

City Council
c/o City Auditor
Portland, Oregon 97204

Robert Butler
824 SW 18th Ave.
Portland, Or 97205
hand delivery

Re: Flanders Bike Bridge-agenda #543

Dear Council Members,

This agenda item was voted on April 2nd, with out disclosing and apparently not knowing how many people would benefit. In response I hired a bicycle count survey. The enclosed concluded on each overpass of the Glisan Everett couplet has on average of 3 minutes between riders during peak traffic with average business day time pause of 6 minutes between the bike trips.

Also consider that a benefit offered in part to justify why this project is better than a envisioned bike-pedestrian bridge for millions less dollars, is the benefit of street food vending opportunities on the bike bridge. This is a business model for complete failure, as such activities require dense work populations. at the lunch. Such a demand on the bike bridge does not remotely justify additional investment.

Lastly please be advised PDOT and ODOT have been alleged in violating the open records law for refusing to disclose in their response the details of the engineering design assumptions nor cost estimates details for the structure the span will rest estimated at only \$1.3 million including an optimistic contingency figure of only \$127,000

I-405 FREEWAY NW PORTLAND
BICYCLE COUNT MORNING APRIL 24th AND AFTERNOON APRIL 23rd

TIME	GLISAN OVERPASS	EVERETT OVERPASS
7-8 AM	8	7
8-9 AM	7	10
9-10 AM	6	12
10-11 AM	13	5
11-NOON	11	4
NOON 1 PM	6	6
1-2 PM	7	19
2-3 PM	8	11
3-4 PM	6	6
4-5 PM	7	12
5-6 PM	16	20
TOTAL	95	112

Sponsor: Butler Brokers Commercial Realtors, Surveyor: Gary Noble ,Portland Staffing

This project needs a lot more looking before committing spending as did the Tram.

Sincerely,

Robert Butler

encl.



MICHAEL D. SCHRUNK, District Attorney for Multnomah County

600 County Courthouse • Portland, Oregon 97204 • 503 988-3162 • FAX 503 988-3643
www.co.multnomah.or.us/da/

May 1, 2008

Robert Butler
824 SW 18th Ave
Portland, OR 97205

Re: Public Records Petition

Dear Mr. Butler,

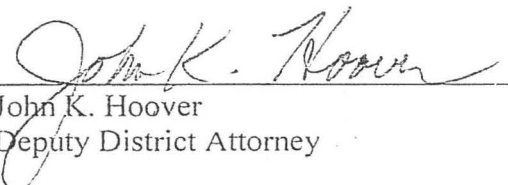
I have reviewed your letter of April 26, 2008 regarding your correspondence with the City of Portland and the Flanders Street bike bridge. The inquiries are not couched in terms of the desire to inspect documents under the authority of the Public Records Law. For your future reference, ORS 192.410, et. seq. outlines the process for making such requests.

The Director of Transportation, Susan Keil, has answered your questions to the best of her ability. There is nothing to suggest that she has denied a request for public records. If you believe there are, in fact, any public records in existence necessary to your understanding of the Flanders Street bike bridge ask for them and invoke the provisions of the Public Records law. It is as simple as that. If there are no documents consistent with your request, you will be told so. If documents do exist, they will be provided subject to any costs associated with processing your request or the City will interpose an exemption or exemptions.

If the City denies your request for records, submit a petition together with your public records request and the denial. Our office will then be happy to consider your petition. My direct phone number is (503) 988-3585. Good luck.

Very truly yours,

MICHAEL D. SCHRUNK
District Attorney
Multnomah County, Oregon

By: 
John K. Hoover
Deputy District Attorney

cc: Susan D. Keil



Portland Bureau of Transportation

Phone: 503-823-5185 Fax: 503-823-7576 1120 SW Fifth Ave, Suite 800, Portland, OR 97204

More Contact Info (<http://www.portlandoregon.gov/transportation/article/319727>)

News Blog: Flanders Crossing to be built over I-405, connecting Pearl District to Northwest District

By Amber Shackelford, Portland Bureau of Transportation

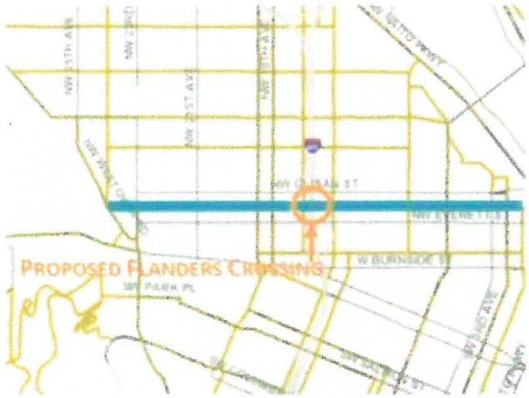
(August 19, 2016) - Portland's next bridge won't be built over water, but instead over I-405. Today it was announced that the Flanders Crossing bridge (<http://www.portlandoregon.gov/transportation/71475>) has been funded by the Oregon Transportation Commission and that construction could begin as soon as April 2018. The Portland Bureau of Transportation (PBOT) is providing \$3 million of the \$5.9 million cost; \$2,877,000 is coming from the state's ConnectOregon (http://links.govdelivery.com:80/track?type=click&enid=ZWfzPTEmbWFpbGluZ2lkPTlwMTYwODE5LjYyODA0NjExJm1lc3NhZ2VpZD1NREltUFJELUJVT00yMDE2MDgxOS42MjgwNDYxMSZkYXRhYmFzZWlkPTEwMDEmc2VyaWFsPTE3MDY5MDIwJmVtYWlsaWQ9aGFubmFoLnNjaGFmZXJAcG9ydGxhbmRvcnVnb24uZ292JnVzZXJpZD1oYW5uYWguc2NoYWZlckBwb3J0bGFuZG9yZWdubi5nb3YmZmw9JmV4dHJhPU11bHRpdmFyaWF0ZUlKPSYmJg==&&103&&http://www.oregon.gov/ODOT/TD/TP/Pages/connector.aspx?utm_medium=email&utm_source=govdelivery) program.

utm_medium=email&utm_source=govdelivery) program.



The bridge's design was chosen after a thorough evaluation process that examined the best options in regards to equity, environmental concerns, and economic prosperity. The bridge, designed to be about 250 feet long and 24 feet wide, will be for pedestrians and people on bikes, with no lanes for car traffic or transit. On each side of the bridge will be a 6 foot sidewalk for pedestrians, and on the inside will be two 6 foot lanes for bicycles. This separation of uses eliminates any conflicts between bicycles and pedestrians. Also included in the project are new crossings at NW 15th and 16th to help people get onto and off of the bridge.

Strong support for Flanders Crossing was shared throughout the adjacent neighborhood and the business communities, including the Pearl District Neighborhood Association, Northwest District Neighborhood Association, Pearl District Business Association, the Pacific Northwest College of Art and more. This support shows that people are beginning to understand the value of biking and walking. Not only are they healthier and more sustainable alternatives to driving, but they can also assist in building the economy and community. With all of these factors, it's clear that Flanders Crossing will be an important and worthwhile addition to Portland's transportation network.



Right now, there are no crossings like this over I-405. All other options for people on foot or bike essentially require crossing freeway onramps. These routes are often congested and do not provide sufficient space for those using active transportation. The Flanders Crossing (<http://www.portlandoregon.gov/transportation/71475>) will provide a safer alternative and will open up the option of walking and biking to people who don't feel comfortable crossing the freeway at other locations.

The predicted numbers for how many people will use Flanders Crossing are huge. Including the potential neighborhood greenway, there could be an estimated 9,100 daily trips across Flanders Crossing. Although this number combines walking and biking trips, it is still around five times the amount of bike rides taken across the Tilikum Crossing each day.

How could this comparatively smaller bridge generate so much usage? The key is in the location. Over the past couple years, more and more housing has been built in the Pearl District, and more jobs have been cropping up in the Northwest District. The ability to live and work in a thriving downtown area where active modes of transportation are all you need to get around is drawing top talent. This draw in turn attracts businesses that want those talented individuals working with them. This dynamic is what has businesses such as Airbnb and Vestas supporting the Flanders Crossing project. The bridge will provide a crucial link for people living and working in different parts of NW Portland.

The bridge is not the only plan the City has to improve active travel in this area. The overall plan is to build a neighborhood greenway on Flanders stretching from NW 24th to the Steel Bridge, with Flanders Crossing being part of that. This greenway would create a low-stress east-west path through the city. Although the funds received only cover the project and not the improvements necessary to implement a neighborhood greenway the City is committed to the entire project and is actively seeking ways to make it happen.

And, if all of these reasons aren't enough, Flanders Crossing could also serve a critical role in the event of an earthquake. Since it would be built to modern seismic standards, the bridge would be designed to be resilient to a 9.0 quake - meaning it may be the only route left standing to cross I-405 were such an earthquake to occur. This resilience will allow people on foot and on bike, as well as emergency vehicles, to cross over this divide.

From the safe passage it will provide, to the opportunities it will open up, and the economy it will help promote, PBOT is very excited to be making Flanders Crossing (<http://www.portlandoregon.gov/transportation/71475>) a reality.

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Moore-Love, Karla

From: Moore-Love, Karla
Sent: Friday, September 15, 2017 5:08 PM
To: 'butlerbrokers@qwestoffice.net'
Subject: RE: [User Approved] RE: request 3 minutes to address city council next opportunity

I will list you and the topics you have submitted on the November 8th Portland City Council agenda. Please email me by October 31st if you want to change your topic.

Thank you,
Karla

Karla Moore-Love |Council Clerk
Office of the City Auditor |City Hall Rm 130
503.823.4086

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

From: Butler Brokers Coml Realtors [mailto:butlerbrokers@qwestoffice.net]
Sent: Thursday, September 14, 2017 8:01 PM
To: Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>
Cc: robert butler <butlerbrokers@qwestoffice.net>
Subject: [User Approved] RE: request 3 minutes to address city council next opportunity

If it is not too late it will be address three transportation mistakes uptown West of I-405 of two are about to be made.

IF November too late it will be about the draconian tax treatment of Portland's business tax of small employers to subsidize large corporations tax obligations. Only in Portland, no where else in the USA.

thank you

Robert Butler

Butler Brokers Inc.
Commercial Real Estate
824 S.W. 18th
Portland, OR 97205

Tel: (503) 222-4949
Fax: (503) 228-4079
e-mail: butlerbrokers@qwestoffice.net
website: www.butlerbrokers.com

On Thu 14/09/17 10:30 AM , "Moore-Love, Karla" Karla.Moore-Love@portlandoregon.gov sent:

> The next available date to address the Portland City Council is
> Wednesday, November 8th.
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>
> To put you on that day's agenda, I will have to have your topic.

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> Regards,
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> Karla
>
> Karla Moore-Love |Council Clerk
>
> City of Portland |Office of the City Auditor
>
> 1221 SW 4th Ave Rm 130
>
> Portland OR 97204-1900
>
>
>
> email: Karla.Moore-Love@portlandoregon.gov
> Testimony Email: cctestimony@portlandoregon.gov
> phone: 503.823.4086
>
> Clerk's Webpage: www.portlandoregon.gov/auditor/councilclerk
>
>
> -----Original Message-----
>
> From: Butler Brokers Coml Realtors [butlerbrokers@qwestoffice.net]
> Sent: Thursday, September 14, 2017 10:15 AM
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> To: Moore-Love, Karla
> Subject: RE: request 3 minutes to address city council next
> opportunity
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> message missing contact please advise of next opportunity to schedule
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>
> Robert Butler
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>
> Butler Brokers Inc.
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> Commercial Real Estate
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> 824 S.W. 18th
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> Portland, OR 97205
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> Fax: (503) 228-4079

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> e-mail: butlerbrokers@qwestoffice.net

> website: www.butlerbrokers.co

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> On Wed 13/09/17 12:53 PM , "Moore-Love, Karla" Karla.Moore-Love@portlandoregon.gov sent:

> > Hello Mr. Butler,

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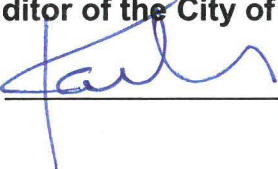
Request of Robert Butler to address Council regarding three
transportation mistakes, and the draconian tax treatment of Portland
business tax of small employers (Communication)

NOV 08 2017

PLACED ON FILE

Filed OCT 31 2017

MARY HULL CABALLERO
Auditor of the City of Portland

By  Deputy

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