

From: cowles499@juno.com
To: [Moore-Love, Karla](#)
Subject: RE: make an appointment
Date: Wednesday, May 22, 2019 12:09:40 PM
Attachments: [RE make an appointment .msg](#)

Karla,
Thanks so much for remembering me.
Sorry for taking so much time...I'm sure you've got lots to do.

Re: Am I ready? Great question!

Actually, because the Parkrose School Board couldn't meet with me until Tuesday, May 27th, I'm not technically ready, though several of the Board members have told me that there should be no problem with their endorsement. I'm also waiting for the Portland East Chamber of Commerce. The board is strongly endorsing trying to stop the Project, but, because of their stance on trying to stay politically neutral----in their history they've only once made an endorsement---they decided to take a poll of all members. At their meeting this morning, the leadership was quite supportive and positive, again. However, since I can't meet with the School Board until Tuesday, that gives the Chamber the same amount of time for their membership poll.

Re: June 5th. Hmmmmm. At the Chamber of Commerce meeting of May 1, 2019, the Vision Zero people said that construction/ destruction is scheduled to start in June, 2019. I'm wondering if it'd be safest to have all my material ready, with the text of my three minute sharing time, by next Wednesday, and have it delivered to the Council without me being there in person? I'm not going to 'charisma' anyone over in person, especially with a precisely three minute talk (thirty minutes is easy, five minutes or less requires precision), and the plan is to have the written material in place for each Council person as I'm speaking.
For example:

(page---text) 'NE 102nd has little need of protected bike paths. ODOT's I-205 bikeway is only three blocks to the west of 102nd, with connections at Sandy, Fremont, and Halsey station.'

(next page---map of NE 102nd relative to the I-205 bikeway)

(next page--text) ODOT spent \$645,000 in 2018 on upgrades and repairs on the I-205 bikeway, one third of it in the Maywood Park section.' (see appendix for ODOT's 2018 I-205 spending report)

The most recent (2017) Portland Police Dept. Traffic survey of bicycle travel on NE102nd between Fremont and Sandy shows that only 3 cyclists traveled during the peak hours of 4:00 pm to 5:45 pm, compared to from 847 to 1423 vehicles.' (see appendix for Ptl'd Police Traffic report)

Viewing the previous map of NE 102nd community shows that there are numerous other north-south streets running the same routes as 102nd for cyclists. 2017 demographics for zipcode 97220 (area east of 102nd) reports over 31,000 residents, of which 82% use vehicle/ motorcycle to go to work, while only 2.7% use bicycle.' (see appendix for 2017 demographics

report)

(next page---map of NE 102nd showing 97220 zip code, and cross streets going north top south)

(next page---text) There are always consequences with changes. The consequences of the Project's decreasing the number of lanes from four to two will increase accidents and injuries on NE 102nd.

ODOT has a Crash Analysis Division (CAD) that tracks every road accident, breaking down the events, errors, types of vehicles, conditions, type of accident, injuries, etc. Their report on this section of NE 102nd, 2005 through 2016, shows 253 accidents. For the highest congestion intersections of Prescott and Wygant, CAD shows 110 accidents, 76% of which had at least one person injured.

(next page---summary page of CAD's report)

(next page---text) 86% of the accidents at Prescott and Wygant were accidents of congestion, ie., rear end, angle, failure to yield, etc. Studies about the relationship between congestion and accidents were done by several states, and the U.S. Dept. of Transportation. All concluded that increased congestion increased the number of accidents. ODOT hasn't done such a study, but the results were verified by CAD supervisor, Doug Bush,

(next page---copy of quote verifying results from above)

etc., etc.

So, I'm not sure what to say. Can I please be penciled in for the June 5th date? Do you have a suggestion as to whether I should, instead, send a copy of the text and stuff for Wed., May 29th, when I won't be appearing, or wait for the 5th, and hope that the Project didn't start on June 1st?

Or, both?

Thanks so much for your great patience and help.

Sincerely,

Lee

Please note: message attached

From: "Moore-Love, Karla" <Karla.Moore-Love@portlandoregon.gov>
To: "cowles499@juno.com" <cowles499@juno.com>
Subject: RE: make an appointment
Date: Tue, 21 May 2019 20:04:30 +0000

From: [Moore-Love, Karla](#)
To: cowles499@juno.com
Subject: RE: make an appointment
Date: Tuesday, May 21, 2019 1:04:35 PM

Hello Dr. Cowles,

I have you on the waiting list for a Communication spot but currently nothing has become available for May. I do have a cancellation for June 5th if that date would work for you?

Yes, please let me know when you are ready for me to forward your testimony to the Portland City Council.

Regards,
Karla



Karla Moore-Love

Council Clerk | City of Portland

1221 SW 4th Avenue, Room 130, Portland, OR 97204

(503) 823-4086

www.portlandoregon.gov/auditor/councilclerk



From: cowles499@juno.com <cowles499@juno.com>
Sent: Monday, May 13, 2019 9:51 AM
To: Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>
Subject: RE: make an appointment

Karla,

Thanks so very much for taking the time to read my email, and answer so quickly.

I really, really appreciate the offer to forward my email. Ummmmm. Working on the thought that you can always shake your head, roll your eyes, laugh out loud, and press "delete,"

While I've heard very positive words and actions in regards to stopping the 102nd Project from all the Coalition members, I don't officially have the signature of each group in the coalition, yet. While I'm quite confident of getting them, to be honest, Parkrose Neighborhood Association meets tomorrow night. East Portland Chamber of Commerce is Wednesday morning, and Parkrose

Business Association is Thursday lunch. The Parkrose School Board doesn't meet until May 27th, but several of their members have been very vocal supporting the coalition, and they feel the rest will agree.

I'd sent a final appeal to Comm. Eudaly, Mr. Warner, head of PBOT, and Vision Zero about a month ago. Vision Zero emailed me back that they'd defer comment to whatever came from the Commissioner's office. So, I kept waiting to finalize the coalition papers until I'd heard from Comm. Eudaly. As I mentioned in my previous email, it wasn't until last Thursday that I learned that my emails and letters had been forwarded to Vision Zero, and I've yet to hear anything from Commissioner Eudaly's office since March. So, now I'm hustling to make the coalition signatures official.

After I get the official signatures, can I contact you again, and perhaps take up your offer to forward my email to the Council?

And, even though I may not have all the official signatures, yet, I'd still be grateful to take the three minute spot of anyone who drops out.

Thanks again for your time, patience, and help.

Lee

Please note: message attached

From: "Moore-Love, Karla" <Karla.Moore-Love@portlandoregon.gov>

To: "cowles499@juno.com" <cowles499@juno.com>

Subject: RE: make an appointment

Date: Fri, 10 May 2019 22:39:40 +0000

“Bad things happen when good people do nothing”

NE 102nd project scheduled to begin construction, June 2019.

GOALS:

- Stop the NE 102nd Project before construction begins, because it will be a
- minimum of two and a half years before project data will be available to even
- begin evaluation.
- Experts in the technical field were not followed, and the major Community
- organizations and groups were not approached for input and concerns prior to
- nor after the formation of the project. These groups are very concerned about the
- problems and safety of the project. and that ODOT reports on safety were
- ignored.

---Vision Zero (VZ) has a history of using the same plan, regardless of local experts and problems, and employs heavy propoganda and deception toward their agenda. As the Council knows, whenever there are changes, there are also consequences. I appreciate that VZ has done some good things for Portland, increasing awareness, adding crosswalks, etc., but the good additions cannot make up for the consequences. Currently, NE 102nd has two lanes going north and two lanes going south, with a center lane for turns, except on the I-84 overpass.

(POSTER 1 Map) Current NE 102nd traffic set-up, plus stats of crashes for Prescott and Wygant streets.

---ODOT has a Crash Analysis Division (CAD), which organizes stats from all accidents, breaking them down by speed, angle, weather, event, error, vehicle type, seriousness of injuries, intoxication, etc. Their report for NE 102nd is 2005 through 2016, twelve

years. Because of the proximity of freeways going all four directions, peak hours have a great deal of congestion, especially at Prescott and Wygant.

Of the 110 accidents at these intersections, 86% were congestion accidents; rear end, angle, failure to yield, etc. Only 4 involved speeding, and 6 involved alcohol/ drugs.

At least one person was injured in 76% of those accidents. And, note that the side streets, with overflow congestion, had more serious injuries than 102nd, non-intersection areas. This is a huge problem in VZ's trial evaluation plans.

(POSTER 2 Map) Vision Zero's 102nd Project is on this map. Note the presence of I-205 on-ramps both directions, with nearby on ramps to I-84 both directions. At peak hours, 102nd and Sandy are backed up in all directions.

The central feature of the Project is to decrease the number of lanes from two to one each direction, as VZ has done on their other projects, keeping street parking, and adding bike lanes at the expense of eliminating one traffic lane north and one traffic lane south.

Per 2017 demi-graphic study of zip code 97220, of the 30,000 + residents, over 82% went to work by vehicle, 4% walk, and only 2.9% by bicycle. In addition, ODOT's I-205 bike pathway is only three blocks west of NE 102nd, and has access at Sandy, Fremont, and Halsey station. In 2018, ODOT spent \$645,000 on improvements and upkeep on the I-205 bike way, one third of it in the Maywood Park section.

However, we really need to consider the consequences, what the experts say.

(VZ CONGESTION) VZ (Design Review Open House, online) amazingly

says *"Modeling suggests with these designs there should be little or no additional*

congestion most days."

"A 3-lane (center lane for left turns) street without signals can carry nearly twice as many cars as there are on NE 102nd Ave today during the peak hour. " There are currently signals only at Fremont, Prescott, and Sandy. Are they intending to remove these signals?

"PBOT (Portland Bureau of Transportation) anticipates the pilot will have little or no impact on congestion most days, and therefore little to no impact on neighborhood cut-through most days."

Question: If there is an average of 15 vehicles per minute in two lanes (2017 Portland Police Traffic study of peak hours 4:00 pm through 6:00 pm), how can squishing those 15 vehicles per minute into one lane *not* result in more congestion?

VZ's statements on congestion are propaganda-worthy only, and clearly not factual or logical.

(POSTER 4 US Dept. of Transportation and ODOT) Studies by several states, and the U.S. Department of Transportation (US DOT) concluded that increasing congestion results in an increase in the number of accidents. When these statements were brought up to ODOT's supervisor of CAD, with the inquiry if ODOT had done similar studies, his response was,

"To my knowledge, ODOT has not published a publication that states, "Increased congestion leads to increased crashes.' I have read some of the same publications you have quoted and this is the general belief, it is pretty firmly held in the Safety community." Doug Nash

Decreasing the number of lanes *will* increase the number of accidents in an area with a history of at least one injury in 76% of the crashes. Because increased congestion also leads to increased usage of side streets, it's expected that increased congestion on side streets will also increase the number of accidents, and injuries. VZ's trial evaluation has a huge problem with this.

Now, what about the real experts of this area... the people who live and work and go to school here, who have to deal with the consequences?

(POSTER 5 COMMUNITY EXPERTS) Some comments from each group:

---East Portland Chamber of Commerce---*"What's the use of lowering the speed limits when VZ does not plan any enforcement?"*

---Parkrose Business Association---*"Bicyclers are rarely seen on 102nd. Why should they have priority over vehicles to eliminate a lane of traffic both directions?"*

---Parkrose School District---*"We have no curbs or sidewalks here. This project will disrupt bus schedules, and increased side and street congestion will put our children at risk." "We are very concerned."*

---Parkrose Neighborhood Association---*"Vehicles go too fast on our side streets, and don't always obey stop signs. This project is going to add even more frustrated drivers onto our side streets."*

---Alliance of NE 102nd Businesses---The manager of the Parkrose Branch of Bank of America, when told about the Project, said, *"Our employees and customers already have a very difficult time trying to get in or out of our parking lot during peak hours because of the high traffic volume southbound on 102nd, and on Sandy. Cutting the southbound lanes to just one lane will make it impossible!"*

-Mathew Castor, Mayor of the City of Maywood Park—*“We share a number of your concerns and have been working to make those known directly to the Portland Bureau of Transportation.”*

Mt. Hood Community College, Maywood Park Campus—*“We had no idea this was coming.”*

St. Rita’s Catholic Church---*“We were never consulted about this project, and had no idea it was about to be put into place. We have great concerns because traffic is already so congested in our area, especially at rush hours.”*

None of these important groups were told about the Project prior to its formation, nor contacted to supply input of concerns, needs, and questions toward this project. Of those who VZ later visited to present the Project, there were many concerns and objections, but VZ came to present, not to obtain input, and they have not adapted to any of the concerns. Nor will VZ include their input in their trial evaluation!

VZ’s 102d project is based on other programs done in other places, and clearly has not used expert input from the ODOT or the Community groups. The consequences will result in increased accidents and injuries on NE 102nd and side streets.

VZ’s ongoing projects are built on deception, propaganda, and an agenda that is not supporting safety and the needs and concerns of the community, and their supposed six month Trial period is the biggest lie of all, because it will actually take a minimum of two and a half years before any data can be analyzed.

VZ’s attitude was exemplified by the NE 102nd Project leader, at the East Portland Chamber of Commerce meeting on 1 May 2019. After quoting the CAD numbers and congestion reports, the question was,

'VZ is supposedly trying to make streets safer, but this project will do the opposite--- more congestion, which will have increased accidents and injuries on 102nd and the side streets.

Response: *"They're wrong."*

'Excuse me. This is the US DOT and ODOT.'

Response: *"They're wrong."*

These area experts are asking the Council to immediately place this Project on hold, until someone with integrity can review the critical input by the community groups and ODOT.

(POSTER 6 TRIAL CRITERIA) Trial: VZ says that this Project will be a six month trial. The impression is given that after six months, project data will immediately be analyzed, input and reactions will be gathered, and if the Project isn't successful, NE 102nd will quickly be returned to its pre-project conditions.

This is completely inaccurate and overwhelmingly deceptive.

Per their web pages, "NE 102nd Ave Safety Project Pilot Evaluation", there are four areas for judging the success of the project:

- "The number of bicycle, pedestrian, serious injury, and fatal crashes during the
- pilot period stay the same or decrease compared with baseline data."
-
- Vehicle speeds. "85th percentile speeds decreases somewhat when compared
- with baseline data."
-
- Transit Delay. "Transit delay does not change, or new incidents of delay are
- offset by reduced delay in other areas." (Tri-Met)
-
- Peak Travel. "Existing travel time peaks are slightly larger or more frequent."

What's missing?----No Community feedback from the schools, businesses, and residents who have lived the project for six months!!!

FEWER ACCIDENTS

1---This is rigged.

As we've seen by the CAD report, there were 253 accidents on 102nd over twelve years. That's an average of 22 per year, or, 11 per six months.

However, VZ's web pages say two different things. One page says there were 258 accidents, and another says 250 accidents----but within a five year span! Using the 250 accidents in five years numbers, that's 50 accidents per year on average, or 25 accidents per six months.

We know that increasing the congestion will increase the number of accidents and injuries. Let's say that the number of accidents doubles....from 11 to 22 per six months.

VZ will say, "There used to be 25 accidents per six months. In the trial period, there were only 22! What a success!!"

2---On the same evaluation page, VZ states that stats from just one year can be inaccurate for a conclusion, *"Current annual crash rates on NE 102nd Ave make it difficult to understand crash trends without several years of data."* *"Complete crash data is typically available a year-and-a-half after the calendar year is completed."*

Well, the most recent PBOT report from crash data is for 2016. That is, the number of fatalities is known for 2017, but not the breakdown of causes and events. That's almost two and a half years after the end of 2017. So, several years are needed, which makes

sense.

VZ is *not* going to judge their trial after just six months, but will need at least two years of stats.

3---Portland Police Report on accidents in Portland.

While it is already known how many fatalities occurred on Portland streets in 2017, the breakdown of those fatalities has not yet been analyzed and released. The most recent year listing the cause of fatalities is 2016, in which 55% were alcohol/ drug related, 73% of pedestrian fatalities occurred in dusk or dark---including four pedestrians attempting to cross an interstate freeway. Portland Bike.com has also reported that 75% of bicycle fatalities involve a biker NOT wearing a helmet. Of the 5 cyclists who died in 2016, two were from DUII, and two where *"there was a lack of due care on the person driving or biking."*

So, if there's the same time element, again, we're looking at a minimum of two years, at least a year and a half AFTER the end of 2019 before the Portland Police Fatality breakdown will be available, two and a half years by the current rate of return for 2017. VZ blatantly ignored crash analysis data from CAD about the outcome of the Project. Is there any reason to think that VZ will suddenly take to heart crash analysis data in the "evaluation?"

In summary, VZ cannot measure and analyze accident numbers in less than two and a half years from the start of the trial period. Since their baseline numbers have been rigged to be more than double what CAD reports, any comparisons will be deceptive and inaccurate.

VEHICLE SPEEDS

Reduced "Speed Limit" signs have already been placed in two places on NE 102nd, lowering the speed limit from 35 to 30 mph for two small sections close to Prescott Street. VZ's evaluation pages report that 25% of vehicles on 102nd are travelling more than 5 mph over the speed limit.

While it's easy to use a radar gun on any given day to track the number of 'speeders', the real concern is, 'If 25% of the vehicles are still travelling more than 5 mph over the speed limit, what's going to be done?' A little math is revealing: If 25% of vehicles are going at least 5 mph over the speed limit, it stands to reason that at least 25% of the accidents involve those speeders. 253 accidents (CAD report) x .25 = 62 accidents should have involved speeding. Further, VZ reports that 80% of accidents at 40 mph result in serious injury or a fatality.

Again, 62 accidents x .80 = 49 serious accidents or fatalities.

However, the CAD and police online reports for serious accidents and fatalities list only 18 serious accidents, including two fatalities. Both fatalities were due to intoxication, and speeding was not listed as a contributor.

Therefore, speeding is not the major factor in the accidents on NE 102nd.

CAD makes it clear that congestion is the reason.

VZ reports that using speed detecting cameras are not legal on 102nd, for some reason.

The President of the East Portland Chamber of Commerce asked specifically, "*Will the speed limits be enforced on NE 102nd?*"

The answer was, "*No. There is no plan to have periodic traffic officers to enforce the limits.*"

So, monitoring vehicle speed may give numbers, but it appears that there are no plans

to enforce the limits. It's only an exercise in human nature, and not providing increased safety.

TRANSIT TIMES

Currently, there are two Tri-Met lines on NE 102nd, with stops thirty minutes apart. Tri-Met's web site shows a consistent drop in ridership on NE 102nd since 2014, and ranks the intersections at NE 102nd and Sandy as one of the most congested spots in Portland.

However, VZ has not listed any baseline numbers to compare transit times. That is, after the trial period, if the average transit time is thirty seconds late, or three minutes late, or ten minutes late....there is no baseline number above which it is considered a problem. The other consideration is any differences due to peak hours. Again, there is no baseline number, above which is considered a problem.

PEAK TRAVEL

Once again, this is a nice sounding, useless gauge of success, by their own report. *“One concern is the emergence of new travel time peaks, either at other times of day or at different locations, suggesting new congestion issues. Another possible concern is that the existing travel time peaks become larger, suggesting worse levels of congestion.”*

Sounds simple, and easy to measure, except for their final line on the page, *“Average travel time for the whole corridor is expected to increase if speeds are successfully lowered. This number is not instructive of success or failure and **will not be used.**”*

So, if travel time isn't going to be used, how can VZ know anything about whether peak

travel times have increased due to congestion? VZ is saying that the decreased speed limits will make travel time greater. The **obvious** answer is to **measure the travel times again before** the project begins, now that the reduced speed limits have been placed. Recall that there are only two small sections of 102nd that have had reduced speed, a total of six blocks, and those are areas just north and south of Prescott...where it's already the most congested.

Not using travel times completely voids the first two sentences! In other words, VZ isn't going to measure and include increased peak travel times in their determination of success. This entire fourth measuring point is for propaganda only.

Since VZ isn't going to measure time of travel, what would the residents and businesses be able to say about the increased congestion?

COMMUNITY INPUT--Will **NOT** be included in the pilot evaluation.

VZ says there was community input prior to the project's formation. But, who?

VZ's web site shows a graph of voters' response to: Strongly agree (with the project) agree, neutral, disagree, strongly disagree.

85% of the votes are in the strongly agree area.

However, very close inspection reveals that this survey is of Parkrose High School students, 15 to 18 year olds. Considering that Parkrose H.S. is less than two blocks from 122nd and Shaver, and within two blocks of the school there have been more pedestrian accidents and fatalities than anywhere on 102nd, it would seem that the students would most naturally be more concerned about safety on 122nd than on a street twenty blocks away.

The strongest community groups in this area were NOT advised, nor questioned for

input, concerns, objections, etc. to help prepare the Project. After some of the groups were presented the Project by VZ, and all expressed objections and concerns, NONE of their input was used to alter the Project.

Will VZ do an 'about face' of 180 degrees, and suddenly be exceptionally concerned with the input and reactions of the community? Even when these groups expressed concerns and objections, VZ did nothing, except to report online that they'd met with such and such group on some date, and report from VZ's perspective. More important to consider, if these groups provide negative feedback against the Project, is there any reason to think that VZ will honestly do anything differently----admitting their imperfect project and putting at risk their involvement in future projects? Anyway, after at least two and a half years, they may be done in Portland, and moved on to another city.

Summary: The "Six-month Trial" is going to take at least two and a half years for crash data, followed by more time to analyze it.

--VZ's accident numbers are horribly inaccurate in their favor,

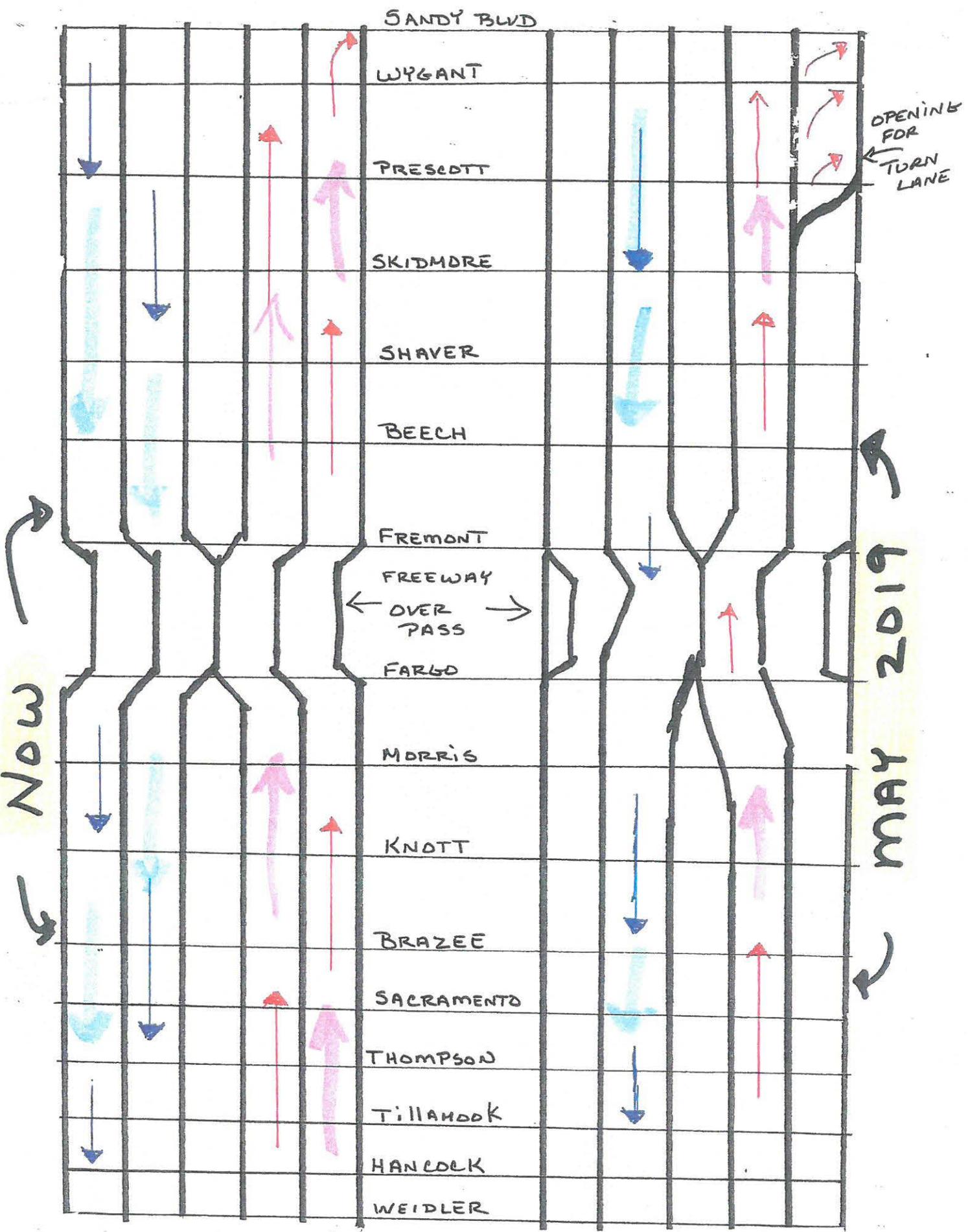
---there are no baseline numbers to judge transit times,

---Despite lowering some speed limits, there are no plans for enforcement

--VZ will NOT be tracking whether the Project results in increased travel time, and

---VZ's history with the Community groups and people shows that they will not be taking input for actual use.

Hence, the trial is a complete deception, wholly an element of propaganda.



Now

MAY 2019

OPENING FOR TURN LANE

SANDY BLVD

WYGANT

PRESCOTT

SKIDMORE

SHAVER

BEECH

FREMONT

FREEMONT FREEWAY OVERPASS

FARGO

MORRIS

KNOTT

BRAZEE

SACRAMENTO

THOMPSON

TILLAMOOK

HANCOCK

WEIDLER

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Crashes on NE 102nd Ave between Sandy Blvd and Halsey Blvd (excluding ending intersections), in Cities of Portland and Maywood Park
 01/01/2005 through 12/31/2016

COLLISION TYPE	FATAL CRASHES	MAJOR INJURY CRASHES	MODERATE INJURY CRASHES	MINOR INJURY CRASHES	PROP. DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	MAJOR INJURIES	MODERATE INJURIES	MINOR INJURIES
FINAL TOTAL	1	6	33	88	125	253	1	10	37	130

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

Angle - 47

2,25%

~~Angle~~ Head on - 1

Rear End - 74

Sideswipe overtaking - 14

Turning Movements - 88

Fixed / Other Object - 22

Backing 1

Ped - 6

2005-2016
 fatal - 1
 Major - 6
 Moderate - 33
 Minor - 88
 } 128 / 253 crashes
 178 Injured

Questions
 Fixed ?
 Angle ?
 Conclusions ?
 Congestion ?
 30 Nov 2017 ?

18.46 %

Graduate Degree

6.61 %

2017 American Community Survey

Marital Status in 97220

top ^

Never Married	10,198
Married	10,368
Separated	572
Widowed	1,596
Divorced	3,501

Marital Status



Never Married

39.74 %

Married

40.4 %

Separated

2.23 %

Widowed

6.22 %

Divorced

13.64 %

Means of Transport to Work in 97220

top ^

Car + Motorcycle - 82.1%	11,231
Bus or TrolleyBus 7.3%	1,008
Subway or Elevated 3.8%	467
Railroad	50
Ferryboat	0
Bicycle 2.9%	394
Motorcycle	78
TaxiCab	0
Walk 4.0%	548

Means of Transport

13,776

Request of Lee Cowles to address Council regarding NE 102nd Avenue Corridor Safety Project (Communication)

JUN 05 2019

PLACED ON FILE

Filed 
MARY HULL CABALLERO
Auditor of the City of Portland

By MAY 28 2019
Deputy

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Hardesty		
4. Eudaly		
Wheeler		