

Moore-Love, Karla

From: Lance Christian <lancec99@yahoo.com>
Sent: Thursday, February 6, 2020 11:03 AM
To: Council Clerk – Testimony
Subject: Comment on Rose Lane Project

To Whom it May Concern,

My name is Lance Christian. I am a citizen of Portland and I am writing in opposition of the Rose Lane Project.

While being put forward with good intentions, this project will exacerbate transportation problems across the city. I urge you to remember that not all travel in Portland is possible using mass transit. In particular there is substantial business travel that can only be accomplished by car or truck. The "seemingly intended increase in general traffic snarls" that this project promotes as a way to get people onto buses, will have a very expensive and negative impact for businesses in our community and for workers who must traverse our city to conduct business. This project will be bad for our economy and the business community.

I urge you to reverse course and explore other alternatives for promoting mass transit such as "free transit" or "express transit" options to speed travel to destination times.

Thank you for considering my point of view.

Lance Christian
1806 SE 57th Ave.
Portland, OR 97215

Moore-Love, Karla

From: Brett Morgan <brett@friends.org>
Sent: Thursday, February 6, 2020 10:16 AM
To: Council Clerk – Testimony
Subject: Testimony in Regards to Fixing Our Streets 2, Council Agenda Item #112
Attachments: 1000Friends_FOS2_LetterOfSupport_2.6.20.pdf

Hello,

Attached you will find written testimony regarding Fixing Our Streets 2, on today's council agenda for 3PM, Item #112.

Thank you for your time and assistance,
Brett

--

Brett Morgan
Metro Regional Advocacy Manager
Pronouns: he/him
[1000 Friends of Oregon](#)
503.497.1000 x122



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February 6, 2020

1000 Friends of Oregon
133 SW 2nd Ave,
Portland, OR 97204

RE: Endorsement for Fixing Our Streets 2

Since 1974, 1000 Friends of Oregon has been dedicated to working with Oregonians to enhance our quality of life by creating livable, affordable, safe, and healthy communities. We are supportive of Fixing Our Streets 2, continuing the local gas tax for safety and basic street maintenance and repair that voters originally passed in May 2016.

In many respects, Portland is a tale of two cities—one Portland enjoys transportation system with robust connecting and walkable neighborhoods and business districts; another Portland endures unimproved roadways, puddle-saturated bus stops, and high crash crossings. Fixing Our Streets is focused on building dedicated programs that bring Portland's communities together.

Fixing Our Streets 2 projects are chosen based on the PedPDX and Vision Zero Plans, specifically their robust equity and safety criteria. Central to the new PedPDX Plan is the Pedestrian Priority Network, a network of Portland streets and paths that provide important connections for people walking to key transit and land use destinations. This excerpt from PedPDX illustrates longstanding walking needs in Portland; Fixing Our Streets funds dedicated services to help meet those needs.

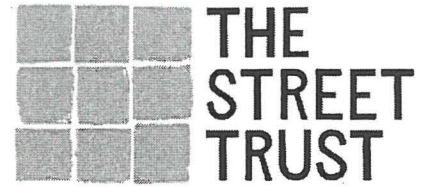
“Despite consistent investment in the pedestrian network, significant gaps and shortcomings remain. These challenges limit the City’s ability to welcome new residents and meet the livability needs of current residents, including safe walking routes to public transit and essential services.

“The 1998 Pedestrian Master Plan has served inner Portland well, but has often struggled to provide adequate guidance for areas such as East Portland and Southwest Portland that present environmental challenges and right-of-way constraints.” - PedPDX, 2019

By focusing on projects that cultivate walkability in historically underserved communities, Fixing Our Streets is contributing to more accessible and equitable community development. Access to transit is core to a built environment that supports better land use, accessibility across abilities, and our region’s climate goals. We urge your support of this continued investment.

Sincerely,
1000 Friends of Oregon

Agenda item 112



January 28, 2020

Portland City Council
1221 SW Fourth Avenue
Portland, OR 97204

AUDITOR 02/04/20 PM 1:34

RE: Continue Fixing Our Streets program

Dear Mayor and Commissioners:

The Street Trust is a membership-based nonprofit organization working to promote and improve public transit, walking and bicycling conditions in Oregon. We envision a community where everyone has access to safe, healthy, and affordable transportation options in the neighborhoods where they live, work, learn, pray and play. We want all residents, especially those historically least served, to share in the prosperity created by investments in active transportation regardless of race, income and socioeconomic status. We are writing to urge Council action to ask voters to approve extending Fixing Our Streets revenue for another five years.

Fixing Our Streets funded many necessary investments in Portland's transportation system, including completing sidewalks, adding street lighting, engineering streets for lower speeds and completing improvements needed for kids to have a safe route to school. Basic maintenance of our roadways funded by Fixing Our Streets also improves the safety and comfort of pedestrians, people on bikes and those riding transit. These accomplishments still leave a tremendous backlog of deferred maintenance as well as a large aspirational list of improvements identified in adopted City plans that chart a course for achieving Vision Zero and making a huge shift away from single occupancy vehicles.

Portland should continue to invest in transportation improvements with a keen focus on addressing safety and choices for low income and historically marginalized communities. In 2019 there were 49 traffic fatalities in Portland, the most since 1997. We will not move the dial on the mode split for walking, biking and transit as long as people who have choices feel it is unsafe. It is unconscionable to expose those who do not have a choice to continued risk.

The Street Trust supports asking voters to extend Fixing Our Streets, and beyond this May, we urge the City of Portland to secure a permanent source of funding for pedestrian and cycling infrastructure.

Sincerely



Kimberlee Stafford
Chair



Jillian Detweiler
Executive Director