

From: Aaron Brown
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridor Plan
Date: Monday, June 18, 2018 2:02:10 PM

My name is Aaron Brown, and I rent a house in St Johns at 8016 N Ivanhoe.

I'm writing to testify my support for a bold adoption of the Enhanced Transit Corridor Plan. Allocating space on Portland's major arterials for bus priority and bus only lanes is one of the cheapest, quickest, most cost-effective ways the city of Portland can support transit and make taking a bus a better option for a larger percentage of Portlanders. Building reliable transit service through the heart of town and on busy arterials is an initiative that is directly in line with all of our public health, equity, and climate goals.

After being priced out of my previous neighborhood and moving farther north into the peninsula, I've found myself frequently riding TriMet buses stuck in traffic in the central city. The riders of these buses (and others heading to more affordable neighborhoods in East County in Washington County) shouldn't have to spend an extra hour on their commute because the central city was unwilling to perturb existing capacity for private automobiles. Portland City Council, this is one of many forthcoming opportunities to demonstrate your commitment towards building the big, bold, green, affordable future in which more families are able to call Portland home, and in which public transit is a viable option for middle class families across the region.

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Aaron Brown
503 830 8577
www.amb.fyi

From: John L
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); KelseyD@TriMet.org; BottomlB@TriMet.org; PalanukK@trimet.org
Subject: Enhanced Transit Corridors Plan
Date: Monday, June 18, 2018 3:07:02 PM

Dear Mayor and Commissioners,

I support the Enhanced Transit Corridors project, but I think the plan needs to do more to force designs that will move people and not just vehicles. For example, where parking and free movement of buses are in conflict, transit should win every time without a drawn out process. Please prioritize dedicated bus lanes, queue jumps, signal prioritization and other tools to improve transit on the most congested segments.

Between fighting climate change and discouraging the growing demand for single-occupancy driving, prioritize transit is our only feasible option.

Thanks,

John

From: Pat Kessler
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); KelseyD@trimet.org; BottomIB@trimet.org; PalanukK@trimet.org
Subject: Enhanced Transit Corridors Plan
Date: Monday, June 18, 2018 4:52:26 PM

Dear Mayor and Commissioners,

As an out of state Portland property owner I am a user of the bus system on the several trips I take each year to Portland. I have three tenants that would love to use them more especially if they were more efficient. I urge you to adopt Portland Bureau of Transportation's Enhanced Transit Corridors plan.

Thank you for your efforts in taking this project forward!

Best regards,

Pat Kessler
Portland Property Owner and user of buses!

From: Philip Brunner
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); KelseyD@trimet.org; BottomIB@trimet.org; PalanukK@trimet.org
Subject: Enhanced Transit Corridors Plan
Date: Monday, June 18, 2018 2:53:12 PM

Dear Mayor and Commissioners, I urge you to adopt Portland Bureau of Transportation's Enhanced Transit Corridors plan but I think the plan needs to do more to force designs that will move people and not just vehicles. For example, where parking and free movement of buses are in conflict, transit should win every time without a drawn out process.

In the face of a rapidly escalating climate crisis, we need to take bold actions to lead in creating ways to prioritize efficient transit in our city.

Thank you,

Philip Brunner

From: --
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Monday, June 18, 2018 12:57:09 PM

Dear City Council:

I writing to express my support for enhancing transit corridors by providing priority to Trimet Buses on major corridors in the city of Portland. I am happy the PBOT is working with activists to develop solutions, but I am extremely disappointed in all the missed opportunities squandered by cowardice and fecklessness on the part of this council.

The Division project is an abysmal failure and you should own that. There is no reason why Bus-only lanes cannot exist east of 60th.

In the upcoming Foster project, you have chosen to widen sidewalks and add bike lanes, when Foster has some of the widest sidewalks on the east side and very nice low stress streets to ride on peripheral to it. You should be creating a bus-only lane.

And when the 4 and the 14 get into the Central Eastside Industrial District, they should be going over the Hawthorne Bridge in their own lane. This is how to encourage public transit, not by balancing precious road space with single-occupancy vehicles.

There, I have just created a scenario where riding the bus from a large swath of Southeast is much more convenient than driving with no effort. If any of you lived or spent time over here, you would know that, but despite the addition of Chloe, this council continues to serve the same West side interests that have dominated this city forever. Perhaps the addition of Jo Ann will get you all to take us seriously.

Sincerely,

Nicholas Raethke

P.S. NE Halsey & Glisan do not need parking on both sides of the street east of 102nd (on Glisan) or 112th (on Halsey) you could use that space to create real bike lanes with physical safety barriers and maintain two lanes of traffic in each direction.

From: Steve Cheseborough
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Monday, June 18, 2018 1:39:01 PM

Yes. I support the plan and urge you to enact it quickly and boldly and fully. We need to improve our city and save lives now. Please don't let traffic engineers bias this in favor of cars. We need to think about people's safety and happiness. Other bold cities around the globe are promoting and improving walking, biking and transit over car lanes and parking, and it works wonderfully. Let's join them. Thank you.

Steve Cheseborough
[NE Portland](#)

From: Diana Rempe
To: [Council Clerk – Testimony](#)
Subject: enhanced transit corridors, PLEASE!
Date: Monday, June 18, 2018 1:31:57 PM

Mayor and Commissioners,

I am writing to urge you to create enhanced transit corridors as quickly as possible. I live in North Portland and work downtown. The number 35 bus is no longer an option for me or my family, because it sits, idling, in the hordes of single-person automobiles that creep up and down Greeley in the mornings and afternoons. Meanwhile, a potential bus lane sits empty on most of Greeley, on the chance that someone might park their car there. Please make that into a bus only lane--and make sure you provide some enforcement during peak commute times to ensure it is available for buses only.

The last few years have seen an influx of people driving in our city--with many commuting across the bridge to Washington--and the number of cars, buses and trucks idling in traffic, all day long, appears to have increased exponentially. This has brought with it an increase in air pollution, particularly along I5 and other transit corridors. You all have prioritized eliminating deaths and injuries on our streets--which is of the utmost importance--but I hope you will add to that eliminating the long-term health effects caused by air pollution--especially from diesel particulates. Creating enhanced traffic corridors will potentially decrease air pollution, as buses do not idle so frequently and people choose mass transit over automobiles, freeing up the highway for trucks to move as they pass through our city.

I hope that you will follow the recommendations of the Portland Bus Lane Project and reconfigure existing 2-lane, 1-direction roads to a lane of car traffic and a lane of bus-only traffic; and, change all on-street parking in high volume transit areas to bus-only lanes.

Thank you for your hard work on this project. This will make an enormous difference, now and in the future.

best,

Diana Rempe
North Portland

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diana rempe
portland, oregon
503.819.9845

The day the mountains move has come.
I speak, but no one believes me.
For a time the mountains have been asleep.
But long ago they all danced with fire.
It doesn't matter if you don't believe this,
my friends, as long as you believe:
All the sleeping women
are now awake and moving.

Yosano Akiko

From: Nathan Vaughan
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Monday, June 18, 2018 11:46:19 AM

Dear Council members,

I urge you to take bold and decisive action on the issues of congestion facing Portland. As a professional driver for TriMet, I see daily the sad mismatch between planners' best intentions and the real world implications of Portland's new-found prosperity. I drive a bus loaded with commuters only to sit in lines of traffic just like the single occupancy vehicles all around. Waiting through light cycles, cut off by cars, breathing in noxious fumes for hours upon hours. And I am left to wonder why ANYONE would deliberately choose transit over personal car in the face of a longer, less comfortable, less convenient commute.

Why is this happening? We desperately need priority lanes, queue jumps, bus top amenities in places like Burnside Eastbound from SW. Broadway to Sandy and countless others you are no doubt familiar with. Remove on street parking to allow transit and bike priority throughout the city on arterials like Sandy. Adjacent businesses will think the sky is falling. I can assure you the benefit to the city as a whole is far greater than any perceived loss of convenience. Yes, this will take real leadership.

I implore you to spend a few evenings trying to comment on our wonderful transit system hobbled by traffic and strangled by lack of leadership.

Nathan Vaughan

From: Reed Buterbaugh
To: [Council Clerk – Testimony](#)
Subject: I 100% support ETC
Date: Monday, June 18, 2018 10:35:41 AM

Hello,

My name is Reed Buterbaugh, I live at 4729 N Willis Blvd and I would like PBOT to further prioritize bus-only lanes and transit traffic over single-occupancy vehicles that pollute, take up unnecessary space, have the potential to kill, and cause noise pollution.

Transit takes up less space, does not require parking space, and is more equitable. Please take further steps to make it as quick as possible to get around the region by bus and MAX.

Thank you,

Reed Buterbaugh

From: Mike Caputo
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Subject: I support dedicated bus lanes!!
Date: Monday, June 18, 2018 12:45:13 PM

To my elected officials,

There has been substantial discussion recently about transit use - MAX, bicycles, pedestrian activity, Vision Zero, and the like. One important part of that is our bus system!

PLEASE act in support of bus-only lanes. The Tillicum crossing is a flagship success in this area - I know we can do it here in Portland. Now let's show the world that we can do more. I am a car-free, bus-only commuter. Every day I see our busses get crammed into traffic during rush hour, especially on our bridges and corridors such as Burnside or Hawthorne. We have to do better!

Carefully chosen bus-only lanes will do our city a world of good. It's time to let our already solid bus system really shine. With better service will come more riders, which will create more support for transit in the future. Let's make the investments now for our future.

best regards,

Mike Caputo
SE Portland resident

From: Brad Baker
To: [Council Clerk – Testimony](#)
Subject: Please Support Enhanced Transit Corridors
Date: Monday, June 18, 2018 2:12:33 PM

Please support the ETC plan and make it as aggressive as you can at improving transit times. To reach our climate goals, vision zero goals, transportation mode goals, and to just make Portland a more livable city, we have to make transit a better option than it currently is. ETC is a great step in that direction.

Please support dedicated bus lanes as much as possible, queue jumps, signal prioritization and whatever else you are able to in order to make transit work better.

I live in the Eliot neighborhood and the 6 is my most frequently ridden bus. I would personally love to see a bus only lane all through NE as the bus is often packed full of people and stuck in a line up of single occupancy vehicles. We need to do better.

Thanks so much for your time and thanks for supporting ETC.

Brad Baker
2301 NE Rodney Ave
Portland, OR 97212

From: James Maertín, CPA
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); KelseyD@TriMet.org; BottomlB@TriMet.org; PalanukK@trimet.org
Subject: we need bus lanes to combat traffic!!
Date: Monday, June 18, 2018 4:19:39 PM

Dear Mayor and Commissioners,

Catering almost exclusively to motoring over the past more than 50 years has done untold damage. One of the worst negative impacts has been from increasing traffic gridlock. Not only does this use up all of our community space for an ill conceived transportation system (that of getting around exclusively by private car), but it causes noise, pollution and danger citywide. Further, it wastes people's valuable time and it hinders emergency vehicles.

There are two ways to combat it:

1. Tear down more of the city to build ever wider highways and expansive parking lots.
2. Induce people to drive less.

Obviously, the second alternative is the preferable one. The problem is that currently there is no way to get around Portland quickly. That's because, unlike Seattle and other cities, Portland never built a subway to get around the congestion, and the buses are constantly stuck in traffic. One no brainer to improve the situation is to remove what is blocking them from providing efficient and quicker service, by designating bus lanes. It boggles my mind that this obvious measure wasn't implemented decades ago.

I urge you to adopt Portland Bureau of Transportation's Enhanced Transit Corridors plan but I think the plan needs to do more to force designs that will move people and not just vehicles. For example, where parking and free movement of buses are in conflict, transit should win every time without a drawn out process.

Sincerely,

James Maertín, C.P.A.

www.jamesdance.com

From: Levi Curran
To: [Council Clerk – Testimony](#)
Subject: Agenda Item 678: Adopt Parking Management Manual
Date: Tuesday, June 19, 2018 12:25:58 PM

Council,

I am writing in support of Agenda Item 678: Parking Management Manual.

Adoption of performance-based parking management is long overdue in Portland, especially as our population increases continue to increase demand for the limited supply of on-street parking. Thank you.

From: Steph Noll
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors Plan
Date: Tuesday, June 19, 2018 2:00:35 PM

Dear City Council,

I'm writing to share my support for PBOT's Enhanced Transit Corridors Plan and ask that Council give their support for PBOT and TriMet to act boldly in prioritizing dedicated bus lanes in our city. As our population grows it is crucial that transit be able to carry more people, and that transit be the clear choice for sailing through growing congestion.

If we protect key bus routes from traffic congestion with dedicated lanes, queue jumps, and signal prioritization, we'll be able to continue to efficiently move our growing population by better serving those Portlanders that are transit reliant as well as metro area residents who will turn to transit as a new preferred option for best getting around the city.

More happy people on transit will also mean safer streets for my kids to walk and bike on.

Please be bold in implementing enhanced transit corridors and removing on-street parking and less critical travel lanes as needed to do so. I can't think of a lower cost investment with such amazing potential to improve mobility and quality of life in our city.

Thank you,

Stephanie Noll
5801 N. Albina Ave, Apt. A
Portland, OR 97217

From: Kristy
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); BottomlB@trimet.org; KelseyD@trimet.org; PalanukK@trimet.org
Subject: Enhanced Transit Corridors Plan
Date: Tuesday, June 19, 2018 12:20:46 PM

Dear Mayor and Commissioners,

Traffic is detrimental to everyone's quality of life, and decreasing car dependency is ensuring a better future for us all. As such, I think good transit is really, really important. I support the Enhanced Transit Corridors project, but I think the plan needs to do more to force designs that will move people and not just vehicles. For example, where parking and free movement of buses are in conflict, transit should win every time without a drawn out process. Let's prioritize people, not cars!

Thanks for listening.

From: Sam Fader
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fritz](#); [Commissioner Fish](#)
Cc: [Bertelsen, April](#); kelsey@trimet.org; [Enhanced Transit Corridors Plan](#)
Subject: Enhanced Transit Corridors Plan
Date: Tuesday, June 19, 2018 4:38:57 PM

Dear Mayor and Commissioners,

I urge you to adopt Portland Bureau of Transportation's Enhanced Transit Corridors plan. That being said, I do think it's important to give a little more consideration to public transit and bus lanes specifically in the plan.

The plan puts a bit too much focus on the impacts on traffic and parking, when really we should be focusing entirely on the movement of all people in this growing region. The best way to move our growing population efficiently is through better public transit, as well as cycling and pedestrian infrastructure. I know you've heard this before, but it's worth repeating.

I urge you to be bold in making Portland a livable community for all those that live here. Thank you for your work so far and I look forward to following the ETC as it is adopted tomorrow and implemented in the coming years.

Best,
Sam Fader

From: Amanda Judkins
To: [Council Clerk – Testimony](#)
Cc: dedicatedlanes@portlandb.us
Subject: Enhanced Transit Corridors
Date: Tuesday, June 19, 2018 2:05:52 PM

Dear Portland City Council,

I support PBOT's Enhanced Transit Corridors (ETC) plan to use dedicated bus lanes, queue jumps, signal prioritization and other tools to improve transit on the most congested segments of our streets.

Please be bold in supporting the ETC plan! We need clear direction that removal of parking or redundant car lanes should not take endless public process, but should be done as a simple matter in order to save lives of our community's most vulnerable road users.

We must optimize our transportation system to serve the people of our great city and not just move cars! The future of Portland depends on it.

Thank you,
Amanda Judkins

From: Stephen Judkins
To: [Council Clerk – Testimony](#)
Subject: Support for Enhanced Transit Corridors Plan
Date: Tuesday, June 19, 2018 9:12:46 AM

Hi there,

I'm a long-time Portland resident who strongly supports adding more dedicated bus lanes throughout the city. There's unambiguous evidence that reserving space for an efficient and effective bus system is the best and most equitable way to move people throughout the city.

I would especially like to offer support for this project if it meets opposition because it might take away a parking or traffic lane. On-street parking is an enormously inefficient use of space compared to a dedicated bus lane and I think the latter should take priority. I'm more than happy to offer political support in the event of public backlash.

Thank you,
Stephen Judkins

From: Marsha Hanchrow
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); KelseyD@trimet.org; BottomIB@trimet.org; PalanukK@trimet.org
Subject: Enhanced Transit Corridors Plan
Date: Monday, June 18, 2018 10:55:43 PM

Dear Mayor and Commissioners:

Portland has not even finished its latest growth spurt and already has clogged arteries, and so I support the goals of the Enhanced Transit Corridors project. Why? Because you can move far more people on the same amount of roadway in buses than you can in cars. The ETC project is a start, but it's barely aspirational; it needs to do more to not just enable but ensure designs that will move people and not just vehicles. Where parking and free movement of buses are in conflict, transit should win every time, without long study, delays, and opportunities to complain in the name of public process. Where there are multiple motor vehicle lanes in the same direction and congestion is delaying transit, transit should win every time, again without long study, delays, and opportunities to complain. Public process is only useful when you want to learn what members of the public think.

On this subject, we already know what much of the public thinks - some want free-flowing automobile traffic, some just want to get where they need to be in a reasonable amount of time. There are some members of the public who are in both groups: they would ride transit if their bus wasn't stuck behind a mile of frustrated-but-comfortable drivers moving equally slowly in their cars. Were transit visibly faster than driving alone, and if buses could reliably keep to schedule, those people in both groups would be willing to try TriMet again. We won't have free-flowing auto traffic unless or until there are fewer cars on the road. To have fewer cars on the road as our population increases, we need to have more people on transit and bikes.

PBOT knows this. Council probably knows this even if you don't like it. The only way to get the majority of the public to know it is to make it happen regardless of the grumbling. Those who do really need to drive will find their driving easier if those who don't really need to drive stop clogging the roads.

I'm not much of a transit rider - I gave up on the bus when I realized it was slower and less reliable than biking to work. I am fortunate that my commute is a short one and driving would be more expensive and probably no faster. If in the future I have to go farther, I hope that by then I will be able to move freely past creeping cars, in an efficient transit vehicle that takes many of us where we want to be.

Thank you in advance for putting some backbone and force into this project.

Marsha Hanchrow
1908 SE 35th Pl.
Portland, OR 97214

From: Tucker Wooldridge
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); KelseyD@trimet.org; BottomIB@trimet.org; PalanukK@trimet.org
Subject: Enhanced Transit Corridors Plan
Date: Monday, June 18, 2018 11:49:22 PM

Dear Mayor and Commissioners, [****describe why the you believe the city should support transit****] * I urge you to adopt Portland Bureau of Transportation's Enhanced Transit Corridors plan. or * I support the Enhanced Transit Corridors project, but I think the plan needs to do more to force designs that will move people and not just vehicles. For example, where parking and free movement of buses are in conflict, transit should win every time without a drawn out process.

From: Sally Peters
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Tuesday, June 19, 2018 8:30:00 AM

Dear City Council,

I am writing in support of transit priority and enhanced transit corridors.

I ride public transit nearly daily and I truly appreciate the transit system we have in place in the Portland metro area. It is one of Portland's greatest assets. However, I believe we can do better, specifically I believe enhanced transit corridors would eliminate congestion and encourage increased transit ridership.

I will share that a professional who is in planning to make a job change I consider the commute, including traffic congestion, as a key factor in potential employers. I have ruled out and declined to interview with companies based on traffic. It is a shame that traffic, most of which is made up of single passenger cars, is now impacting my decisions around employment and profession opportunities.

Please be bold, be brave, be innovative and consider a transit system that moves Portland beyond the focus on individual vehicles. Prioritize public transportation.

Thank you for your consideration,
Sally Peters

Sally R. Peters
503-327-5904 | [@SallyReb](#) | [LinkedIn](#)

If one man can destroy everything, why can't one girl change it?
~ Malala Yousafzai

From: Ariel Heintze
To: [Council Clerk – Testimony](#)
Cc: dedicatedlanes@portlandb.us
Subject: Enhanced Transit Corridors
Date: Tuesday, June 19, 2018 8:46:24 AM

Hello City Council

I strongly **support PBOT's Enhanced Transit Corridors (ETC) plan** to use dedicated bus lanes, queue jumps, signal prioritization and other tools to improve transit on the most congested segments.

At 5 p.m. Southwest 3rd and Naito Parkway becomes stand still traffic on the bus 19 going east on Ross Island Bridge. Making one of these several lanes bus-only at rush hour, for example, would become more attractive to drivers. This is exactly what Portland needs to increase ridership by the middle income population, who either get employer paid bus passes and don't use them, or can easily afford public transportation tickets. This population's critical asset is time, not money. What will sway this vast and stubborn group of car drivers? Traffic is already the number one stain on the beloved PDX reputation. Yes it will be painful at first, but over time, if bussing home takes the same amount of time instead of double the time it takes to drive home, Portlanders will naturally pour out of cars and into buses, exponentially reducing single occupant vehicles on the road while simultaneously driving funds to Trimet from the most capable and untapped pockets in Portland: Middle income business people who work downtown. Increased ticket sales will foster Trimets continued efforts towards under- supported communities (disabled, those experiencing homelessness, low income population, students and veterans) and allow them the funds they need to convert a gas fleet to electric sooner. Increased ridership overall will mean swifter implementation of new routes which brings us back to our primary goal. New routes and max lines (and funding for them) is one of the most critical components of the city's long term critical goal of finding transportation infrastructure solutions for a rapidly expanding population which has already outgrown it's own streets. It all starts here.

Please take swift action for these multi-pronged solution proposals. Please **be bold!** We need clear direction that removal of parking or redundant car lanes should not take endless public process, but should be done as a simple matter of following through on our stated priorities, which themselves were publicly discussed in great detail.

Thank you for listening and for your endless care and service to this beloved city and it's unique population of individuals.

From: Tabitha Boschetti
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Enhanced Transit Corridors Plan](#); [Moore-Love, Karla](#)
Subject: I <3 the Enhanced Transit Corridors Plan-- I just want everything sooner!
Date: Monday, June 18, 2018 10:51:35 PM

Mayor and Commissioners,

I am a regular bus rider who strongly supports the direction of the Enhanced Transit Corridor project to speed our regional transit, and make this economical and environmentally sound transportation mode better serve everyone who moves in, through, and to Portland.

I currently ride the bus to work between Montavilla and Tualatin (bus 20, to the 19 along the bus mall, to the 96)--it's a bit of a haul, but it's particularly striking when the slowest-moving part of the journey is getting in and out of the central city to make my transfer(s)--slower than I-5 at peak rush hour. For better and for worse, most regional transit transfers go through downtown, and so moving buses through the central city quickly and efficiently has a regional benefit, even for those who neither live nor work near the core.

When transit is more efficient and attracts more riders, that can mean less congestion for everyone, even those who are truthfully dependent on private cars. Predictably, there will be some resistance to giving up even a handful of parking spaces to bus lanes that will serve hundreds of riders, but it's a smart plan for the future of our city to prioritize transit. Congestion isn't going to get any better in a healthy growing city unless more people are able to find that transit and active transportation works effectively for them.

I'm one of those people who is pretty wedded to riding the bus--I think it's what you do if you care about air quality, about people being able to use streets safely, and realize that our streets would (and do) completely fail if every person decided to drive their own car. It's not always easy though, and I get where more people have a hard time getting on board. Last year when the Morrison Bridge was closed, the Couch couplet got so bad that one morning I was able to get off the 20 that was stuck in traffic, out-walked seven blocks of barely-moving traffic (walking in heels mind you) and got on the 20 that had passed my house 15 minutes prior to the one I originally boarded. Even when it's not that extreme, I still see significantly late and crowded buses. Even at it's best, the distance from roughly where the 96 gets into downtown at Naito Parkway, to about 20th and Burnside where the bus finally picks up speed, represents just an eighth of the distance of my commute, but is liable take a third, or sometimes half, of the total time it takes me to get home.

I urge you to adopt Portland Bureau of Transportation's Enhanced Transit Corridors plan and the candidate project list, but I also ask you to enable PBOT to adopt a faster timeline for implementation, because these changes are needed right now. Time's a-wasting and people are building driving habits they might never give up because the bus "just takes too long." There is low-hanging fruit PBOT and TriMet could address beyond just a few pilot projects if you give them your support.

I notice that one of the graphics of the plan (pg 23) appears to show the SW Corridor in the 1-10 year timeframe, but the line 20 corridor and line 72 along 82nd Ave are listed as 11-20 year timeframe projects. When put in context with other investments, that seems wrong to me. As I've said here, the need for moving buses that make regional connections is very critical to our

regional transit service. I-5 bus service is slow as heck at rush hour, as I know quite personally, but neither as critically slow, nor serving as many people, as key central city connections or solving bottlenecks on the 72, one of the most heavily-ridden and diversely populated lines in the system. I know many projects move with their own momentum, and that Portland City Council doesn't hold the full sway of our regional investments. Nevertheless, when I consider that projects like the Green Loop, which really doesn't serve a regional cross-section of the public, or the SW Corridor, get considerable attention and priority, while a humble but mighty bus lane is relegated to being an abstract tool in a well-developed, but ultimately conceptual, toolbox, I see that we have a lot of room for improvement with regard to sound equitable investments in our regional transportation network. Please move to commit more resources to the Enhanced Transit Corridors plan, demanding more concrete projects and speedier deliverables from PBOT, with the appropriate funding at the next opportunity to match those demands.

Thank you,
Tabitha Boschetti

From: Monique Gaskins
To: [Council Clerk – Testimony](#)
Subject: Please Support Enhanced Transit Corridors
Date: Monday, June 18, 2018 10:16:29 PM

City Council,

Please support the ETC plan and aggressively improving transit times. To reach our climate goals, vision zero goals, transportation mode goals, and to improve livability, we have to make transit a more attractive option. ETC is a great step in that direction.

Please support dedicated bus lanes as much as possible, queue jumps, signal prioritization and whatever else you are able to in order to make transit work better.

I live in the Eliot neighborhood and the 6 is my most frequently ridden bus. I would personally love to see a bus only lane on MLK as the bus is often packed full of people and stuck in a line up of single occupancy vehicles. We need to do better.

Thanks so much for your time and thanks for supporting ETC.

Monique Gaskins
2301 NE Rodney Ave
Portland, OR 97212

From: Doug K
To: [Council Clerk – Testimony](#)
Cc: [Bertelsen, April](#)
Subject: Support Enhanced Transit Corridors
Date: Monday, June 18, 2018 11:07:52 PM

Doug Klotz
1908 SE 35th Pl.
Portland, OR 97214

To:
Mayor Wheeler and Commissioners
Re:
Enhanced Transit Corridors

Mayor Wheeler and Commissioners:

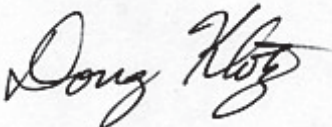
I urge you to support PBOT's Enhanced Transit Corridors, but direct them to be more bold in their prioritization. We already have policy language in the Comprehensive Plan that puts the facilitation of transit above the needs of single-occupancy vehicle drivers. Yet, the plan had many references to "balancing" the plan against auto needs. This is not appropriate, and is in contradiction to the prioritization in the newly Adopted Comprehensive Plan.

Please remove the references to auto capacity and auto parking needs. It is not appropriate to run extensive public process to enact changes already approved and prioritized in the Comprehensive Plan, which itself had an extensive public process.

Auto Parking and auto travel lanes should be removed where Transit would benefit, as a matter of policy, throughout the city, if we are to achieve our Comprehensive Plan goals for Mode Split and non-SOV travel.

Thank you.

Sincerely,



Doug Klotz

From: Paul Loikith
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Subject: Support for Enhanced Transit Corridors
Date: Monday, June 18, 2018 7:33:57 PM

Dear PBOT,

I am writing to express my strong support for the Enhanced Transit Corridors plan. Portland's infrastructure and car congestion has made traveling by bus and bike slow, frustrating, and (for biking) unsafe. Portland MUST be bold and emphasize transportation for moving people, not cars. The Enhanced Transit Corridors plan is an outstanding and heartening start. I encourage the city to move quickly as this issue is urgent and cannot afford to be mired in car-oriented traffic impact studies.

Thank you,

Paul (North Portland)

From: Chris Rall
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Subject: Be Bold with the Enhanced Transit Corridors
Date: Tuesday, June 19, 2018 8:49:34 PM

Dear Mayor and Commissioners,

I encourage you to be bold with Enhanced Transit Corridors (ETC). I am an infrequent transit rider, but I know that getting our buses out of congestion is critical to moving people around our city with limited street space. More Portlanders will ride the bus if it is faster and more reliable and that will make our roads safer and easier to use.

For example, I see buses held up on the approaches to the Hawthorne everyday. This bridge carries many bus lines, and yet bus riders, using a fraction of the space of drivers, are forced to wait behind cars to reach their destination.

It's up to you to exercise political will and dedicate street space to this priority. That will take leadership and willingness to stand up and do what's right for the city, not continue to protect interests of the past. We can't create the transportation system we want while simultaneously prioritizing parking and car lane preservation.

Please make this plan as strong as possible so the city can move as quickly as possible to improve bus performance. Everyone in the city - bus riders, drivers, pedestrians, organisms that like to breath clean air, people who bike, and the squirrels - is depending on you, and our children will thank you for making the right choice.

Make ETC bold, decisive and effective.

Thanks for all you do,
-Chris

--

Chris Rall
2332 SE 54th Ave.
971-230-4745

From: Matthew Lyon
To: [Council Clerk – Testimony](#)
Subject: Enhanced transit corridors
Date: Wednesday, June 20, 2018 1:31:52 PM

I support PBOT's enhanced transit corridors plan for dedicated bus lanes in Portland.

From: Jonathan Korman
To: [Council Clerk – Testimony](#)
Subject: Enhanced transit corridors
Date: Wednesday, June 20, 2018 1:31:59 PM

I just saw some transit advocates I follow saying that now is an important moment for public comment on ETC bus lanes. I'm glad I caught it because this is a subject I feel strongly about.

So I say *yes, go for it.*

I hope that in this and many other public policy questions the city will be able to tear away from the usual policy inertia and make as many hard moves as possible away from over-reliance on private cars and toward commitments to strong public transit. With the pressures PDX is already under it is unmistakable that the city needs to work toward density and mixed use and the public services which support them, which means first and foremost a strong commitment to public transit. (And second a shrug to the usual focus on parking, parking, parking.)

A few years ago I bought a house a few blocks from 67th & Foster and part of the reason why I chose the neighborhood is that I have been able to live a carless life there. (Imagine my delighted surprise when it turned out that city was already spinning up plans I might have chosen for Foster corridor.) But it sure could be easier.

And I believe what transit experts say about how dedicated bus lanes are not just good for people like me who rely on the bus: they are good for safety and often for private car traffic too.

So please take my encouragement to take a step toward making Portland the Curitiba of the North.

--

.....
Jonathan Korman :: PDX & SFO :: miniver.blogspot.com

*nous voulons les structures au service de l'homme
et non pas l'homme au service des structures*

From: Fazio, Nick
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); ["KelseyD@TriMet.org"](#); ["BottomLB@TriMet.org"](#); ["PalanukK@trimet.org"](#)
Subject: Enhanced Transit Corridors Plan
Date: Wednesday, June 20, 2018 1:04:13 PM

Dear Mayor and Commissioners,

Portland Bureau of Transportation's Enhanced Transit Corridors plan is essential for the long-term health and well-being of residents and visitors. Our city has repeatedly called for action to the various challenges being faced by communities worldwide today, namely climate change, income inequality, poor health outcomes, and the breakdown of healthy social relationships. The City of Portland not only has the obligation and responsibility to take bold action, but also the privilege and resources to be successful in doing so.

Although I live in the heart of Northwest Portland, I work four days a week in Kelso, Washington. As a very pro-automobile city, Kelso seems to lay a cultural world away despite being within commuting distance from the Pearl. I witness on a daily basis, the dangerous conflict and severe negative impacts that people experience when their community consistently values cars over their own bodies and right to movement. Kelso clearly designs for car users, and as a result, has one of the most deadly intersections for pedestrians in Washington State. As a planner for this community, I can testify first-hand that our struggling economy and lack of competitiveness is in part due to our inefficient public transit system and decades of prioritizing the movement of cars over the movement of people.

Although my experience as a resident of Portland is infinitely better than it is in Kelso, I recognize the clear need for dedicated bus lanes and transit-priority design throughout Portland. Our progressive city is not immune to making the same missteps that hundreds of other cities have. For those that are more pragmatic, I would offer that thriving and prosperous cities rely on transit richness, and the ability to move efficiently through urban spaces without a car.

If City Council honestly cares about bodily integrity, equity, livability and climate change, then adoption of the Enhanced Transit Corridors plan is necessary. I strongly urge the Council to not make a grave mistake by watering down the vision or actions specified, and furthermore, encourage elected leadership take a strong stand in the face of the problems created by six decades of prioritizing 6,000 pound, metal projectiles (aka cars).

Sincerely,

Nick Fazio

Associate Long Range Planner | Cowlitz County, WA
2240 NW Lovejoy St. Apt 217
Portland, OR 97210
505-870-4449 | FazioN@co.cowlitz.wa.us

From: sarah iannarone
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); KelseyD@trimet.org; BottomIB@trimet.org; PalanukK@trimet.org
Subject: Enhanced Transit Corridors Plan
Date: Wednesday, June 20, 2018 12:39:52 PM

Dear Mayor and Commissioners:

I'm writing this letter on my lunch break today-- hosting a delegation of scholars from Hartford to Corvallis who are spending the summer studying and interning in Portland because of our leadership on climate action and social equity public policy.

Some days, it's easier to talk about our leadership on these fronts than others.

I urge you to adopt Portland Bureau of Transportation's Enhanced Transit Corridors plan. The ETC is one of the most nimble, innovative ideas out of PBOT of late (good job, April and team). That said, April and her team need POLITICAL SUPPORT to go even further. The plan needs to do more to force designs that will move people and not just vehicles. For example, where parking and free movement of buses are in conflict, transit should take precedent without a drawn out process EVERY SINGLE TIME.

Please put action behind your rhetoric and help the folks at PBOT move the needle on making transit a truly viable option beyond inner city (and masochistic outer ring) commuters. We need to make life easier for the transit dependent and more comfortable & efficient for choice riders.

Thank you for your time and service to our community.

Roll on!
Sarah Iannarone
15075 SE Powell Blvd, 97236

From: th3post1t@gmail.com
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); KelseyD@trimet.org; BottomIB@trimet.org; PalanukK@trimet.org
Subject: Enhanced Transit Corridors Plan
Date: Wednesday, June 20, 2018 12:16:23 PM

Dear Mayor and Commissioners,

With our planet at a tipping point and our current Presidential administration denying the climate crisis at every turn, Portland must stand firm in our commitment to combat and reverse climate change.

Additionally, our streets are becoming increasingly hostile to pedestrians, vulnerable persons, and bikers. Last year, we experienced the highest number of pedestrian and bike fatalities in the last decade. This year, we're on track to surpass.

It is for these reasons that I urge you and the fellow council members to support the Enhanced Transit Corridors project.

That being said, I think the plan needs to go further to prioritize designs that will move people and not just vehicles.

For example, where parking and free movement of buses are in conflict, transit should win every time without a drawn out process.

Sincerely,
RJ Sheperd
rjsheperd@gmail.com

From: Eric Wilhelm
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); KelseyD@trimet.org; BottomIB@trimet.org; PalanukK@trimet.org
Subject: Enhanced Transit Corridors Plan
Date: Wednesday, June 20, 2018 11:23:26 AM

Dear Mayor and Commissioners,

Portland needs to get a grip on its traffic problem and finally take induced demand seriously. No matter how many lanes we provide for cars, they will always fill up with cars and not move as many people as could be moved by transit, biking, and walking. If we make lanes for buses to get through, supported with bikeways and sidewalks for people to make short trips and access transit, our city will be healthier and more productive instead of choked with cars and strapped for cash. We need to do more to follow our shared priorities toward climate action and learn from the success other cities have enjoyed in following the leadership and shared vision we had a decade ago.

Remove parking lanes, passing lanes, even reduce some streets to one-lane, one-way car traffic if that's what it takes to make the space for people to get around without cars. Reducing the space allocated for cars will reduce car traffic volumes and road maintenance costs. If we want free-flowing traffic, we need congestion pricing not spare lanes. Cars can be driven around the block to get access and parking can be appropriately priced to always keep spaces available for necessary access and deliveries. Nobody should expect to store their couch and coffee table in the public way for free in a growing city in a housing crisis. Mostly empty car parking and passing lanes are a poor use of our public space and pavement assets while people wait on buses stuck in traffic and walk in the mud.

I support the Enhanced Transit Corridors project, but I think the plan needs to do more to force designs that will move people and not just vehicles. For example, where parking and free movement of buses are in conflict, transit should win every time without a drawn out process.

Thanks,
Eric Wilhelm
Southwest Portland resident

From: Connor Toth
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#)
Subject: Enhanced Transit Corridors Plan
Date: Wednesday, June 20, 2018 10:55:49 AM

Dear Mayor and Commissioners,

Transit is the lifeblood of the human-scale city. I urge you to adopt Portland Bureau of Transportation's Enhanced Transit Corridors plan but I think the plan needs to do more to force designs that will move people and not just vehicles. For example, where parking and free movement of buses are in conflict, transit should win every time without a drawn out process.

This plan, in conjunction with the Central City in Motion plan, should be implemented swiftly in order to meet the transportation mode share goals for biking, walking and public transit that the city has already committed itself to.

Connor Toth
1426 SE Salmon Street
Portland, OR 97214

From: Josh Hetrick
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); KelseyD@trimet.org; BottomIB@trimet.org; PalanukK@trimet.org
Subject: Enhanced Transit Corridors Plan
Date: Wednesday, June 20, 2018 10:28:42 AM

Dear Mayor and Commissioners,

Effective and accessible transit is an essential component of a thriving city. It's well - established that the city places walking, biking, and transit at the top of the mode prioritization pyramid — certainly above low-occupancy vehicles. Now is the time to realize those priorities and truly make our streets match that vision.

I support the Enhanced Transit Corridors project, particularly the establishment of thresholds for taking corrective action in the future. But still, it can and should go further to require designs that move people and not just vehicles. Whenever there is a conflict between the movement of people and vehicle storage, movement should be the default choice. Any variance should have to be explicitly justified by a clearly-defined objective that fits within the plan, such as access for people with disabilities.

Regards,

Josh Hetrick
Portland, Oregon

Brooklyn Action Corps board member
Brooklyn Land Use & Transportation Committee member

From: Evan Landman
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); KelseyD@trimet.org; BottomIB@trimet.org; PalanukK@trimet.org
Subject: Enhanced Transit Corridors Plan
Date: Wednesday, June 20, 2018 10:05:04 AM

Dear Mayor and Commissioners,

I'm writing to encourage you to adopt the Portland Bureau of Transportation's Enhanced Transit Corridors plan. As in cities across the country, many Portlanders' safety, quality of life and economic potential is impacted in a profoundly negative manner by the legacy of 20th-century car-centric planning. As you all know, we cannot build our way out of congestion, nor can we build a transportation system that is safe and accessible for people of all races, incomes and ability levels while maintaining car travel times as the highest principle of our planning. Walking, cycling and transit are the only paths towards a more equitable transportation system, and we can only achieve our mode split goals at the expense of people in person cars. ETC is not a perfect plan, but it is an important step forward, using the tools the City has at its disposal.

Thank you,

Evan Landman

From: Tony Jordan
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors Plan
Date: Tuesday, June 19, 2018 9:14:40 PM

Mayor Wheeler and Commissioners,

I am writing to support the Enhanced Transit Corridors Plan and to encourage you to go even further and prioritize transit on ALL multi-lane roads in the city.

Last week, on my 40th birthday, I spent 3 hours at City Hall to advocate for performance based parking management. I have heard that concerns about access to downtown and corridors for low income residents has made several of you wary of raising parking prices downtown.

The net result of that action is to maintain the status quo, traffic, congested curbsides, and slow access for those Portlanders who cannot afford to drive or are physically unable.

I fully expect those commissioners who are most concerned about equity and access for ALL Portlanders to be the strongest supporters of enhanced transit corridors.

Fixing our transportation network requires concerted and holistic policies which prioritize mass transit and discourage single occupancy trips. Anything less is a disservice to all Portlanders and particularly those who are most vulnerable to time delays and the added costs of living far away and depending on transit or an older car.

Support and EXPAND enhanced transit corridors. It is the most sensible solution to provide better and more equitable access to our commercial areas.

Sincerely,
Tony Jordan

From: Gary Becker
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Cc: [Bertelsen, April](#); kelsey@trimet.org; bottomlb@trimet.org; palanukk@trimet.org
Subject: Enhanced Transit Corridors Plan
Date: Wednesday, June 20, 2018 1:56:32 PM

Dear Mayor and Commissioners,

Great cities deserve great transit. Transit people take by choice, and therefore also serves adequately those without a choice. I've spent the last few days shuttling all over DC by transit, even though my company would gladly pay for a taxi, because I'd rather be on transit here. Portland deserves similarly, but instead busses are stuck in the quagmire of wasteful car traffic.

I urge you to adopt Portland Bureau of Transportation's Enhanced Transit Corridors plan. But I also think the plan needs to do more to force designs that will move people and not just vehicles. For example, where parking and free movement of buses are in conflict, transit should win every time without a drawn out process. Please, be bold. Real, substantial dedicated bus lanes should be the norm, not special. Our bus system needs bold action to make it effective, and make it preferable to driving.

-Gary Becker
North Portland

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From: Iain Mackenzie
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 1:31:28 PM

Dear City Commissioners--

I am a daily transit rider, and am writing in support of the Enhanced Transit Corridors plan. I regularly find myself on buses that are at capacity and stuck in traffic. The 40 or more people on the bus are waiting in the same traffic as single occupancy vehicles. This is an inefficient use of our road network and an expensive way for trimet to operate a transit network.

I urge council to prioritize to buses over single occupancy vehicles, consistent with Policy 9.6 of the recently enacted Comprehensive Plan. City Council should direct staff to return in the coming months with projects that can be implemented in the next year. Transit riders should not have to wait 3-5 years for improvements on only a handful of bus routes.

Regards,

Iain MacKenzie

From: Elliot Akwai-Scott
To: [Council Clerk – Testimony](#); [Commissioner Saltzman](#); [Wheeler, Mayor](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 1:23:07 PM

Mayor and City Council,

I'm writing in support of PBOT's Enhanced Transit Corridors (ETC) plan to improve transit service reliability and speed throughout Portland.

The ETC aligns directly with Portland's long standing transportation and planning goals of sustainability and livability, through shifting transportation mode choice to space- and cost-efficient modes like transit, walking and bicycling.

Please **be bold** in your support of this plan to make real strides forward in transit service, and increasing the viability of transit as a desired mode of transportation for Portlanders and residents around the region as the commute into the city. We have a finite amount of space and resources for transportation in the city, and most sustainable, safe, efficient and cost effective modes of transportation should be prioritized. This is what ETC will do! To integrate the ETC plan recommendations, PBOT should make sure walking, bicycling and transit modes enhance and support each other, rather than competing with each other. The city strives to have less people choose to drive, and more people choose to take transit. As the city's infrastructure makes this transition, it is entirely appropriate to take space formerly allocated to more expensive, exclusive and unsustainable single-occupancy vehicle travel and redirect it towards desired modes. Don't be afraid to take the steps needed to implement the recommendations of ETC to achieve the city's mode share goals emphasizing bicycling, walking and transit.

Thank you,

Elliot Akwai-Scott

From: Scott B
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 12:41:44 PM

I would like to urge the Council to support PBOT's Enhanced Transit Corridors (ETC) plan and direct the department to allocate more dedicated space for transit vehicles along Portland's streets. Congestion caused by too many private automobiles is eroding transit's efficiency and attractiveness. This plan is an opportunity to reverse this trend and work towards the Council's adopted mode share and transportation goals.

Scott Biersdorff
Southwest Portland

From: Catie Gould
To: [Council Clerk – Testimony](#)
Cc: dedicatedlanes@portlandb.us
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 12:08:53 PM

I am writing to speak to City Council about your role in the success of this plan. The ETC toolbox provides many different solutions that will improve transit times. However- we can not just aim at 10% travel time improvements through curb extensions and signal priority. We need bold re-allocations of our roadways to make transit the clear and most convenient choice over driving a car. These kind of decisions can come at a high political cost, and Trimet and PBOT will not be able to implement them without your clear direction to prioritize right of way for transit instead of private automobiles. My greatest fear is that this plan will be watered down to mediocre compromises and half measures, and we will implement many "spot improvements" while our ridership continues to stay flat while frustration about traffic worsens year after year.

Most of the routes proposed for Enhanced Transit are also along the same corridors as our 30 High Crash Corridors: NE Sandy, 82nd Ave, NE Burnside, NE Lombard, SE Hawthorne, SE Division, SE Foster, 122nd Ave, Cesar Chavez, MLK Blvd. Many of these arterials have 4 or more lanes of auto travel. We know from Vision Zero that 4 lane roads make up a disproportionate amount of our road fatalities compared to roads with 3 or 2 lane roads.

What you have before you is an incredible opportunity: give residents (and emergency vehicles) options for travelling independent from traffic, increase the capacity of these streets, and save lives at the same line by creating bus only lanes the entire length of these corridors. A vision like this is necessary to accomplish our goals. Goals that have been set by this same city council: to save lives, reduce pollution & emissions, and grow the city in a sustainable and equitable way. This is where the rubber meets the road. Direct PBOT to plan for bus only corridors as the backbone of these corridors. Pilot them as quickly as possible. Add other improvements in the next few years. Champion this plan with everything you have, and usher in a new era of Portland as a modern livable city.

Thank you,
Catie Gould
1908 NE Hancock, Portland, 97213

From: Tim Davis
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 12:01:06 PM

Dear City Council,

This is Tim Davis, and I fully support using dedicated bus lanes, queue jumps, signal prioritization and whatever other means are necessary (including increasing the space between bus stops, but that's an entirely separate debate) to dramatically SPEED UP buses in Portland!

I actually **never** take the bus because it is way, WAY too slow. And I cannot **stand** seeing buses stuck for 30 minutes on SW Madison when trying to get on the Hawthorne Bridge in afternoon rush hour traffic. Our city unfortunately **encourages** people to DRIVE everywhere for everything; the proof is in literally ALL of our infrastructure, including massive parking garages, free and plentiful parking in most of the city, etc.

We MUST rapidly densify Portland; our land use is unbelievably inefficient!! But in the meantime, we've GOT to give buses priority over cars. And it starts with the most dramatic and effective tool: dedicating BUS-ONLY lanes on numerous key corridors.

Due to our incredibly short blocks and average-width streets, Portland has a **higher percentage** of total city space devoted to STREETS than any other city in the U.S.! We have MORE than enough room to take away 5% of street space for **protected** cycling-only corridors and another 10% of it for bus-only traffic. If we did this, it would improve the lives of **everyone** in Portland, including those who only drive!! But almost no one understands this. I wish I had time to explain this for 10 pages...Perhaps another time... :)

In the meantime, I want to express my support of ETC in Portland!

Thank you so much,

Tim Davis
111 SW Harrison St #14C
Portland, OR 97201

From: KE
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 11:50:39 AM

Dear Mayor and Commissioners,

This letter is to affirm my support for **PBOT's Enhanced Transit Corridors (ETC) plan** to use dedicated bus lanes, queue jumps, signal prioritization and other tools to improve transit on the most congested segments.

My family has chosen to live car free. In fact, the ability to live car free is one of the key reasons we specifically chose to work and live in Portland. I am in a higher income bracket and my co-workers have regularly expressed that they avoid mass transit because they can get to work quicker in their cars. It takes me roughly 30 minutes longer to commute to work in the bus than many of my coworkers who reside in the same area. I personally experience this during my daily commute on the Ross Island Bridge. There have been times where I have been able to bike downtown and reach work faster than on the bus. Speaking of biking, decreased cars and increased TriMet ridership will in turn improve road safety for both cyclists and pedestrians.

In my opinion, the above median income worker who commutes to and from downtown in their cars to save time, is specifically the demographic that PBOT needs to reach. What would motivate them to leave their vehicles at home or live vehicle free? The ETC plan provides the necessary incentive to increase ridership among individuals whose time is more valuable than money.

Yes, it is likely that some drivers will be initially upset, but this is the step that is needed to persuade individuals to use transit, increase PBOT revenue, purchase electric vehicles, extend discounts to low income individuals, and expand the system to under-served areas creating accessible transit to ALL citizens regardless of income and disability.

Portland is rapidly growing into a major internationally recognized city and we have the opportunity to create an innovative world class system where non-car means of transportation are the norm. Mass transit is the future and Portland has the opportunity to be the leader.

Thank you for your time and dedication to improving transit in our amazing city.

Sincerely,

Kerry Heintze
Portland, 97206

From: Jenya Andreev
To: [Council Clerk – Testimony](#)
Cc: [Enhanced Transit Corridors Plan](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 11:49:54 AM

I'm writing to voice my support of Enhanced Transit Corridors, in particular the connections between the inner city and east Portland.

I live in outer east Portland and work in the central city. My commute by driving is 25 minutes, 45 minutes by bike and at least an hour or more by public transit. That's just one way! We desperately need faster transit to connect those of us who can only afford to live in east Portland but commute into the central city. Time is money, and we are poor in east Portland compared to other areas that are better served.

Not everyone can afford to drive or own a car, and with the compounding effects of heavy traffic, lack of parking and climate change, it is clear that the city of Portland needs to grow into a modern transit infrastructure that is competitive with single occupancy vehicles (SOV), in order to even the playing field for all our citizens. Although I can and often do drive, I want better options to commute that don't involve burning fossil fuels, contributing to pollution and congestion.

The project along E Burnside/ SE Stark St (109th - 122nd, and beyond to 162nd Ave) could be a crucial connection and I hope the city will take bold steps to ensure success in creating rapid transit services to connect outer east Portland to the rest of the city. Additionally, transit along 122nd is also desperately needed to connect people with jobs. This road has a high traffic burden, with so many people headed to the same destination, that a rapid bus service could become a competitive option alongside SOV.

I attended public meetings on the Division Transit Project and have been somewhat disappointed in the lack of vision of transforming this street. As someone who travels frequently both by car and bike along major corridors in East Portland, I can see that street parking along these corridors that are lined with parking lots is a wasted opportunity to redesign the street to better support bus only lanes and physically protected bike lanes. These street parking spaces either sit empty or have abandoned vehicles, contributing to a "ghost town" appearance in outer east Portland that simply does not match the character of the vibrant and diverse neighborhood that I live in. Why spend money on a plan that doesn't really enhance or improve transit? New buses will become old like the rest. But bold changes in redesigning who gets priority on the streetscape will change the paradigm of who has the right to move around the city.

I hope that the city will be bold and remove unnecessary parking along corridors to provide space for bus only lanes and protected bike lanes. Make the streets shorter and safer to cross by re-examining center turn lanes, using them only where people are actually turning, and use the additional space to provide better crosswalk islands and/or green space. Plan for convenient multi-modal transportation by providing bike infrastructure alongside bus infrastructure.

Your east Portland citizens don't live all that far away, but the time to travel has made the distance feel farther for those who can't or don't want to drive all the time. Let's see what we can do about that.

Thank you and best regards.

--

Jenya Andreev
925.586.8787

From: Tony Tapay
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 11:48:44 AM

Hello,

I just wanted to voice my support for PBOT's Enhanced Transit Corridors (ETC) plan. We need dedicated bus lanes, queue jumps, signal prioritization and other tools to improve transit on the most congested segments.

When buses have to deal with all of the same congestion as SOVs, there is less motivation for using bus transit. If we want to lead the nation in combatting greenhouse gas emissions, we need to prioritize modes of transportation that reduce our impact on the planet.

Removal of parking or redundant car lanes should not take endless public process, but should be done as a simple matter of following through on our stated priorities, which themselves were publicly discussed in great detail.

Thank you,

Tony Tapay
503.806.1921

From: Paul Frazier
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 11:41:26 AM

Hello,

We need rapid change now! This will take bold action, that will be unpopular with some but in the end will benefit the whole city. Don't fall into the tragedy of the commons!

We need dedicated bus lanes and signal priority. I recently visited my sister in Seattle and rode one of their rapid bus lines, it was amazing! And we can implement changes like they did with far less infrastructure costs and on a shorter timeline than light rail or free-way expansion.

I appreciated the way they did have some compromises for all groups involved. The bus lanes are not bus lanes 24/7 they allow for parking and travel by all in the later evening and on weekends.

I also am intrigued by the idea of allowing freight to travel in these lanes too. While I would prefer dedicated transit lanes, I don't want to get bogged down in a purist sense and never get anything done. If we involve the freight companies we can turn some of the biggest opponents into advocates.

Parking doesn't cost enough! Every day people pay for transit and we pay for congestion with our health (sadly Portland's air quality is not that good at all). Dedicated bus lanes will provide an incentive for people to ride the bus.

People are busy. I am busy. I'll be honest I love mass transit, but when it takes 3-4x longer to take the bus vs drive, guess what I do? Drive. I don't want to drive, make the bus faster so we can have incentives to ride the bus instead of being penalized for it.

History looks very kindly at the brave group that de-paved what is now waterfront park. That took BOLD action. Let's take more BOLD action and make Portland the BEST place to take transit in the country!

Best,

Paul Frazier

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Paul Frazier
503-703-7710

From: Laura Miller
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 11:23:40 AM

Hello,

I'm writing in support PBOT's Enhanced Transit Corridors (ETC) plan. I believe the time is now for Portland's civic leadership to show strong and decisive support for prioritizing our public transit system.

I primarily get around Portland on bus/train, bicycle, and foot. But I also use a car when these other modes are not available and/or inadequate. With this perspective in mind, I firmly believe the only sensible path forward is to prioritize transit, bicycles, pedestrians, and safety over single occupancy vehicles.

Making transit faster, with more frequent service, and ensuring its reliability can make it the smart choice for getting around town.

I most often ride the 15 bus. I take it between SE Portland and downtown, and often to NW 23rd. During commute times, this bus encounters heavy congestion in downtown and NW. By prioritizing buses in certain areas of this route, it could easily become the faster way to get to where I'm going over driving a car.

Portland needs transit planning leadership that is visionary and bold. I believe the more people get out of their cars into different modes of transportation, the more people will have a better commute to wherever they are going. Please use your position to help move this vision forward by supporting the changes to our streets proposed in the Enhanced Transit Corridors plan.

Thank you,
Laura Miller

From: Kai McMurtry
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 11:23:22 AM

I'm writing to share my strong support for PBOT's Enhanced Transit Corridors (ETC) plan. Portland needs to use all available tools, such as: dedicated bus lanes, queue jumps, and signal prioritization to improve transit on our most congested segments.

Please be bold! The removal of parking or redundant car lanes should not take endless public process, but should be done as a simple matter of following through on stated priorities (which themselves were publicly discussed in great detail).

Portland needs a transportation system that prioritizes sustainable modalities and is honest about our existing congestion and guaranteed population growth.

Thank you,
Kai

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kai mcmurtry

[@kainotkyle](#)
kaimcmurtry.com/blog

From: Erik Halstead
To: [Council Clerk – Testimony](#)
Cc: dedicatedlanes@portlandb.us
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 11:13:29 AM

As a former long time (over 10 year) rider of TriMet's bus system within Portland and the west/southwest suburbs, the Enhanced Transit Corridor project is an extremely overdue project that is vital to providing transit options to our region's residents, employees and visitors. Our region, caught up in its light rail fury, has ignored bus service for too long, resulting in declining transit ridership (our transit ridership is at the same level as 2008 despite billions spent on two new light rail lines, several Streetcar extensions and a commuter rail line) and all-time high traffic congestion and single occupant vehicle use.

However, I am disturbed that this plan not only ignores Barbur Boulevard, but there is no absolute commitment, nor a dedicated funding source for this project.

TriMet, along with its partners at Metro and the City of Portland, have long used bus service to balance budgets - when MAX or Streetcar requires funds, it's stripped from bus service. Bus riders have long been pawns to cater to big business and developers whom City Council, Metro and TriMet have had no problem bowing down to, and so many former bus riders like myself are now motorists, driving their cars in traffic because we can't depend on the bus. The ETC is nothing more than a roadmap much like the Southwest Service Enhancement Plan, a roadmap TriMet spent many hundreds of thousands of dollars on, simply to throw it right into the garbage pail. The ETC is a joke, unless the City absolutely commits to it with dedicated funding, a guarantee that funding will not be used to bail out another Streetcar or MAX expansion, and swift implementation rather than an empty promise that it'll be done sometime in the future.

Further, Barbur Boulevard has long suffered from poor transit. TriMet has done nothing to improve service in southwest Portland, and most of the bus reliability issues are self-inflicted rather than simply attributed to "traffic congestion". Whether it's simply poor bus reliability, TriMet's insistence of interlining the 12 Barbur with 12 Sandy, poor traffic light timing, a lack of safe bus stops...there are so many things we need to do - and can do - to fix bus service. Why is Barbur being ignored, simply because of the Southwest Corridor project that is at least ten years away if not more (or, for that matter, won't even be funded?) The prospect of a future MAX line is no justification to ignore bus service improvements - a bus rider that you attract today will be a transit rider tomorrow; a bus rider ignored today, likely isn't going to ride MAX tomorrow. Barbur MUST be included, and MUST receive swift improvements TODAY. Not in five years, not in three years, and most certainly not in ten. TODAY.

I urge the City of Portland to not treat the Enhanced Transit Corridors project as just another feel-good action like renaming a street or a symbolic ban to "save the environment". Bus

service is critical to hundreds of thousands of commuters in our region each and every day. You have a choice. You can continue on the path of discriminating against bus riders and scratching your head wondering why traffic is horrible. Or you can prioritize bus service now, ensure that it is prioritized through funding and policy, and tell TriMet that bus service IS the number one priority. Not MAX and not Streetcar. Residents in SW Portland, North Portland, St. Johns, Parkrose, Lents, and so many other neighborhoods don't benefit from Streetcar or MAX - they use the bus, or they drive. What is your choice? Do you want to provide transit, or do you want to widen streets and build parking lots?

Respectfully,

Erik Halstead

From: Kevin Chambers
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 10:53:21 AM

This is to convey my strong support for prioritizing our public roadways to give preference to transit at every point of conflict or congestion.

Transit hits all the notes when it comes to equity, environmental impacts, and urban livability. Any time when or place where there is a conflict, *transit should always come first*.

Together with a complete 8-80 bicycle network, transit priority is vital to achieving already well defined in Portland's long term plans. Please move swiftly to put our money where our mouth is and our infrastructure where our ideals are.

Kevin Chambers
2124 SE Oak St
Portland OR 97214
503.236.7864

From: Elena
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 10:38:13 AM

Dear Sir/Madam,

I would like to express my support for PBOT's Enhanced Transit Corridors (ETC) plan to use dedicated bus lanes, queue jumps, signal prioritization and other tools to improve transit on the most congested segments. I would also like to point out that Bus line 19, which I use to commute to/from work, is notoriously unreliable, especially during the afternoon rush hour. This bus serves an underprivileged area of Brentwood-Darlington, and is the only bus that goes from there to the Max or to downtown and PSU. While I take it in the morning and it is more or less on-time, going back home to the SE from downtown at 5 pm is NEVER on schedule. Connections between the Max and bus 19 at Bybee station are extremely unreliable. The main problem with traffic eastbound is on the West side going from the PSU area towards the Ross Island Bridge. Bus 19 would benefit greatly from rerouting over the Tillikum or from bus-only lanes going to Ross Island Bridge. The main problem area going westbound is on Powell Boulevard approaching Ross Island Bridge, which would be improved with a dedicated bus lane as well.

Thank you for your attention and for your work on this important issue.

Elena Sokol

From: Zach Holz
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 10:07:24 AM

Dear Council,

I wanted to write in briefly today regarding PBOT's Enhanced Transit Corridors (ETC) plan.

I urge the City Council to be bold with this plan, and to include language that would allow our agencies to use any tool necessary to make transit better for all Portlanders. These tools could be things like dedicated bus lanes, queue jumps, signal prioritization and other methods to improve transit on the most congested segments.

I know there will be pressure to “balance the needs” of single-occupancy vehicle users, but these users are already heavily biased towards in our current transportation regime. They do not need special or sustained consideration in this plan. Where the public right of way could be better realigned to prioritize the movement of people in transit — especially in currently parking lanes on major streets — we should move forward with dedicated lanes. Where buses currently idle behind lines of single-occupancy vehicles, we should convert a standard lane to a transit-only lane. Getting out of downtown during peaks times should be **quicker** by bus than by single-occupancy vehicle, and buses with 30 people onboard should not be stuck behind a line of cars with a single person in each one. Only then will we get more people to hop out of their cars and take transit.

The transit mall in downtown transformed our system back in the 70s, and we need to use powerful tools to make our system work today, especially in a region that continues to add new people each year. I urge you to prioritize dedicated bus lanes in our priority areas across Portland.

Thank you for your time,

Zach Holz
SE Portland, OR

From: L H
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 10:06:45 AM

To whom it may concern,

I am writing to voice my support for the enhanced transit corridors plan. As someone who both rides transit and drives, I believe that this plan will make everything run much smoother. The loss of street parking seems minimal and the amount of people who will move to riding transit will negate increases in traffic. Also, with more people moving to the region over time, we simply have to prioritize modes of transportation that move the most people in the smallest amount of space.

Please support this plan and help get it started as soon as possible!

Best,
Lindsay Huber

From: Adrienne Leverette
To: [Council Clerk – Testimony](#); [Wheeler, Mayor](#); [Commissioner Saltzman](#); [Commissioner Eudaly](#); [Commissioner Fish](#); [Commissioner Fritz](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 9:53:52 AM

I fully support the goals of the ETC plan. We can't let single occupancy vehicles ruin downtown for everyone (including the people stuck in the single occupancy vehicles); it's just a bad way to go.

ETC is a lot of common sense: inexpensive, efficient, transformative. Make it happen!

Sincerely,
Adrienne Leverette

From: Jesse Lopez
To: [Council Clerk – Testimony](#)
Subject: Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 2:21:25 PM

Dear Mayor and Commissioners,

Thank you for taking the time and effort to improve mobility throughout the city by supporting the Enhanced Transit Corridor Recommendation plan. I strongly support the recommendations included in the plan and hope the Mayor and Commissioners will as well.

For perspective on my support, I periodically rely on bus service to commute from inner NE Portland to Downtown for work. In those commutes I've spent countless hours stuck in cramped buses behind single occupancy vehicles. Being stuck in traffic in the bus typically doubles, or can even come close to tripling, the amount of time it takes for the same commute by bicycle. This is fundamentally unfair to residents who rely on transit for mobility and disincentives travel by transit.

From what I've witnessed first hand, these issues could be immediately addressed with the following simple adjustments:

- During commute times reallocate street space from single occupancy vehicles and street parking to dedicated bus lanes on bus routes typically delayed by traffic.
- Stop prioritizing the convenience of single occupancy vehicles over all other users of streets.

Thank you again for your support the the ETC plan and I look forward to Council proactively improving transit speed and reliability in a more aggressive manner.

Regards,
-Jesse Lopez

From: Isaiah
To: [Council Clerk – Testimony; Enhanced Transit Corridors Plan](#)
Subject: ETC plan testimony
Date: Wednesday, June 20, 2018 12:35:28 PM

My name is Isaiah Hsu, and I ride Trimet (bus and MAX) several times a month and additionally on special occasions (to get to the airport).

I would like to recommend line 56 routed to continue along Scholls Ferry north to hwy 26 and then to the Washington Park MAX stop. 54 is already frequent service and it would allow for much better travel time for those living in SW Portland/Tigard.

Sincerely,
Isaiah Hsu

[Sent from Yahoo Mail on Android](#)

From: Andrew Grim
To: [Council Clerk – Testimony](#)
Subject: I support creating more bus lanes
Date: Wednesday, June 20, 2018 8:13:36 AM

I support the ETL but would like to see more of a focus on bus lanes and mass transit over parking and additional car lanes.

Thank you,
Andrew Grim

From: Paul Leitman
To: [Council Clerk – Testimony](#)
Cc: dedicatedlanes@portlandb.us
Subject: I support the Enhanced Transit Corridors (ETC) Plan
Date: Tuesday, June 19, 2018 8:13:13 PM

Mayor Wheeler and Commissioners:

I support PBOT's Enhanced Transit Corridors (ETC) Plan and I ask that you vote to approve this plan. I am particularly supportive of dedicated bus lanes, queue jumps, signal prioritization and other strategies to reduce delay on the most congested segments.

I also support removing parking lanes and general purpose travel lanes to provide dedicated space for transit. To streamline PBOT's ability to make these changes, I would like Council to direct PBOT staff to develop a formalized process and strategy that would provide a methodology for where and when to make these changes, without lengthy public processes where bold visions get diluted.

These changes are a step in the right direction, as transit is essential to meeting our climate, health, economic and housing goals.

Thank you,
Paul Leitman
1024 NE 75th Ave

From: Kalub Hall
To: [Council Clerk – Testimony](#)
Subject: Plastic straw facts
Date: Wednesday, June 20, 2018 7:14:28 AM

Please read these articles from National Geographic and Bloomberg. Plastic straws are not the problem. This is a waste of time and effort from a great city like Portland. These are accurate and well sourced articles.

Thank you,

Kalub Hall

[https://www.bloomberg.com/view/articles/2018-06-07/plastic-straws-aren-t-the-problem?
cmpid=socialflow-facebook-
business&utm_medium=social&utm_source=facebook&utm_content=business&utm_campaign=socialflow-
organic](https://www.bloomberg.com/view/articles/2018-06-07/plastic-straws-aren-t-the-problem?cmpid=socialflow-facebook-business&utm_medium=social&utm_source=facebook&utm_content=business&utm_campaign=socialflow-organic)

<https://news.nationalgeographic.com/2018/03/great-pacific-garbage-patch-plastics-environment/>

From: [Planning and Sustainability Commission](#)
To: [Council Clerk – Testimony](#); [City Elected Officials](#)
Cc: [Bertelsen, April](#); [Leclerc, Mauricio](#); [Engstrom, Eric](#); [Anderson, Susan](#); [Zehnder, Joe](#)
Subject: PSC Enhanced Transit Corridors support
Date: Wednesday, June 20, 2018 11:50:13 AM
Attachments: [psc_etc.pdf](#)
[image001.png](#)

Mayor and Commissioners,

On behalf of the Planning and Sustainability Commission, please find a letter of support for the Enhanced Transit Corridors work and the recommendations to advance ETC projects to implementation as part of Metro’s pilot program.

Thank you,

Julie Ocken
PSC Manager

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

The Bureau of Planning and Sustainability is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact at 503-823-7700 or use City TTY 503-823-6868, or Oregon Relay Service 711.

Traducción o interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Письменный или устный перевод | Traducere sau Interpretare |
Письмовий або усний переклад | 翻訳または通訳 | Turjumida ama Fasiraadda | ການແປພາສາ ຫຼື ການອະທິບາຍ | الترجمة التحريرية أو الشفهية |
503-823-7700 | www.portlandoregon.gov/bps/71701

From: Robb Beck
To: [Council Clerk – Testimony](#)
Subject: Regarding Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 12:22:31 PM

Hello,

Please note that I support PBOT's Enhanced Transit Corridors (ETC) plan to use bus lanes, queue jumps, signal prioritization and other tools to help improve our congested roadways.

I love taking the bus to work (from North Portland to downtown), but I'm shocked by how much longer my bus commute has grown with each passing quarter - all due to congested roadways. Please, be bold: build bus only lanes and get more people riding public transit.

Thank you for your consideration.

Regards,

Robb

From: winningkoff@gmail.com
To: [Council Clerk – Testimony](#)
Subject: Support Enhanced Transit Corridors!
Date: Wednesday, June 20, 2018 1:02:24 PM

Congestion is getting worse in our city, and the hordes of single occupancy motor vehicles are clogging up our streets and our mass transit system is suffering because of it. I urge you to support Enhanced Transit Corridors to give more priority to transit. Do not ask drivers what they would like, because they will only scream about the fake "War on Cars." Take away parking if you need to, after all, our streets should prioritize moving people, not storing their private property.

By prioritizing transit, to allow it to be a reasonable, convenient, and reliable, we can lessen congestion and travel times for all road users.

Thank you for your time and efforts on this matter.

Mark Winningkoff
Portland resident and road user

From: Naomi Fast
To: [Council Clerk – Testimony](#)
Subject: Support for Enhanced Transit Corridors
Date: Wednesday, June 20, 2018 12:22:49 AM

Dear Mayor and Commissioners,

I'm writing in strong support of PBOT's Enhanced Transit Corridors (ETC) plan to use dedicated bus lanes, queue jumps, signal prioritization and other tools to improve transit on the most congested segments. Please do not hesitate to remove any on-street car parking or redundant car lanes that stand in the way of effective bus transit. Removing car parking will transform streets to benefit people when they're riding the bus, and when they're riding their bikes.

I live on the westside, where Line 62 that leaves from Sunset Transit Center regularly becomes stuck in single-occupancy car congestion on Murray Blvd. This is caused in large part by our entire region's over-reliance on single-occupancy car commuting to 8-5 jobs. While this is a region-wide problem, Portland has policies in place such as the Climate Action Plan that put you as leaders in an excellent position to boldly prioritize and urge transit solutions for the entire region. Portland policies such as Vision Zero and the Climate Action Plan were publicly discussed at length and implemented for the good of our communities.

Please resist becoming distracted with how to preserve car parking, which is a cultural luxury that's now in conflict with preservation of societal health and our environment. Neither congestion nor climate change are waiting one minute longer for politics to be talked through.

Please direct your traffic engineering departments to stop worrying about how to move a particular volume of only cars, and to worry instead about how to help many more people be mobile in fewer and smaller vehicles.

Thank you,

Ms. Fast
Beaverton