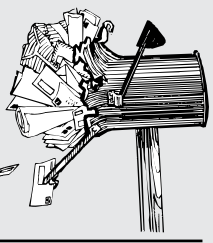


Letters to the Editor



The Southwest Portland Post
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It's time to treat bicycles just like any other vehicle

It should now start to be abundantly clear that the Bicycle [Transportation] Alliance has pushed their agenda in the city of Portland.

It is also abundantly clear that all the rule and law changes are getting bike riders killed or maimed.

It is totally unfair to give bike riders free reign leaving vehicle drivers to monitor pedestrians crossing wherever they choose and bike riders who cut to the front of any line, fail to obey traffic signs and rules of the road.

It is hard enough for locals who struggle to keep from killing pedestrians and bike riders who do not obey safety and traffic laws.

Imagine the confusion when out of town, out of state vehicle drivers attempt to navigate the city with green boxes and bike riders who go wherever they want and however they decide to go.

It is time to make bicycles just like any other vehicle using our streets and highways.

If everyone followed the same rules of

the road, drivers would not be confused about what bike riders are doing in any situation.

Same rules for all would certainly help to reduce accidents involving bike riders and vehicles.

*Patti Waitman-Ingebretsen
Multnomah Village*

Proposed city trails policy cuts out neighborhood participation

The City Wide Trails Policy [Community-Initiated Neighborhood Trails Process] set to go before the Portland City Council [sometime in July or August] has eliminated neighborhoods from the approval process.

While it has added many responsibilities for a nonprofit to accomplish before a trail can be maintained or a new trail built, it does not require essential duties of the city of Portland.

The proposed trail policy will essentially eliminate citizen led efforts to build and maintain our trail system.

Few if any will be willing to go through the difficult, five-page process to accomplish even one short connection.

Most of us in Southwest recognize we have wonderful places to walk on

existing rights of way. The urban trails and the local connections need to be maintained.

We have skilled volunteers ready and able to do that maintenance. We need cooperation and funding from the city of Portland to do that maintenance.

[If] the policy calls for a huge amount of work to just maintain a trail or build a new trail, it is very unlikely that SWTrails or other nonprofits will undertake these tasks.

That will leave our Southwest urban trail system unmaintained, and it will leave the short connections in all of our neighborhoods unimproved and unmaintained.

It will make it very difficult for other parts of the city to develop an urban trail system without the city doing it.

What we need is for the [Portland Bureau of Transportation] to develop a partnership agreement with nonprofit organizations to provide a low cost way to maintain and expand our very important trail system without as much bureaucracy and red tape as the trails policy [currently] requires.

SWTrails requested \$15,000 for the upcoming fiscal year to do just that.

[Portland City] Commissioner Steve Novick apparently did not see any value in that proposal.

*Don Baack
Hillsdale*





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