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Subject: Testimony to the Portland Planning and Sustainability Commission related to the Comprehensive Plan victimizing Portlanders, October 14, 2014

The anti-car mindset contained in the comp plan victimizes Portlanders. The driving "community" is victimized by the siphoning off and poaching motorist paid gas taxes to fund specialized infrastructure for freeloading bicyclists that arrogantly refuse to follow even the simplest of traffic control devices. When receiving citations for blowing through controlled intersections outside the Metro area, their self-righteous excuse is they don't have to stop in Portland. Sharing the road must require sharing the financial responsibility. The comp plan needs to specify bicyclists pay for bicycle infrastructure.

Family time and the environment are victimized with projects like curb extensions and the road diet plan on Foster. A combined 1280 daily hours will be added to travel times on Foster alone with engines running longer and more fuel being consumed. Motor vehicle capacity needs to be expanded to keep traffic flowing, not reduced.

Neighborhood livability and quality of life are being victimized by not requiring adequate parking commensurate with new multi-family residential development. Neighborhood streets fill up with parked cars - some occupying the same place for days on end. This victimization is already taking place on lower Division. PBOT now wants to manage on-street parking - likely with new fees - thereby victimizing under represented daily drivers and automobile owners, and further victimizing longtime residents for a problem that City policy has created. A 2013 study identified that 72 percent of the occupied units in apartment buildings without parking have one or more cars. The comp plan needs a reality check by requiring a minimum of 75 parking places per unit for new residential development - including on civic corridors like Sandy Boulevard, in town centers like Hollywood and around transit stations.

Job seekers are victimized in that eight to ten percent of the jobs in the US are tied to the auto industry - most of them family wage jobs. An average new car dealership in Oregon employs about 60 people. The income people earn is also victimized.. A bicycle mechanic earns about 27 to 28 thousand dollars per year while an auto mechanic earns closer to 40 or 50 thousand dollars. With a higher percentage of lower wage jobs due to the anti-car mindset, the City receives less tax revenue to provide services to the people, and spends a greater share of tax dollars to subsidize low income households.

Finally, taxpayers are victimized. Whereas driving is subsidized at less than a dime per passenger mile, transit is subsidized at over 60 cents per passenger mile. Enlarging the footprint of transit and adding streetcar lines increases costs in effect broadening the nonexistence of financial self-sustainability. While a financially self-sustainability goal for transit must be inserted into the comp plan, it is economically unfeasible to expect any form or magnitude of transit will take everybody where they want to go. You don't see the City of Portland rushing to eliminate the fleet of city owned cars.

In closing, for the economic vitality of Portland; transportation hierarchies, language and incentives that financially encourage alternatives to driving along with attacks on the automobile all need to be removed from the comprehensive plan.

Respectively submitted,
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