

ENHANCED TRANSIT PROGRAM AND VISION ZERO ACTION PLANIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (PRINT)	ADDRESS AND ZIP CODE (Optional)	Email (Optional)
✓ TERRY PARKER	P.O. Box 13503	parker2012@gmail.com
✓ Alan Kessler	2725 SE 36th Ave. 97202	alan.kessler@gmail.com
✓ Jessie Maran	6033 N. Gay Ave 97217	jessiemaran@mac.com
✓ RJ SHEPHERD	3970 N. INTERSTATE AVE. 97227	rjshepherd@gmail.com
✓ Doug Klotz	1908 SE 35th PI. 97214	dougurb@gmail.com
✓ Ken Marks		ken@ROSEWOOD INITIATIVE.ORG
✓ Doug Allen	734 SE 47th Ave, Port. 97215	dougallen@centurylink.net
left ✓ JOE WASE		
✓ Nancy Howell	3917 NE Skidmore St. Port 97211	ogec2@hotmail.com
✓ MARY SIPE		

July 13, 2017

Portland City Council

VIA EMAIL: *mayorwheeler@portlandoregon.gov*
dan@portlandoregon.gov
nick@portlandoregon.gov
chloe@portlandoregon.gov
amanda@portlandoregon.gov

Re: Enhanced Transit Corridors Project

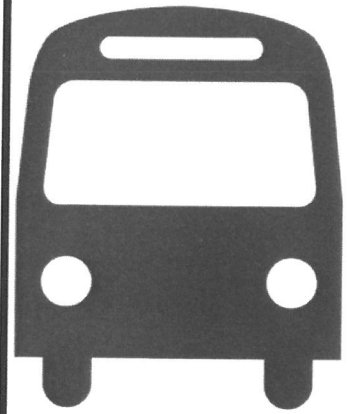
Dear Mayor and Commissioners:

We at the Portland Bus Lane Project appreciate the opportunity to share our testimony regarding the Enhanced Transit Corridors (ETC) project. Thank you for taking the time to consider the proposed Resolution. This project is an important recognition of the role of the City's streets in the efficient and effective functioning of the region's buses.

Over the past several years, TriMet has experienced a decrease in bus ridership. This decline is the result of delays and unreliability due to increased congestion in Portland, which has significantly impacted travel times. When riding the bus is slower and less reliable than driving, people who can do so often make the decision to drive rather than ride.

All Portlanders are affected by this increased congestion. For transit-dependent residents, increased travel times and reduced reliability are significant. The transit-dependent often have jobs in which casually flexing a schedule is not possible. Transit availability and reliability have impacts on our ability to transport children to and from school; go to work; look for work; find or take advantage of affordable housing; and pursue educational opportunities.

In order to create an equitable city, we must provide fast, efficient, and convenient transportation to all of our citizens. The car-dominated system we have today cannot be expanded to meet the needs of a growing population, does not support residents who have been



**PORTLAND
BUS
LANE
PROJECT**

Portland Bus Lane Project is a group of citizens working to improve transit in the Portland Metropolitan region.

We believe that improving transit service is essential to meeting our climate, health, economic, and housing goals.

displaced to the edges of our city, and does not allow for a city that is resilient in the face of climate change.

We note that the draft Resolution instructs the Portland Bureau of Transportation (PBOT) to return to Council with “aggressive strategies [and] treatments” to achieve the goals of improved travel times and increased ridership. This language matches the seriousness of the challenges listed in the Resolution.

The ETC plan provides a number of tools to be used for improving transit service in the City. The most aggressive of these—and the most likely to improve performance—are dedicated bus lanes, signal priority, and queue jumps. We would ask Council to embrace the spirit of the Resolution and instruct PBOT staff to prioritize implementation of these three tools.

To be clear, these three tools require the City to reallocate road space from private vehicles to transit. In order to meet the mode share goals adopted by this body, PBOT must have the capacity to make these hard decisions.

We ask Council and staff to keep the following requests in mind while implementing the ETC:

1. Pilot Dedicated Lanes, Signal Priority, and Queue Jumps in the Central City

The TriMet bus system is largely a hub and spoke design. For this reason, we believe that the tools should be piloted in the Central City where they will have the highest impact based on total ridership and number of bus lines. In particular, we hope that the City will work with its partners to provide transit priority on the bridges and their approaches as soon as possible.

2. Identify and Prioritize Low-Cost & High-Impact Opportunities

We believe that the data will enable PBOT to understand where and when delays occur. The final ETC plan should include a prioritized list of projects including those that can be implemented in the short-term for low cost and high impact. The plan should also identify

opportunities to include transit improvements in related transportation projects.

3. Use ETC Improvements to Advance Vision Zero Goals

When determining which segments to prioritize, PBOT should keep the safety benefits of transit improvements in mind. The ETC should focus on corridors identified in the Vision Zero High Crash network to implement treatments that will have both safety and transit benefits for communities of concern.

4. Hire a Transit Coordinator at PBOT

The City of Portland has benefited greatly in recent years from the hard work of PBOT's Bicycle Coordinator, Roger Geller. Having a member of staff dedicated to a particular mode creates an internal advocate on projects throughout the organization. We believe that the City of Portland should allocate funding to hire a Transit Coordinator to function in a similar capacity. This investment will allow the City to identify the easy wins that might otherwise be overlooked.

With these considerations, the Portland Bus Lane Project strongly supports the advancement of the ETC project. We urge you to lend your support as well. Make it clear to PBOT that you will support the aggressive and bold action the Resolution calls for.

Today, adopt the resolution. And tomorrow, provide the financial support to turn the Resolution into a reality that benefits all Portlanders.

Thank you for your consideration.

Sincerely,



Portland Bus Lane Project

Alan Kessler
Co-Chair

2725 SE 36th Ave
Portland, OR 97202

TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

37304

Subject: Testimony to the Portland City Council on the Enhanced Transit Corridors Plan, July 13, 2017.

Sandy Boulevard is both a major traffic street and a freight route in addition to being a transit corridor. There is already a considerable amount of congestion on Sandy, and not just during peak travel periods.

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.* When looking into the Enhanced Transit Corridors Plan toolbox, most of the tools will not fit within the already constrained Sandy right-of-way without drastically increasing congestion, and/or removing on-street parking that small and minority business rely on.

Even just adding more curb extensions at bus stops will compound foreseeable future congestion. The existing ones already do. Instead of operating like the big bully on the streets, TriMet needs to be just as courteous to drivers as TriMet expects from drivers.

The Rose City Park Neighborhood Association has twice voted to retain two full motor vehicle lanes in each direction on Sandy along with retaining on-street parking. Also suggested is the development of alternative bicycle routes. The loss of either travel lanes or on-street parking would have negative livability impacts on the neighborhood.

I have for a long duration of time held the impression working class homeowners in Portland that are slammed with property taxes, and the motorists who pay the gas taxes that fund the majority of transportation infrastructure are no longer being heard at City Hall. Special interests and the people who receive the majority of benefits, but don't pay for them, seem to get all the attention.

The Enhanced Transit Corridors Plan was presented and first brought to my attention at a recent ODOT 82nd Avenue Community Advisory Committee that I sit on. I am also a neighborhood rep on CNN's Land Use and Transportation Committee which has scheduled a tentative meeting with PBOT in November to discuss safety concerns and potential remedies on Sandy. None of the people I have spoken with from the neighborhoods had any knowledge the ETC Plan even existed.

Where is the transparency? Where is the up front involvement with affected neighborhoods before a plan is developed? To correct this in a closet planning, my suggestion is as follows: Treat each corridor as a separate endeavor and work directly with neighborhoods, coalitions and local business associations - possibly establishing advisory committees specifically from within those groups. Also think holistically whereby there are no negative effects or take-a-ways for taxpaying motorists, and no negative livability impacts on the neighborhoods - both of which must apply on Sandy.

Respectively submitted,

Terry Parker
Northeast Portland

* Source: Figures gathered by the Portland Business Alliance

Attachment: Other facts to be considered.

Other facts to be considered.

- ✓ One ⁹/_a two-axle bus that does as much damage to the streets and roads as 1200 cars. Source: The City Club of Portland
- ✓ Public transit on average uses more energy per passenger mile as measured in BTUs, and creates more emissions per passenger mile as measured in Co2 than driving a modern fuel efficient car. Source: The Cato Institute
- ✓ Public transit is taxpayer subsidized at over 60 cents per passenger mile.
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- ✓ Transit fares only cover 25% of the operating costs, Source: TriMet
- ✓ Approximately 25% of the Federal Highway Trust Fund (motorist paid gas tax dollars) is siphoned off for transit and other alternative mode infrastructure.
Source: Matt Garrett, ODOT

TO: Portland City Council
FROM: Douglas R. Allen
734 SE 47th Ave.
Portland, OR 97215
(503) 232-6167

SUBJECT: Enhanced Transit Corridors Plan Testimony -- July 13, 2017 Hearing

Mayor Wheeler and Members of the Council:

First, I want to congratulate you and PBOT staff for taking the initiative to improve bus operations. TriMet's continuing loss of ridership suggests that we are sadly over-due for some fixes for buses stuck in traffic.

I am now retired after spending 35 years working in TriMet's Scheduling and Service Planning departments, so I have some knowledge in this area. I would like to offer a few suggestions for additions and improvements to the plan. These are not in any order of priority.

1. Look for cost savings for TriMet. Wasted time costs TriMet salaries and additional buses. Savings translate to overall increased service.
2. Look for the biggest potential reductions in total passenger delay relative to autos. This will attract riders.
3. Provide funding in two forms: City staffing to advocate, and City funding to implement. There is a Bicycle Coordinator at PBOT, how about a Transit Coordinator?
4. Look at planned new and extended transit services, and try to expedite them while pushing TriMet to offer adequate frequency. For example, the 24-Fremont bus will be extended in 2018 to cross the Fremont Bridge, and possibly continue to Providence Park.

This should be a Frequent Service Route, and the City should address the bottlenecks before implementation, such as where the eastbound Fremont Bridge off-ramp intersects with Cook and Kerby, where traffic backs up at a four-way stop. That intersection should probably be signalized. The off-ramp approach to the intersection is two lanes wide, so the right lane should be for buses and right-turning general traffic only.

5. Some projects need to go ahead now. The congestion across the Hawthorne Bridge causes unacceptable delays for buses. The City should act this summer to give priority to buses. Insist on a pilot project sooner rather than later.
6. Some actions should happen tomorrow. The westbound "pro-time" bus lane on SE Madison is currently in effect until 9:00 am. Congestion extends past 9:30 am. Can a member of the Council, today, ask staff to extend the effective time and post appropriate signage immediately?

7. Most congestion problems occur during the peaks, but the majority of TriMet ridership occurs off-peak. During the off-peak, the best way to improve travel time is to increase frequency of service, and traffic isn't so much of a problem. However, signals should use more intelligent priority to eliminate delays for buses, both during the peak and off-peak.

For example, the series of signals that buses pass through to arrive at and depart from the Hollywood Transit Center, are just begging for automated intelligence to be implemented.

8. The plan should be less route & corridor oriented. Your best bet would be to eliminate the word "corridor" because, for the most part, it doesn't represent a valid concept for Portland. Residents are not confined to corridors, and with a few exceptions, neither are the destinations to which they travel. It is an artificial and distracting bit of jargon. Aim for multiple projects at locations where delay occurs, spread throughout the transit system.

9. Don't repeat the mistakes of the Division Transit Project, which is spending an inordinate amount of money on pretending to be a "Bus Rapid Transit" line in order to qualify for Federal funding. That model is not affordable for the system as a whole.

That project expects to use a captive fleet of 60-foot articulated diesel buses designed to work with expensive long raised platforms. Although TriMet could certainly make effective use of bigger buses on several routes during peak times, the Enhanced Transit Corridors Plan should emphasize compatibility of vehicles and stops across the system, so that specific intersections with the greatest delay can be addressed without the need to rebuild curbs and sidewalks for the entire length of a bus route.

Stops on routes with high peak ridership or very heavy all-day ridership, should be serviceable by both 40-foot standard buses and 60-foot articulated buses. Although some stops can benefit from amenities such as bigger shelters and multiple-door boarding, there should be no general need for expensive upgrades at most locations. Stops should not be consolidated to produce gaps longer than 1/4 mile except for express and limited-stop service that is added as an overlay to frequent local service.

Parsons, Susan

From: Terry Parker <parkert2012@gmail.com>
Sent: Wednesday, July 12, 2017 3:38 PM
To: Council Clerk – Testimony
Subject: Testimony on the Enhanced Transit Corridors Plan #811, July 13, 2017.

Sandy Boulevard is both a major traffic street and a freight route in addition to being a transit corridor, There is already a considerable amount of congestion on Sandy, and not just during peak travel periods.

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Respectively submitted,

Terry Parker

Northeast Portland

* Source: Figures gathered by the Portland Business Alliance

Other facts to be considered.

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✓ Public transit is taxpayer subsidized at over 60 cents per passenger mile.
Institute

Source: The Cato

✓ Transit fares only cover 25% of the operating costs, Source: TriMet

✓ Approximately 25% of the Federal Highway Trust Fund (motorist paid gas tax dollars) is siphoned off for transit and other alternative mode infrastructure. Source: Matt Garrett, ODOT

Moore-Love, Karla

From: Ovid Boyd <ovid@metamorphica.net>
Sent: Sunday, July 09, 2017 10:07 PM
To: Wheeler, Mayor; Commissioner Eudaly; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; Moore-Love, Karla
Cc: Enhanced Transit Corridors Plan; Bertelsen, April
Subject: Enhanced Transit Corridors July 13 2017 Testimony

Hello Portland City Councilors,

I would like to comment on the Enhanced Transit Corridors (ETC) Plan for discussion on July 13, 2017. The ETC plan as currently envisioned by PBOT is not big enough in scope to meet the needs of the city.

The plan would have PBOT evaluate a number of lines, and fix bus or streetcar congestion issues on a few prioritized lines. That does not meet the spirit of Policy 9.22 in the 2035 Comprehensive. The goal is not that transit is the preferred mode of travel in certain limited corridors, but that it is THE preferred mode of travel (for non-walking and biking trips). It also does not meet the spirit of equity that the City Council and people of the city seek to create.

I ask that you require PBOT to develop enhanced transit citywide, and not limit improvements to particular corridors. While projects must be prioritized, limiting improvements to certain lines may lead to others lacking inexpensive improvements that could help them tremendously.

For instance, I work along the route of bus line 87. My colleagues and I do not use this bus to get to and from work as it is often 30-45 minutes late during the afternoon rush hour. You see, the bus stops for it are in the right lane of NE Airport Way. This lane gets clogged for several miles with cars getting on the onramp to I-205. The left lane remains free flowing. In theory, the bus could take the left lane, and only merge to the right at the bus stops. Practically, the bus cannot do this as it can't be sure it can merge to the right lane due to the high congestion. A simple solution, which would likely only cost a few hundred dollars, would be to paint a large white rectangle in front of the bus stops with white XXXs in it and words saying "Bus Stop Area: No Stopping". This could keep cars clear of it, wouldn't delay them at all (they are waiting for onramp cars, not bus traffic) and could increase the reliability and speed of the line to the point where it becomes a viable commute option. But, if enhanced transit is limited solely to particular corridors, this project will never happen. There isn't the ridership on this line to get it on the important corridors list.

Please require PBOT deploy enhanced transit city-wide, and not only in a few lucky corridors,

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

From: Alan Kessler
To: [Commissioner Eudaly](#); [Commissioner Saltzman](#); [Wheeler, Mayor](#)
Cc: jessie@portlandb.us; luke@portlandb.us; [Council Clerk – Testimony](#)
Subject: Enhanced Transit Project -- Division Street BRT
Date: Thursday, July 13, 2017 5:02:16 PM

Dear Mayor and Commissioners:

I very much appreciate you taking the time to listen to our testimony on the ETC project. The discussion around stop removal was important and I wanted to comment on it.

Stop removal should be one of the tools of last resort, subordinate to bus only lanes, queue jumps, and signal prioritization. While it might immediately improve service, without dedicated rights of way or other priority measures, the gains are very likely to be subsumed by induced demand.

Taking away transit stops is a major equity issue, and the only reason we're doing so on Division is that we're not bold enough (or cannot convince ODOT) to dedicate right of way and make a real BRT system. As the Division project is currently planned, any gains will be temporary and will come at great cost to some of our most vulnerable members.

This is why we asked you to advocate for dedicated space as a first option. It is much easier politically to take away stops from transit-dependent citizens than it is to reallocate road space that the most affluent feel entitled to. The easiest solution is rarely the correct one.

Best Regards,
Portland Bus Lane Project
Alan Kessler

2725 SE 36th Ave
Portland, OR 97202

Parsons, Susan

From: Jesse Lopez <yosoyjay@gmail.com>
Sent: Thursday, July 13, 2017 12:35 PM
To: Wheeler, Mayor; Commissioner Saltzman; Commissioner Fish; Commissioner Eudaly; Commissioner Fritz; Council Clerk – Testimony
Subject: Enhanced Transit Corridors

Mayor and Commissioners,

I am writing in regards to the Enhanced Transit Corridors (ETC) project as periodic transit user and resident concerned about the deteriorating efficiency and reliability of our transit facilities and network.

As a resident of the Northwest who works Downtown I have the advantage of being able to commute to work usually by walking or biking. I do, however, semi-regularly take buses to inner NE and SE and have experienced a massive increase in the amount of time busses are stuck in traffic during "rushhour(s)" especially near downtown and across the bridges. This increase in travel time has prompted me to change to biking or driving where I used to take the bus. These trips are more or less always for recreation and pleasure and I'm privileged enough to have alternatives to move about, but I am more concerned for residents who cannot afford to live close-in and have to endure increasing commute times via transit.

The ETC project should evaluate relatively inexpensive tools to improve the efficiency of the transit network, and the transportation network generally, by refocusing on moving people and not single occupancy cars. Amongst these tools, I'd strongly suggest that dedicated lanes and queue jumps through pinch points be implemented on a trial basis at a minimum.

In closing, I'd like to mention that the cities reluctance to increase housing in the central city coupled with expected growth and increased traffic is only going to exacerbate the deteriorating reliability of the bus network. It is essential for the cities equity and climate goals to adapt the transit system to this reality and the tools proposed in this email for the ETC are a low-hanging fruit to do just that.

Thank you for your time.

Regards,
-Jesse Lopez

37304

From: Bertelsen, April
To: Council Clerk – Testimony; Enhanced Transit Corridors Plan
Subject: FW: Dedicated bus lanes in Portland
Date: Thursday, July 13, 2017 5:20:21 PM

April Bertelsen
Senior Transportation Planner
Portland Bureau of Transportation
april.bertelsen@portlandoregon.gov
Phone: 503.823.6177
Fax: 503.823.7609



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From: Stephen Judkins [mailto:stephen.judkins@gmail.com]
Sent: Thursday, July 13, 2017 2:52 PM
To: Bertelsen, April <April.Bertelsen@portlandoregon.gov>; Wheeler, Mayor <MayorWheeler@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Eudaly <chloe@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>
Subject: Dedicated bus lanes in Portland

Hi there,
I'd like to express my support for dedicated bus lanes in Portland. They are among the fairest and most cost-effective method for making sure everyone has access to affordable transportation.

Thank you,
Stephen Judkins

Parsons, Susan

From: Tony Jordan <twjordan@gmail.com>
Sent: Thursday, July 13, 2017 10:26 AM
To: Wheeler, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; Commissioner Eudaly
Cc: Council Clerk – Testimony
Subject: Jordan Enhanced Transit Corridors Project

Dear Commissioners,

I am writing to strongly support the Enhanced Transit Corridors Project.

Efficient, safe, and convenient public transportation is critical for Portland to meet climate action, affordability, and transportation goals. We cannot build a sustainable and equitable city until public transit is given right-of-way priority over single occupancy vehicles in order to make it a sensible choice for commuters and visitors.

Pass this resolution and fund it completely.

Sincerely,
Tony Jordan
4540 SE Yamhill St.
Portland, OR 97215

Parsons, Susan

From: Kelly Moosbrugger <kelmoose@gmail.com>
Sent: Thursday, July 13, 2017 1:30 PM
To: Council Clerk – Testimony; Bertelsen, April; Commissioner Fish; Commissioner Eudaly; Wheeler, Mayor; Commissioner Saltzman; Commissioner Fritz
Subject: Enhanced Transit Corridors Project

Dear Mayor and Commissioners,

I am writing to you in support of bus-only lanes for the Enhanced Transit Corridors. Line 6 is my bus line, and it is often stuck in traffic on MLK. With bus only lanes, buses could breeze by cars, attracting more people to ride the bus. The bus would become a more reliable way to get to work. Right now, it is difficult to make the choice to ride the bus knowing it will be stuck in a sea of cars. Let's get more people riding the bus by prioritizing transit! Move people, not cars!

Let's also put the pressure on ODOT to allow bus lanes on ODOT facilities like MLK. I know that is easier said than done, but it is a battle worth fighting. Portland can pave the way for the rest of the state!

Thanks for your consideration.

Kelly Reid
NE Portland resident

From: Bertelsen, April
To: Council Clerk – Testimony; Enhanced Transit Corridors Plan
Subject: FW: Yes bus only lanes, yes more \$\$
Date: Thursday, July 13, 2017 5:22:39 PM

April Bertelsen
 Senior Transportation Planner
 Portland Bureau of Transportation
 april.bertelsen@portlandoregon.gov
 Phone: 503.823.6177
 Fax: 503.823.7609



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From: Joe Rowe [mailto:ojoe22@gmail.com]
Sent: Thursday, July 13, 2017 11:11 AM
To: Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Eudaly <chloe@portlandoregon.gov>; Wheeler, Mayor <MayorWheeler@portlandoregon.gov>
Cc: Stephanie Noll <stephanie@thetreetrust.org>; Roth, Stephanie <steph.routh@gmail.com>; Orlando Lopez <orlando@opalpdx.org>; Maria Hernandez <maria@opalpdx.org>
Subject: Yes bus only lanes, yes more \$\$

Please, I would like each of you to send me a brief yes/no about your intent to vote, amend and support ETC and bus only lanes. I want far more than the 75,000 a year currently allowed.

That 75k was the answer given to me when I asked for a money estimate.. I attended the PBOT ETC meeting at Metro Headquarters. I wish you had been there to answer the public .

Gas taxes can be spent on roads and this project is all about roads. The Burnside deep resurfacing alone is 75k. See picture attached from June 2017.

I can not attend tomorrow at city hall. At bare minimum we should have the following by August. We are in a Transportation crisis.

- 1) Downtown bus mall extended to the Steel Bridge
- 2) bus mall extended to the South so that cars don't block the busses

- 3) make the Hawthorne bridge a bus only lane for 2 hours in peak commute hours
- 4) survey Trimet bus riders and drivers as to what and where are the greatest bus slow downs. Implement the ETC plan by PBOT sooner and more boldly.
- 5) allow the upper deck rail lane of the steel bridge to be shared with key bus lines. That already happens on the bus mall and tilikum bridge
- 6) instantly switch busses to board in all doors and the honor system like the rail cars and WES
- 7) bring back warning tickets.
7B) Start a program of online course waivers for bus fare convictions. Cops often let cars off with a warning but that's not done any longer for people on transit.. in court people who drive have their fee waived for taking a course.. that's not a gift currently available to people accused of Trimet incidents. Let people get the same escape as drivers.

Please reply, signed Joe Rowe
ojoe22@gmail.com

From: [Bertelsen, April](#)
To: [Council Clerk – Testimony; Enhanced Transit Corridors Plan](#)
Subject: FW: Enhanced Transit Corridors Plan
Date: Thursday, July 13, 2017 5:25:09 PM

April Bertelsen
Senior Transportation Planner
Portland Bureau of Transportation
april.bertelsen@portlandoregon.gov
Phone: 503.823.6177
Fax: 503.823.7609



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From: Josh Baker [<mailto:baker4887@gmail.com>]
Sent: Thursday, July 13, 2017 10:44 AM
Subject: Enhanced Transit Corridors Plan

Hello,

As the city discusses transportation and climate issues, please support the Enhanced Transit Corridors Plan. Bus only lanes are needed in need in certain areas. It very disappointing to see Portland falling behind in supporting public transportation. Please support the ETC!

Best,
Joshua Baker
4126 SE Washington St #A
Portland, OR 97214

baker4887@gmail.com

37304

From: Bertelsen, April
To: Council Clerk – Testimony; Enhanced Transit Corridors Plan
Subject: FW: I support the ETC plan
Date: Thursday, July 13, 2017 5:25:47 PM

April Bertelsen
Senior Transportation Planner
Portland Bureau of Transportation
april.bertelsen@portlandoregon.gov
Phone: 503.823.6177
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From: Catie Gould [mailto:catherine.e.gould@gmail.com]
Sent: Thursday, July 13, 2017 10:23 AM
To: Bertelsen, April <April.Bertelsen@portlandoregon.gov>
Subject: I support the ETC plan

Better mass transit in Portland is sorely needed. As traffic and congestion gets worse, Trimet has the potential to provide alternatives to driving that also supports our carbon reduction and mode share goals from the Climate Action Plan. Dedicated bus lanes have the potential to travel faster than a car, at a fraction of the price of a new MAX line.

I urge PBOT and Trimet to work together quickly, with pilot projects and temporary road re-allocations during the design and funding process. Many more people would take the bus if it was faster and more convenient. Please give this project a budget even larger than what is proposed and ready yourselves to stand up to auto users who will protest at any change. The time for transit is now. Lets get moving.

Catie Gould

From: Bertelsen, April
To: Council Clerk – Testimony; Enhanced Transit Corridors Plan
Subject: FW: Support for dedicated bus lanes
Date: Thursday, July 13, 2017 5:29:05 PM

April Bertelsen
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-----Original Message-----

From: Mary Slosson [<mailto:maryslosson@gmail.com>]
Sent: Thursday, July 13, 2017 8:36 AM
To: Wheeler, Mayor <MayorWheeler@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Eudaly <chloe@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Bertelsen, April <April.Bertelsen@portlandoregon.gov>
Subject: Support for dedicated bus lanes

Good morning Mayor and City Council members,

I'm currently riding the bus to work and unable to make the council session this afternoon about Enhanced Transit Corridors, so I am writing to express my support for more dedicated bus lanes.

I live at SE 60th and Burnside, but work at NW 29th and Yeon. I can't afford to live any closer to work. Up until this month, I was driving to and from work, but recently made the conscious decision to become a bus commuter. I got tired of sitting in traffic, but realized that the saying is true -- you're not sitting in traffic, you are traffic! I was a single occupancy vehicle jamming up the roads. So I switched to the bus.

The nice thing about bus commuting is that I can write you this email instead of driving. However, I want to highlight the difference in experience between driving and bus commuting. It takes me 20-30 minutes to do the drive from home to work, or vice versa. It takes me over an hour to do the same commute by bus. And just now, it took eight minutes alone to cross the Hawthorne Bridge (on the 15 line). I've started a timer these last few mornings and it's consistently eight minutes to cross the bridge! That's a lot. Why? Because the bus is inching along, stuck behind single occupancy cars clogging the road.

I'm sticking with bus commuting because I want to lessen my environmental footprint. But the lack of dedicated bus lanes really discourages bus commuting as a viable option because it doubles the commute time. That's less sleep, less time with kids, less time writing that novel or what have you.

Long story short, dedicated bus lanes would make commuting faster, easier, and more serious as a driving alternative.

Thanks for listening,
Mary Slosson

Parsons, Susan

From: Bertelsen, April
Sent: Thursday, July 13, 2017 5:33 PM
To: Council Clerk – Testimony; Enhanced Transit Corridors Plan
Subject: FW: Portland Bus Lane Project Testimony for 82nd Ave. City Council Meeting
Attachments: 2017-07-11 Letter to PDX Commissioners RE 82nd.pdf

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From: Alan Kessler [mailto:alan@portlandb.us]
Sent: Tuesday, July 11, 2017 10:33 AM
To: Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Eudaly <chloe@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Wheeler, Mayor <MayorWheeler@portlandoregon.gov>
Cc: Bertelsen, April <April.Bertelsen@portlandoregon.gov>; jessie@portlandb.us; luke@portlandb.us; District3@multco.us; runnionk@trimet.org; Treat, Director <Director.Treat@portlandoregon.gov>
Subject: Portland Bus Lane Project Testimony for 82nd Ave. City Council Meeting

Dear Mayor and Commissioners:

Please find attached Portland Bus Lane Project's written testimony for tomorrow's City Council meeting on 82nd Ave.

Sincerely yours,
Portland Bus Lane Project
 Alan Kessler
 Co-Chair

37304

July 11, 2017

Portland City Council

PBLP Testimony for the 82nd Ave City Council Meeting

Dear Commissioners,

Thank you for the opportunity to discuss the future of 82nd Ave. This corridor and its surrounding neighborhoods are home to diverse communities and local businesses. Unfortunately, the 82nd Ave and Outer SE Division corridors have failed Portlanders, especially some of our most vulnerable. The Vision Zero Action Plan has identified both corridors as part of the High Crash Network, on which road users are disproportionately at risk of serious injury and death. In addition, the Enhanced Transit Corridor Plan has identified both corridors as areas of extreme delay for bus riders, making travel to work, school, and home difficult and time-consuming.

For these reasons, the Portland Bus Lane Project is asking the City of Portland to install dedicated transit lanes on Outer Division, and to work with the Oregon Department of Transportation (ODOT) to implement the same on 82nd. Dedicated transit lanes provide impressive safety benefits; San Francisco has experienced a 25% drop in injury collisions on streets with dedicated transit lanes. Dedicated transit lanes also significantly improve transit performance; Seattle experienced a 10% decrease of travel time and 20% increase in ridership on streets with dedicated lanes.

Dedicated transit lanes also provide significant economic benefits for local businesses. New York City found that local sales increased by over 20% following such an implementation. Dedicated transit lanes on 82nd Ave and Outer Division will make it easier for customers to reach businesses and for employees to access job sites.

We know that it will take courage to implement dedicated transit lanes on these corridors. However, we believe that all residents of Portland deserve access to safe streets and reliable transit. Therefore, we request for you to direct the Portland Bureau of Transportation to work with our regional partners, including TriMet, Metro, and ODOT to implement dedicated transit lanes on 82nd Ave and Outer Division.

Sincerely Yours,



Portland Bus Lane Project

Alan Kessler

Co-Chair

2725 SE 36th Ave.

Portland, OR 97202



**PORTLAND
BUS
LANE
PROJECT**

Portland Bus Lane Project is a group of citizens working to improve transit in the Portland Metropolitan region.

We believe that improving transit service is essential to meeting our climate, health, economic, and housing goals.