



Bureau of Planning and Sustainability
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Portland Planning and Sustainability Commission

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March 8, 2021

Dear Director Warner,

At our February 23, 2021 meeting, the Planning and Sustainability Commission (PSC) had a brief discussion of the SE Hawthorne Pave and Paint project. We acknowledge this is just a repaving project and are grateful that PBOT has performed more analysis and outreach than is typical for something that is not a capital project. We also want to express our gratitude for the focus on pedestrian safety and transit operations, including Rose Lane treatments, that informed all the options.

We also acknowledge that this is far from the most urgent problem in our transportation network at the moment. We share the community's sense of grief over the ongoing tragedy of loss of life and serious injury due to traffic violence and look forward to our annual Vision Zero briefing in the very near future.

As custodians of both the Transportation Systems Plan (TSP) and the Climate Action Plan, we are keenly interested in how these projects get carried out, as they affect our ability to achieve our transportation and climate goals. As you know, to meet our goals for people movement, access to economic opportunity and climate we need to grow both our transit and bicycle mode shares significantly, and to make walking and rolling safe and convenient for everyone.

There are several concerns we wanted to bring to your attention as patterns that seem to be city-wide issues. We would welcome you to join us at a future PSC meeting or a less formal meeting to explore how PSC can be a full partner in advancing our shared goals of achieving modal targets and climate targets.

Our concerns:

- Transportation sector emissions in 2018 were 6% over 1990 levels and continue to climb as a share of total emissions, rising to 43% of total emissions in Multnomah County.
- If we do not achieve our mode share goals, we will see the impact in the form of increased auto congestion. The city is already seeing some of these effects and its impacts on our carbon emissions.
- Our bicycle mode share has decreased since the adoption of the Bicycle Master Plan, and is a long way from our 25% goal. We must explore new strategies.
- Direct access to destinations is a key strategy of the bicycle master plan and is supported by Comprehensive Plan Policy 9.20 "Create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less."



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- Slow and unreliable transit perpetuates inequities and disproportionately burdens low income household and communities of color, and impedes access to jobs, school, health care, services and daily needs.
- Injurious pedestrian crashes increased by 25% between 2006 and 2015. As stated in PedPDX, “A large part of improving pedestrian safety outcomes in Portland will lie with reducing the number of people driving, and facilitating and encouraging more Portlanders to walk, bike, and take transit.”

The PSC is embarking on a conversation about how sustainability work connects through the PSC, so now is a prime opportunity to talk about how transportation fits within our portfolio as well. We would value the opportunity to map how communities are engaged and projects and policies are held accountable to TSP and climate goals—whether in PSC hearings or standing advisory committees or other convenings of stakeholders.

Thank you for your consideration of these issues. We look forward to continuing to work together to make our bicycle network responsive to our land use patterns and achieving our TSP goals.

Sincerely,



Eli Spevak
Chair

