

NEIGHBORHOOD GREENWAYS ASSESSMENT REPORT

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

NAME (print)

ADDRESS AND ZIP CODE

Email

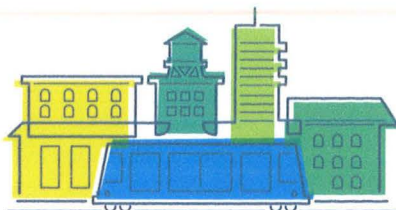
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WWW.PEARLDISTRICT.ORG

**PEARL DISTRICT**  
NEIGHBORHOOD ASSOCIATION  
EST. 1991

August 26, 2015

Re: Neighborhood Greenway sAssessment Report

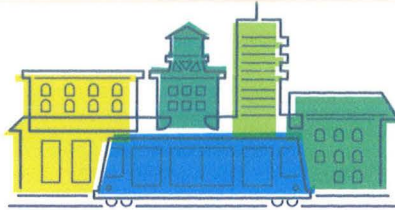
Dear Honorable Mayor Hales and Distinguished Members of City Council,

The Pearl District Neighborhood Association strongly supports the assessment findings, policy updates and recommended performance guidelines found in the Neighborhood Greenway Assessment Report released by the Bureau of Transportation. Developing a city that is friendly and accommodating for bicycle riders of all ages and abilities is incredibly important if the city wants to meet its mode split and carbon emission reduction goals. For Northwest in particular, building out a better greenway network would help not only people who live here, but also the significant populations of those who commute here or visit for medical appointments, shopping, recreation and other activities.

The well-connected street grid and high-density mixed use urban form in Northwest Portland create a dynamic, eminently walkable environment and, along with the neighborhood's proximity to downtown, contribute to walking mode share that is among the highest in the city. Unfortunately, the substantial amount of pedestrian activity, density of destinations and less defined street hierarchy compared to other neighborhoods leads to significant automobile traffic distributing throughout the grid. This creates the need for stop signs every few blocks mainly to prevent speeding motorists from cutting through the area, but which also inconveniences people who bike. But the biggest problem is that without better traffic volume management in the form of automobile diversion, Northwest greenways consistently experience the highest traffic volumes in the entire city, with every greenway seeing more than the maximum recommended volume of 1,000 cars/day. Therefore, they are relatively high-stress locations to ride a bike, particularly for families with children and the elderly.

As the report indicated, there has been a notable lack of bicycle facility investment in Northwest Portland, and the disconnected nature of our bicycle network has led to stagnant bicycle mode share compared to inner Northeast and Southeast. Bike lanes are few and far between and where they exist are narrow and can drop without warning; I-405, Burnside and the railroad form major barriers to connectivity; and neighborhood greenways lack almost any form of traffic calming or crossing treatments and are in fact greenways in name only. But it does not have to be like this. Northwest Portland could be one of the city's best neighborhoods for bicycling, if the city took an approach from Vancouver BC's West End neighborhood. The West End, at the foot of Stanley Park, is similar in character to Northwest with dense multi-family housing buildings and a strong street grid. The neighborhood decided to implement a series of traffic calming measures in the late 1970s after getting fed up with speeding cut-through traffic. By placing a few pocket parks, cul-de-sacs and diverters, the speed and volume of cars on neighborhood streets was reduced, which has created one of North America's most livable neighborhoods. That's something that Portland can adapt if the city developed a holistic plan to shape the prevailing traffic patterns in the area to meet livability and bicycle-friendliness goals.

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Northwest Portland has some great projects in the pipeline for bicycling, including the NW Flanders Street Greenway which will create safe crossings at I-405 and Naito Parkway and the Green Loop which will leverage the Park Blocks to create a more pleasant north-south route through downtown. But these are longer-term projects that are at least 5-10 years from fruition. Our neighborhood desperately needs more immediate relief with our bikeway network and have several projects in mind that can be done for relatively cheap, including installing temporary diversion on NW Johnson Street, building out the greenway on NW Marshall Street, creating a safe and clearly marked route between Naito Parkway and numerous east-west greenways, implementing traffic calming on NW Overton Street, completing unfinished bicycle lanes on 16th and 19th Avenues, and implementing some of the recommendations of the *Pearl Access and Circulation Plan* adopted by this very body in 2012.

In summary, PDNA urges the City Council to adopt the plan as recommended by PBOT and seek additional funding that could be used towards building out both short-term and long-term bicycle priority projects, for the health, safety and livability of our neighborhoods. Instead of being an afterthought, Northwest Portland could be one of the best places in Portland to ride a bike, as long as bicycle travel is encouraged and promoted using PBOT's recommended tools, policies and performance guidelines.

Regards,

Reza Farhoodi

Pearl District Neighborhood Association  
Planning and Transportation Committee Co-Chair

With its tight density and access to a full offering of facilities and services, Northwest Portland enjoys a distinction few other neighborhoods in Portland can claim: the ability for residents to live a truly car-free lifestyle. Biking is a (if not *the*) key alternative to driving a car, yet many residents of Northwest don't feel safe biking on our streets. Even in a neighborhood as dense as this one, cars still dominate our roads. We have designated neighborhood greenways, but these seemingly bike-friendly streets need improvement in order to offer a truly safe transportation option for cyclists. These greenways lack safe passage through difficult crossings. They lack diverters, curb extensions, and ample signage to make it clear to cars they are not intended as throughways. Simply put, cars have little disincentive to travel on greenways, and will often unsafely pass cyclists in order to travel at "normal" speeds.

In order for cyclists and cars to achieve parity in our neighborhood, the city must take action. Recreational cyclists should feel safe while biking in the area. Commuters should have straightforward, efficient access to downtown and the Willamette River bridges. (Erecting a Flanders street bridge over I-405 is critical to this aim.) Improving our neighborhood greenways, with the intent to give bicycles and cars equal treatment, will go a long way in making this vision achievable. Please take this opportunity to help improve the livability of our neighborhood and to help make Portland the multi-modal city we strive to be.

Tyler Bullen  
Northwest Resident

August 24, 2015

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Portland City Council  
1221 SW 4th Avenue  
Portland, Oregon 97204

Dear Mayor Hales and Portland City Commissioners,

For the record my name is Gerik Kransky, Advocacy Director with the Bicycle Transportation Alliance. We are a nonprofit organization that creates healthy, sustainable communities by making bicycling safe, convenient and accessible in our work over the last 25 years.

Today I'm asking you to support the resolution for Portland's Neighborhood Greenway Assessment Report and Recommendations. With this report the Portland Bureau of Transportation is providing critical information about how to make our neighborhood streets safe and I hope the City will take the advice and put it into action.

Long ago the City of Portland asked residents to choose neighborhood streets when riding a bicycle. The reasons were simple; it is cheap and easy for the City to build bicycle boulevards with paint and signs and the routes are comfortable to ride because they have only a few slow moving cars. This 1980's -era solution is no longer working and it is time for an upgrade.

It is time for the City of Portland to advance adopted policy goals to increase the number of people walking and biking. The connection among increases in auto-traffic congestion, flat bicycle ridership, and increases in population should be clear. We are not doing enough to make bicycling a safe, convenient, and accessible transportation choice and everyone, regardless of how they get around, is feeling the impact.

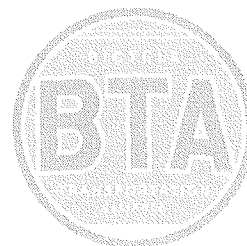
Now is the time to invest political and financial resources into these hardworking streets. This report makes it clear that we need to divert auto-traffic onto main streets to help all our streets work more safely and efficiently. Please pay special attention to the need for new traffic calming and diverters on our Neighborhood Greenways.

Thank you for your time, I hope you will support Portland's Neighborhood Greenways.

Sincerely,



Gerik Kransky  
Advocacy Director



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

37149

**Subject: Testimony to the Portland City Council related to Greenways and Funding Bicycle Infrastructure, August 26, 2015.**

It is only equitable that if cars are restricted from using greenway streets, gas tax revenues and other motorist paid taxes and fees also need to be restricted from paying for them. Likewise, if motor vehicles are restricted on greenways, bicycling needs to be discouraged on high traffic volume streets such as Hawthorne and Sandy Boulevard, and streets such as lower Division and Halsey where parallel bike routes are only a few blocks away. If motor vehicle travel lanes can be removed on Foster thereby adding a combined 1100 and 80 daily hours of engine of running time, then bicycle lanes can be removed from streets like SE 26th where they create a safety hazard on such a narrow right-of-way.

The boisterous and unruly squeaky wheel of the bicycle lobby has infiltrated and for the most part taken over control of PBOT, and is unethically city subsidized. The public process is broken. PBOT citizen and advisory committees have become stacked decks dominated by special interests and alternative mode advocates with little to no seats at the table for the primary financial stakeholders.

Approximately 80 percent of the trips in the Portland-Metro area are by car. Nearly 10 percent of jobs nationwide are tied to the auto industry - most of them family wage jobs. City streets are getting more congested. With road diets and traffic diverters, PBOT is continuing to make the overall situation even worse.

What will it take to end PBOT's discrimination towards drivers, reverse the City's prejudice anti-automobile policies and thereby create more family wage jobs? What will it take to stop profiling motorists as the origin for all traffic safety issues?

Taking a page from the bicycle activism playbook and to get the city's attention, will it require a protest that disrupts bicycle travel during the evening commute? A couple of options could include a sit-in on the bike lane right out here on SW Madison where bicyclists ride too fast, or blocking bicycle access to the Hawthorne Bridge. Since any such protest would be freedom of speech, a single equity standard would obligate police to just sit idly by and watch as they did when protesters were dangling from the St Johns Bridge, blocking intersections in downtown Portland or when bicyclists were blocking traffic on Powell.

The bottom line here is that adult bicyclist paid license and user fees need to be implemented as the primary source of funding for bike lanes, greenways and other specialized bicycle infrastructure; and motorists must have equitable representation on PBOT committees that is proportionally linked to the mode split and who supplies the funding.

Respectfully submitted,

Terry Parker  
Northeast Portland