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Subject: TSP Testimony to the Portland Planning and Sustainability Commission related to NE Sandy Boulevard and the Tillamook Bikeway March 23, 2016.

NE Sandy Boulevard is already a heavily congested street. Between 12th Avenue and I-205 the street backs up in both directions during the morning and especially in the evening rush hour.

It is a fantasy to think that cars, car ownership and the nearly 10% of the jobs in the US that are tied to the auto industry are going away. Car trips are expected to increase by 49 percent over the next 20 years regardless of how much mass transit service is added. The majority of auto related jobs are in the family wage category and wouldn't be easily replaced.

Wedging in a bike lane on Sandy is absurd, short sighted and unintelligent. It would require removing a travel lane or on-street parking or both. Removing a travel lane virtually creating a road diet would make congestion worse, add to emissions, divert some traffic to other streets and increase cut through traffic in residential neighborhoods. Removing on street parking will hurt small businesses, the majority of those located on Sandy not have off-street parking.

The Comprehensive Plan designates much of the land use along Sandy as CM1 2 or 3 with no off-street parking required even though it should be. This makes maintaining on-street parking on Sandy even more important. Design and Development policies 4.32 and 4.33 specifically address the mitigation of off-site impacts on adjacent residential areas. Additionally, Urban Form corridor policies 3.45 through 3.47 address accommodating growth and mobility needs for people of all ages and abilities, accommodating multi-modal uses and balancing all modes of transportation.

Existing residences and business must not bear the burden - cost or otherwise - of limiting parking supply which would create the negative impact of the over night and long term storage of vehicles from new development on streets in single family neighborhoods. The design, development and urban form policies must supersede the mindset of Parking Management policies 9.54 through 9.57 that seek to encourage lower car ownership and limit adequate parking for car storage in new multi-unit residential development; and supersede the discriminatory hierarchy strategy for people movement in policy 9.6.

My neighborhood association - Rose City Park - has come out in favor of requiring adequate off-street parking with new development on Sandy including three parking places for every four new residential units. My neighborhood association is also opposed to adding bike lanes on Sandy and supports developing alternative routes. Both decisions need to be incorporated into the TSP and comprehensive plan.

To reduce backups and make traffic flow better on Sandy, the relocation of bus stops to locations where bus zone pullouts can be provided is needed. That would eliminate TriMet buses stopping for passengers at curb extensions and in travel lanes that disrupt, impede and obstruct traffic flow backing up vehicles in groups that eventually combine to fill the entire street also slowing overall bus travel times.

Additionally, any thoughts of adding a streetcar to Sandy needs to be taken off the table. Not only would be costly and not financially self-sustainable, but it would also create substantial negative impacts to traffic congestion. Any changes to traffic lane configurations, on-street parking and the cross section of Sandy Boulevard must require an environmental impact study along with an economic impact study.

Finally, a comment related to the NE Tillamook Bike Route. There are no markings or bike lanes between NE 62nd and NE 65th on Tillamook Street. Adding bike lanes would likely require removing parking on at least one side of the street - in front of people's houses or adjacent to Rose City Park where the parking is utilized for activities in the park. Neither are acceptable outcomes. No problems exist other than arrogant bicyclists violating the law and not stopping at the four-way stop at the offset intersection at 62nd and Tillamook. Enforcement could go a long way to correcting these violations. It would be a waste of transportation dollars to add bike lanes for this three block section of Tillamook that currently accommodates both light neighborhood traffic and bicyclists.

You as members of the Planning and Sustainability Commission were appointed to represent all the people of Portland including the primary financial stakeholder motorists who make up 80% of the trips by driving, the car owners and members of neighborhood associations - not just the car haters, the bicyclists and their lobby groups, the transit users and the other alternative transport mode users. Your recommendations to the City Council must therefore represent equity - both financially and otherwise - for all users of our transport infrastructure.

Respectively submitted,

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