



## **BIKE LOUD PDX**

BIKELOUDPDX@GMAIL.COM

@BIKELOUDPDX

FACEBOOK.COM/BIKELOUD

---

**To:** Portland Sustainability Commission and PBOT

**CC:** Steve Novick, Leah Treat, Art Pierce, Roger Geller, Ian Stude, Carl Larson, Jonathan Maus, Michael Andersen

BikeLoudPDX as a biking community adopted this document on March 8th to add our voice to the Comprehensive Plan. Prioritizing safe bicycle infrastructure for all ages will not only help meet our 2030 mode share goals, but will lower our overall carbon emissions, give us better air quality, and create community. As an organization concerned with equity for all, including members throughout Portland of all ages, we would like to stress how important it is that improvements are placed where they would do the most good for the most residents, both current and future.

### **Five Overall Conceptual Endorsements:**

1. Protected bikeways on commercial corridors prioritizing the most dangerous and cost effective sections that have local support (Barbur, Broadway-Sandy, Belmont-Burnside).
2. Complete our greenway system ASAP including a High End East Green Loop (see map, p.4) where all decisions are made in favor of active transportation including micro park rest-stops and motor vehicle diversion at least every quarter mile. "Park Ribbon Promenades" should be created through park-poor neighborhoods and near major roadways. This would be a cultural asset to the entire city.
3. Portland Bike Share. Our support is contingent on bike share being considered a modern mass transit system. It needs to be funded from the general fund, or through an expansion of the payroll tax that funds TriMet. Its geographic reach needs to be expanded to include commercial corridors, centers, campuses, employment centers, and MAX stations throughout the city in an equitable manner as quickly as economically feasible to provide regional access and equity.
4. Transfer auto-focused infrastructure money to neighborhood greenways and bike lanes citywide.
5. Pick an urban center and make it as bike and pedestrian friendly as possible. Our first choice would be the Hollywood Town Center Safety Improvements #40045 as it lies in the heart of the central eastside and includes the NE Sandy high crash corridor.

## BikeLoudPDX's Top Priorities:

1. Inner Eastside Pedestrian/Bicycle Bridge #20077 7<sup>th</sup> Avenue Overpass as part of the inner Green Loop. (\$8.3 million)
2. North Portland Greenway Trail Segment 5 #116440 plus integrating or removing the Larrabee Ramp #20065. (\$8.3 million)
3. SW Barbur. (\$3.7 million) #90016
4. East Burnside. (\$8.3 million) #70010
5. East Portland Greenways (\$5.7 million) including: NE 72nd #40082 (\$1.4 million), the SE 70's/80th Greenway #70052 (\$2.8 million) the Four M's #80020 (\$0.5 million), Bybee MAX Station to the I 205 path Lower Southeast Bikeway Improvements #70075 (\$1 million)
6. I 205 Under-crossing #116470. (\$2 million)
7. Inner Holgate. #70033 (\$2 million)
8. 122<sup>nd</sup> Road Diet #50049, we recommended a lane reduction in favor of bike and people space (\$8 million)

Barbur, Burnside and 122<sup>nd</sup> are High Crash Corridors and should be prioritized for lane reduction NOW to be replaced with protected bike lanes. This list contrasts with the **Bicycle Advisory Committee to City Council (BAC)** list which focuses on downtown and inner Portland at the expense of the underserved.

The BAC recently released their recommendations for their highest priority projects citywide. As a bike focused community, we feel that funneling two thirds of the next round of investments to the downtown and inner-ring neighborhoods (as defined by the comprehensive plan Figure 308 on Urban form Pattern areas) is not equitable to the rest of the city, where the majority of current residents live, work and play. These areas have historically been underserved. As such, we would like to recommend an alternative, inverted prioritization.

Though many of these projects are also on BAC's list (1,2,3,6,8), we feel our choices better reflect the activities, needs and priorities of the Portland community as a whole. Our list also places two thirds of the investment outside of the inner-ring neighborhoods, thus providing more neighborhood and class equity.

## Projects That Should Not Be Funded

Here is our list of those projects that we believe should be DROPPED from the TSP (\$ saved in parentheses):

1. Hayden Island Rail Yard Expansion #30062. West Hayden Island should remain undeveloped and remain as open space forever. (\$9.5 million)
2. I 5 Broadway-Weidler Interchange Expansion #108670 (\$ 45 million)
3. I 205 Southbound Auxiliary Lane Expansion #113690. (\$8.5 million)
4. I 205 Northbound Auxiliary Lane Phase 1 and 2 Expansion #113700 and #113990. (\$23 million)
5. Burnside-Couch Couplet, unless protected bike lanes from Park Avenue to the bridge are included. (\$5 million)

Freeway expansion **induces demand**; we recommend congestion pricing and better bikeways instead. The \$77 million allocated for freeway expansion, if funnelled into

bikeway and mass transit improvements, would relieve congestion long-term and lower our overall environmental impact, whereas increasing capacity would have the opposite result.

## Ranking Significant Multi-Use Paths in Terms of Need and Value to the Entire City:

1. North Portland Greenway Trail Rose Quarter Rose Quarter to Cathedral Park integrating the Larrabee ramp or its removal.
2. Red Electric Trail from Fanno Creek to the Waterfront.
3. Tilikum to the Highway 26 Path including a direct connection to PSU.
4. Marine Drive-Columbia Slough Gaps.

## Sullivan's Gulch Phase 1 Issues:

Sullivan's Gulch Phase 1 should not be built unless we have the right of way and funding for Phase 2 as well. This should include slope environmental restoration, park rest-stops along the route in strategic locations and robust connections north-south to every neighborhood along the route. Until we catch up on the infrastructure needs of the rest of the city, including these higher priority paths in regions without alternative routes, the \$35-50 million investment could be better used elsewhere.

Thank you for your work and efforts to make this a more equitable and sustainable city. BikeLoudPDX is a youthful and growing organization whose input on the Comprehensive Plan, which is a template for a city of the future, represents these underrepresented voices that will be living, working, playing and riding in Portland for decades to come.

We hope these recommendations will improve the entire comprehensive vision of Portland for all residents regardless of geographic location or economic status.

Sincerely,

BikeLoudPDX  
Chair: Alex Reed

**Appendix: Map of Proposed High-Quality Greenway Loop**

