

Hello. My name is Adam Zerner. I am a 31 year old software developer living in the Pearl District of NW Portland.

I am about 80% confident that providing significantly more funding to improve non-car modes of transportation (biking, walking, public transit) would be in the best interest of society. This isn't the place to attempt to persuade you of anything though. Instead, I will describe some of the experiences I have had as someone living in Portland without a drivers license.

I fall into the "Interested but Concerned" category in Roger Geller's [Four Types of Cyclists](#) grouping. I am comfortable riding in protected bike lanes but, along with approximately 92% of other Portlanders, am not comfortable enough to ride in unprotected bike lanes. The bike lane along Naito Parkway is really the only one that I feel comfortable riding in, and so in practice I don't ride very often.

When I do go for a ride along Naito, navigating from my apartment on NW 12th and Marshall to the beginning of the protected bike path is difficult. For example, there is an unprotected bike lane along Naito north of the protected bike lane. Along this unprotected bike lane there is a long line of parked cars that I would be riding about an arms length away from. At any moment one of these cars can open their door and knock me into the path of oncoming traffic to my left which would likely end up killing me. So then, I am forced to ride slowly along the sidewalk which is awkward and bumpy.

Recently I have been considering using the greenways. For example, riding down Marshall when I want to get to 23rd. However, I lean against doing so.

In taking the greenways there are, of course, a lot of intersections to cross. I'd estimate that at perhaps 75% of these intersections I lack the visibility to comfortably cross. This is usually due to parked cars but sometimes also due to trees.

To safely cross I would have to stop, get off my bike, slowly inch forward until I can peer down the street while also not putting myself in the way of oncoming traffic, and cross once it's safe. At best, during the day these frequent start-and-stops are a pain. At worst, at night time they are too dangerous. Either way it's enough where I don't want to bike along the greenway.

Thank you for listening.