



BIKE LOUD PDX

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To: The Planning and Sustainability Commission
Re: TSP Discussion Draft Comments
From: BikeLoudPDX

cc: Mayor Hales
Commissioner Novick
Leah Treat
Art Pearce
Ian Stude
Roger Geller

Dear Planning Staff,

BikeLoudPDX, an all-volunteer grassroots cycling advocacy group based in Portland, would like to thank the Planning and Sustainability Commission for the many positive changes to the TSP draft implemented since the last comment period ended in March of this year. We are very pleased to see that all of the active transportation projects that we requested receive priority are now in the constrained category, and that some of the projects we requested be de-funded are now unconstrained or absent from the TSP.

Regarding the current TSP Discussion Draft, we are disappointed to see that many of the projects that are critical to shoring up gaps in our cycling network are currently slated for the 11-20 year time range. Based on the slow progress the city has made so far in building out the 2030 Bike Plan, we are concerned that projects in the 1-10 year range may get pushed into the 11-20 year range, and the ones slated for 11-20 years may not happen at all. We are therefore requesting that the following crucial projects be upgraded from 11-20 years to 1-10 years:

- 1) Inner Sandy Blvd Bikeway (#40106)
- 2) North Portland Greenway Trail, Segment 5 (#30091)
- 3) Hollywood Town Center Safety Improvements (#40045)
- 4) Belmont/Morrison Bikeway (#20063)
- 5) Inner Holgate Bikeway (#70033)

We would also like to take this opportunity to emphasize the great need for the following projects that are currently categorized as 1-10 years, that we would like to see continue to receive funding prioritization in the TSP:

- 1) Inner E Burnside Ped/Bike Improvements (#70010)
- 2) Inner Barbur Corridor Improvements (#90016)
- 3) Portland Bike Share (#20111)
- 4) Inner Eastside Pedestrian/Bicycle Bridge (#20077)
- 5) The multiple greenways proposed for N, NE, SE, and E Portland (e.g. NE/SE Seventies Bikeway #40082, 70052)

However, we must note that there are some glaring omissions from the TSP map. Compared to the 2030 Bike Plan, the TSP contains significantly fewer bicycle infrastructure projects. While we acknowledge that there are new projects in the TSP that are not found in the 2030 Bike Plan, the TSP omits a substantially greater number of proposed projects that are present in the 2030 Bike Plan. In particular the 2030 Bike Plan is more balanced in that it includes not only a comprehensive greenway network, but also substantially more bicycle facilities on arterial streets (example: SE Hawthorne) and sub-arterial streets (example: SE 20th) than currently recommended in the TSP. Considering that the TSP is supposed to cover transportation planning through 2035, while the Bike Plan just covers through 2030, this decrease in the number of cycling infrastructure projects is disconcerting.

We are also concerned that the Central City “Green Loop” project does not appear on the TSP, although the Inner Eastside Pedestrian/Bicycle Bridge (#20077), a proposed element of the Green Loop, does. While the Green Loop project is still in the planning stages and does not yet have a concrete route decided, we request that the project appear on the TSP in some form, and that the project is not forgotten as funding discussions move forward.

We recommend postponing the Sullivan’s Gulch Trail three-segment project (#20110, #40117, #40118; segments 1 and 2 are currently listed as constrained) and redistributing the funds as indicated above. (It should be noted, however, that we still strongly support the I-205 Undercrossing (#40119) and do not believe it should be downgraded as well.) While we certainly do not object to the Sullivan’s Gulch Trail as a concept, we believe that the funds could be better spent elsewhere to support cycling facilities on our greenways and arterial bikeways instead. We also are of the opinion that relative to the Sullivan’s Gulch Trail, the North Portland Greenway Trail fills a more crucial gap in our active transportation network, and we would rather see city funds and focus placed in that project. We are also concerned about right-of-way issues regarding the freight tracks that run parallel to both these projects, and believe that negotiation capital would be much better spent on securing the right-of-way for the North Portland Greenway Trail than Sullivan’s Gulch Trail.

Thank you for your consideration. We look forward to reviewing the Proposed Draft of the TSP.

Sincerely,
Emily Guise and Ted Buehler, Co-chairs
Approved by the general membership, November 2015