

CENTRAL CITY IMPLEMENTATION PLAN AND FINAL REPORT

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (PRINT)

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NAME (PRINT)

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Email *(Optional)*

William Kinney @

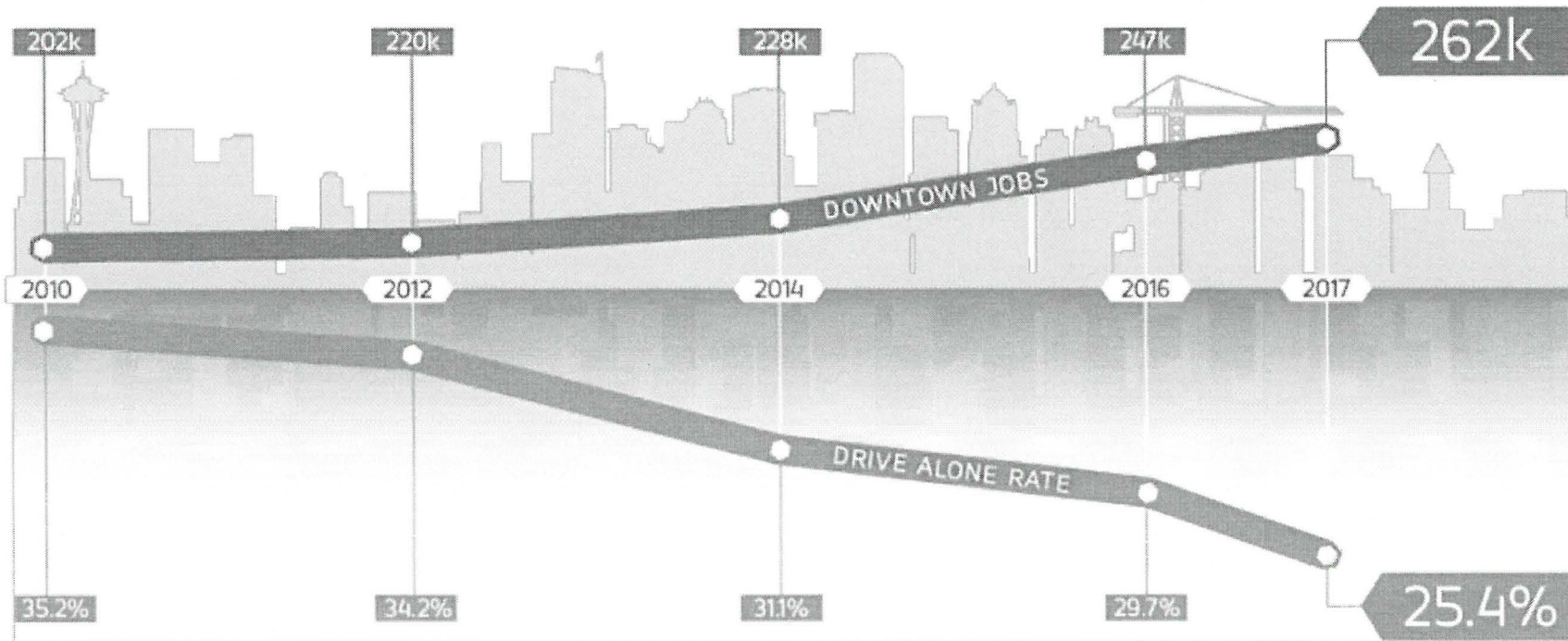
Edward Bailey

No

ZUFF Landon

Job and SOVs in Downtown Seattle

Jobs Up, Drive-Along Rate Down 2010 to 2017



commute seattle

Goals of Central City in Motion have already been adopted by Portland City Council:2030 Bike Plan

- Adopted February 2010
- Goal: build out ambitious bike network grid
- Status: mostly unbuilt
- Time remaining: 12 years

Vision Zero (2025)

- Vision Zero adopted June 2015; plan approved December 2016
- Goal: “eliminate deaths and serious injuries for all who share Portland streets by 2025.”
- Status: 45 traffic deaths in 2017
- Time remaining: 7 years

Climate Action Plan

- Plan first created 1993; latest update approved June 2015
- Goal: 40% reduction in carbon levels compared to 1990 by 2030
- Status: Transportation is 40% of Multnomah County carbon; we’ve only accomplished a 5% decrease compared to 1990
- Time remaining: 12 years

2035 Comprehensive Plan (Transportation System Plan)

- Adopted June 2018
- “Central City: In 2035, at least 80% of commute trips to and from the district are by non-single occupancy vehicle (SOV).”
- Status: with CCIM about a 60% non-SOV rate; without CCIM about 40%
- Time remaining: 17 years (CCIM covers first 10 years)

“When you’re accustomed to privilege, equality feels like oppression”

(To the people worried that you’ll no longer be able to drive or park in the Central City after CCIM)

Of the 39% of the Central City dedicated to public ROW:

- Currently 3% dedicated to bikes etc → would become 4% under CCIM
- Currently 1% dedicated to public transit → would become 2% under CCIM
- Under CCIM, the vast majority of right of way would continue to be dedicated to automotive movement and storage

Example: SW 4th

- Currently 5 lanes dedicated to automotive movement and storage
- Would become 4 lanes dedicated to automotive movement and storage; 1 lane dedicated to bike movement

Subject: Testimony to the Portland City Council on the Central City in Motion project, November 15, 2018

Per TriMet's latest survey, congestion is the number one transportation issue. Just two percent of respondents wanted more bike lanes. Among other things, only 45 percent think the Portland-Metro region is going in the right direction while 42 percent think the region is off track, and people are losing faith in the region.

So just how does taking away motor vehicle capacity to add bike lanes represent the public as a whole? It doesn't. It's catering to special interests. Reducing the number of motor vehicle travel lanes will create more city initiated congestion, not less. This will be especially true if done on 11th and 12th Avenues on the eastside and on 4th Avenue and Broadway in downtown. More congestion adds engine idling which in turn increases fuel consumption and emissions. As an example, the City estimates the changes being made on Foster Road will add three minutes to travel times. Multiply those same three minutes by the traffic volumes and it increases emissions by 1180 hours per day.

Over the next 20 years, car trips in the Portland-Metro area are expected to increase by 49 percent regardless of how much mass transit service is added.* Even in the Southwest Corridor with light rail, traffic congestion is expected to significantly increase with population growth. The city needs to make more room for cars - not less by taking away motor vehicle travel lanes and/or converting them for other modes. A full and complete environmental impact statement is needed before any decision is made to reduce motor vehicle capacity.

Moreover, you wouldn't plan a new development without the financial investors at the table. Motorists who are the primary funding stakeholders for TSP projects must have proportional motorist specific representation on all transportation citizen committees. Without such representation, discrimination exists. Given the results of the TriMet survey, any project that would replace car lanes with bike lanes is ignoring the majority will of the people.

Instead of taking away motor vehicle lanes on Broadway and 4th Avenue downtown, a much better route for bikes would be on 9th and Park Avenues. On the eastside, an alternate bike route to 11th and 12th Avenues needs to be found. If the Central City in Motion project moves forward, "equity" requires adult bicyclists must start paying license and/or user fees to cover the costs of their privileged street space.

Respectively submitted.

Terry Parker
Northeast Portland

* Figures gathered by the Portland Business Alliance.

Survey: TriMet service good, but faith in overall region on decline

Homelessness, social issues seen as most vexing problems

By **JIM REDDEN**
The Tribune

TriMet needs to add more security officers to its trains and buses.

Homeless and housing are the most important problems in the region.

Traffic congestion is the most important transportation issue.

And people are losing faith in the region.

Those are among the findings of the 2017 TriMet Attitude and Awareness Survey that was released by the regional transit agency Wednesday. The most recent version of the annual survey was conducted by DHM Research between Nov. 7 and 12, 2017.

Although the survey was commissioned by TriMet, it included several questions that allowed respondents to express their opinions on nontransit-related issues.

Among other things, only 45 percent think the Portland metro region is going in the right direction, the third decline in three years. Nearly as many, 42 percent, think the region is off track, the third increase in three years.

The decline in confidence may be related to homelessness and the affordable

housing crisis. Asked to pick the most important issue that local governments need to address, 52 percent volunteered social issues. The overwhelming majority of issues named were homelessness, hunger, housing and affordable housing.

Only 24 percent volunteered transportation as the next highest category. In a follow-up question, 71 percent volunteered congestion, road maintenance and the need to increase capacity. Only 11 percent said transit, and just 2 percent wanted more bike lanes.

No other issue category was volunteered by more than 4 percent, including taxes, crime, schools, growth and the economy.

The news for TriMet was mostly good. Overall, 73 percent had a favorable opinion of the agency. Even more, 79 and 81 percent, think bus and MAX service is reliable. The approval ratings were even higher for TriMet riders.

Although the survey was conducted just six months after the horrific attack on a MAX train that left two men dead and one severely wounded, 76 percent approve of the job TriMet is doing to ensure safety. However, 50 percent said there was not enough security on the transit system, something TriMet is working on. And 26 percent said personal safety concerns had prevented them from taking TriMet in

ONLINE

You can read the complete survey at: tinyurl.com/yd45tcnd.

the past.

Only 10 percent believe TriMet treats minorities differently when it comes to applying the rules and fare enforcement.

The survey also found the total number of people using TriMet went up slightly in 2017, although the proportion of frequent riders went down. Asked why they were riding less, nearly a quarter cited lifestyle reasons such as retirement and telecommuting. About four in 10 said they used ride-sharing services like Uber and Lyft to some degree.

Eighty-six percent of all those surveyed viewed TriMet as a good value. Close to half, 45 percent, had heard of the Hop Fastpass electronic fare system TriMet has introduced.

And the survey showed that 45 percent of riders are interested in the low-income fare discount program TriMet is launching in July. It will allow adults at or below 200 percent of the federal poverty level to be eligible for TriMet's discounted Honored Citizen fare.

Eight-hundred residents in the TriMet service district participated in the survey. It has a margin of error of 3.5 percent.

PBOT citizen committees continue to unjustly be non-inclusive of motorist specific representation.

How is spending nearly three billion dollars for a new Max line duly representing the public's priorities as identified in TriMet's November, 2017 survey?

November 15, 2018

Dear Mayor Wheeler and City Commissioners,

Yesterday morning as I made my way downtown after taking care of a couple of errands, I rolled up just as the signal was turning red at the school crossing on NE Glisan Street just East of the 39th Avenue roundabout. Two young girls then stepped out with their flags to let the school kids cross. Waiting several cars back from the crosswalk, I watched as an adult male bicyclist came up on my right in the bike lane, cut through the line of cars crossing over to the left side of the street, and then proceeded through the red signal and the crosswalk right behind the girl flagging. She appeared to yell something at him, but he just continued on his way. Before I arrived downtown, I also observed no less than two other bicyclists blowing through and not stopping at red traffic signals.

Likewise, I frequently utilize the Hollywood Library at NE 41st and Tillamook Street. The intersection is a four way stop having one marked crosswalk across each street. There is a bike lane on Tillamook. The majority of bicyclists just blow through the stop signs, even when people are in the crosswalks. Many of them actually power through the intersection without stopping. Per my observations, only one or two percent of bicyclists actually stop.

Bicyclists routinely carry on about safety, what drivers do and their want for more specialized bicycle infrastructure, but don't ride the safety talk when on their bikes. This lawlessness and arrogant culture has been set in motion by the city's car hater mindset and the eagerness to induce more bicycle usage by adding more bicycle infrastructure. In other words, the city's posture is in part responsible for the pompous behavior of bicyclists.

Bicyclists also routinely blur the lines between acting like a pedestrian and operating a vehicle. However a bicycle is a vehicle and bicyclists need to follow the same traffic laws as drivers.

Instead of continuing to allow bicyclists to flaunt and taunt those traffic laws, when is the city going to require bicyclists to be responsible and accountable for their actions with some police enforcement that is more than a just slap on the wrist? Moreover, when is the city going to establish equity and require bicyclists to become financially responsible for the specialized bicycle infrastructure they utilize and want more of? No more bicycle infrastructure should be added in the city until such time there is a change for the positive in bicyclist behavior.

Respectively,

Terry Parker
Northeast Portland

This is a question that I tried to find an answer for by contacting the Project Manager for Central City in Motion, last week, who let me know he referred it on to a colleague. That colleague didn't respond to a personal email or telephone call. Perhaps I should have started this process, earlier.

This question is about the City Core Measureable and Known Air Toxic and Cancer Risks, Unmeasurable Diesel Exhaust Risks, and City of Portland Plans for Human Density in City Core.

What are the city of Portland's plans for mitigating known health risks with increased human density?

- How are city bureaus and offices being asked by the Mayor's office to plan for this mitigation in light of city policies that were formulated many years ago when our air quality was so much better?
- And to take into account that even though city plans are to reduce the number of cars of these new residents (while maintaining TriMet busses, freight access--think diesel exhaust for busses, trucks and trains), this central core is still surrounded by the exhaust of cars, trucks, and busses on I-5, 405, and 84 and freight and passenger trains running through the area.

Highest cancer and air toxics risks maps are in the report commissioned by the Multnomah County and City of Portland (*Ensuring Healthy Air, Local Collaborative and Regulatory Options in the Portland Area*, June 2018).

Information from *The Town Hall Forum on Diesel Pollution* on Sept. 26, 2018, hosted by Portland Neighbors Addressing Diesel Pollution. Portland ranks as the worst city in the U.S. for respiratory distress from air pollution, according to the EPA's most recent National Air Toxics Assessment, released in 2015. Portland also ranks in the worst 1% of counties for airborne diesel particulates.

Mary McWilliams
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November 15, 2018

Portland City Council
Portland City Hall
1120 SW 4th Avenue
Portland, Oregon 97204

RE: Central City in Motion

Multimodal mobility and accessibility are particularly important in the Central City as our population ages, intensifies, and diversifies. All large cities are experiencing the same challenges at their core as evidenced by the attached recent newspaper article.

Implementation requires carefully consideration of design and creative approaches to balance the various demands on the space restricted right of ways. A process will include collaboration and leadership by the various City Departments and strategic involvement of the businesses, residences, and property owners that depend on the street. The City will also be able to leverage additional funds around specific projects.

The design engineering process needs to address these considerations:

1) **Accessibility.**

2) **Landscaping for beautification, storm water treatment, and environmental benefit.**

Example: SE Seventh would benefit from the same, very positive, landscape improvements that have improved SE Sandy. NE Lloyd is an important entrance from Interstate 84 into the Central City and would be very attractive with landscape medians.

2) **Lane channeling and configuration.**

Example: NE Lloyd currently has bike lanes. The presented concept removes travel lanes in either direction. Lane removal is not necessary as the south side of the street is undeveloped and owned by the public. The Grand Avenue/Lloyd intersection cannot work with a single lane on NE Lloyd. Cars turning right onto Grand must wait for pedestrians causing the row of cars to back up through multiple light cycles. Cars, waiting at the light to go straight, would block right turns.

3) **Dedication of public property.**

Example: The project proposes to remove all the on-street parking on the west side of SE Water Avenue abutting undeveloped blocks that the city owns. A private developer

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peter@finleyfry.com**

would be forced to dedicate property to expand Water Avenue to provide for the on street parking and bike lanes. The City should be required to do the same thing. Naito and Lloyd also abut long lengths of undeveloped public property that can be incorporated into a sophisticated street design.

4) **On-street parking:** The project anticipates the removal of on-street parking from approximately seventy block faces.

Portland Comprehensive Plan Policy 9.57 states:

“On-street parking. Manage loading demand, supply and operations in the public right of way to achieve mode share objectives, and encourage safety, economic vitality and livability.”

The parking area along the curb is used for parking, loading/unloading, drop off and on (cabs, uber, lyft), pocket parks, food carts, safety from traveling cars and bikes, and more. This project proposes sterilization of over seventy block faces. These block will do longer have a relationship to the street and will be “armored” against access.

We can work together to improve the design of these projects to facilitate mobility, support the abutting land use, and beautify Portland.

Sincerely,

Peter Finley Fry

attachment

One City Has Just the Ticket for Congestion

By Scott Calvert

PHILADELPHIA—Traffic crawls along downtown's Chestnut Street, horns honking as cars block the intersection. Up ahead, construction claims one of three lanes, and a Canada Dry delivery truck is parked in the bus lane, forcing city buses to squeeze by.

Similar scenes play out every day in cities across America. In six of the 10 most populous cities, including Philadelphia, average midday vehicle speeds in the downtown core have slowed between 3.8% and 10% since 2015, according to an analysis for The Wall Street Journal by transportation analytics firm INRIX. Speeds have decreased the most in Phoenix.

"We are at a point on many streets of just incredibly frustrating gridlock," said Paul Levy, chief executive of Philadelphia's Center City business improvement district. Although the snarls reflect vitality, he said, "it is clearly a situation which can't be allowed to continue."

The problem has many causes: a surge in ride-hailing services such as Uber; a burgeoning downtown population; construction; the creation of more bike lanes; and a rise in deliveries fueled by e-commerce, city officials said. The combination is clogging a grid of narrow streets laid out in colonial times.

To ease congestion, officials started cracking down on scofflaws in the Center City area in September. Chris Puchalsky, policy director at the city's transportation department, said delivery trucks sometimes double-park even when open loading zones are nearby. The enforcement blitz is part of a push to avoid a scenario "where your success chokes the life out of your city," said Mike Carroll, deputy managing director in the transportation department.

The number of tickets issued by police more than doubled after the initiative began, city officials said, while the volume of citations issued by the city's parking-authority officers was up about 50%.

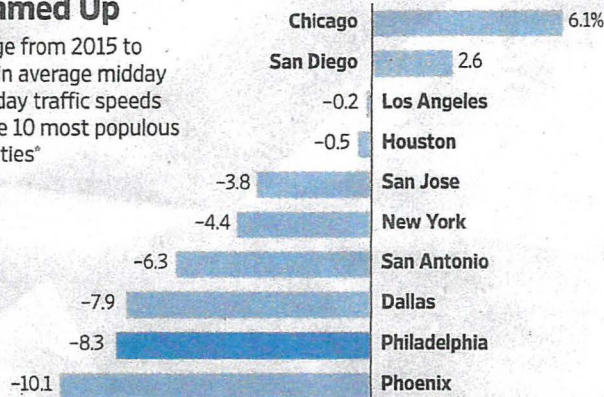
The U.S. is the most congested developed country in the world, according to INRIX.



Philadelphia is issuing more tickets to unclog downtown streets. Midday traffic averages 10 mph.

Jammed Up

Change from 2015 to 2018 in average midday weekday traffic speeds for the 10 most populous U.S. cities*



*For city centers from 10 a.m. to 3 p.m. Tuesday through Thursday of 4-week periods in September and October. Source: INRIX

THE WALL STREET JOURNAL.

American drivers spend an average of 41 hours a year in traffic at peak commuting hours, its analysis found, collectively costing drivers about \$305 billion in 2017.

Cities are deploying different strategies to address the issue. New York City, Washington, D.C., and Fort Lauderdale, Fla., are among those that allocate stretches of downtown curb space at various times for ride-hailing pickup and drop-off, freight delivery and short-term parking, said Corinne Kisner, deputy director of the National Association of City Transportation Officials.

Uber Technologies Inc. acknowledges its impact on traffic but thinks ride-hailing could eventually reduce personal-car ownership, said Uber's public policy director Jason Post. He said Uber was

engaged with cities such as Cincinnati and Washington on pilot programs to change allowable curb uses as a way to ease congestion.

While a concern, Philadelphia's congestion isn't significant compared with cities such as Los Angeles and New York, said Jeff DeVuono, executive vice president and senior managing director at Brandywine Realty Trust, which owns several high-profile Center City office towers.

Even so, it is almost faster to walk across Center City than to take a bus. It takes buses on average about 34 minutes to go 2 miles, or 3.5 miles an hour, at midday, said Erik Johanson, the Southeastern Pennsylvania Transportation Authority's innovation director. For all vehicles, the average midday speed down-

town is 10 mph, according to INRIX.

On a recent weekday, a police officer wrote a \$76 ticket to the Canada Dry truck on Chestnut Street—its fifth parking citation in one morning. "Where else would we park?" delivery worker Parrish Deale said. "We've got to make these deliveries."

Mr. Deale's employer, Canada Dry Delaware Valley, already budgets about \$100,000 a year for parking tickets in Philadelphia, said Bob Brockway, the company's president and chief operating officer.

"It's sort of a cost of doing business in the city as we see it," said Mr. Brockway. He tells drivers to try to park legally. If they must double-park, he said, the message is "take the shortest amount of time you can, but make the delivery to the customer's satisfaction."

Philadelphia officials say they know writing more tickets will have limited impact if delivery firms pay fines without changing behavior. Mr. Carroll said the city should look at raising fines to a "pain point" to induce more drivers to park legally and keep intersections clear. Officials also plan to offer carrots, such as more varied legal curb uses, he said.

Terrace Daniels, who owns a home-furnishings store in Center City, said traffic is worse than ever, making deliveries difficult. "It is very, very challenging," he said.

Wall Street Journal 37395 11/9/18

CENTRAL CITY **IN MOTION**

Working Group Charter

November 13, 2018

Project Background

A cultural and economic hub for the state, Portland's central city is growing rapidly. By 2035, the central city's population is projected to triple and the number of jobs will increase by 40%. The area is already home to a dense mix of housing, including a significant percentage of the city's affordable housing. As the Central City and its economy grows, more and more people are using its streets, sidewalks and transit systems.

Central City in Motion (CCIM) is Portland's plan for strategic investments to accommodate more people on Central City streets. CCIM builds on the analysis and community input that resulted in *Central City 2035*, Portland's long-range plan for the Central City. Like parallel projects in other parts of the city—including *East Portland in Motion* and *Southwest in Motion*—Central City in Motion identifies and prioritizes investments in the Central City transportation network. The 18 projects identified in Central City in Motion are designed to make transit faster and more reliable, biking safer and more convenient, and ensure pedestrian crossings are safe and accessible.

Working Group Charge

The **CCIM Working Group** is charged with ensuring the successful implementation of Central City in Motion projects, advising on project design and monitoring performance. Representing a broad set of community and business perspectives, the group will offer strategic advice to help the project team successfully implement projects recommended in the Central City in Motion plan. Specifically, the Working Group will be asked to:

- Provide input on priorities for project design and construction
- Connect the project team with key stakeholders and community representatives and identify opportunities for public engagement on project design
- Identify opportunities for the private sector to leverage public investments
- Monitor project delivery
- Evaluate project performance

Membership

Working Group members are appointed by the City of Portland Transportation Commissioner. Members have been selected for their diversity of perspectives, their business and community connections, and their ability to provide advice on specific issues while considering the good of the central city as a whole.

Membership will be similar to that of the Central City in Motion Sounding Board which advised on the creation of the plan, and made up of representatives from neighborhood groups such as the Old Town Community Association, business groups such as the Central Eastside Industrial Council, Business for a Better Portland, and the Portland Business Alliance, transportation and advocacy organizations such as Better Block, the Street Trust, BikeLoud, and key Central City stakeholders such as Go Lloyd, OMSI, Travel Portland, OHSU, and PSU and representatives from the office of the Transportation Commissioner.

Meeting Guidelines

- Meetings will start and end on time.
- The Working Group is designed to provide the project team with open, honest and critical feedback. As such, the Group is not chartered as a voting or consensus body. Open discussion among members with different perspectives is expected and encouraged.
- Working Group input and advice will be captured and shared in the form of a meeting summary that includes all viewpoints.
- Working Group meetings are open to the public. However, due to the volume of material to be covered in a short time, members of the public wishing to provide comments will be asked to submit written comments. All written comment received will become part of the Working Group record.
- Working Group members are encouraged to propose or participate in project outreach activities, and to champion the project to the extent comfortable.

Moore-Love, Karla

From: Hillier, Robert
Sent: Thursday, November 15, 2018 1:43 PM
To: Moore-Love, Karla
Cc: Pia Welch
Subject: Update PFC Letter
Attachments: PFC CCIM Letter final.pdf

Hi Karla,

Sorry for sending another revised PFC comment letter to you at the last minute but the PFC Vice Chair requested me to remove her name on the PFC letter. Hopefully the updated letter is not too late to distribute - Thanks

Bob Hillier
Freight Planning Coordinator
City of Portland Bureau of Transportation
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Phone: 503 823-7567
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The City of Portland ensures meaningful access to city programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services

37395



November 15, 2018

Portland City Council
1221 SW 4th Avenue
Portland, Oregon 97204

Dear Mayor Wheeler and City Council Members:

The Portland Freight Committee (PFC) appreciates the opportunity to provide our comments on the proposed Central City In Motion Plan. The PFC has served as an advisory group on freight mobility issues to the Portland Bureau of Transportation and City Council since 2003 and is comprised of over 30 members that include both public and private sector representatives and various businesses involved with multi-modal freight activities in the Portland region.

Portland's Central City is the core of the regional transportation network that serves a diverse economy and regional population of over 2 million people. The Central City is the densest area in our region and the recently adopted Portland Comprehensive Plan calls for the Central City to continue to add residents and jobs over the next 20 years. As population and employment continues to increase, more demand will be placed on our existing transportation network. Among the many ripple effects of this growth will be an increase in demand for products and services – and the freight traffic to deliver them. Greater density will not only increase overall traffic demand, but also the overall volume of goods and services delivered in the Central City to meet growing customer needs.

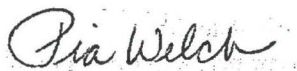
We recognize that one of the goals of the CCIM Plan is to encourage increased bicycle and transit use to reduce pressure on the existing transportation system, especially in the Central Eastside Industrial District. While this area of the city has experienced a dramatic increase in development over the past several years, it continues to serve as its historical role as a key wholesale and central distribution center for freight movement and delivery services for Central City businesses. As such, we feel the need to ask how the projects being proposed in the CCIM Plan will enhance the nature of this Industrial area and the businesses that it serves and offer the following comments.

- Both the PFC and the CEIC (Central Eastside Industrial Council) have previously requested PBOT staff to move the proposed north/south bicycle route to 6th Avenue instead of 7th Avenue for safety purposes. In fact, several bicycle advocates proposed this routing as well at CCIM workshops. Currently, 7th Avenue carries 10,655 vehicles a day, including 175 bicyclists in the striped bicycle lane. As 7th Avenue is a designated freight route, it also carries 2,953 trucks per day, or 28% of all traffic. We have also been informed that 6th Avenue will serve as part of the proposed Green Loop route, so it appears that a more logical long-term strategy would be to designate 6th Avenue as the preferred bicycle route and eliminate the need to remove on-street parking on 7th Avenue to accommodate a protected bike lane. We have previously requested PBOT staff to evaluate the cost of making the needed improvements on 6th Avenue as the designated north/south bicycle route and we look forward to seeing the analysis of how this can improve both safety and traffic operations.

- While a Freight Compatibility analysis was prepared for this area, it was general in nature and did not delve into specifics such as whether certain sized trucks would be impeded from turning onto streets that currently allow access. If trucks are unable make turns onto certain streets in the CEID then neither can buses and some emergency vehicles, such as large fire trucks which can create potential safety issues as more high-density buildings are constructed. This area is difficult to move around now and yet there is not much information on what to do with the future let alone the current bottleneck areas, particularly on NE 11th and 12th Avenues. Moreover, the Portland Freight Committee and the Central Eastside Industrial District asked for analyses of impacts to truck traffic which have yet to be provided.
- Another major concern that has been continuously raised by both the PFC and the CEIC during the CCIM planning process is the potential loss of up to 250 parking spaces in the CEID alone. While we appreciate the efforts of PBOT staff to address these concerns by preparing a parking and loading mitigation strategy as previously requested, the loss of so many parking and loading spaces continues to be of a concern to the businesses in this area. As such, the PFC supports implementing a comprehensive business outreach strategy to ensure that all impacted businesses have an opportunity to provide feedback on the projects identified in the CCIM Plan.
- We appreciate the openness of exploring the feasibility of implementing a shared bus/truck only lane on identified corridors in the project area and support the inclusion of a potential pilot project in the 5-year CCIM Plan.
- In order to ensure the proposed improvements meet both the business and mobility needs of the area, the PFC recommends that the project milestones are assigned to assess the success of project implementation. These milestones are necessary to see if changes need to be made and helps to ensure the best project are being implemented. This would be an inclusive process with agreed upon benchmarks of success with property, business owners, CEIC and all relevant planning agencies.

We look forward to continuing working in concert with PBOT staff to ensure that the CCIM Plan both supports and enhances the Central Eastside Industrial District as a vibrant freight and business district in the future.

Respectfully yours,



Pia Welch
Chair

CC Chris Warner, Interim Director, Portland Bureau of Transportation

Moore-Love, Karla

From: Hillier, Robert
Sent: Thursday, November 15, 2018 10:13 AM
To: Moore-Love, Karla
Cc: Pia Welch; Ansary, Raihana; Warner, Chris
Subject: Central City In Motion Plan
Attachments: PFC CCIM Letter final.pdf

Hi Karla,

On behalf of the Portland Freight Committee please find attached their comments on the Central City In Motion Plan scheduled for Council this afternoon.

Bob Hillier
Freight Planning Coordinator
City of Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, Oregon 97204
Phone: 503 823-7567
E-Mail: Robert.hillier@portlandoregon.gov

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Moore-Love, Karla

From: Kevin Neely <kneely@pdx.edu>
Sent: Wednesday, November 14, 2018 1:48 PM
To: Council Clerk – Testimony
Subject: PSU Testimony - CCIM 11/15
Attachments: PSU CCIM Testimony 11-15-18.pdf

Attached. Thank you.

--



Kevin Neely
Associate Vice President, Government Relations
(503) 320-9487 (cell)



November 14, 2018

TO: Mayor Ted Wheeler
Commissioner Eudaly, Commissioner Fish, Commissioner Fritz, Commissioner Saltzman

FROM: Kevin Neely, Associate VP for Government Relations
Clint Culpepper, Transportation Options Manager

RE: Central City in Motion

Portland State University is Oregon's largest urban university. Over 35,000 students, faculty, and staff commute to the central city to work and study at PSU. A majority of those trips are by alternative modes of transportation -- less than 25% of student trips are by car and over 50% are by transit. To promote safety, enhance liveability and improve transportation options, PSU strongly endorses the Central City in Motion plan. Most important to the PSU community are the 4th Avenue and Broadway project and the bus transit improvements across the central city.

PSU is a leader in the promotion of bicycle commuting. Our success relies on the safety of the students and staff when traveling by bike. PSU worked closely with the city to pilot the first cycle track on SW Broadway in 2009. The project demonstrates that physical barriers promote safety and increase use in high traffic areas. An improved permanent facility, as proposed in the 4th Avenue and SW Broadway project, is crucial to achieving PSU's goal of safely increasing bicycle commuting.

Pedestrian improvements are equally important. For an urban campus, pedestrian safety isn't just about commuting, but about getting to class, the library, and services across campus. The projects in the Central City in Motion plan deliver profound safety improvements to the 4th Avenue and Broadway corridors as well as improvements to some of the busiest transit stations in the city.

Lastly, improved transit options are an imperative. Increased housing costs necessitate that PSU students live farther from the city center. For public transit to be an option, students must be absolutely confident that they can get to class and work on time, every time. As a result, improvements to transit that ease travel times, such as enhanced bus lanes, provide a significant benefit to those traveling to and from PSU each day.

For PSU, Central City in Motion represent the culmination of years of collaboration with the city to improve conditions for our students, employees and visitors as they travel to campus. The large, positive impacts the plan will have on the transit networks are critical for PSU. They will provide safer and more accessible options for bike commuters and pedestrians and more efficient transit rides for tens of thousands of university students and staff.

We look forward to continuing our longstanding partnership with PBOT as the bureau continues to develop the Central City in Motion plan and we are grateful for the city's ongoing commitment to helping PSU achieve its goal of improving and expanding safe, reliable travel options for our students, faculty, and staff.

Moore-Love, Karla

From: Sam Noble <samuelnoble@gmail.com>
Sent: Wednesday, November 14, 2018 2:59 PM
To: Council Clerk – Testimony
Subject: central city in motion testimony
Attachments: 2018_11_08_23_21_00.pdf

Attached please find testimony for agenda item #1183 Adopt the Central City in Motion Final Report and Implementation Plan

This testimony is submitted on behalf of:

Rion Lyle (1904 SE Washington)
Venn Wylde (2137 SE Taylor St)
David Guarente (333 SE 20th Ave, #8)
Karla J. Zimmerman (1716 SE Ash St.)
Robert Zimmerman (1716 SE Ash St.)
Jared Wiener (1730 SE Taylor St.)
Jeffrey Yasskin (2632 SE Salmon St.)
Sam Noble (420 SE 62nd Ave)
Mary Barrett (1208 SE Ankeny St. #303)

November 5, 2018

Council Clerk
1221 SW 4th Ave, Room 130
Portland, OR 97204

To Portland City Council,

We are active members of the Buckman community who have lived the increasing traffic congestion and danger in the western half of our neighborhood as our city has grown. This isn't a sustainable transportation strategy. Our streets require additional investment to move people within and through our neighborhood.

We are delighted that PBOT proposes to prioritize several streets in Buckman for improvements over the next five years: SE Grand Ave, E Burnside, SE 7th, SE Salmon, and SE Hawthorne. The combination of enhanced pedestrian crossings and improved (and where feasible, physically protected) bicycle lanes will help provide safe opportunities to avoid driving. New turn lanes and bus priority spaces on our streets will help keep public transit a viable and increasingly attractive transportation strategy in a busy and working city.

Please fund the Central City in Motion projects in our neighborhood.

NAME	ADDRESS
<u>Rion Lyle</u>	<u>1904 SE Washington</u>
<u>Vera Wylde</u>	<u>2137 SE Taylor St</u>
<u>David Guarente</u>	<u>333 SE 20th Ave #8</u>
<u>Karla J. Zimmerman</u>	<u>1716 SE Ash Street</u>
<u>Robert Zimmerman</u>	<u>1716 SE Ash Street</u>
<u>Jared Wiener</u>	<u>1730 SE Taylor Street</u>
<u>Jeffrey Yasskin</u>	<u>2632 SE Salmon St.</u>
<u>Sam Noble</u>	<u>420 SE 62 Ave. Portland 97215</u>
<u>Tom Banta</u>	<u>1208 SE Ankeny #303</u>

Moore-Love, Karla

From: Pimentel, Christopher <cpimentel@nrdc.org>
Sent: Wednesday, November 14, 2018 3:24 PM
To: Council Clerk – Testimony
Subject: Bloomberg and Central City
Attachments: Central City Plan letter of support 111418.pdf

Hello Karla,

Please find the attached document in reference to the email string below.

Kind regards,
Chris

CHRIS PIMENTEL
Program Assistant
Energy & Transportation

NATURAL RESOURCES
DEFENSE COUNCIL
21ST FLOOR
111 Sutter ST
San Francisco, CA 94104
T 415 875 6185

From: Graff, Gabriel <Gabriel.Graff@portlandoregon.gov>
Sent: Wednesday, November 14, 2018 3:15 PM
To: Shikany, Ann <Ashikany@nrdc.org>; Siegel, Noah <Noah.Siegel@portlandoregon.gov>
Cc: Hesse, Eric <Eric.Hesse@portlandoregon.gov>; Cohen, Shoshana <Shoshana.Cohen@portlandoregon.gov>; Eaken , Amanda <aeaken@nrdc.org>; Pimentel, Christopher <cpimentel@nrdc.org>
Subject: RE: Bloomberg and Central City

Thanks Ann,

Would you mind sending it directly to our Council Clerk? cctestimony@portlandoregon.gov
They'll distribute it to each of the offices.

Thank you so much!
GG

--

Gabriel Graff
Capital Project Manager | Portland Bureau of Transportation
1001 SW 5th Avenue, 5th floor | Portland, OR 97204
Phone: 503-823-5291 | [website](#) | [twitter](#) | [publicalerts](#)

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Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. To request these services, contact 503-823-5185, City TTY 503-823-6868, Relay Service: 711.

From: Shikany, Ann <Ashikany@nrdc.org>
Sent: Wednesday, November 14, 2018 3:13 PM
To: Siegel, Noah <Noah.Siegel@portlandoregon.gov>
Cc: Graff, Gabriel <Gabriel.Graff@portlandoregon.gov>; Hesse, Eric <Eric.Hesse@portlandoregon.gov>; Cohen, Shoshana <Shoshana.Cohen@portlandoregon.gov>; Eaken, Amanda <aeaken@nrdc.org>; Pimentel, Christopher <cpimentel@nrdc.org>
Subject: RE: Bloomberg and Central City

Hi all,

Sorry for the delay on this – hopefully we’re not too late! Sorry we can’t be there in person to deliver the letter, but I’m sure you’ll do well. Let us know how the hearing goes.

If you need anything my colleague Chris (copied on this email) will probably be more easily available for the rest of the day today. I’m around tomorrow!

Best,

Ann

ANN SHIKANY

State and Federal Policy Advocate
Healthy People & Thriving Communities Program
 NATURAL RESOURCES DEFENSE COUNCIL
 1152 15TH STREET NW, SUITE 300
 WASHINGTON, DC 20005
 T 202.717.8352 | C: 202.819.5705 | F 202.289.1060
AShikany@NRDC.ORG

From: Siegel, Noah <Noah.Siegel@portlandoregon.gov>
Sent: Tuesday, October 30, 2018 4:07 PM
To: Shikany, Ann <Ashikany@nrdc.org>
Cc: Graff, Gabriel <Gabriel.Graff@portlandoregon.gov>; Hesse, Eric <Eric.Hesse@portlandoregon.gov>; Cohen, Shoshana <Shoshana.Cohen@portlandoregon.gov>; Eaken, Amanda <aeaken@nrdc.org>
Subject: Bloomberg and Central City

Hi Ann,

I would love to get your help with an early win for Portland’s Bloomberg climate strategy. As you know, we focused our work on shifting our modes in the central city. On Nov 14, we are bringing our major strategy—[the Central City in Motion](#)—to City Council for approval. It will reallocate right-of-way to protected bike lanes and transit priority, improve pedestrian and ADA facilities, and make major improvements to our overall bus and active transportation networks.

We’d love to get support from the Bloomberg initiative, highlighting the importance of what we’re doing for climate action. A letter would be great, but testimony would be even better. I’m wondering if we could delegate Michael Armstrong for this role, or someone else you could recommend?

We’re ready to get going on this strategy!

3 7 3 9 5

Noah Siegel | Interim Assistant Director

Pronouns: He/Him

Portland Bureau of Transportation

1120 SW 5th Avenue, Suite 800

Portland, OR 97204

Phone: 503.823.5085

Cell: 503-823-6526

noah.siegel@portlandoregon.gov

www.portlandoregon.gov/transportation

[twitter](#) | [facebook](#) | [instagram](#) | [publicalerts](#)



37395

November 14, 2018

Honorable Ted Wheeler
Mayor of Portland
Portland, OR 97204

CC:

Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Chloe Eudaly
Commissioner Dan Saltzman

Dear Mayor Wheeler:

As the City of Portland considers the Central City in Motion Plan, the Natural Resources Defense Council, a core partner of the Bloomberg American Cities Climate Challenge team urges your support and adoption. The Challenge is a \$70 million effort to expedite progress in reducing greenhouse gas emissions while growing local economies during a time of inaction from the federal government. Through a competitive process, Bloomberg Philanthropies is selecting mayors and cities demonstrating the strongest leadership and commitment to move America forward on delivering the goals of the Paris Agreement – a 26% reduction in emissions from 2005 levels. Portland was recently named a Bloomberg American Cities Climate Challenge winner and is entering a two-year accelerated program to help the city meet or beat its near-term carbon reduction goals.

Portland was selected in part because of the strength of the Central City in Motion plan, which addresses the challenges of population growth and encourages positive and equitable economic development, while decreasing overall carbon emissions from transportation. The plan prioritizes and implements transportation improvements in the city's core through 18 projects, including safer pedestrian crossing, dedicated bus lanes, and new bikeways is a key component of Portland's efforts to improve both transportation and climate outcomes for the city.

The Central City in Motion plan will benefit from American Cities Climate Challenge resources, including a philanthropy-funded team member to facilitate the implementation of the plan, training for senior leadership, and citizen engagement support to maximize community buy-in. The Central City in Motion plan, along with the other priority programs Portland is pursuing through the Climate Challenge, illustrate the city's leadership and commitment to a sustainable future.

Sincerely,

Amanda Eaken
Natural Resources Defense Council
Director of Transportation and Climate

Moore-Love, Karla

From: Terry Dublinski-Milton <terry.dublinski@gmail.com>
Sent: Wednesday, November 14, 2018 3:32 PM
To: MayorTedWheeler@portlandoregon.gov; Commissioner Eudaly; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; Council Clerk – Testimony
Cc: mark.warner@porlandoregon.gov; Graff, Gabriel; board@southeastuplift.org
Subject: SE Uplift Endorsement of CCIM
Attachments: CCIM_letter.pdf

Hello Mayor and City Council,

Attached is SE Uplift's Board of director's endorsement of "The Goals of CCIM and recommend PBOT build as many of the projects as quickly as possible."

Thank you for your work on this important issue.

Terry Dublinski-Milton
SE Uplift
503 867 7723



37395

SE Uplift
3534 SE Main St.
Portland, OR 97214
p: 503 232-0010
www.seuplift.org

To: Tom Hughes, Metro President
Matt Garrett, ODOT Director

From: SE Uplift Neighborhood Coalition
Re: 82nd avenue inclusion in the RTP

July 11, 2018

The SE Uplift Neighborhood Coalition representing 160,000 residents with 20 neighborhoods voted unanimously at our June board meeting to add our voice concerning the lack of a major designated project in the Regional Transportation Plan (RTP) to modernize 82nd Avenue. As Metro's RTP is in open comment period, now is the time to listen to community input.

Our eastern border is 82nd, an ODOT owned "orphan highway" which bisects our lowest income and most ethnically diverse neighborhood. Though a dangerous high crash corridor, it serves as a main street. This "main street" is burdened with no bicycle access, narrow and obstructed sidewalks, and dangerous crossings despite the high usage #72 bus line which has Portland's largest number of passengers boarding.

In order to facilitate a transformation of this archaic auto-centric highway to a fully multi-modal main street driven by local community input, constructed to PBOT safety standards, a major project must be included in the near term Regional Transportation Plan.

Thus, SE Uplift adds our name calling for its inclusion in the near term Transportation Systems Project list. This chorus of endorsements includes: all local statewide elected representatives, Portland City Council, the 82nd Avenue Improvement Coalition, Mount Scott-Arleta Neighborhood Association, North Central Neighborhood Coalition and the East Portland Neighborhood Office.

Thank you for your attention to this matter.

For future communications please contact us and we would be happy to schedule a meeting to discuss this in more depth.

Sincerely,



Terry Dublinski-Milton
Co-Chair SE Uplift



Reuben Deumling
Co-Chair SE Uplift

CC:

Bob Stacy, Metro
Metro's Regional Transportation Commission
Ted Wheeler, Mayor City of Portland
Dan Saltzman, Portland City Council
Nick Fish, Portland City Council
Amanda Fritz, Portland City Council
Chloe Eudaly, Portland City Council
Leah Treat, PBOT
Art Peace, PBOT
Lynn Peterson, Metro President Elect
Alissa Keny-Guyer, State House Representative
Michael Dembrow, State Senator
Rian Windshiemer, ODOT Director region 1
Brian Wong, 82nd Avenue Improvement Coalition
Molly Mayo, SE Uplift

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Sellwood-Moreland • South Tabor • Sunnyside • Woodstock

Moore-Love, Karla

From: Terry Dublinski-Milton <terry.dublinski@gmail.com>
Sent: Wednesday, November 14, 2018 5:22 PM
To: MayorTedWheeler@portlandoregon.gov; Commissioner Eudaly; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; Council Clerk – Testimony
Cc: mark.warner@porlandoregon.gov; Graff, Gabriel; board@southeastuplift.org
Subject: Re: SE Uplift Endorsement of CCIM
Attachments: Board-Advocacy-(CCIM).pdf

Hello all,

Do to a case of overwriting, I sent the wrong letter.

This is the correct one.

Thank you

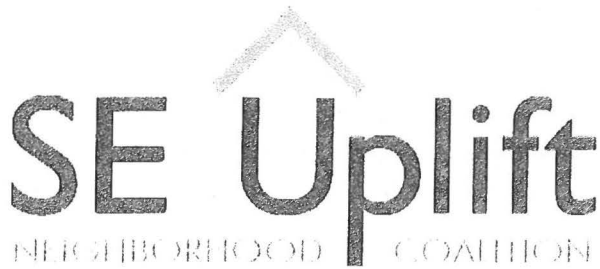
Terry

On Wed, Nov 14, 2018, 3:31 PM Terry Dublinski-Milton <terry.dublinski@gmail.com> wrote:
Hello Mayor and City Council,

Attached is SE Uplift's Board of director's endorsement of "The Goals of CCIM and recommend PBOT build as many of the projects as quickly as possible."

Thank you for your work on this important issue.

Terry Dublinski-Milton
SE Uplift
503 867 7723



37395

Southeast Uplift
3534 SE Main St.
Portland, OR 97214
p: 503 232-0010
www.seuplift.org

November 1, 2018

To: Mayor Ted Wheeler
Councilor Chloe Eudaly, PBOT
Councilor Dan Saltman
Councilor Nick Fish
Councilor Amanda Fritz

CC: Chris Warner, Gabe Graff PBOT

From: SE Uplift Board of Directors
Re: Endorsement of CCIM (Central City in Motion)

On October 1st, 2018 the SE Uplift Board of Directors voted to endorse "the goals of the CCIM plan and that PBOT should build as many of the projects as quickly as possible."

SE Uplift believes the goals of the CCIM will support our Climate Change goals. As the urgency of Climate Change become more apparent, safe and efficient means of urban mobility other than single occupancy vehicles is critical to lowering our urban carbon footprint. Every new safe bikeway project, pedestrian crossing or dedicated busway creates more low carbon transportation options for more people, thus lowering our emissions.

SE Uplift believes the goals of the CCIM will enhance safety and access for all modes, but particularly bicycling as an alternative to driving. The downtown core currently has a broken and unprotected bikeway network that create safety and access issues. Studies show that interested riders concerned about safety focus on the weakest route link when choosing to ride over another mode. The CCIM project list will help leverage the recent safety improvements to SE Lincoln and Clinton to build complete, safe, facilities. Southeast riders and neighbors from further out riding through southeast into downtown need unsafe gaps to be upgraded and the CCIM project list will help us get there.

Specifically, the SE Uplift Board believes the following projects in the CCIM plan are critical for our community:

- **The 7th avenue Bikeway** connecting the Tilikum Crossing with the Sullivan's Gulch bridge will upgrade the dangerously narrow and only north-south bikeway between the congested waterfront path and the uncompleted 16th Greenway.

- Completing the **SE Salmon Greenway** to the waterfront provides an affordable alternative to the Hawthorne Viaduct for riders intimidated by these fast moving bike lanes. Different routes provide different types of safe facilities for different riders.
- The **Burnside Bridge and Hawthorne dedicated bus lanes** are a critical first step towards relieving these unexpected delays and providing more reliable bus service.
- **Extra funding for dedicated bus lanes on MLK and Grand** will also improve the network tremendously.

As our city grows, our transportation options need to grow with it in a sustainable way. These projects will create healthier, safer, and low carbon mobility choices. The SE Uplift Board of Directors fully support these efforts and encourage City Council put their full support, and funding, behind these projects.

Thank you for your time and work,

On behalf of the SE Uplift Board of Directors,

A handwritten signature in black ink, appearing to read "Terry Dublinski-Milton". The signature is fluid and cursive, with a prominent initial "T" and "M".

Terry Dublinski-Milton Co-Chair SE Uplift

A handwritten signature in black ink, appearing to read "Reuben Deumling". The signature is fluid and cursive, with a prominent initial "R" and "D".

Reuben Deumling Co-Chair SE Uplift

37395

Moore-Love, Karla

From: Jeff C Burns <jeff@organicmodern.com>
Sent: Wednesday, November 14, 2018 8:37 PM
To: Graff, Gabriel
Cc: Council Clerk – Testimony; buckmanboard
Subject: Central City in Motion 18 Proposals
Attachments: Central City in Motion 18 Proposals.pdf

Gabriel,

Enclosed are some comments I have on the Central City in Motion 18 proposals that are going up to City Council tomorrow. I'd like to make sure my voice is heard as a neighbor and supporter of the Central City.

Thanks!

jeff c burns . architect
www.organicmodern.com
503.351.6553

37395

Regarding Central City in Motion 18 Projects

November 14, 2018

Dear City Planning Staff and Council,

After review the Central City in Motion proposal of 18 projects in the Buckman and surrounding neighborhoods, I have some concerns. I come with the lens of a cycle commuter, steel fabricator and woodworker, commercial truck driver (long flat bed truck), licensed architect, and part time Mr. Mom. Bike travel is my preferred route, but not always practical. I live in Buckman a block off of Hawthorne and 20th, and this is my hood. I love southeast industrial for its big trucks, warehouses, and creative spirit.

On a microscale;

- a. I have big concerns about the number of raised concrete dividers. As a cyclist on the lookout for hazards, they leave options closed for navigating corners and traffic and pose a safety hazard to me and my children in a bike trailer. I'd like to see them gone from all plans.
- b. I have huge concerns about bike lanes between parking and sidewalks. Car passengers are not thinking 'bike' when they open their door. It adds an extra danger for my kiddoes trying to get from vehicle to sidewalk. As a cyclist, I'm now looking left and right for car doors and pedestrians coming off of busses, myself sandwiched between the two.
- c. I have concerns about congestion. 11th/12th/Hawthorne/Multnomah are conduits for traffic. Increased congestion makes it miserable for everyone.
- d. I'm not a fan of the green paint bike boxes fanned out in front of vehicular traffic. I like my bike lane. The bike boxes breed a drag race mentality in rush hour, and just plain awkward every other hour.

On a macro scale;

1. I'm opposed to turning SE 11th, SE 12th, and Naito, into one lane vehicular roads. Heavy trucks really need the extra room to navigate, and increase congestion makes for grumpy drivers that disrupt the calm of normal traffic and make our neighborhood miserable at rush hour.
2. I'm opposed to proposals that loose neighborhood parking. SE Water and SE Madison Avenues currently has a deficit in business parking, and the proposals on the books appear to remove even more parking so needed in Southeast Industrial.
3. The proposals suggest the Central City is a thoroughfare. For me, it's a destination and where I go to conduct business and commerce, not a pass thru. As a cyclist, I'm on an off the bike all thru the central city, and need normal traffic movement to do that, not protected bike lanes with few traffic options.

Overall, I appreciate the level of detail in the proposals, but feel some additional vetting of approaches is needed to make the Central City in Motion proposed projects successful. Thank you for your time and thoughtfulness.

Sincerely

Jeff C Burns

Burns Organic Modern

Oregon Licensed Architect

1336 SE 20th Avenue, Portland Oregon 97214

jeff@organicmodern.com – 503.351.6553 cell

Moore-Love, Karla

37395

From: murray@greatwinebuys.com
Sent: Thursday, November 15, 2018 11:02 AM
To: Council Clerk – Testimony
Subject: Written Testimony for Central City in Motion
Attachments: Letter to Commissioner Eudaly.pdf

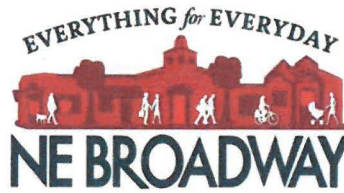
Hello,

Please enter the attached letter as written testimony for Item 1183, the Central City in Motion Plan hearing at 2pm Thursday Nov. 15. Copies have been emailed to all Commissioners. Thank you.

Regards,

Murray Koodish

Murray Koodish
Director/Transportation & Land Use Chair
Northeast Broadway Business Association (NEBBA)
email: murray@greatwinebuys.com
cell: 349-4574



37395:

Commissioner Chloe Eudaly
City of Portland
1221 SW 4th Ave., Suite 201
Portland, OR 97204

November 14, 2018

Dear Commissioner Eudaly,

The NE Broadway Business Association (NEBBA) represents the NE Broadway Business District's 450 neighborhood businesses. Like other Central City districts we feel the increasing burden of congestion on our customers that restricts access and decreases business revenue, as well as reduced freight and employee access that our businesses rely on to thrive and create 3,000+ jobs.

Our members are greatly concerned they have not been given adequate opportunity to comprehend major plans that will have serious impacts on neighborhood businesses. Traffic lanes are being removed on major city streets that are already heavily congested. Flexibility for truck access and loading/unloading on the street is being severely restricted. The ease of visiting businesses will be reduced and parking capacity will be impacted. These are big and serious changes – and the design details have been reduced to a minimal few pages and drawings per project by PBOT.

Considering the large scope and long timeline of the Central City in Motion (CCIM) proposal, and the diverse needs of different districts and their businesses, we urge you to take a slower and more thoughtful approach that incorporates meaningful business outreach, objectively evaluates project goals and designs, and creates opportunities to modify and adapt projects through the coming years of change. Much of that has been missing so far in development of this plan and we fear promises made on paper now will be tossed away once a final vote is taken.

Our businesses deserve the chance to work with PBOT planners to find creative solutions that benefit all users and protect the economic vitality of Portland's Central City business districts. Accordingly, we request the following:

Business Outreach/Partnership

Small business owners are short on time and few of them are able to sit on planning committees or go to open houses to ensure their street-level understanding is properly considered in the 10,000 foot perspective of transportation planning. PBOT must provide businesses detailed, block by block plans, and reach out individually to affected businesses at all stages of planning and construction to identify and address specific business needs. All projects should regularly evaluate success through clear, predefined benchmarks.

Creative Solutions

Once a problem has been identified, businesses need a process to collaborate with PBOT to find creative solutions and mitigate economic impact. Planners must be flexible enough to incorporate feedback from planning to final completion.

NORTHEAST BROADWAY
BUSINESS ASSOCIATION
1631 NE Broadway #449
Portland, OR 97232
WWW.NE BROADWAY.COM

NE Broadway-Specific Considerations

The disastrous Better Broadway project of 2016 eroded goodwill among all constituencies on NE Broadway, which is why an even higher degree of transparency, forthrightness and outreach is necessary here – beginning with a local Business Impact Study that specifically focuses on NE Broadway businesses. Based on the incomplete publicly available information, we have concerns about several of the projects that would run through our district.

- **Project 3 (NE Grand / MLK / 6th / 7th)** does not appear to account for businesses that rely on 7th north and south of NE Broadway/Weidler for freight access and street parking. While moving freight to MLK/Grand may work for some, there are several businesses with shipping facilities on 7th that will cease to exist if their freight access and customer loading/unloading zones are removed. Critical customer parking is also slated to be removed on 7th, which will greatly harm local businesses in this area.
- **Project 13 (NE Multnomah / 16th)** mostly updates previous changes and makes improvements on Multnomah we support. However, the proposed removal of parking to create a neighborhood greenway on 16th is unacceptable – and the plan doesn't clearly show details. Since NE 15th has minimal to no parking between Multnomah and NE Broadway, many businesses and residents make heavy use of parking capacity on both sides of 16th, and any removal would negatively impact them and hurt business revenue.
- **Project 18 (NE Broadway / Weidler)** takes the radical step of removing a lane of traffic in either direction. These already-congested streets with frequent stop and go traffic are a major conduit through NE Portland to and from I-5, Downtown and the West Side – and also serve to bring customers to our business district. Interstate closures this summer and fall diverted cars to this couplet, creating massive gridlock, and providing a look at the future if lanes are removed. Bicycles can be shifted to nearby (and safer) Multnomah or similar neighborhood greenways, but cars and trucks have nowhere to go. We are also concerned CCIM plans do not fully account for the proportion of traffic from I-5 and I-84 local travelers and tourists likely to be underserved by Trimet. Although planners claim that people moving capacity will be increased, it is unclear how they arrived at that number, or whether the assumptions baked into the estimate are realistic.

Our partners at the Central Eastside Industrial Council, Go Lloyd, Lloyd Community Association, Pearl District Business Association and Portland Business Alliance have each expressed their own concerns about specific projects in their district and with the overall CCIM proposal. We join them in urging Council to slow down project approval and adopt a thoughtful approach that engages businesses, studies impacts, and understands that sweeping changes are best implemented on a commensurate timeline given an uncertain future and many changes ahead.

NE Broadway businesses are broadly committed to the goals of CCIM. Walkability, safety, and smart transit are as important to business success as parking, auto, and freight access. We seek a balanced approach and look forward to partnering with PBOT to make sure our streets are well designed and that neighborhood businesses can continue to rely on the critical customer, visitor, and employee access necessary for continued economic success.

Best Regards,



Katie Swanson
President, NE Broadway Business Association

CC: Marshel Runkel, Chief of Staff

Moore-Love, Karla

From: Mary Vogel <mary@plangreen.net>
Sent: Thursday, November 15, 2018 4:53 PM
To: Moore-Love, Karla
Subject: Vogel CCIM Testimony
Attachments: Central City in Motion VOGEL Testimony Nov 15 2018.docx

Attached is my CCIM testimony. Sorry to not get it in ahead of time.

I actually tried to have lots more eye contact this time, but the Commissioners were all looking down.

Mary

Mary Vogel, CNU-A

Bringing services nature provides to community design & planning
A Woman Business Enterprise/Emerging Small Business in Oregon
503-245-7858
mary@plangreen.net
<http://plangreen.net>

PlanGreen Blog: [Missing Middle Housing Since the 1700s](#)

PlanGreen Facebook [events and commentary](#)

PlanGreen LinkedIn [Take a Stand for Climate Justice: Support Portland Clean Energy Fund](#)

My View: [Historic District Retains Segregation](#)

Central City in Motion Testimony – Nov. 15, 2018

Mary Vogel/PlanGreen

I'm both a pedestrian and an urban cyclist--and have been for more than 45 years. As a member of several of the organizations (Oregon Walks, Bike LoudPDX) who have already testified in favor of this proposal, I'm also a strong supporter. However, I'm wondering if some of my input at the various open houses re: STREET TREES can be better included as we implement the plan.

I have long contended that STREET TREES are one of the most important parts of the transportation infrastructure for both cyclists and--especially--for pedestrians. For example, walking up the treeless asphalt desert w/5 lanes devoted to cars on SW 12th Ave when it's 105F and smoky is nearly impossible for most people with any health impairment.

While I love protected bike lanes—and have recently come back from Vancouver, BC where I had the opportunity to ride on far more of them than I do in Portland, I find that both cities DOTs tend to forget about trees as part of their cycling infrastructure. I'm excited to ask that Council approve this concept from PBOT, AND also instruct them to coordinate with Urban Forestry to assure that as many street trees as possible are both saved, where already existing, and planted where they are not—including on bus lines.

Moore-Love, Karla

From: Sam Noble <samuelnoble@gmail.com>
Sent: Wednesday, November 14, 2018 2:57 PM
To: Council Clerk – Testimony
Subject: central city in motion testimony

Attached please find testimony for agenda item #1183 Adopt the Central City in Motion Final Report and Implementation Plan

This testimony is submitted on behalf of:

Rion Lyle (1904 SE Washington)
Venn Wylde (2137 SE Taylor St)
David Guarente (333 SE 20th Ave, #8)
Karla J. Zimmerman (1716 SE Ash St.)
Robert Zimmerman (1716 SE Ash St.)
Jared Wiener (1730 SE Taylor St.)
Jeffrey Yasskin (2632 SE Salmon St.)
Sam Noble (420 SE 62nd Ave)
Mary Barrett (1208 SE Ankeny St. #303)

Moore-Love, Karla

From: Joakim Lord <joakim.r.lord@gmail.com>
Sent: Wednesday, November 14, 2018 2:09 PM
To: Council Clerk – Testimony
Subject: Central City in Motion - Written Testimony

To the Portland City Council:

My name is Joakim Lord, and I am a lifelong Portland resident. I currently live in downtown Portland at the Cyan PDX on SW 4th Avenue. Since this summer, I have worked from home two days a week, affording me the opportunity to really observe traffic on 4th Avenue. Multiple times a day, I hear the squeal of tires on pavement as drivers slam on their brakes before the crosswalk at SW Montgomery. This particular intersection has no signal (there are no signals for the 3 blocks between Harrison and Market), so it is not unusual for cars to speed down 4th (I would not be surprised if a speed trap were placed here and found a majority of drivers exceeding the speed limit by 5 miles per hour or more). I myself was nearly hit twice in the last week while crossing this particular intersection. Both times, cars were a block away when I began crossing but were going too fast or otherwise not paying attention until they realized I was in the middle of the street and had to slam on their breaks. We should not have to wait for people to be injured or, worse, killed before taking action with intersections such as this.

That is why I am so excited to see the plans for SW 4th Avenue in the CCIM proposal. Removing a lane of traffic, creating a dedicated bike lane, and improving these marked pedestrian crossings will go far toward achieving our Vision Zero goals, while also creating a more equitable environment for all forms of mobility in the density of downtown Portland. I find this intersection at 4th and Montgomery to be of particular importance as the Collective on 4th apartment tower continues to rise next door, and the PSU/PCC/OHSU/City of Portland 4th & Harrison development begins to move forward diagonally across from my window.

I understand the Portland Business Alliance has suggested placing the protected bike lanes on SW 5th and 6th instead of the proposed 4th and Broadway. While I am not a frequent bike user, I do take Biketown when I can. The transit mall is not an ideal location for what is likely to be a heavily trafficked north/south bike route. Today, cars are not allowed to turn right across the bus lanes and MAX tracks -- I cannot imagine allowing bicyclists to suddenly have this right with all the potential for conflict with large, heavy transit vehicles. I urge the City Council to adopt the plan as proposed.

Overall, the projects proposed as part of CCIM are vital to creating a more equitable and sustainable city. We know we cannot widen streets or create new ones, and we also know the health and environmental implications of congested streets. By making the central city safer for all modes of transportation, we not only reduce accidents but also improve the health of people who live, work, and commute through the city. I look forward to seeing the new protected bike lane come to life outside my window, and a safer intersection to cross 4th Avenue.

Thank you,
Joakim Lord

Moore-Love, Karla

From: Courtney Lee <courtney@oxleyandassociates.com>
Sent: Wednesday, November 14, 2018 4:37 PM
To: Council Clerk – Testimony; Moore-Love, Karla
Cc: Joanie Deutsch; Jordan Bice
Subject: Letter for the record
Attachments: Portland Letter - 1113.pdf

Good afternoon Karla,

On behalf of Bird, I would like to submit the attached letter for the record pertaining to agenda item 1183/1184 for the council meeting tomorrow afternoon. Please let me know if you have any questions.

Thank you,
Courtney

Courtney Sipel Lee
Senior Associate
Oxley & Associates, Inc.
833 SW 11th St. Suite 317
Portland, Oregon 97205
503-724-2392 Cell
503-241-3155 Office
503-241-3165 Fax

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Moore-Love, Karla

From: Karla Gostnell <lu_francine@yahoo.com>
Sent: Wednesday, November 14, 2018 8:13 PM
To: Commissioner Eudaly; Council Clerk – Testimony
Cc: Graff, Gabriel
Subject: Central City in Motion public testimony 11/15

Attn: Commissioner Chloe Eudaly, Portland City Council
Re: Central City in Motion Public Testimony 11/15/18

Dear Commissioner Eudaly and Portland City Council:

The Livability Team of the Eliot Neighborhood Association wishes to express our support of two of the **Central City in Motion (CCIM)** projects coming before City Council on November 15.

Eliot neighborhood is experiencing unprecedented growth due to high-density development and infill. According Oregonlive.com, Eliot ranks 6th out of Portland's 91 neighborhoods in new housing units absorbed since 2010, with several large-scale apartment buildings recently completed and even larger ones proposed. As the population grows, it is crucial that Eliot residents take advantage of our close-in location and proximity to public transit by choosing the alternative modes of biking, walking, and transit for daily commutes. Our neighborhood's poor air quality, growing traffic congestion, scarcity of parking, and need for safe, walkable streets call for improvements to our transportation infrastructure and streetscape.

CCIM's **Project 18** proposes much-needed improvements along Eliot's southern boundary (Broadway Bridge to NE 7thAve). These blocks are part of a designated Pedestrian District and Bicycle District in PBOT's 2035 Transportation System Plan. However, this high-crash corridor currently feels more like a highway running through a neighborhood, with four lanes of vehicle traffic, large billboards and looming, oversized gas station and car dealership signs. There are few visual or infrastructural elements to act as traffic-calming features, and the existing bike lane serves only the bravest of cyclists as it is one of the most dangerous bike lanes in the City. This area is sorely in need of the proposals of Project 18: fewer lanes of car traffic, a protected bike lane and safer pedestrian crossings.

CCIM's proposed **Project 3** addresses other areas of need in Eliot's transportation landscape. NE 7thAve is a shared bicycle/vehicle road that has become an overflow route for commuters avoiding traffic congestion on MLK. As such, NE 7thAve is in need of a protected bike lane and pedestrian crosswalks. In addition, improvements to pedestrian safety and access are called for at NE Grand and MLK, as school children must cross these busy thoroughfares to attend the newly-opened Harriet Tubman Middle School, which is fed by Irvington neighborhood to the east.

The Eliot Livability Team thanks you for this opportunity to weigh in on the City's plans to improve alternative transportation infrastructure in our Central City neighborhood. We believe the proposed CCIM projects are a step in the right direction towards maintaining a walkable, livable neighborhood in the face of rapid change.

Sincerely,

Karla Gostnell, MPH

Livability Chair, Eliot Neighborhood Association

Moore-Love, Karla

From: Bernard Sanders <bernardthered@gmail.com>
Sent: Thursday, November 15, 2018 8:28 AM
To: Council Clerk – Testimony
Subject: Central City in Motion written testimony

Dear City Council,

I also plan to present this testimony in person today, but here it is in written form.

Esteemed Council Members,

Thank you for the opportunity to speak today. My name is Bernard Sanders, I have been a resident of SE Portland for 11 years and am the cofounder and Chief Technology Officer of CloudBolt Software. I cofounded CloudBolt 7 years ago and today we have 10 employees who work at our office at SE 3rd & Clay. With demand for our product booming and a recent round of VC funding we will soon be moving to an space that can accomodate 30-35 people. We aim to fill that space, which is also in the inner east site, with employees by the end of 2019.

The reason CloudBolt's engineering team is here is the city's biking and public transit infrastructure. Before deciding to move to Portland in 2007, I visited and fell in love with the city while biking around, taking the MAX right from the airport, reveling in the walkability of it, and seeing that it was a place I could live without needing to use a car much. I chose to move here and CloudBolt's engineering teams came to be built here because of prior investment in multi-modal transit infrastructure.

About half my employees on any given day bike to work, one or two use transit or walk, and the rest drive. There is no way for the driving to scale up in the central city; we need to invest in the other forms to accommodate the growth that Portland is going to see. Our city stands at a crossroads, and we have to figure out how to make biking and public transit the most appealing choice to vast majority of residents so we can avoid the traffic-choked fate of so many of our American cities. This plan accomplishes that, and we need it as soon as possible. It will directly help CloudBolt, it will help my employees, and it will keep Portland the kind of city I fell in love with 12 years ago.

Thank you for your time,
Bernard

Moore-Love, Karla

From: Alyssa Heminger <anh@pdx.edu>
Sent: Thursday, November 15, 2018 9:26 AM
To: Council Clerk – Testimony
Subject: Central City in Motion

I am writing a testimony about the Central City in Motion plan that is to be presented before the city today, the 15th. My name is Alyssa and I am a student at Portland State University who commutes by bike every day to school. I find it increasingly difficult to get to school each morning as the bike lanes crossing the bridge from SW Barbur to SW 4th are hardly navigable. Once I enter the city, there are no bike lanes that guarantee my safety and I feel uncomfortable riding among the cars. Not to mention, the amount of traffic I have to wait in impedes my ability to count on a consistent commute time each day. The proposed 4th Ave/Broadway project would not only increase bikability for me, but for the mass of other students that I know commute by bike each day. You unanimously have my support in moving forward with this proposed project.

One concern I wanted to address in this email was the time that the public hearing is being held. I am a student who has to attend class at 2pm and I know that working people of which this project impacts most cannot afford to take a leave in the middle of the day. I believe this allows for under representation in the decision-making process.

Thank you for addressing my concerns.

--

Alyssa Heminger

Moore-Love, Karla

From: Hillier, Robert
Sent: Thursday, November 15, 2018 10:13 AM
To: Moore-Love, Karla
Cc: Pia Welch; Ansary, Raihana; Warner, Chris
Subject: Central City In Motion Plan
Attachments: PFC CCIM Letter final.pdf

Hi Karla,

On behalf of the Portland Freight Committee please find attached their comments on the Central City In Motion Plan scheduled for Council this afternoon.

Bob Hillier
Freight Planning Coordinator
City of Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, Oregon 97204
Phone: 503 823-7567
E-Mail: Robert.hillier@portlandoregon.gov

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Moore-Love, Karla

From: Brian O'Grady <bdogrady@gmail.com>
Sent: Thursday, November 15, 2018 9:18 AM
To: Council Clerk – Testimony
Cc: pdxshoupistas@gmail.com
Subject: CCIM

The city should not be using its limited resources to subsidize parking garages. Those resources should be used to make alternatives to single occupancy vehicles safer and more accessible. The future of our planet depends on it.

Brian O'Grady
1606 SE Spokane St
Portland, OR 97202

37395

Moore-Love, Karla

From: Reza Michael Farhoodi <rmichael87@gmail.com>
Sent: Thursday, November 15, 2018 1:22 PM
To: Commissioner Fritz; Commissioner Eudaly; Commissioner Fish; Commissioner Saltzman; Wheeler, Mayor
Cc: DNA President; Graff, Gabriel; PDNA; Ryan Hashagen; Council Clerk – Testimony
Subject: Pearl District NA Letter of Support for Central City in Motion
Attachments: PDNA_CCIM_Letter.pdf

Dear Mayor Wheeler and Portland City Commissioners,

Please find attached the Pearl District Neighborhood Association's letter of support for the Central City in Motion plan.

We hope Council will adopt this plan to create a more equitable and sustainable transportation system in our Central City that meets the multimodal access and safety needs of the 21st century. The PDNA looks forward to working with PBOT to deliver these projects as expeditiously as possible, and would like to see all of the proposed projects implemented in the next five years if funding is made available.

I'd also like to thank Project Manager Gabe Graff for working with our committee to create this plan and am appreciative of PBOT staff for their timely response to our feedback and concerns during this process.

Kind regards,

Reza Farhoodi
Planning and Transportation Committee Co-Chair
Pearl District Neighborhood Association

--
Reza Michael Farhoodi
Planning and Transportation Committee Co-Chair
Pearl District Neighborhood Association
rmichael87@gmail.com
301-452-4924

--
Reza Michael Farhoodi
Planning and Transportation Committee Co-Chair
Pearl District Neighborhood Association
rmichael87@gmail.com
301-452-4924

Moore-Love, Karla

From: Emee Pumarega <emee@ejpevents.com>
Sent: Thursday, November 15, 2018 1:02 PM
To: Council Clerk – Testimony
Subject: [Approved Sender] Written Testimony in Support of Central City in Motion - Hearing today

Dear Councilmembers,

I'm a mother of two school-age children, homeowner, and business owner, based in Northeast Portland. I drive 50% and ride my bike and take transit 50%. I would like mine and my kids' biking and transit use to be as close to 100% and I support all 18 of the Central City in Motion projects. CCIM is just a small start to what is needed, but Portland desperately needs these measures to bring our biking and transit into the 21st century, so more people can get out of their cars and enjoy our wonderful city instead of being stuck in traffic.

Thank you,
Emee Pumarega

Emee Pumarega, CMP
EJP Events LLC, Conference and Event Planning
mail: 3439 NE Sandy Blvd PMB #110, Portland OR 97232
o (503) 284-6756 • m (503) 957-6816 • f 1(888) 682-0040
emee@ejpevents.com • <http://www.ejpevents.com>



November 15, 2018

Portland City Council
1221 SW 4th Avenue
Portland, Oregon 97204

Dear Mayor Wheeler and City Council Members:

The Portland Freight Committee (PFC) appreciates the opportunity to provide our comments on the proposed Central City In Motion Plan. The PFC has served as an advisory group on freight mobility issues to the Portland Bureau of Transportation and City Council since 2003 and is comprised of over 30 members that include both public and private sector representatives and various businesses involved with multi-modal freight activities in the Portland region.

Portland's Central City is the core of the regional transportation network that serves a diverse economy and regional population of over 2 million people. The Central City is the densest area in our region and the recently adopted Portland Comprehensive Plan calls for the Central City to continue to add residents and jobs over the next 20 years. As population and employment continues to increase, more demand will be placed on our existing transportation network. Among the many ripple effects of this growth will be an increase in demand for products and services – and the freight traffic to deliver them. Greater density will not only increase overall traffic demand, but also the overall volume of goods and services delivered in the Central City to meet growing customer needs.

We recognize that one of the goals of the CCIM Plan is to encourage increased bicycle and transit use to reduce pressure on the existing transportation system, especially in the Central Eastside Industrial District. While this area of the city has experienced a dramatic increase in development over the past several years, it continues to serve as its historical role as a key wholesale and central distribution center for freight movement and delivery services for Central City businesses. As such, we feel the need to ask how the projects being proposed in the CCIM Plan will enhance the nature of this Industrial area and the businesses that it serves and offer the following comments.

- Both the PFC and the CEIC (Central Eastside Industrial Council) have previously requested PBOT staff to move the proposed north/south bicycle route to 6th Avenue instead of 7th Avenue for safety purposes. In fact, several bicycle advocates proposed this routing as well at CCIM workshops. Currently, 7th Avenue carries 10,655 vehicles a day, including 175 bicyclists in the striped bicycle lane. As 7th Avenue is a designated freight route, it also carries 2,953 trucks per day, or 28% of all traffic. We have also been informed that 6th Avenue will serve as part of the proposed Green Loop route, so it appears that a more logical long-term strategy would be to designate 6th Avenue as the preferred bicycle route and eliminate the need to remove on-street parking on 7th Avenue to accommodate a protected bike lane. We have previously requested PBOT staff to evaluate the cost of making the needed improvements on 6th Avenue as the designated north/south bicycle route and we look forward to seeing the analysis of how this can improve both safety and traffic operations.

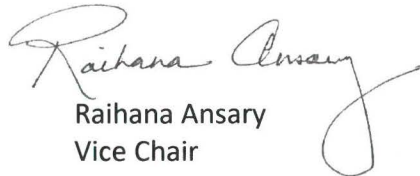
- While a Freight Compatibility analysis was prepared for this area, it was general in nature and did not delve into specifics such as whether certain sized trucks would be impeded from turning onto streets that currently allow access. If trucks are unable make turns onto certain streets in the CEID then neither can buses and some emergency vehicles, such as large fire trucks which can create potential safety issues as more high-density buildings are constructed. This area is difficult to move around now and yet there is not much information on what to do with the future let alone the current bottleneck areas, particularly on NE 11th and 12th Avenues. Moreover, the Portland Freight Committee and the Central Eastside Industrial District asked for analyses of impacts to truck traffic which have yet to be provided.
- Another major concern that has been continuously raised by both the PFC and the CEIC during the CCIM planning process is the potential loss of up to 250 parking spaces in the CEID alone. While we appreciate the efforts of PBOT staff to address these concerns by preparing a parking and loading mitigation strategy as previously requested, the loss of so many parking and loading spaces continues to be of a concern to the businesses in this area. As such, the PFC supports implementing a comprehensive business outreach strategy to ensure that all impacted businesses have an opportunity to provide feedback on the projects identified in the CCIM Plan.
- We appreciate the openness of exploring the feasibility of implementing a shared bus/truck only lane on identified corridors in the project area and support the inclusion of a potential pilot project in the 5-year CCIM Plan.
- In order to ensure the proposed improvements meet both the business and mobility needs of the area, the PFC recommends that that project milestones are assigned to assess the success of project implementation. These milestones are necessary to see if changes need to be made and helps to ensure the best project are being implemented. This would be an inclusive process with agreed upon benchmarks of success with property, business owners, CEIC and all relevant planning agencies.

We look forward to continuing working in concert with PBOT staff to ensure that the CCIM Plan both supports and enhances the Central Eastside Industrial District as a vibrant freight and business district in the future.

Respectfully yours,



Pia Welch
Chair



Raihana Ansary
Vice Chair

CC Chris Warner, Interim Director, Portland Bureau of Transportation

From: Rithy Khut <khut.rithy@gmail.com>
Sent: Wednesday, November 14, 2018 10:04 PM
To: Council Clerk – Testimony; Moore-Love, Karla
Cc: Geller, Roger; Elliot Scott
Subject: Support for Central City in Motion Plan
Attachments: BAC Letter Supporting Central City in Motion Plan.pdf

Rithy Khut, Chair, Portland Bicycle Advisory Committee
[503-866-8181](tel:503-866-8181)
1120 SW 5th Avenue, Room 800, Portland OR 97204

To Whom It May Concern,

I would like to submit this letter on behalf of the Portland Bicycle Advisory Committee as testimony in regards to Council Agenda items

- 1183 - Adopt the Central City in Motion Final Report and Implementation Plan
- 1184 - Adopt the Central City in Motion Parking Supply and Demand Management Strategies Report

Please send acknowledgement that the letter has been received and submitted to the record. Thanks!

Rithy Khut, Chair
Portland Bicycle Advisory Committee

Preferred pronouns: (*he / him / his*)

[LinkedIn](#) | [Facebook](#) | [Instagram](#) | [Twitter](#)

Portland Bicycle Advisory Committee

Working to make bicycling a part of daily life in Portland



November 14, 2018

Mayor Ted Wheeler

Commissioners Chloe Eudaly, Nick Fish, Amanda Fritz, and Dan Saltzman

373951

Re: Central City in Motion Plan

Dear Mayor and Commissioners,

As the City of Portland Bicycle Advisory Committee (BAC), we urge you to adopt and implement the Central City in Motion Plan (CCIM) with the additional recommendation to complete all 18 projects as currently defined within 5 years. Passing CCIM will help accelerate progress toward the City's desired goals as expressed through our Vision Zero Action Plan, Climate Action Plan, Transportation System Plan, 2035 Comprehensive Plan, and 2030 Bike Master Plan. Adopting the CCIM will also provide PBOT with a great opportunity to put into practice its recently published Protected Bicycle Lane Design Guide at a time when PBOT's Shared Electric Scooter Pilot is proving there is substantial latent demand for efficient and environmentally-friendly travel modes in the Central City. It is clear in the Central City we need more functional, connected, and safe on-road facilities to keep pace with the demand for all low impact travel modes, including bicycles. This is what the CCIM plan can provide for Portland.

The BAC also strongly opposes the accompanying Parking Supply and Demand Management Strategies document that was released just last week. This document did not go through any formal review and is generally counter to our goals surrounding single occupant vehicle usage, carbon emissions, efficient use of the public right-of-way, and Vision Zero. We are well aware of the vocal minority in our community that has pushed PBOT staff to create this document and believe this document to be unnecessary as it runs contrary to the broader goals that can be achieved through implementation of the projects within the CCIM plan. Parking demand will naturally decrease as single-occupancy vehicle usage declines in the coming years. If the City of Portland wants to focus on housing, we would recommend increasing supply for people, not cars. Granting subsidies to increase the parking supply for the benefit of the business community is a

poor use of our limited transportation dollars as we are shifting to modes that do not require the same parking footprint as in past generations.

We believe Portland's greatest transportation challenges can no longer be met with the status quo. Prioritizing a majority of the public right-of-way for single occupancy vehicle travel and parking has caught up to us in the form of congestion, poor air quality, and unsafe streets. Portland's health and economic vitality can benefit with more safe spaces to ride bicycles. The lack of progress building truly protected infrastructure during the past several years has led to a stagnation in bike mode share. Building standard, unprotected bike lanes is not sufficient to encourage people ages 8-80 who are "interested but concerned" to try biking anywhere, let alone in the Central City. Acquiescing to organizations that oppose this vital infrastructure to preserve space for a mode that every transportation-related plan seeks to significantly reduce guarantees that mode share will not shift enough to achieve our goals.

Take a closer look at our roadways in the Central City and ask yourself if you'd feel safe riding a bicycle throughout. Would other members of your family feel safe? What about your friends and neighbors' kids? Portland is rapidly losing ground to cities throughout the world when it comes to building safe and comfortable places to bicycle. Climate Mayors agree, infrastructure that allows for people of all ages and abilities to bicycle in and around downtown areas has become essential in thriving 21st century cities.¹ One common theme for these cities has been to build protected bike lanes.²

Based on data from the Downtown Portland Business Census & Survey, compared to last year, more people are choosing to bicycle, while at the same time, fewer people are choosing to drive into the Central City. With new housing opportunities within the Central Eastside and other close-in neighborhoods, 6 percent more people chose to bike downtown than last year and 11 percent of workers decided not to drive and chose instead an alternative transport method. With the increase in bicycling, building a 21st century network of protected bike lanes in the Central City will further add to the growing numbers of people who bike to work in the Central City.

The committee and wider community has spent hours in discussions and planning with PBOT staff helping them narrow the project priority list for CCIM. We have supported PBOT's effort to plan, prioritize, and implement transportation improvements in the city's core. We believe CCIM has been sufficiently vetted by a vast group of stakeholders, including the BAC, such that these handful of essential and transformative projects have risen to the top of recent project lists that fall within the initial allocated budget.

¹ <http://climatemayors.org/about/members/>

² Learn more about protected bike lanes: <https://peopleforbikes.org/green-lane-project/protected-bike-lanes-101/>

373951

We commend PBOT for the extensive outreach they have conducted over the past two years bringing this list of shovel-ready projects to City Council. There have been plenty of opportunities for stakeholders, including business owners and operators to provide input on the project list and make their voices heard. While no list can be perfect, we believe that, if implemented, these projects can make a significant impact to guide the city and region towards achieving their transit, bike, and single occupancy vehicle mode share goals.

Beyond CCIM, we ask that all projects from inception of the initial list be reevaluated and implemented as funding allows. We support all of the proposed projects. Furthermore, we ask that much greater consideration be given to more innovative solutions for bicycling to thrive in Portland. Innovations should include, but not be limited to, more car-free streets including the transit mall, mandatory periodic diversion along greenways, daylighting of intersections from parked cars to reduce crash risk, and consideration of electric bikes and other modes like scooters and skateboards. Portland could be the first city in the world to introduce low impact travel lanes as the next evolution from our bike lanes.

Thank you for your support in adopting CCIM and let us know how the BAC can help advance bicycling as a legitimate mode for all Portlanders. We appreciate your commitment to keep Portlanders moving safely throughout the central city using sustainable modes.

We appreciate your consideration.

Respectfully submitted on behalf of Portland's Bicycle Advisory Committee,



Rithy Khut, Chair
Bicycle Advisory Committee



Elliot Akwai-Scott, Vice-Chair
Bicycle Advisory Committee

Cc: Interim Director Chris Warner, Bureau of Transportation
Gabe Graff, Project Manager: Central City in Motion, Bureau of Transportation
Roger Geller, Bicycle Coordinator, Bureau of Transportation

Moore-Love, Karla

From: Courtney Lee <courtney@oxleyandassociates.com>
Sent: Wednesday, November 14, 2018 4:37 PM
To: Council Clerk – Testimony; Moore-Love, Karla
Cc: Joanie Deutsch; Jordan Bice
Subject: Letter for the record
Attachments: Portland Letter - 1113.pdf

Good afternoon Karla,

On behalf of Bird, I would like to submit the attached letter for the record pertaining to agenda item 1183/1184 for the council meeting tomorrow afternoon. Please let me know if you have any questions.

Thank you,
Courtney

Courtney Sipel Lee
Senior Associate
Oxley & Associates, Inc.
833 SW 11th St. Suite 317
Portland, Oregon 97205
503-724-2392 Cell
503-241-3155 Office
503-241-3165 Fax

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37395

November 13, 2018

Commissioner Eudaly,

Thank you for the opportunity to discuss Portland's e-scooter pilot program. We have greatly appreciated the chance to serve the Portland community these past three months and believe the pilot program has been tremendously successful. That is why we hope that you would consider extending the pilot program while we work with you, your fellow commissioners, and city staff to establish more long-term regulations for shared e-scooters.

Portland has established itself as a leader with its thoughtful approach to regulating this new, sustainable transportation option and the past three-and-a-half months have served as a tremendous learning experience for us as we strive to improve our service and make it work best for all in the community.

Bird shares Portland's values and commitment to a sustainable future. We are dedicated to working with City officials to achieve Portland's Climate Action and transportation goals, eliminate traffic-related injuries and deaths, get more cars off the road, and get more people onto human-scale modes of transportation.

As part of our commitment to safe streets, Bird would love to ally with the City to provide support for Portland's Central City in Motion initiative. In other cities where we operate, Bird has helped mobilize our community to support protected bike lanes and other safe streets infrastructure projects that sometimes require extra political support. It is a core value of our company that streets should be safe for all who use them, especially those who are the most vulnerable and that improved infrastructure and education are key to reduce unsafe travel speeds by drivers, create better spaces for people walking or using mobility assistance devices, and safer dedicated lanes for people on bikes, e-scooters, or other human-scaled travel modes.

This is also why we will redouble our commitment to serve East Portland, helping underserved communities better connect to transit in the area while also lending our support for much-needed infrastructure improvements to reduce the safety risks for people commuting in these neighborhoods without cars.

To date, Bird has put aside more than \$46,000 in funds for the City as part of our Save Our Sidewalks pledge. This money, we've earmarked to help with further investment in safe streets infrastructure, education, and other related programs as we collaborate with the City to invite more Portlanders out of their cars.

Additionally, we are proud to provide community members with the opportunity to earn supplemental income by charging and repairing Birds. Over these three-and-a-half months alone, nearly 700 Portlanders have worked as chargers for Bird, earning an additional \$413,000. We currently have an additional 500 Portlanders eager to start working as chargers and 10 to 15 mechanics.

We are also proud to announce our partnership with The Miracles Club, which works with people struggling with substance abuse issues, to work with more than 20 of the organization's graduates. Through this partnership, we will directly connect The Miracles Club graduates to economic opportunities as chargers and mechanics, giving the opportunity to earn additional income and become an integral part of the Bird charger and mechanic community.

Safety – of our riders and of all members of the Portland community – remains our top priority. Since the pilot launched, we have given out more than 700 helmets at neighborhood street fairs, immigrant and refugee walks, as well as PBOT Safety Events.

On September 13th, Bird's community relations team participated in PBOT's "E-Scooter Safety Event" in downtown Portland. At this event, Bird gave out more than 500 helmets as well as information on our "One Bird" equity program.

In August, we gave out two hundred safety helmets and we gave safe ride demonstrations at the Central Eastside Street Fair and at the Portland Sunday Parkways "Immigrant and Refugee Walk."

We look forward to working with you and the community as we plan for a more sustainable, safer Portland for all. Thank you again for your time and thoughtful leadership.

Sincerely,

Marlo Sandler

Senior Manager, Government Partnerships

BIRD

Moore-Love, Karla

From: Andrew Plambeck <andrew.plambeck@portlandstreetcar.org>
Sent: Wednesday, November 14, 2018 9:07 AM
To: Moore-Love, Karla
Cc: Graff, Gabriel
Subject: Letter of Support for Item 1183, Central City in Motion
Attachments: CCIM_PSI_Ltr.pdf

Hi Karla,

Please find attached a letter of support from Portland Streetcar, Inc. Executive Director Dan Bower for Item 1183 to adopt the Central City in Motion final report and implementation plan.

Thank you,

Andrew Plambeck
Public Affairs Manager
Portland Streetcar, Inc.
503-869-5507
andrew.plambeck@portlandstreetcar.org



37395

1031 NW 11th Avenue
Portland, OR 97209
503-222-4200

www.portlandstreetcar.org

November 14, 2018

Portland City Council
1221 SW Fourth Avenue
Portland, OR 97204

Dear Mayor Wheeler and Commissioners:

I am writing in support of the Portland Bureau of Transportation's (PBOT) Central City in Motion vision to move Portlanders safely and more efficiently around and through the Central City.

The Portland Streetcar moves about 15,000 riders per day in the Central City. As we seek to improve our on-time performance and provide more reliable transit service, the types of projects included in Central City in Motion will allow us to move more easily through congestion while improving pedestrian and bicycle access to our system.

PBOT staff have engaged the community and traveling public in myriad ways to obtain input on travel patterns, project priorities and other transportation needs important to Portlanders. As the Central City continues to grow in population, jobs and mobility needs, I thank you for your full consideration of this project and its ability to get Portlanders where they need to go safely and efficiently.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Dan Bower', with a long horizontal stroke extending to the right.

Dan Bower
Executive Director
Portland Streetcar, Inc.

Moore-Love, Karla

From: Chris Hagerbaumer <chrish@oeconline.org>
Sent: Monday, November 12, 2018 6:24 PM
To: Council Clerk – Testimony
Subject: comments on agenda time 1183, Central City in Motion
Attachments: OEC Central City in Motion Support Letter.pdf

Friends,

It's a pleasure to submit written testimony in support of the Central City in Motion Plan. Please see the attached.

Sincerely,

Chris Hagerbaumer
Deputy Director

Oregon Environmental Council
222 NW Davis Street, Suite 309 | Portland, OR 97209-3900
503.222.1963 x102
Connect with us: oeconline.org
[Facebook](#) | [Twitter](#) | [Instagram](#) | [LinkedIn](#) | [YouTube](#)

Celebrating 50 years of loving Oregon.

Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization. We advance innovative, collaborative and equitable solutions to Oregon's environmental challenges for today and future generations.

November 12, 2018

Dear members of the Portland City Council,

Oregon Environmental Council strongly supports the proposed Central City in Motion plan, agenda item 1183 at your November 14, 2018 meeting. Not only does it advance projects that will reduce climate pollution and air pollution, it also provides many co-benefits, such as more affordable transportation options, a safer transportation system, and more efficient movement of both people and goods.

Getting to a 100% clean, eco-friendly transportation system that serves Oregonians equitably requires a wide variety of interlocking approaches, including:

- transportation options—a choice of affordable, convenient, reliable, safe and clean ways to get around;
- efficient use of existing road infrastructure, measured by the movement of people and goods;
- clean vehicles and fuels; and
- shared use and equitable access to emerging transportation technologies like autonomous vehicles, and business models like app-based ridesourcing.

The proposed Central City in Motion plan helps advance the first two of these approaches and helps Portland maintain a vibrant inner-city core.

Projects that support safe walking, bicycling and transit ridership are core element of a healthy, equitable transportation system because they are the most affordable options and do the most to support human connection and strong communities.

Because the Central City in Motion Final Report and Implementation Plan advances these goals, we strongly urge you to adopt the resolution in support at your November 14 meeting.

With appreciation for your consideration,

Chris Hagerbaumer, Deputy Director
chrish@oeonline.org; 503-222-1963 x102

373951

Moore-Love, Karla

From: Campaign Info <hello@joannforportland.com>
Sent: Monday, November 12, 2018 3:31 PM
To: Council Clerk – Testimony
Cc: Wheeler, Mayor; Commissioner Fritz; Commissioner Eudaly; Commissioner Saltzman; Commissioner Fish
Subject: Central City In Motion testimony - Commissioner Elect Jo Ann Hardesty
Attachments: CCIM Testimony - Commissioner Elect Jo Ann Hardesty.pdf



JOANN2018
FOR PORTLAND CITY COUNCIL

37395

narrow and the pots of money grow, and that is concerning. It's concerning that we are going out of our way to preserve parking and auto-capacity, even using public money to pay private developers to build more parking. How is that aligned with our goals? If this plan aims to significantly reduce driving downtown then why are we worried about a 2% reduction in parking spaces? This plan seems to be trying to give everybody a little bit of what they want. That's not what equity is about, and it's certainly not going to deliver meaningful progress on climate change. This plan needs to stay focused on making the infrastructure we already have more sustainable and more accessible for everyone.

Our streets and other resources downtown are public places. Today's downtown subsidizes parking private vehicles and it prioritizes moving them. That's not a fair way to do things. A family from East Portland shouldn't pay more money to take a slow bus downtown than it costs a family from close-in to drive and park. As leaders, we need to address the reality that living in certain neighborhoods offers privileges that other community members do not have. We need to take bold steps on climate action. I am concerned that we are not clearly focused on these goals, and that as a result we'll end up spending more money in ways that are ultimately counterproductive. Because of that, I urge City Council not to adopt the Central City in Motion Final Report and Implementation Plan or the Parking Supply and Demand Management Strategies Report at this time. I do believe I can ultimately support this plan, but I believe that there are opportunities for improvement which can be identified with more discussion first. I know we can do better. I am committed to working with my fellow commissioners to make sure these projects are delivered ahead of schedule, under budget, and that they meet clear, quantifiable goals to expand access downtown and decrease our auto-dependence.

Sincerely,

Jo Ann Hardesty

Commissioner-Elect Portland City Council Position 3



Council Member Elect Jo Ann Hardesty
Portland City Council
8917 SE Stark Street
Portland, OR 97216

November 13, 2018

Portland City Council Members and Mayor Wheeler
Portland City Hall
1221 SW 4th Ave
Portland, OR 97204

RE: Central City in Motion Plan

Councilmembers and Mayor Wheeler,

As Commissioner Elect I would like to take a moment to share a few concerns I have regarding the Central City in Motion plan.

Our Central City houses many of our most important resources, including jobs, services and designated affordable housing. The Central City in Motion will make these resources more accessible to everyone, whether they are traveling within the Central City or coming from East Portland. It shouldn't take people twice as long to get downtown when they ride the bus. And people shouldn't feel they are taking their life into their hands when they walk, use a mobility device or bike in our city. We can't allow transportation to continue driving the growth of emissions in Oregon. The Central City in Motion will help us counter this trend by providing more people with access to downtown without a car. I strongly support the Central City in Motion's goals to make our transportation systems more efficient, more sustainable and more equitable.

At the same time, we must remember that our biggest infrastructural gaps are not downtown. Downtown has always had sidewalks and it's always had the best public transit in the city. The greatest need for infrastructure is in our neighborhoods like East Portland that never had sidewalks or streetcars to begin with. Fixing decades of systematic under-investment in these neighborhoods is going to be expensive. I have to stress that there must be accountability on the Central City in Motion's ability to deliver without expanding the budget. That doesn't mean we should water down the goals for this project to deliver on sustainability and equity. On the contrary, it means we need to be doing more with less. I have already seen the project list

Moore-Love, Karla

From: Bryan Hockaday <bhockaday@lyft.com>
Sent: Monday, November 12, 2018 9:19 AM
To: Council Clerk – Testimony
Cc: Amyr
Subject: CCIM Lyft letter of support
Attachments: CCIM Lyft Letter of Support 11.12.2018.pdf

Mayor Wheeler and Commissioners Eudaly, Fish, Saltzman, and Fritz,

Please find Lyft's letter of support for PBOT's Central City In Motion Implementation Plan for your consideration.

Reagards,

Bryan Hockaday
NW Public Policy Manager
503-805-3293 |





185 Berry St
Suite 5000
San Francisco, CA 94107

37395

To: Transportation Commissioner Eudaly
Mayor Wheeler and Portland City Council Members
1121 SW 4th Avenue
Portland, OR 97204

November 12, 2018

RE: CENTRAL CITY IN MOTION IMPLEMENTATION PLAN

Mayor Wheeler and Commissioners Eudaly, Fish, Saltzman, and Fritz:

Lyft was founded on the mission of connecting communities and improving lives with the world's best transportation. Since 2015, we've worked closely with the Portland Bureau of Transportation (PBOT) and developed partnerships with TriMet, Metro and many local organizations and businesses to provide safe, reliable and affordable transportation options to the residents and visitors of Portland.

Portland's projected population growth and continued development challenge us to rethink how we move throughout the city and plan for the future. Fortunately, the Central City in Motion Implementation Plan establishes a framework for continued transportation innovation and more equitable, sustainable growth. Lyft supports the recommendations included in PBOT's report, and we remain committed to working with the City of Portland to improve access to transit and other multimodal transportation options, including bikeshare and microtransit solutions.

Lyft's vision for the future of transportation places people at the center of our cities, not cars. We're working to keep single-occupancy vehicles from clogging our streets and adding to congestion, and reducing the burden of personal car ownership. To help achieve this vision, we've set a goal to make shared rides account for 50% of all trips on the Lyft platform by the end of 2020. More shared rides means less congestion, fewer carbon emissions and healthier communities.

We recognize the important need for ongoing investment in Portland's multimodal transportation infrastructure and appreciate the Plan's approach to incorporating freight management. However, as Portland reimagines and redesigns streets for users of all transportation modes, additional attention to pedestrian and curb safety is needed. Proactive curb management is critical for reducing conflicts among different modes, achieving the City's Vision Zero goals and improving the overall efficiency of our transportation system.

As Portlanders increasingly utilize shared transportation options, Lyft recommends that PBOT prioritize curb and sidewalk management and consider additional ways to address passenger loading needs. Establishing dedicated passenger loading zones at the curb provides a safe space for passengers to get in and out of vehicles, reduces the possibility of double-parking and bicycle-dooring and improves access to Portland's neighborhood business districts.

Lyft looks forward to working with PBOT on these issues and finding more ways we can support the City's goals to encourage transportation innovation, along with equitable and sustainable growth.

Thank you,

Bryan Hockaday
Public Policy Manager, Lyft

Moore-Love, Karla

From: Debrin Goubert <debring@gouberts.com>
Sent: Tuesday, October 30, 2018 7:46 AM
To: Council Clerk – Testimony
Subject: Central City in Motion

I own a car but prefer to use public transportation/biking/walking. Speaking with colleagues, the biggest hold up for using public transit is 1) how much longer it takes than driving and 2) sometimes people feeling unsafe due to lack of security/police presence. The more we prioritize public transit and making it faster, and making biking (and walking) safer, the more people will use it.

We also need to prioritize addressing homelessness both for the sake of the homeless and for the sake of having a city where tourists and employed people want to spend their time. I don't like to use public transportation in areas where there is a loitering population - I used to use the Greyhound Station bus stop in the am. People asking for money, drug deals, the smell of urine. Not a lot to recommend it.

Is it possible that we can begin homelessness interventions similar to Portugal?

Moore-Love, Karla

From: Heather J Dennett <Heather.J.Dennett@kp.org>
Sent: Monday, October 29, 2018 4:53 PM
To: Council Clerk – Testimony
Subject: Central City in Motion

Hello,

I am a resident of Portland and I support the Central City in Motion project proposals.

Sincerely,

Heather Dennett
6835 N Wall Ave

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Moore-Love, Karla

From: andrew holtzreport.com <andrew@holtzreport.com>
Sent: Monday, October 29, 2018 4:38 PM
To: Council Clerk – Testimony
Cc: Jillian@thestreetrust.org
Subject: Central City in Motion

Hon. Mayor Wheeler and Portland City council Members,

If we are to make progress toward the vital goals of Vision Zero and mitigation of climate change, the active transportation and transit projects of Central City in Motion are the least we can do. I mean that. These projects are not enough, but they are what is on the council agenda.

Pass and adequately fund this plan. Then redouble your efforts to save lives now and reduce the growing threat to our planet created by decades of misguided favoritism for cars and trucks.

We need much, much more than what is in the Central City in Motion plan. To do any less would be a failure to protect the true interests of Portland and the larger community.

Sincerely,
Andrew Holtz

Andrew Holtz
6901 SE Oaks Park Way Slip 18
Portland, OR 97202
503-292-1699