

ENHANCED TRANSIT CORRIDORS PLAN

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

NAME (PRINT)

ADDRESS AND ZIP CODE (Optional)

Email (Optional)

✓ TERRY PARKER		parkert2012@gmail.com
✓ Ken Marks		
✓ <b>JOE ROWE</b>	<b>97217</b>	
✓ RINA JIMMERSON	Central Eastside Industrial Council	rina@ceic.cc
✓ Douglas R. Allen (Doug)	734 SE 47th Ave, 97215	
✓ Ashley Henry		
✓ Bradley Bondy		
✓ Brad Baker		
✓ Jillian Detweiler		
✓ David Boochard		
✓ Orlando Lopez	97266	

~~Arc Phillips~~  
Date 06-20-2018

✓ Keith Scholtz

↓ over more on other side

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689

✓ Shedrick J. Wilkins	945 NW Naito Pkwy, apt 134 Portland, OR 97209	
✓ <del>Ariel Heintze</del>	6425 SE 70 <sup>th</sup> 97126	
✓ <del>Alan Kessler</del>		
✓ <del>Tony Jordan</del>		
✓ Beth Vargas Duncan, Portland Haulers Assoc.		

~~Alan Kessler~~

~~Josy Jordan~~

~~Ariel Hentze~~

~~2725 SE 36<sup>th</sup> Ave~~

705 ROWE  
VISTA

Enhanced Transit Corridors Plan

689

<del>Ariel Heintze</del>	6425 SE 70 <sup>th</sup> 97126	
✓ Alan Kessler		
✓ Tony Jordan		

June 17, 2018



**Re: Enhanced Transit Corridor (ETC) Recommended Plan**

Dear Mayor and Commissioners,

We want to offer our sincere thanks for the City's increased focus on bus lanes over the past year. We are thrilled with the clear and direct statement of purpose Portland Bureau of Transportation ("PBOT") has made in the Enhanced Transit Corridor Recommended Plan (ETC Plan). We offer our strong support for this effort and hope that Council will do the same.

To continue this positive trend, we believe the ETC Plan can and should be made stronger, to give PBOT planners the tools they will need to make the dramatic changes that will be required.

Council has already made clear its priorities:

**Eliminate deaths and serious injuries on our streets.**

**Optimize our transportation system to move people (not just vehicles).**

There is no room in this list to "balance the needs" of single-occupancy vehicle drivers. There's no room for preservation of parking where the right-of-way could be better configured for safety and movement of people.

We are concerned that the ETC Plan does not always provide clear instruction to pursue these priorities. For example, the ETC Plan has this language:

"Trade-offs could also impact vehicle access and space for parking or other modes. Where such trade-offs arise, additional stakeholder and public engagement is often necessary."

(pg. 45). This language is in conflict with Transportation System Plan (TSP) Policy 6.6, which directs staff to "...prioritize transit stops or transit lanes over on-street parking...."

Contrary to the City's goals, TriMet has been losing ridership as commuters stuck in transit opt for the comfort of a car commute. The only way to reverse this trend is to make riding the bus more appealing and accessible than driving for more people. As long as buses are forced to idle in car traffic, we will not see increased ridership and system improvement.

One of the greatest difficulties in implementing transformative policy, such as that which is required to recover and grow TriMet's ridership, is the professional conservatism of transportation engineers. Car priority is entrenched in traffic engineering. Without explicit instruction from Council, engineers will tell planners that the changes we need to make are impossible, would require expensive traffic analysis, or would necessarily involve time-consuming outreach to stakeholders. City Council has the authority to direct the city's engineers to look beyond the emphasis on personal vehicles and find creative, new approaches to these problems. And it should do so.



As currently written, the ETC Plan places heavy focus on traffic impacts, parking studies, and the need for public process around anything that might inconvenience drivers. Unless that changes, the plan will fail to realize a transportation system that moves people, and not just vehicles..

Portland Bus Lane Project respectfully requests that Council direct PBOT to reflect this mandate to prioritize bus lanes and other allocations of road space to transit over redundant mixed-traffic lanes or parking lanes without expensive and wasteful auto-oriented public processes. PBOT should be instructed to implement Council's policies without hesitation or second guessing.

PBOT has succeeded in the ETC Plan with its Transit Peak Delay threshold (pg. 37). Portland Bus Lane Project commends PBOT for providing a concrete measure to identify transit corridors that are failing. PBOT's plan to flag any segment with a >50% variation as needing improvement and any segment with a >75% variation as an urgent priority is excellent.

In order for the reliability measure to be meaningful, however, it must trigger specific design responses. We would ask council to instruct PBOT that it must use any existing parking lanes or redundant vehicle lanes (i.e. same-direction travel lanes) and eliminate any turns necessary to fix sections that are failing the transit measures. PBOT should be instructed that it may not expend time or resources studying traffic patterns, congestion, or on-street parking impacts when implementing these designs on a segment that has failed the reliability measure.

Therefore, we request that Council direct PBOT to incorporate these additional policies into the ETC plan:

- Every segment or corridor that exceeds the Transit Peak Delay threshold and that has two or more same-direction vehicle lanes should be reconfigured to reallocate one travel lane as Bus Only or Business Access and Transit Lanes. This should be done without traffic modelling or specific public outreach.
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Once again, PBOT has our sincere gratitude for the focus it has placed on improving our transit system that is struggling with growth pressures. We are eager to see the ETC Plan implemented and the tools used to improve transit in our city. We know the Sirens of parking and automobility will sing — please give PBOT the wax and rope it will need to sail safely past.

Sincerely,

**PORTLAND BUS LANE PROJECT**

Paul Leitman, Co-Chair

Alan Kessler, Founding Member

cc: Doug Kelsey <KelseyD@TriMet.org>; Bernie Bottomly <BottomIB@TriMet.org>; Kerry Ayres-Palanuk <PalanukK@trimet.org>; April Bertelsen <April.Bertelsen@portlandoregon.gov>

## From the desk of Terry Parker

**Subject: Testimony to the Portland City Council related to the Enhanced Transit Corridors Plan, June 20, 2018**

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.\* Per TriMet's latest survey, congestion, road maintenance and the need to increase roadway capacity was among the top priorities not directly related to transit. Only homelessness and housing issues scored higher. PBOT however has been reducing motor vehicle capacity with road diets and street design changes that create more congestion which in turn leads to engines idling and running longer thereby increasing fuel consumption and emissions.

Many of the tools in the Enhanced Transit Corridors Plan will not fit within already constrained right-of-ways without doing more of the same, and/or removing on-street parking that locally owned small and minority businesses rely on. Even adding curb extensions that allow busses to obstruct other traffic in travel lanes when stopping for passengers add to congestion.

I call all this artificial congestion because the decision by City Hall to reduce motor vehicle capacity is totally optional. It should also be noted the decisions are inequitably being made with little to no explicit motorist representation on PBOT committees. (See attached)

With a high volume of traffic, Sandy Boulevard is a major traffic street, a freight route, an identified ETC transit corridor and a high crash corridor. 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.

There is also concern about any lane and/or parking reductions that could occur on NE Halsey which is also a high crash corridor targeted for the Growing Transit Communities Program.

One two-axle bus does as much damage to the streets and roads as 1200 cars.\*\* Transit fares only cover 25% of the operating costs.\*\*\*

Instead of attempting to "dictate" how people travel and just representing the alternative mode users that don't pay their share of infrastructure costs; when will the City Council put reality over fantasy, demonstrate transparency with motorist inclusive committees, consider the results of the TriMet survey and start equitably representing drivers who are the primary financial stakeholders that actually pay the taxes and fees that fund the majority of TSP projects? When will City Hall see the light and make more room for cars which includes requiring adequate off-street parking for all new residential development?

The most efficient way to jointly speed up transit service and reduce congestion at the same time is to straightforwardly make the streets and corridors flow better!

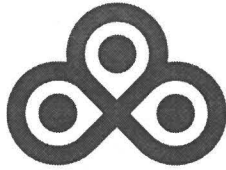
Respectively submitted,

Terry Parker, Northeast Portland

**Groups and committees contacted one or more times:** Source: PBOT (from the resolution)

- Bicycle Advisory Committee
  - Pedestrian Advisory Committee
  - Portland Freight Committee
  - PBOT Bureau and Budget Advisory Committee (No specific driver representation)
  - PBOT Fixing Our Streets Oversight Committee
  - Portland Commission on Disabilities ABE subcommittee
  - TriMet Transit Equity Advisory Committee
  - OPAL Bus Riders Union
  - Transportation Justice Alliance
  - Portland Bus Lane Project
  - NECN Land Use and Transportation Committee
  - East Portland Land Use and Transportation Committee
  - EPAP General Meeting
  - Businesses for a Better Portland
  - Portland Business Alliance
- **Representation Missing:** No seats at the group and committee tables for tax paying commuters that drive, daily drivers and seniors that drive; AAA Oregon (independently); CNN and many affected neighborhood associations; taxi companies and other vehicle for hire organizations.





Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.

June 20, 2018

Mayor Wheeler and Commissioners,

As you know, only a few weeks ago the City's new 2035 Comprehensive Plan took effect, along with the accompanying Transportation System Plan. These documents lay out a vision and framework for how we want to grow and evolve as a city. The plan includes a set of policies, performance measures, zoning and transportation regulations that lay the foundation for how we are going to grow in the next 20 years.

A key element of the 2035 Plan is the ability to efficiently and equitably provide people with the access to the places where they need to get go. Employment opportunities for low income people, the ability for children to walk to school, the ability to live near work, all depend on having a well-integrated land use and transportation strategy.

Emphasis is placed on developing 20-minute neighborhoods and organizing growth in Centers and Corridors that are well served by transit.

Transit is central to achieving our goals. The City is expected to gain approximately 140,000 new jobs and 260,000 new residents by 2035. To accommodate everyone equitably, the plan promotes walking, cycling and taking transit. To achieve our broader goals related to access, mobility, and climate, the share of trips by transit needs to be double what it is today – increasing to 25% by 2035. This implies redoubling our efforts to make a transit a more attractive choice for people, especially for longer trips and for low income and minority populations living far from the center of the city such as in East Portland.

The ETC Plan provides a new vision for transit that is well integrated with our land use designations and our renewed efforts on equity. The ETC Plan identifies where transit priority and exclusive access treatments could be most beneficial on the planned TriMet Frequent Service network within the City. TSP Policy 6.6 calls for employing transit-preferential measures such as signal priority and bypass transit lanes. The ETC plan lays out a blueprint for how to go about doing this in a careful yet systematic way.

We commend PBOT for developing a plan that aggressively supports our larger goals, sets clear, data-driven performance measures to track progress and prioritize investments. The plan



City of Portland, Oregon | Bureau of Planning and Sustainability | [www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)  
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

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recognizes the important commitment that the City needs to make to become a more active player in creating the right conditions in our roads for transit to thrive. BPS welcomes the renewed partnership between the City and TriMet to advance this critical work and we urge you to adopt this plan. Without the approaches outlined in ETC, there is a risk that transit will be stuck in traffic in 2035.

Sincerely



Joe Zehnder, Chief Planner  
Bureau of Planning and Sustainability





June 20, 2018

Dear Mayor Wheeler and City Council,

Portland's transit system needs our help. People riding the bus to work have become subject to ever-increasing commute times and time wasted in traffic. If we're serious about growing our economy, reducing pollution, and creating economic opportunity for all, it's critical that we free the city's buses from traffic gridlock. On June 20th, Portland City Council will consider a project that could dramatically improve our bus service by eliminating bottlenecks and creating bus-only lanes through our grid-locked streets. The Enhanced Transit Corridors plan, or ETC, is sorely needed to help reverse years of declines in bus speed and ridership.

Even as we invest in bike, pedestrian, and transit improvements in our urban center, it is becoming harder to get around the city. This is the result of many factors, including increased congestion and service cuts in the wake of the financial crisis. Our housing crisis has also played a role. A recent TriMet study found that economic displacement has been strongly correlated with declines in ridership. People with less income tend to be among our most loyal bus riders. Many have been pushed out of our urban core to areas with extreme auto dependence where a reliable commute by bus is no longer an option.

None of these trends is unique to Portland. Transit ridership is down across the country, even as we face a growing urgency to combat climate change and congestion. However, we need look no further than our neighbors to the north for a way out of this disturbing trend. Over the past decade, Seattle has seen the country's largest increase in bus ridership. In 2016 alone ridership grew by an astonishing 4.1%, double that of any other city's gain. And while Seattle has also made bold strides to fund major expansions in light rail, their success with buses has come from a series of inexpensive, targeted improvements. The city has worked to identify and fix bottlenecks, resulting in streamlined service that is fast, efficient and reliable. Seattle, which is growing even more quickly than Portland, has succeeded in making bus service that scales.

Meanwhile in Portland, bus service is getting worse as we grow. Despite carrying far more passengers, our buses are stuck in traffic alongside cars and Uber drivers cruising for fare. Service has particularly degraded along our arterial roads carrying commuters from East Portland and other neighborhoods far from our urban core. We cannot wait for the next billion-dollar light rail to fix this problem, and we needn't. The problem is not funding; it's political will. We must prioritize the bus over other less efficient modes of transportation.

Lucky for us, Portland's planners have a plan to do just that. Drawing on the success of Seattle, the ETC will make targeted, inexpensive fixes to improve service on some of Portland's most critical bus lines. Business leaders must step up and demand that council adopt the plan. Our bus system, long

neglected, is rarely the subject of rousing political stump speeches and visions for our cities. However, perhaps our leaders will take note if our shrewdest business leaders rally behind our buses. After all, improving bus service makes great business sense. It can be done quickly and is one of the most cost-effective tools we have for decreasing car dependence. Combined with the electrification of our bus fleet, the ETC can help us get back to making progress on our climate and air quality goals. As we plan for a visionary transportation funding bond for 2020 and beyond, let us not forget the humble bus.

As business owners who recognize the importance of the bus system to the city of Portland, we call on the Mayor and Council to adopt the Enhanced Transit Plan. In this time of unprecedented economic growth, BBPDX members are proud to stand together to advocate for a more efficient transportation system.

Respectfully,

**Noah Oken-Berg**

*Co-Founder & CEO*

Above The Fray Design,  
Inc.



**Anna Hutson**

*Founder and CEO*

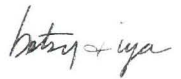
Avenue



**Will Cervarich**

*Co-Owner / Director of  
Development*

betsy & iya



**Carie Strahorn**

*Marketing Director*

Boly:Welch



**Steve Bozzone**

Bozz Media



**Kimberly Pray**

*Managing Member*

Catalyst Law, LLC



**Joshua Lifton**

*President*

Crowd Supply



**Patrick Quinton**

*CEO*

Dweller Inc



**Kristen Gallagher**

*Founder*

Edify



**Ethan Wright**

*Owner, Graphic  
Designer*

Ethan Parker Design



**Joshua Cohen**

*Principal*

Fat Pencil Studio



**Tony Tapay**

*Founder*

Framebuilder  
Supply



**Glenn Fee**

*Associate VP, External  
Relations*

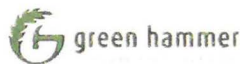
Gateway to College National Network



**Stephen Aiguier**

*President & Owner*

Green Hammer



**Lisa Sedlar**

*Founder/CEO*

Green Zebra Grocery







**Sam Pardue**

*CEO*

Indow



**Kim Allchurch Flick**

*Founder*

Mighty Epiphyte  
Consulting



**Liliya Jones**

*Director of Operations*

Modernist Financial



**Scott Clyburn**

*Founder & CEO*

North Avenue  
Education



**Noah Brimhall**

*Director of SEO & CRO*

Obility



**David Heller**

*CEO / Co-Founder*

Reimbi



**William Henderson**

*CEO*

Ride Report



**Leslie Poston**

*CCO*

Story Engage



**Mara Zepeda**

*CEO*

Switchboard



**Leslie Carlson**

*Principal*

Brink Communications

**Mike Perham**

*CEO*

Contributed Systems

**Philip Graham**

*Owner*

Ear Trumpet Labs

**Susan Bladholm**

*Founder*

Frog Ferry

**Craig Thomas**

*President*

Fully

**Ann Griffin**

*Senior Project Manager*

Griffin Planning & Development LLC

**Ryan Hashagan**

*Owner*

Icicle Tricycles

**Gordon Feighner**

*Owner/Manager*

Jam on Hawthorne

**Kate McNulty**

*Owner Kate McNulty LCSW*

Kate McNulty LCSW PC

**Kelley Gardiner**

*Proprietor*

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**Randolph Miller**

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*Chief Investment Officer*

Rain Capital Management

**Julia Alena**

*CEO*

ReelDx

**Susan Remmers**

*Principal*

remmers consulting

**Talie & Scott Smith**

*Partner, Creative Director*

Smith & Connors

**Ben Parzybok**

*Founder*

Walker Tracker inc

**Erin Fish**

*Co-Founder/CEO*

Wanderwell Travel Insurance

**Lisa Wagner**

*President*

Xinnia LLC



Portland City Council  
June 20, 2018

**689** Adopt the Enhanced Transit Corridors Plan and endorse a list of Enhanced Transit candidate project locations for submittal to the Metro Regional Enhanced Transit Concept Pilot Program to help advance project development (Resolution introduced by Mayor Wheeler and Commissioner Saltzman)  
1.5 hours requested

**The Street Trust urges adoption of this plan.**

The plan documents the need for transit priority. The loss of job access alone is compelling.

The plan identifies tools that are available to expedite bus service. There are many.

There is money. There is money at Metro. There is money at TriMet, both new revenue and cost savings. \$1-\$2 million a year just to maintain headways.

The plan overstates the difficulty in implementing these measures. If you are committed to:

mitigating displacement,  
expanding economic opportunity for low income people and  
making growth tolerable  
you must get buses out of traffic.

The Street Trust is eager to be a partner with the City and TriMet to elevate the people on the bus who will benefit from these improvements. We stand ready to help work out the interplay with bus and bike facilities where needed.

We don't want this effort to be like sitting on the Burnside Bridge on the #12 bus--everyone wants to get to their destination but no one knows when we will arrive.

**Amend this resolution** to direct PBOT to return the City Council with and IGA with TriMet by a date certain--January 30. Let's some buses out of traffic now, but certainly no later than this time next year.

## Moore-Love, Karla

---

**From:** Reed Buterbaugh <reedbuterbaugh@gmail.com>  
**Sent:** Monday, June 18, 2018 10:35 AM  
**To:** Council Clerk – Testimony  
**Subject:** I 100% support ETC

Hello,

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

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

Thank you,

Reed Buterbaugh



## Moore-Love, Karla

---

**From:** Alan Kessler <alan@portlandb.us>  
**Sent:** Sunday, June 17, 2018 7:38 AM  
**To:** Council Clerk – Testimony; Wheeler, Mayor; Commissioner Saltzman; Commissioner Eudaly; Commissioner Fish; Commissioner Fritz  
**Cc:** Bertelsen, April; Doug Kelsey; Bernie Bottomly; Kerry Ayres-Palanuk; Paul Leitman  
**Subject:** Enhanced Transit Corridor (ETC) Recommended Plan  
**Attachments:** 2018-06-17 PBLP Letter to Council regarding ETC.pdf

Dear Mayor and Commissioners,

Please find attached our testimony on the Enhanced Transit Corridors Project for the upcoming hearing on June 20.

Sincerely yours,  
Portland Bus Lane Project

June 17, 2018



PORTLAND  
BUS LANE  
PROJECT

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**PORTLAND BUS LANE PROJECT**

Paul Leitman, Co-Chair

Alan Kessler, Founding Member

cc: Doug Kelsey <KelseyD@TriMet.org>; Bernie Bottomly <BottomIB@TriMet.org>; Kerry Ayres-Palanuk <PalanukK@trimet.org>; April Bertelsen <April.Bertelsen@portlandoregon.gov>