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**Subject: TSP testimony to the Portland Planning and Sustainability Commission,
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At the City Council hearings on the street maintenance fee, testifier after testifier kept asking "where has all the money gone?" The answer is not just blowing wind. Clearly as illustrated in the TSP, motorist paid gas taxes are being siphoned off to pay for specialized bicycle infrastructure for freeloaders which in many instances also reduces motor vehicle capacity and lanes. As delivered in testimony at the fuels standards hearing in Salem, even AAA has come to the conclusion that the road diets are adding to congestion, and thereby making air quality worse rather than better.

Unlike a balanced process that would have seats at the table proportionate with the mode split where taxpaying motorists would be justly represented; the gas tax rip-off continues because the various transportation committees that pick the priorities and set the budgets are stacked decks of anti-automobile/alternative mode activists that want everything paid for by the people that drive. Nearly ten percent of the jobs in the US are tied to the auto industry. Not stealing from the gas tax and supporting these family wage jobs with motor vehicle infrastructure improvements is a significant component in sustaining a vibrant economy.

That said, any bicycle infrastructure project in the TSP that reduces motor vehicle capacity or lanes needs to be removed. In my neighborhood that means eliminating the portion of the Halsey Street Bikeway between 39th and 67th (#40086/10320) because: 1) The street is constrained by it's narrow width. 2) Neighbors near Providence Home Services want parking on Halsey maintained so overflow from the parking lot does not take place on the residential cross streets. 3) The failing intersection at 60th needs a westbound left turn pocket within the existing right-of-way. 4) The two motor vehicle lanes in each direction for the jog on Halsey between 57th and 60th need to be maintained. 5) With two lanes in each direction, Halsey between 39th and 47th is frequently congested. 6) The Tillamook/Hancock bikeway is a mere two to three blocks to the North.

Likewise, because four full motor vehicle traffic lanes with parking on both sides of the street needs to be maintained to support traffic volumes and small businesses on Sandy Boulevard, only the pedestrian crossing portion of the Sandy Corridor Improvements (#40068/10180) should be carried forward.

Finally, the Sullivan's Gulch Trail (#40104) needs to be paid for by the bicycling community and not by raiding motorist paid taxes and fees, and any streetcar expansion needs to be derailed because it is not financially self-sustainable, has exorbitant costs for taxpayers, and will only create more congestion.

Respectively submitted,

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