



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 30TH DAY OF OCTOBER, 2013 AT 9:30 A.M.

THOSE PRESENT WERE: Commissioner Fritz, Presiding; Commissioners Fish, Novick and Saltzman, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ben Walters, Chief Deputy City Attorney; and Jim Wood, Sergeant at Arms.

On a Y-5 roll call, the Consent Agenda was adopted.

COMMUNICATIONS	Disposition:
1021 Request of Jamie Burrows to address Council regarding good jobs equal great community centers and sun schools (Communication)	PLACED ON FILE
1022 Request of Vicente Harrison to address Council regarding Park Ranger recognition (Communication)	PLACED ON FILE
1023 Request of Terry Carvalho to address Council regarding keep public services public in the City (Communication)	PLACED ON FILE
1024 Request of Jonathan Gibson and Mary Prottzman to address Council regarding why the DCTU employees and their union are critical to this City and its services (Communication)	PLACED ON FILE
1025 Request of Mary Ann Schwab to address Council regarding Arts in the Schools tax (Communication)	PLACED ON FILE
TIMES CERTAIN	
1026 TIME CERTAIN: 9:30 AM – Accept the 2013 North Portland Greenway Trail Alignment Plan; East Bank Esplanade to Kelly Point park as a guide for future development of the Greenway Trail (Resolution introduced by Commissioner Fritz) 45 minutes requested (Y-4)	37040

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<p>1027 TIME CERTAIN: 10:15 AM – Reappoint a pool of community volunteers to be available to serve on the Police Review Board for terms to expire October 31, 2016 (Report introduced by Auditor Griffin-Valade) 15 minutes requested</p> <p>Motion to accept the report: Moved by Fish and seconded by Saltzman. (Y-4)</p>	<p>ACCEPTED</p>
<p>CONSENT AGENDA – NO DISCUSSION</p> <p>Mayor Charlie Hales Office of Management and Finance</p> <p>1028 Accept bid of Tapani, Inc. for the NE 148th Basin Water Quality Facility Phase II for \$694,467 (Procurement Report - Bid No. 115893) (Y-4)</p>	<p>ACCEPTED PREPARE CONTRACT</p>
<p>*1029 Pay claim of Rodolfo Ortega in the sum of \$36,484 involving the Bureau of Transportation/Maintenance Operations (Ordinance) (Y-4)</p>	<p>186309</p>
<p>*1030 Pay claim of Western Systems & Fabrication LLC in the sum of \$12,575 involving the Bureau of Transportation (Ordinance) (Y-4)</p>	<p>186310</p>
<p>*1031 Authorize an agreement with Dell Marketing LLP to purchase Microsoft Office 365 licenses and related hardware and software for a not to exceed amount of \$3,750,000 for a five year period (Ordinance) (Y-4)</p>	<p>186311</p>
<p>*1032 Authorize general obligation refunding bonds (Ordinance) (Y-4)</p>	<p>186312</p>
<p>Commissioner Steve Novick Position No. 4 Bureau of Transportation</p> <p>*1033 Amend Intergovernmental Agreement with Oregon Department of Transportation for design of the SE Holgate & SE Ramona: 122nd to 136th Avenue Sidewalks project (Ordinance; amend Contract No. 30002698) (Y-4)</p>	<p>186313</p>
<p>Commissioner Amanda Fritz Position No. 1 Portland Parks & Recreation</p>	

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<p>*1034 Accept and appropriate a grant in the amount of \$30,000 from Metro Nature in Neighborhoods grant program in support of Greenspaces Restoration & Urban Naturalist Team program (Ordinance) (Y-4)</p>	<p>186314</p>
<p>*1035 Amend contract with Cumpston Bros., Inc. for concession services at Eastmoreland Golf Course (Ordinance; amend Contract No. 30000151) (Y-4)</p>	<p>186315</p>
<p style="text-align: center;">Commissioner Nick Fish Position No. 2 Bureau of Environmental Services</p> <p>1036 Authorize a contract with Carollo Engineers, Inc., for professional services for the design of the Portsmouth Forcemain Drain-Back Improvements No. E10484 for \$225,700 (Second Reading Agenda 1010) (Y-4)</p>	<p>186316</p>
<p style="text-align: center;">REGULAR AGENDA</p> <p style="text-align: center;">Mayor Charlie Hales</p> <p>*1037 Authorize a grant agreement with Janus Youth Programs, Inc. for \$177,000 to provide shelter beds and treatment for juvenile human trafficking victims from July 1, 2013 to June 30, 2014 (Ordinance) 15 minutes requested Motion to add emergency clause: Moved by Saltzman and seconded by Fish. (Y-4) (Y-4)</p>	<p>186317 AS AMENDED</p>
<p style="text-align: center;">Commissioner Steve Novick Position No. 4 Bureau of Transportation</p> <p>*1038 Authorize a contract with the lowest responsible bidder for the SE 136th Ave: Holgate to Powell Sidewalk Infill Project (Ordinance) (Y-4)</p>	<p>186318</p>
<p style="text-align: center;">Commissioner Dan Saltzman Position No. 3 Portland Fire & Rescue</p> <p>1039 Donate surplus fire apparatus to Sister City Guadalajara, Mexico (Ordinance)</p>	<p>PASSED TO SECOND READING NOVEMBER 6, 2013 AT 9:30 AM</p>

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At 12:07 p.m., Council adjourned.

LAVONNE GRIFFIN-VALADE
Auditor of the City of Portland



By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

WEDNESDAY, 2:00 PM, OCTOBER 30, 2013

**DUE TO LACK OF AGENDA
THERE WAS NO MEETING**

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Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: ***** means unidentified speaker.

OCTOBER 30, 2013 9:30 AM

Fritz: [gavel pounding] Good morning. It is the October 30th session of the Portland City Council. Mayor Hales is on city business in China, so I'm presiding as president of the council. Karla, please call the roll.

Novick: Here. **Fritz:** Here. **Fish:** Here. **Saltzman:** Here.

Fritz: Thank you. It is with great sadness that we pause today to honor two great leaders in our community, Dr. Nohad and Dirce Toulan, who were killed in a car crash earlier this week while traveling abroad. Dr. Nohad was the champion of the universal values that he believed all peoples and faiths share long before such ecumenicalism was popular. Generations of Oregon governors, PSU students and presidents, professors, and Arab Americans, and Muslim Americans benefited from his insight and wisdom. These are the words from Dr. Wajdi Said, who founded the Muslim Educational Trust with Dr. and Mrs. Toulan, and we will be hearing from him in a moment. We also remember Dirce, who was an architect, planner, and former Fulbright scholar who established an endowment to support the College of Urban & Public Affairs library and continued to contribute to it in subsequent years. The library bears her name. This is from an article in the Oregonian by Kimberly Wilson. And we have Dr. Larry Wallack who is here to say a few words. And I have the honor of reading a message from their children, Mariam and Omar Toulan who say, we are extremely grateful for the love and respect that the city has shown our parents. In the 41 years living in Portland, they were both committed to seeing the city grow and fulfill -- they were both committed to seeing the city grow and fulfill its promise. We thank you for your tribute to our father and mother, who will be greatly missed and mourned by family, friends, and colleagues. Dr. Wallack.

Larry Wallack: Thank you very much. My name is Larry Wallack, and I was Dean of the College of Urban & Public Affairs from 2004 until 2013. I'm here today with my colleague, Dr. Carlos Crespo, who now is the interim dean as they search for a new dean. I followed Nohad Toulan, who was the founding dean and only dean until I became dean. We think that he might have been dean for 50 or 60 years, but more realistically it was actually 30 years. But seemed like he was there forever. Nohad and Dirce great friends and wonderful colleagues of mine, and we are just heartbroken at the college, on this terrible news that we have heard. Just want to say a few things today. There's 1000 stories about Nohad, about Dirce, and about Nohad and Dirce together. And every story about them has a message about who they are, and about the person who tells it. The story, no matter what the topic, no matter how funny or how serious, at its core, these stories reflect the humanity, the compassion, the integrity, and the sense of justice that marked how Nohad and Dirce lived their lives. And for the teller, whether the teller a friend or somebody not so close or somebody who has a grievance, it doesn't matter. The friend tells us that when they tell this story, they do it out of great respect, great admiration, and in fact, a great affection for both Nohad and Dirce. Nohad, in particular, was a visionary. I mean, a real visionary. When we think about Portland and the way that Portland is, Nohad changed the landscape of this city, not only with his vision, but with his life work. When we think about the urban growth boundary, the wonderful transportation that connects us, the link between OHSU and PSU and how that is all coming together in one grand district, this was all a vision that Nohad had before anybody else could actually see what actually it

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might look like. With Dirce, they changed the physical and cultural landscape of this community. Anybody who comes to Portland, whether you live here, whether work here, whether you're just visiting, everybody who comes to this city, is a beneficiary of the vision that Nohad had. Everybody who comes here reaps the benefit, the dividends of the life work, the sweat that Nohad put into making that vision real. And just the final thing that I want to say is that -- I mentioned the cultural landscape. The thing that I value the most about Nohad was that he was a champion of social justice. He was, as Commissioner Fritz said, about multiculturalism in connectivity long before that was popular, long before that was a term. Nohad reached out from the core of the Muslim community to everybody other community in this region. And he did it in a way that was gracious, that was all-inclusive, and always with a vision that we can be better than we are. And ultimately, the legacy that they leave us is that there is a great responsibility to make Portland not only a great place for a lot of people, but a great place for all the people. And that is a burden and a responsibility that drove Nohad and drove Dirce, and they did a pretty doggone good job at bringing us to pretty decent level on that, but we still have a long way to go. And I just really want to thank the City Council for honoring them today and for giving us the motivation to carry on that legacy and to do what we can to realize that potential. Thank you very much.

Wajid Said: My name is Wajid Said, I am the president of the Muslim Educational Trust. Thank you, Commissioner Fritz, and Commissioner Fish, and thank you Commissioners. Today is my birthday. I met Dr. Toulan about 27 years ago, a young man coming from Yemen as an international student, coming from a business family. And for me, and for all of us, Dr. Toulan is the brother and the father figure. And so too, Dirce, she is the sister and the great auntie. Both embraced every single person, irrespective of their religiosities, of their ethnic background. When the idea of the Muslim Educational Trust, that we needed a better ambassadors of Islam, came to group of us we went and we asked our elderly, like anybody else in the community. And he said it is very important that when we define Islam, we have to define it within its viewed context. We are over 32 ethnic groups that adhere to Islam as American Muslims in the city of Portland. And they said it is very important to reflect and embody the values of Muhammad, and the inclusiveness of Muhammad. We are seeing lot of Arab minority that adhere to Christianity and Judaism, and they have survived, and lived, and co-existed with fellow Muslims for 1400 years. This is Dr. Toulan. E was speaking about a communism, when it has become popular after the tragedy of 9/11, you were speaking 25 years ago about it. He encouraged very much that we lead the Arab and Jewish Muslim dialogue, and people of the three great religions came together. And we debated, and he spoke his mind. We called him the tough, gentle giant. He was tough, but he was tough with compassion. He was gentle because he was kind. Every Friday, at the Muslim Educational Trust, he would come and join us in the Friday congregation prayers. He would talk to the Somalis in our student body. He would talk to the Iraqis, the Bosnians. He said, you are now in America. America the beautiful from inside. Yes, you have been victimized by foreign policy of the United States and others. But America is so beautiful from inside and you are the seeds of change like so many others who have made it to here. He said don't worry, everybody in this life has been persecuted. The Native Americans, the Jewish with the Holocaust, and so many others. But, the Japanese Americans, women, you will make the difference. You will be an added value to this great nation. And this is Dr. Toulan. Dirce has been overly supportive. She is a very devout Catholic. She stood up with Dr. Toulan. They resembled the exemplary of a great people that loved one another and respect one another. And it doesn't reflect -- In our faith, you know, God has said in the Koran that all mankind, we have created you from male and female and made you into nations and tribes. For what purpose is to get to know each other. It doesn't matter what background, what it matters is values. When I see Commissioner Fish, about a year ago, talking around the urban plaza, he talked about Toulan in a very respectful way. Commissioner Amanda Fritz, and so many others show this honor, are great leaders, team leaders here, and so many others. This is what Dr. Toulan and what Dirce means to us. May god bless their

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souls, and may god have them rest in peace. We are really honored to see such unanimous -- and it's very rare to see unanimous agreement, you know, when it comes to politics. Irrespective of our political affiliation, Dr. Toulan has made a great difference. In his retirement party, you'll see six living governors who stood up for him, innovation. He made some of something out of Portland State, he made something out of Portland when he put it on the map. He was a devout spiritual man. But, his commitment is beyond the city of Portland. He did the urban planning of Mecca, the most holy sacred space. In 1985, the Saudi government didn't listen to some of his ideas. But now, they are implementing his ideas, you know. Thank you very much. Thank you for great leadership and thank you very much for recognizing Dr. Toulan and Dirce Toulan.

Fritz: Thank you, and I know my colleagues have comments. Commissioner Fish?

Fish: Well first, thank you, honored guests, for joining us this morning. My heart has been broken since I heard the news on Monday of the passing of Nohad and Dirce. My wife Patricia and I had lunch with them recently, and he spent most of the time explaining how there could be peace in the middle east and how Egypt could get through its period of turmoil. And then as always did when we gathered, he challenged Patty and me to be best that we could be. He was a friend, a mentor, and a visionary leader in this community. My heart is broken, and today, I thank Commissioner Fritz for honoring Nohad and Dirce with this ceremony. And I thank her as the president of the council for ordering that the flags be at half-mast today. I thank you for coming forward and telling us more of the story of this remarkable couple. Larry, you said that they leave a beautiful legacy. The question that I think that we can all ponder going forward is how best to honor that legacy. How do we honor a couple that, for over 40 years, have made such a profound difference in our community, and who have been such conspicuous bridge builders, emphasis on bridge. I think there may be a way to honor the first Arab American couple in our community, but that's for another day. Today, we honor their life and legacy. And we say, may they rest in peace. Thank you.

Saltzman: I just want to express my condolences to the family, to the Portland State University family, and to our city of Portland for losing two great leaders. And I think, as Larry said, you can't think of Portland State these days and the greatness that it has achieved, particularly in the realm of urban planning, and not think of Dr. Toulan and Dirce. So they will certainly be missed. My wishes are with their family.

Fritz: Thank you. Commissioner Novick.

Novick: I was trying to think of some of the things I remember Dr. Toulan saying once when we were meeting at a coffee shop at PSU. And I remember these things. I remember him saying that he didn't think that the City Council will ever be far enough left for him. [laughter] I remember him saying that we need to not be shy about our commitment to density to be a sustainable city. And I remember him talking about how we haven't done enough in terms of the city planning to prepare for -- and it's even happening now -- the graying of the population. And those are three things that I will remember as we strive to honor Dr. Toulan's legacy in every aspect of our work.

Wallack: It must have been short meeting because he of course could have gone on forever with some of those things.

Novick: I said those were three of the things. [laughter]

Fritz: I remember the Toulans for being kind to me in some of my darkest moments, and I know that others share that compassion and love for them. As Commissioner Fish mentioned, the city flag has been lowered to half-staff today to honor our beloved friends, Nohad and Dirce. Please join me in a moment of silence to reflect on their lives and passing. [moment of silence]

Fritz: Thank you. We now turn to our regular agenda.

Item 1021.

Fritz: Good morning, welcome. Please state your name for the record and then you have three minutes.

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Jamie Burrows: My name is Jamie Burrows, and I'm a rec coordinator at Mt. Scott Community Center. I am here to talk to you about the practice low wage, unbenefited, temporary labor that the city relies on heavily, the decrease in full-time employees, and the span of control. Within recreation, the City has thousands of part-time seasonal employees that are paid low wages, receive no benefits, and can work a maximum of 1200 hours year, which averages 26 hours per week. While this part-time labor model works for many of our lifeguards, party room attendants, sport teachers, etc., many of these employees are doing the same work as full-time, benefited employees do, which is considered bargaining unit work. The City is looking to increase these employees to 1600 hours per year, which is 30 hours per week, while still maintaining the stance that these employees to not do our jobs. These employees deserve to be properly compensated for the hard work that they do, and we as full-time, benefited employees deserve to maintain our jobs and not have them contracted out to temporary agencies. Parks continually expands its services. Over the last decade we have opened new facilities, increased our hours, increased the number of programs that we offer, the number of participants we serve, and our revenue goals and, our part-time seasonal labor. The only thing that we have not increased is the number of full-time employees who create, implement, and oversee the programs and services. Since 2009, we've decreased our workforce by at least 12 positions, three within the last year, while positions have been added elsewhere. This has led to heavier workloads, oftentimes with employees working ten days in a row with no overtime, which is against our contract, and the need to delegate our work to part-time seasonals. Over the last four or five years, we've lost 10 rec leaders, and this is an issue because it is an entry level position for Parks. The loss has been an excuse for the City to increase the amount of hours that part-time seasonals work, which does not lead to good-quality recreational services. I have spoken in the past about Park's span of control. If you look at the organizational chart, it is easy to see that span of control ratios are all over the board. Some units have a ratio of one to three direct reports, some of one to 16. On average, if look at senior management and supervisors, they average a one to six. So, six direct reports per senior management, or per rec supervisor. The last time I spoke to you about this, I suggested cutting non-management -- or non-represented management positions. Another way to fix in issue is to increase the represented full-time employees that are considered the direct reports. Commissioners, I have seen policies change and even created because some of your constituents were unhappy with some of the various ways the city is run. I'm here today to let you know that we, as your employees, and residents of Portland, are unhappy with the way contract negotiations have been going, the way that we've been treated at the table, and we would like to see change beginning now. Thank you. [applause]

Fritz: Ms. Burrows, thank you much for your testimony. As the new commissioner in charge of Parks, I share some of your concerns and will be working on those, and indeed presenting your proposed package in the budget to my colleagues, to increase the budgeted positions in Parks. We also have the good work of Commissioner Fish to build on in ending the previous contracting out contract, which is -- enters into the issue of the current challenge in filling spots. But thank you very much for your testimony.

Item 1022.

Fritz: Good morning. Please state your name for the record, and you have three minutes.

Vicente Harrison: Good morning. Vicente Harrison. As my fellow rangers stand behind me, I would like to say good morning to Mayor Hales in his absence, to our city commissioners Amanda Fritz, Dan Saltzman, Steve Novick and Nick Fish. My name is Vicente Harrison, I have served as a park ranger for over a year. And I am a husband, father, and homeowner in the city of Portland. In March of this year, park rangers united to sign cards choosing to be represented by local 483, and part of the DCTU contract. We had four full-time rangers and 11 seasonal workers at that time. Since then, we have had close to 100% turnover in staffing among seasonal rangers. As a result, the ranger program has had to spend money to train an outfit approximately 12 new rangers. Aside from

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the cost of constant retraining, high turnover lowers morale in our work group as we watch our partners run out hours. The rotating door of seasonal employees is also a liability for the ranger program when it comes to safety. New rangers may not be ready for the variety of difficult situations that arise on the job. Then there's the personal toll on the seasonal rangers who are living on the edge, scrambling to pay bills and set little aside for when their hours inevitably run out. As a seasonal worker, I had to deal with the same stressful uncertainty, trying to pay a mortgage and raise two children, daughter Harper Grace and son Vicente II. Imagine coming into work one day and finding out it's your last day. That's what happened to Dustin Meyers and Curtis Berry [spelling?] without any notice. The park ranger program has lost many talented employees due to the current model of seasonal employment. Take Katie Gribbon, for example. She was the 2012 recipient of the director award for exceptional work in parks. Her work with the houseless community earned positive media attention for Portland Parks & Recreation, and the ranger program. She would have been a great asset to our bureau, but her hours ran out and she had to move on. We have one standing with us today, a former park ranger who also is here in support of the rangers, Nate Hecht [spelling?]. He served the park rangers for four years and he also had to move on when his hours ran out because of lack of opportunity. I was fortunate enough to be selected as a full-time ranger to work with a great team. Among the rangers we have a human rights commissioner, a former policy advisor for Mayor Sam Adams, and a former federal wilderness ranger, and a published author and editor to name just a few. All of us, whether full-time or seasonal, confront the same challenges daily in our parks, dealing with controlled substance abusers, mental health issues, and gang activity. And we count on each other to do this work safely. With the expansion of duties performed by rangers, the need is growing for services, but the staffing levels are unstable. High turnover is a liability for the workforce and the community that depends on us. While it makes operational sense to have some seasonal rangers for the busy summer months, it does not make sense that the majority of rangers are seasonal workers. The majority of the work we do must be done year-round. By staggering seasonal workers instead of creating more permanent positions, these employees are denied the wages and benefits of full-time rangers working next to them. The park rangers look forward to working with our management team, and Commissioner Fritz to address these concerns once we are recognized as a union and begin bargaining. We ask you again to reconsider recognizing us as a part local 43, so that we can fulfill the parks 2020 vision, and leave a legacy for our children that is better than our inheritance. Thank you. [applause]

Fritz: Thank you all for being here. This is another program that Commissioner Fish initiated, which as Mr. Harrison said, started with just four rangers and has now expanded to many more full-time employees. I appreciate your eloquence in making one of the arguments that again I will be making to my colleagues in the budget.

Fish: Commissioner Fritz, can I also just observe, we were -- the City of Portland 23rd annual community survey results were issued, I believe yesterday. In this, the auditor asked the public to rate services. And I think that for all of our parks employees that are here today, we should also pause and acknowledge that the highest rated services in the city were are Parks & Recreation services at 86% favorability from the public, so I think that we should give them a round of applause. [applause]

Fritz: We will be hearing from some more our wonderful parks employees. It is stunning how we have been able to provide such great services on such a shoestring budget, and I think that needs to change in the future.

Item 1023.

Fritz: Good morning. Please state your name for the record and then you have three minutes.

Terry Carvalho: Good morning, council. My name is Terry Carvalho, I'm with the Department of Transportation --

Fish: Terry, bring that mic down just so we can hear you.

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Carvalho: Is that a little better? Okay. Good morning, council, my name is Terry Carvalho, I'm with the Department of Transportation, sewer repair. I've been doing this type of work for about ten years now. I believe that we are the most efficient, cost effective employees in a specialized line work. We have a wealth and knowledge and decades of experience, and it's all passed on. Our knowledge is an installation and repair our city's main sewer lines. We do all of our training and cross training hands-on in the field. This ensures employees understand proper techniques and safety procedures. Vendors come to us many times asking us to try out their tools of the trade or equipment, because they trust our -- they trust and value our knowledge and our expertise. We provide -- we are provided top-notch equipment. Our equipment is maintained by the number one city fleet nation-wide for three years in a row. Unfortunately, I was only able to get one copy but there are three of these out there. So, our city fleet, they rock. They are the best, they're very understanding. We ask for request for something to do, they're on it. They're great. It takes years and huge investments to build the arsenal of our specialized equipment that we have. Everything we need is at our fingertips, or just a radio call away. We are truly the envy of many contractors. Our planner scheduler in my department of sewer repair is receiving more work orders than we have the capacity to handle. That's where contracting out comes into play. I would like to show you a couple of pictures of what we find out in the field. This one picture here is one of the worst things that I have ever seen, somebody just put it together, put rope in between, they filled it with spray foam insulation. It's a horrible job. Spruce got in there and plugged up the sewer line, so, therefore, we were called to investigate. And this is the way it is supposed to look, and you can see, this is quite a difference. The integrity, the lines were quite different. And -- okay. Where was I. We were called in by -- often we're called into the field to fix contractors' mistakes. And they should have been done right the first time, by dedicated city employees. The bottom line of a contractor is to make profit, and pay their employees lower wages and benefits. Whereas we, want to do the right -- we want to do the job right the first time, keep the integrity and reliability our sewer lines. Repairs like this have and could be resulting in risk management claims. So, my question is to you, what is there for, for rate payers? To have the job done right the first time? Do it again, the second time? Do you want the job to last? Do you want to cut corners? So then, why would the City be interested in underwriting our contract language that protects us from contractors. Isn't it cheaper to have in-house? We do better work, we're more efficient. If we're going to increase our staffing, think of the money that we could save. Just having us do it. We have everything in our arsenal, we have the technology, we have everything we need. I believe that we can save a lot of money just working in house. If we're going to use contractors, we need to be more selective on who we use and hold them accountable longer than two years. Our problems don't show up until after two years, usually it's a five-year span, so thank you very much.

Fritz: Thank you for your testimony. [applause]

Item 1024.

Fritz: Good morning. You have three minutes between you and please state your names for the record.

Jonathan Gibson: Hello. My name is Jonathan Gibson, and I come here today to testify as not city employee but as a long-time member of the city. I was born here in northwest Portland. I was raised and live here. I went to college here at Portland State University and now I both work and live here. I also know that none of this would be possible without the support of the city workers making the city run. For example, I know that when a water main breaks, there will be someone there to fix it. I know that when I go to a Timbers game, I am safe because of the Portland police. I know that without clean parks, the festivals that the city holds so dear would not happen. And I know that if I ever need to start a business or get a permit, I can go to the city and get it in a timely matter. I understand that the budgeting process is a thankless and tiring job, but I also know that we get what we pay for. Portland is blessed with a wonderful and amazing workforce that keeps the city running

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on a shoestring budget. But, I, as well as the recent report by the auditor's office, shows that we're concerned that may be coming under jeopardy. I value this city. I know that you value this city. And we can show that value by supporting its workers and investing in its services.

Mary Prottsman, Portland Police Bureau: My name is Mary Prottsman, I am a non-sworn employee of the Portland Police Bureau, active steward and trustee of ASFCME Local 189. The city of Portland is a good employer but it is prudent throughout the DCTU contract negotiations to be a lousy partner. AFSCME Local 189 elected new leadership this past winter, and in our strategic planning session, two of our five goals included reestablishing good working relations with the BHR and the apparently unobtainable goal of providing better services to more of the city with more efficiency through labor and management working together as collaborative partners. I live, play, and work in the city and as a frontline unionized worker, I am part a massive effort to provide the services that make this place so livable. Stop lowering our standards of service. A new community survey out of our auditor's office shows an overall decline in satisfaction of city services. Doing more with less stops working after a while, and asking frontline workers to sacrifice time and time again doing more with less and less is compromising the investment in Portland's future. I'm supposed to have a living wage job working for the City, but it's getting harder to afford to even live here. I have postponed starting a family of my own because I cannot afford that either. This is not an ask for money. This is about city management wasting everyone's time with petty stall tactics that result in a real -- but a real small -- financial savings. This is about the rights of middle class workers to bargain collectively and progressively to make our community stronger. As elected officials, you have the power to stop management's dawdling at the table, stop trying to bust City unions, and stop trying to balance our financial shortfalls on the backs of the labor trying to keep this city clean, safe, prosperous, and awesome. If the council is concerned about the bottom line of the city, then the council should be concerned about the bottom line of our people. [applause]

Fritz: Thank you for your testimony.

Item 1025.

Fritz: Is Mary Ann here? Nope. If she comes in later, we can ask her to participate. Commissioner Novick left. So, he's here still?

Moore-Love: No, he walked out.

Fritz: But we can't do consent yet. So we'll defer doing consent until after the time certain. Please read item 1026.

Item 1026.

Fritz: Thank you. This is my item as the commissioner in charge of parks. Today is an opportunity for the City Council to continue to express our support for the funding and construction of the North Portland Greenway trail. In 1904, as part of the long-term planning for Portland Parks system, the Olmsted brothers proposed the 40-mile loop trail. And we've been plugging away and getting that trail built over time. Today, we consider the next step in the completion of the loop, with the North Portland Greenway Trail Alignment Plan. This plan refines the 2010 City of Portland river plan north reach greenway trail alignment that was developed with the community to provide continuous pedestrian and bicycle access from Kelley Point Park to the east bank esplanade, including river views. The emphasis of the planning effort we are discussing today is to complete conceptual or 10% engineering that will allow the city and the community to seek funds for completing this section of the 40-mile loop trail. The North Portland Greenway Trail Alignment Plan identifies challenges and opportunities for the river plan alignment, and maps interim alignments until land easements or property acquisitions are obtained. So in some cases, there are options. So we're not actually accepting a definitive plan today in terms of choosing one over the other, we're outlining what those options are. And we're also staying true to the river plan with approximately 90% of the alignments in this plan can be constructed as shown and agreed on by the community and City Council. The North Portland Greenway Trail Alignment Plan reflects the hard work of the

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community through the project advisory committee, Portland Parks and recreation, and Portland bureau transportation, bureau of planning and sustainability, bureau of environmental services, and Metro. And I thank and give special recognition to Commissioner Fish for his leadership of this project prior to my ripping parks from his clutches. Actually, the Mayor doing so. But definitely, this is following up from his great stewardship over the previous four years. I also thank the project advisory committee and we will hear from a few today. Mike Abbaté. the director of Portland Parks & Recreation, will introduce the project.

Mike Abbaté, Director, Portland Parks & Recreation: Thank you, Commissioner and members of council. As Commissioner Fritz mentioned, I think it's important to capture what the vision for the North Portland Greenway is, and that is to be able to connect all the way from the east bank esplanade up to Kelley Pointe Park, a tremendously important park at the confluence of the Willamette and the Columbia River. Portlanders for generations have wanted to be able to walk, bike, stroll, that route -- to connect those two dots. But, as you know, the trail projects are extremely complex, difficult to implement and take many, many years. In fact, one of our greatest successes, the Springwater trail -- we're working out some of the details after 20 years of work. So, these projects require long-term vision and long-term perseverance. As the Commissioner mentioned, this was a -- the process, itself, internally cooperative, led by Portland Parks & Recreation, but with our friends at the bureau of transportation, planning and sustainability, environmental services, and Metro. And, I thank all of those agencies for the very collaborative work. But beyond the public agencies, the greater public has weighed in as well. NP Greenway, the bicycle and pedestrian communities, industry, and many North Portland neighborhood associations have supported the efforts to secure funding from the Oregon Department of Transportation. And they continue to work with us through this planning effort, giving input at six project advisory committee meetings, three well-attended open house events, and long-term public comment period, where we receive nearly 300 comments. This is, as the Commissioner mentioned, really 90% of what was reviewed in the river plan -- is solidified in this plan. This is 10% engineering. There are many -- some details to be worked out. And to kind go over the project in some detail, I would like to introduce Emily Roth, the senior planner and project manager for Parks on this.

Emily Roth, Portland Parks & Recreation: Good morning, council.

Fish: Slide that down, the mic, the whole thing.

Roth: How is that? Good morning, Commissioners, I'm Emily Roth, and I'm the senior planner for Portland Parks & Rec and the project manager for the North Portland Greenway Trail Alignment Plan. As you've heard before, the alignment is going to go from Kelley Point Park to the east side esplanade. It is a bicycling and pedestrian trail that is approximately 10.5 miles. The alignment to the Broadway Bridge was developed through the river plan north reach, which was presented to City Council in 2010, and it follows along the river, with many viewpoints, and it is mainly off-street. The river plan alignment is supported by the community and the city. And though what you will see today deviates a little bit from it, and I want to stress that we are striving to build the greenway -- the North Portland Greenway Trail -- as shown in the river plan alignment. As everybody has said before me, this planning process couldn't have been done alone. I was going by the staff, from the Portland Bureau of Transportation, and environmental services, planning and sustainability, and our partners at Metro. So, this is the map, and I've put a copy of the map in front of you so that you can see where it goes. On this map, the orange line reflects the river plan alignment, and the green line is the north reach buildable trail alignment. And as said before, approximately 90% follows the alignment. Some announcement, just a couple minutes going through the details for this alignment. First, segment one. This follows -- completely follows the river plan north reach, it is 2.1 miles off street and all on public land. This goes from Kelley Point Park through the St. John's landfill, which is now -- excuse me -- called the St. John's Meadow, and to Columbia Boulevard. This part, if imagine this on your bicycle, this is all through public land. You would start and learn about Lewis

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and Clark, and you would be able to follow the trail along the north slough, over the slough, and onto the St. John meadow, the first time having public access to the meadow with wonderful views Smith and Bybee lakes and three mountain peaks when I was out there the other day. A beautiful spot that will now be open to the public. And then, you will travel along and come to Columbia Boulevard. I am very happy to say that we have received word that we will receive a 2016 ODOT active transportation grant, and to build a pedestrian bicycle bridge over Columbia Boulevard, grade separated. [applause] We put this grant together with our partners at Metro, and worked very hard with the freight community to ensure there would be both safety for pedestrians and bicyclists, and that freight would continue to move through the freight corridor on Columbia Boulevard. The second part of the trail segment goes from Columbia Boulevard all the way down to -- I'm spacing out. Oh, sorry, excuse me. To Cathedral Park. This is 2.1 miles on street, and most of it is in with public lands. And so, first of all, just some accomplishments. We are completing the bridge between Chimney and Pier Park now. This is another great step to allow people to go through from Pier to Chimney. We are just finishing the construction of the ADA accessible trail in Pier Park to get to the bridge. We are continuing to work with Metro to secure easements at crown, cork, and seal, which is this area right in here. And until then, the alignment will follow the bicycle route as shown in the bicycle master plan along Reno. And, we are continuing to work with PBOT of the alignment north Decatur. This is a freight route in the industrial area adjacent to Cathedral Park. Do up here on the map, this is Decatur right here. This is a key component and we want to find the solution for bicycles and pedestrians in this area to travel safely, to preserve large trees, and to find an alternative route for trucks, or to have a way to share the road. I just wanted to point out with Segment 1 and 2, when they are completed, you will be able to go from Kelley Point Park all the way through Pier Park on public land, safely. Be a great opportunity both for active transportation, and to enjoy nature in North Portland.

Fish: Emily, we should probably also just acknowledge that there is a -- a couple years ago, we did an update of the master plan for Cathedral Park. So we have a plan that needs to be funded for really a complete makeover of that park based on community vision. So that is also in the offing.

Roth: Great. Thank you. Segment 3. This runs from Cathedral Park to Waud Bluff. It is 2.7 miles. It is all off-street, on public and private property. And this follows completely the river plan. There are few things to know about segment 3. First of all, as we see here, it goes through Lampros Steel. It starts at the BES water control facility and it comes through Lampros Steel, which is a private property. At Lampros Steel, we've recently had a conversation with the developer who is looking to redevelop this area in industrial land. He's interested in putting the trail in, on the property, how it would work best, and what is the storm water facility. It then travels across to Willamette cove. And from Willamette cove, which is owned by -- from Metro, it is part of the superfund cleanup site. And, so we have the trail sited through Willamette cove and Metro is working with the port to clean up the Willamette cove so that the trail can go. We have already sited the trail through a different planning process, through the Willamette cove. From there, it goes to the University of Portland's new river campus. Which they have recently come in for a conditional use master plan. When the river campus is developed, they will be building the trail. Again, another piece. The trail goes around Waud Bluff, which is owned by the railroad, and as you will hear from the constituents here, we still need to do a lot of work with the railroad to get the trail here. It's a key piece in the plan, and to allow a great river views and connections both to Swan Island and to our recently completed Waud Bluff. And here is looking down on the trail. Here's Waud Bluff and the University of Portland campus, and this is how the trail would go here and come across and go over to Cathedral Park. Trail segment 4 runs from Swan Island to Albina yard. This is 1.9 miles through the industrial area. Much of the trail here is in the right of way, and along the river in several locations. This is where we start to get into the more controversial part of the plan. So, as you can see here, there are two routes identified in the river plan. There's the route here along the Willamette bluff, and down

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to Greeley, and there is the route that goes through Swan Island along basin road and comes up right now, our plan, on going to the river to connect with Greeley. There is also a trail that is built here in the orange, shown in the river plan, this will go in front of the new Daimler headquarters, and then over here to segment 5, part of the trail is built there. Both routes are shown in the river plan. We looked at Swan Island possibilities. This industrial area where there is a large demand for safe connections from all directions from industrial users. We have looked for a cycle track and a sidewalk along Basin Avenue. This would require building Basin Avenue -- rebuilding Basin Avenue, to move utilities and trees. It's very important here to have a connection along the Willamette River -- to keep the connection along the Willamette River. And we are happy to say that Daimler Corporation is looking to build the greenway trail and nice overviews along the river when they redevelop in this area. Right now, we show a connection to North Greeley along the recently completed going to river project that PBOT committed -- completed -- have safe access to Swan Island. And we need to strive to improve the connection at Waud Bluff to make this ADA accessible on the new trail that we built, so that people go from the basin up to Waud Bluff, of all abilities. So this is a great view from the river, and this is a cross-section down here of what we envision Basin to look like, where we would have traffic, and we would have a tree, and we would have a cycle track for cyclists and then sidewalk pedestrians, all safe modes. A final portion of the North Portland Greenway Trail, segment 5, takes us from Swan Island to the east bank esplanade. It is 2.7 miles, it is right of way, and bike lanes, and on sidewalks. And here where we have the most controversy. So I will talk a bit about our opportunities and our challenges here. This is Albina yard, owned by the Union Pacific Railroad. It is a very desirable thing to go from Swan Island here, across what is now called the cement road, the river road, connect to Interstate, go to the Broadway Bridge, a fantastic ride close to the river. We do not have permission from the railroad to build on this cement road in the Albina yard. For this plan, we have a 10% buildable design that goes from North Going Street on Greeley -- off-street on Greeley -- to connect back into Interstate for cyclists, to the Broadway Bridge, and for pedestrians to go on Larrabee across the Broadway Bridge and then walk into the city. There are many challenges here. The river plan shows both alignments on North Greeley and through the Albina yard adjacent to the river. The community strongly prefers the Albina yard as to be close to the river and to enjoy the views. We would like to thank the Mayor's office, who started discussions with Union Pacific Railroad about access through the yard, and we continue to work with PBOT to site an alignment that ties in at both ends of this trail. The railroad has stated that at this time the trail cannot go along this cement road. We are continuing to work on refining the alignment from the Broadway Bridge to the Steel Bridge as part of the river plan central reach and the comprehensive plan updates. To take it out of the rail alignment, and to put it on to public right-of-way and possibly other property which will build the trail.

Fritz: So there's two options there, and my understanding from the Mayor's office is that he's willing to continue to work with Union Pacific and of course Commissioner Novick and I will also continue to work on that because clearly that's what the community prefers.

Roth: Thank you.

Roth: And I would just like to acknowledge everybody that has made this planning possible. First and foremost, our project advisory committee. Which many are here in the audience and you will hear from today. We had funding through the Oregon Department of Transportation, City of Portland staff that helped to make this and give comments and improvement, and Metro, Jane Hart their senior planner, and our consultant team who is represent here by Adrian Esteban of David Evans and Associates. Thank you very much.

Fritz: Thank you. Any questions for Mike or Emily?

Fish: I will hold my questions. We have a lot of people, including an elected official, that want to speak.

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Fritz: Right. Thank you very much. So now we'll hear from members of the project advisory committee and we'll have Metro Councilor Sam Chase after that. If our speakers from the advisory committee could please come up. Francie Royce, who is a long-time advocate for the North Portland Greenway Trail, took me on a tour within a few weeks of being elected to the council. Also Jim Barnas representing both Friends of the Baltimore Woods and the Cathedral Park Neighborhood Association, and Thad Collins from the United Parcel Service on Swan Island. Welcome. Thank you for being here and all your work on this project.

Francie Royce: Thank you. My name is Francie Royce, and I'm also the co-chair of NP Greenway, and we are the advocacy group that I think you all heard of, advocating for the North Portland Greenway Trail. And I just want to start off by giving my appreciation to the hard work of the Portland Parks & Recreation staff. Emily Roth, that has worked very hard on this plan. In general, the NP Greenway supports the alignment, and the plan generally matches the line of our vision map that we've developed a number of years ago. And we're delighted that the Portland Parks & Recreation staff have already worked with Metro, as Emily said, to secure the funding to build a trail across Columbia Boulevard. That's a significant advantage for the trail to make it safe for families and people to use. And also the trail through Pier Park, and the bridge across the railroad -- be linking Chimney Park and Pier Park. And we do have some concerns, however, that are addressed in a letter that we submitted, and it's detailed. I will not go into all of that, although, I would like to emphasize, our most serious concerns, as Emily said, is in segment 5. Cement road is our preferred route, south of Swan Island. It's flat, it's near the river, and it's in direction between points north and south. North Greeley is not an acceptable route for the North Portland Greenway trail, even at a grade-separated trail. It's a truck route, it's noisy, there's vehicle fumes, and it's out of direction, and it requires a steep grade up North Going Street across the bridge to connect to Greeley. We do understand and appreciate this conversation occurring between the City and Union Pacific Railroad. But any alternative that may develop out of that conversation, to either cement road or to Greeley within Albina yards, we'll wait to see what, what they-- if there is anything to propose and, and what the railroad might do to make that alternative happen. I just want to briefly hit the Larrabee overpass -- that we do want to see the trail on the Larrabee overpass, it's an ideal location for the trail. So the bottom line is that we request that North Greeley be removed from the plan. It's not an option. And then, we definitely support the resolution. Thank you.

Fritz: Thank you.

Jim Barnas: My name is Jim Barnas, I'm a board member of the Friends of Baltimore Woods. And I want to thank the council and -- for the opportunity to speak here today. And I also wanted to second what Francie said about the Parks staff for working on the project advisory committee. They went a step beyond to make sure that various communities were heard. I was also fortunate to be on the original -- the river plan north reach trail alignment committee, if that's the name of it. And, at that time we were able to put the alignment for the trail onto North Decatur, which is an unimproved street that runs behind warehouses in the Cathedral Park neighborhood. Decatur offers a really unique opportunity on this section of the trail. It runs along the base of the hill that is Baltimore Woods. And Baltimore woods runs about a quarter mile along Decatur. This is property that's been now purchased by Metro and by the City. And the trail continues on north through some other large properties, about ten acres that were purchased by metro and the city, and these are now being converted into meadow. Decatur offers an opportunity to have an off-street trail in a neighborhood where there's not many opportunities to do that. We would like to see transportation and Parks work to make improvements to Bradford, which is the main truck route along the railroad. But other than that, I would like to encourage the council make the trail a priority. I'm not as patient as Francie. I remember when I first met her, she -- one of the things she said was that she wanted to see the trail built in her lifetime. And I thought that she was joking. [laughter] I'm not that patient. So. Thank you.

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Fritz: Thank you for your work on the project.

Thad Collins: Thad Collins, also member of the advisory committee from the United Parcel Service. Had an interesting opportunity this morning coming in on the highway 26 Sunset parking lot from Beaverton. And I was passed by somebody that had a nice smile on his face, wind blowing in his hair, enjoying life on the way to do some business in Portland. Wasn't driving a convertible. He was driving a Schwinn and he was on the shoulder. I think the thought of that kind of scares us a little bit. And the idea of bikes, roadways, is one of the big reasons why I was on this committee. They did very nice job of opening the opportunity for businesses to have the opportunity to talk and have input on us as well. Because working for company such as the one that I work for where we put 250 delivery drivers out on the roads each day, as well as all of the drivers that we have that drive the large semi-trucks just out of Swan Island. The thought of hitting a pedestrian or a bike rider is something that none of our people want to ever have to deal with. The fourth and fifth area of this particular plan puts bike riders very close to traffic. And as you heard, the exhaust fumes is one thing. And especially when you are riding a bike, and you're working pretty hard and taking deep breaths in through those lungs, those fumes don't treat too well. It will start raining here in a couple of hours [laughter] and there is a lot of leaves down. We actually give safety tips to our drivers every day. And this week we're talking about, watch out for trick-or-treaters and watch out for the puddles that are going to be created by all the leaves. Bike riders sharing roadways and having to dodge puddles and vehicles, and possibly even at night -- it's a daunting thing for them to do. This particular pathway has an amazing north reach. The connection with nature in the northern parts is phenomenal. And there is a lot of history there as well. In the southern part, towards the city, it will have kind of a different role in that it will provide commuters an opportunity and an option to get to work. We join the Swan Island TMA, with the help of some nudging from Lenny Anderson back in 2000. Since then, we have seen some really good things happen as far as bus routes, some sidewalks get improved so that bike riders don't have to be on the street fighting vehicles, and as well as improved bus kiosks and car-pooling, etc. Swan Island itself has, depending on what's going on in the dry dock, anywhere from 8000 to 10000 employees down there. It's estimated by the TMA that by 2020, we could have as many as 15000 employees down there. That's a very nice area, city of Portland industrial area that is extremely close to a lot of residential areas. And yet, separated by a beautiful bluff of about 100 feet. The revitalization of St. John's, Kenton, Piedmont, Alberta, is an attractive place for a lot of people to live. And being able to access jobs down on Swan Island is another great alternative for people. So whether they are riding their bikes from southeast Portland, or just accessing down Waud Bluff or the trails down there, being able to get around on Swan Island without having to have a car, without having to have a car as an extra vehicle on the road, congestion, and etc., is something that I think that all us want to see happen. UPS is a unique company. We were founded in 1907 by a teenager, similar to one I saw today, I think. And he relied on bicycles early on to get the job done. It was in Seattle. And through the years, we've been advocates of all kinds of transportation.

Fish: Is that Mr. Casey?

Barnas: It was. Jim Casey.

Fish: Whose name is on the eye clinic at OHSU.

Barnas: Yeah, his brother kicked in some money to help us out there.

Fish: Who, thanks to Mr. Casey's generosity, restored my son's eyesight.

Barnas: Excellent, excellent. My daughter actually had some work done there as well. The Casey family was very generous through the years, and Mr. Casey was very generous in giving us foresight in showing us as a company that determined people can accomplish a lot of things. A teenager having access to a job was a big deal back then, as it always has been. And now a company with over 400,000 employees, it obviously was successful. We offer at UPS an earn-to-learn program that allows people that are interested in going to college \$3000 year to come down and work at

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Browns Gym, and for three or four hours day, and then also have flexible schedules to be able to work in with, perhaps, other jobs, perhaps childcare, perhaps going to school. Right now, we're hiring about 24 people week. And these are for permanent jobs. They will receive benefits after a year. They get educational benefits, day one. A lot of our employees move on after a year or two years to other jobs. And we provide Portland with a lot of people with good experience, as well as those that decide to stay at UPS and continue on. UPS made a commitment to Swan Island about five years ago. We put \$87 million improvement into our building. Doubled its capacity and doubled its need for employees. We have heard also earlier today that Daimler is making a similar investment on Swan Island. And although there is opportunities as far as the property down there, not all the places are filled up, it's great to have this resource right in the city of Portland. This particular path provides a good access to it. I do emphasize that it needs to be safe. We don't want our drivers having to deal with bike riders right next to them in the roadway late at night in the rain. So, please look at when the funding goes through for this, separating the bike riders from the traffic. Making safe for both, as well as the people that come down on the weekend to fish with their kids. Thank you.

Fritz: Thank you very much. I appreciate all of your work. [applause] We will now hear from Metro Councilor Sam Chase, and I don't know if there is any other elected officials. And then we'll go to public testimony. Thank you for being here, Councilor Chase.

Sam Chase: Thank you, Thad. My daughter would be upset if I didn't tell you that that person with the wind blowing through their hair, bike commuting, they should be wearing a helmet.

Fritz: And not on 26, right?

Chase: I mostly want to thank the council for continuing to work through the issues and move forward with the NP Greenway and I want to thank Commissioner Fritz for introducing this and her work to continue moving forward with all the difficult challenges that we face. I rode the project recently, and one thing that I was encouraged about -- and we rode the whole thing -- is, the only barriers to this happening are people, political will. There are no physical barriers to this project moving forward, and that's a nice part of the vision to me. This is something that was going -- you know, that is important as you would think about our region, the livability of our region, having active transportation options for people where we want to protect our urban growth boundary at Metro, we want to make sure that we can live within a confined areas, and having options like this that allows us to access our parks, access our river, access our natural areas, is an incredible part of that livability. It opens access for, and it reduces traffic, it allows us to move cars and freight around more regularly when we're taking people off the road. We are also, with this project, able to provide opportunities and access for low income areas and low income communities and communities color to access some of those natural resources. In particular, one of the projects that I'm really excited about is the St. John's prairie. Maybe we'll start calling it the St. John's meadow. But, that is one that we've worked very actively with -- or, Metro has worked with Portland City Council and Commissioner Fish identified \$200,000 from the Parks budget to add and has been carried forward with Commissioner Fish to add to our application that got funded for state funds to Metro state city funds to build a bridge over Columbia Boulevard, and provide access to the St. John's prairie, 300 acres of open space area that is now going to be accessible to Columbia Villa, St. John's and coming straight from Pier Park, Chimney Park. And I saw a four-point buck there. The first time that I have ever seen one, and there it is in the middle of the city of Portland. So it is an incredible place. We would not be there if we did not have the supported of Commissioner Novick, as well, in that funding process moving forward, and he sat on the committee and helped to shepherd that through. So, really, just want to say thank you, and we are very committed. Metro has put a lot of resources in through bonds, and flexible funds, and other transportation funding to this project. We will continue to be there as a partner with you. Thank you.

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Fritz: Thank you, Councilor Chase. And I do believe there is a lot of political will to get this done. In accepting the report, we're not saying that we have all the funding for it, and although we have been very entrepreneurial in going for grants and partnering with Metro, we have over \$400 million worth of projects identified in Parks that we don't have money for. So, I want to just make that clear that this is definitely accepting the policy statement, this is what we want to see happen. I have convened neighborhood committees, including one in north Portland, where the neighborhood associations and other interests are going to help advise on what are the priorities for spending the limited amount of money that we have. So, I encourage anybody who is interested, both in this project and in other Parks projects throughout the city to contact your neighborhood association, and get involved in that process. Because together we have some very tough decisions to make. Thank you.

Novick: President Fritz, could I add a comment? Councilor, I distinctly recall at your swearing in explained to us, in particular, to Commissioner Fish that the way the hierarchy -- governmental hierarchy goes, it's federal government, state government, Metro, and then cities. [laughter] And Mayor Hales has been working with Union Pacific to try to resolve these issues. But, you know, as the leader of an inferior government I am sure that has less much sway with people than you do. [laughter] So I hope that you realize that UP is much more likely to take your calls than anyone else on the city council. [laughter]

Fritz: We would appreciate your partnership, thank you.

Chase: Thank you. And we have to tackle these piece by piece, and it's going to be -- you know, we can't just do it all at once but we need to keep tackling those. And we are working with -- we just got a really important piece from Union Pacific, an easement to get into St. John's prairie. Thank you.

Fritz: Thank you. And with that, let's go to the public testimony.

Moore-Love: We have 13 people who signed up. The first three, please come on up.

Fritz: Good morning. Please state your name for the record and I will be holding you to three minutes.

Lenny Anderson: My name is Lenny Anderson, good morning, Commissioners. I am the executive director of the Swan Island Business Association. And on a personal note, I would like to call out that this is the homestretch for me, I will be retiring at the end of the year. And I would like to preface my comments here that with a note of thanks to the bureaus that I worked with for now almost 20 years on Swan Island: Parks, BES, planning and sustainability, and of course, PBOT to do a lot of work that I think has made Swan Island that much more powerful and economic driver for our city and for our region. So, I thank you there. Our work on Swan Island since we began the Swan Island TMA was really to move freight. And the way that we saw freight moving was to help people not bring their cars down. And so, what we're talking about really is a little simple math, the removal of two SOVs makes room for one semi. And I think we've been successful in doing that. Swan Island is thriving. Freight is moving. And we feel like, as my good friend Thad Collins says, we have capacity for 15,000 jobs on Swan Island, and we're making a start. We know that Daimler is going forward, and we know that the shipyards is going forward and we want to increase those jobs. We need to continue to improve access for people who choose not to drive. And that's where this project becomes absolutely critical. And the vision that was invoked earlier this morning needs to be called forth in way that makes us really stand firm and say, we must have a facility here that no one, no one, can be afraid using. And I want to say, that for the years that I've been down there, the Ash Grove cement road has been there. It's there. It's now. It's build. You can ride your bike safely from Daimler Trucks North America to the Broadway Bridge. The only problem is we don't have permission to ride on that beautiful pavement. And I know for a fact, and you will hear more, that many people who work at Daimler and other places ride it, nevertheless, so what I'm calling for today, and I won't get into specifics because my time is running out, but is basically, backbone. And

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I don't fault staff because staff pulled off a good -- they got four out five right now. If Mr. Ortiz for the Red Sox did that, and he would be one happy guy. So, let's give them a round of applause for great job. But, number five is not acceptable. And number five must not be accepted by you, or by the community. We're not going to push people up onto Greeley Avenue. We're going to work and you are going to work to make the Ash Grove cement road -- we're going to rename it North River Road Extension, and it's gonna be multi-modal and it's gonna improve access to Swan Island for Daimler, and for UPS, and for the people who need a safe way. So please, as we go forward with this, I know the answer from the railroad is no, no, no, but I know the answer and the response from the people Portland and you their representatives must be yes, yes, yes.

Fritz: Thank you for all your service. [applause]

Steven McClure: I'm Dr. Steven McClure. I'm on the board of the Oregon chapter of the Lewis & Clark Trail Heritage Foundation, and also on the board of the Friends of Baltimore Woods. And, the clerk is presenting a map I did to show the route of William Clark in Portland. Portland has one campsite associated with the expedition of 1803 to 1806, and it's along the North Portland Greenway. To give a federal -- a national perspective to the matter. I determined, with focused map work and close reading of the journals, exactly where Clark camped. It's a dirty job but somebody had to do it. And, it is adjacent to the point on the North Portland Greenway, where we're looking for the right of way easement on the crown property. I think it's fitting too that the name of the property is crown property because that point is the crown jewel of the whole North Portland Greenway. It's the site where William Clark and eight other men slept in 1806. And my research, just to keep it short, is that, the trip to the Willamette River was not just a side trip, it was a major part of accomplishing their mission. And we really want to acquire this one particular parcel that will be adjacent to the Toyota offloading dock, which is where the campsite formerly was. And that's behind the crown property, it's a ten-acre woods, as is commonly called now, and I just want to impress on you the national import that matter. Thank you.

Josh Palmer: Thank you and good morning. My name is Josh Palmer, I'm the director of project NOVA at Daimler Trucks North America, obviously headquartered out on Swan Island. I assume all are aware of the commitment that my company is making to Swan Island and to Portland. We recently announced our intentions to put about \$150 million in total investment into a new corporate headquarters facility on Swan Island along the Willamette River. We are extremely excited about that. We are not going to put a pick in the ground until sometime next year, but, nonetheless, I think that there's a lot of enthusiasm within our company, and hopefully within the community, so I think that this is a really win-win situation. And I think it's one of the best kept secrets in Portland how many people actually work on Swan Island, and how many people work for our company on Swan Island. Right now, we have got in the order of about 2000 people between our white collar folks in our existing headquarters buildings, and our western star plant on the island. By the time we're done with our project and occupy what will be one of three headquarters, buildings, on Swan Island, we'll probably have in excess of 3000 people at some point in 2016. And so, of course, we have a very vested interest in seeing what's going on with the greenway trail, both in segments four and five in particular. As you may know, and I'll be in front of you in two weeks to tell more about the project, between DTNA, the port, and with the state's help we're going to be putting in excess of a million dollars into the greenway trail that runs contiguously -- or runs contiguous to our campus on Swan Island. And we'll be, essentially, amending what's now a broken trail. If you've been on that portion of the trail, there's two pieces, and it's interrupted by the sprawling ports of Portland of call facility, which will be in the ground once we start our project. And so, that's really going to be wonderful trail. With the city's approval, we'll add couple of really nice viewpoints right there out in the river. But the reality is, it's still going to be really sort an orphan trail because right now, as walk down the trail, towards the downtown, you sort come to a halt with a nice chain-link fence which sort of demarcates where Albina Yards starts. So I think that, again, we strongly encourage the

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Commissioners to, again, I realize there's been a lot of good work done on this trail at this point, and this is really exciting, but I think, if you think about what this could be with the trail through Albina yard, and ideally along cement road in terms of really capitalizing on the Willamette River there, this was this could really be a fantastic trail. Not just selfishly for DTNA and its employees but for the whole community. And to me, it's really the difference between having a functional trail, which I think the Greeley plan might give us, versus something really memorable, something that's really going to distinguish and differentiate Portland and make it an even greater city than it already is. And just a couple quick comments, on that, not to be a critic here, because I realize there's been a lot of good work that's gone into this --

Fritz: Need to finish up, please.

Palmer: Okay. But I think as has already been alluded to, there's a lot of truck traffic. We're a truck manufacturer, we like trucks, we like cars, we're part Daimler. But, at the same time, a fully loaded 80,000 pound tractor trailer combination going easily 50 to 60 miles per hour along that stretch, even with a path that's taken somewhat off the road, I think that there is some real issues there, as far as the usability of that. And I think if you can find the trail through the Albina yard, it is going to dramatically improve the usability of this trail.

Fritz: We will appreciate your assistance talking with your neighbors about getting them to--

Palmer: Absolutely. That was my last line here. So thank you. We would love to give as much support as we can to trying to make that happen, and we're more than willing to do that.

Fish: Can I just observe with our friends from Daimler here, that we want to thank you for the support you have given to so many community activities over the years, and your sponsorship of events. And also, you know, while Portlandia gets all the ink, I think we ought to acknowledge next year the Western Star, which is the pride of your fleet, and which is manufactured here, will be the star of the next Transformers blockbuster, as has been selected as Optimus Prime for that show. So we are very proud that our own Western Star will be on the screen as Optimus Prime in the upcoming Transformers. And as exciting as that is, it is even more exciting for my nine-year-old son.

Palmer: Thank you.

Fritz: Thank you all for being here. Next three please. Good morning. Please state your name for the record and you have three minutes.

Cynthia Newton: Good morning. Thank you for the opportunity to speak today. My name is Cynthia Newton. I am a partner at the law firm of Swanson, Thomas, Coon & Newton. I represent injured cyclists and pedestrians in the city. And as a result of that work, I've become a cycling commuter and pedestrian advocate. I'm here today to address segment 5 and the inclusion Greeley and Interstate in that segment. And to urge that that portion be removed and that a riverfront route be taken instead. As part of my work, I give bicycling safety clinics, and I recently gave one at Daimler's facility. And in preparation for that, I rode the route from downtown out to Swan Island, across the Steel Bridge, up Interstate, up Greeley, and down going to the island. And I have to say, it was a sobering experience. When I went back to my office to finish my preparation for my clinic, I changed the title of it to, The Intrepid Swan Island Bicycling Commuter because it was clear to me that no one other than an intrepid cyclist would take that route. That route is a feasible route but it is a route fraught with safety concerns including trucks, large and small, UPS small trucks, Daimler larger trucks, Guarda trucks, traveling at very high speeds along a road. The lanes are narrow. The bicycle lanes are narrow and they are often, as was mentioned, blocked with either debris or water or even obstacles such as vehicles. There are many opportunities for left turn collisions, right hooks, and other very dangerous accidents, and we have actually been involved in representing several people seriously injured in that corridor. After that, I learned about the Greenway project and I was very excited about it. I think that this is an incredible opportunity for the city and I can feel the energy in the room around the excitement getting this done. And it seems to me the public

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comments that you have in your proposal are clear that no one really wants the Greeley-Interstate route if it can at all be avoided. I realize that to do that, it's going to be important to co-opt additional businesses beyond fabulous UPS and Daimler, who have already gotten onboard, and that is the railroad. I have worked for a railroad. I understand there is safety and liability concerns, and I am sensitive to those. But I hope that we will reach out to the railroad so that we can include the riverfront route so that we can make, as we were inspired to at the beginning of today's meeting by people who have gone before us, to leave a legacy, to make a first class route, and to make something that all Portlanders can use whether they are commuters or children or families or older people. A route that we can really, really be proud of, and something that we can leave as an amazing legacy in our city. Thank you.

Fritz: Thank you.

Curt Schneider: Good morning, and thank you for this opportunity to be here today to talk about this fantastic possibility for Portland. I'm Curt Schneider, I am the quote unquote other co-chair for NP Greenway. I'm not gonna echo the wonderful comments that we heard earlier. I would just like to give a couple of figures. The preferred route is to cement road. Please exclude it from your resolution. There is currently an alternative that is being used. And it is Going, going up to Concord, the bridge there, which eventually leads to Interstate. We don't need to put any money into an interim facility such as Greeley. As you are aware, the staff and the planning advisory committee held several open houses. The results of -- and for segment 5, the cement road area, and it's page 76 in your report -- shows that there were 114 responses received, of which 101, that's 88.6%, said one, use the comment road. Two, keep the trail close to the river. Greeley doesn't do that. And three, plain and simple, not Greeley. Six respondents only said Greeley was okay. That's 5.3%. As Cynthia noted, everyone is aware of the need for safety. Union Pacific and future users -- and it can be designed accordingly. It has been done in other areas. Your planning staff developed in 2007 a memo by Sally Edmonds that deals with, specifically, how trails with rails, and that's what we're talking about here, have been developed in Seattle, Burlington, Vermont. There's three in Pennsylvania. Minnesota. A number of other locations. Let alone the two, at least two we have here in Portland. Will it be easy? No. And will it cost? Yes. But, I note, if Eugene can afford three bridges across the Willamette River -- the City of Eugene, 160,000 -- we should be able to build a bridge if necessary for the cement road. Elevate it. Get it close to the river. Make it a world class vision that we implement. As I noted, we've got two bridges here. We bridge the tracks along the Springwater, and now at Chimney Park to Pier Park and across Columbia Boulevard.

Fritz: Thank you very much.

Schneider: Could I just add a couple?

Fritz: You've worked very hard on this, but please be brief.

Schneider: Thank you very much. The one request I have is that there be, say, one member of the council that undertakes to lead the charge on this.

Fritz: And I understand the Mayor has volunteered to do that. Commissioner Novick and I will be asking that question when he gets back from China.

Schneider: Okay. Thank you very much for this opportunity. And thanks for all the support.

Fritz: And just to be clear, there are several segments which we have lots of agreement -- we have complete agreement on, and we don't have funding for those either. So we'd certainly do the segments that we have the funding for where there's agreement rather than moving on something like Greeley where obviously--

Schneider: And you know we've helped.

Fritz: Yes, I do.

Schneider: Okay. Thank you.

Fritz: Thank you very much. Pam?

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Pam Arden: I'm Pam Arden. I'm representing the 40-Mile Loop here today. I've been on that organization for almost 20 years. The 40-Mile Loop is over 150 miles of trails, and this segment adds another 10 miles, 10 1/2 miles. We know that we have 16 gaps, now 17 gaps, that need to be filled up. This is major accomplishment to have the North Portland greenway trail. When I moved here from Chicago, I was used to Chicago lakefront being accessible to folks. Parks along the waterfront. You had all kinds of activities that you could pursue there, from bike riding to walking to whatever. So, I was really astounded when I came to Portland and found that there was nothing on the riverfront. The city did not celebrate the riverfront and people using it and being close to it. So, having Tom McCall Waterfront Park, having east bank esplanade, having the south waterfront all being developed now -- it really is a terrific addition to the city. I think that this east bank esplanade, to north Portland, to Kelley Point Park will be an addition well worth the time and effort that we do it. The piece -- I fully support this report. I was on the committee. The concern that we always have is 4 and 5. We know that. I put Greeley Avenue with the Columbia Boulevard over-crossing that we just talked about. We pushed for an over-crossing at Columbia Boulevard, expressly for the purpose of allowing families with kids to get across the road safely. Trying to interact with trucks on Columbia Boulevard with a kid on a bike is not what you want to do, even if there is an island in the middle of the road. People go down that road 50 miles an hour. They're not going to be able to stop. So, we were lucky enough to be able to go for some funding and have this opportunity of having an over-crossing. That's an analogy to Greeley. I live in North Portland. I take Greeley a lot of times to come downtown because I do not go on the freeway if I can avoid it. One day I was coming down Greeley, it was a rainy day, there was a bicyclist on the western side of the road, and they are going down, it's raining, and the truck goes by and a wave of water goes over them. Now, you have to be a really terrific rider to be able to withstand something like that. And I can't imagine anybody with little kids doing that. Even if -- if you spend a lot of money to do retaining walls and a separate trail on Greeley, you're never going to look at a cement road again. So, please do not put that time and effort into that section because that will just divert the attention and we can't have that happen.

Fritz: We're not going to do that.

Arden: I appreciate that. I just wanted to make that emphasis. Thank you so much. I love to hear this over and over again today that you are not going to pursue that. I really appreciate that. Thank you so very much.

Fritz: Thank you.

Schneider: Thank you all very much.

Fritz: To be clear, it's in the plan as an option. This is a 10% option if it turns out that the cement road can't be used, then we will be needing to look for another option. But again, we will be doing other sections first.

Fish: Commissioner Fritz, could I also observe that in the resolution that you're sponsoring, there is a specific whereas, attracts the recommendation of the North Portland Greenway core group that specifically -- that calls out continuing to work with the railroad on that option. That's further evidence of the commitment that you've made.

Fritz: Thank you, Commissioner Fish. Good morning.

Sarah Angell: Good morning, council. Thank you for your time in receiving our testimony, our public testimony, for it concerns one of the most important but high stakes dangerous bike commuter routes in the city.

Fritz: Give us your name for the record, please.

Angell: Sarah Angell. I would like to thank {arks for their hard work, ongoing work on this project. I'm here to speak plainly from my perspective as director of the Swan Island TMA, where at the heart of my work is to promote bike commuting to Swan Island employees. I'm here on their behalf. Hence, my focus is segment five of the proposed alignment study. Simply, I urge the removal of this

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alignment as presently indicated on east Greeley and emphatically encourage council not simply to explore, but prioritize funding and building of a non-Greeley separated bikeway for this stretch. When will we have gathered enough evidence or data to prioritize this trail and specifically justify a non-Greeley alignment, one which no doubt presents significant but not insurmountable challenge? If we talk numbers, what is the right number? This morning, you will have heard testimony from community advocates, business stakeholders, those who lay out connecting vibrant communities and employment centers, they lay out the significant near-term opportunities for the Interstate corridor and Swan Island, opportunities that range from improved safety, jobs access, workforce training, and imminent economic growth and trades manufacturing. All are dependent on this piece of access. These testimonies represent a host of eye-catching numbers. For example, \$150 to \$200 million in investment -- near term investment and business expansion on Swan Island. Daimler's alone is one of the largest investments in the region in the last 20 years. There is another one. Swan Island, a regionally significant employment center, now at about 10,000, aiming for 15,000 by 2020. And there are a bike commuter statistics from the area. By now you may have heard about a certain trucking company getting attention for its record-breaking performance in the state-wide September bike commute challenge. These numbers, nearly 200 riders, over 22,000 miles biked during September. That's up from about 9,000 four years ago. And first place, again, for the highest number of new riders in the state. Of course, there are the 900 gallons of gas not burned during that stretch. In all, it's an unlikely tale for a trucking company. There are other statistics here. Crash support data from North Greeley, Going, and Interstate. Among them, one fatality at Greeley and Interstate. These facts and figures warrant a case here. One fatality should be enough. Behind the sobering statistics are the sobering stories that at my job can't be dismissed. There are scores of them, testimonies from Swan Island bike commuters seeking safe passage to the island. Stories of nearly disastrous, outright catastrophic. Some blunt quotes. Access to Swan Island via any other route than a cement road is the single most reason I don't bike to work now, I value my life too highly. Or, I like to bike to work but I don't want to die doing it. Most recently, from a Swan Island employee who bikes her two kids to the day care center on the island. I was in an accident with my two kids last Friday when a passenger truck hit us at an intersection near Going. Miraculously, we're okay.

Fritz: Could you please finish up.

Angell: At this past May, one of the best days for Swan Island, a day of celebrating ribbon cutting, was one of the worst days of my job. For in the middle of the ribbon cutting for Waud Bluff, I received a phone call from the hospital from an employee, an active member of the Swan Island bike community in need of help. He had trouble speaking due to a collapsed lung, internal bleeding, and broken ribs. Over my years on Swan Island, I have been coaxing, cajoling, and encouraging him and others to bike, and to keep riding. Can I look those folks in the eye then or when I hand over a bike trip plan and say good luck?

Fritz: Thank you for your testimony. Thank you. Dr. Kuffner?

Jim Kuffner: Good morning, members of the council. I'm Jim Kuffner, assistant vice president for community relations and special projects at the University of Portland. I am also the university's liaison to the University Park neighborhood association. First, I would like to expression my sadness of learning the news of the death of Dr. Nohad Toulan at the Portland State University and I'm just deeply sorry that that happened. And I want to extend from the University of Portland our deepest condolences to our colleagues at PSU and to the family of Dr. Toulan, definitely. Greetings from the bluff. Just begun our 112th year of operation. We've got 850 earnest freshmen in residence on campus and full-time undergraduates of about 3,316. Some of the biggest news that happened lately, is that Father Beauchamp, our president, has announced that he is resigning his position and moving on. So we are looking forward to a new president probably in May of 2014. But during his tenure, we've had some remarkable achievements. A newly remodeled library that we just opened, an

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expanded engineering school, a new commons to feed all of the students, a bell tower on campus, and two new dorms. Getting ready to break ground in May on a new recreation and wellness center. We completed the cleanup of our 35 acre river campus in April of this year, and we look forward to bringing that property into beneficial reuse in the near future. Our master plan was mentioned that it was submitted. I'm happy to tell you, I'm not here appealing to you to help us pass it. It was approved unanimously through the process. We had wonderful and unprecedented support from our neighborhood association, and we are actively pursuing all of the great achievements we hope to finish through that plan. The future is bright out at the University of Portland. I'm here as a member of the North Portland Greenway Trail committee. I was proud to serve on that committee. The University has been happy to assist with the trail, not only this trail alignment, but with the Waud bluff trail that was recently completed. We think the vision and the access for connectivity in North Portland at this trail provides is going to be a tremendous uplift to all of the people. I want to echo the sentiments of the people of commending the work of the staff and the people who have been involved. They have been wonderful. They have answered all questions and worked very hard to bring as near perfect a document to you as they could. We have concerns. I'm here to support the resolution. I do have those concerns over segments four and five. But, you know, we were committed enough to segment three which involved our property that we included it actually as a condition of approval in our master plan. We're there. So, I want to thank you for this opportunity to be here and to know that you're all welcome any time for a visit up on the campus. Thank you.

Fritz: Thank you for your support and partnership.

Fish: Jim, when the lady pilots win the national ship—

Kuffner: Yes, they will, sir.

Fish: Will you come back so we can say, go pilots?

Kuffner: I will, absolutely.

Barbara Quinn: Good morning, my name is Barbara Quinn. I am the executive director of Friends of Baltimore Woods and I would like to just reiterate what our member, Jim Barnas, said earlier about Decatur Street. Can you see the slide that I have? Okay. That is actually our vision of how we want to see Decatur Street developed as an off-street trail, rather than a built-out -- 60-foot built-out auto and truck traffic street. We want trail users to have -- including our local children -- to have experience of a respite from an increasingly urban environment. We want them to experience the touching canopy, the native trees, and also to see the restoration in progress. So, that's been our long-term vision, and we were really disheartened to hear that there is a plan with PBOT to build the street out. Unfortunately, a good part of our hillside is in the right of way. In order to do that, there would have to be trees removed, including oak trees. We only have actually 40 mature oak trees in the corridor and we are concerned about losing some of them. The city has been a great partner on this project. You have given us great deal of money as has Metro and as has SOLV. And we hope that you continue with a commitment to this project and help us make this route, make this vision happen. This is what we want to see happen on this particular street. We have talked to all of the adjacent business owners and of them, most of them -- we have only not talked to two of them -- are totally in favor of the community wish to see this dedicated street to bicyclists and pedestrians. As Jim said earlier, they're using Bradford Street. The other point I want to bring up to you is the 10-acre woods, which is at the very northern most part of our project and it's also the northern-most part of the Willamette bluff system. We think that this is a great opportunity to add connectivity to our project and also add that Lewis and Clark heritage and history to our project. We hope that you will support the acquisition of that particular parcel when it becomes available. And we're a little bit concerned that the comprehensive plan is declaring that an industrial sanctuary, locking it down for industrial uses. And we're not really sure how that will affect our project. We are only interested in the back half of that lot. The wooded parcel that is currently not considered improved, and the whole

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entire 22 acres is currently for sale. So, we hope that we can get some support for developing that as part of our project. It is an important part of it. Thank you.

Fritz: Thank you. Last three.

Moore-Love: We have four more.

Fritz: Welcome. Thank you for your patience.

Susan Gere: Hi, I'm Susan Gere. I will try to be brief, because Barbara is so much more eloquent than I am. But I, too, was very concerned. I'm a neighbor, I live on North Willamette Boulevard, and I view the future trail as a very important part of the buffer between my residential zone and the industrial part. We do have problems with odors, which, you know, the trees will help with. I've gotten to actually like the clanking sounds at night. So, it is okay that they're there. But, a robust buffer of natural habitat is very good. And I would urge you, in fact, to not only not develop, but to designate both that stretch of Decatur street and the 10-acre wood as we call it, as a native reserve, rather than industrial reserve. That would be the way to go. And these steps would actually not cost anything in the budget which we don't have funding for.

Fritz: Thank you.

Mark Hill: My name is Mark Hill, I'm a resident of St. John's. Fairly new to the area. I have been for the last three years quite active in the Friends of Baltimore Woods, and I'm not sure if you have a map of that particular little magnification of the map that shows the Baltimore Woods area, but I can refresh you with a copy.

Fritz: It is up there. Thank you.

Hill: I'm low tech. I wanted to -- there's so much to appreciate in this North Portland Greenway Trail plan that -- and I'm really grateful for all that is happening. I'm asking that the plan be respectful of the place on which the trail lies. Baltimore Woods is a natural event. It is a -- the lay of the land is very steep, it's difficult to develop there. And for that reason, wasn't developed. And so we have a thin corridor of nature that separates the old St. John's area from the industrial riverfront, and it is so great to see that it can be institutionalized and recognized and become an actual place. Welcome to Baltimore Woods. You're there now. And I also recognize the importance of the trail passing through it as a natural, as a way that we can -- the way that it can be preserved and recognized and respected. I'm also asking that we include the 10-acre woods at the northern piece of Baltimore Woods there, as it is -- it's a big piece of land, and it allows for nature to kind of occupy it. A lot of wildlife needs space. Baltimore Woods is a relatively narrow strip of green space that it - - that's an actual piece of woods up there. So, I think -- I would like to see that the plan include a respect for that, and try to include that, or recognize that as part of -- in the acquisition of lands, at least the lower half of the crown, cork, and seal properties, the western half there that is undeveloped and just woods. That would be my request as a change in the comprehensive plan as it is now. Change it from I think it is industrial reserve, recognized as industrial reserve now, change it to nature reserve.

Fritz: The Bureau of Planning and Sustainability is currently having open houses on the comprehensive plan process. It's a good time with planning and sustainability to get that, to address that zoning.

Hill: Thank you.

Fritz: Thank you.

Joe Adamski: Good morning Commissioners. I'm Joe Adamski, I'm the secretary for the NP Greenway group and also a St. John's resident and have been active in bicycle and community interest for the past decade. And I wanted to remind the council, the bike master plan 2030 which was adopted by council, identified safety as probably the biggest obstacle to achieving that goal of 50% of all trips five miles or less, you know, by other than driving. And wanted to remind council and also that safety and equity are probably the biggest concerns along this trail. The safety piece, of course with the section five, with the Swan Island connection. I just wanted to remind council that

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any dollar not spent at the gas pump is a dollar that remains in the community for economic development, getting people out of cars, and having that option to at least part of the time ride safely to work, downtown, Swan Island, river gate, and connect to the neighborhoods as well as recreational pieces. They are very important for the general health and happiness of the community. And we're very happy the support that we have received from council and the community and just that little proviso about cement road -- I don't need to nail on that one anymore. But anyway, thank you.

Fritz: Thank you for your work on this project. Our last person. If anybody else wants to speak now is the time. Come on up. Good morning.

Scott Mizee: Good morning. My name is Scott Mizee. We have heard a lot of statistics today. We've heard some emotional and experienced-based testimony. Have heard some great things and I'm thankful that everybody here was able to express those concerns to the council. I wanted to leave with one last sort of statistic or comment. I'm 39 years old right now. I came to Portland when I was 30 and started working on this plan on the North Portland Greenway trail soon after. Worked with a lot of the folks that you heard from here today. I have a seven, nine, 12, and 14-year-old, and they -- and the legacy that this project leaves are some of the main reasons why I've put so many volunteer hours and now work professionally in planning and design to build and design facilities like this all over the country. So, I would love to see by the time that I'm 49, I'll throw a 10-year goal out there again, that we will be able to ride and walk and experience this trail and all of the wonderful things we've heard. I just want to say thank you for all of your work and the work of all of the people in this room and I look forward to the political will that you mentioned that is there being spent. Well, yes, and we use political will to get money. So, I know that there is money in the country, and I just thank you for your support and look forward to partnering with everyone to get the money to build the project. Thank you.

Fritz: Thank you. Lightning.

Lightning: Good morning, my name is Lightning. One of the concerns I have here is I've always enjoyed the east bank bike path, walking path, but what I notice on this resolution here is that what I really enjoyed is that they actually tied in the biking, the walking, and they also tied it into the boating industry. I don't see that on this resolution, and what I would like to see possibly is some of these areas that we have a concern on not able to work with the property owners, what would restrict us from, again, going out on the water, say, using pilings and cement floating walkways, which we've done on the east side which have been very effective and also tying that in more with the boating industry. Because I know they would really love to be able to bring their boats in and tie their boats on some of those walkways, and utilize these paths also at the same time and go to these various locations and what I'm just asking is that maybe some more research could be done in that direction to maybe use these floating walkways out on the river on any areas that might be restricted as far as the property owners not wanting to use their land. Because I think they've been very effective on the east side, and, again, when I view the river, I want to open the rivers up to the people, the biking community, the walking community, but I don't want to see the boating community be overlooked on these large scale projects, because that is a tremendous industry that we need to take care of the boaters and have access to the boaters along this river and plan that in these developments. And I think that is being overlooked and I would like to make sure that this is not being overlooked and if there is the potential to go out on the river and do these type of walkways, let's also look in that direction, too. Thank you.

Matthew Rogers: Good morning. My name is Matthew Rogers, I work at Daimler Trucks North America. Lenny encouraged me to come up here and encouraged me to speak. He told me not to give my real name, but that is my real name. [laughter] I frequently use the Ash Grove cement road to get to work. I have about a seven mile commute. And that is probably the best section of my commute. It is the safest, most pleasant -- I don't know if you have ridden down there legally or

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illegally or not, but it's just absolutely wonderful. It's quiet, it's peaceful, and I get waves from UP people and some of the truck drivers running through there. There is a business there that says, they've got a sign that says that it is better to lose a minute of one's life doing something safely than it is to lose a life in a minute. And there are some other platitudes they have plastered on the wall there, too, but. When I alternatively go up Greeley or interstate, that's always in the back of my head. I'm like, is this the minute where that comes. So, I choose the Ash Grove cement road. So, hopefully the Ash Grove cement road is a workable solution and we can get to a resolution with Union Pacific Railroad and all of the other stakeholders in this wonderful project. So, thank you.

Fritz: Thank you. Anybody else want to testify? If not, we will close the public hearing and have staff come back. Commissioner Fish, you have some questions?

Fish: I guess I just -- my question was more the nature of a clarification, Commissioner Fritz. And something I alluded to earlier. You have been very clear in the segment five that the preferred community route is the cement road. We also know that the mayor has stepped in and offered to provide leadership. We're aligned as a council on that issue. The resolution specifically calls out that we continue to work on that. So, I just want to be clear that in supporting this resolution, we're also, as it's crafted, making clear that we understand the community's preferred route and that nothing is imminent because of the funding issues that you have identified, but that it is clearly -- to make sure that it is clear enough in directing further action on exploring that option on North Greeley. I just want to make sure that that is captured because that is one of the most important threads in the testimony and give staff a chance to clarify that.

Abbaté: I think Commissioner and members of the council, it is certainly our desire to have the trail closer to the river, if possible. I think when you develop these plans, though, we're being charged with identifying what is a buildable route as we sit here today. So that's why we're showing two options. I think we want to be clear that the City is united in its interest in the cement road. I would not suggest that we pull Greeley out because we then create a gap in the trail plan. And if something doesn't happen, then we almost have to reinvent the process again. I think it is good to have contingencies. I think it is very clear that -- hear from you, but that is the public's best desire as to build as close to the river as possible, particularly through Albina yard.

Fish: Just so the record is clear. Parks and all of its partners will continue to work towards realizing the community vision on the cement road.

Abbaté: Absolutely.

Fish: That is the commitment. And Greeley will remain in the vision as an alternative, but no action will be taken on Greeley until at some point in the future you come back to council and we have that further conversation.

Abbaté: That's correct.

Roth: I would also just like to remind council that Greeley is shown in the north reach river plan. Which is why we explored the 10% buildable option for that.

Fritz: Due diligence.

Abbaté: Exactly.

Fritz: Other questions for staff? Thank you very much. Let's go to the vote.

Item 1026 roll.

Novick: Aye.

Fish: I want to thank the Parks Commissioner for bringing this forward and for organizing a really terrific public hearing. I want to thank everyone who took time to come and testify today. I'm reminded, as we step back in this debate, that one of the great strengths of our city is this focus on trails, active recreation, the connectivity that allows people to walk and bike and use alternative transportation. And this is an enormous opportunity on the horizon. We have others. We have one that abuts i-84 that is equally thorny, because it involves a railroad and connectivity issues. I want to begin by just saying I am so grateful for the leadership and vision at the grassroots to bring this

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forth. And today we have heard from some of the most constructive partners that Parks has, from the Friends of Baltimore Woods, North Portland Greenway, to the 40-Mile Loop people. I'm sorry, I was thinking of Barbara Walker as someone was testifying. Only in Portland will we say that the 40-Mile Loop is responsible for 140 miles of trails. Talk about vision and follow through. Our friends at Daimler, at the TMA, Lenny, you will be missed. Lenny thank you to your service to our community. And Lenny doesn't take no for an answer which is why he has been such an effective advocate on behalf of that community. So today I feel like we are on the cusp of doing something really important but there are some really big challenges ahead. We begin by thanking our partners for all of their leadership and their tenacity. We acknowledge that this is an imperfect plan primarily because of segment five. We also acknowledge that the Mayor of this city will use his good office to work with all of us to see if we can crack the nut on cement road. Beyond that, we are committed to something bigger than any of us, which is a city that promotes active transportation which is age friendly to people of all ages, and that sort of has our vibe. And this North Portland Greenway, when fully realized, will be a triumph of for our city. I share the passion in this room, and the optimism. I'm grateful for all the hard work. I would be remiss if I didn't close by singling out the staff at Portland Parks & Rec. It is very heartening to us up here that person after person got up and called out the professional staff for their work and their diligence and their creativity. We did not become a gold medal park system in spite of our staff. We became a gold medal park system because of the professionals that work for the bureau and our partners outside of the bureau and the beautiful work we do together. This is a shining example and today I'm proud to vote. Aye.

Saltzman: I appreciate all of the activism around the trail in certain segments. This is a great piece of work, a great piece of collaboration between Portland Parks and the citizens and businesses in North Portland. A very exciting vision and I look forward to it becoming a reality. One segment or the other. Cement road preferably. Aye.

Fritz: Thanks to everybody, Director Abbaté, Emily Roth, the entire team at Portland Parks, and to my friend and colleague Commissioner Fish who has worked diligently on this for the past five years. That speech I adopt as my own, but recognize that taking the Parks bureau from Commissioner Fish but you can't take Commissioner Fish from the Parks bureau. [laughter]

Fish: Why are you laughing? I have your cell phone number.

Fritz: Thank you to the community, as Nick said. This has been a great effort. Lenny thank you for your service. I can't imagine that you are going to stop volunteering because a lot of the time you spend has been volunteering above and beyond what you do in your job, and I know that all of the communities appreciate it. This has been a great hearing and a great discussion. Thanks to Patti Howard on my staff, who has been tracking this process since we were assigned the bureau, and, indeed, before that with the office of healthy working rivers where which I can't help but think, Lightning, if we still had healthy working rivers we might have had more comments on boating and those interactions. I know that Parks staff is very aware of those issues and we will continue to track that through the Parks bureau. Funding is the main challenge. So, this is great that we're accepting this report and we now have a 10% plan. We don't have funding. We have a huge funding gap and we heard at the beginning of council from employees who are concerned about the seasonality of our employment and pay and such. We only have a certain number of planners. They do amazing work. But there is a whole bunch of projects and not enough staff to act on all of them. That is something, colleagues, that we will be talking about in the budget. And that in order to maintain the service of Parks as infrastructure -- this project in particular brings together transportation and parks -- the trail is infrastructure and we need to fund it as such. That goes across the board for our park system as we value it and yes, it's the political will and perhaps asking voters to fund additional something, it is also the community talking with your neighbors and saying this is worth is paying for. Taxes pay for services, and without adequate funding which is what we have been seeing over the last five years, cuts and cuts and cuts, we cannot build the Portland that we

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want to see and envision in this plan. But we can make a good start on it despite the challenges, and we've done that. I appreciate everybody being here today. Aye.

Fritz: Can we go to the consent agenda please, Karla? Does anybody want to pull anything from consent? Anybody in the audience want to pull anything from consent? Did you pull something? No. Please call the roll on consent.

Consent roll.

Novick: Aye. **Fish:** Aye. **Saltzman:** Aye. **Fritz:** Aye.

Fritz: Thank you, and I apologize to those who have been waiting for the next time certain. Please read item 1027.

Item 1027.

Fritz: Auditor Griffin-Valade and IPR Director Constantin Severe, I believe will be taking it away.

Constantin Severe, Director, Independent Police Review, Office of the City Auditor: Thank you, Commissioners. Appreciate your time on this very important issue. My name is Constantin Severe, I'm the director of the Independent Police Review Division. I am joined by our assistant director, Anika Bent-Albert, who spent a lot of time putting together this process for the reappointment of these really fine folks. And our assistant program manager, Rachel Mortimer. We're here today to ask that council reappoint 10 community members as the citizen members on the Police Review Board. The Police Review Board is the advisory body to the chief of police and the police commissioner in all disciplinary cases where an officer faces discipline of a day or more. They hear the investigation, they get to send the investigation back if it is not sufficient and they also hear all officer-involved shootings, in custody deaths, and certain types of use of force cases. These individuals served starting in 2010 as a result of the creation of the Police Review Board. That changed the way the old performance review boards and use of force review boards worked and created the Police Review Board where council actually has a, more than a say, but actually appoints these individuals, which is a change from the way it used to work, where it was the chief of police who appointed the community members. And when we did the 2010 code changes, we thought it was important because of the huge issues that the Police Review Board hears that council actually gets a chance to see the quality and merit of these individuals that are on this board. And just so -- you guys have been working very hard. I will keep this very brief. There are 10 members. I'll just read out the names for you and a little bit about their biographical background. These folks have served on the Police Review Board for the last three years and I have had the opportunity to work with all of them and they serve the city very well, hearing very important cases. Carlos Calderon-Marcial, he's a Portland resident and is a self-employed investment professional. He has over 30 years in banking and finance industry and is currently devoting some of his time to community developments. He is also a public member on the Oregon State Bar's client security fund. Edward Hershey, as some of you may know, is very recently retired as a communications director of the service employees international union local 503, and is now principal at Edward Hershey & Associates Communication Consultants. He has a long history in the newspaper industry and was also a former assistant commissioner of corrections in the City of New York. Rob Kodirov is a finance business services manager for Multnomah County Department of Health Services, providing departmental oversight, support, and managing staff. Prior to that, he was a senior fiscal analyst for the State of Oregon. Diane Rollo-Whiting Marsh is a surgical nurse at the Oregon Health Sciences University. Her practice involves large numbers of indigent persons and a broad spectrum of our community. Anthony McNamer is a partner at McNamer & Company. He is a very multifaceted individual. He is the owner of expunge records and also represents a lot of intellectual property type clients, including hip-hop artists. Patrick Messinger is a retired owner of residential property management business. He is also a board member of the Concordia neighborhood association and also serves on the northeast coalition of neighborhoods and served as an advisory councilmember to the foster grandparent program of Multnomah Family Services.

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Grace Reed is a retired individual who has considerable experience in mediation, education, drama therapy, and addictions counseling. She has training and experience in conflict resolution and has worked with at-risk individuals and families with youth dealing with addiction. Lewellyn Robison is a retired U.S. customs officer. She has traveled extensively and was a former member of the Citizens Review Committee from 2004 to 2010 and served on the PRB's predecessor, the performance review board, use of force review boards. Charles Rosenthal is a member of the police review board and he is a retired engineer, consultant, and manager. He serves on many boards and is very committed to our community. And finally, but not least, Wilson Sulman is a retired estimator who worked with mechanical contractors. He served in the United States Navy as a radar operator and also done brief stints on the shore patrol when he was a younger individual. He is very connected with his community. He served with the Salvation Army distributing food and toys and I know he is heavily involved in his neighborhood association. So, that is my presentation. If you have any questions, feel free to ask me.

Fritz: Questions from council? Thank you very much.

Severe: Thank you.

Fritz: Any testimony on this?

Moore-Love: Yes. We have two people signed up. Joe Walsh and Dan Handelman.

Fritz: Please come forward. Good morning, Mr. Walsh.

Joe Walsh: Good morning, my name is Joe Walsh. I would like to defer to Dan and let him go first if that's okay with you guys.

Fritz: Is that okay with you?

Dan Handelman: Fine with me. Good morning, President Fritz and council members. I'm Dan Handelman with Portland Copwatch. I am here to testify about this agenda item. Issue of the Police Review Board is broader than the 10 individuals that you are reappointing this morning. We don't have any particular problem with them because of course we don't know what they have been doing because what they do is happening behind closed doors, and the individuals aren't named in the police review board reports that we do receive. We have no idea who is doing what or how they're performing, even though they're ostensibly representing the community when these boards are held. The last time they have been seen in a public place was in these chambers in October 2010, when training was going on for the Citizen Review Committee and Police Review Board. There have been no public feedback from them saying this is how the process is going, this is what we're doing, and there has been no interaction between them and the Citizen Review Committee, even though the auditor us introducing the DOJ mandated option for the CRC members to rotate on this board to help better integrate our oversight system. And as you know, we talked about last week, when we talked about the oversight system in total, there's no opportunity for the individual who is harmed in the cases being heard in front of the Police Review Board to appear at that review board. So, a lot of problems in the structure. Again, going back to what you're considering today, there were 19 people appointed in 2010. Actually their term started in September. And this new term is starting November. I'm not sure why there is a lapse there. But nine of the people who are not being reappointed, there is no explanation what happened to them. Three of those nine people, former members of the Citizen Review Committee as well, it would have been nice to have an exit interview with them to find out what their experiences were and why they aren't on the board anymore. My understanding is that there were 26 other people applied to be on the board and their background checks are still being finished up and there's going to be another batch of folks you will be able to look at in the next couple of weeks. The internal nature of the board also leads to other questions that we don't know the answers to. In addition to the citizens who rotate on this board, there are peer officers who rotate on and we don't know if they're kept to the same strict confidentiality as the citizen members who can't report back to the community what they've seen and heard. It would be nice to know that, for instance. You know, again, referring to changes that

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you were looking at last week, the auditor wants to make a lot of these changes based on specific incidents that happened with some of the police commanders not going through the proper motions to be part of the accountability system. Specific issue came up around this police review board where Fred Bryant, the father of Keaton Otis, tried to appeal the findings of the review board. He didn't think his son's death was justified. He was disallowed by the IPR to do so. Fred Bryant passed away yesterday. He had a stroke earlier this month and he's never going to be able to see that issue through to its final justice. I just wanted to remember Mr. Bryant. Thank you.

Walsh: Again, my name is Joe Walsh, I represent individuals for justice. We have a real problem with the appointments, and we fully expect you once again to just rubber stamp it. What we would question is the process. There is an old saying that a lot of people use now, if you keep doing the same thing over and over again and you expect different results, it's a sign of insanity. And that's what we do. We keep putting the same people on these committees and we expect different results. We would suggest that you not vote today and ask the people that make up the list of the potential candidates for this committee to look at organizations that would be different. Like Dan sitting here, Copwatch, or the ACLU, or the Lawyers Guild, or Sisters, or people that work with the homeless. We need a different direction. And I know I keep saying that to you. And you're really going to get tired of hearing it because just about every time I speak to you, I will say that. We as a group have failed miserably in most of the things that we're attempting to do. And my suggestion to you is, if you believe a small part of that, then do something different. And what you do in the difference of this committee would be to say, no, we're not going to reappoint a whole group of people of 10 at one time. We're going to reach out and suggest maybe we should have more of the community involved in this. Because as you go down the line, it becomes a very tight group. And you lose creativity when that happens. I'm suggesting, go outside and stop reappointing people. Thank you.

Novick: Mr. Walsh?

Walsh: Yes.

Novick: I assume you have a list of people from the Lawyers Guild and the ACLU, etc., who have asked to be a part of the Police Review Board and been rejected, so I would love to have that list.

Walsh: Why would you want a list?

Novick: Because if -- I would like to know how many such people there are and to follow up with them and see why they were rejected. Because --

Walsh: I'm not suggesting that you rejected them. I'm saying that you need to get off of your ass and do some work instead of just talking about it.

Novick: You just suggested --

Walsh: If you say to me, well give me a list -- how about you give me a list of people that would be acceptable from the ACLU or Lawyers Guild or Dan --

Novick: You're suggesting, I think, in your testimony that there's people who should be part of this board, who have asked to be and been rejected. So if that's true, I want to see the evidence of it.

Walsh: I'm suggesting that you be creative and I'm suggesting that you think about the direction that we're going in. We are now having problems. Everybody accepts that. What's going on with our police department? Everybody accepts that. You would have to be fool not to accept that. So what does that mean? It means that you have to go in a different direction. That's all I'm asking you to do. To be creative, to go in a different direction. You are not going to put me on it because I won't serve on committees. I'm talking about other people that have different views and that are fighters and will not rubber stamp things. I'm really getting tired of everybody rubber stamping everybody else and everybody saying that we're doing a good job when people are dying on our streets. And I'm a little upset because I knew Fred and he died last night and we saw him in the hospital and it was really sad to watch him go. And he got a stroke fighting for his son because our system sucks. And that's what I'm saying to you. And he was younger than I was. It makes me a little nervous.

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Fritz: Thank you for your testimony, both of you. I have some questions for staff. Why are we reappointing all of the volunteers rather than having any new candidates?

Severe: There are new candidates. Right now, we are just reappointing the folks who served before and the new candidates, as Mr. Handelman mentioned earlier, will be appointed to the board once their background checks come through. We're just doing the first part because the Police Review Board, the way it works is that these community members serve three-year terms. Their terms have expired. There are currently no citizen members of the Police Review Board and there is actually a backlog of cases waiting for new facilitators who being trained up as of today and these new citizen members -- because citizen members are part of the quorum. So without citizen members, there is no Police Review Board.

Fritz: What kind of evaluation have you done of these 10 people to look at inquiries they have participated in to see if -- as Mr. Handelman was saying, the community doesn't get any minutes -- the minutes don't specify who said what. So, there is no -- and usually for citizen appointments, there is a public process, people can see whether people show up or not, what kinds of comments they've made. That's not possible in this kind of confidential process, but what kind of due diligence have you done within the auditor's office to look at the performance of the candidates?

Severe: Well, for each of these members, we've talked -- well, just talking broadly so I will not get into confidential areas, but we have had discussions with the police bureau. Assistant director Mortimer and myself, we've both served on Police Review Board and we've been able to monitor these community members. The Police Review Board, as part of our recommendations with the auditor that you put in recently, we want to make the Police Review Board more transparent than it is. I think it's important that the community have an ability to see what goes on in the Police Review Board. There is the public report. I don't think what the public reports are right now is enough to give the community a sense of all of the work that goes into being a Police Review Board member. The hearings that we have when there is a Police Review Board, they are currently five voting members. There is a community member, there is the IPR staff person, there is the officer's commander, a peer member -- a peer officer member, and then there is the officer's assistant chief who is in charge of that particular branch of operation. Those are open, frank conversations facilitated by somebody who is not employed by the police bureau, and there is no one who is a rubber stamp. Everybody speaks their mind. And if you -- and every one of the cases has a public report that comes out on it, and I think folks have access to that and can see there are times where it is a 2-2, well, 2, 2, and 1 type of decision or 3-2. I think folks put in a lot of work on these cases --

Fritz: Citizen members don't give a report to anyone, right?

Severe: There's a public report published by the police bureau that details the activity of the board as a whole.

Fritz: And is there any opportunity for the members who have sat on that board to say, in general even not about a specific case, what their experience has been and to share that with the Citizens Review Committee, or the Human Rights Commission, or anybody?

Severe: I think if those organizations would like to have a police review board citizen member talk to them, recently I have had the opportunity to be in front of the human rights commission, and one of the things that our conversation revolved around was the importance of different folks in oversight just defined broadly, whether it's human rights commission, CPRC, CRC, that we get together and get outside of our respective silos and that we go to each other's meetings, that we have representatives. We had a CPRC --

Fritz: Members would be allowed to go and talk about it.

Severe: They could talk broadly. They couldn't talk about specific cases because these cases are confidential matters. These, are at base, employment decisions about possibly disciplining a police officer for some misconduct.

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Fritz: Right. But it would be helpful to me if we at some point had a panel presentation from some members of this review board members that can be chosen to give us some feedback about, do they think that process is working? If not, how should it be fixed?

Severe: I think that would be good. Because I think it is important for the public and for council as leaders of the city to have that feedback of how community members feel about what is going on at the Police Review Board.

Fritz: Thank you. Any other questions or comments? This is a report. So, does somebody want to move the report?

Fish: So moved.

Saltzman: Second.

Fritz: Vote please.

Item 1027 roll.

Novick: I just want to say that I really appreciate the willingness of people to continue to serve. It takes a lot of time and a lot of energy and a lot of commitment and we really appreciate it. Aye.

Fish: Aye.

Saltzman: I want to also add my appreciation to the Citizen Review Board -- I'm sorry, the Police Review Board citizen members -- for re-upping for another term and I'm sure it is hard work. Aye.

Fritz: And I thank the volunteers on the Police Review Board, also the two folks that testified today. I agree that we do need to make extra steps and so I encourage the Independent Police Review department and the auditor to bring back the measures that were presented last week and so that we can continue to work on these issues. They're too important to put off until a later date, unspecified. Thank you for your work on that. Aye.

Item 1037.

Fritz: Thank you. Is there somebody from the mayor's office here for this?

Saltzman: Madam President, there is a member from the Mayor asking that we attach an emergency clause to this so I would move that we add an emergency clause.

Fish: Second.

Fritz: All right. That's interesting that we don't have anybody to present on it. My understanding is that this is per the budget to allocate a decreased amount of \$177,000 to Janice Youth Programs for their shelter beds, which are for youth victims of human trafficking. The mayor is proposing to restore the \$70,000 that he cut in the budget as part of the full bump and that would extend the services provided by Janice Youth to allow youth who are currently aging out of the system to continue to receive services from age 18-24. That part is coming in the bump. This is for the staffing of the Athena House. Anyone who wants to testify on the amendment or on the main motion?

Moore-Love: Angela Hamitt was here but she had to leave.

Fritz: Thank you. Let's vote on the amendment of the emergency clause, which I believe is to impact a delay in funding could impact Janice's ability to provide continuous safe places for juvenile human trafficking victims.

Roll call for emergency clause.

Novick: Aye. **Fish:** Aye. **Saltzman:** Aye. **Fritz:** Aye.

Fritz: And then vote on the main motion.

Item 1037 roll.

Novick: Aye.

Fish: Aye.

Saltzman: Aye.

Fritz: Janice Youth does do amazing work with some of the most vulnerable people in our community, the youth victims of human trafficking. I am glad to see this funding coming through. I hope to see support for the additional funding in the fall bump and I will bringing an additional item to council in November requesting more money for human trafficking survivors. Aye.

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Item 1038.

Fritz: Commissioner Novick.

Novick: I'm glad to have this opportunity to explain that we are moving forward with an important aspect of the East Portland in Motion plan developed by citizens of our east Portland community and PBOT in identifying a large number of critical sidewalk and safety and access to transit improvements. The southeast 136th avenue project was developed as part of EPIM and listed as a priority project in the plan. The project corridor is divided into three phases of design and construction. Together, the three phases will result in a continuous sidewalk for this 1.5 mile north-south corridor. The complete project stretches from southeast Foster boulevard to southeast Division street, in three phases. Phase one is Holgate to Powell. Phase two is Foster to Holgate. Phase three is Powell to Division. And today's ordinance moves us forward in phase one of the corridor, Holgate to Powell. This work is primarily funded with \$1.4 million, it was part of a \$8 million investment in EPIM in 2009 by HB 2001. PBOT recently completed 100% of engineering for the phase one section of sidewalk infill, and the purpose of this ordinance is to authorize the project to go out to bid for construction services. Phase one will place new curb and six-inch sidewalk where there are existing gaps in the sidewalk system. If there is sufficient existing public right of way width, then a four-foot planning strip and street crease will be added. We can also look forward to the completion of phases two and three as well, thanks to a delegation of state representatives, led by Representative Shemia Fagan who, in the summer of 2013, successfully advocated for state funding for \$3.6 million to expand funding to the project to include phases two and three and enhance crossings along the corridor. And I think we have Ross Swanson from PBOT here to answer any questions.

Fritz: Questions from council? Anything else to add? Thank you. Does anybody want to testify on this item? This is an emergency ordinance. Please call the roll.

Item 1038 roll.

Novick: Aye.

Fish: Thank you, Commissioner Novick. Aye.

Saltzman: Yes, thank you. Good work. Aye.

Fritz: Well thanks to the East Portland Action Plan and East Portland in Motion to help press for funds for this and for my colleagues on the previous council, who under Mayor Adams, prioritized this as a sidewalk that definitely needs to be built. I'm glad to see that this contract is going now out. Aye.

Item 1039.

Fritz: Commissioner Saltzman.

Saltzman: Thank you, Madam President. I wanted to take this opportunity to highlight an incredible partnership that Portland Fire & Rescue has with their sister fire department in our sister city, Guadalajara, Mexico. I had the pleasure, I believe in the year 2000, of accompanying a delegation to Guadalajara, and I know we delivered some fire trucks then and now we're going to ask council for its approval to do that again today. And I want to turn it over to the deputy chief Marko Benetti and the lieutenant Joe Trancoso, our bomber program liaison to quickly explain this contribution.

Marko Benetti, Portland Fire & Rescue: Good afternoon. It is afternoon. We're very pleased to be able to offer this donation to the city of Guadalajara of our sister city program. Joe can give you a synopsis of the need that Guadalajara has. It's such a huge metropolitan area down there, and they're really limited in resources for firefighting. And for the City of Portland to be able to offer these resources to them is an incredible gift and greatly appreciated by the City of Guadalajara. The apparatus we are donating is one fire truck. It's about 29 years old. It's about nine years past its expected service life. As well, we have a 32-year-old fire engine. Both of the apparatus have been well maintained throughout their service life, have served the city of Portland very well, but they have pretty much exhausted their resource value for City of Portland. However, the city of

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Guadalajara is more than happy to receive these apparatuses and will paint them up and improve them a little bit for their use. And they happen to be perfectly designed for that climate down there. They have open rear jump seats and plenty of seating. But they don't, as I understand it, have an aerial truck. So this is something really good. They do need more fire engines. Joe, if you can expound on that a little bit.

Joseph Trancoso, Portland Fire & Rescue: Certainly. Ladies and gentlemen of the council, I've been working with Guadalajara now for 14 years. It's our second longest standing sister city with 28 years of international relationship. We went down there and started provided training and equipment starting back in 1999. When we started to work with them -- Guadalajara is a city of several million people. And they had at that time only four fire stations and four fire engines trying to serve that massive community. They have started parroting themselves after Portland, creating smaller fire stations, and shortening response time, but they need the fire apparatus to do this. They've increased their fire stations up to 14. Have a 15th built, but they do not have the fire apparatus at this time for it. So that is where this would go to serve them. The fire apparatus that we donated in the past, like these, were surplus vehicles that were sitting in a parking lot essentially. These are first out apparatus, going out on the first calls down there in Guadalajara, serving the community, saving lives. And they have been up to Portland, they were here in August, they inspected them. And they are certainly hoping that we are able to donate them because they will be put to good use.

Fritz: The ordinance says they will drive them down there? How do they get there?

Trancoso: The last ones they received they did drive down. They picked them up in August of 2008. They're also exploring -- I spoke with them last week -- if they do not drive them down, they're exploring shipping them down via railway. And they would cover all of the expense of the shipping. They would take delivery here in Portland and then be responsible for everything from that point on.

Fritz: Thank you. Very interesting. Any other questions from council? Thank you. Anybody wish to testify on this issue?

Moore-Love: I didn't have a sign-up sheet.

Fritz: It's a nonemergency ordinance, it moves to second reading next week. And with, that we are adjourned. Thank you. [gavel pounded]

At 12:07 p.m., Council adjourned.