thank the Portland Bureau of Transportation for their consideration of our comments and participation (including our various letters and testimony). Some of our suggestions have been added to the proposed plan and we think that it makes for a better document.

We thank you for your consideration of these requests. npGreenway supports and urges your immediate adoption.

Sincerely,

On behalf of npGREENWAY

Francie Royce, Co-Chair

Scott Mizze, Co-Chair

Pam Arden, Treasurer

Curt Schneider, Secretary

Joe Adamski

Lenny Anderson

Paul Maresh

Shelley Oylear

Mark Pickett

Jason Starman

Attachment 1: September 18, 2007 Rail-with-Trail Memorandum

Cc: Sallie Edmunds, Shannon Buono PBPS, Ellen Vanderslice, PDOT

PORTLAND BICYCLE PLAN 2030

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

NAME (print)	ADDRESS AND ZIP CODE	Email
/ DONNA COHEN	8443 N. BUSS ST PDX 97203	dcohen@dcoheninfo.com
/ TERRI PAXTON	P.O. Box 13503 97213	
/ Jim Chasse	3246 SE 116 th 97266	JMCHASSE@P.COM
/ Katie Larsell	13831 NE Klickitat Ct. 97230	Larsella@comcast.net
/ M. SUSAN DEAN	3322 SE 118 th Av. PDX 97266	deansusane@gmail.com
/ Michelle Poyourow	BTA	
/ Mark White	Powellhurst - Gilbert NA	
/ Lenny Anderson	Swan Island TMA	Situa@teleport.com
/ DON Arambula	Crandall Arambula PC 520 SW Yamhill Roof Suite 4	darambula@ca-city.com
/ George Crandall	" "	gcrandall@ca-city.com
/ ATISON GRAVES STEPH ROUHT (see Steph Rouht for info)	WPC	steph@wpcwalks.org

PORTLAND BICYCLE PLAN 2030

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

NAME (print)	ADDRESS AND ZIP CODE	Email
/ ROGER AVERBECK	4907 SW CANTERBURY LN PORTLAND 97219	ROGER.AVERBECK@GMAIL.COM
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/ John Miller	4215 NE 99 Portland OR 97220	John@hostdevelopment.com
/ KEITH LIDEN	4021 SW 36TH PL PDX 97221	LIDEN@PBWORLD.COM
/ Joe Wilson	1835 NE 16 th #3 PDX, 97212	joewilson@yahoo.com
/ CORKY COLLIER	(PORTLAND FREIGHT COMM.) Columbia Corridor Assn	
/ JEFF SWANSON	(PORTLAND FREIGHT COMM.) Schnitzer Steel	
/ David Hampsten	302 SE 105 th Ave, #26, 97216	david_hampsten@yahoo.com
/ Brad Perkins	representing Irvington Comm Assoc. 1722 NE Schuyler PTD 97212	perkins_realty@comcast.net
/ Steph Routh	Community Cycling Center	
Alison Graves (see Alison Graves for info)	1700 NE Alberta 97211	alison@communitycyclingcenter.org
Esther Hartow	9317 N. Charleston Portland, OR 97203	theta444@yahoo.com

PORTLAND BICYCLE PLAN 2030

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

NAME (print)	ADDRESS AND ZIP CODE	Email
Conky Collier	Columbia Corridor Assn	
Jeff Swanson	Schnitzer Steel	
✓ Todd Boulanger	Bike Station 1080 Ocean Blvd Long Beach, CA	Todd.Boulanger@ yahoo.com
✓ Jim Middelagh	3055 NE Davis PDX 97232	jim.middelagh@gmail.com
✓ Doug Youngman	1209 SW 6th Ave. #706 Ald. 97204	dyoungman@comcast.net
✓ Paul Notti	1553 SE Spokane, 97202	paul.notti@sellwood.org
ERIC WILEY	8750 NE ALBERTA ST 97220	ericwiley@gmail.com
✓ ^{SMILE} PAUL NOTTI (PRESIDENT)	SPokane St.	PRESIDENT@sellwood.org
✓ ^{SMILE} MAT MILLENBACH (BOARD)	8067 SE BTH Ave.	millenbach@aol.com
✓ Mary Vogel	1024 SW Main St #524	mary@plangreen.net
✓ Dan Jerch Walters	Sullivan's Galah	

yes

PORTLAND BICYCLE PLAN 2030

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

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ <u>CURT SCHNEIDER</u>	6904 N Charleston Av 97203 np Greenway	dreamcj@comcast.net
✓ Maria Cahill	7345 SW 20th Ave PDX 97211	greengirl@greengirlpdx.com
✓ Cliff Mason	344 NE 79 97217	cliff@portlandsailing.com
Chris Ratt	2332 SE 54th Ave 97215	christopherj.ratt@gmail.com
Francie Royce	1854 NW Aspen	frayce@comcast.net
✓ Ted Brunel	60 NE Tuckermook St 97212	ted101@gmail.com
✓ Lake McTighe	3004 SE Portland OR Brooklyn St 97202	lakestrongheart@gmail.com
✓ chris Smith		
✓ Kenny Hagum(?)		
✓ William Barnes		

BUILD IT!!!



Portland Streetcar

Portland Streetcar, Inc.
1140 S.W. 11th Avenue
Suite 500
Portland, OR 97205

(503) 242-0084
Fax (503) 299-6769

Board of Directors:

Michael Powell, Chair
Hank Ashforth, Vice Chair
Richard H. Parker, Jr.,
Secretary
N. Dickson Davis, Treasurer

John Carroll,
Immediate Past Chair
Mayor Sam Adams
Charlie Allcock
Michael Bolliger
Dick Cooley
Dike Dame

Lindsay Desrochers
Bill Failing
Judie Hammerstad
Fred Hansen
Jack Hoffman
J.E. Isaac
M. James Mark
Lynn Peterson
Doug Shapiro
Chris Smith
Nancy Stueber
Mark Williams

Executive Director:
Rick Gustafson

February 3, 2010

Portland City Council
1221 S.W. 4th Avenue
Portland, OR 97204

RE: Letter of Support for the Portland Bicycle Plan for 2030

Mayor Adams and Members of City Council:

Portland Streetcar, Inc. is pleased to support the Portland Bicycle Plan for 2030.

Portland Streetcar shares many objectives with the Bicycle Plan. Both Streetcar and the Bicycle Plan seek to provide high-quality, sustainable urban mobility. Both strive to create livable and prosperous neighborhoods. And both should be important components of the City envisioned by the Portland Plan.

Portland Streetcar, Inc. appreciates the work done in this plan to identify design solutions to make Streetcar and bikes work together on the street, and to plan a bicycle network that is compatible with and complements the Streetcar System Concept Plan.

We support the PBOT and Planning Commission recommended plan and urge City Council to adopt the Portland Bicycle Plan for 2030.

Sincerely,

Michael Powell
Chair, Portland Streetcar, Inc.

visit our website:

www.portlandstreetcar.org

3 February 2010

Mayor Sam Adams
Commissioner Amanda Fritz
Commissioner Dan Saltzman
Commissioner Randy Leonard
Commissioner Nick Fish
c/o Council Clerk
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

Re: The Bicycle Master Plan for 2030

Dear Mayor and City Commissioners,

npGREENWAY is a group of citizens advocating a multiuse trail along the Willamette River from the Steel Bridge to Kelley Point Park. The North Portland segment represents a major gap in the regional network. When completed it will connect three major employment centers; the Central Business District, Swan Island and Rivergate. This will provide a vital transportation corridor for commuters of Portland neighborhoods and their employment.

We understand that the Portland Freight Committee (PFC) has expressed concerns about the 'mixing' of trucks and bikes. We appreciate the safety concerns of the PFC, we share them as well. We agree with them that an important goal of the Plan should be to "improve the attractiveness of cycling." In actuality, the PFC, are doing an excellent job of building a case for a robust, safe, segregated bike commuting options to eliminate the potential hazards they see. It is obvious to many, especially for those 'interested and concerned' bikers, that mere lanes on Interstate and Greeley with high speed heavy truck traffic are an unacceptable hazardous situation that should be alleviated. PFC, also makes a very good case for a robust grade segregated bike way from Swan Island to the Tillamook 'flyover'. Yes there are some technical challenges in the Lower Albina section, but it is not beyond the ability of PBOT and good design to find a creative solution that will ensure the safety of all.

For an area such as Swan Island, which is densely developed, it should be noted that the addition of bike paths can reduce the use of single occupied vehicles accessing it and thereby add to trucking capacity, not reduce it.

With reference to the mixing of bikes and trucks and/or rail, npGreenway understands the need for safety in the development of bikeways; many of us are bikers while others are pedestrians and are always near trucks and to a lesser extent trains. Many of us are drivers as well, for work, commuting, leisure or

errands. Issues of vehicle/train/bike conflicts can be addressed by design. The Portland Bureau of Planning and Sustainability prepared a report for the Planning Commission in developing the North Reach of the River Plan (See Attachment 1 dated September 18, 2007) that is germane to what is being considered in the Portland Bicycle Plan for 2030. The report addressed many issues relative to rails-with-trails and how design works to eliminate or reduce conflicts. Many issues are similar for other vehicle modes and can be ameliorated through good design.

npGREENWAY advocates for the creation of a low stress bikeway for the "Interested but Concerned" cyclist. Providing facilities for the largest cyclist user group will help the City of Portland in turn meet goals related to the removal of single occupancy vehicles from the transit system and the reduction of carbon emissions.

As stated in the Bicycle Master Plan for 2030, the Willamette River Greenway Trail is designated a major city bikeway. The trail will be built using Immediate and 80 Percent Strategies. Meeting mode share and environmental goals require a strong commitment to the plan and facilities like the Willamette Greenway Trail. We support the highest possible priority for its funding and construction.

npGREENWAY wishes to thank the Portland Bureau of Transportation for their consideration of our comments and participation (including our various letters and testimony). Some of our suggestions have been added to the proposed plan and we think that it makes for a better document.

We thank you for your consideration of these requests. npGreenway supports and urges your immediate adoption.

Sincerely,

On behalf of npGREENWAY

Francie Royce, Co-Chair

Pam Arden, Treasurer

Joe Adamski

Paul Maresh

Mark Pickett

Scott Mizze, Co-Chair

Curt Schneider, Secretary

Lenny Anderson

Shelley Oylear

Jason Starman



Attachment 1: September 18, 2007 Rail-with-Trail Memorandum

Cc: Sallie Edmunds, Shannon Buono PBPS, Ellen Vanderslice, PDOT

36763

Moore-Love, Karla

From: Curt & Cathy [dreamcj@comcast.net]
Sent: Thursday, February 04, 2010 12:07 PM
To: Moore-Love, Karla
Cc: Buono, Shannon; Edmunds, Sallie; Vanderslice, Ellen; Koch, Laura; Weir, Steve; Rodgers, Kelly; Barlow, Lynn; Kelley, Mary; Briggs, Michelle; Adam; Cohen, Joshua; Dennett, Chris; Sharpe, Sumner; Oylear, Shelley; scott.mizee@npgreenway.org; jgadamski@gmail.com; mark@revolverbikes.com; froyce@comcast.net; pam_arden@hotmail.com; js_starman@yahoo.com; pmaresh@spiretech.com; sitma@teleport.com
Subject: Letter for Public Hearing on Portland Bicycle Plan 2030
Attachments: npGreenway rail to trails memo 91807.pdf; npGreenway BikeMasterPlan letter to CC 3 Feb 2010.doc

Attached is a letter (and attachment 1) of a letter for the City Council's consideration. Please enter it into the record on npGreenway's behalf. Thank you.

I will bring 6 hard copies for the Council and you to the hearing.

Sincerely,

Curt Schneider, Secretary
npGreenway

ps I'm also bringing a copy for Ellen Vanderslice, Sallie Edmonds and Shannon Buono.

**MEMORANDUM**

Date: September 18, 2007

To: River Plan Committee

From: Shannon Buono, City Planner

cc: Sallie Edmunds, River Plan Manager

Introduction

At the River Plan Committee meeting in May you asked for information regarding how rails-with-trails have been designed to address various safety and security concerns. This memo includes information about the safety, security and liability concerns that typically come up when planning a rail-with-trail and how those issues have been dealt with across the country. In addition, I have included information regarding the design and function of several existing rails-with-trails. The information in this memo comes primarily from the following two documents: *Rails-with-Trails: Lessons Learned*, United States Department of Transportation, August 2002; and *Rails-with-Trails, Design Management, and Operating Characteristics of 61 Trails Along Active Rails Lines*, Rails-to-Trails Conservancy, November 2000.

Both of the documents reviewed for this memo conclude that, based on lessons learned from existing rails-with-trails, a well designed rail-with-trail can bring numerous benefits to communities and railroads. Rails-with-trails are operating successfully within the rail right-of-way under a wide variety of conditions. Some are very close to the tracks and others are further away. Some operate next to high-speed tracks, and some operate through rail yards and industrial sites. Surveys revealed that the vast majority of rails-with-trails are covered by existing state, county or city recreational use statutes and insurance coverage similar to other trails (the City carries a \$10 million private insurance policy for the trail adjacent to the Steele Bridge). The key to a successful rail-with-trail, according to these documents, is to work closely with railroad companies and stakeholders, and to understand railroad concerns, expansion plans and operating practices.

According to the Rails-to-Trails Conservancy, there are currently 128 rails-with-trails in the United States (941 miles in 35 states). This total is up from 65 trails in 2002 and 61 in 2000.

The rail-with-trail planning process generally follows these steps:

- Trail advocates and/or public agencies identify a desired rail-with-trail route as part of a bicycle master plan or other trail planning process;
- Advocates and/or agencies work to secure funding for trail planning and development;
- After funding is secured, advocates or agencies initiate contact with the railroad;

- Trail feasibility study and design work begins.

The rail-with-trail planning and development process typically takes between three and ten years and can be contentious. Railroad companies reject many rail-with-trail proposals outright, and typically emphasize consideration of future expansion, safety impacts, trespassing, and liability as reasons for opposing rails-with-trails. However, at least two Class I railroads (including Burlington Northern Santa Fe) have said that they would be willing to consider rails-with-trails that meet certain design requirements. Rails-with-trails can provide benefits to the railroad in the form of reduced trespassing and reduced dumping.

Rails-with-trail planners need to consider the operational needs of the railroad and the safety of trail users when designing the trail. The United States Department of Transportation makes the following recommendations regarding rail-with-trail design:

- Maximize setbacks between the trail and the active railroad track. The distance between the centerline of the track and the closest edge of the trail should correlate to the type, speed, and frequency of train operations;
- Fencing and/or other separation techniques should be a part of all rail-with-trail projects;
- Minimize the number of at-grade crossings and examine all reasonable alternatives to new at-grade crossings;
- Review and incorporate all relevant utility requirements in the railroad corridor; and
- Where a rail-with-trail is proposed to bypass a railroad yard, adequate security fencing must be provided along with regular patrols by the rail-with-trail manager. High security areas may need additional protection.

Rail-with-Trail Design Considerations

Setback

Setback refers to the distance between the centerline of the railroad track and the closest edge of the trail. According to the *Rails-with-Trails: Lesson's Learned* report, there is no consensus among trail planning authorities on an appropriate setback recommendation. Rather, it is recommended that setbacks be determined on a case-by-case basis taking into consideration factors such as train speed and frequency, maintenance needs, separation technique (fencing, vegetation, etc.), historical problems (trespassing), topography and engineering judgment. Narrower setback distance may be acceptable in constrained areas, or along relatively low speed and frequency lines.

Setback distances along existing rails-with-trails range from 7 feet to 100 feet. Over half of existing rails-with-trails have a setback of less than 25 feet.

Researchers have attempted to determine if narrower setback distances have any correlation to safety problems. However, due to the relatively few records of claims, crashes, and other problems on any rail-with-trail, they were unable to determine a correlation between setback distance and trail user safety.

Some rail-with-trail planners have relied on the American Association of State Highway and Transportation Officials (AASHTO) bike lane setback standard believing it to be analogous to a rail-

with-trail situation. AASHTO recommend that bike lanes be set back 5 to 7 feet from the centerline of the outside travel lane, even on the busiest roadway. Some railroad companies have set their own setback policies and standards. For example, BNSF recommends that a rail-with-trail be setback at least 30 feet from the centerline of the tracks, although they have accepted narrower setbacks under certain conditions. And, the Maine Department of Transportation allows trails to be 12.5 feet to 18 feet from the track, depending on circumstances. Some railroads use the minimum setback to vertical obstructions as a guide to placement of a fence adjacent to a trail.

In Portland, the Springwater Corridor trail is setback 8.5 feet from the centerline of the track. In 2002, Oregon Pacific Railroad ran excursions trains 5 times a day in the summer and 3 times a week in the winter. Maximum train speed is 20 miles per hour.

With regard to the staff proposed rail-with-trail adjacent to the Portland and Western track along Hwy. 30, the distance between the outside edge of the track and the edge of the Hwy. 30 roadway appears to be approximately 30 feet or more in most places. Staff has not conducted any on-the-ground measurements, but has viewed the corridor from Hwy. 30 and measured using aerial photographs and digital data showing track location. A more detailed feasibility study will be required to determine actual distances.

With regard to the staff proposed rail-with-trail through Albina Yard, staff has proposed that the City work with Union Pacific Railroad to explore the feasibility of acquiring enough space for a public right-of-way (including a pedestrian/bicycle connection) at the edge of the yard. In this case, the separation between the trail and the track will depend on the width of the right-of-way, the design of the elements within the right-of-way (roadway and trail), and the potential for relocating adjacent track.

Separation

Seventy percent of rails-with-trails have some form of separation between the track and the trail (e.g., fence, wall, vegetation, grade separation). Fences and walls appear to be the most common type of separation, although vegetation has been used along some trails to deter trespassers. Fence heights along existing trails vary from 3 feet to 6 feet, but most average 3-4 feet. In some areas maintaining visual access to the trail corridor may be a priority so that the trail does not become isolated from public view. Tall fences can block views from adjacent land uses.

As noted above, where a rail-with-trail will be developed adjacent to a railroad yard, security fencing and regular patrols are recommended.

Crossings

According to all documents reviewed for this memo, track crossings present the greatest concern for everyone working on a rail-with-trail project. The two most important things to consider are the total number of trail/track crossings and whether or not a crossing is new or can be combined with an existing roadway/track crossing. Both the US Department of Transportation and the Rails-to-Trails Conservancy recommend that rail-with-trail design minimize the number of new at-grade crossings. Some government agencies and railroads have adopted policies of no new at-grade crossings. Modifying an existing roadway/track crossing is the best option.

River Plan staff conducted a cursory review of the location of the proposed rail-with-trail along Hwy. 30 in relation to potential track crossings and found that, depending on the trail alignment, there could be the need for either 5 or 6 crossings. In either case, the majority of the crossings could be accommodated within an existing roadway/track crossing. At least 1 new crossing of a siding may be required.

In 2002, more than half of all rails-with-trails had some sort of track crossing, and most of the crossings were at-grade. Overpasses and underpasses are expensive and have been used only in limited circumstances. The average number of crossing was 2.9, however at least one rail-with-trail had 17 crossings.

The US Department of Transportation recommends that rail-with-trail planners consider the following characteristics when designing a track crossing:

- train frequency and speed;
- location of the crossing;
- angle of crossing;
- approach grade;
- sight distance;
- crossing surface;
- nighttime lights;
- warning devices.

Crossings are not recommended where trains regularly stop on the tracks.

In 2000, The Rails-to-Trails Conservancy identified two crashes involving rails-with-trails. The first crash took place in an at-grade road/track crossing. In this case, a bicyclist ignored warning bells and flashing lights before going around a lowered crossing gate and colliding with the train. The second incident involved a pedestrian crawling under a damaged fence between the trail and the track and attempting to hop onto the moving train. Researchers for the 2002 *Rails-with-Trails: Lessons Learned* report could find no documentation of any crashes where a trail crosses an active rail track at grade. That said, it is important for trail planners and others to recognize the potential dangers of human interactions with moving trains.

Utilities

Utilities may impact the design, location or even feasibility of a rail-with-trail. Utilities may run parallel to the track, or may run across, under or over the track. It is not uncommon for a trail to be constructed on top of a subsurface utility. And, it is not uncommon for trails to be closed temporarily to allow utility work. The Cottonbelt Trail in Texas has removable pavement where the trail crosses an underground pipeline.

Accommodating future track and sidings

The feasibility study for a rail-with-trail project should take into account the need for track or siding expansion. Should a railroad operator choose to reserve the land for future rail service, the trail project is not likely to be feasible. The issues surrounding existing sidings and future sidings should be clearly understood by trail planners. For example, the corridor may contain existing

and the City of Portland regarding the trail on the Steele Bridge specifies that the UPRR is to incur no additional liability risk as a result of the trail;

- The trail management entity should provide comprehensive liability insurance in an amount sufficient to cover foreseeable railroad liability and legal defense costs. The City of Portland is required to carry a \$10 million private insurance policy for the trail on the Steele Bridge.

The Rails-to-Trails Conservancy surveyed 61 rails-with-trails in 2000 and found that the vast majority of trails are insured by existing state, county or city insurance. Even so, railroad companies have been skeptical of assurances of legal protection from liability and many note that court systems have yet to rule on lease and or use agreements for existing rails-with-trails.

As a way to address the potential for liability claims, trail planners should strive to determine which types of trespassers are likely on the railroad property and what types of actions and techniques the trail design can employ to enhance the safety of the rail-with-trail. For example, fencing to separate the trail from the track can serve to funnel potential trespassers to an appropriate crossing location. Researchers for the *Rails-with-Trails: Lessons Learned* report observed only a few trespassers next to existing rails-with-trails. Those that were observed tended to be crossing the tracks or walking along tracks where there was no fencing separating the trail from the track.

Characteristics of Several Existing Rails-with-Trails

Burke-Gillman Trail Extension (Seattle, WA):

The Burke-Gilman Trail Extension is owned and managed by the City of Seattle. The Ballard Terminal Railroad runs 2-3 round-trip freight trains on the tracks per week. The trains travel at speeds no greater than 10 miles per hour. The tracks run through a small industrial and ship-related business area. The trail averages 10-12 feet wide and is setback 10-25 feet from the centerline of the track. A 3-3.5 foot tall fence separates that track from the trail. The trail manager reports that illegal trespassing and dumping decreased significantly after the first section of the extension was opened. The public planning process was long and adversarial and involved more than a dozen parties.

Elliott Bay Trail/Seattle Waterfront Trail/Myrtle Edwards Park (Seattle, WA):

This trail runs from downtown Seattle along the waterfront through Myrtle Edwards Park and then through an active rail yard. The City of Seattle owns the corridor which it bought from BNSF. BNSF operates up to 60 trains per day along the corridor with train speeds up to 40 miles per hour. At least one portion of the corridor is adjacent to mainline track. There are three distinct sections to the trail. Section 1 is downtown and is heavily dominated by bikes and pedestrians. The trail in section 1 is directly adjacent to tracks within the road right-of-way. Section 2 is along the waterfront and is setback and separated from the track by 100 feet and landscaping. Section 3 is within the rail yard. A chain link fence and tracks closely border the trail in section 3 and the trail narrows considerably in a couple of places. Signs along the trail in section 3 note that the trail can be closed at a moments notice by the railroad for security purposes.

Burlington Waterfront Bikeway (VT):

The State of Vermont (VTrans) owns this rail corridor and the Vermont Railway Company has an easement to use the track as a switching yard. There is continuous train operation throughout the

day with train speeds no greater than 10 miles per hour. There is a fence separating the trail and track. There was frequent trespassing onto the track from abutting residential properties before the trail was developed. After the trail was built the trespassing reduced dramatically because pedestrians are channeled to a few specific crossings. The City of Burlington is in charge of trail and fence maintenance.

Cedar Lake Regional Trail (MN):

The Cedar Lake Regional Trail sits within an urban corridor owned by BNSF. The narrowest setback is 15 feet from the centerline of the track and the widest is over 100 feet. A 6 foot chain-link fence separates the trail from the track where the setback is 15 to 25 feet. A 42 inch agricultural fence is used where the setback is between 25 and 50 feet. There is no fencing in segments where the setback exceeds 50 feet. The tracks carry 10-12 trains per day averaging between 25 and 50 miles per hour. The local parks board provides trail maintenance. The railroad company believes that the trail has improved their ability to maintain the track because the access road was upgraded during trail development.

Five Star Trail (PA):

Westmoreland County Industrial Development Corporation owns and operates this railroad corridor. The Regional Trail Corporation leases and manages the rail-with-trail. Two freight trains per weekday run along the track and four freight or excursion trains per weekend day. The trains travel at speeds up to 25 miles per hour. Twelve feet separates the trail from the track centerline. A good working relationship between the trail manager and the railroad company led to the success of this trail. Illegal dumping along the corridor has ceased since the trail was opened.

Lehigh River Gorge Trail (PA):

Reading and Northern Railroad Company operates between 2 and 6 freight trains per day on this track at speed up to 40 miles per hour. The trail is 10 feet wide and is setback from the track centerline by 12-18 feet, although in the setback is as little as 7.5 feet in some places.

Northeast Corridor Trail (DE):

The Northeast Corridor Trail is not yet built—it is still in the planning stages. The trail is proposed to be adjacent to Amtrak's Northeast Corridor mainline. The trail will traverse through urban, parkland, and industrial areas. Up to 100 passenger and freight trains with speeds in excess of 100 mi/h currently travel along the corridor. The trail will be separated by a fence and will be setback 30 feet from the centerline of the track. The trail has gone through an extensive public process to build support.

Norwottuck Rail Trail (MA):

This trail is adjacent to New England Railroad track and Amtrak runs two trains daily. The trail is setback 32 feet from the centerline of the track. There are two at-grade road crossings: one with warning lights and bells; one with passive warnings, but the trains sound a warning horn.

Schuylkill River Train (PA):

The trail is located in Norristown PA located along Norfolk Southern Railroad property and adjacent to a SEPTA commuter rail corridor. Approximately 20 freight and commuter trains travel the corridor per day, some at speeds up to 40 miles per hour. The trail is 10-12 feet wide. The width of the separation varies, but is as narrow as 10 feet from centerline in some places. A split-rail

fence separates the trail and track where the distance is 10 feet. Officials believe the presence of trail users deters incidence of trespassing. The process for approving the trail was long and difficult. The railroad was involved at the trail feasibility and design stages of planning and an easement agreement gave the railroad final approval of the design.

DEAN GISVOLD
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February 1, 2010

Ellen Vanderslice, AIA
Project Manager, Portland Bicycle Plan for 2030
Portland Bureau of Transportation
1120 SW Fifth Avenue, Suite 800
Portland, Oregon 97204

Re: 2030 Bicycle Plan

Dear Ellen:

I am writing on behalf of the Irvington Community Association Land Use Committee (Committee), which considered the revised Bicycle Plan at its last meeting on January 28, 2010.

Subject to the comments below, the Committee generally supports the Plan, as revised, especially those provisions providing more emphasis on off-road bike paths, such as the proposed Sullivan's Gulch route.

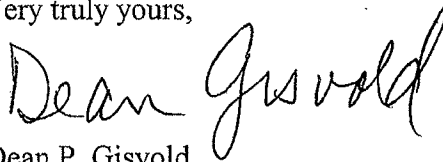
The Committee has two concerns.

First, the Committee remains concerned about using NE 9th from Broadway to Irving Park, and then north into the Sabin neighborhood. Using 9th means you have to go through or around the Park and it also means you have a very difficult and dangerous one-block stretch between Broadway and Schuyler because of the significant traffic generated by the Teachers Credit Union on the east side of 9th between Broadway and Schuyler. The street surface is concrete and filled with cracks and potholes, and difficult to ride on even without the traffic and the pedestrians crossing in the middle of the block to get to parking on the other side of the street. The Committee wants you to consider using NE 11th, and if you remain focused on NE 9th, to make significant improvements to the street surface and signage for bike riders to deal with the traffic, car doors opening, and pedestrians.

Ellen Vanderslice, AIA
February 1, 2010
Page 2

Second, we have concerns regarding the east-west bike route through Irvington, which currently is NE Tillamook. The Committee sees no reason to change that to NE Broadway. Tillamook has much less traffic and is well known by area bike riders. Further, the Committee has not received any complaints whatsoever from the residents of NE Tillamook.

Very truly yours,



Dean P. Gisvold
Chair, ICA Land Use Committee

DPG:pr
copy: Brad Perkins, Committee Member

My name is David Hampsten. I live at 302 SE 105th Ave, Apartment 26, near Gateway & Mall 205. I am the chair of the East Portland Action Plan Bicycle Sub-Committee and a board member of the Hazelwood neighborhood association. I am also one of the masses of the unemployed in Portland.

Mayor Adams and City Commissioners, I want to voice my support for the Bicycle Master Plan 2030.

I thank you for bringing the Sunday Parkways to East Portland, as part of the July 17 & 18 E-P-O-X-P-O.

I also want to thank each of you, as well as each and every public official, who walked, biked, or used transit for part or all of their journey to work today. You inspire others.

I support the Bicycle Master Plan not because I think it will make Portland a bicycling utopia, though I'm sure it will, nor because it maps out needed improvements in the City-wide system and in East Portland, which it does.

I support the Bicycle Master Plan because it is one step towards creating a community that actively supports and encourages all commuters and residents to not use their car for short trips, but to walk, bike, or use transit.

A community where city officials don't debate as to whether to build a twenty-lane automobile bridge, but rather how to relieve the congestion caused by the conflict between the masses of pedestrians and bicyclist, and how to allow the odd car through, as well as emergency vehicle access.

Where a politician can't get elected unless they can prove they are more bike-holy than their opponent, and city officials have to provide extensive justification for using a city car, rather than using transit or a city bike.

It helps create a community that provides public improvements in a fair and equitable manner, in an ethic of helping those who are the most vulnerable and the least well off.

The Bicycle Master Plan 2030 is one step in the right direction.

Thank you for your time and attention.

36763

CRANDALL ARAMBULA

REVITALIZING
AMERICA'S CITIES

February 4, 2010

To: Portland City Council
From: George Crandall, FAIA

Subject: 2030 Portland Bicycle Plan Testimony

Dear Council Members,

This morning the editorial by the Oregonian Editorial Board stated that the 2030 Portland Bicycle Plan "leaves out of the equation those who harbor furtive bike-riding thoughts but are fearful of cars and trucks and yet might still choose to pedal off if they felt they wouldn't get clipped or dead, especially with the kids in tow."

Portland research supports the Oregonian's analysis (refer to enclosed graphic) indicating that only 7% of the population—the **Strong and Fearless**—will ride on the road with traffic. The Portland Plan—a 'ride with auto traffic' solution—does little to attract ridership from the **Capable but Cautious**.

Our firm's analysis of the Plan indicates:

- 1) **The plan is for the Strong and Fearless—a 10% solution.** Case studies from around the world make it clear that Portland will be lucky to get a 10% mode split with the bicycle boulevard, 'paint on the street' approach. Claims that this plan is a 25% solution are uninformed exaggerations.
- 2) **The plan ignores the Capable but Cautious.** Cities in Denmark and the Netherlands with 40% to 50% of all trips on bicycles achieve this mode split through the use of cycle tracks or 'protected bikeways' connecting to the significant trip generating land uses (shopping, employment, business). A recent presentation in Portland by Niels Jensen, bicycle Planner for the City of Copenhagen, made it clear that protected bikeways are responsible for Copenhagen's high bike ridership.
- 3) **The substantial annual economic stimulus associated with biking is missing.** If Portlanders spend their fuel savings locally, instead of buying gas and sending the money overseas to multi-national companies, Portland's annual local economic stimulus with a 40% mode split could approach \$1 billion per year.

In a recently published book, "Pedaling Revolution," author Jeff Mapes identified a number of authorities who have written about what it takes to increase ridership beyond 10 percent:

- "I think separated cycle paths (protected bikeways) are what are next for the U.S." Noah Budnick Transportation Alternatives, New York
- "The most important approach to making cycling safe and convenient is the provision of separate cycling facilities (protected bikeways) along heavily traveled roads and intersections..." John Pulcher, Rutgers University
- "When you get right down to it, it's the strong and experienced vehicular cyclists who are happy with the current system. The current system primarily serves a population that is white, that already bicycles, that already is healthy. Women are generally more risk adverse and don't want to cycle without some separation from traffic." Ann Lusk, Harvard University School of Public Health

Why has this fundamental concept not been a central feature of the plan? Our experience in developing bicycle plans for other cities may provide an explanation for the protected bikeway omission. Portland's plan indicates that in the public outreach, 80% to 88% of the public attending the planning sessions were the 'Strong and Fearless' bikers. In general, this group does not favor protected bikeways. When we have proposed the protected bikeway system in other cities, the public has voted over 90% in favor of the safer system. The 'Strong and Fearless' have been in the 10% minority.

The Portland 2030 Bike Plan was developed by the Strong and Fearless to serve their constituency. It does not serve the larger population and the public investment cannot be justified in terms of increases in bike ridership.

If the plan had been developed to serve the rest of us, it would look very different from what is in front of you today. A plan that does not offer the best bike solution cannot be called a 2030 plan and certainly is not a vision for the future. It is a missed opportunity to create a vision for Portland that will serve as a national model.

We would like to see City Council take the following actions:

- 1) Accept the plan for what it is—a draft, a good first step
- 2) Require that staff refine the draft to include a 40% solution (mode split) by specifically locating protected bikeways that connect to trip generating uses: work, shopping, family/personal business, and social/recreational
- 3) Require that the economic stimulus associated with a substantial decrease in gasoline consumption be included in the analysis
- 4) Coordinate the development of the Portland Bicycle Plan to support the Portland Plan

Sincerely

A handwritten signature in black ink, appearing to read "G. Crandall". The signature is fluid and cursive, with the first name being the most prominent.

George Crandall, FAIA
Principal

40% Solution

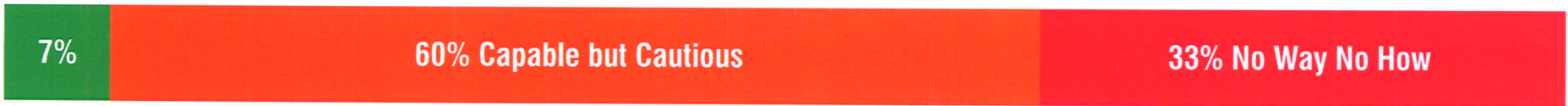


Strong & Fearless

Will ride with auto traffic
(will ride within on-street bike lanes
and on bike boulevards)

Capable but Cautious

Will **NOT** ride with auto traffic
(will only ride on protected bikeway)



↑
Strong &
Fearless

Potential Bike Riders

February 4, 2010

To: Portland City Council
From: Don Arambula, ASLA

Subject: 2030 Portland Bicycle Plan Testimony

Dear Council Members,

I am here today because I want to support and strengthen Portland's reputation as the cycling capital of the country. To realize this vision, I believe we must have a strategy for a bicycle master plan that will increase bicycle ridership and strengthen Portland's reputation as the cycling capital of the country. To realize this vision, we must have a plan that provides a framework and strategy that will:

- **Attract new riders.** Our current system is tapped out at 7% of commuting trips. While it does a good job of accommodating the 'strong and fearless' cyclist, the athletic cyclist, the white male cyclist, it does not provide for and attract those who are capable but cautious—women, children and minorities. An effective bike plan must expand ridership rather than simply improve and expand access for those already riding. The only proven way to achieve this is to invest in a network of European-styled protected bikeway (cycle track) routes where cyclists are separated and safe from automobile traffic.
- **Be linked to our land use plans.** Portland has a proud history of integrating transportation improvements with our land use plans. The bike plan must clearly describe how bike facility improvements will strengthen the development of our downtown and neighborhood centers. All routes are not equal. The plan must have an emphasis on reducing automobile trips. The only proven way of reducing auto trips is through the development of protected bikeways to and through neighborhood centers. The plan must foster not only commuting trips, but also trips to the grocery store, the doctor, the school, and the restaurant. This means a safe and convenient system of 5-minute sweat-free bike trips.
- **Be a tool for economic development.** Spending of scarce dollars has been the focus of public discourse over the last few weeks. Unfortunately, the central question being asked is "*what does the bicycle plan cost.*" However, the question should be "*what does it leverage.*" Prior to investing millions of dollars in a bike system, we must know whether or not the system is a good investment. I believe that bike systems must be catalytic and create "a green dividend," as the respected economist Joe Cortright describes.

Sadly, the current bike plan offered for consideration today is a timid and underwhelming response to these concerns that will improve riding conditions for only those who are currently riding. As a result, in its current form, I urge the council not to approve the bureau's bicycle master plan until the actions identified by George Crandall in his testimony are completed.

Sincerely



Don Arambula, ASLA
Principal

40% Solution

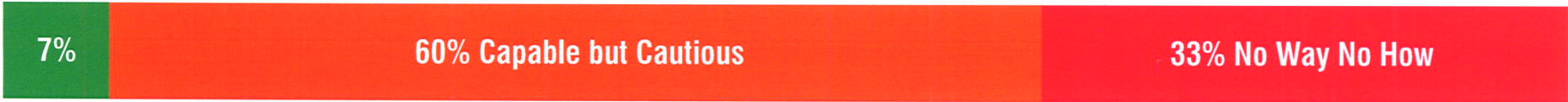


Strong & Fearless

Will ride with auto traffic
(will ride within on-street bike lanes
and on bike boulevards)

Capable but Cautious

Will **NOT** ride with auto traffic
(will only ride on protected bikeway)



↑
Strong & Fearless

Potential Bike Riders



January 29, 2010

Portland City Commissioners
Portland City Council
1221 SW 4th Avenue
Portland, OR 97204

Dear Portland City Commissioners:

The Swan Island Transportation Management Association (SITMA), Westside Transportation Alliance (WTA) and the Lloyd Transportation Management Association (LTMA) would like to express our support for the Portland Bicycle Plan for 2030. Bicycling is one of the most cost effective and efficient means of transportation with little to no impact on the environment. In recent years, bicycling has hit its stride in our city; it has been through the hard work of dedicated city staff, bicycle advocates and a forward thinking community that has made it so, putting Portland now on the cusp of being a world-class bicycling city.

The City of Portland leadership has consistently championed bicycling as a critically important transportation mode. We urge Council to adopt the Portland Bicycle Master Plan as its thoughtfully planned vision for future expansion of the bike network and to seek the funds necessary to bring the plan to fruition.

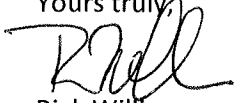
One of the principal tenets of our local transportation management associations is to promote economic vitality of our business districts through effective alternative transportation options for commuters. Bicycling is a critical piece of those options, which is evident in the bike mode split increases our districts have seen in recent years. Elements of our organizational work plans mimic some of the principles outlined in the Portland Bicycle Plan for 2030: *attract new riders* by providing safe low traffic bikeways from residential neighborhoods to commercial business districts; *form a denser bikeway network* to allow riders to access all parts of the city/region via safe and efficient bikeways; *expand programs that encourage and support bicycling* as a viable and effective commute option; and lastly, *develop an infrastructure/strategies to meet the demands of an increasing bicycling population* by planning for and installing additional short and long term bicycle parking.

We support many of the broader elements outlined in this plan, several of which we incorporate into our own spheres of influence. The plan's recommendations are also consistent with multiple City goals and initiatives to which our TMAs also subscribe: Multnomah County's Climate Action Plan, the Regional Transportation Plan, the Portland Plan, the Streetcar System Concept Plan, the Freight Master Plan, the Eco District Initiative and supporting the concept of 20-Minute Neighborhoods.

While we believe this plan has created an important framework for bicycle-related planning and development for our city, we are equally concerned that this plan find funding to realize its recommendations – a plan is only as good as the ability to implement what it requires. We support this plan provided we (TMA and our members) can have constructive and meaningful input in implementing the Plan's suggested bikeways in our affected areas.

We appreciate the opportunity to comment, and thank you for considering our input.

Yours truly,



Rick Williams
Lloyd TMA
Executive Director



Karen Frost
Westside Transportation Alliance
Executive Director

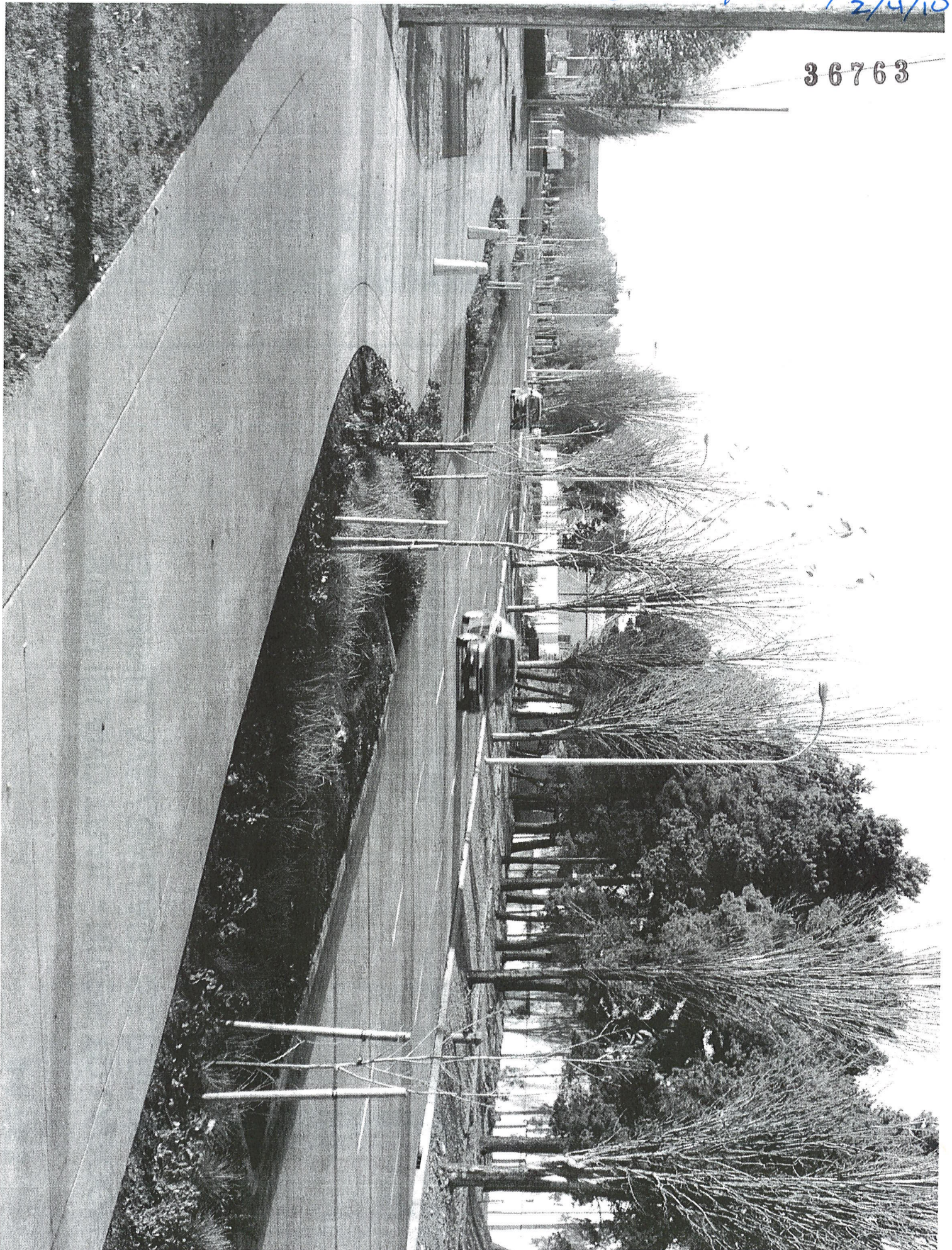


Lenny Anderson
Swan Island TMA
Executive Director

Cc: Mayor Sam Adams
Commissioner Randy Leonard
Commissioner Dan Saltzman
Commissioner Amanda Fritz
Commissioner Nick Fish

Submitted by - Lenny Anderson
2/4/10

36763

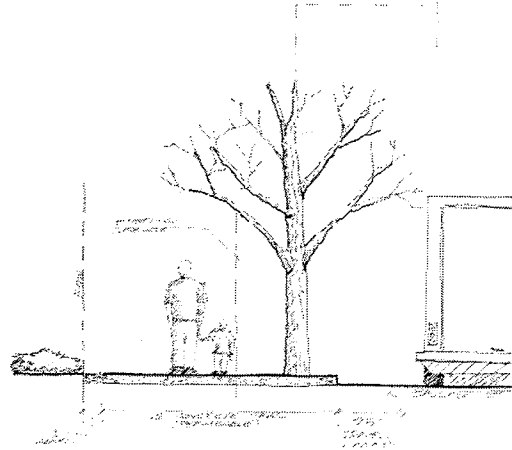


SWAN ISLAND TRAIL - RIVER TO LAGOON: CHANNEL AVE / BALLAST ST. PROPOSAL

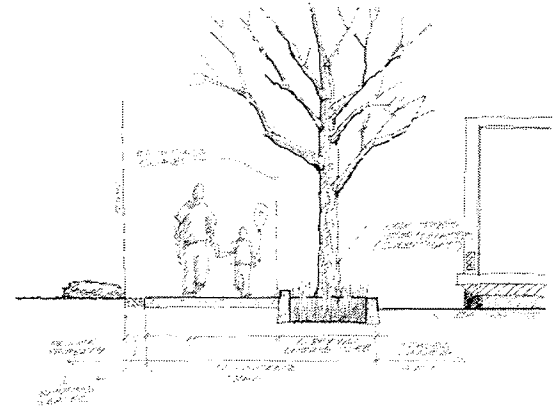
McCARTHY PARK
PARKING LOT

DAIMLER PARKING LOT

Channel Ave.

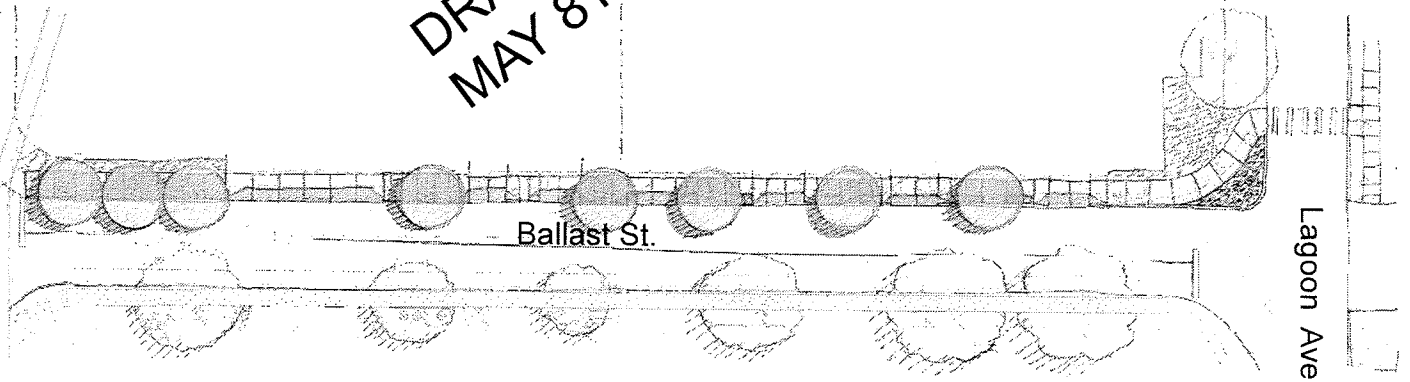


Proposed Ballast Trail Section



Proposed Ballast Trail Section @
Stormwater Facility

DRAFT -
MAY 8TH, 2009



Ballast St.

Lagoon Ave.

Written testimony for:

Mark White, February 4, 2010 — Adoption of the Portland Bicycle Master Plan

I'm here today to offer my support for the adoption of the Portland Bicycle Master Plan.

I would like to use my time to provide an example of the benefits of a small section of just one component of the plan to the Powellhurst-Gilbert Neighborhood.

The Portland Bicycle Master Plan includes the construction of a bike boulevard on SE Bush Street that runs through the Powellhurst-Gilbert Neighborhood. The section of this facility from approximately SE 108th to SE 136th goes directly past or very close to three schools — Earl Boyles Elementary, Ron Russell Middle School, and Gilbert Heights Elementary. As of January 29th, these three schools had an enrollment of 1,916 students.

That is nearly 2,000 children who will potentially benefit from this small section of this one facility and beyond as it connects them to their home, school, friends, play areas, and the overall neighborhood. Not to mention the peace of mind for their parents knowing that the safety of their children has increased exponentially.

I think it's also important to note that Powellhurst-Gilbert has the distinction of being the most obese Neighborhood in the City of Portland according to research by the Northwest Health Foundation. The installation of this and other bicycle facilities in the Neighborhood, along with the sidewalks as they come in, will help tremendously by providing another tool in promoting good health and reducing the prevalence of obesity. By doing so, we can also address the numerous health issues associated with obesity such as heart disease, type 2 diabetes, breathing difficulties during sleep, certain types of cancer, and osteoarthritis.

The health and public safety benefits of safe and accessible bicycle routes provides taxpayers with an incalculable return on their investment, which, ultimately, is as much about quality of life as it is about infrastructure.

I'm honored to have been asked to participate in this milestone event for Portland and look forward to the coming years as the plan is implemented throughout the City.

In closing, I'd like to extend my gratitude to all those involved in the development of the Plan and their commitment to providing equity for East Portland.

A special thanks to the Mayor for his unwavering support of healthy transportation alternatives and the Council for their ongoing support.

And finally, I would also like to extend a very special thank you to some of the individual advocates from East Portland. They include David Hampsten, Jim Chasse, Susan Dean, Tom Barnes, Katie Larsell, Walter Lersch, and Eliza Lindsay. They are among the unsung heroes of the plan and the City of Portland, especially East Portland, is a much better place because of them.

Sincerely,



Mark White

President, Powellhurst-Gilbert Neighborhood Association

2030 Bicycle Master Plan Testimony

My name is Katie Larsell and I am here to testify in favor of the 2030 Bicycle Master Plan. Thank you, Mayor Adams, and the rest of the council for listening to this testimony. I am a part of the East Portland Action Plan and I think that the formation of that planning/advocacy group was one of the best things the City ever did for East Portland. The East Portland Action Plan process allowed East-side activists to meet and work together. On the Bicycle Master Planning Steering committee there were three of us from East Portland: Jim Chasse, Susan Dean and myself. I thank Mia Birk, and Jay Graves, Roger Geller and Ellen Vanderslice for the skilled and responsive way they listened to our concerns.

It was good that we were on the Steering committee because when it comes to bicycles the Outer Eastside needs some help. I am convinced we have low ridership mainly because we have a discontinuous, poorly filled-in street grid.

Yet there is huge potential to increase ridership. We have 25% of the population of the city and wonderful access to light rail. We have two great bicycle trails, the Springwater and the I-205 corridor and another trail, Sullivan's Gulch trail, in the planning stages. The benefits of more cyclists in East Portland would have a disproportionately positive effect on our neighborhoods. Cycling saves money, increases health, even increases public safety by putting more eyes out on the street. Cycling makes for good neighborhoods. Having bicycle infrastructure is now one of the amenities of Portland.

Yet, because of our difficult grid, we very much need the East Portland Bicycle Infrastructure Implementation Action Plan which is a high priority feature of the overall Portland bicycle plan. When it comes to bicycling, business as usual leaves Outer East Portland out. If you look at this excellent plan you will notice on page A14 a list of already funded projects. The Central city is getting over 10 million, Northeast Portland 7 million, and Southeast Portland 11 million, Southwest gets 8 million, and North Portland 4 plus million. East Portland is funded at under 1 million dollars, dead last in allocation even though it has 25% of the population. I realize it's not a plot -- these projects were picked, often by the ease with which they could be implemented. However, the East-side needs proactive investment by the city of Portland if we are going to have the valuable, bicycling amenities that the rest of Portland has.

I think this plan with its East-side fast-tracked study gives us a fair shot at joining the rest of Portland on our bicycles. Thank you again for the opportunity to testify and really, it was a privilege to serve on the Bicycle Master Plan Steering Committee.

Katie Larsell
13831 NE Klickitat Ct
Portland, OR 97230
503-256-3263

My name is Susan Dean. I live at SE 118th and Powell Blvd. I am an active member of the East Portland Action Plan Bicycle Sub-Committee, and have a two-year appointment to the Multnomah County Bicycle Pedestrian Citizen Advisory Committee. I am also a member of the Bicycle Master Plan Steering Committee.

Good afternoon Mayor Adams and City Council members. Thank you for your attention to citizen comments regarding the Bicycle Master Plan 2030.

I want to take this opportunity to also thank the Bike Master Plan team and Steering Committee members for working to create this most worthy document. And on a related matter, I would like to thank Mayor Adams for agreeing to hold the eastside Sunday Parkways during the East Portland Exposition 17-18 July 2010. We appreciate it. Thank you.

I commute by bicycle daily from SE 118th and Powell to OHSU, about 20 miles round trip.

As a community member and representative of the East Portland Action Plan, I appreciate that the Bike Master Plan and the Resolution before Council acknowledge the uniqueness of East Portland by recommending a study of the issues facing East Portland. I wholeheartedly support both the study's effort to better understand the strengths and weaknesses of the bicycle transportation network proposed for East Portland, and the study's planned public outreach intended to increase understanding of the needs, wants, and attitudes of East Portland residents.

The study is necessary to inform and establish an action plan that can be readily implemented. Both the study and the implementation plan will bring East Portland's culturally/racially diverse, and disproportionately economically disadvantaged, community closer to equitable inclusion in Portland's transportation options.

According to the 2009 PBOT bike counts, women make up 19% of East Portland cyclers, the lowest count for women in the city. The study and implementation plan will also serve to address the East Portland deficit of lower-stress routes that are needed to approach gender parity, which we know is a significant indicator of bike facility success. On my commute, it is not until I reach SE 75th Ave that I can ride on a low-stress bike boulevard.

We in East Portland hope that the study of East Portland bike facility users and non-users and the Implementation Action Plan will serve to address our unique needs, create lower-stress routes, and correct the gender disparity.

I hope that you will join me in fully supporting the Bicycle Master Plan and the Resolution before Council.

Thank you.

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

36763

Subject: Testimony to the Portland City Council on the Bicycle Master Plan February 4, 2010.

Motorists and taxpayers in Portland ought to be outraged by not only the politically vetted stacked deck committees and bicycling special interest self-selection process used to develop this plan, but also because of the excessive price tag.

OVER HALF A BILLION DOLLARS, plus another 6 million annually, all hidden from the public view until just recently, is an unwarranted cost for all this social engineering.

That's OVER 600 MILLION DOLLARS so bicyclists can have an undue hierarchy bestowed upon them with special privileges and immunities that further advances their supremacist egos. Green police hierarchy movements have no place in America.

Most bicycle activists are your basic freeloaders that act like spoiled little children who want all the frills of specialized and exclusive infrastructure as long as somebody else pays for it. Currently, one more trip made on a bicycle, compared to by car, is one less trip that helps pay for transport infrastructure.

Redistribution of wealth is specifically restrained in the US Constitution. The term "wealth" includes the simple earnings of the working class taxpayers and motorists who do not ride a bicycle. Conformity requires any bicycle infrastructure and any bicycling indoctrination agenda **MUST** be funded with licenses and fees directly assessed on the bicyclists only – **NOT** from siphoning off motorist paid taxes and fees, and **NOT** with any other taking such as a backdoor tax on utility bills or bond measure that must be paid by the general public. Things like public golf courses, swimming pools, tennis centers, etc. are all funded with user fees – and so **MUST** bicycle infrastructure be funded by user fees - coming directly from the wallets of the bicyclists that use it – not from other rustled sources. Moreover, anybody that would say we don't tax people for what we want them to do and tax them for what we don't want them to do is promoting socialism.

Additionally, there should be no taking away of existing motor vehicle infrastructure and/or parking to accommodate bicycle infrastructure. Reducing motor vehicle capacity and thereby creating more traffic congestion is unacceptable. Adding curb extensions that also require transit vehicles to stop in travel lanes while boarding passengers is unacceptable. Creating more driving obstructions and motorist safety hazards such as narrowing travel lanes to as little as 10 feet wide is unacceptable. TriMet busses and a lot of trucks are 10 and one-half feet wide mirror to mirror, and do not fit in 10 foot lanes.

In closing, providing specialized bicycle infrastructure for the bicyclists that use it is a privilege, **NOT** a right. Currently, the majority of bicyclists clearly demonstrate they are not ready to accept responsibility when they arrogantly refuse to follow even the simplest of traffic rules and safety control devices. Strict enforcement with hefty fines, and not just education, is needed to keep bicyclists in compliance with the law. Accepting the responsibilities that come with any specialized bicycle infrastructure, including paying for it, must all come directly from the bicyclists themselves. Any burden must **NOT** fall to or be placed on other people.

My name is Jim Chasse, and I represent the Powellhurst Gilbert Neighborhood in Outer East Portland. I am a member of the East Portland Action Plan. I was also a member of the: Green Line Citizen Advisory Committee; Inner Powell Boulevard Streetscape Plan Citizen Working Group; 82nd Avenue High Crash Corridor Citizen Working Group; then Commissioner Adam's, Safe, Sound And Green Street Proposal Committee; Lents URAC Transportation Task Force; and Land Use Chair for the Powellhurst Gilbert Neighborhood Association from 2004 to 2007. I have a reasonable understanding of the transportation challenges our city faces, and have particular interest in Outer East Portland and my neighborhood in Powellhurst Gilbert.

When I was asked to sit on the Bicycle Master Plan Update Committee in January 2009, my biking experience was limited to riding the Springwater Corridor, I-205 MUPP, (Woody Guthrie Trail?), and weekend trips to check on current Land Use Proposals in the neighborhood. I had no bike (it had been stolen), and knew nothing about bike transportation in this biking city. I accepted the invitation having seen firsthand the effect of high fuel prices on residents of my neighborhood. Suddenly people were riding their bikes everywhere, because they couldn't afford fuel prices reaching \$4.00 per gallon.

Thanks to the Steering Committee members, and especially Mia Birk and Jay Graves who chaired the committee, I was inspired to purchase a bike, and committed to get to know the city by bike. I found a close neighbor, Susan Dean, another Steering Committee member, to commute to work with (20 miles round trip for her, 15 miles round trip for me), and proceeded to explore the city by bike. I put thousands of miles on my bike exploring the city. The money I saved in fuel costs this last summer paid for one of the bikes I purchased. And I gained an immense amount of knowledge of how bike transportation could contribute to the transportation challenges we face in Outer East Portland.

We attended the NE & SE Sunday Parkways in preparation for an Outer East event that has been confirmed for July 18th, the same weekend as the East Portland Exposition (EPO/EXPO) in Ed Benedict Park. Thank you for Sunday Parkways! They're really special for everyone! The East Portland Action Plan formed a Bike Subcommittee, now chaired by David Hampsten, that formed group rides along the proposed bike routes in Outer East, and contributed valuable input to Steering Committee Members for network proposals and Safe Routes 2 School issues. We have a good grasp about biking challenges in Outer East.

I've had the opportunity to ride in every quadrant of the city, and admire the dedication of the biking community in promoting cycling as a viable transportation option. It's an important piece of the transportation puzzle in our city. The North Portland community is truly amazing with their commitment to cycling, with some of the highest bike counts in the city, while we in Outer East have the lowest bike count numbers, but the most miles of bike lanes in the city. A situation, I've learned, is due to the lack of "Low Stress Bikeways" in the community because of the connectivity challenges that exist in our neighborhoods. A situation the Update has tried to address.

The Bike Master Plan Update has also addressed issues from the East Portland Action Plan, specifically section T.3 to increase safety and accessibility of bicycling in East Portland. A huge accomplishment! With ODOT's commitment to improving the I-205 MUPP, ongoing work to make Gateway Green a reality, and this plan, I'm confident bicycling will continue to grow in East Portland.

I urge Council to adopt this plan. Thank you.

Complete Testimony to Portland City Council on the Bicycle Master Plan, February 4, 2010.

Donna Cohen, St. John's Neighborhood, Portland, Oregon 503-737-1425

Note: Reference numbers are sections in the plan

The Plan does not sufficiently recognize the lack of adherence by bicyclists to bicycle traffic laws as they relate to pedestrians

1.3.1 Bicycles as vehicles... A bicycle in the public right-of-way is classed as a vehicle by the Oregon Revised Statutes. Bicyclists must...yield to pedestrians ... *bicyclists are required by law to behave in a manner that maintains safe conditions for pedestrians. From the DMV Bicycle Manual: When passing a pedestrian, slow down, give an audible warning, and wait for the pedestrian to move over. A bicycle bell works best. If you must say something, make your intentions clear. For example, "Passing on your left."*

In my experience, on shared routes with bicyclists, the required behavior is the exception rather than the rule.

The Plan does not sufficiently recognize the impact of bicyclists on senior pedestrians

1.3.4 Bicycling and seniors... the unique needs of seniors demand greater attention.... Seniors may move more slowly and require greater spatial needs than younger bicyclists. *From: walkinginfo.org: ... 10% of people over 65 walk... "The public health community is now recognizing that lack of physical activity, and a decline in bicycling and walking in particular, is a major contributor to the hundreds of thousands of deaths caused by heart attacks and strokes—" From the Centers for Disease Control... Of those [over 65] who fall, 20% to 30% suffer moderate to severe injuries that make it hard for them to get around or live independently and increase their chances of early death.*

As a senior, it scares the hell out of me when bicyclists pass by me fast, close, and with no warning.

Related Action Plan

4.2. B Increase Safety Education and Outreach to Encourage Safe Travel Behavior for all Travel Modes [includes:] • *Expand the Share the Path campaign and focus efforts on high bicycle and pedestrian traffic areas - Priority - Medium-term ?!!! This should be IMMEDIATE Responsibility – Transportation*

The plan does recognize the need for separate travel lanes for pedestrians and bicyclists

1.3.5 Bicycling and pedestrians [includes]... The Bureau of Transportation 's preference is to maintain **separate and protected facilities** for each mode where possible.. Portland risks a rise in future bicycle-pedestrian incidents as bicycle mode share increases **3.2.7**. The Bureau of Transportation 's preferred policy is to maintain **separate and protected facilities** for each mode whenever possible. **3.5.5 [includes]...** Appropriate design and engineering should create adequate trail width and **provide separated facilities**, where appropriate. **3.5 A [includes]...** • Ensure that trails on Major City Bikeways are designed with appropriate **separation between bicyclists and pedestrians**

Related Action Plan

3.5. A A Green Network [includes:] *Ensure that trails and paths on Major City Bikeways are designed with appropriate separation between bicyclists and pedestrians Priority - Ongoing Responsibility:- Transportation; Metro; Portland Parks & Recreation*

Related Recommended Policy Amendments

Policy 6.7 Bicycle Classification Descriptions [includes] *Off -street paths designated as Major City Bikeways should have separate tracks for bicycles and pedestrians where practical.*

Main Points

- ✓ Dangers are increasing for pedestrians: distracted drivers, more bicycles, quiet hybrid cars
- ✓ Bicyclists are not obeying laws relating to interacting with pedestrians, and enforcement is lacking.
- ✓ The Senior population is growing and it is a public health necessity to keep seniors active. Hearing acuity, reaction time, and balance decrease with age making seniors more vulnerable to being hit by a cyclist. The affect of being hit by a cyclist can be much more physically devastating for seniors.
- ✓ Bicycle laws do not reflect that reliance on an audible signal to warn pedestrians when passing is insufficient for seniors.

Changes Needed

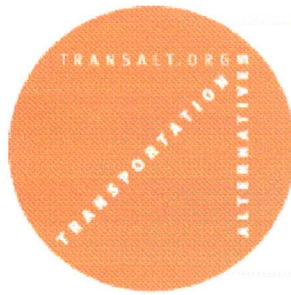
- ✓ Ideally, bikes and pedestrians should be separated.

I SUPPORT THE MASTER PLAN IN ITS INTENTIONS TO DO SO.

✓ There needs to be a major educational effort, accompanied by enforcement, about the proper way to pass pedestrians. This effort should be an *immediate priority* in the bicycle plan.

I CANNOT SUPPORT THE BICYCLE MASTER PLAN WITHOUT THIS COMMITMENT, and without strategies for educational and enforcement efforts

ADDITIONAL



Transportation Alternatives

Archive

[back to Transalt.org](http://www.transalt.org) →



Chapter 17:

Accidents

- a) [Perceptions and Reality](#)
 - b) [Accident Statistics](#)
 - ▶ [Cyclist/Pedestrian Accidents](#)
 - d) [Motor Vehicle Collisions](#)
 - e) [Helmet Laws](#)
 - f) [Chapter 17 Recommendations](#)
- Table 17:** [Collisions and Fatalities in NYC Traffic Accidents](#)

Introduction

NYC Cycling

1. [NYC Bike Policy](#)
2. [State of NYC Cycling](#)
3. [Cyclists & Streets](#)
"A Bike and a Prayer"

Riding

Infrastructure

4. [Street Design](#)
5. [Bridges](#)
6. [Road Surfaces](#)
7. [Greenways](#)
8. [Parks](#)
9. [Bicycles and Transit](#)
10. [Reducing Traffic](#)

Security

11. [Bicycle Theft](#)
12. [On-Street Parking](#)
13. [Indoor Parking](#)

On the Job

Cycling

14. [Bicycle Messengers](#)
"Fifth, Park & Madison"
15. [Freight Cycles](#)
16. [Gov't Cycling](#)

Reducing Risks

- ▶ [Accidents](#)
"Three Who Died"
- 18. [Air Pollution](#)

Bicycle

Education

19. [Schools](#)
20. [Public Education](#)

Appendices

Cyclist/Pedestrian Accidents

Other patterns emerge when the statistics from various years are compared. The most striking change over the past decade has been the decrease in collisions between bicyclists and pedestrians (see [Table 17](#)). The number of reported collisions climbed from around 400 in the early 1980s, steadily up to a high of 707 in 1985, and then dropped even more steadily to just 298 in 1992 — the lowest number ever recorded. (Annual fatalities, ranging from 0 to 3, seem to follow no particular pattern.) The decline is more impressive still when the increase in the volume of cycling is taken into account.

The Police Department has attributed the impressive drop in cyclist-pedestrian accidents to its aggressive ticketing policy of cyclists. There is a certain correlation: from 1985 to 1986, when the bicycle messenger industry gained visibility and notoriety, the number of summonses issued to cyclists nearly tripled from 6,578 to 18,130, while bicycle-pedestrian accidents dropped 11 percent, from 707 to 631. Yet since then the rate of summonses has dropped back down, to 10,395 in 1990, while bicycle-pedestrian accidents have continued to decline. Moreover, while there is no record of which party is at fault in bicycle-pedestrian accidents, clearly a good proportion of them can be traced to jaywalking, for which the Police Department issued virtually no summonses.

The bicycling community ascribes the halving in bicycle-pedestrian accidents since 1985 instead to a gradual mutual accommodation of cyclists and pedestrians. The increase in accidents occurred in the mid-1980s, during a big boom in city cycling. As pedestrians and cyclists have learned to adjust to

Falls Among Older Adults: An Overview

How big is the problem?

- More than one third of adults 65 and older fall each year in the United States (Hornbrook et al. 1994; Hausdorff et al. 2001).
- Among older adults, falls are the leading cause of injury deaths. They are also the most common cause of nonfatal injuries and hospital admissions for trauma (CDC 2005).
- In 2005, 15,800 people 65 and older died from injuries related to unintentional falls; about 1.8 million people 65 and older were treated in emergency departments for nonfatal injuries from falls, and more than 433,000 of these patients were hospitalized (CDC 2005).
- The rates of fall-related deaths among older adults rose significantly over the past decade (Stevens 2006).

What outcomes are linked to falls?

- Twenty percent to 30% of people who fall suffer moderate to severe injuries such as bruises, hip fractures, or head traumas. These injuries can make it hard to get around and limit independent living. They also can increase the risk of early death (Alexander et al. 1992; Sterling et al. 2001).
- Falls are the most common cause of traumatic brain injuries, or TBI (Jager et al. 2000). In 2000, TBI accounted for 46% of fatal falls among older adults (Stevens et al. 2006).
- Most fractures among older adults are caused by falls (Bell et al. 2000).
- The most common fractures are of the spine, hip, forearm, leg, ankle, pelvis, upper arm, and hand (Scott 1990).
- Many people who fall, even those who are not injured, develop a fear of falling. This fear may cause them to limit their activities, leading to reduced mobility and physical fitness, and increasing their actual risk of falling (Vellas et al. 1997).
- In 2000, direct medical costs totaled \$0.2 billion (\$179 million) for fatal falls and \$19 billion for nonfatal fall injuries (Stevens et al. 2006).

In pedestrian crashes, it's vehicle speed that matters the most

Elderly pedestrians are at greater risk of dying than younger pedestrians

Regardless of age, pedestrians involved in crashes are more likely to be killed as vehicle speeds increase. In crashes at any speed, older pedestrians are more likely to die than younger ones. These are the two main findings of a report on pedestrian injuries recently prepared by the Preusser Research Group for the National Highway Traffic Safety Administration.

Analyzing crashes across the country, researchers found that fewer than 2 percent of struck pedestrians died in crashes that occurred where posted speed limits were slower than 25 mph. Where speed limits were 50 mph or higher, more than 22 percent of struck pedestrians died. The correlation was much the same when researchers looked at vehicle travel speeds — crash data from Florida show the proportion of serious injuries and fatalities among pedestrians went up along with vehicle speeds, as estimated by police investigating the crashes.

"Pedestrians age 65 and older are more than 5 times as likely to die in crashes than pedestrians age 14 or less, and the likelihood of death increases steadily for ages in between," the authors observe. Younger pedestrians generally have a greater chance of withstanding impacts unharmed, while elderly pedestrians are more susceptible to serious injury or death.

These findings aren't surprising given the physical disproportions between cars and pedestrians. Anyone who has walked along a street and felt the rush of cars whizzing by has a visceral sense of the danger. Car occupants have several tons of metal surrounding them, and safety belts and airbags buffer them from crash forces. In contrast, pedestrians are unprotected and weigh a small fraction of any car that strikes them, so they're extremely vulnerable.

The logical solution is to limit vehicle speeds in areas where pedestrians are present, because speed determines impact severity. With every small increase in speed, pedestrian deaths go up even faster. The authors cite research concluding that about 5 percent of pedestrians hit by a vehicle traveling 20 mph will die. The fatality rate jumps to 40 percent for cars traveling 30 mph, 80 percent for cars going 40 mph, and 100 percent for cars going 50 mph or faster.

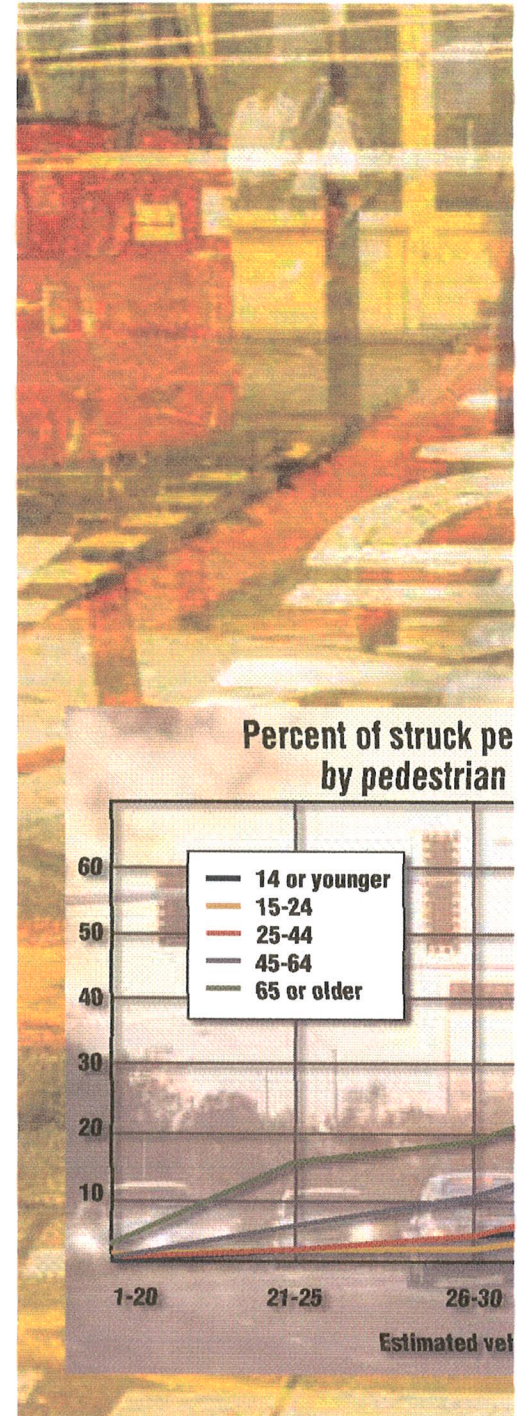
Lowering speed limits alone can bring small improvements. In most studies, the authors report, actual travel speeds dropped by a quarter or less of the posted speed limit reductions. Effective enforcement is more critical. Institute senior vice president Allan Williams explains that "for enforcement to

Lowering speed limits can bring small improvements, but effective enforcement is more critical. The consequences of getting stopped for speeding have to be meaningful enough to keep drivers from knowingly taking the risk.

deter speeding, drivers must believe the enforcement efforts are being made in the specific locations where they drive and at the times when they drive there. Even the presence of enforcement isn't enough. The consequences of getting stopped for speeding have to be meaningful enough to keep drivers from knowingly taking the risk."

Insurance Institute
for Highway Safety
36763

It's impossible to put a police officer on every street, so cameras are a practical means of increasing the perception of enforcement. Red-light cameras already have won favor in jurisdictions around the country. Speed cameras aren't as popular, but they're equally effective deterrents (see *Status Report*, March 11, 2000; on the web at www.highwaysafety.org).



Statement of Support for the *Portland Bicycle Plan for 2030*

1. I support the key principles of the *Portland Bicycle Plan for 2030* as defined below:

Attract new riders:

Plan and design for people who are not yet riding by developing safe and comfortable low-stress bikeways (such as bicycle boulevards and trails) that reduce conflicts between people riding bicycles and people driving.

Strengthen bicycle policies:

Adopt policy changes outlined in the Plan, including a new bicycle transportation policy of making bicycling more attractive than driving for short trips.

Form a denser bikeway network:

Expand the network of bikeways in Portland to achieve a fine-grained system that offers riders an array of route choices.

Increase bicycle parking:

Implement measures to satisfy the growing demand for bike parking.

Expand programs to support bicycling:

Expand established programs, and develop new programs, to encourage and support bicycling.

Increase funding for bicycle facilities:

Pursue multiple strategies to increase funding for bicycle facilities and other green transportation modes.

2. Additionally, I agree that the benefits of the *Portland Bicycle Plan for 2030* extend beyond bicycling to include:

Livable, Sustainable Communities:

Bicycling is a gateway to green, clean, safe and sustainable communities. The plan helps set Portland apart as a global leader in livability.

Healthy Residents:

Bicycling offers significant health benefits for people of all ages.

Safety for All:

Expanding our bicycle network will improve safety for all roadway users.

Affordable Options:

Bicycling is a fun, flexible, quick and low-cost transportation alternative.

Long-term Value:

Investing in bicycle transportation provides unsurpassed return on investment and exponential value.

Respectfully submitted,

Aaron Lance
Aaron Tarfman
Adams Carroll
Adrian Lee Brown
Alan Gunn
Albert Oh

Alexis Grant
Amanda Durkee
Amy Hillman
Anna Curtin
Andrew Seaman
Andrew Sheie

Audrey Craig
Aubriion Sterrett
Axel Nastansky
Ben Latterell
Ben Salzberg
Beth Melville

Bill Aronson
Bob Kellett
Brent Bolton
Brian Benson
Carye Bye
Catherine Halpin
Chad Smoot
Cheryl Hummon
Chris McCraw
Christine Panagos
Christopher J. Rall
Christopher Yake
Cliff Cottam
Craig Harlow
Dale Jones
Dale Louise Davis
Daniel Justin Dockter
David Drescher
David J Kaplowe
David Karl Beer
David Robboy
Dennis Hogan
Diane F Lozovoy
Don A. Eckler
Edward Kirkman
E. Michael Brandt
Emily Swensen
Erica B. Smith
Eric Forsyth
Eric Robert Wiley
Eric W. Tschuy
Gabriel Amadeus Tiller
Gilah Tenenbaum
Gregg Lavender
Hannah Seebach
Heather McCarey
Heather Mickler
James Hensel
Jason Bolt
Jason Long
Jennifer Lambert
Jennifer Prewitt
Jess Firestone
Jessica Niggemann
Jim Fox
Joan Gray
Joe Hardman
Joel Eisenhower
Joel Stitzlein

John G. Pierce
John Landolfe
John Schoning
Jonathan Potkin
Joshua L. Naramore
Julie Morris
Karl MacNair
Kay Larkin
Keith Ferrante
Keith Liden
Kellie E. Rice
Kenneth B. Hill
Kiel Johnson
Kirk Morganson
Kurt E. Meredith
Kyle Helland
Lance Poehler
Le Huynh
Lisa Miles
Lorell Miller
Lorraine Hoffman
Mark C. Keller
Mark L. Roberts
Mark Ralston
Marianne Morris
Marsha Hanchrow
Martha Perez
Mary Beth Henry
Mary Bowne Brandt
Mary-Margaret Jenkins
Matthew C. Arnold
Matthew R. Williams
Matt Miller
Melissa Wells
Michael Andersen
Michael Bowles
Michael Glass
Michael J. Payne
Michael Wildfeuer
Mike Papas
Molly LeLoup Dougherty
Morgan Masterman
Natalie Renee Davis
Nataliya Miller
Nathan England
Nathan James Martin
Nathan Jones
Nicholas Badyrka
Nicole Leaper

Nita Galambos
Norman Perkiss
**Northeast Coalition of
Neighborhoods**

*(submitted by Jennifer
Jardee-Borquist, Board
President)*

Owen Walz
Paul Cone
Paul Munday
Paul Taylor
Paul Zavitkovski
Peter Day

Portland State

University *(submitted
by Dan Zalkow; support
approved by Wim Wiesel,
PSU President. and
Lindsay Desrochers, V.P.
of Finance &
Administration)*

Roger Herndon
Ron Kernan
Ronda Fast
Russell Adamson
Sandip Vyas
Sara Day
Sarah Hatley
Scott E. Lieuallen
Sean Galagan
Sharon Fekety
Sonia Connolly
Stacey Clark
Stephanie Noll
Stephen Fortunato
Stephen Pilson
Stephen W. Couche
Steve Bauer
Steven M. Pisto
Sue Quarterman

**Swan Island Bicycle
Commuters Group**

*(submitted by James
Kysela)*

Tamra Dickinson
Thomas Huminski
Thomas W. Strodtbeck
Thom Linton

Tim J. Davis
Todd Roll
Tom Gainer
Tresa Horney

Troy Berry
Valerie Franklin
Vincent Stoffer
Virginia Hendrickson

William A. Morrison
Will Woodhull
Zachary Utz

Submissions to City of Portland online support form as of February 4, 2010, at 1:00 p.m.

Moore-Love, Karla

From: Sean Sullivan [sean@seansullivan.com]
Sent: Thursday, February 04, 2010 11:32 AM
To: Moore-Love, Karla
Subject: NW Couch Street and the Portland Bicycle Plan for 2030

Forwarding to kmoore-love@ci.portland.or.us

----- Forwarded message -----

From: Sean Sullivan <sean@seansullivan.com>
Date: Thu, Feb 4, 2010 at 11:26 AM
Subject: NW Couch Street and the Portland Bicycle Plan for 2030
To: samadams@ci.portland.or.us, amanda@ci.portland.or.us, rleonard@ci.portland.or.us, nick@ci.portland.or.us, dan@ci.portland.or.us

Hello,

I've read through the last two public drafts of the Portland Bicycle Plan for 2030. I wanted to highlight a change that was made between the October 2009 draft and the January 2010 final draft.

In the October 5 2009 Public Comment Draft, page 59 states that NW Couch Street will be a Tier 1 bicycle project.

In the January 2010 Final Draft, NW Couch Street is no longer a Tier 1 project. Instead, the plan states (page 23) that the NW Couch bikeway will be moved to an alternate east-west street.

As I cyclist who lives in NW Portland, I would like to see NW Couch Street remain a bikeway. NW Couch is an important corridor because it provides a direct connection between Powell's City of Books and the Burnside Bridge. I'd like to see the city make additional bicycle improvements to NW Couch Street. NW Couch could be improved by adding a separated in-roadway bike lane or cycle track.

Please make Couch Street more pedestrian friendly and bike friendly.
I do not want to see more cars or motorized vehicles on NW Couch.

Sean

36763

*FW to
Council,
Celen.
done.***Parsons, Susan**

From: Eric Ridenour [eric@serapdx.com]
Sent: Thursday, February 04, 2010 11:57 AM
To: Parsons, Susan
Subject: Pass and FUND the Portland Bike Plan update

Hello,

Please share these comments with the City Council, as they consider the Bicycle Master Plan.

I fully support the Portland Bicycle Plan for 2030, and urge City Council to pass and fund the measures, for the following reasons:

- The plan is the result of an open, engaged planning process that consulted a wide array of stakeholders;
- The plan will directly support Portland's efforts to meet goals of the recently adopted City-County Climate Action Plan;
- The plan represents an important step to balance inequities that have existed for decades in funding of auto-oriented infrastructure that compromises the safety of pedestrians and cyclists;
- The plan will help Portland continue to distinguish itself as a leader in environmentally-responsible actions that makes the city a desirable place to work and live;
- Despite the opinions of some in our community, support for bicycle infrastructure is NOT an elitist issue. Cycling is one of the most affordable transportation modes available, both for the user and the relative investment in infrastructure.

Thanks you for your consideration and for your commitment to Portland's future as a sustainability leader among U.S. cities.

Sincerely,

Eric Ridenour

DISCLAIMER:

This message and any attachments are intended for the sole use of the individual or entity to whom it is addressed. It may contain information that is privileged, confidential, and / or exempt from disclosure under applicable law. If you are not the intended recipient, you are hereby notified that you may not use, copy, disclose, or distribute this message or any information contained within, including any attachments, to anyone. If you have received this message in error, please immediately advise the sender and permanently delete the message and any attachments and destroy any printouts made. Although we have taken steps to ensure that our e-mail and attachments are free from viruses, the recipients should also ensure that they are virus free.

2/4/2010

Moore-Love, Karla

From: Alison Hill Graves [alison@communitycyclingcenter.org]
Sent: Thursday, February 04, 2010 10:42 AM
To: Moore-Love, Karla
Subject: Support for Portland Bicycle Plan for 2030

Attachments: 020310-BikePlanLetter.doc



020310-BikePlan
Letter.doc (74 ...

Hello,

Please find my letter in support of the Portland Bicycle Plan for 2030 attached.

Thank you,

Alison

--
Alison Hill Graves
Director of Community & Programs
Community Cycling Center

Office/Mailing Address
3934 NE Martin Luther King Blvd.
Suite 202
Portland, OR 97212
Office: 503-288-8864
Fax: 503-288-1812

Bike Shop
1700 NE Alberta Street
Portland, OR 97211
Hours 10am - 6pm Tuesday through Sunday
Shop: 503-287-8786

www.CommunityCyclingCenter.org

The bicycle is a tool for empowerment and a vehicle for change.

<http://twitter.com/CommCyclingCtr>
<http://www.flickr.com/photos/communitycyclingcenter/>



**Community
Cycling
Center**

36763

February 4, 2010

Dear Mayor Adams and members of City Council:

Since 1994 the Community Cycling Center has been teaching bicycle safety skills and knowledge to children and adults in the Portland Metro area. Over the years we have seen the transformational power that bicycles have had on individuals, families, and the community. We are encouraged that the Mayor and members of City Council will be considering adopting the Portland Bicycle Plan for 2030 and we urge you to adopt the plan.

The Portland Bicycle Plan for 2030 will continue Portland's leadership position as a community that understands the benefits of bicycling, not just for those who ride but for the whole community. When more people choose bicycles, not only will they become healthier, but the rest of the community benefits from their choice. Fewer cars on the road mean less traffic and cleaner air.

By investing in attracting new riders, increasing and improving infrastructure – particularly routes that are separated from vehicles, while expanding programs and parking, more Portlanders who fall into the "Interested but Concerned" category will ride.

The Community Cycling Center is particularly enthusiastic about efforts to ensure the focus on the Health & Equity aspects of the plan. A tool that was developed as part of the Health & Equity Group was an Equity Gap Analysis performed by Jennifer Dill at PSU. We recommend that this tool be utilized as the plan evolves.

We believe that this plan will encourage riders of all backgrounds to choose bicycles. For the past year the Community Cycling Center has been reaching out to communities of color and asking about barriers to bicycling. Since last summer we have spoken with nearly 200 people in north and northeast Portland about their interests and concerns about bicycling. The groups, African-American/Black, Latino/Hispanic, and African Immigrant were remarkably similar in their interest in bicycling and the key issues that deter them from owning and riding a bicycle. Safety education and separated bikeways were common themes and we are now collaborating with Hacienda CDC and New Columbia to design culturally-specific programs that address the themes.

Simply put, the plan promises to make Portland the healthiest city in the United States.

If there is any way that the Community Cycling Center might be off assistance, please do not hesitate to call on us. We appreciate your thoughtful consideration of this important matter.

Best Regards,

Alison Graves
Interim Executive Director

The bicycle is a tool for empowerment and a vehicle for change

Office/Mailing Address
3934 NE MLK Blvd, Suite 202
Portland, OR 97212
503-288-8864

Shop
1700 NE Alberta St
Portland, OR 97211
503-287-8786

36763

Moore-Love, Karla

From: Stephen Peifer [stephenp415@msn.com]
Sent: Thursday, February 04, 2010 1:00 AM
To: Moore-Love, Karla
Subject: 2030 Bike Plan
Attachments: Dear Mayor Sam Adams.doc

Dear Karla Moore-Love,
The attached file contains comments sent to Mayor Sam Adams regarding the proposed 2030 Bike Plan. A story in today's *Oregonian* by Joseph Rose prompted us to write about our concerns regarding the expenditure of \$613 million when there are clearly more pressing needs in our community.

I (Margo) revised the letter after sending it to him, so please give him this copy and advise him of the update.

Mayor Adams said you'd pass my comments/letter on to other members of the City Council. Please do so, and please add our names to any mailing list for future communications on this topic.

Thank you!

Margo and Stephen Peifer
2121 NE 28th Ave.
Portland, OR 97212-5037
503-281-9024
stephenp415@msn.com

February 3, 2010

Dear Mayor Sam Adams,

We do not support the proposed \$613 million 2030 Bike Plan. There are more important priorities in our City. These are hard financial times, which call for restraint and courage of our City Council members to curb spending and use tax dollars for more high-priority needs and projects. Common sense is needed. Bike paths can wait.

- Other basic needs are more important: schools need \$; police, fire, and family services are more important; families are very stressed; people need jobs, children need safe homes and food; unemployment in the city is at an all-time high, etc.
- This makes the City Council's approval of this plan look frivolous and very unsound! What are you thinking? Why does the bicycle lobby have so much power at a time like this?
- Remember the Sellwood Bridge and other infrastructure, the potholes all over the city, and pollution and "hot spots" in the Willamette River? As I drive around the city, the number of potholes encountered is ridiculous.
- The answer to traffic congestion is not forcing people onto bicycles. As noted by in a front-page article in the *Oregonian* today, "Critics think the mayor and cycling advocates are dreaming." This is because the plan would require a new steady revenue stream. (Note red flag: Revenue stream = taxes.) Also from the same article: "They want to make bicycling more attractive than driving for trips of three miles or less," said John Charles, president of the Cascade Policy Institute. "Nothing they do is going to make that happen for most people." We agree with this statement.
- Other recent studies and stories have noted that bike ridership has peaked and may actually be DOWN, in contrast to city surveys. Who is correct? Please re-evaluate this.
- Bike paths and the taxes to fund them are well down the list of what draws businesses to our city; good schools and roads and mass transit are what investors want. This isn't the suburbs where bike paths can be worked in as areas expand.
- Planning for the future is important, of course, but bike paths for the elite few who think they know what is best for everyone is not at the top of our list. Indeed, as also stated in the *Oregonian* article, John Charles "...wonders why, when technology and culture are changing at a rapid pace, Portland is planning 20 years into the future. He compared it to a business in 1980 committing to 20 years of IBM typewriter purchases, unaware that the computer revolution was on the horizon."
- The article also states that the Bureau of Transportation has received only 202 comments since last October when the public comment period opened. Only 17 were clearly against the plan? Where was the public comment period advertised? Was it sent to homeowners or was it in the survey about Portland livability? The issue needs more exposure to the general public. Many more people than 17 are against the plan!

- Have you listed and considered what \$613 could buy instead????? What's the best use of our tax dollars now? It's not about "How can we spend money?" It's about "Where can we save money, make wise choices, and address immediate needs with what we have now -- not what we might have in new taxes down the road? Let's be frugal and determine who needs help the most in our city. It's not the bicycle riders.
- We don't want our property taxes increased for more bicycle-related projects (ours are currently more than \$6,000/yr in NE Portland) when there are many more important priorities.
- This 2030 Bike Plan is not rational thinking on the part of the City Council! No matter if some of it is funded by the federal government...it's not a wise use of those tax dollars, either. We all know how over-extended the feds are! Spending must be curtailed to pay for the basics.
- Repair and maintain what we already have in place; if more bike paths are in our future, trim the pie-in-the-sky dream that costs \$613 million.
- Put a Green transportation bond out to support this bike plan funding? No, if it means **not** taking care of the structures we already have in place and not taking care of schools, stressed families, abused and hungry children, and essential public services like fire, police, and court systems.
- Attend to the most urgent needs and health of our community now.
- Please, let's get our priorities right at this crucial and financially stressed time.

Regarding communication: The *Oregonian* article today also noted that there is no link on the city's official bike plan web site to voice opposition or express legitimate concerns to this spending plan. This reminded me that when we've filled out surveys, including the recent one regarding sidewalks, livability, etc., we have found the wording to be self-serving/manipulative and written in a manner that makes it difficult to express disagreement. They can be edited so they are neutral, and not to get the answers you want. (Margo is a technical editor with experience in this type of public documentation. She worked for an engineering consulting firm for 30 years here in Portland.)

Please forward this to the other City Council Members. Thank you for taking the time to read this.

Margo and Stephen Peifer
Stephenp415@msn.com
503-281-9024

36763

Moore-Love, Karla

From: Paul Manson [paul@claireandpaul.net]
Sent: Wednesday, February 03, 2010 10:24 AM
To: Moore-Love, Karla
Cc: Vanderslice, Ellen
Subject: Letter of Support for Bicycle Master Plan
Attachments: sullivansgulchtrail.pdf

Karla-

Please find attached the Sullivans Gulch Trail Committee's letter of support to the Council on the Bicycle Master Plan for 2030.

Thank you,

Paul Manson

February 2, 2010

Portland City Council
1120 SW 5th Ave, Suite 800
Portland, OR 97204

RE: Portland Bicycle Plan for 2030

**Sullivans Gulch Trail
Committee**

Lynne Coward
Ted Gilbert
Ted Grund
Dan Lerch-Walters
Robert Jordan
Paul Manson
Susan Marxer-Hathaway
Brad Perkins
Linda Robinson

The City of Portland Bicycle Master Plan represents the start of a new era for bicycle transportation and sustainable growth in the city. The Sullivans Gulch Trail Committee appreciates the opportunity to contribute and comment throughout the plan's development and today we heartily urge City Council to adopt, fund and build the Bicycle Master Plan.

The plan's goals to expand ridership through welcoming new riders through safety improvements will pay dividends for the city through lower cost transportation, healthier citizens and decreased climate changing impacts. We are thrilled to see a mix of on street and off street priorities in the plan and look forward to their construction and opening.

While adoption of the plan will be a great step forward, the next challenge is funding. We urge the city to fully fund the proposed infrastructure - it is a commitment in the plan and one that we need to follow through on in the years to come.

Thank you again for your efforts to continue Portland's leadership in bicycle transportation.

Sincerely,



Paul Manson, on behalf of the
Sullivans Gulch Trail Committee
info@sullivansgulchtrail.org
<http://www.sullivansgulchtrail.org>

About the Committee

The committee is an all-volunteer group drawing from the adjacent neighborhoods and workplaces along the proposed corridor. Since 2003 the group has actively called for the construction of the trail. The committee has developed support for the trail from all neighborhood associations along the route.

CENTRAL NORTHEAST NEIGHBORS, INC.

4415 NE 87th Ave • Portland, OR 97220-4901

503-823-3156

February 4, 2010

Portland City Council
c/o Ellen Vanderslice, Project Manager
Portland Bicycle Plan for 2030
1120 SW 5th Ave, Suite 800
Portland, OR 97204
bicyclemasterplan@pdxtrans.org

Subject: Central Northeast Neighbors supports the Portland Bicycle Plan for 2030

Dear Mayor Adams and members of City Council:

The Central Northeast Neighbors (CNN) Board of Directors supports City Council adoption of the Portland Bicycle Plan for 2030. Central Northeast Portland residents participated in the Spring 2009 workshops and the Fall 2009 Planning Commission hearings. Eric Wiley, a resident of the Sumner neighborhood, represented CNN on the Bicycle Plan Steering Committee.

The CNN Land Use, Transportation, Open Space and Parks Committee (LUTOP) met on February 1, 2010, and made a recommendation to the CNN Board to support the Bicycle Plan. The LUTOP Committee noted that the Bicycle Plan is "about 99% okay," and provided some final feedback as the Plan goes to City Council.

The Bicycle Plan is ambitious and will be challenging to implement. While the Plan recommends "building as much, as fast as we can," careful consideration must be given to new bikeway designs to ensure that best practices are followed and that we "build it right the first time." The recent Portland State University study on the effectiveness of bike boxes is cautionary tale.

A consideration that is important in the Central Northeast community is that bike facilities and encouragement programs are implemented in an equitable manner – dealing with both geographic and societal equity. There is a perception of "two Portlands," one with a good transportation network (including bikeways) and the other with more gaps in the bikeway and other modal systems. The LUTOP Committee stated that the Plan must also follow through on education, enforcement and encouragement goals as the bike system is constructed.

The Central Northeast Neighbors Board of Directors voted at their February 3, 2010 meeting to accept the LUTOP Committee's recommendation and to support the Portland Bicycle Plan for 2030.

Congratulations on a job well done,



Ruth Hander, Chair
Central Northeast Neighbors

AUDITOR 02/04/10 AM 8:35

FW to
Council
2-3-10

36763



Portland Streetcar

Portland Streetcar, Inc.
1140 S.W. 11th Avenue
Suite 500
Portland, OR 97205

(503) 242-0084
Fax (503) 299-6769

February 3, 2010

Portland City Council
1221 S.W. 4th Avenue
Portland, OR 97204

RE: Letter of Support for the Portland Bicycle Plan for 2030

Mayor Adams and Members of City Council:

Portland Streetcar, Inc. is pleased to support the Portland Bicycle Plan for 2030.

Portland Streetcar shares many objectives with the Bicycle Plan. Both Streetcar and the Bicycle Plan seek to provide high-quality, sustainable urban mobility. Both strive to create livable and prosperous neighborhoods. And both should be important components of the City envisioned by the Portland Plan.

Portland Streetcar, Inc. appreciates the work done in this plan to identify design solutions to make Streetcar and bikes work together on the street, and to plan a bicycle network that is compatible with and complements the Streetcar System Concept Plan.

We support the PBOT and Planning Commission recommended plan and urge City Council to adopt the Portland Bicycle Plan for 2030.

Sincerely,

Michael Powell
Chair, Portland Streetcar, Inc.

- Board of Directors:
- Michael Powell, Chair
 - Hank Ashforth, Vice Chair
 - Richard H. Parker, Jr., Secretary
 - N. Dickson Davis, Treasurer
 - John Carroll, Immediate Past Chair
 - Mayor Sam Adams
 - Charlie Allcock
 - Michael Bolliger
 - Dick Cooley
 - Dike Dame
 - Lindsay Desrochers
 - Bill Failing
 - Judie Hammerstad
 - Fred Hansen
 - Jack Hoffman
 - J.E. Isaac
 - M. James Mark
 - Lynn Peterson
 - Doug Shapiro
 - Chris Smith
 - Nancy Stueber
 - Mark Williams

Executive Director:
Rick Gustafson

AUDITOR 02/03/10 PM 2:17

2745 NE 25th Ave
Portland OR 97212
February 1, 2010

Portland City Council
1221 SW 4th Avenue
Portland OR 97204

AUDITOR 02/02/10 PM 4:53

Re: Bicycle Master Plan 2030

Dear Mayor Adams and Commissioners:

"I almost killed somebody." Hearing those words again last week prompted me to submit this comment on the city's proposed Bicycle Master Plan. In recent years, I have heard that sentiment countless times from drivers with decades-long excellent driving records, many with "I share the road" bumper stickers or cyclists themselves, who fear that their best efforts won't keep them from hitting a cyclist someday.

The proposed Bicycle Master Plan aims to vastly increase the number of cyclists on Portland's streets, but it pays scant attention to the very real safety concerns of the drivers who share those streets on every trip. The purpose of this letter is to draw attention to drivers' perspective on those issues, and to call on the Bureau of Transportation to do more to mandate safe cycling behavior.

In general, the plan's safety approach is inadequate. It blandly admonishes motorists and cyclists equally to "obey traffic laws" and "be predictable." But it fails to address in any meaningful way how those objectives are to be achieved. Motorists, who are required to pass driving tests to gain access to the roadways, generally conform to standardized driving norms. There is no real plan for achieving the same degree of legal and predictable conduct by cyclists. Cyclist safety education is voluntary, and the leading suggestion is that schoolchildren get bicycle safety education.

The safety narrative in the plan has an anti-driver bias that is not supported by the data. For example, it attributes fault in Portland collisions in roughly equal numbers to cyclists and drivers, implying that fault is equally distributed. But vehicle trips outnumber bicycle trips in Portland by about 35 to 1, so the more accurate conclusion is that cyclists are much more likely (on a per capita basis) to be responsible for a collision. Buried in the underlying data are the facts that American cyclists are 25 times as likely to be injured as their European counterparts, that error was assigned to the cyclist in 61% of Portland's motorist-involved crashes, and that 70% of cyclist crashes involve no motorist at all.

The planners acknowledge that their crash reports are imprecise. Searching for a better analysis, I reviewed a 1995 study conducted by the University of North Carolina Highway Safety Research Center for the Federal Highway Administration, which analyzed data from six states. In that study, cyclists were 27 times as likely as drivers to cause a collision by driving the wrong way on a one way street. In the same study, drivers and cyclists failed to yield equally often in collisions involving entering intersections from a stop; but in 60 percent of the driver-caused collisions, the cyclist struck was riding against traffic. (Carol Tan, Crash-Type Manual for Bicyclists, can be found at www.tfhrc.gov/safety/pedbike/ctanbike/ctanbike.htm).

Also related to safety, and not considered in the plan, is the fact that cyclists are invisible to drivers under many of our normal driving conditions. The Tan study consistently cited poor visibility as a contributing factor in driver-caused crashes with cyclists. Oregon state law requires lights on bicycles in low visibility conditions, but the standards are often ignored and are completely inadequate even when they are followed.

In a rear view or side mirror, a driver can see vehicle headlights clearly on a rainy night. But bicycle lights blend in with all the other small lights and reflections, particularly on busy or commercial streets. Bicycles approaching from the rear are virtually invisible under those conditions. Drivers can't yield to cyclists they can't see.

The success of Bicycle Master Plan will not be measured solely by the number of cyclists on the roads in 2030. It will also be measured by the number of cyclists who die in that period. The City Council should mandate rigorous safety studies as this plan is implemented, and the Bureau of Transportation needs to make greater efforts to incorporate the safety concerns of drivers into its planning.

Sincerely



Kathleen A. Pool

cc: Susan D. Keil, Director, Bureau of Transportation



36763

City of Portland
Bureau of
**Planning and
Sustainability**

Sam Adams, Mayor
Susan Anderson, Director

AUDITOR 02/02/10 PM 2:39

February 2, 2010

Portland City Council
Portland City Hall
1221 SW Fourth Avenue
Portland, OR 97204

**Portland Planning
Commission**

Don Hanson, President
Michelle Rudd, Vice President
Howard Shapiro, Vice President
André Baugh
Lai-Lani Ovalles
Jill Sherman
Chris Smith
Irma Valdez

Dear Mayor Adams and Members of Portland City Council:


On November 10, Portland Planning Commissioners voted unanimously to forward the Bicycle Plan for 2030 to City Council with a recommendation for approval. The Commission enthusiastically endorses the work of the Bureau of Transportation to analyze the City's network of existing and potential bicycle paths and propose cost-effective ways to promote bicycle transportation in the City.

In particular, the Commission recommends:

1. Support development of bicycle boulevards, but also support beginning project development on signature trail efforts to be ready when funding becomes available.
2. Develop and implement pilot corridors for separated in-roadway cycle tracks, using simple devices such as signal timing and paint at first, but later constructing separated roadways as possible.
3. Emphasize equity through implementation of the system in all parts of the city, with prioritization of a study for East Portland, development of a cultural engagement plan, support for organizations that make bikes available for youth, and proposals for a system for electric-assist bicycles in Northwest and Southwest Portland.
4. Incorporate the bicycle plan into the Portland Plan in four ways:
 - Propose corridors to connect town and regional centers;
 - Consider classifying all Region 2040 Town Centers as bicycle districts;
 - Recommend space allocation in parking facilities for various vehicle types including bicycles; and
 - Conduct research into the impact of cycling infrastructure and mode share on property values and make recommendations for related funding.

1900 S.W. 4th Ave., Ste. 7100
Portland, OR 97201-5350
Phone 503-823-7700
FAX 503-823-7800
TTY 503-823-6868

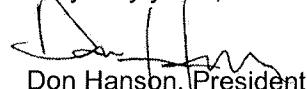
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The Commission heard testimony about bolder goals for mode split and investments than the proposed plan provided at the hearing on October 27, 2009. A majority of Commissioners refrained from setting higher goals for mode split or prioritization of funding that would bind the City when so many other important projects are pending. The Commission supports striving for a world-class bicycling city in context with the City's other priorities for investments ranging from transit subsidies, sidewalk construction and other transportation systems. We believe strongly that strategic prioritization should take place during development of the Portland Plan. The Portland Planning Commission supports the Portland Bicycle Plan for 2030, as amended by the Bureau of Transportation after the Commission's vote in November.

Thank you for considering our recommendation.

Very truly yours,


Don Hanson, President
Portland Planning Commission



Oregon Chapter
American Society of Landscape Architects

P.O. Box 40709
Portland, OR 97240-0709
Phone 503.227.6156

PORTLAND BICYCLE PLAN FOR 2030

Portland City Council
c/o Ellen Vanderslice, Project Manager
1120 SW 5th Ave., Suite 800
Portland, Oregon 97204

Dear Mayor and City Commissioners:

The American Society of Landscape Architects, Oregon Chapter, expresses its support for the *Portland Bicycle Plan for 2030*. Promoting bicycling as a healthy transportation choice and incorporating bicycle and pedestrian improvements as part of all city infrastructure projects, creates a more healthy and sustainable Portland for everyone.

Landscape architects help communities by designing multi-use transportation corridors that accommodate all users, including pedestrians, bicyclists, motorists, people with disabilities and people who use public transportation. ASLA actively encourages creating or improving access to places for physical activity within our communities, including parks, recreational facilities, bicycle paths, walking trails and sidewalks. On the national level, the ASLA Advocacy Network has been instrumental in promoting Complete Streets Legislation, CLEAN TEA (Clean, Low-Emission, Affordable, New Transportation Efficiency Act) and the No Child Left Inside Act. We believe that nation-wide success begins on a local level. The *Portland Bicycle Plan for 2030* lays the groundwork for Portland to be a model for healthy and sustainable living to the rest of the country.

ASLA members work as part of multi-disciplinary teams to create livable communities and multi-use transportation systems that promote sustainable living. We look forward leading teams to implement the improvements recommended in the plan.

Sincerely,

Oregon ASLA Executive Committee



Metro | Memo

January 28, 2010

Portland City Council
1221 SW 4th Ave,
Portland, OR 97204

Subject: Portland Bicycle Plan for 2030

Dear Mayor Adams and Commissioners,

We are pleased to lend our full support to the Portland Bicycle Plan for 2030. Metro participated in the development of the plan through its Steering Committee, Technical Advisory Committee and working groups. Our staff witnessed the dedication and enthusiasm from the project team, partner agencies and citizens. The final product is comprehensive, graphically strong and inspiring. Within a climate of limited transportation funding the plan has developed a strong case and strategy for accomplishing visionary bicycling goals, which if achieved would benefit both the City and region.

We applaud staff for incorporating public comments to increase the prominence of the trail network's role in the plan, including prioritizing development of Portland's regional trails (section 3.5). Project development is critical to making these trails ready for implementation when construction funding becomes available. We are encouraged that the Immediate Implementation Strategy (section 5.3.2) has been broadened beyond bicycle boulevards, and seeks to advance trail projects and pilot cycle tracks within the next five years.

We are very supportive of Portland's commitment to reserve funding for highly visible projects demonstrating innovative treatments, e.g. cycle tracks, buffered bike lane, advisory bike lanes. The City's willingness to employ new designs provides models that benefit our region as well as other communities across the nation.

Finally, we would like to acknowledge the coordination between the Bureaus of Transportation, Parks and Environmental Services, as demonstrated in the discussion of trails and green streets (section 3.5 Green Network). As a regional government, we are familiar with the challenges of coordination, but realize its importance for developing and implementing ambitious plans such as the Portland Bicycle Plan for 2030.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Kloster".

Tom Kloster, Regional Transportation Planning Manager

A handwritten signature in black ink, appearing to read "Mary Anne Cassin".

Mary Anne Cassin, Regional Parks & Greenspaces Manager

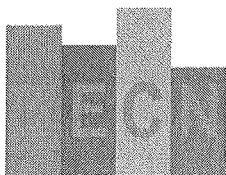
CC: Ellen Vanderslice, Project Manager

From: Neena Petersen [neena891@earthlink.net]
Sent: Monday, January 25, 2010 1:05 PM
To: PDOT Bicycle Master Plan
Subject: bike master plan request

Members of the Portland City Council,
Making Portland a mecca for bicyclists is all well and good, but please don't forget the pedestrians. I have come close to being hit several times by bikers who don't announce themselves as they speed by on the sidewalks of Portland. Please keep the bike riders OFF THE SIDEWALKS! Please enforce the laws concerning this in the downtown area.

Thank you,

N. Petersen
NW Portland



NORTHEAST COALITION OF NEIGHBORHOODS
4815 NE 7TH Ave., Portland, OR 97211 | 503.823.4575 | info@necoalition.org

January 25, 2010

Dear Mayor Adams and members of City Council,

The Northeast Coalitions of Neighborhoods is writing you to enthusiastically support the adoption and implementation of the Portland Bicycle Plan for 2030. We have followed the progress of the plan through our representative, Todd Roll, and are quite satisfied with the result of the process and plan.

Portland has achieved national and international recognition as a livable, bike-friendly city. Biking and walking are healthy and affordable transportation options for our citizens.

The Portland Bicycle Plan for 2030 provides a blueprint for making Portland a world-class bicycling city, reducing the causes of climate change, improving public health, promoting prosperity, and building close-knit communities.

Sincerely,

Jennifer Jardee-Borquist
NECN, Board President

www.necoalition.org

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

From: lynn jennings [mailto:pipitbird@gmail.com]
Sent: Thursday, January 21, 2010 11:31 AM
To: PDOT Bicycle Master Plan
Subject: Support For Bicycle Master Plan

Dear Mayor Adams and members of City Council,

Thank you for your support of the Bike Master Plan. This Master Plan is the single best opportunity to improve the conditions for cycling in Portland.

Lynn Jennings
2124 NW Wilson St.
Portland, OR 97210

503.980.5742

36763

From: Bernhard Masterson [bernhard_masterson@hotmail.com]
Sent: Thursday, January 14, 2010 1:31 PM
To: PDOT Bicycle Master Plan
Subject: Bike Plan support

Dear Mayor Adams and members of City Council,

I am happy to see that Portland is still pushing to be on the leading edge of bicycle transportation. I have been a long time bicycle commuter but lived in Estacada for the last several years. I recently bought a house in Milwaukie so that I could return to transportational cycling. It is wonderful that cycling in Portland has become easier and more enjoyable as a result of good city planning. I support the new plan and look forward to benefiting from new development and policies.

Sincerely,

- Bernhard Masterson

Get under a sustainable lifestyle umbrella, the carbon is going to hit the fan.

bernhard_masterson@hotmail.com
Natural building instruction and consultation

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



13 January 2010

Portland City Council
1221 SW 4th Avenue, Room 140
Portland, OR 97204

Dear Commissioners,

You have charged the City of Portland's Bicycle Advisory Committee (BAC) with the task of advising the City on bicycle-related planning, programs, and facility improvements. The *Portland Bicycle Plan for 2030* is the most comprehensive and significant document on these topics that we have seen in many years. We wish to advise you of the BAC's enthusiastic endorsement of this plan, highlighting the following reasons:

- **We have followed a great process.** The Portland Bureau of Transportation (PBOT) staff has worked tirelessly and thoughtfully to create a truly visionary plan that incorporates international best practices as well as the comments and preferences expressed by the public and other City bureaus and public agencies. Hundreds of Portland residents participated in a series of public events (workshops, open houses, and bike rides) designed to let them help shape the plan, and we feel that this plan truly does represent the interests and aspirations of Portland's citizens.
- **We need to be leaders.** The current *Portland Bicycle Master Plan*, adopted in 1996, has served the city well with its clear policy course and strategies. Since its adoption, Portland has experienced a tremendous increase in bicycle ridership, and the city has been recognized as the best city for bicycling in the United States. In recent years, however, it has become increasingly apparent that a new plan is needed to continue – and to amplify – the city's success and role as the national leader in bicycling and progressive, sustainable transportation.
- **We have the chance to innovate.** The *Portland Bicycle Plan for 2030* takes Portland's current bicycle planning effort to the next level by providing a more holistic range of bicycle planning policy, objectives, and action items in order to improve facility design, safety, rider education, encouragement, and enforcement. The *Portland Bicycle Plan for 2030* includes an updated compendium of best design practices that will enable the City to take full advantage of the best ideas that the world has to offer.
- **We need a great leap forward.** 2009 became the first year since 1995 in which bicycle ridership decreased in Portland (rather than substantially increasing). As the City's own report on the 2009 bicycle counts indicates, we may be reaching the limit of our ability to attract new riders with the type of standard bike facilities we currently employ. The *Portland Bicycle Plan for 2030* seeks to induce a greater mode split share for cycling by focusing on facility treatments that are designed to appeal to a wider demographic range of potential cyclists - especially the large segment of Portlanders who are "interested but concerned" about cycling on city streets.
- **We need to save our planet and ourselves.** Beginning in the 1940s and 1950s, we gave our public realm and our public dollars to the automobile. While in recent years, we have strived for a more 'balanced' transportation system, CO₂ emissions, air particulates, asthma, and obesity have all gone up. The *Portland Bicycle Plan for 2030* is predicated on the notion that bicycling is one of the most sustainable, healthiest, and arguably most enjoyable forms of transportation for trips of three miles or less. If Portland is serious about solving the serious climate change and public health issues that plague us, it will prioritize bicycling and other transportation modes that are both healthy and sustainable.

The BAC strongly recommends that the *Portland Transportation System Plan (TSP)* be amended at the earliest opportunity to adopt the recommended policies and classifications for bicycle transportation included in the *Portland Bicycle Plan for 2030*. The BAC also recommends that bicycle transportation be a strong component of the *Portland Plan*, which will serve as the City's strategic plan for the next 25 years.

The BAC also has the following recommendations to further enhance the *Portland Bicycle Plan for 2030* and its implementation:

- The *Portland Bicycle Plan for 2030* is a City plan, not a PBOT plan, and inter-bureau coordination and collaboration will be critical to the plan's success. The Planning Commission and City Council should work closely with PBOT and other bureaus to develop the necessary strategies to ensure the successful delivery of bicycle projects identified in the Plan.
- The City should coordinate closely with Metro to ensure that bikeway route designations within Portland are consistent with the Regional Transportation Plan and vice versa.
- Bicycling has proven to be an excellent transportation investment as demonstrated by the dramatic increase in bicycling. According to a 2008 Census report, over 6% of city trips are taken by bike. Despite an increasing ridership and mode split share, bicycle facilities traditionally have represented less than 1% of PBOT's capital budget. The BAC encourages the City Council to direct more funding to bicycle infrastructure projects and encouragement efforts and to seek new avenues for funding these improvements and the programs that complement them.

The Portland Bicycle Advisory Committee endorses the *Portland Bicycle Plan for 2030* and strongly encourages the Portland City Council not only to adopt this plan but to express its own commitment to action by adequately funding the programs and physical improvements it outlines.

Sincerely,



Matthew Arnold
Chair, Portland Bicycle Advisory Committee



Health Department
MULTNOMAH COUNTY OREGON

Office of the Director
 426 SW Stark Street
 Portland, Oregon 97204
 (503) 988-3674 phone
 (503) 988-3676 fax

January 12, 2010

Portland City Council
 c/o Ellen Vanderslice, Project Manager
 Bureau of Transportation
 1120 SW 5th Avenue, Suite 800
 Portland, OR 97204

RE: Letter of Support for *Portland Bicycle Plan for 2030*

Dear City Councilmen and Councilwomen:

As Director of the Multnomah County Health Department, I am pleased to offer our support for the *Portland Bicycle Plan for 2030*. The Department is the local public health authority and holds the mission to work in partnership with the communities we serve to assure, promote, and protect the health of the people of Multnomah County.

It is my understanding that the *Portland Bicycle Plan* will aim to attract new riders through strengthening bicycle policies, forming a denser bikeway network, and increasing funding for bicycle facilities (among other things) with the ultimate goal of creating a more livable, sustainable community. These major tenets directly fit with the Health Department's mission because of their ability to enhance the health and safety of the local community.

According to the Centers for Disease Control and Prevention (CDC), environmental and policy approaches, similar to those proposed in the *Portland Bicycle Plan*, are proven strategies in the promotion of physical activity. Active living is a major step in lowering the incidence of chronic diseases such as overweight/obesity, diabetes, and heart disease. Further, the *Plan* will improve air quality by easing traffic congestion, which also has positive ramifications on the overall health and safety.

The *Portland Bicycle Plan* is an excellent example of the forward thinking which is needed to continually improve the public health of Multnomah County in the coming years. Again, the Health Department strongly supports the *Portland Bicycle Plan for 2030*. If you have any questions, please do not hesitate to contact me.

Sincerely,

Lillian Shirley, BSN, MPH, MPA
 Director



Public Health
 Prevent. Promote. Protect.



COLUMBIA GROUP SIERRA CLUB
1821 S.E. Ankney St., Portland, OR 97214
Voice: (503) 238-0442 Fax: (503) 238-6281
e-mail: oregon.chapter@sierraclub.org
www.oregon.sierraclub.org/groups/columbia

January 11, 2010

Portland City Council
c/o Ellen Vanderslice, Project Manager
Portland Bicycle Plan for 2030
1120 SW 5th Ave, Suite 800
Portland, OR 97204

Dear Mayor Adams and members of City Council:

The Columbia Group of the Sierra Club, with its more than 5,500 members in Portland, endorses the Portland Bicycle Plan for 2030 as presented at www.portlandonline.com/transportation/. We are pleased that the City continues to push for providing transportation alternatives that are safer, healthier, lower cost, have lower greenhouse gas emissions, and enable real community.

The challenge for you is to move beyond great intentions and into implementation. We recognize that you are faced with difficult budgetary choices in difficult economic times. Perhaps as much because of as in spite of that, we encourage you to find early funding to move to design and construction. The environmental and social benefits begin to accrue immediately, and the work itself will provide some rapid economic stimulus.

Frank Orem
Chair, Columbia Group of the Sierra Club
f.orem@comcast.net

3 6 7 6 3

From: Patty [chick.biker@gmail.com]
Sent: Thursday, January 07, 2010 4:03 PM
To: PDOT Bicycle Master Plan
Subject: Yes!

To Whom it May Concern,

I am writing to express my support for the Bicycle Master Plan document. I want to emphasize something that PBOT has traditionally de-emphasized - that the maintenance of bike facilities matters enormously to the safety of cycling. It's not romantic, but it matters. I see it addressed in the executive summary, but it is not seen as a key point. I understand that facilities are needed to make the big vision work, but please, do *enough* to address maintenance - street sweeping, heave and hole repair, and even pruning - plenty of bike routes are scary just because of blackberry vine growth in the summer! If you can do a reasonable job of improving bike route maintenance and public safety education, I will be a wholehearted supporter!

Regards,

Patty Freeman, aka Biker Chick



Oregon's Public Health Institute

Portland City Council
C/o Ellen Vanderslice, Project Manager
Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland OR 97204

January 7, 2010

Members of Portland City Council,

Community Health Partnership: Oregon's Public Health Institute is dedicated to improving the health of Oregonians through advocacy and support of effective public health policy and activities. Since the inception of Portland's Bicycle Master Plan Steering Committee we have dedicated staff and resources to the development of a Portland Bicycle Plan that will assure evidence of sound public health practice and principles.

Public health has a vested interest in the transportation and design of our communities. In advancing environments that promote safe bicycling, we are creating opportunities to reduce crashes, ameliorate air and water quality, promote physical activity that can serve to reduce obesity and its attendant sequelae, as well as advance complete neighborhoods that decrease segregation by age, race and income.

Public health practitioners are guided by the social determinants of health that look beyond "access to health care" in creating environments that address inequities in health outcomes. We are interested in population-based approaches to health, that is those things that influence the entire population of a community. Communities of color and those of low socio-economic status suffer higher rates of chronic disease and poor health outcomes. Many social determinant factors influence these disparities including racism, housing, job creation, education and transportation and community design.

Multiple levels of synergy exist between bicycling, health and social equality. The Portland Bicycle Master Plan 2030 provides a vision for infrastructure but also carefully calls out the need for programs, policies and practices that will promote bicycling and that have the ability to help reverse the aforementioned negative health and social trends.

Inequities do relate to geography and we have only to look at the lack of easily usable bicycle infrastructure in East Portland to see that. But inequities also include issues of access to housing, jobs and schools. In order to create a healthy Portland, the Bicycle Plan 2030 must continue its efforts to engage all Portlanders with a special commitment to gaining the ideas, trust and ongoing support of communities of color, non-English speakers, elders and the young at all socio-economic levels as they grapple with housing, employment and education.

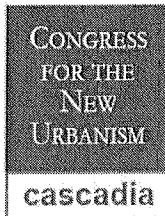
We commend the work done thus far and strongly encourage ongoing efforts in the Bureau of Transportation to address disparities by using an "equity lens" when considering policy, practices and programs.

We endorse this plan and thank you for the opportunity to help shape its recommendations for the health of our city.

Sincerely,

A handwritten signature in cursive script that reads "Mary L. Hennrich".

Mary Lou Hennrich, BSN, MS
Executive Director



January 5, 2010

Dear Portland City Council,

The Congress for the New Urbanism, Cascadia Chapter, endorses the *Portland Bicycle Plan for 2030* and offers our assistance and that of our members in its implementation.

At its national Congress in 2008, CNU became the first nationwide professional organization to take on the vehicle miles traveled slice of the sustainability pie—committing to a goal of reducing carbon emissions through a major reduction in driving miles. At that time we targeted a 50 percent reduction in per capita VMT nationwide by 2030.

CNU is a multidisciplinary organization composed of designers, planners, engineers, developers, academics, policy makers, and other advocates of excellence in urban design. The Cascadia regional chapter has branches in Portland, Seattle and Vancouver, BC – promoting CNU’s vision of sustainable urbanism at all scales from the region to the neighborhood, down to the street, the block, and the building. By designing and building walkable, diverse, mixed-use urban neighborhoods as alternatives to suburban sprawl, the CNU has always emphasized reduced energy consumption and healthier communities. As designers, much of our focus has been on the public realm and the street as the greatest portion of that realm.

We support the fundamental changes to city policy, bikeway design, the density of our bikeway network and the array of efforts and programs that this plan is about. CNU Cascadia promotes narrow, slow-moving, pedestrian and culturally-focused streets, but the greatest benefit of New Urbanist thinking is our context-based, multidisciplinary, nuanced, and flexible approach to composing the elements of urban places. CNU Cascadia commends the Plan’s intent to promote an alternative to motorized vehicles, but would like to also emphasize the importance of the pedestrian on Portland streets.

1 1

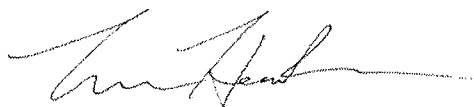
We have concluded that many of the recommendations of the *Portland Bicycle Plan for 2030* are so similar to those we have fought for in our own battle for “complete streets”—through our Project on Transportation Reform and other efforts—that we can endorse the Plan enthusiastically.

Identifying funding for design and operation of the proposed bicycle facilities, including investigation of existing funding sources that might be reallocated to bicycle facilities, will be a critical next step for the Plan. CNU Cascadia encourages the City of Portland Bureau of Transportation to continue collaborating with partners to ensure that excellent pedestrian-oriented urban design and bicycle transportation improvements are mutually supportive.

Allowing local designers and planners the opportunity to lead these improvements will also be fundamental to successful implementation of a great bicycle transportation network. That success will make local design professionals more competitive for future work across the United States and around the world—and that will be good for Portland.

CNU Cascadia looks forward to the development of concrete funding strategies and schedules for implementing the Plan along with opportunities to participate in the future design and implementation processes.

Sincerely,

A handwritten signature in black ink, appearing to read "Lauren Hauck", with a long horizontal flourish extending to the right.

Lauren Hauck
CNU Cascadia Chair

From: Scott Lieuallen [scott.el.09@gmail.com]
Sent: Wednesday, January 06, 2010 8:29 PM
To: PDOT Bicycle Master Plan
Subject: support for the bike master plan

Mayor Adams and members of the City Council,

its hard to see how we can maintain our quality of life if we continue relying so heavily on cars. The bike master plan offers some hope for finding a way to adjust to the future.

I have no doubt the transition to a slower way of life will be difficult, but I also have no doubt that if we don't, our future will be bleak.

In the near term, we need an ordinance requiring bike parking for events of a certain size. We are seriously behind the curve on that issue.

Scott Lieuallen



Willamette Pedestrian Coalition
P.O. Box 2252
Portland, Oregon 97208-2252
info@wpcwalks.org, www.wpcwalks.org
503- 223-1597

36763

December 30, 2009

*Working together to
improve conditions
for walking in the
Portland region*

Mayor Adams and Council Members
Portland City Hall
1221 SW 4th Ave Room 340
Portland, Oregon 97204

Subject: Portland Bicycle Master Plan

Board of Directors

*Philip Selinger,
President
Katie Urey,
Vice-President
Erin Kelley,
Recording Secretary
Anne McLaughlin,
Treasurer
Roger Averbeck,
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Members at Large

*Todd Borkowitz
Mike Dennis
Jeanne Harrison
Lidwien Rahman
Kevin Smith
Margaret Weddell
Caleb Winter*

Dear Mayor and City Commissioners;

The Willamette Pedestrian Coalition (WPC) is an advocacy organization dedicated to improving walking in the region. We support the adoption of the updated Bicycle Master Plan because it will have positive benefits by encouraging affordable transportation alternatives to driving and improving pedestrian safety. Specifically, the Bicycle Master Plan will:

1. Create a network of greenways that include pedestrian facilities
2. Increase safety and slow traffic (through calming and reduced speed limits)
3. Increase existing and support new funding for all 'green' transportation modes
4. Support implementation of a 'green' hierarchy that recognizes pedestrians at the top of this hierarchy
5. Integrate biking, traffic calming, and pedestrian improvements into Green Street designs
6. Recognize that walking is the primary mode of travel in proposed Bike Districts that overlay Pedestrian Districts
7. Support development of regional and local trails with appropriate separation for bicyclists and pedestrians
8. Support development of integrated street design guidelines
9. Promote new on-street bicycle facilities that improve pedestrian safety (such as bike boxes)

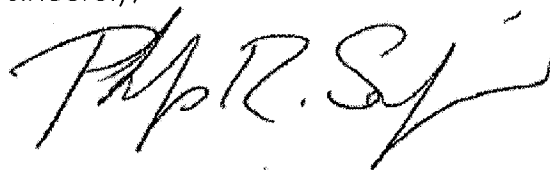
The WPC has two areas of concern with the Bicycle Master Plan that we hope City Council as well as the Portland Bureau of Transportation and other city agencies will recognize. First, the development of off-road trails on soft surfaces that could cause conflicts with pedestrians and create environmental degradation in our parks and open spaces. Secondly, the potential for some new on-street bicycle facilities such as cycletracks may cause increased conflicts with pedestrians.

As the Bicycle Master Plan is implemented, the WPC asks the City to keep in mind the following points:

1. Implementation of fine-grained bicycle and pedestrian networks requires implementation of the City's master street plans.
2. Funding is needed for bicycle facilities AND pedestrian facilities so pedestrians won't be forced to compete with bicycles along streets without sidewalks.
3. The 1998 Pedestrian Design Guide needs to be updated and should be a part of new street design guidelines.
4. The creation of new on-street bicycle facilities should not remove usable public space for pedestrians or decrease safety in existing pedestrian spaces.

Thank you for the opportunity to comment on the Bicycle Master Plan.

Sincerely,



Philip R. Selinger, Board President
Willamette Pedestrian Coalition

C: Ellen Vanderslice, Project Manager
Portland Bureau of Transportation

36763



Southeast Uplift
3534 SE Main St
Portland, OR 97214

p: 503 232-0010
f: 503 232-5265

www.southeastuplift.org

Portland City Council
c/o Ellen Vanderslice, Project Manager
Portland Bicycle Plan for 2030
1120 SW 5th Avenue, Suite 800
Portland, OR 97204

December 29, 2009

Dear Mayor Adams and members of City Council,

This letter is in support of adoption of the Portland Bicycle Master Plan for 2030. SE Uplift also strongly supports and encourages City Council to increase the dedicated funding stream required for implementation of the Bicycle Master Plan as well as actively seeking partnerships with regional governments and new federal funding streams to make the Bicycle Master Plan a reality for our city.

- The entire cost of the plan implementation is currently estimated to be \$600 million. Based on the current population of Portland, this is 45 dollars per person per year for 20 years, or less than a dollar a week per citizen.
- The TriMET Green Line cost a similar amount. If the same amount of money is spent on the Bicycle Master Plan meeting increased ridership goals by 2030, there is a potential to build more transportation capacity within the bikeway network than is currently available on the Green Line.
- Investing in bicycle infrastructure is a cost-effective means to provide access and mobility. Funding the 80% Strategy, which would extend the low stress network of bikeways to 80% of the city's population, will cost \$200 million. In the grand scheme of the entire transportation network and its budget, this is a fairly marginal expense for the amount of capacity it builds for alternative modes of transportation.
- Funding the Bicycle Master Plan supports other city plans and goals. The Bicycle Master Plan plays an important role in attaining the city's goals for controlling climate change set forth in the Climate Action Plan. The Bicycle Master Plan also supports health and safety goals, helps build a prosperous city and promotes affordable accessible non-polluting transportation options.

SE Uplift encourages Council to adopt the Bicycle Master Plan and to find the funding to *implement* the plan. This plan is far too important, relatively inexpensive and potentially effective to end up on the shelf of well-intended planning documents. Thank you for your consideration of the Plan and this letter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Leah M. Hyman', with a long horizontal flourish extending to the right.

Leah M. Hyman, Neighborhood Land Use Program Manager
On behalf of the SE Uplift Land Use and Sustainability Committee

Uplifting community advocacy since 1968.

Ardenwald-Johnson Creek • Brentwood-Darlington • Brooklyn • Buckman • Creston-Kenilworth • Eastmoreland • Foster-Powell
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Sellwood-Moreland • South Tabor • Sunnyside • Woodstock

December 16th, 2009

Honorable Sam Adams & Members of Portland City Council
City of Portland
1221 SW 4th Avenue
Portland, Oregon 97204

RE: Portland Bicycle Plan for 2030

Dear Mayor Adams and members of City Council:

I want to personally congratulate and thank you and PBOT staff for the truly inspiring and aspirational *Draft Portland Bicycle Plan for 2030*. **You have my family's¹ full support in reallocating and marshalling existing (parking revenue) and new financial resources (citywide green transportation bond measure, modest bicycle taxes) to make the Bicycle Master Plan a reality.** Combined with the *Portland Streetcar System Plan* and *Metro's High Capacity Transit Plan*, it provides the multimodal vision and blueprint for Portland's sustainable future. Perhaps most importantly, by expanding and enhancing a robust network of bikeway facilities, it will foster, and knit together, an emerging tapestry of urban amenity rich 20-minute neighborhoods.

One of those emerging neighborhoods is Woodstock in SE Portland. Originally oriented and developed around the streetcar, the neighborhood enjoys a number of shops and restaurants connected by gridded streets and bus transit routes. In addition to new investment along its historic Main Street (Woodstock Blvd), the neighborhood has started to welcome new businesses along SE 52nd Ave. These urban amenities reflect and attract the growing number of young singles, couples and families in the area. This demographic shift has increased the use and demand for bicycle infrastructure in Woodstock.

Located 5 miles from both downtown and the Lloyd District, Woodstock is at the tipping point for "Interested but Concerned" riders. That is, riding one's bike is actually faster than taking the bus and is time-competitive with driving depending on traffic. Strategic investment in world-class bicycle facilities (bike lanes and boulevards, traffic diverters) and amenities (bike boulevard art and signage) in Woodstock would tip the balance for a number of residents and employees in the neighborhood. While the *Draft Portland Bicycle Plan* does include some projects in Woodstock, I encourage you to enhance their scope and/or elevate their priority.

Thank you for the opportunity to voice my support and offer my comments regarding this transformational piece of work. The Plan makes me even more proud to be a Portlander. I look forward to watching and riding as our bikeway system matures into one of the finest in the world.

Respectfully,

Christopher Yake
5223 SE Steele St
Portland, OR 97206
pdxake@gmail.com

¹ 2 adult cycling commuters, a 5-year old that will be cycling to Woodstock Elementary School next year, a 2-year old learning to ride and 1-2 more children in the future.

36763

From: Amy Cortese [mailto:corteseassociates@hotmail.com]
Sent: Wednesday, December 16, 2009 12:50 PM
To: PDOT Bicycle Master Plan
Subject: Please support the Bicycle Master Plan

Dear Mayor Adams and members of City Council,

I'm writing to encourage you to adopt and fund the Bicycle Master Plan. This blueprint creates the plan for Portland to truly become a world class bicycling city while simultaneously reducing our City's impact on climate change, improving public health, and supporting 20 minute neighborhoods.

Your adoption of this plan is just the first step. I also encourage you to direct funds toward the implementation of the plan.

Help make cycling safe in Portland. Thank you for supporting the Bicycle Master Plan.
Sincerely,

Amy Cortese
4631 NE Stanton
Portland, OR 97213



36763

December 14, 2009

The Honorable Sam Adams
Mayor of Portland
1221 S.W. Fourth Ave., Suite 340
Portland, OR 97204

RE: Portland Bicycle Plan for 2030

Dear Mayor Adams:

As Oregon's tourism marketing office, Travel Oregon is very interested in the state's transportation infrastructure, especially those elements that affect visitors' experiences. We are pleased to offer our support for Portland's draft Bicycle Master Plan.

Oregon currently enjoys a very strong bicycle tourism reputation. This is in large part due to thoughtful and successful transportation planning activities in Portland, Beaverton, Salem, Eugene, Corvallis, Bend and Ashland. In fact, Portland is widely recognized as the country's best bicycling city. As a result of forward thinking sustainable transportation infrastructure decisions, positive media coverage has positioned Oregon as a priority travel destination in the minds of visitors.

A recent development that speaks to Oregon's growing cycling reputation is the launch of RideOregonRide.com, Travel Oregon's planning website for the cycling public. It became a reality because Oregon's cycling community determined that such a website was essential to sharing the state's strong cycling story. Launched in September 2009, the comprehensive site now offers cycling information from all around the state, including the many great cycling opportunities Portland has to offer. We strongly believe cycling will continue to be a growing economic contributor to Oregon's annual \$850 million outdoor recreation tourism industry.

Another promising cycling development is the success of Travel Oregon's Rural Tourism Studio program. This community development effort has been piloted in two Oregon locales: Wallowa County and Oakridge-Westfir. The important connection between these two is *bicycle tourism development*. Through local strategic visioning, both embraced bicycle tourism as a key economic focus for their futures. The community curriculum was delivered by Portland's Alta Planning & Design, Inc.; a globally-respected cycling consulting firm. The point here is the interconnectivity of Oregon's economy.

To a great degree, new cycling opportunities in rural Oregon are directly connected to the reputation and success of urban Oregon transportation infrastructure decisions. The more Oregon is seen as a transportation (and cycling) leader, the more opportunity visitors will have to see and hear of Oregon's great cycling environment.

Thank you again for the opportunity to comment on your plan. We support Portland's efforts to maintain its role as a national leader in ridership and bike-friendliness. Portland's draft Bicycle Master Plan provides a good road map to get there.

Please let us know if you have any questions.

Sincerely,



Scott West
Chief Strategy Officer



AARP Oregon T 1-866-554-5360
 9200 SE Sunnybrook Blvd. F 503-652-9933
 Suite 410 TTY 1-877-434-7598
 Clackamas, OR 97015 www.aarp.org/or

December 14, 2009

Portland City Council
 c/o Ellen Vanderslice, Project Manager
 1120 SW 5th Avenue, Suite 800
 Portland, OR 97204

RECEIVED
 DEC 16 2009
 TRANSPORTATION

Dear Mayor Adams:

On behalf of AARP Oregon's 530,000 members, I am pleased to write in support of Portland's efforts to draft a *Bicycle Plan for 2030* that will make the city even more bicycle friendly than it currently is. AARP supports the *Plan's* Strategic Implementation Recommendations and believes that they can, if put into action in coordination with other efforts to deal with transportation issues in Portland, help make the city more livable for all its residents, whether they bike or not.

One of AARP's priorities is to encourage "livable communities" – places where people of all ages and abilities have affordable and accessible housing choices, as well as public buildings, retail services, parks, and a range of travel choices to get safely where they want to go. A livable community enables its residents to stay safe and comfortable in both their homes and neighborhoods. Travel choices, including driving, biking, walking and public transportation, further enable people to stay connected and healthy.

Livable communities that offer mobility choices allow people to maintain independence and quality of life as they age. It really is quite simple: if older people have available transportation options, they will make more trips outside their homes, they will stay connected to their friends and communities, and they will be more engaged in life.

And that's why AARP believes that localities should adopt and implement comprehensive and integrated transportation plans that accommodate pedestrians and bicyclists. Implementation should include evaluating roads to confirm their ability to accommodate all users; updating design, planning and policy manuals; and training planning personnel to plan and design "complete streets."

AARP supports complete streets because they make it safer and more convenient for bicycling and walking, accommodate people with disabilities and older users, are fiscally responsible and promote physical activity. All of these things can contribute to an individual's ability to age at home in his or her community and maintain important social connections that benefit both the individual and the community.

The negative effects of poor planning by a community are particularly evident in automobile-centered communities characterized by dispersed development, more commonly known as sprawl. Such communities often do not offer safe and convenient bicycle, pedestrian and public transportation options. Thus, residents who drive long distances to work or shopping may have less time for leisure, family, and civic activities and may suffer the health consequences of being more sedentary (including heart disease, obesity, and diabetes).

And residents who do not drive may forgo medical appointments and become socially isolated, leading to weaker community bonds and places where people can gather to form relationships. Poorly planned land-use patterns and transportation infrastructure also degrade air quality (which results in respiratory illness among residents of all ages) and water quality (which means potentially polluted drinking water and recreational areas). Such environmental issues are particularly important for older people, who may have health conditions or functional impairments that make them more susceptible to unhealthy environmental conditions.

Older adults need transportation to the places and services that support their independence. As they strive to make effective transportation investments, federal, state, and local policymakers must take into account older adults' mobility requirements and desire for mobility options, including travel by bicycle or foot.

We are pleased to see that the *Bicycle Plan for 2030* considers the unique needs of older residents. The *Plan* notes:

When the automobile is the only reasonable transportation option, some seniors may choose to drive even when their physical, sensory and cognitive capabilities have diminished, making them dangerous drivers and risking the safety of all right-of-way users. Roadways designed to meet the needs of senior cyclists create safer streets while providing transportation choices for all ages.

The same may also be said of younger residents as well – when it comes to cars and driving, everyone's first priority has to be safety, regardless of age. Providing a range of alternatives to those who would otherwise drive makes the roads safer and less congested, and allows those who are unable to drive, or simply choose not to drive, opportunities to remain engaged in the community. As this plan is put into action, accommodating the unique needs of older cyclists will be essential in ensuring that older residents can take advantage of the city's efforts to increase ridership.

AARP commends the *Plan's* drafters for addressing the integration of bicycling into the larger transportation planning that is going on in Portland. In Section 2.1B the *Plan* calls for "capitaliz[ing] on implementation of streetcar and light rail lines to foster development that supports bicycling and walking", as well "provid[ing] opportunities for high-density, mixed-use development." This sort of multi-modal planning is absolutely necessary to provide the residents of Portland with appropriate mobility options, and can help provide the type of livable community that AARP advocates for.

AARP looks forward to Portland taking the steps necessary to put this *Plan* into action to make the city more livable for all who live, work or visit.

Sincerely,

A handwritten signature in cursive script that reads "Rick Bennett".

Rick Bennett
Director of Government Relations
AARP Oregon

MEMORANDUM

Date: December 12, 2009
To: Ellen Vanderslice, PBP Project Manager, Portland Bureau of Transportation
From: Portland Pedestrian and Bicycle Technical Advisory Committee
Regarding: Support for the Portland Bicycle Plan for 2030

The Portland Pedestrian and Bicycle Technical Advisory Committee is concerned about reducing the number and severity of pedestrian and bicycle injuries and fatalities in Portland, and increasing the number of people that are walking and biking within our community. We understand that by increasing the number of pedestrians and bicyclists that use our transportation system, we increase the safety of our transportation system for all modes and users.

The Portland Pedestrian and Bicycle Technical Advisory Committee voted to take action to endorse the Portland Bicycle Plan for 2030. The Plan offers engineering, education, and encouragement elements that will benefit both bicyclists and pedestrians. We applaud the Plan for the following elements:

- ✓ Enhance and expand Portland's current bicycle infrastructure
- ✓ Expand the bike network into areas that have limited options for safe bicycling
- ✓ Create protected bikeways to separate vulnerable users from vehicle traffic along busy streets
- ✓ Continue and expand education for youth and adults through various programs and services
- ✓ Support for enforcement of Oregon traffic laws to ensure safety for all modes

In the future, the Portland Pedestrian and Bicycle Technical Advisory Committee would like to have the development of end of trip facilities taken into consideration on future bike planning efforts with consideration given to provide features such as changing facilities, long-term bicycle storage facilities, and more.

This memorandum serves as the statement of endorsement for the Portland Bicycle Plan for 2030 from the Portland Pedestrian and Bicycle Technical Advisory Committee. We encourage your efforts in moving this plan forward.

Please contact Sharon White, Portland Transportation staff coordinator for the Portland Pedestrian and Bicycle Technical Advisory Committee, at (503) 823-7100 if you have any questions.

Thank you,

Portland Pedestrian and Bicycle Technical Advisory Committee

travel
PORTLAND

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December 7, 2009

Mayor Sam Adams
City of Portland
1221 S.W. Fourth Ave., Suite 340
Portland, OR 97204

RE: Portland Bicycle Plan for 2030

Dear Mayor Adams:

As Portland's tourism marketing office, Travel Portland is very interested in the region's transportation options and infrastructure, especially those elements that affect visitors' experiences and their ability to access chosen destinations.

Portland's reputation as the "Best Cycling City in the U.S." (*Bicycling* magazine), and as one of the top cycling cities in the world (*Virgin Vacations* website), gains Portland a lot of positive publicity and further enhances the city's image as a great travel destination for active visitors. Portland's bicycling infrastructure and culture also contribute to its reputation as a top green-travel destination—an increasingly important attribute for attracting both meeting business and leisure travelers.

Bicycle tourism is gaining steam locally. For example, Travel Oregon just launched its RideOregonRide.com website, and many Portland-area hotels now offer bicycles for their guests' use. New businesses catering to bicycle tourism are emerging, such as Pedal Bike Tours and Kerr Bike Rentals.

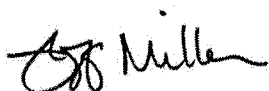
However, as you know from attending the annual National Bike Summit in Washington, D.C., many other cities are getting serious about bicycle transportation as well. If Portland wants to increase ridership and maintain a position of leadership, it needs to continue to invest in advancing its infrastructure to higher levels of comfort and continuity.

This draft Bicycle Master Plan provides a good road map to get there. Travel Portland especially supports the PBOT staff and Planning Commission-recommended changes to stress the importance of off-street paths, as well as plans to increase the bike-friendliness of the downtown core and improve way-finding.

Travel Portland also recommends that the city capitalize on opportunities to decrease congestion and enhance freight mobility by ensuring coordination of the Bicycle Plan for 2030 and the Freight Master Plan.

We appreciate the opportunity to have been included in this process. Travel Portland looks forward to continuing its partnership with city government to make Portland a top tourism destination.

Sincerely,



Jeff Miller
President & CEO



Adam Berger
Chair, Travel Portland Community
Action Committee

36763

boora architects

720 SW Washington
Suite 800
Portland, Oregon 97205
503.226.1575
503.241.7429 fax

boora.com

November 25, 2009

Ellen Vanderslice, AIA
City of Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204

RE: *Portland Bicycle Plan for 2030*

Dear Ms. Vanderslice:

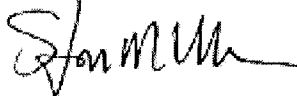
On behalf of my partners and colleagues at Boora Architects, I offer my enthusiastic support for the *Portland Bicycle Plan for 2030*. We look forward to living and working in a world-class city that offers its citizens the infrastructure to support healthy sustainable lifestyles.

Attracting new bike riders by building a fine-grain network of safe, convenient, and comfortable bikeways is an important step toward increasing the health of our community, sustaining livable neighborhoods and local economies, reducing carbon emissions, and providing a fun and affordable transportation option for more Portlanders.

The *Portland Bicycle Plan for 2030* provides the vision and the implementation strategies to meet the demand for safe bicycling facilities over the next twenty years and help ensure Portland is a thriving, prosperous, and sustainable city.

Sincerely,

Boora Architects



Stephen M. Weeks, AIA, Principal

January 23, 2010

*emailed 1/27/10
CC C. Vandervliet*

Mayor Sam Adams
Commissioner Amanda Fritz
Commissioner Dan Saltzman
Commissioner Randy Leonard
Commissioner Nick Fish

36763

AUDITOR 01/27/10 AM 8:37

c/o Council Clerk
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

Re: The Bicycle Master Plan for 2030 Recommended Draft January 2009

Dear Mayor and City Commissioners,

We request that the Portland City Council adopt the Bicycle Master Plan for 2030. The plan emphasizes the importance of greenways in meeting the strategic goals of both the Climate Action Plan and the Regional Transportation Plan. Prioritizing the construction of the Willamette River Greenway Trail shows a commitment to providing safe facilities for alternative modes of transportation.

The Willamette River Greenway Trail will become a vital and necessary link in the regional trail and transportation system (that includes the 40-Mile Loop Trail, the Eastbank Esplanade, Springwater Trail and others). To date, the North Portland segment represents a major gap in the Regional network. The trail is a piece of infrastructure connecting residents with jobs on the working waterfront while also affording a connection to the rest of the city.

We wish to thank the Portland Bureau of Transportation Staff for the many hours and months of work on the draft plan. And thanks to the City Council for their consideration of our comments and requests.

Sincerely,

Carl Levin and Laura Zalent

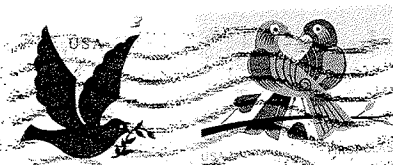


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7052 N. Dwight
97203

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25 JUN 2004



The Mayor and Commissioners
c/o. Council Clerk
1221 SW 4th Ave Room 140
Portland, OR
97204

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