

# Portland Bicycle Advisory Committee

*Working to Make Bicycling a Part of Daily Life in Portland*

1001 SW 5<sup>th</sup> Avenue, Room 1300  
Portland OR 97204



November 15, 2024

Mayor Ted Wheeler  
Commissioner Mingus Mapps  
Commissioner Dan Ryan  
Commissioner Carmen Rubio  
Commissioner Rene Gonzalez

Dear Mayor and Commissioners,

As you know, the Bicycle Advisory Committee (BAC) advises City Council and City bureaus on all bicycling-related matters and thus has a role in bicycle planning, budgeting, parking, storage, design, and implementation activities. Additionally, the BAC supports the City Council and PBOT in efforts to improve safety for all people riding bicycles throughout Portland.

**We are so pleased to express our enthusiastic support for North Portland in Motion (NOPIM) and urge that you do the same. Adopting this plan is a critical part of ensuring a long overdue vision for safe mobility in the quadrant.** It outlines the blueprint for establishing a network that easily connects people bicycling and riding transit to nearby neighborhoods, safely transports kids walking and bicycling to their school, supports the creation of additional and maintenance of community spaces, and is bolstered by programs encouraging walking, bicycling and riding transit. A few of the many project highlights include:

- improvements increasing access to Cathedral and Columbia parks and filling gaps in the 40-mile loop recreational attraction,
- safer crossings and extended updates to N Fessenden Street connecting St. Johns to Kenton and beyond,
- a calmer Portsmouth Avenue which is a key bus and commercial area connector, and
- low-stress greenways on school and library routes, as well as heavily-used neighborhood connectors like N Ainsworth Street and N Delaware Avenue.

Further, the NOPIM process was an exemplary model for future PBOT planning efforts. Development of the plan was overseen by a Community Advisory Group with representatives from North Portland neighborhoods and businesses, and residents represented on other City committees (including the BAC) and in local advocacy groups. Like others on the CAG, our Chairperson who served as a representative can point out several examples where her feedback directly influenced the final outcome. In addition to the CAG meetings, the project team frequented local gatherings and events and held neighborhood bike rides and walking tours that both widely engaged the North Portland community and intentionally sought out feedback from marginalized neighbors. This plan is truly of, by and for the community.

*Because of this, we also ask for your help in ensuring that this plan does not meet the same fate as some other area plans - collecting dust on a shelf.* Amidst a backdrop of tough times for the Portland Bureau of Transportation, the rapid delivery of the projects in the NOPIM Plan is a bright spot. By leveraging timing and funding in partnership with the Fixing Our Streets program and the Portland Clean Energy Fund (PCEF), four projects have already been delivered toward realizing the vision since the plan was adopted this summer and four more will be delivered next summer. That's only the beginning - the \$5 million commitment from the PCEF Transportation Decarbonization program will fund most of the Plan's near-term projects.

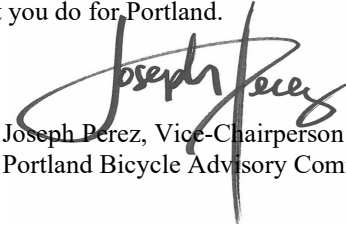
**We applaud your support of this important plan. But we need your continued leadership in both plan funding and championing to ensure that the projects outlined in the plan are ultimately completed and the community's vision is realized.** That includes (but is not limited to) welcoming the Oregon Department of Transportation to embrace similar improvements, particularly in making sure the St. John's Bridge becomes the safe gateway between Forest Park and North Portland that everyone deserves. It's long past time that the next restriping project be leveraged to reallocate an antiquated use of roadway space that no longer represents City or State policies. Towards this end, we recommend that PBOT propose an alternative cross-section for the bridge that includes safe bicycling facilities, either within the final adopted NOPIM Plan or a future implementation effort.

We remain sincerely grateful that the City has dedicated itself to forwarding a complete and community-driven transportation future for our neighborhoods to the north.

Thank you for your time, consideration, and all that you do for Portland.



Jim Middaugh, Chairperson  
Portland Bicycle Advisory Committee



Joseph Perez, Vice-Chairperson  
Portland Bicycle Advisory Committee

Cc: Mike Serritella, PBOT

“In 2030 Portland is a clean, thriving city where bicycling is a main pillar of the transportation system and more than a quarter of all trips are made on bicycles because bicycling is prioritized.” - Portland Bicycle Plan for 2030