



BikeLoudPDX

June 24, 2015

Dear Mayor and Commissioners,

BikeLoudPDX is a new Portland-focused cycling advocacy group. Our goal is to empower Portlanders to create safer streets via grassroots action and focused advocacy campaigns. Prioritizing safe bicycle infrastructure for all ages will not only help fulfill the goals of Portland's 2030 Bicycle Plan and Vision Zero Plan but will lower our carbon emissions, mitigate pollution, decrease the economic toll of congestion, and create a more livable and healthy community. BikeLoudPDX strongly advocates for construction of protected bikeways, implementation of Portland Bike Share, and traffic calming of neighborhood Greenways and other bike routes. We ask the city to demonstrate their commitment to the 2030 Bike Plan and Vision Zero by implementing the following feasible actions as soon as possible. We also ask for an update on these and other Vision Zero actions at an open house within the next 4 weeks.

* Readjust the city's transportation budget so it's 52% safety - 48% pavement. This would help prevent future tragedies because PBOT staff deny many safety requests due to inadequate funding.

Link -- 2030 Bicycle Plan, Page F-2 (reference to needing General Fund funds)

<https://www.portlandoregon.gov/transportation/44597?a=379137>

* Direct PBOT staff to install interim diverters on ~4 neighborhood greenways with major car cut-through problems -- Clinton and 28th, Lincoln and 41st, Ankeny and 16th, and Gladstone near 39th etc. This would help prevent future tragedies because the density of cut-through traffic contributes to left hook crashes like the fatality at 39th and Gladstone.

Link -- 2030 Bicycle Plan, Appendix D, Page 16 "Traffic Volume Control Measures"

<https://www.portlandoregon.gov/transportation/article/334689>

* Install "Bicycle may use full lane" signs throughout the city on neighborhood greenways and other bike infrastructure where cars and people biking are in close proximity . This would prevent future tragedies by educating all road users on how to safely "share the road." (and correcting the misconception that bikes belong in the door zone on neighborhood greenways)

Link -- MUTCD Figure 9B-2, Section 9B.07_07

<http://mutcd.fhwa.dot.gov/pdfs/2009/part9.pdf>

* Direct police to enforce speed limits on neighborhood greenways & other key bicycle routes, with outreach, and zero tolerance. This would help prevent future tragedies based on the numerous near-misses people currently experience.

Link: 2030 Bicycle Plan Section 4.2.3

<https://www.portlandoregon.gov/transportation/44597?a=379135>

* Direct police to track and prioritize responses to crashes involving vulnerable road users.

This would help the city and police prioritize safety fixes and enforcement respectively.

Link: 2030 Bicycle Plan Section 4.2.C, 2nd bullet, very specific directive.

<https://www.portlandoregon.gov/transportation/44597?a=379135>