

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1001 SW 5th Avenue, Room 1300
Portland OR 97204



September 24, 2021

Dear Director Warner,

We highly support the City's pursuit of Metro regional flexible funds which provide federal funding for investments implementing local priorities through innovative solutions to transportation challenges for communities across the region. Projects awarded these funds must align with the four primary Regional Transportation Plan investment priorities: equity, safety, climate, and congestion.

At our July meeting, City staff presented eight projects initially identified as eligible for a Regional Flexible Funds Allocation. We highly support three of those identified projects in particular:

- **82nd Ave Access Improvements (including improvements to the Alberta, Tolman, Mill and 80s Neighborhood Greenways)**
- **Central City Protected Bikeway (improvements to be determined)**
- **Martin Luther King Jr Blvd Safety Improvements**

The additional five projects presented included:

- 148th Ave Safety and Access to Transit
- Cully/57th Complete Street Project
- Cornfoot Rd Corridor Improvements
- SW Taylors Ferry Road Complete Street Project
- West Burnside Safety Improvements

82nd Ave Access Improvements

The 82nd Ave Access Improvements (including improvements to the Alberta, Tolman, Mill and 80s Neighborhood Greenways) were our highest priority. In fact, we recommend that PBOT implement those improvements in a shorter time frame by utilizing some of the \$185 million allocated by the state legislature (\$80 million), ODOT (\$70 million), and internally from PBOT (\$35 million) as part of a much larger jurisdictional transfer process. Given the high safety need in this corridor, the significant delay from proposal to completion, and funding already falling into place, waiting 4-6 years for this project is too long to wait.

Central City Protected Bikeway

At the time for the July presentation, the Central City protected bikeway improvements were not yet identified. We recommend that these improvements include infrastructure along the SE 7th Avenue and/or N/NE Broadway/Weidler corridors. SE 7th Avenue is a high crash corridor in an area with a

moderate PBOT Equity Score. N Broadway/Weidler is in an area with a high PBOT Equity Score connecting to a regional center with significant concentrations of employment. Improvements in these areas would help increase access to jobs and serve areas with high numbers of affordable housing units.

Martin Luther King Jr Blvd Safety Improvements

The Martin Luther King Jr Blvd Safety Improvements would address deficient crossings, upgrade some crossings with signals or beacons, and update medians along the corridor in support of the Soul District's vision. This civic main street connecting several areas with high to moderate PBOT Equity Scores to the regional center is also a high crash corridor for people walking, rolling, riding and driving. These improvements would increase access to transit and neighborhood greenways for people walking and bicycling in an area with a high equity need and a growing number of affordable housing units.

We ask that you consider these recommendations as part of an application pursuing an award from Metro's 2025-7 Regional Flexible Funds Allocation.

Respectfully,



David Stein, Chairperson
Bicycle Advisory Committee



Ally Holmqvist, Vice-Chairperson
Bicycle Advisory Committee

Cc: Zef Wagner