



Oct. 5, 2016 (Sent this day via e-mail to addresses listed below)

City of Portland
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Subject: "Comprehensive Plan Implementation" - RCPNA TSP Recommendations

Dear Honorable Mayor Hales & City Commissioners,

The RCPNA Land Use and Transportation Committee met on Sept. 29, 2016, for a Special Meeting to address the Transportation Systems Plan Stage 2 element of the Comprehensive Plan Early Implementation package. At that public meeting we had a lively discussion among the nine members present regarding the pros and cons of the proposed City Bikeway designation for both NE Sandy Blvd. and NE Halsey St.

Regarding PSC Recommended Amendment dated Aug. 2016, Transportation System Plan Update: Recommended Draft, Section 5: Bicycle Classification Maps

Topic: NE Sandy Blvd. proposed Bicycle Classification as a City Bikeway

RCPNA recommends:

- 1) Support local businesses by retaining on-street parking along NE Sandy Blvd. (unanimous)
- 2) Request that the City of Portland contact the businesses impacted along NE Sandy Blvd. for input prior to making a decision on changing the Streetscape. (unanimous) *Please note that our concern is with the businesses. This would require additional public notice to be sent by the City to the 'tenants' in addition to the typical notice that is usually addressed to the property owners.*

- 3) Require the city staff to conduct an objective detailed impact study on Sandy Blvd. implementation options that includes environmental, traffic(transit, freight, commuter, etc), business, and residential for public review prior to implementation (majority support)

Topic: NE Halsey St. proposed Bicycle Classification as a City Bikeway

RCPNA recommends:

- 1) Favor City Bikeway classification along a parallel route to NE Halsey St., rather than on NE Halsey St., between NE 67th Ave. and NE 47th Ave. (majority support)

Minority comment on both NE Sandy Blvd. and NE Halsey St. bikeway classification was “More bike lanes are good.”

Regarding PSC Recommended Amendment, Transportation System Plan Update: Recommended Draft, Section 4: Bicycle Classifications and Objectives; Dated August 2016

RCPNA recommends the following amendment:
New language **bold and underlined**

“9.5.b. City Bikeways

City Bikeways are intended to establish direct and convenient bicycle access to significant destinations, to provide convenient access to Major City Bikeways and to provide coverage within three city blocks of any given point.

- Land Use. City Bikeways should support 2040 land use types and residential neighborhoods.
- Improvements. City Bikeways emphasize the movement of bicycles. Build the highest quality bikeway facilities. Motor vehicle lanes and on-street parking may be removed on City Bikeways to provide needed width for separated-in-roadway facilities where compatible with adjacent land uses and only after taking into consideration the essential movement of all modes **and health impacts based on air quality**. Where improvements to the bicycling environment are needed but the ability to reallocate road space is limited, consider alternative approaches that include property acquisition, or dedication, parallel routes and/or less desirable facilities. On City Bikeways developed as shared roadways, use all appropriate tools to achieve recommended performance guidelines.” (Unanimous)

Findings.

1. Empirical scientific evidence has proven that bicycling along major arterial streets in urban areas generate harmful short-term and long-term health impacts to the cyclists. A

recent publication states¹:

“Abstract. Breath biomarkers were used to study uptake of traffic-related volatile organic compounds (VOCs) from urban bicycling. Breath analysis was selected because it is one of the least invasive methods to assess urban traveler exposure. Research hurdles that were overcome included considering that factors other than on-road exposure can influence concentrations in the body, and absorbed doses during a trip can be small compared to baseline body burdens. Pre-trip, on-road, and post-trip breath concentrations and ambient air concentrations were determined for 26 VOCs for bicyclists traveling on different path types. Statistical analyses of the concentration data identified eight monoaromatic hydrocarbons potentially useful as breath biomarkers to compare differences in body levels brought about by urban travel choices. Breath concentrations of the biomarker compounds were significantly higher than background levels after riding on high-traffic arterial streets and on a path through a high-exposure industrial area, but not after riding on low-traffic local streets or on other off-street paths. Modeled effects of high-traffic streets on ambient concentrations were 100–200% larger than those of low-traffic streets; modeled effects of high-traffic streets on breath concentrations were 40–100% larger than those of low-traffic streets. Similar percentage increases in breath concentrations are expected for bicyclists in other cities.”

2. Additional reports from the US National Library of Medicine National Institutes of Health² identify cyclists exposed to traffic-related air pollution (TRAP) is due to proximity to vehicular traffic. The two main components of TRAP are black carbon (BC) and nitrogen dioxide (NO₂). It has been found that bike lanes have a concentration of 33% higher TRAP than bike paths. Parallel lower trafficked residential-type streets best mirror the level of concentrations found on bike paths.³
3. The U.S National Library of Medicine⁴ website states:
“Long-term exposure to volatile organic compounds can cause damage to the liver, kidneys, and central nervous system. Short-term exposure to volatile organic compounds can cause eye and respiratory tract irritation, headaches, dizziness, visual disorders, fatigue, loss of coordination, allergic skin reactions, nausea, and memory impairment.”

Therefore, health impacts to need to be included in the City of Portland Transportation System

¹ “Breath Biomarkers to Measure Update of Volatile Organic Compounds by Bicyclists”, Environ. Sci. Technol., 2016, 50 (10), pp 5357-5363, DOI: 10.1021/acs.est.6b01159, Publication Date (Web): April 20, 2016, Copyright 2016 American Chemical Society. authored by Alexander Y. Bigazzi, Wentai Luo, Miguel A. Figliozzi, James F. Pankow, and Lorne M. Isabelle.

² NCBI US National Library of Medicine National Institutes of Health, Abstract: [Sci Total Environ](#). 2014 Aug 15;490:37-43. doi: 10.1016/j.scitotenv.2014.04.111. Epub 2014 May 21.
“Impact of bicycle route type on exposure to traffic-related air pollution.” by [MacNaughton P](#)¹, [Melly S](#)², [Vallarino J](#)², [Adamkiewicz G](#)², [Spengler JD](#)²; <https://www.ncbi.nlm.nih.gov/pubmed/24840278>

³ Portland State University PDXScholar, TREC Project Briefs 6-2014. “How Clean is the Air on Bicycle Routes” by Miguel Figliozzi, Portland State University, figliozzi@pdx.edu and Jame F. Pankow, Portland State University, pankowj@pdx.edu; http://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1008&context=trec_briefs; Full: <http://docs.trb.org/prp/15-3401.pdf>

⁴ NIH “Tox Town, Environmental health concerns and toxic chemicals where you live, work, and play”, U.S. National Library of Medicine, article, “Volatile Organic Compounds”. See: https://toxtown.nlm.nih.gov/text_version/chemicals.php?id=31

Plan Stage 2 policies and their related impact studies when considering bicycle routes and bikeways on major and minor arterial streets. These major and minor arterial street classification are now being designated by this Plan as Industrial Roads (such as Halsey St.), Civic Main Streets and Corridors (such as NE Sandy Blvd.), Neighborhood Main Streets and Corridors (such as NE Fremont), and Regional Corridors (such as Interstate 84) in the City of Portland's urban areas.

Thank you again for allowing our participation in this process. These proposed recommendations on Stage 2 of the Transportation System Plan are critical to our neighborhood livability and economic vitality as we work with you to integrate changing travel modes while maintaining the integrity of existing neighborhoods.

Please let me know if you have any questions or I can be of assistance to clarify these comments.

Respectfully,



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Please note: The RCPNA Bylaws and Charter identifies the Land Use & Transportation Committee as the representative body in final recommendations for RCPNA when the land use application or policy is time sensitive, as it is in this case. Our RCPNA Board was not able to review this matter within the timeline allowed by the City of Portland.