

Dec. 5, 2012

AUDITOR 12/05/12 AM11:11

To Portland City Council:

The Public Involvement Statement in the Appendix of Ordinance #1399, updated May 19, 2012, signed by Todd Lofgren is not factual. The public meetings referred to were for resolving the land use issue of the Auxiliary Lot at the Oregon Zoo so that the Zoo bond could move forward. The need for a Washington Park Master Plan was discussed during these meetings but a detailed parking plan was not discussed with the neighborhoods cited on the Appendix.

It is documented on the Metro Council Nov 8, 2012 testimony transcript that Sylvan Highlands and Arlington Highlands were not notified of the resolution and its presentation to Metro Council. The neighborhoods only discovered that this was being presented to Metro Council on Nov 7, 2012 by their neighborhood coalition office, neighbors west-Northwest, which noted the item on the Metro Council agenda that same day.

It is also documented in City Council testimony on Nov 21st and 28th of 2012 that the aforementioned Neighborhoods were not notified. Testimony was given at City Council by to Sylvan Highlands Board members that they had been told by Parks personnel during the summer of 2012 that a resolution was being drafted but that they could read a copy. Furthermore they were told that this information should not be divulged including to their neighborhood board that a during the summer of The general public of Portland had no notification or opportunity for input.

Based on the above this Ordinance should not be voted upon until the Public Involvement Statement can reflect an accurate and complete public process.

Claudia Martin MD
Sylvan Highlands Neighborhood

Submitted by
Bryan Borch

12/05/12

8:50am

185779


Why rush metered parking into Washington Park?



By Guest Columnist

on December 05, 2012 at 5:05 AM, updated December 05, 2012 at 5:06 AM

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By Claudia Martin

The beauty of Washington Park has been enjoyed by Portlanders since 1871. For 141 years citizens have found respite from urban life through walks, picnics, jogging and admiring roses. This wonderful park experience is about to change. The City Council is poised to pass an ordinance today titled "[2012 Washington Park Transportation and Parking Management Agreement](#)," which will impose metered parking at downtown pricing throughout the entire park.

That this will be a surprise to most Portlanders is egregious. We support our parks with taxes and expect a process of public disclosure and input before such a sweeping change occurs. During tough economic times, many are thankful for the healthy and free recreation the park provides. A parking fee imposes an additional and regressive tax on Portland, hurting most the families least able to afford it.

Parks Commissioner Nick Fish maintains that it is within his authority to meter any park without public involvement. He is pushing Washington Park metering under the auspices of a lease renewal with the nonprofit venues of the park, a renewal not due until April 2014. The co-signatories are the Oregon Zoo, World Forestry Center, Children's Museum, Hoyt Arboretum and Japanese Garden. The signatory missing is the one representing the public.

At last week's City Council meeting, Portland Parks & Recreation administrators claimed that citizens had been involved, citing meetings between the Oregon Zoo and the two neighborhoods abutting it. But those meetings were to resolve a longstanding land-use issue, and metered parking was not the topic. When Parks & Rec floated that idea of metered parking, the neighborhoods' response was overwhelmingly negative.

Perhaps it was because of this reaction that Parks Bureau administrators drafted this ordinance and presented it without any public notification to Metro on Nov. 8 for initial approval. Mike Abbate, director of Portland Parks & Recreation, told the City Council that this lack of notification was an "oversight." The city of Portland has developed several parking district plans, all forged through extensive processes of public disclosure and input. Surely Portlanders deserve the same before Washington Park becomes another metered "district." Can an "oversight" explain the total lack of public notification?

Washington Park meter revenues -- including ticketing, thank you very much -- are projected to be \$2 million a year. Expenditures include \$750,000 for meter acquisition and installation, \$475,000 annual maintenance and \$375,000 for new staff/organization. In other words, metering will fund a new bureaucracy.

At present, the zoo parking lot (968)cm+NT(dahl-l): our story/city website say about 1,000, but the group members went out and counted spaces themselves are confident in this number -NT>he 1,400 planned metered spaces) already charges for parking on an honor system that has not been efficient. Meters in this lot could make sense and not impinge on the experience of the daily jogger, dog walker or families using the playground elsewhere in the park. An informed public could agree upon this, but a citizenry left out of decision making can only wonder which park is next in the metastasis of metering -- Mt. Tabor, Gabriel, Eastmoreland?

The plan says that "it is in the public interest to ensure continued equitable access to the venues by the residents of the metro region, the state of Oregon and international visitors." But Washington Park is not just "venues" and tourism. It is and should be primarily for Portlanders, who go there for the restorative beauty of nature. It is the deep quiet of the Vietnam Memorial, the inspiring view of Mount Hood, the thoughts that come from walking its trails and, yes, the intoxicating scent of roses.

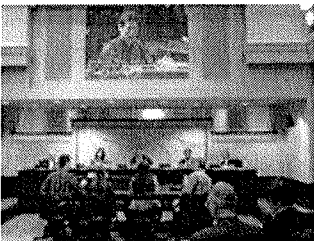
One questions this ordinance being put on the fast track when a new venue lease agreement is not required until 2014. Is it so the ordinance will pass before the new mayor and council take their seats in 2013? Is it to avoid public knowledge and the ensuing outcry that would evoke?

City Council, you are the public's elected officials. Give your public the due democratic process it expects from you. And please, keep our beloved park unsullied by rapacious and unnecessary metering.

Claudia Martin is transportation chair of the Sylvan-Highlands Neighborhood Association and is also on the board of Neighbors West-Northwest, a coalition of all the Northwest neighborhoods of Portland.

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ACCESS TO PORTLAND'S PARKS SHOULD BE FREE

12-5-12 Submitted by
Claudia Martin

Why rush metered parking into Washington Park?

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CLAUDIA MARTIN

IN MY
OPINION

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185779

Parsons, Susan

From: Bryan Burch [bryanalbertburch@gmail.com]
Sent: Wednesday, December 05, 2012 8:04 AM
To: Parsons, Susan
Cc: Board SHNA; Commissioner Fritz; Blackwood, Jim
Subject: 1399 Fwd: WP parking issue articles from 12/2012 issue
Attachments: nwexaminer.p3.dec'12.pdf; ATT00001.htm; nwexaminer.p5-6.dec'12.pdf; ATT00002.htm

Hello Ms. Parsons:

Please include these two items from the NW Examiner into the testimony for the Washington Park TMA that council will hear today.

Thank you,
Bryan Burch

Bryan Burch

Sylvan Highlands Neighborhood Association

503.970.9428 / bryanalbertburch@gmail.com

1 of 4

12/5/2012

READER REPLY

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allan@nwexaminer.com or 2825 NW Upshur St., Ste. C, Portland, OR 97210.
Letters should be 300 words or fewer; include a name and a street of residence.
Deadline third Saturday of the month.

The New Slabtown

The future new apartments at Northwest 19th and Johnson are the best compatible infill development I've seen in my three years sitting on the Northwest District Association Planning Committee. SERA Architects makes a true transformation of Elmer Feig's neighboring historic apartments. Congratulations, Bing Sheldon, for your sensitive work.

Your Park 19 building at the east end of Couch Park is also inspiring. There's more. Fletcher Farr Ayotte Architects built new infill apartments back in 2000 at Westover and 25th called Jake's Run Condominiums. They are adjacent to a turn-of-the-century Arts and Crafts house. This new infill continues the English Arts and Crafts influences of Oregon's master of the eminently livable, warm, welcoming style, Wade Pipes.

The William-Sonoma Store on 23rd and Flanders is one of my favorite new additions to the neighborhood. It was designed by California architects Backen Gilliam and Kroger (two of the partners were trained at the University of Oregon) in collaboration with the local firm Holst Architecture. Notice the beautiful wooden cornice reminiscent of great Northwest neighborhood buildings we love. The interior rooms are also individually well-proportioned yet integral with the exterior.

So, I am excited about the new possibilities as we learn lessons from Northwest neighborhood DNA, using these great models as inspiration for our modern living. These methods continue to work. One of best indications of the positive results stemming from work done over the last few years on the Slabtown Committee was hearing, on Portland TV news, NWDA President Ron Walters describe the new Con-way development as "not a bunch of glass buildings, not Downtown, not the Pearl, but an extension of a hundred-year-old neighborhood."

Mary Czarnecki
NW Xavier St.

Ivy pulling

Your November article about management of invasive English ivy has started a lively discussion. At a recent Neighbors West/Northwest meeting, the head of Portland Parks, Mike Abbate, came right out and declared that herbicides are the only way to go for real success. Several others seconded what he said, including Pat Wagner of Linnton and Mike Houck, urban naturalist from Portland Audubon. Abbate had to do a little back-pedaling and say that all the hundreds of hours of ivy removal already done by hand have not been in vain, and it's still the best way to go in sensitive areas where important native plants may be present.

Forest Park is about 5,000 acres in size and many areas of the park are covered in a dense mat of English ivy that crowds out most other plant life. I was surprised

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Editor's Turn

By Allan Classen
Editor & Publisher

Calculated memory lapse?

There are some things you just don't forget. You don't shop, decorate and bake for five weeks and then forget Christmas is coming. You don't follow pro football all season and forget about the Super Bowl.

And you don't endure eight long negotiation sessions with neighborhood representatives concerning parking at the Oregon Zoo and forget that you haven't told them about a coming City Council hearing. Or forget that they weren't shown the document you claim they've agreed to.

Not only did the director of Portland Parks & Recreation claim such a colossal communication breakdown was unintentional, representatives of the zoo also forgot to share a corresponding resolution they brought to Metro Council earlier last month.

If you believe in this collective amnesia theory, you believe Lucy will really let Charlie Brown kick the football next time.

Parks Director Mike Abbate's only explanation to council was that he had been so preoccupied in getting six other Washington Park attractions to approve the plan that the neighbors somehow weren't informed. He told the council he "accepted responsibility" for the breakdown without actually admitting he did anything wrong: Nobility and innocence packaged as an apology.

There is another school of thought that says the Parks Bureau and Metro resented the "uppityness" of neighbors in thinking they should have a seat at the table regarding Washington Park's future, and they wanted to show where real power lies. Perhaps also how real power lies. If they could blow off neighbors and still breeze through two legislative bodies without raising an eyebrow, it would demonstrate to all that neighbors had only as much influence as these departments designed to give him.

City Commissioner Nick Fish gave evidence for this theory in showing no surprise or disapproval of city staff when neighbors testified that they hadn't been given a chance to reach an agreement. In fact, he attempted to dissemble a neighborhood witness by reminding him that he was aware of a series of topics in the agreement.

The debating tactic seemed so smoothly delivered, it suggested that he had anticipated the complaint and was prepared with a series of detailed questions. It was smooth but slimy. As an attorney, certainly Fish knew there is a difference

between knowing the topics in a document and acceding to them.

Had not Commissioner Randy Leonard protested—"I'm at a loss to understand why this agreement wasn't shared with you earlier"—council may have rubber-stamped the unseen, unsigned "agreement."

Sylvan-Highlands and Arlington Heights neighbors also feel they were set up by their negotiating counterparts who told them not to share the last draft document with their neighborhood boards. How could their associations vote aye or nay if they weren't allowed to circulate a final version?

The associations thought they were working toward a good neighbor agreement. Instead, they were confronted by an ordinance creating an independent transportation management association (TMA) to govern operations and long-range planning in Washington Park. Scheduled to be adopted Nov. 28, it includes several surprises that caught neighbors off guard, notably the metering of all 1,400 parking spaces throughout Washington Park, not just the 1,000 or so by the zoo.

Metered parking adjacent to unregulated residential neighborhoods always results in some visitors parking free just beyond the meters. On busy days at the zoo, the overflow can reach into the hundreds of cars. Only neighborhood associations can adequately speak to livability impacts like this.

Under the TPMA, each neighborhood will have one seat on a nine-person board. That won't be enough to control decisions, but it's a promise of a voice.

What's a promise worth this time?

In 1999, the same associations appealed and won an Oregon Land Use Board of Appeals decision against the city, which had broken a promise to remove a temporary parking lot to be used only during construction of the zoo MAX station. The station was completed in 1998, and the lot is still there.

In effect, a court ruling has been converted into just another promise to make things right in the next round of park improvements. And next October, the Great Pumpkin will appear.



Zoo parking 'agreement' comes as surprise to neighbors

By Allan Classen

Portland Parks Director Mike Abbate asked City Council to ratify a supposed agreement with two neighborhood associations bordering Washington Park but had to explain why the affected neighborhood associations had been left in the dark.

City Commissioner Randy Leonard took Abbate to task for not giving neighborhood representatives an opportunity to consider a proposed ordinance, which would establish an independent transportation management association (TMA) to govern transportation issues throughout the city park.

"I'm mystified that when dealing with an extremely reasonable group of people

who are looking for solutions ... that you would not make sure they've seen the agreement," said Leonard.

"I'm at a loss to understand why this agreement wasn't shared with you earlier, why some attempt couldn't be made to find a balance of interests before we—the council—are put in a position to have to take sides," he told Joe Angel, who was representing the Arlington Heights Neighborhood Association.

"That's a good question," replied Abbate, who explained that getting the proposed ordinance ratified by six other organizations that operate attractions near the zoo "created a complexity."



Arlington Heights representative Joe Angel testifies at City Council.

With that, council agreed that the proposal was half-baked and they needed to hit the pause button.

Commissioner Nick Fish, who oversees the Parks Bureau, had earlier sought immediate action despite objections by Angel and other neighborhood representatives. After Leonard starkly summarized the predicament, Fish backed down.

"I'm committed that we won't seek a vote until we have tried to reach agreement," Fish said.

Fish and Abbate met with three neighborhood representatives after that reversal and offered several concessions and amendments in the proposed ordinance.

For the first time, the park director conceded that impacts beyond Washington Park boundaries can be addressed by the TMA if they stem from park activities.

Neighbors also gained new language recognizing that one goal of a park shuttle bus is to maximize use of the MAX station by the zoo entrance. The shuttle was initially defined as serving park users wanting to visit various parts of the sprawling 130-acre park.

Another concession was to assign the TMA the task of administering an existing

park-and-ride program allowing neighbors to park by the MAX station during off-peak times. It would thereby be eligible for revenues generated by metered parking in Washington Park, a stream estimated at \$2 million a year.

Finally, Fish and Abbate agreed that bike and pedestrian improvements are eligible for TMA funds.

Bryan Burch, past president of the Sylvan-Highlands Neighborhood Association, said that allowing the TMA "to consider traffic impacts upon the neighborhoods was a big step forward."

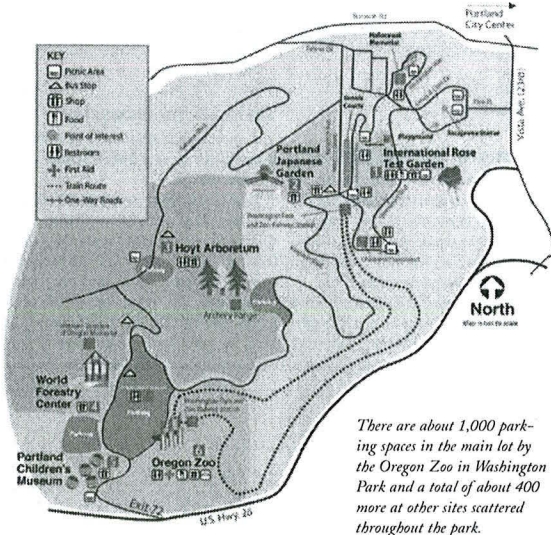
The Parks Bureau refused, however, to budge on the matter of metering all 1,400 parking lots throughout the park, not just the 1,000 in the main lot by the zoo.

The neighborhood associations are braced for metering of the main lot, but they aren't on board with meters at various smaller lots next to residential areas, a subject not discussed at the series of eight workshops.

At a Nov. 28 City Council meeting, Fish agreed to wait another week before bringing the ordinance up for final adoption.

Council also agreed that the two neighborhood associations should be allowed to name their own representatives to the TMA and not be subject to confirmation of the commissioner in charge of the Parks Bureau. This was another change sought by association representatives, but they didn't prevail on their own arguments. Council instead accepted a legal opinion that the city may retain some legal liability for the conduct of the TMA if it has a hand in its governance.

At the Nov. 28 hearing, council members had little patience for complaints of inadequate notice lack of public process. Fish said 23 meetings and briefings were held with neighborhood representatives and that was sufficient evidence of "a good faith effort."



There are about 1,000 parking spaces in the main lot by the Oregon Zoo in Washington Park and a total of about 400 more at other sites scattered throughout the park.

Julie Lawrence
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Letters *continued from page 3*

to learn that only about 100 acres have been cleared by hand. Re-sprouting from roots is an ongoing problem in areas already covered. If we had an army of citizen volunteers we might be able to get ahead of the problem eventually, but unfortunately that type of workforce is not available. One thing that is true is that herbicides are a much faster way to get rid of our ivy problem than hand-pulling it.

Herbicides are only one of the tools available, and they must be used judiciously to protect our health, as well as the health of our water and watershed. There are many benefits to ivy removal work parties, including promotion of physical fitness and exposure to healthy daylight, as well as an opportunity to give service to the community and offering a good introduction to natural areas. Long live the No Ivy League! As founder Sandy Dietrich would have said, let's keep up the de-vine intervention.

I'm a steward at Nob Hill Park in St. Helens, which is small enough that we can make a substantial dent by holding semi-annual work parties. Use of toxic chemicals in natural areas is jarring, but I understand it might help give us the ivy-free park we want. I agree with selective, judicious use in some of the worst areas to hasten ivy removal. And the idea of Forest Park without the ivy is a joy to ponder.

Caroline Skinner
NW Quimby St.

Don't use herbicides

As someone who's volunteered to yank weeds from public places for more than 20 years, I found your article on ivy pulling of great interest. The article's strong implication that local ivy pulling is a "waste of time" is a straw man argument for the simple reason that the city of Portland has never made a serious effort to eradicate ivy by pulling, so something that's never existed is being declared a failure. While I personally love the volunteer ivy-pulling events and think the many organizations that sponsor them do a fine and important job, the main reason the city relies on volunteers to pull ivy is it costs almost nothing and it creates a warm and fuzzy illusion the problem is being addressed, while the city sits on its hands, pausing occasionally to wave a green flag.

For an ivy-pulling program to succeed, it needs to be tenacious, organized and have careful follow-up, attributes which occasional three-hour volunteer efforts don't provide. With full-time, professional crews clearing ivy, we'd see real progress quickly. It would be much cheaper to aggressively tackle and defeat the problem—with smaller crews taking care of follow-up in subsequent years—than this slow dribble of money over decades that accomplishes little to nothing. I've talked to many "experts," and no one wants to spray herbicides, but everyone acquiesces because they don't have the resources to do the job right, and they feel forced to resort to chemicals, a disastrous choice.

Maria Spivak, a professor at the University of Minnesota, winner of last year's MacArthur "genius grant" and one of the world's foremost experts on bees, has said

bees are disappearing because, "We've made the environment too toxic for them to live in." Her research shows that the two leading causes of declining bee numbers are poor nutrition (a lack of flowers) and pesticide use. Bees, I'm afraid, are likely the tip of the iceberg. It's not a stretch to believe that spraying huge amounts of poisonous chemicals (EPA estimates total pesticide use in the U.S. in 2001 at 4.9 billion pounds) has a deleterious affect on wildlife and general ecological health. To those who insist these chemicals have been tested and are safe, I'd point out that in the last decade, 11 executives and lawyers from Monsanto, a principle maker of these chemicals, have taken high-level jobs at the USDA, EPA and the FDA. (Google "Monsanto EPA revolving door" for hours of reading pleasure.)

Foxes haven't gotten into the henhouse, they've burned it down. Under these circumstances, it's hard to see how claims of safety have any weight. Painting a bit of herbicide on a cut stem may make sense, but spraying clearly does not.

Rob Lee
NW Harborton Dr.

Don't meter entire park

I am a resident of the Sylvan-Highlands Neighborhood. I understand the urgency of placing meters in the zoo lot this spring as the existing lease expires and the revenue is required to start the important work of the transportation management association.

I do not understand the urgency behind the placement of parking meters throughout the rest of the park. There are a growing

number of families moving into our neighborhood, and the playground next to the rose garden is our only local park. I also have several neighbors who park there to use the tennis courts and enjoy the rose garden. We are so lucky to live next to this wonderful treasure. The neighbors I have talked to are outraged at the thought of having to pay to use our local park. I think their sentiments are a good indicator of what the rest of Portland will think.

I believe that parking meters in the north end of Washington Park warrant public discussion, such as a town hall type meeting at Chapman or Lincoln schools, where the public can learn more and their concerns can be listened to and hopefully heard. I strongly urge that City Council stop the installation of parking meters in the north end of the park until the citizens of Portland understand the reasons behind the meters and what the revenue will be used for. The program will only be a success if the citizens are behind it.

Kristin Shore
SW Elm Lane

Train horns excessive

I am writing in response to B.R. Powell's letter, "Don't Accept Noisy Trains," in the October edition.

I have sent three emails to BNSF Railway regarding train horns blaring at any time of the day or night seven days a week (and yes, it did happen this past Sunday morning before 7 a.m. and the Sunday before that). I've reminded BNSF of the money spent on the heavy-duty gates in the Pearl so residents wouldn't have to listen

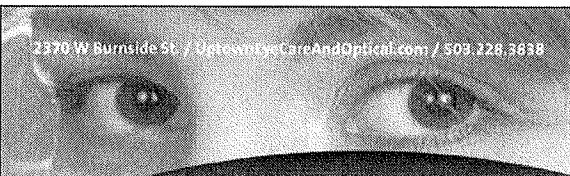


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✓ Dave Malcolm/individual	see above	(see above)
✓ Claudia Martin MD	710 SW Skyline Blvd	claudiamartinmd@gmail.com
Bill Newman	4916 SW Fairhaven Ln	wnb@comcast.net

Dave Malcolm
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November 28, 2012

Portland City Council
c/o City Hall
1221 SW 4th Avenue
Portland, OR 97204

185779

RE: 2012 Washington Park Transportation and Parking Management Agreement ("TPMA")

Dear Mayor Adams and Commissioners Fish, Fritz, Leonard and Saltzman:

I'm a resident and member of Sylvan-Highlands Neighborhood Association and am writing to you to express my personal concerns regarding the future of Washington Park (the "Park") and the following TPMA provisions:

1. In Section 7 of the TPMA, the formation of the Transportation Management Association ("TMA", referred to as the Transportation Parking and Access Management Association in the TPMA) is subject only to the approval of the TPMA parties (Portland Parks & Recreation ("PPR"), Metro and the four Venues in the Park) without any provision for public input or public process in the TMA formation. The TMA will impact the Park and all Park visitors. At a minimum, the TMA formation should require approval of all entities represented on the TMA board of directors. Creating an entity of such importance without public involvement is shortsighted and will certainly create public suspicion and quite possibly a flawed TMA.
I urge the Council to ensure that the TMA is formed (a) with full and complete public input and (b) subject to approval of all representative entities on the TMA board of directors.
2. In Section 7.1.4 of the TPMA, the TMA is charged with providing enhanced shuttle service throughout the Park. To decrease use of private autos, public transit use should be maximized. The shuttle should connect with local TriMet bus lines (e.g., #20 on Burnside and #58 on Highway 26) to serve a larger number of visitors for whom light rail is not a practical or viable transportation alternative.
I urge the Council to include appropriate TriMet bus stops in the shuttle service charge.
3. In Section 7.2 of the TPMA, the TMA board members for neighborhood associations are subject to the PPR Commissioner approval unlike all other TMA board members. Such a condition discriminates against the neighborhood associations and infringes on the neighborhood associations' independence. This is unfair and must be changed to prevent such discriminatory treatment.
I urge the Council to modify Section 7.2 of the TPMA so that all TMA board positions are treated equally.
4. In Section 7.2 of the TPMA, TMA board positions are allocated to PPR, Metro, the four Venues and the two adjacent neighborhood associations. The Park is a public park with millions of visitors. The greater public should participate in the TMA because the TMA will affect all Park visitors (not just the organizations located within the Park and the adjacent neighbors). Two at large director positions should be added to the TMA board of directors to ensure representative management of the TMA.
I urge the Council to modify Section 7.2 of the TPMA to add two at large director positions to the TMA board of directors.
5. Section 12 of the TPMA identifies capital improvements to the Park. As a local resident I walk several times a week in the Park on roads lacking basic infrastructure like sidewalks, pedestrian crossings, bike lanes, street lights and similar traffic calming and traffic safety features ("Infrastructure"). I walk on the Park roads because of the adjacent terrain and lack of sidewalks. Many cyclists and skateboarders also use the Park roads. This is a substandard and unsafe Park condition, much like the nearby public roads.
I urge the Council to add a Section 12.5 to the TPMA to provide Infrastructure and greater public safety as enumerated Park capital improvements.

Thank you for considering my ideas. I hope you implement them for the public's greater good.

Sincerely,



Dave Malcolm

185779

11/28/12
Clerk
copy

1353



The Sylvan-Highlands Neighborhood Association ("SHNA") board of directors met on November 27, 2012 and unanimously approved the following position regarding the 2012 Washington Park Transportation and Parking Management Agreement ("TPMA"):

The TPMA is a precedent setting document that affects the future of Portland's premier park. SHNA supports several goals and principles in the TPMA; however, the devil is in the details and very many TPMA details are missing and/or premature. For instance, given that the Oregon Zoo, World Forestry Center and Portland Children's Museum currently collect parking fees, SHNA recognizes that metered parking would be a more efficient system; however, any consideration of Park-wide paid parking requires thorough public discourse. There has been minimal and inadequate public input and public process with the TPMA to date. SHNA agrees that a TPMA is required; however, a full and complete public process is warranted and necessary. Until such a public process is completed, SHNA requests the Council table a decision on the TPMA.

Respectfully submitted,

SHNA Board of Directors:

Julie Blackman

Bryan Burch

Al Eisner, PhD

Dave Malcolm, JD

Claudia Martin, MD

Kristin Shorey

Francine Storzbach

Submitted on behalf of the SHNA Board of Directors,

Dave Malcolm

185779

1304

Sent to Commissioner
sp

AUDITOR 11/19/12 AM10:52

From: Kristin Shorey <mybench2002@yahoo.com>
Subject: washington park meters
Date: November 18, 2012 8:59:14 PM PST
To: "nick@portlandoregon.gov" <nick@portlandoregon.gov>
Cc: board <board@sylvanhighlands.org>

Dear Commissioner Nick Parks,

SHOULD BE: NICK FISH, PARKS COMMISSIONER

I am a resident of Sylvan Highlands Neighborhood. I understand the urgency of placing meters in the zoo lot this spring as the existing lease expires and the revenue is required to start the important work of the TMA.

I do not understand the urgency behind the placement of parking meters throughout the rest of the park. There are a growing number of families moving into our neighborhood and the playground next to the rose garden is our only local park. I also have several neighbors who park down there to use the tennis courts and enjoy the rose garden. We are so lucky to live next to this wonderful treasure. The neighbors I have talked to are outraged at the thought of having to pay to use our local park. I think their sentiments are a good indicator of what the rest of portland will think.

I truly believe that parking meters in the north end of washington park warrants public discussion. A town hall type of meeting at chapman or lincoln where the public can learn more and their concerns can be listened to and hopefully heard. I strongly urge you to stop the installation of parking meters in the north end of the park until the citizens of portland understand the reasons behind the meters and what the revenue will be used for. The program will only be a success if the citizens are behind it!

Kristin Shorey
4786 SW Elm Lane

COUNCIL RESOLUTION: #12-4384

TO: COUNCIL TESTIMONY

FM: BRYAN BUREH

RE: SYLVAN-HIGHLANDS NA

WASHINGTON PARK TMA

DT: 11/19/12

To Metro and the Parks Dept for the City of Portland

Re: Metered parking within the Rose Garden/Japanese Garden, Washington Park and the Hoyt Arboretum

November 13, 2012

I am told that soon I'll have to ask myself just what a walk in the park is worth? As well I may have to wonder if it is worth the chance of a fine to pause a bit longer, or take a path whose distance I will have to consider before starting out. Will I get back in time? What a worrisome thing a walk could become.

The incongruity of paying for the pleasure of a walk is upsetting. It seems the end is at hand for a stop, on my way downtown... to walk...destination undecided. I have enjoyed the pleasure of meandering in the park and am writing to say I'll miss it. I gave up my watch when I retired and now to avoid a parking ticket, I will have to watch the clock. What clock and where do I find it? This is the woods, or as close as we come to it within our lovely city.

I will not willingly give up staying longer in the park or going farther along the path than I thought I would. And priceless is the answer I'd give you to a walk in any of the parks in Portland.

Your decision is regrettable and I think it should be reconsidered.

Sincerely,

Janine & Hiroshi Iwaya
4337 SW Fairview Circus
Portland, OR 97221
jfayeIwaya@gmail.com

13 November, 2012

Re: Resolution 12-4384

As a resident of the Sylvan-Highlands neighborhood I object *very* strongly to the way both City of Portland Parks & Recreation and Metro have dealt with Sylvan-Highlands Neighborhood Association and Arlington Heights Neighborhood Association on the recent question of expanding metered parking into Washington Park.

Neither Parks nor Metro has provided written notice of hearings pertaining to the question of metered parking. We received no formal notice of the Metro hearing held last week and only – and inadvertently – learned of the city council hearing a few days ago.

There is still room for a great deal of debate on the question of whether to impose metered parking in Washington Park. It is one that will affect all Portland residents - not just those living closest to the park in question. It represents a significant philosophical shift on the question of the role of parks in urban areas and as such deserves a full and open-minded airing. As it is, it appears that Parks is rushing to embrace this change for purely monetary reasons - and hoping the public doesn't find out until the damage is done.

I believe the only appropriate course of action at this time is to delay consideration of this issue by City Council until there has been an opportunity for the public to weigh in on it. Should City Council proceed with consideration of this ordinance I request that all language authorizing the use of parking meters in Washington Park be deleted from the ordinance.

Sincerely,



Julie Blackman
4489 SW Fairview Circus
Portland, OR 97221

From: Jerald Powell <jpowell@spiritone.com>
 Subject: Re: Washington Park (TMA) update
 Date: November 12, 2012 2:51:42 PM PST
 To: Mark Sieber <mark@nwnw.org>, Jeffrey Boly <jeff@jeffandlinda.org>, bryanalbertburch@gmail.com
 Cc: "Lofgren, Todd" <Todd.Lofgren@portlandoregon.gov>, Amanda Fritz <amanda.fritz@portlandoregon.gov>, Nick Fish <nick@portlandoregon.gov>, Mayor Sam Adams <MayorSam@portlandoregon.gov>

Mark, Jeff... it may be a detail and I could well be just borrowing trouble, but shouldn't the neighborhoods be a party to the agreement Parks is asking the Council to adopt? I recognize that Arlington Hts and Sylvan are given a seat each on the TMA board, but I think that's quite different from being a party to the agreement. A party has rights that simply being nominated to the TMA board doesn't suggest. Parks' record with respect to public involvement is spotty at best and seems to disappear at times at the whim of the director (or with a change in directors). It seems to me that this is exactly the time when a public place at the governance table has to be either established or let slide. I brought this up with Mr Lofgren, who said that he thought a Good Neighbor Agreement would be an appropriate venue to assign responsibilities... and I believe that's true with respect to foreseeable nuisances. But a GNA really doesn't prescribe governance.

Jerry

Jerald M Powell
 1926 SW Madison Street
 Portland Oregon 97205

503 222 7173
 503 799 7823 (cell)

jpowell@spiritone.com

On Nov 9, 2012, at 2:35 PM, Lofgren, Todd wrote:

Hi Jerry, thank you for our conversation today. I look forward to continuing to work with you and the Goose Hollow neighborhood on transportation related issues in Washington Park. Below is a link to a frequently asked questions document and a web link to the Council Agenda.

Council Agenda: <http://www.portlandonline.com/auditor/index.cfm?c=26997&>

Portland Parks & Recreation TMA FAQs online at: http://www.portlandonline.com/parks/index.cfm?c=40197#cid_416949

Please let me know if you have any questions or concerns.

Regards, Todd

Todd Lofgren

Portland Parks & Recreation
 Property & Business Development Manager
 1120 SW Fifth Ave., Suite 1302
 Portland, OR 97204
 503-823-5229 (office)
Todd.Lofgren@PortlandOregon.gov
www.PortlandParks.org

<image001.gif>

<image002.gif> <image003.gif> <image004.gif> <image005.gif>

From: "Heather Goodell" <heather@goodellpt.com>
Subject: Parking for SHNA at the Zoo Max - citizen input

Date: November 14, 2012 9:23:54 PM PST

To: <susan.parsons@portlandoregon.gov>, <info@sylvanhighlands.org>, <mayorsam@portlandoregon.gov>, <nick@portlandoregon.gov>, <randy@portlandoregon.gov>, <amanda@portlandoregon.gov>, <dan@portlandoregon.gov>, <allan@nwexaminer.com>, <dtims@oregonian.com>

To all concerned,

I feel strongly that the neighborhood should have some access to parking at the Max station whether paid or free for neighbors with a pass. I received a \$90 ticket for parking in a nearly completely empty parking lot by the zoo at 6p to go to a Timbers game. This does NOT seem to be a good use of our tax dollars and certainly does NOT promote use of mass transport. I would have had to drive miles AWAY from my destination to park in the Sunset lot according to the Zoo representatives. Since then, they have put up very clear signage that says the lot is not allowed to be used for park and ride on the max. The zoo rep said the reason it can't be used is due to an archaic rule that predated the Max line stating that park and rides can't exist within a certain # of miles of the city center. Ultimately, I went to court and they dropped the charges, but it has been on my list of things to do to find out what can be changed here. We are 1 mile away from the Max stop at the Zoo which is our closest stop. Having them prohibit park and ride seems ludicrous after the zoo is closed. This can be handled easily with a permit that allows parking within certain hours for neighbors.

Let me know if you need any further statements or information.

Heather Goodell

1156 SW 57th Ave

Sylvan Highlands Neighborhood

HEATHER GOODELL
PARK & RIDE

From: Francine Storzbach <fstorzbach@comcast.net>
 Subject: Fwd: Parking meters In Washington Park: Steps that can be taken
 Date: November 16, 2012 11:44:16 AM PST
 To: Bryan Burch <bryanalbertburch@gmail.com>

Begin forwarded message:

From: Francine Storzbach <fstorzbach@comcast.net>
Date: November 14, 2012 11:30:28 PM PST
To: amanda@portlandoregon.gov
Subject: Fwd: Parking meters In Washington Park: Steps that can be taken

Dear Amanda,

Abby's comment is about the meeting Sylvan Highlands Neighborhood Association had on Tuesday evening, Nov. 13th, with presentations from Todd Lofgren and Mike Abbate.

Thanks,
 Francine Storzbach

Begin forwarded message:

From: Abby Maier <Abby@maierbiz.com>
Date: November 14, 2012 8:34:13 AM PST
To: Francine Storzbach <fstorzbach@comcast.net>
Subject: Re: Parking meters In Washington Park: Steps that can be taken

I felt useless at the meeting as I really didn't know much about this issue. It felt like they didn't want neighborhood input and that they were pushing their agenda. It almost seemed bullying.
 Abby Maier

On Nov 13, 2012, at 12:47 PM, Francine Storzbach <fstorzbach@comcast.net> wrote:

Begin forwarded message:

From: claudia martin <claudiachaconne@hotmail.com>
Date: November 13, 2012 12:33:51 PM PST
To: <board@sylvanhighlands.org>, <sylvanhighlands@yahoo.com>, <board@arlingtonheights.org>
Subject: Parking meters In Washington Park: Steps that can be taken

Dear Neighbors,

I unfortunately am out of town today and tomorrow, but have taken steps to have my voice heard at council tomorrow.
 I would like to forward to you some steps you can take:

1. Go to City Council tomorrow:

It is best if people show up in person. I spoke to Susan Parsons at the City Council Office and she estimates the ordinance will be presented at 10 Am, more or less. Public is allowed to speak.

I would say key points are that there has been no public discussion on this, it will impact the greater Portland population, and also, in other ways, our neighborhoods. We had been assured that we would be part of a Washington Park Transportation Plan in which meters- yes/no, -locations, how many, price, neighborhood permits etc would be formulated. We were not included AT ALL in Resolution 12-4384, nor given ANY notification before it was presented to Metro Council last week.

2. If you cannot make it in person, send an email to susan.parsons@portlandoregon.gov (preferably today, but certainly before 7 tomorrow) with your statement. It will be presented to Council.

3. In addition, send the email to each commissioner : mavorsam@portlandoregon.gov, nick@portlandoregon.gov, randy@portlandoregon.gov, amanda@portlandoregon.gov, dan@portlandoregon.gov. Copy these emails to allan@nwexaminer.com and dtime@oregonian.com

4. Sign a statement tonight that can be presented by a representative tomorrow to the Council.

I believe that it would best if each of us do as many of the above as possible.

Options that City council could consider:

1. Delay any ordinance until there is a full public process and the new council and mayor are on board. Perhaps Nick Fish will do the right thing and withdraw it voluntarily when he sees the outcry.

2. Take all wording regarding parking meters out of the resolution/ordinance and let the promised Washington Park Transportation Plan work on this.

I am very sorry I am out of town, but I have sent all the emails to the above people and will have any statement signed by proxy.
 I wish all of us the best in trying to keep democracy alive in a city that states it is the city "that works"

Thank you,
 Claudia

185779

From: Donna Webb <webbdonna18@gmail.com>
Subject: Zoo parking
Date: November 16, 2012 1:14:07 PM PST
To: bryanalbertburch@gmail.com

Hi Bryan,

I am a resident living at the top of SW Fairview, close to Skyline Blvd. I am also a full time doctoral student at Portland State University. I have made a commitment to drive my car less and so I often walk or ride my bike to the Zoo Max. Obviously, pursuing a doctorate makes me a busy person and there have been a few occasions where I have been pressed for time so I drive my car and park at the Max. As a resident of this neighborhood, I feel this is my right and in doing so I help our overall community by driving less. If parking meters are placed throughout the zoo and arboretum, I have less incentive to park there.

Also, since I walk through this area quite a bit I know there are many people who drive there to walk dogs and use the trails. These people will choose to park along Fairview Blvd to avoid paying parking fees. Fairview has no sidewalks. This means I will need to walk in the street to walk around these vehicles. This poses a risk to me!

I hope my personal narrative helps in your meeting with commissioner Fish.

King regards,

Donna Webb

From: claudia martin <claudiachaconne@hotmail.com>
 Subject: Fwd: Sylvan Highlands rep to NWNW(Claudia Martin) has a question for you
 Date: November 16, 2012 2:36:17 PM PST
 To: board sylvan <board@sylvanhighlands.org>, sylvan highlands <sylvanhighlands@yahooogroups.com>, boardarlingtonheights <board@arlingtonheightspdx.org>

Juliet, a board member of the Northwest district. Neighborhood sent me this info. Their neighborhood is working with the city, over a year, re meters. It is still not finished. Key point is that revenues get shared with neighborhoods as below. This should also occur in our situation to improve our problems at Skyline-Fairview etc. They also are working on permits for neighbors. These are all things that need to be worked out if any meters go in, even at the zoo lot.

Claudia
 Sent from my iPhone

Begin forwarded message:

From: Juliet Hyams <juliet@easystreet.net>
 Date: November 15, 2012 1:33:52 PM HST
 To: claudia martin <claudiachaconne@hotmail.com>
 Subject: Re: Sylvan Highlands rep to NWNW(Claudia Martin) has a question for you

Claudia:

That was right. Of course, HOW the revenue is spent is up to the Transportation and Pkg. Management Assoc., and I could not get clear facts about the formation and composition of the committee. I know that the city could set it up initially. One could make a career of many of these subtopics. Here's the policy:

The City of Portland Parking Meter District Policy (Appendix B, pg. 81), adopted January 1996, provides policy direction for the allocation of parking meter revenue. The revenue allocation plan for the NW District Parking Management Plan is consistent with this policy.

The revenue allocation plan recommended for the NW District Parking Management Plan will allocate 51 percent of net revenues derived from metered parking in the District to programs and projects in the District. Net revenue is defined as surplus revenue that remains after normal operating expenses for the operation, management and maintenance of the meter program are covered. The 51 percent net revenue allocation is consistent with current policy.

There's more on the mayor's website here:

<http://www.portlandonline.com/mayor/index.cfm?c=52616>

And the plan specifically is here:

<http://www.portlandonline.com/shared/cfm/image.cfm?id=414233>

Keep me posted.

Juliet

On Mon, Nov 12, 2012 at 2:37 PM, claudia martin <claudiachaconne@hotmail.com> wrote:

Hi,

We spoke at one of the NWNW board meetings about parking meters. You told me that in the NW neighborhood the discussion regarding parking meters was a long process and that neighborhoods are entitled to a certain percentage of the meter monies.

Could you tell me how long the process was going on for your neighborhood and what percentage of the meter revenues go to the neighborhoods?

Reason being, unbeknownst to us, the city pushed a resolution through Metro to put 1450 metered parking slots into Washington Park and this is going to go as an ordinance to City Council Wednesday. Our neighborhood and Arlington Heights had been in discussion regarding creating a Washington Park Alliance transportation Plan to look at this issue and possible solutions--yet suddenly this was pulled in a fashion that we believe was underhanded. We do not want metered parking nor do we think great greater Portland does--at least not without citizen input and are trying to fight it. And if meters do go in, we want a permit situation as well as revenues to go towards helping our traffic problems. Your info would help us.

Thanks, Claudia Martin
 (Sylvan Highlands)

From: Cynthia Cunningham <cunningcy@yahoo.com>
Subject: Washington Park Transportation, Parking, Meters, and Park & Ride
Date: November 16, 2012 4:00:15 PM PST
To: "nick@portlandoregon.gov" <nick@portlandoregon.gov>
Cc: "bryanalbertburch@gmail.com" <bryanalbertburch@gmail.com>, "info@sylvanhighlands.org" <info@sylvanhighlands.org>
Reply-To: Cynthia Cunningham <cunningcy@yahoo.com>

Commissioner Fish,

I'm writing in support of further review of the proposed Washington Park Transportation, Parking, Meters, and Park & Ride plan.

My husband and I are Sylvan Highland residents and regular Arboretum hikers and Washington Park users.

It seems clear there was insufficient notice for local residents to attend meetings to respond to plans that could be expected to negatively impact our neighborhood(s) especially wrt overflow parking on already crowded streets.

There are obvious alternatives that should be explored that will alleviate concerns of residents and benefit the larger Portland community. For instance, better shuttle transfer to the park during the summer, enhanced Park and Ride/alternative use at the zoo (year long), as well as Area Parking Permit Programs that have proven effective in other neighborhoods.

Thanks for your consideration,

Cynthia R Cunningham
5907 SW Yamhill Dr
Portland, OR 97221

From: "Jamie Hudson" <toolery@gmail.com>
 Subject: RE: Sylvan Highlands Neighborhood Association Opportunity for public comment to Commissioner Fish re: Washington Park TMA
 Date: November 16, 2012 5:24:47 PM PST
 To: "Bryan Burch" <bryanalburtburch@gmail.com>

My \$.02: I am in favor of the parking proposal and in favor of greater neighborhood participation in the process. As this is a city of Portland matter, I very, very strongly believe that your communication to Nick Fish separately presents the positions of Portland residents over those in the unincorporated regions of our neighborhood. Please do not co-mingle the views of rate payers and stakeholders as this regards allocation and generation of revenue. Mr. Fish works for the former and accepts input from the latter.

-James Hudson

From: sylvanhighlands@yahoogroups.com [mailto:sylvanhighlands@yahoogroups.com] **On Behalf Of** Bryan Burch
Sent: Thursday, November 15, 2012 12:14 AM
To: "SHNA"
Cc: info@sylvanhighlands.org; Greisen, Mila; board@sylvanhighlands.org; Siegel Ph.D.
Subject: Sylvan Highlands Neighborhood Association Opportunity for public comment to Commissioner Fish re: Washington Park TMA

Dear Sylvan-Highlands Neighbors:

OMG! Another message about today's City Council meeting. If you've had enough, stop now and delete. Otherwise: In my message below I requested a meeting with Commissioner Fish to present neighborhood comment on issues concerning Washington Park.

On Monday 11/20/12 @ 9:00 AM, I will meet with Commissioner Fish to discuss Washington Park Transportation, Parking, Meters, and Park & Ride, among other issues, as well as present copies of all community responses sent to me by email. I will include messages on this topic sent to info@sylvanhighlands.org and the handwritten responses from the meeting of Tuesday 11/13/12. Joe Angel and Susan Siegal of AHNA have also been asked to attend.

This is an excellent opportunity to acquaint Commissioner Fish with your comments. If you would like me to hand-carry your opinion on this topic - regardless of how informed you feel - please forward comments to me at my address above (and copy info@sylvanhighlands.org) by Sunday 11/19/12 @ 6:00 PM. Messages sent to info@sylvanhighlands.org are automatically archived on behalf of SHNA.

The meeting note responses from the SHNA meeting of Tuesday 11/13/12, included the following:

- 1) Most respondents felt they did not have enough information about the proposed parking plan for Washington Park.
- 2) All respondents felt that Parks did not have enough Neighborhood input.
- 3) All respondents felt that the resolution should not be presented to City Council until early 2013 or until after additional public meetings and press releases.
- 4) Half of the respondents would support the proposal or support it with modifications. Half would oppose the proposed plan.
- 5) The issues most mentioned in the "related issues" section were:
 - a) paid parking
 - b) need for better Park and Ride at MAX
 - c) Washington Park needs a better Shuttle and transit through the park
 - d) Hikers, dog walkers, people walkers should not have to pay to park
 - e) Overflow effects of paid parking into neighborhood

Copies of these response forms will be delivered to Commissioner Fish on Monday. If you would like to include a written statement, please do so by this Sunday at 6:00 PM.

Thank you,
 Bryan Burch
 SHNA Board Member

Begin forwarded message:

From: Bryan Burch <bryanalburtburch@gmail.com>
Subject: Fwd: Input for Metro Council Meeting today, Resolution No. 12-4384
Date: November 14, 2012 6:57:28 AM PST
To: Nick Fish <nick@portlandoregon.gov>
Cc: Todd Lofgren <Todd.Lofgren@portlandoregon.gov>, Mark Sieber <mark@nwnw.org>, Mayor Sam Adams <MayorSam@portlandoregon.gov>, Amanda Fritz <amanda.fritz@portlandoregon.gov>, board@sylvanhighlands.org, board@arlingtonheightspdx.org, "SHNA" <sylvanhighlands@yahoogroups.com>

Dear Commissioner Fish:

Below is a message I wrote to the METRO council last week along with copies of letters from my neighbors in protest of diminished Park and Ride privileges negotiated by Sylvan-Highlands Neighbors as a concession to the Washington Park MAX station placement and construction. It is one of several issues put forward in the recent METRO Council resolution No. 12-4384 that was recently passed. Portland Parks is presenting the same resolution to City Council today.

From: Mary Ann Buchanan <maryann.buchanan@comcast.net>
 Subject: Re: Sylvan Highlands Neighborhood Association Opportunity for public comment to Commissioner Fish re: Washington Park TMA
 Date: November 16, 2012 9:23:33 AM PST
 To: Bryan Burch <bryanalburch@gmail.com>

Bryan -- Thank you so much for all the time and wonderful energy you give this neighborhood group. I am afraid that after many, many years of government service and work with not for profits, we have taken a time out -- too much so, it appears. I have tempered my initial reaction to the current situation a bit after reading through several messages. I honestly think Nick is a fine public servant. I am sure he will listen.

My main concerns are still for those in our city who can afford little entertainment or pleasurable time with their children. Of course, not all of them use Washington Park, but I suspect there are enough that it matters. I would especially hope that the areas around the two park playgrounds be kept free of parking meters. They are a kind of surtax on people who have already paid taxes for the park.

I continue to think parking meters are ugly and, if placed within the park, would diminish its natural beauty. That is important to me.

I am still unclear why we need another management level for the park or a new entrance to the park. Or, again, more outreach if we are using a policy tool to limit use.

And, finally, I think it is beyond all logic that we can't have park and ride during the times and hours when the parking lot is virtually empty. That defies common sense.

Thanks again for all your work.

Mary Ann Buchanan

On Nov 15, 2012, at 12:13 AM, Bryan Burch wrote:

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Thank you,
 Bryan Burch
 SHNA Board Member

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From: Bryan Burch <bryanalburch@gmail.com>
Subject: Fwd: Input for Metro Council Meeting today, Resolution No. 12-4384
Date: November 14, 2012 6:57:28 AM PST
To: Nick Fish <nicks@portlandoregon.gov>
Cc: Todd Lofgren <Todd.Lofgren@portlandoregon.gov>, Mark Sieber <mark@nwnw.org>, Mayor Sam Adams <MayorSam@portlandoregon.gov>, Amanda Fritz <amanda.fritz@portlandoregon.gov>, board@sylvanhighlands.org, board@arlingtonheightspdx.org, "SHNA" <sylvanhighlands@yahoo.com>

Dear Commissioner Fish:

Below is a message I wrote to the METRO council last week along with copies of letters from my neighbors in protest of diminished Park and Ride privileges negotiated by Sylvan-Highlands Neighbors as a concession to the Washington Park MAX station placement and construction. It is one of several issues put forward in the recent METRO Council resolution No. 12-4384 that was recently passed. Portland Parks is presenting the same resolution to City Council today.

Today you will consider a similar version of this resolution. Language in this resolution mandates removal of Park and Ride at Washington Park MAX. This item had not been discussed during the time Sylvan-Highlands neighbors have been in conversation with Oregon Zoo, Parks, and METRO. We have been in discussion with Oregon Zoo on many similar issues since March 2011.

Today, the hot button item is placing 1400 paid parking spaces in Washington Park (an issue that Oregon Zoo initiated and has now slipped discretely away from). In today's resolution there are ideas that our neighborhood members support. There are mandates in this resolution that our neighborhood opposes. Upon first reading this resolution - last week! - we now realize mandates are being slipped through at the last minute.

Let me emphasize: Sylvan-Highlands Neighborhood Association was never presented this document or the mandates it contains. We discovered this document on the METRO website by accident, last week. Sylvan-Highlands Neighborhood Association - a proposed member of the Transportation Management Association (TMA) - did not receive notice that Parks was taking this resolution to METRO council or to Portland City Council until we discovered the document online and insisted that Parks explain what was going on.

Coincidentally, in June 2012, METRO asked Sylvan-Highlands Neighborhood Association to accept a three page distillation of this twenty-nine page resolution with the

From: "William Newman" <whn@nwtechventures.com>
 Subject: RE: Sylvan Highlands Neighborhood Association Opportunity for public comment to Commissioner Fish re: Washington Park TMA
 Date: November 15, 2012 9:45:29 AM PST
 To: "Bryan Burch" <bryan.albertburch@gmail.com>
 Cc: "William Newman" <whn@nwtechventures.com>

Bryan – here are my comments:

Key points are that there has been no public discussion, little to no neighborhood involvement, and management of the process in such a way to give the appearance of a reach-out to the neighborhoods when in fact the process was managed in such a way as to minimize citizen involvement and ability to impact the plan

- neighborhood meetings that talk about everything but the plan
- plan learned about by happenstance, when a member found it on the Metro website
- late presentation of a full plan (evening before City Council meeting and vote) so there was no opportunity for input into making plan, discussion, or modification

As one neighbor put it, we had been assured that we would be part of a Washington Park Transportation Plan in which meters, permits, etc would be formulated. Yet, we were not included AT ALL in Resolution 12-4384, nor given ANY notification before it was presented to Metro Council last week.

It is certain that a parking and transportation management plan is required for Washington Park. Many elements of the proposed plan are sensible and an inevitability.

However, we must also emphasize VERY STRONGLY that such a plan must also consider public transportation access for SHNA or AHNA. These neighborhoods, while in the city, simply do not have public transportation access. Although MAX is technically in our neighborhood it is inaccessible due to dangerous roads, fairly lengthy walk in poor weather or for the elderly and children, and limited ability to park at the Zoo MAX. We need to state strongly that our right to park at the Zoo:

- is NOT Park-and-Ride – it is the only way we can access public transportation. The mayor has even publicly stated that the area can't be served by public transportation due to terrain and population density. For a city supposedly devoted to non-car modes of transport, this should be a no-brainer.
- Needs to be allowed all hours – not just "normal business hours"
- Is not a special right or privilege – we'd gladly take bus transportation if it existed.

Regards,
 Bill

-----< Northwest Technology Ventures, LP >-----
 William Newman, Managing Director

20000 NW Walker Road
 Murdock Building, Room 516
 Beaverton, OR 97008

Phone: (503) 352-0673

-----< www.nwtechventures.com >-----

WILLIAM NEWMAN
 4916 SW FAIRHAVEN LANE
 503 352 0673

From: sylvanhighlands@yahoo.com [mailto:sylvanhighlands@yahoo.com] On Behalf Of Bryan Burch
 Sent: Thursday, November 15, 2012 12:14 AM
 To: "SHNA"
 Cc: info@sylvanhighlands.org; Greisen, Milla; board@sylvanhighlands.org; Siegel Ph.D.
 Subject: Sylvan Highlands Neighborhood Association Opportunity for public comment to Commissioner Fish re: Washington Park TMA

Dear Sylvan-Highlands Neighbors:

OMG! Another message about today's City Council meeting. If you've had enough, stop now and delete. Otherwise: In my message below I requested a meeting with Commissioner Fish to present neighborhood comment on issues concerning Washington Park.

On Monday 11/20/12 @ 9:00 AM, I will meet with Commissioner Fish to discuss Washington Park Transportation, Parking, Meters, and Park & Ride, among other issues, as well as present copies of all community responses sent to me by email. I will include messages on this topic sent to info@sylvanhighlands.org and the handwritten responses from the meeting of Tuesday 11/13/12. Joe Angel and Susan Siegel of AHNA have also been asked to attend.

This is an excellent opportunity to acquaint Commissioner Fish with your comments. If you would like me to hand-carry your opinion on this topic - regardless of how informed you feel - please forward comments to me at my address above (and copy info@sylvanhighlands.org) by Sunday 11/19/12 @ 6:00 PM. Messages sent to info@sylvanhighlands.org are automatically archived on behalf of SHNA.

The meeting note responses from the SHNA meeting of Tuesday 11/13/12, included the following:

From: Julie Blackman CTC <jnblackman@yahoo.com>
 Subject: Fw: Re: Sylvan Highlands Neighborhood Association Opportunity for public comment to Commissioner Fish re: Washington Park TMA
 Date: November 15, 2012 9:54:24 PM PST
 To: Bryan Burch <bryanalbertburch@me.com>
 Cc: SHNA BOARD <board@sylvanhighlands.org>

Comments from one of my neighbors -

Sincerely,

Julie Blackman

From: Laurie Zike <lauriezike@comcast.net>
 Subject: Re: Sylvan Highlands Neighborhood Association Opportunity for public comment to Commissioner Fish re: Washington Park TMA
 To: "Julie Blackman CTC" <jnblackman@yahoo.com>
 Date: Thursday, November 15, 2012, 6:52 PM

Hi Julie,

Honestly, I do not know what to think. I somehow think that local people will stop coming up to the area if they have to pay for parking. Also, Portland is not the city I thought I moved to and is just raising revenue as fast as it can. Just add this to our property taxes, water bills, tri-met fares, paid parking by Chapman, and now paid parking up here. It never seems to end. My children are almost out of high school, and we are seriously considering moving elsewhere, so I am already detached from calling Portland my home. I think it my way of dealing with what this city has become.

However, there is one noticeable item on this list that is missing, and that is the Veteran's Memorial. I see people visiting paying their respects, and it would be unfortunate for these people to have to pay. It calls to mind the time I saw a man by one list of names, bent over crying.

(And yet, right behind the memorial, there are always teenagers hanging out, smoking pot and often painting trees, benches and the fence..., and yet as much as we pay in property taxes, no one seems to care about this issue either...)

Good luck!

Laurie

On Nov 15, 2012, at 6:24 PM, Julie Blackman CTC wrote:

Dear Neighbors:

If you would like to comment on the proposal to place parking meters throughout Hoyt Arboretum and the rest of Washington Park, please see below for a message from our Sylvan-Highlands Neighborhood Association past president, Bryan Burch.

Additional correspondence and information follows Bryan's message. You may find it helpful in sorting out some of the issues involved.

We really want to know what you think of the proposed changes so please speak up! I know that Marilyn Lindner has forwarded a link to Hoyt Arboretum's comment area. If you choose to comment via that route, please cc the neighborhood association using the link below so that we can get the best possible picture of this neighborhood's feelings about this topic.

If you have any questions, please don't hesitate to get in touch.

Sincerely,

Julie Blackman
 503-223-3359

From: Bryan Burch <bryanalbertburch@gmail.com>
 Subject: Sylvan Highlands Neighborhood Association Opportunity for public comment to Commissioner Fish re: Washington Park TMA

Dear Sylvan-Highlands Neighbors:

On **Monday 11/20/12 @ 9:00 AM**, I will meet with Commissioner Fish to discuss Washington Park Transportation, Parking, Meters, and Park & Ride, among other issues, as well as present copies of all community responses sent to me by email. I will include messages on this topic sent to info@sylvanhighlands.org and the handwritten responses from the meeting of Tuesday 11/13/12. Joe Angel and Susan Siegal of AHNA have also been asked to attend.

This is an excellent opportunity to acquaint Commissioner Fish with your comments. If you would like me to hand-carry your opinion on this topic - regardless of how informed you feel - please forward comments to me at my address above (and copy info@sylvanhighlands.org) by Sunday 11/19/12 @ 6:00 PM. Messages sent to info@sylvanhighlands.org are automatically archived on behalf of SHNA.

The meeting note responses from the SHNA meeting of Tuesday 11/13/12, included the following:

- 1) Most respondents felt they did not have enough information about the proposed parking plan for Washington Park.
- 2) All respondents felt that Parks did not have enough Neighborhood input.
- 3) All respondents felt that the resolution should not be presented to City Council until early 2013 or until after additional public meetings and press releases.
- 4) Half of the respondents would support the proposal or support it with modifications. Half would oppose the proposed plan.
- 5) The issues most mentioned in the "related issues" section were:
 - a) paid parking
 - b) need for better Park and Ride at MAX
 - c) Washington Park needs a better Shuttle and transit through the park
 - d) Hikers, dog walkers, people walkers should not have to pay to park
 - e) Overflow effects of paid parking into neighborhood

Copies of these response forms will be delivered to Commissioner Fish on Monday. If you would like to include a written statement, please do so by this Sunday at 6:00 PM.

185779



Total Attendees:

Total responses:

Question	Answer 1	Answer 2	Answer 3
1. After this meeting, do you have enough information about the proposed parking plan for Washington Park?	Yes	No	Comments
	1		same old info.
2. After this meeting, do you think that the Parks Department has enough information?	Yes	No	Comments
			Not sure they're listening.
3. After this meeting, when do you feel that the ordinance should be presented to city council?	Tomorrow as scheduled	In early 2013	Other (specify)
		Answer) (also 3)	After press release - 11 2015 - 1 Public mtg.
4. If a decision had to be made today, after this meeting you...	Support the parking plan as proposed	Oppose the parking plan as proposed	Would support with modifications (specify)
	1		- only zoo lot. phase in parking.
5. What parking related issues are most important to you?	<p>PAID PARKING. Private public resources should be egalitarian. Need park ride, shuttle, no high cost parking for low income families Hiking, walking, dogwalkers should not have to pay to use park Paid parking changes the feel of the park experience - stress, watching your time. Parking permits. Overflow effects.</p>		



Washington Park Transportation and Parking
Meeting Feedback

1. After this meeting, do you have enough information about the proposed parking plan for Washington Park?

Yes ☒ No (circle one)

2. After this meeting, do you think that the Parks Department has enough information?

Yes ☒ No (circle one)

3. After this meeting, when do you feel that the ordinance should be presented to city council? (circle one)

a. Tomorrow as scheduled

b. In early 2013

c. Other: 2015 - if then

4. If a decision had to be made today, after this meeting you... (circle one)

a. Support the parking plan as proposed

☒ b. Oppose the parking plan as proposed

c. Would support with modifications

- i. If so, what modifications would you recommend? (be brief, but feel free to use the back of this page)

Do not extend metered parking into Washington Park beyond the Zoo parking lot.

5. What parking related issues are most important to you? (be brief, but feel free to use the back of this page)

Extending paid parking into the Park substantially changes very nature of the way residents experience the park. It adds an element of stress and the need to pay attention to the passage of time that is antithetical to true refreshment and relaxation. In short, paid parking is inappropriate in the park and should be limited to the Zoo only.

If you have additional questions or would like additional information, contact info@sylvanhighlands.org or a Sylvan-Highlands board member.

Thank you for attending and for your responses.

Please return this form to the meeting moderator or a SHNA board member.



Washington Park Transportation and Parking
Meeting Feedback

1. After this meeting, do you have enough information about the proposed parking plan for Washington Park?

Yes

No

(circle one)

more, but not enough

2. After this meeting, do you think that the Parks Department has enough information?

Yes

No

(circle one)

3. After this meeting, when do you feel that the ordinance should be presented to city council? (circle one)

a. Tomorrow as scheduled

b. In early 2013

c. Other:

After SHNA + all of city is informed

4. If a decision had to be made today, after this meeting you... (circle one)

a. Support the parking plan as proposed

b. Oppose the parking plan as proposed

c. Would support with modifications

- i. If so, what modifications would you recommend? (be brief, but feel free to use the back of this page)

*Neighborhoods get parking permits
and Zoo/Fish - work to get people
to use Light rail*

*There is a conflict with using meters to both
fund the shuttle/improvements + also discouraging
driving to the area.*

5. What parking related issues are most important to you? (be brief, but feel free to use the back of this page)

*Bikes, walkers (w/dogs) should not have
to pay for parking to enjoy the arboretum.*

If you have additional questions or would like additional information, contact info@sylvanhighlands.org or a
Sylvan-Highlands board member.

Thank you for attending and for your responses.

Please return this form to the meeting moderator or a SHNA board member.

Parking Structure
Nov 28 9:30

Park & Ride

In '92 permission to pay to park was granted

for light rail incentives



Washington Park Transportation and Parking
Meeting Feedback

1. After this meeting, do you have enough information about the proposed parking plan for Washington Park?

☒ Yes No (circle one)

2. After this meeting, do you think that the Parks Department has enough information?

Yes ☒ No (circle one)

3. After this meeting, when do you feel that the ordinance should be presented to city council? (circle one)

a. Tomorrow as scheduled

b. In early 2013

c. Other: after newspaper/newscast announcement

4. If a decision had to be made today, after this meeting you... (circle one)

☒ a. Support the parking plan as proposed

b. Oppose the parking plan as proposed

c. Would support with modifications

i. If so, what modifications would you recommend? (be brief, but feel free to use the back of this page)

5. What parking related issues are most important to you? (be brief, but feel free to use the back of this page)

If you have additional questions or would like additional information, contact info@sylvanhighlands.org or a Sylvan-Highlands board member.

Thank you for attending and for your responses.

Please return this form to the meeting moderator or a SHNA board member.



Washington Park Transportation and Parking
Meeting Feedback

1. After this meeting, do you have enough information about the proposed parking plan for Washington Park?

Yes ☒ No (circle one)

2. After this meeting, do you think that the Parks Department has enough information?

Yes ☒ No ? (circle one)

3. After this meeting, when do you feel that the ordinance should be presented to city council? (circle one)

a. Tomorrow as scheduled

b. In early 2013

c. Other: After public press release & discussion

4. If a decision had to be made today, after this meeting you... (circle one)

a. Support the parking plan as proposed

☒ b. Oppose the parking plan as proposed

c. Would support with modifications

- i. If so, what modifications would you recommend? (be brief, but feel free to use the back of this page)

5. What parking related issues are most important to you? (be brief, but feel free to use the back of this page)

No park + ride for neighborhood -
Shuttle needed
Cost of parking for low income families

If you have additional questions or would like additional information, contact info@sylvanhighlands.org or a Sylvan-Highlands board member.

Thank you for attending and for your responses.

Please return this form to the meeting moderator or a SHNA board member.



Washington Park Transportation and Parking
Meeting Feedback

1. After this meeting, do you have enough information about the proposed parking plan for Washington Park?

Yes

No

(circle one)

Carried over

2. After this meeting, do you think that the Parks Department has enough information?

Yes

No

(circle one)

Same

3. After this meeting, when do you feel that the ordinance should be presented to city council? (circle one)

a. Tomorrow as scheduled

b. In early 2013

c. Other: _____

4. If a decision had to be made today, after this meeting you... (circle one)

a. Support the parking plan as proposed

b. Oppose the parking plan as proposed

c. Would support with modifications

- i. If so, what modifications would you recommend? (be brief, but feel free to use the back of this page)

5. What parking related issues are most important to you? (be brief, but feel free to use the back of this page)

Portland Parks are a resource for the entire city. Creating paid parking for a public resource is anti-theftical to an egalitarian city with resources open to all.

If you have additional questions or would like additional information, contact info@sylvanhighlands.org or a Sylvan-Highlands board member.

Thank you for attending and for your responses.

Please return this form to the meeting moderator or a SHNA board member.



Washington Park Transportation and Parking
Meeting Feedback

1. After this meeting, do you have enough information about the proposed parking plan for Washington Park?

Yes

No

(circle one)

2. After this meeting, do you think that the Parks Department has enough information?

Yes

No

(circle one)

3

3. After this meeting, when do you feel that the ordinance should be presented to city council? (circle one)

a. Tomorrow as scheduled

b. In early 2013

c. Other: _____

4. If a decision had to be made today, after this meeting you... (circle one)

a. Support the parking plan as proposed

b. Oppose the parking plan as proposed

c. Would support with modifications

- i. If so, what modifications would you recommend? (be brief, but feel free to use the back of this page)

5. What parking related issues are most important to you? (be brief, but feel free to use the back of this page)

parking fees

If you have additional questions or would like additional information, contact info@sylvanhighlands.org or a Sylvan-Highlands board member.

Thank you for attending and for your responses.

Please return this form to the meeting moderator or a SHNA board member.



Washington Park Transportation and Parking
Meeting Feedback

1. After this meeting, do you have enough information about the proposed parking plan for Washington Park?
Yes No (circle one) *same old info.*
2. After this meeting, do you think that the Parks Department has enough information?
Yes No (circle one) *did they hear? we'll see.*
3. After this meeting, when do you feel that the ordinance should be presented to city council? (circle one)
 - a. Tomorrow as scheduled
 - ☒ b. In early 2013
 - c. Other: *After a public meeting.*
4. If a decision had to be made today, after this meeting you... (circle one)
 - a. Support the parking plan as proposed
 - b. Oppose the parking plan as proposed
 - ☒ c. Would support with modifications
 - i. If so, what modifications would you recommend? (be brief, but feel free to use the back of this page)
phased in parking.
5. What parking related issues are most important to you? (be brief, but feel free to use the back of this page)
** overflow effects on neighborhood streets*
** parking permit?*

If you have additional questions or would like additional information, contact info@sylvanhighlands.org or a Sylvan-Highlands board member.

Thank you for attending and for your responses.

Please return this form to the meeting moderator or a SHNA board member.

To Metro and the Parks Dept for the City of Portland

Re: Metered parking within the Rose Garden/Japanese Garden, Washington Park and the Hoyt Arboretum

November 13, 2012

I am told that soon I'll have to ask myself just what a walk in the park is worth? As well I may have to wonder if it is worth the chance of a fine to pause a bit longer, or take a path whose distance I will have to consider before starting out. Will I get back in time? What a worrisome thing a walk could become.

The incongruity of paying for the pleasure of a walk is upsetting. It seems the end is at hand for a stop, on my way downtown... to walk...destination undecided. I have enjoyed the pleasure of meandering in the park and am writing to say I'll miss it. I gave up my watch when I retired and now to avoid a parking ticket, I will have to watch the clock. What clock and where do I find it? This is the woods, or as close as we come to it within our lovely city.

I will not willingly give up staying longer in the park or going farther along the path than I thought I would. And priceless is the answer I'd give you to a walk in any of the parks in Portland.

Your decision is regrettable and I think it should be reconsidered.

Sincerely,

Janine & Hiroshi Iwaya
4337 SW Fairview Circus
Portland, OR 97221
jfayeIwaya@gmail.com

185779

Parsons, Susan**From:** Kristin Shorey [mybench2002@yahoo.com]**Sent:** Sunday, November 18, 2012 9:08 PM**To:** Parsons, Susan**Subject:** washington park meters

I am a resident of Sylvan Highlands Neighborhood. I understand the urgency of placing meters in the zoo lot this spring as the existing lease expires and the revenue is required to start the important work of the TMA.

I do not understand the urgency behind the placement of parking meters throughout the rest of the park. There are a growing number of families moving into our neighborhood and the playground next to the rose garden is our only local park. I also have several neighbors who park down there to use the tennis courts and enjoy the rose garden. We are so lucky to live next to this wonderful treasure. The neighbors I have talked to are outraged at the thought of having to pay to use our local park. I think their sentiments are a good indicator of what the rest of portland will think.

I truly believe that parking meters in the north end of washington park warrants public discussion. A town hall type of meeting at chapman or lincoln where the public can learn more and their concerns can be listened to and hopefully heard. I strongly urge you to stop the installation of parking meters in the north end of the park until the citizens of portland understand the reasons behind the meters and what the revenue will be used for. The program will only be a success if the citizens are behind it!

Kristin Shorey
4786 SW Elm Lane

11/19/2012

Parsons, Susan

185779

From: Heather Goodell [heather@goodellpt.com]

Sent: Wednesday, November 14, 2012 9:24 PM

To: Parsons, Susan; info@sylvanhighlands.org; Adams, Mayor; Commissioner Fish; Leonard, Randy; Commissioner Fritz; Commissioner Saltzman; allan@nwexaminer.com; dtims@oregonian.com

Subject: Parking for SHNA at the Zoo Max - citizen input

To all concerned,

I feel strongly that the neighborhood should have some access to parking at the Max station whether paid or free for neighbors with a pass. I received a \$90 ticket for parking in a nearly completely empty parking lot by the zoo at 6p to go to a Timbers game. This does NOT seem to be a good use of our tax dollars and certainly does NOT promote use of mass transport. I would have had to drive miles AWAY from my destination to park in the Sunset lot according to the Zoo representatives. Since then, they have put up very clear signage that says the lot is not allowed to be used for park and ride on the max. The zoo rep said the reason it can't be used is due to an archaic rule that predated the Max line stating that park and rides can't exist within a certain # of miles of the city center. Ultimately, I went to court and they dropped the charges, but it has been on my list of things to do to find out what can be changed here. We are 1 mile away from the Max stop at the Zoo which is our closest stop. Having them prohibit park and ride seems ludicrous after the zoo is closed. This can be handled easily with a permit that allows parking within certain hours for neighbors.

Let me know if you need any further statements or information.

Heather Goodell

1156 SW 57th Ave

Sylvan Highlands Neighborhood

11/15/2012

185779

Moore-Love, Karla

From: Bryan Burch [bryanalbertburch@gmail.com]
Sent: Wednesday, November 14, 2012 9:46 AM
To: Moore-Love, Karla
Cc: Board AHNA; Board SHNA
Subject: Fwd: Sylvan Highlands Neighborhood Association Fwd: Input for Metro Council Meeting today, Resolution No. 12-4384

For public record.

Bryan Burch • 503.970.9428

Begin forwarded message:

From: Bryan Burch <bryanalbertburch@gmail.com>
Date: November 14, 2012, 6:57:28 AM PST
To: Nick Fish <nick@portlandoregon.gov>
Cc: Todd Lofgren <Todd.Lofgren@portlandoregon.gov>, Mark Sieber <mark@nwnw.org>, Mayor Sam Adams <MayorSam@portlandoregon.gov>, Amanda Fritz <amanda.fritz@portlandoregon.gov>, board@sylvanhighlands.org, board@arlingtonheightspdx.org, "SHNA" <sylvanhighlands@yahogroups.com>
Subject: Sylvan Highlands Neighborhood Association Fwd: Input for Metro Council Meeting today, Resolution No. 12-4384

Dear Commissioner Fish:

Below is a message I wrote to the METRO council last week along with copies of letters from my neighbors in protest of diminished Park and Ride privileges negotiated by Sylvan-Highlands Neighbors as a concession to the Washington Park MAX station placement and construction. It is one of several issues put forward in the recent METRO Council resolution No. 12-4384 that was recently passed. Portland Parks is presenting the same resolution to City Council today.

Today you will consider a similar version of this resolution. Language in this resolution mandates removal of Park and Ride at Washington Park MAX. This item had not been discussed during the time Sylvan-Highlands neighbors have been in conversation with Oregon Zoo, Parks, and METRO. We have been in discussion with Oregon Zoo on many similar issues since March 2011.

Today, the hot button item is placing 1400 paid parking spaces in Washington Park (an issue that Oregon Zoo initiated and has now slipped discretely away from). In today's resolution there are ideas that our neighborhood members support. There are mandates in this resolution that our neighborhood opposes. Upon first reading this resolution - last week! - we now realize mandates are being slipped through at the last minute.

Let me emphasize: Sylvan-Highlands Neighborhood Association was never presented this document or the mandates it contains. We discovered this document on the METRO website by accident, last week. Sylvan-Highlands Neighborhood Association - a proposed

11/14/2012

member of the Transportation Management Association (TMA) - did not receive notice that Parks was taking this resolution to METRO council or to Portland City Council until we discovered the document online and insisted that Parks explain what was going on.

Coincidentally, in June 2012, METRO asked Sylvan-Highlands Neighborhood Association to accept a three page distillation of this twenty-nine page resolution with the stipulation that we do not share the information with our constituency. We were told that Parks would provide education and outreach at the proper time. Is the proper time for education and outreach after City Council has accepted the resolution?

Metro deputy COO, Scott Robinson informed us that this resolution was *just a business agreement between the operators within Washington Park* and that all the real decisions will be made by the TMA. If that is true, why does this resolution stipulate removal of the Park and Ride privilege afforded to nearby residents? We worked hard for that privilege. We received promises. We expect politicians and public servants to keep their agreements.

As you may know, Commissioner Fritz attended our March 12, 2012 neighborhood meeting during a time when this issue was building steam. We appreciated her attendance and feel that she may have insight that we have not been able to share with you. At your convenience, and before council votes on this issue later this month, Sylvan-Highlands Neighborhood Association would like a meeting with you to discuss alternatives. There are sections with severe ramifications in this resolution that we find off base and out of touch after many months of meeting with Oregon Zoo on behalf of the Washington Park Alliance. We would like to share with you the sections we feel will be successful.

Respectfully,

Bryan Burch
Board Member, Sylvan-Highlands Neighborhood Association
1061 SW Skyline Blvd
Portland, OR 97221
503.970.9428

Begin forwarded message:

From: Bryan Burch <bryanalbertburch@gmail.com>
Subject: Re: Input for Metro Council Meeting today, Resolution No. 12-4384
Date: November 8, 2012 11:40:30 AM PST
To: colin.deverell@oregonmetro.gov,
barbara.roberts@oregonmetro.gov,
nikolai.ursin@oregonmetro.gov,
Rex.Burkholder@oregonmetro.gov,
ramona.perrault@oregonmetro.gov,
tom.hughes@oregonmetro.gov,
metrocouncil@oregonmetro.gov
Cc: board@arlingtonheightspdx.org,
board@sylvanhighlands.org, Malcolms

185779

<malcolhome@comcast.net>, "Susan Alpert Siegel, Ph.D."
 <susan.siegel@klarquist.com>, "SHNA"
 <sylvanhighlands@yahoo.com>, Marcia Sinclair
 <Marcia.Sinclair@oregonzoo.org>, Cheryl Twete
 <cheryl.twete@oregonmetro.gov>, Craig Stroud
 <Craig.Stroud@oregonmetro.gov>

Dear Metro Council Members:

As a board member and past president of Sylvan-Highlands Neighborhood Association I would like to emphasize Ms. Siegel's comments and add comments from neighbor Dave Malcolmn regarding the diminished Park and Ride privileges afforded Sylvan-Highlands and Arlington Heights neighbors. Over the past decade we have seen our negotiated concession to utilize Park and Ride diminish as METRO / Zoo interests have been placed above those of its neighbors. We protest the resolution that will cancel all Park and Ride privileges.

Sylvan-Highlands Neighbors made a concession to METRO by supporting the recent land use decision of the West Parking Lot to permanent use status. We expect METRO to support our concession for Park and Ride and other items outline during the past 20 months of good neighbor negotiation and public planning.

DO NOT DESERT US NOW THAT YOU HAVE THE WEST LOT. As the hearings officer remarked, it would be the wiser road for future applicants to follow by working positively with the neighborhoods. It is important to us that METRO follow through with that which has already been discussed with its neighbor partners.

Very best regards,
 Bryan Burch
 Sylvan-Highlands Neighborhood Association
 Land Use Committee

From: Malcolms <malcolhome@comcast.net>

Subject: FW: Metro: Washington Park Transportation Management and Parking Agreement

Date: November 8, 2012 10:24:15 AM PST

To: Bryan Burch <bryanalbertburch@gmail.com>

Bryan, please add my email to the public record at today's meeting:

To all concerned:

As a SHNA member/resident I object to proposed elimination of all park and ride ability at the Washington Park MAX station. Limited parking rights should be available for the Sylvan-Highlands and Arlington Heights neighborhoods. While local neighbors don't want the WP MAX station to be used like a transit center,

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local residents must not be excluded from using the only nearby MAX access point. Unlike urban areas such as Beaverton and downtown Portland, it's not a simple thing for neighbors to simply walk a block or three to catch the MAX [and the elderly or mobility impaired are impacted significantly more].

In the past there has been a parking permit system for local residents to use the parking and MAX facilities. Although the intent was good the system design was flawed in as much as it was less than year round and only for "normal" workday hours [e.g., 9-5]. For the system to succeed, it needs to be reliable [I can use it when I need it (working late, special events, etc.)].

many local residents regularly use public transit. Bus service is infrequent in this part of Portland and the MAX is much more consistent. Passing such a prohibition would only make public transit less useful for local residents. I thought the goal was to increase use of public transit.

A better solution that's been discussed conceptually local stakeholders is to build a parking structure big enough for [a] Washington Park and [b] park and ride parking needs. Reneging on past agreements for neighborhood use is simply wrong and creates adversarial positions.

As a local resident and SHNA officer, I object to the proposed plan to prohibit all park and ride use at the Washington Park MAX station.

Sincerely,
Dave Malcolm

On Nov 8, 2012, at 10:27 AM, Susan Alpert Siegel, Ph.D. wrote:

Dear Metro Council Members,

Resolution No. 12-4384 regarding the 2012 Washington Park Transportation and Parking Management Agreement is on the Metro Agenda for today.

I do not believe that the public has been informed that paid parking will be mandated by this resolution. Washington Park is a valuable public resource. If this resolution does MANDATE paid parking throughout Washington Park, and/or designates those areas where paid parking will be mandated, then please consider having a period for public comment before approving this resolution. Metro citizens will be best served by having a voice in this important decision, since paid parking in Washington park will directly impact them.

Please consider delaying the vote on this Agreement until there can be more disclosure to the public. For example, please consider requesting the Parks department disclose their plan to the media (newspapers, local TV stations), or present the parking plan in public meetings that are open to all citizens of the Metro area.

I was just informed of the Metro meeting today at 2 PM. I'm sorry that I cannot attend due to work commitments. Thank you for your consideration. Please confirm receipt of this email.

With Best Regards,

185779

Susan Alpert Siegel, Ph.D.
3108 SW Cascade Drive
Portland, OR 97205

email: susan.alpert.siegel@klarquist.com

The attached message is intended solely for the designated recipient, and may contain confidential, proprietary and privileged information. If you have received this e-mail by mistake, please let the sender know immediately.

Bryan Burch
Sylvan Highlands Neighborhood Association
503.970.9428 / bryanalbertburch@gmail.com

Bryan Burch
Sylvan Highlands Neighborhood Association
503.970.9428 / bryanalbertburch@gmail.com

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185779

Parsons, Susan**From:** jaquamarketing@gmail.com on behalf of Scott Jaqua [scott@jaquamarketing.com]**Sent:** Wednesday, November 14, 2012 9:08 AM**To:** Parsons, Susan**Subject:** Washington Park Transportation Plan

Susan,

I reside in the Sylvan Highlands neighborhood and take great pride in our neighborhood. I am an active user of the Zoo, Arboretum, trail system, and surrounding areas and I am concerned about recent events with Metro and the City Council regarding the Washington Park Transportation plan, proposing the placement of meters in the Washington Park area.

From what I have experienced, there has been no public discussion on the topic of meters in the park and the details of the transportation plan. As I understand this, the plan will impact the greater Portland population, and also, in other ways, our neighborhoods (especially Sylvan Highlands). As you are aware, one of the great attractions of Portland is our parks and I always hear about how progressive Portland is to NOT have pay parking in Forest and Washington Park unlike other cities like New York, Seattle, and San Francisco!

In previous conversations and neighborhood meetings, we had been assured that we would be part of a Washington Park Transportation Plan in which decisions regarding meters (yes/no), locations, quantity, price, neighborhood permits, etc would be formulated. However, we were not included AT ALL in Resolution 12-4384, nor given ANY notification before it was presented to Metro Council last week. Please correct me if I have misunderstood the actions and communications on this project/plan thus far.

I am a concerned citizen, an active user of Washington and Forest Park, and believe that only through action and communication can progress be made. As such, I will be sending this same message to Mayor Adams and Commissioners Fish, Leonard, Fritz, and Saltzman as well as to KGW, the Oregonian, Examiner, and Willamette Week.

Thank you for your time and consideration.

Regards,
Scott Jaqua, MBA, MM
scott@jaquamarketing.com

503-961-5533
1595 SW Highland Parkway
Portland, Oregon 97221

11/14/2012

2012 WASHINGTON PARK TRANSPORTATION AND PARKING MANAGEMENT

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

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ JOE Angel	A H N A	Joseph1944 @ AOL
Kim Smith		
✓ Kim Smith	Oregon Zoo/WPA	
✓ Gary Hartshorn	World Forestry Center	ghartshorn@worldforestry.org
✓ Carrie Hoops	Port. Children's Museum	Carrie.Hoops1@gmail.com
✓ JJ Riviera	PORT. CHILDREN'S MUSEUM	JRIVERA@PORTLANDCM.ORG
✓ Susan Siegal	Alt n A	
William Newman	S H N A	whn @ comcast.net

185779

Moore-Love, Karla

From: Marshall and Christie [galengannett@msn.com]
Sent: Wednesday, November 14, 2012 9:00 AM
To: Moore-Love, Karla
Cc: board@arlingtonheightspdx.org
Subject: Arlington Heights Board testimony
Attachments: AHNA_Board_TPMA_Testimony_Final.docx

To the Portland City Council:

The attached Word file contains testimony of the Arlington Heights Neighborhood Association Board regarding the proposed Washington Park Transportation and Parking Management Agreement being presented to the Council today (Agenda item 1304). Please enter our written testimony into the official record.

Thank you for your consideration.

Sincerely,

Marshall Gannett
Arlington Heights Neighborhood Association Board Member

11/14/2012

**Testimony of the Arlington Heights Neighborhood Association Board to the Portland City Council
Regarding the Proposed 2012 Washington Park Transportation and Parking Management Agreement –
November 14, 2012**

Thank you for the opportunity to provide testimony. The Arlington Heights Neighborhood Association (AHNA) Board's comments regard not only the proposed Agreement, but the process by which it was drafted and presented to the Council.

The AHNA Board has been discussing general parking and transportation issues with representatives of Metro, the Washington Park Alliance (chiefly the Zoo) and the City for 18 months. The focus of our discussions, however, has been the disposition of the west parking lot and the associated conditional use application. Even though our most recent meeting was three days prior to the presentation of the Washington Park Transportation and Parking Management Agreement to the Metro Council on November 8th, it was never disclosed to us that such a document was being drafted and finalized, and we had no chance to review it or offer comments. Although elements of the Agreement were discussed in very general terms during our meetings, it was always our understanding that details of such a plan would have been crafted by the Transportation Management Association Board, which would include neighborhood representation. We believe that elements of the Plan should be modified, and we are disappointed that the Agreement was approved by the Metro Council and is being presented to the City Council without direct input from the adjoining neighborhoods and the public.

There are aspects of the proposed Agreement that we support, such as development of a Washington Park Master Plan, creation of the Transportation Management Association, and improved shuttle capability within the park. We agree that parking revenues should be used for these purposes, and we support the concept of paid parking in the southern part of the park, near the Zoo.

But there are elements with which we do not agree. We have significant concerns about the lack of public input, timing and lack of traffic control studies in the Northern part of the park, such as near the Japanese Garden and in Sacagawea circle. Our main concerns (and recommendations) are as follows:

- 1) We do not believe that the public, including neighborhood residents, have had sufficient opportunity to evaluate the plan and provide input. Because of this, we would like the City Council to postpone acting on the proposed Agreement until early 2013 in order for Parks to distribute it to the neighborhood and get feedback. We can also present the plan at Board meetings in December and January, to allow citizens to understand the proposal
- 2) We are in the process of drafting a Good Neighborhood Agreement with Parks and the venues. Although paid parking was discussed during meetings about the Good Neighborhood Agreement with Metro, the Washington Park Alliance and the City, any discussion focused on the south-end parking lots and the need to incentivize those visiting the venues such as the Zoo or the Children's Museum to use MAX. No specific plans, such as the exact location of paid parking were put forth. Since the Agreement was made public last week, residents have expressed significant concerns that paid parking at the north end of the park will result in increased traffic

and spill-over parking in our neighborhood. This is an important issue; throughout our discussions with Metro and the Washington Park Alliance overflow parking into the neighborhood was identified as an ongoing problem.

Paid parking at the north end of the park will clearly impact the Arlington Heights Neighborhood. It is our understanding that there have been no traffic control studies performed by Parks about the impact of paid parking at this end of the park. Residents need to better understand what the impacts will be and have time to figure out how we will deal with them. Because of this, we believe that the paid parking program should be phased in over time beginning with the south end lots. Implementation of paid parking at the north end should be postponed for one or two years during which time impacts to the neighborhood could be studied and the neighborhood residents can investigate if they need to take action, such as to implement a permit system on the city streets.

- 3) Portland is a city that prides itself on using public transportation, walking and other alternative modes of transportation. The AHNA Board was surprised that the Agreement specifies that the parking revenues dedicated to infrastructure improvements and maintenance are focused solely on motor-vehicle-related infrastructure. Improvements to pedestrian infrastructure, which is virtually nonexistent in parts of the park, should be included in any transportation strategy. The AHNA Board would like specific language added to the Agreement allowing or requiring parking revenues be used to improve and expand pedestrian infrastructure (for example, sidewalks or paths in key areas). Public transit works only as well as the associated pedestrian access and signage.
- 4) Section 5 of the Agreement allows parking revenues to be expended for shuttle service to connection points outside of the park. Section 7.1.4 lists the Washington Park MAX Light Rail Station as the only MAX station serviced. We believe that it is critical the shuttle serve the Kings Hill station or Goose Hollow Station to provide better access to the north end of the park. This provides more flexibility for visitors and travelers, and might reduce overflow parking.

We strongly urge City Council to consider these issues. The AHNA Board looks forward to continued discussion and involvement with Washington Park transportation and planning issues, and is confident that solutions can be found that will benefit both the park and surrounding neighborhoods. Thank you for your consideration.

Respectfully,

Arlington Heights Neighborhood Association Board



November 13, 2012

Sam Adams
Mayor
City of Portland
1221 SW Fourth Avenue, Room 340
Portland, Oregon 97204

RE: Washington Park Transportation Management Association

Dear Mayor Adams and City Commissioners:

I am writing to you in support of the resolution to pursue formation of a Transportation Management Association (TMA) at Washington Park and to use revenue from parking to support the TMA, as well as other access and infrastructure amenities at the Park.

As you know, the Lloyd District has had a TMA since 1994. Our organization provides a collaborative forum for district business stakeholders, Lloyd District residents (through the Lloyd District Community Association), the City of Portland, Tri-Met and the adjacent neighborhoods to work together to implement a strategic package of transportation demand management services designed to enhance the economic viability and livability of the Lloyd District. Our focus has been on reducing vehicle trips to the Lloyd District while increasing the capacity for total trip growth via transit, bicycling, walking and rideshare. Since 1997 we have reduced drive alone commute trips from approximately 76% to 43%, while increasing transit use from 10% to 39%, biking from 1% to 5% and walking from <1% to 3%. The key factor to success in the Lloyd District has been the partnership that is the Lloyd TMA Board of Directors and membership.

Given the significant parking and traffic issues related to the growth of visitors to Washington Park and its partner venues, the formation of a TMA is a logical and highly strategic step. The TMA will provide day-to-day coordination of a detailed strategic plan of activities, strategies, products and programs; all designed to reduce vehicle trips and increase use of alternative modes. A collaborative Board of Directors that represents the venues, Parks, Tri-Met and the neighborhoods creates a working partnership for the exchange of ideas, collaboration, goal setting (and measurement) and innovation. Coordinated marketing, communications and outreach will also enhance the community's awareness of access options and improve the overall Park experience.

Paid parking is a useful tool in managing parking demand and promoting alternative means of transportation. We took that step in 1997 and removed most free parking from our district. This decision was coupled with formation of the TMA, development of new transit, bike, walk and rideshare products and services and extensive and sustained outreach with the community. We also reinvest parking revenue into our programs and infrastructure; creating an on-going fund to support our access

and livability goals. Again, without the partnership that is the TMA, this type of system (and the results it achieves) would not be possible.

I have been fortunate to have been a part of the formation of the Lloyd TMA. I have been similarly fortunate to work with the Washington Park Alliance (WPA) to assist in the formulation of an innovative and comprehensive Transportation Demand Management Plan for the Park. This work, led by Portland Parks and Recreation, with the WPA and the adjacent neighborhoods is cutting edge for a venue of this nature. A TMA here will be unique, forward-looking, and a model for other TMA's and communities.

Washington Park is the jewel of Portland's Park system. The venues within the Park are all world-class. Formation of a TMA will lead to a world-class transportation system that will carry into the future. To that end, I would urge you to support this initiative.

Thank you for your time and consideration.

Sincerely,



Rick Williams
Executive Director

Cc: Nick Fish, Commissioner
Amanda Fritz, Commissioner
Randy Leonard, Commissioner
Dan Saltzman, Commissioner

185779

Parsons, Susan

From: William Newman [whn@nwtechventures.com]
Sent: Wednesday, November 14, 2012 8:43 AM
To: Parsons, Susan; Adams, Mayor; Commissioner Fish; Leonard, Randy; Commissioner Fritz; Commissioner Saltzman; allan@nwexaminer.com; dtims@oregonian.com; whn@comcast.net
Subject: City Council Meeting re: Washington Park

I am writing this email to register my strong opposition to the current plans regarding parking and parking meters in Washington Park, and to register my strong displeasure at the manner in which this process has been handled by Metro, Portland Parks and Rec, and the Zoo. This issue has been characterized by misinformation and lack of communication with the neighbors and the public, and bureaucratic / administrative control of the process to ensure that there is minimal opportunity for public knowledge and involvement.

Portland's Parks are a public resource that is owned by the citizens of Portland. The citizens must be fully involved in any discussion and decision. Metro, PP&R, and the Zoo administer a public resource. They do not own it!

Finally I will note that metering of parking is a technique to balance supply and demand. That is not the case here however. Metro explicitly states that the purpose of parking meters is to raise revenue. Why is there inadequate revenue to provide public services? The answer, and in this Portland is not alone among US cities, is that more and more public revenues are being siphoned away from public services to provide lavish compensation, benefit, and pension benefits to public employees. When will our government take responsibility for the broader public good and the benefit of all citizens, and not simply look upon the citizenry as an open checkbook?

Regards,

William Newman
 SW Fairhaven Lane

-----Original Message-----

From: "claudia martin" [claudiachaconne@hotmail.com]
Date: 11/13/2012 03:34 PM
To: board@sylvanhighlands.org, sylvanhighlands@yahoogroups.com, board@arlingtonhieghts.org
Subject: Sylvan Highlands Neighborhood Association Parking meters In Washington Park: Steps that can be taken

Dear Neighbors,

I unfortunately am out of town today and tomorrow, but have taken steps to have my voice heard at council tomorrow.

I would like to forward to you some steps you can take:

1. Go to City Council tomorrow:

It is best if people show up in person. I spoke to Susan Parsons at the City Council Office and she estimates the ordinance will be presented at 10 Am, more or less. Public is allowed to speak.

I would say key points are that there has been no public discussion on this, it will impact the greater

11/14/2012

Portland population, and also, in other ways, our neighborhoods. We had been assured that we would be part of a Washington Park Transportation Plan in which meters- yes/no,-locations, how many, price, neighborhood permits etc would be formulated. We were not included AT ALL in Resolution 12-4384, nor given ANY notification before it was presented to Metro Council last week.

2. If you cannot make it in person, send an email to susan.parsons@portlandoregon.gov (preferably today, but certainly before 7 tomorrow) with your statement. It will be presented to COuncil.
 3. In addition, send the email to each commissioner : mayorsam@portlandoregon.gov, nick@portlandoregon.gov, randy@portlandoregon.gov, amanda@portlandoregon.gov, dan@portlandoregon.gov. Copy these emails to allan@nwexaminer.com and dtims@oregonian.com
 4. Sign a statement tonight that can be presented by a representative tomorrow to the Council.
- I believe that it would best if each of us do as many of the above as possible.

Options that City council could consider:

1. Delay any ordinance until there is a full public process and the new council and mayor are on board. Perhaps Nick Fish will do the right thing and withdraw it voluntarily when he sees the outcry.
2. Take all wording regarding paring meters out of the resolution/ordinance and let the promised Washington Park Transportation Plan work on this.

I am very sorry I am out of town, but I have sent all the emails to the above people and will have any statement signed by proxy.

I wish all of us the best in trying to keep democracy alive in a city that states it is the city "that works"

Thank you,
Claudia

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185779

Parsons, Susan

From: Perry Jaqua [perryjaqua@outlook.com]**Sent:** Tuesday, November 13, 2012 4:15 PM**To:** Parsons, Susan**Subject:** Washington Park Transportation Plan

City Council members,

I reside in the Sylvan Highlands neighborhood and take great pride in our neighborhood. I am concerned about recent events and the path that we are on in regards to the Washington Park Transportation plan in which meters will be placed in the Washington Park area.

From what I have experienced, there has been no public discussion on the topic of meters in the park and the details of the transportation plan. As I understand this, the plan will impact the greater Portland population, and also, in other ways, our neighborhoods (especially Sylvan Highlands). We had been assured that we would be part of a Washington Park Transportation Plan in which meters-yes/no,-locations, how many, price, neighborhood permits etc would be formulated. We were not included AT ALL in Resolution 12-4384, nor given ANY notification before it was presented to Metro Council last week. Please correct me if I have misunderstood the actions and communications on this project/plan thus far.

I am a concerned citizen and believe that we have a responsibility together to hold each other accountable.

Thank you for your time and consideration.

Best,

Perry Jaqua, MBA

perryjaqua@msn.com

503-548-8891

1595 SW Highland Parkway

Portland, Oregon 97221

"If there is something in your life that you don't like - change it. If you can't change it - change your attitude." - Maya Angelou

11/13/2012