

**Moore-Love, Karla**

---

**From:** Yonit Sharaby <yonitsharaby@gmail.com>  
**Sent:** Wednesday, November 14, 2018 11:13 AM  
**To:** Council Clerk – Testimony  
**Cc:** Cohen, Scott  
**Subject:** Item 1184 CCIM Parking Strategy

Hello, I am writing about the newly released Central City in Motion Parking Supply and Demand Management Strategies report. I have been following the CCIM process very closely and have not seen any outreach to the public concerning this new addendum. We live in the Central City and my husband works in the Central Eastside.

I am writing for two reasons: first, I urge City Council to consider — and vote on — the Parking Supply report separately from the CCIM. This plan appears to be developed outside the normal process, and until this week, I have not heard anything from PBOT concerning the development of a new parking plan for the central city. I am dismayed that it was released as an item that is connected to the CCIM plan because that plan was developed over a long period of time with input from multiple stakeholders. The Parking Supply report was not considered as part of this process and therefore should not be now treated as a “CCIM” item.

I am also writing to urge city council to give the existing parking strategies that already have stakeholder approval time to work. Additional implementation of the Transportation Wallet would further cut parking demand, and the city just passed performance based curbside parking in the central city, which not only maximizes the usage of existing space, it funds reinvestment in the neighborhood. The first cost adjustments approved by this program have not even happened yet. Local folks have not had the opportunity to provide input on the use of public funds in this plan, in stark contrast to the cost-benefit analyses that we had the opportunity to assess in the CCIC plan. City Council should cut out any new publicly funded parking supply from the Parking Strategy Report. Let's let our existing parking plans do their work.

Regards,  
Yonit Sharaby

**Moore-Love, Karla**

---

**From:** cornucopia@riseup.net  
**Sent:** Wednesday, November 14, 2018 1:48 PM  
**To:** Council Clerk – Testimony  
**Subject:** Agenda Item 1184: CCIM Parking Strategy

In a time where Portland is seeing rampant inequality and severe weather related to global warming, I cannot stress enough the importance of reducing subsidies to driving and parking.

I urge you PLEASE to cut out any new publicly funded parking supply from the CCIM Parking Strategy Report

**Moore-Love, Karla**

---

**From:** Terry Dublinski-Milton <terry.dublinski@gmail.com>  
**Sent:** Wednesday, November 14, 2018 3:44 PM  
**To:** Council Clerk – Testimony  
**Subject:** Item 1184 CCIM Parking Strategy

Hello City Council,

Though I am in full support of CCIM, projects and its goals, I find the ability to build parking garages to be antithetical to the whole project.

We need to be managing auto traffic and making it more difficult to drive alone, not build another incentive. It would be an environmental and transportation disaster to build any more spaces.

TDM strategies are what is needed.

Furthermore, dropping this to the public on Nov 8 makes a mockery of the public process.

Decouple parking from projects and go through a full public process or just REMOVE any mention of parking garages from the plan.

Terry Dublinski-Milton  
6111 East Burnside  
Portland Oregon 97215  
503 867 7723

**Moore-Love, Karla**

---

**From:** Leon Porter <leonporter@yahoo.com>  
**Sent:** Wednesday, November 14, 2018 4:17 PM  
**To:** Council Clerk – Testimony  
**Subject:** Agenda Item 1184: CCIM Parking Strategy

Dear City Council,

Please don't include any publicly funded parking garages in the Central City in Motion plan. To fight air pollution, global warming, and traffic congestion, the city should be discouraging car use, not subsidizing it. Please remove the proposal for garages from the CCIM Parking Strategy.

Best wishes,  
Leon Porter  
1822 NE Wasco St.  
Portland OR 97232

**Moore-Love, Karla**

---

**From:** Chris Mommsen <chrismommsen@gmail.com>  
**Sent:** Thursday, November 15, 2018 9:37 AM  
**To:** Council Clerk – Testimony  
**Subject:** CCIM testimony

Hello City Council,

I support the Central City in Motion plan. However, I urge the council to reject the Off Street Parking Investment Fund. To meet the City's mode share and climate change goals, it is imperative that no further public funds be routed to subsidize parking for private cars. Additionally, I bike commute into the central city with my 2 year old Virginia, and each additional car allowed to park in the city is another opportunity to be right-hooked and seriously injured.

For the sake of our planet, safety, and central city congestion, please do not provide additional subsidies for car parking.

Best,  
Chris Mommsen  
9704819112

**Moore-Love, Karla**

---

**From:** Yonit Sharaby <yonitsharaby@gmail.com>  
**Sent:** Wednesday, November 14, 2018 11:13 AM  
**To:** Council Clerk – Testimony  
**Cc:** Cohen, Scott  
**Subject:** Item 1184 CCIM Parking Strategy

Hello, I am writing about the newly released Central City in Motion Parking Supply and Demand Management Strategies report. I have been following the CCIM process very closely and have not seen any outreach to the public concerning this new addendum. We live in the Central City and my husband works in the Central Eastside.

I am writing for two reasons: first, I urge City Council to consider — and vote on — the Parking Supply report separately from the CCIM. This plan appears to be developed outside the normal process, and until this week, I have not heard anything from PBOT concerning the development of a new parking plan for the central city. I am dismayed that it was released as an item that is connected to the CCIM plan because that plan was developed over a long period of time with input from multiple stakeholders. The Parking Supply report was not considered as part of this process and therefore should not be now treated as a “CCIM” item.

I am also writing to urge city council to give the existing parking strategies that already have stakeholder approval time to work. Additional implementation of the Transportation Wallet would further cut parking demand, and the city just passed performance based curbside parking in the central city, which not only maximizes the usage of existing space, it funds reinvestment in the neighborhood. The first cost adjustments approved by this program have not even happened yet. Local folks have not had the opportunity to provide input on the use of public funds in this plan, in stark contrast to the cost-benefit analyses that we had the opportunity to assess in the CCIC plan. City Council should cut out any new publicly funded parking supply from the Parking Strategy Report. Let's let our existing parking plans do their work.

Regards,  
Yonit Sharaby

**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

NOTICE: This email may be privileged. It is a private message to the person named above. Do not permit access by any other person. If the intended recipient is not present, or expected, at the location where this message was received, please telephone 503-241-3155 immediately and email a reply back to the sender.



37396

**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**



---

**From:** Yonit Sharaby <yonitsharaby@gmail.com>  
**Sent:** Wednesday, November 14, 2018 11:13 AM  
**To:** Council Clerk – Testimony  
**Cc:** Cohen, Scott  
**Subject:** Item 1184 CCIM Parking Strategy

Hello, I am writing about the newly released Central City in Motion Parking Supply and Demand Management Strategies report. I have been following the CCIM process very closely and have not seen any outreach to the public concerning this new addendum. We live in the Central City and my husband works in the Central Eastside.

I am writing for two reasons: first, I urge City Council to consider — and vote on — the Parking Supply report separately from the CCIM. This plan appears to be developed outside the normal process, and until this week, I have not heard anything from PBOT concerning the development of a new parking plan for the central city. I am dismayed that it was released as an item that is connected to the CCIM plan because that plan was developed over a long period of time with input from multiple stakeholders. The Parking Supply report was not considered as part of this process and therefore should not be now treated as a “CCIM” item.

I am also writing to urge city council to give the existing parking strategies that already have stakeholder approval time to work. Additional implementation of the Transportation Wallet would further cut parking demand, and the city just passed performance based curbside parking in the central city, which not only maximizes the usage of existing space, it funds reinvestment in the neighborhood. The first cost adjustments approved by this program have not even happened yet. Local folks have not had the opportunity to provide input on the use of public funds in this plan, in stark contrast to the cost-benefit analyses that we had the opportunity to assess in the CCIC plan. City Council should cut out any new publicly funded parking supply from the Parking Strategy Report. Let's let our existing parking plans do their work.

Regards,  
Yonit Sharaby

---

**From:** Marisa Morby <me@marisamorby.com>  
**Sent:** Tuesday, November 13, 2018 5:05 PM  
**To:** Council Clerk – Testimony  
**Subject:** Regarding CCIM parking strategy

Hello,

I recently read an article mentioning that there is an open plan right now to add new parking structures on the east side of Portland.

I'm writing in to say that we should not be using public funds to add more parking to the city. If we are going to focus on mobility for Portland, it should specifically be around providing more metro, bike, and sidewalk access— not parking for more individual vehicles. If we're going to work towards equitable and carbon free mobility goals, then we need to put the mobility of people, and not cars, first.

Thank you,  
Marisa Morby

--

Marisa Morby

[marisamorby.com](http://marisamorby.com) | [me@marisamorby.com](mailto:me@marisamorby.com)

Product Management | UX Research

---

**From:** Aaron Ilika <aaronilika@gmail.com>  
**Sent:** Tuesday, November 13, 2018 2:36 PM  
**To:** Council Clerk – Testimony  
**Subject:** Item 1184 CCIM Parking Strategy

To Whom It May Concern,

I recently viewed the CCIM Parking Supply and Demand Strategies report and was a bit surprised to see “Strategy 8,” an off-street parking investment fund. This proposal is expensive (\$10 million for 200 parking spaces?) and runs counter to the other projects in the CCIM project aimed at reducing car trips and improving transit. I’d like to see the CCIM cut any new public parking supply from the strategy and instead focus on alternatives such as the transportation wallet. As a SE Portland resident whose office is in the Buckman neighborhood, I know firsthand that making improvements to transit and biking infrastructure are a much better investment for the Central City than parking.

Given the recent IPCC report on the drastic actions we need to take to prevent catastrophic climate change in our lifetimes (<https://www.theguardian.com/environment/live/2018/oct/08/ipcc-climate-change-report-urgent-action-fossil-fuels-live>) and the high cost of parking—“free” or otherwise—any investment in new parking capacity is both fiscally and environmentally irresponsible.

Thank you for taking my testimony into account.

Sincerely,  
Aaron Ilika  
SE Portland

**Moore-Love, Karla**

---

**From:** Kate Walker <katewalks@gmail.com>  
**Sent:** Tuesday, November 13, 2018 1:50 PM  
**To:** Council Clerk – Testimony  
**Subject:** Agenda Item 1184: CCIM Parking Strategy - Comments

To Whom it May Concern:

I'm writing in regards to CCIM Parking Strategy. As I concerned citizen, I urge City Council to **cut out any new publicly funded parking supply from the CCIM Parking Strategy Report**. Please stay the course with Transportation Demand Management and don't undermine the great projects in the Central City In Motion Plan.

The 18 projects that will make streets safer for walking, biking and faster for transit are great. **Please approve the project WITHOUT the new parking strategy.**

Best,  
Kate Walker  
Resident, North Portland

**Moore-Love, Karla**

---

**From:** Ovid Boyd <ovid@metamorphica.net>  
**Sent:** Tuesday, November 13, 2018 12:54 PM  
**To:** Council Clerk – Testimony  
**Subject:** Item 1184 CCIM Parking Strategy

Hello city council,

I'm writing you simply to ask that you don't increase car trips into the central city by building more publicly funded parking garages. That's bad policy, which is maybe why it was only publicly announced a few days ago. If you allow this to go through a normal public process at least, you'll hear from many people and groups that tell you it's a bad idea, and maybe decide not to support it.

Thanks,

Ovid Boyd

1104 SW Columbia St #105  
Portland, OR 97201  
ovid@metamorphica.net  
+1 (541) 791-Ovid

**Moore-Love, Karla**

---

**From:** Jed Hafner <jedhafner@gmail.com>  
**Sent:** Tuesday, November 13, 2018 12:28 PM  
**To:** Council Clerk – Testimony  
**Subject:** Agenda Item 1184: CCIM Parking Strategy

City Council,

Please cut out any new publicly funded parking supply from the CCIM Parking Strategy Report. Stay the course with Transportation Demand Management; Transportation wallets are a very direct way to reduce car trips in congested areas. Let it work. Keep it going!

Building more parking will undermine the great projects in the Central City In Motion Plan. If you build it *they will come*. Let's focus on reducing traffic by making it easier not to drive a car in Central City.

Thanks!

Jed Hafner

**Moore-Love, Karla**

---

**From:** Nicholas Bradish <nick.j.bradish@gmail.com>  
**Sent:** Tuesday, November 13, 2018 11:59 AM  
**To:** Council Clerk – Testimony  
**Subject:** Item 1184 CCIM Parking Strategy

I'm writing to request that any publicly-funded parking supply be cut from the CCIM Parking Strategy Report. This would work against municipal and regional sustainability goals, and puts the public dollar behind the wrong solution - individual transportation. These funds need to go towards alternative transit systems, such as bus-only lanes, subsidized bus passes, and generally-expanded accessibility for public transportation.

Sincerely,  
Nicholas Bradish

**Moore-Love, Karla**

---

**From:** Lauriel <lauriel.arwen@gmail.com>  
**Sent:** Tuesday, November 13, 2018 11:06 AM  
**To:** Council Clerk – Testimony  
**Subject:** Agenda Item 1184: CCIM Parking Strategy

Dear Portland City Council,

I am writing to comment on the recent CCIM Parking Strategy Report and the subsequent addition of adding publicly funded parking to the Central City in Motion Plan. Our city desperately needs to expand options and safe access for people who walk, cycle, and take public transportation across our city. Currently, automobiles dominate the transportation infrastructure in Portland and creates unsafe and cumbersome commutes for all people across the city. Central City in motion is a great step towards shifting public space from predominantly automobile focused infrastructure to a focus on people. I am very supportive of this plan! However adding a last minute provision to include publicly funded parking in the plan, undermines the years of work that went into this proposal and only serves to expand dependence on cars and ignores the real needs of people trying to move around the city.

Thank you,  
Lauriel Amoroso  
NE Portland Resident

“It is not half so important to know as to feel” ~Rachel Carson



**Moore-Love, Karla**

---

**From:** Eric Lindsay <lindsay.eric@gmail.com>  
**Sent:** Tuesday, November 13, 2018 10:19 AM  
**To:** Council Clerk – Testimony  
**Subject:** Agenda Item 1184: CCIM Parking Strategy

To the Portland City Council,

I am so excited about the Central City in Motion Plan...I write to encourage its quick adoption and, if anything, for it to be added to in ways that encourage and favor (even more than currently proposed) peds, bikes, buses, scooters, and rail. I read recently that CCIM includes a Parking Strategy Report that calls for public dollars to be spent on new off-street parking. This is the wrong direction for the city, we should use such dollars to enhance the goals of CCIM not encourage car congestion and usage. Please have the gumption to go all in your values and look to the future on this one. We all know that more car infrastructure is a losing battle. Let's cut our losses on the billions we have already wasted and start building a system of transit focused away from cars that will be improved by growing density of population. Let's push harder on transportation demand management, not create loopholes for further car use!

Also, I do want to compliment the many amazing community members and city staff and officials that have created a pretty awesome project that is CCIM.

Be bold, we have your backs!

Best,  
Eric Lindsay

**Moore-Love, Karla**

---

**From:** Levi Curran <curranle@gmail.com>  
**Sent:** Tuesday, November 13, 2018 10:23 AM  
**To:** Council Clerk – Testimony  
**Subject:** Agenda Item 1184 - Central City in Motion Parking

City Councilors,

I am writing to urge you to remove item 8, off-street parking investment fund, from the Parking Supply and Demand Management Strategies.

Funding additional parking is not a parking mitigation strategy but a supply increase which will induce additional personal auto travel. These funds would be better invested in managing existing parking resources or incentivizing alternate transportation.

Please do not allow the off-street parking investment fund to move forward as a strategy option. Thank you.