



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 28th DAY OF MARCH, 2001 AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Hales and Sten, 3.

OFFICERS IN ATTENDANCE: Britta Olson, Clerk of the Council; Linda Meng, Chief Deputy City Attorney; and Peter Hurley, Sergeant at Arms.

REGULAR AGENDA

Commissioner Charlie Hales

- 351** Forward a list of priorities to Metro for the Priorities 2002 Metropolitan Transportation Improvement Program Update (Resolution)

Disposition: Resolution No. 35979. (Y-3)

Communications

- 352** Request of Patrick Dinan to address Council regarding Police Internal Affairs Division actions (Communication)

Disposition: Placed on File.

- 353** Request of Richard Koenig to address Council regarding the nine-page affidavit addressed to Chief Kroeker (Communication)

Disposition: Placed on File.

- 354** Request of Ron Strasser to address Council regarding the Richard Koenig story (Communication)

Disposition: Placed on File.

At 9:58 a.m., Council adjourned.

GARY BLACKMER
Auditor of the City of Portland

Britta Olson/pal

By Britta Olson
Clerk of the Council

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

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WEDNESDAY, 2:00 PM, MARCH 28, 2001

DUE TO THE LACK OF AN AGENDA
THERE WAS NO MEETING

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Closed Caption Transcript of Portland City Council Meeting

This transcript was produced through the closed captioning process for the televised City Council broadcast.

Key: ***** means unidentified speaker.

MARCH 28, 2001 9:30 AM

Katz: Does anybody want to say anything? Otherwise --

Hales: We are going to do our part.

Katz: Well, Britta, let me embarrass and you. Sitting up here sometimes, you get a little befuddled, and your mind is somewhere else, and you forget to read the number, and it is always nice to have and you on the side, the city attorney on this side watching over and you, but and you, especially, and I know that some days this hasn't been easy for you, and it hasn't been easy for any of us sitting in this room, but I want to thank and you for your long and dedicated career to the city, and wish and you well and hope that you find some time to play and to enjoy life and sleep in a little bit, and on behalf of the city council and the auditor's office -- [laughter]

Britta Olson, Council Clerk: Not yet. [applause]

Katz: She got emotional. Maybe towards the end, we always ask people who spend all their years with the city, to share with us something that they learned. [laughter] They have learned to not tell us when their last day is. [laughter] all right, this ought to be very quick today. Britta, 351.

Item 351.

Hales: We have got staff here to make a presentation about there package, but just a couple of summary comments. I think this is a classic Portland piece of work, in that we have a philosophy here in this community that we want to provide our citizens with as many choices and how to move around the city, as possible, and we are going to try to make the repairs and improvements as we find the funds to make the city a safer and more pedestrian-friendly and bicycle friendly place, and this package is really consistent with that. It is also consistent with our understanding that we have got streets like northwest 23rd, that are so significantly deteriorated that they need a major reinvestment, just to be in workable condition, or usable condition for the next 40 four years. It has probably been four years since the last one was laid over northwest 23rd. Same thing with holgate, so it is a nice mixture. I want to compliment both the community advocacy that brought this package together and the staffwork. A nice mixture of projects that helped the pedestrian, helped neighborhoods, helped freight, and again, maintain our philosophy that we are not simply going to accommodate automobiles in the city, but we are going to accommodate commerce and pedestrians and bicycles and recreation, as well. So, with that, I think steve and mark are going to make the presentation, and so, come on up.

Steve Dotterer, Portland Office of Transportation (PDOT): Good morning, I am steve with the office of transportation, and even though there is three of us, we will be very brief. I just want to set a little context in terms of what happens next with this list. This is metro's solicitation for projects for federal funds, and this year, because there aren't very much federal funds available, there is only 38 million to be distributed, they adopted an abbreviated approach, which they asked us -- they took the round, the proposals from, from two years ago and those good, unfunded projects, they essentially said, local jurisdictions, will and you take this as your kind of base package as your candidate lists. And you may make adjustments to that list. And you may make some substitutions, and you may add, actually, up to about \$2 million more in projects, but try to stick with that basic list of projects which were good that we tried to fund the last time and we couldn't get to. So, we tried to do that within our

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project list. All of the projects that are on this list are either from that previous list or projects that we have -- that currently have some federal funding and they need additional federal funding to be completed. So we aren't, in this exercise, starting anything new. We are trying to finish current things or work forward on things that we have already advanced with the community. Commissioner Hales has run over the major points about the projects. I guess the one other area that I would like to touch on is that there is a couple of projects for the gateway area, which are part of the development of that, and greg is here to talk a little bit about the other project.

Gregg Everhart, Parks Bureau: Hi, I am greg, trails planner for Portland parks, and I want to first of all, thank transportation for cooperating with us on this. I don't know whether it is -- could be improved in any way, but at this point, transportation actually represents us both at the technical advisory committee that weighs all the regions projects and also at j.-pack, the political representation. So, we did want and you to know that we dropped a couple other of our desirable bike-trail projects from this list. Spring water is our top priority. We think that it is closest to all the regional routes, and an example of what the 40-mile loop could do if it were completed. I know you are well aware of the east bank, the steel bridge crossing project, and that we are actually working on the design of four miles of trail that will go along the willamette river. You have to really figure what it would be like to live in milwaukie, as a partner on this project. Live out in gresham. A previous partner in this project, or even be able to access it from happy valley. The corridor that we currently own stretches out basically to boring, and there is trail alignment onto clackamas, so this really is an opportunity to, to get, really, sort of the worse, the hardest, the most expensive link done. So, we widdled it down to one. This is it, and we hope that, to the degree you can support it through your allies in the metro council and on the j-pack, we would really like to have this full funding. I do have citizens to comment further, so I will leave it at that.

Katz: Okay. Thank and you. Let's open it up to the publicity hearing then.

Hales: Who is on first? Come on up. Three at a time.

Katz: Come on up. First come, first serve. For this item. Who wants to start?

Greg McPherson: Okay. I am greg and I live at 4730 southeast 27th avenue, and I am a citizen who has been involved with promoting trails in the metropolitan area for many years. I served for long years on the board of the 40-mile loop land trust with my friend, barbara walker, and bob acres, who are here, and will probably be speaking later, and we worked on the original effort to develop spring water corridor trail, and we, we always had in mind that it was not really done until there was a link to the middle of the city, and the proposal to build the omsi to spring water link that you have proposed here before and you is that opportunity. I have a letter here to offer to each of and you, which includes resolutions that have been adopted by five neighborhood associations in southeast Portland, as well as petition signed by 130 citizens, most of them residents of the city of Portland. I won't take up your time more to describe that material but I will offer it for your consideration because I think this is a wonderful project.

Katz: Thank and you.

Hales: Thank and you.

Kevin Downing, President, Sellwood NA: My name is kevin downing, president of the sellwood neighborhood association, and I want to add my support for this prog, as well. Even though it will be cited within our neighborhood, providing this kind of connectiveness toward a bike system, that really encourages use of bicycles, and it really is more like building the glenn jackson bridge in relation to the i-205 that this will make toward enhancing the rest of the trail system. And I also wanted to say, too, that we are also interested in other bike projects of the neighborhood, as well. We regard this as our current priority. We are very dedicated and we won't -- will be back before and you, in terms of seeking support for other traffic management projects within the neighborhood, and we are very persistent on that point, so you will see us again. But I wanted to recommend your adoption of this

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point because I think a decision like this will be a hallmark for Portland. It will actually make it a great -- it will be a hallmark of a great city, so I urge your support.

Mel Huie, Metro Parks and Green Spaces: I am with metro parks and green spaces department, and we are here to support this project on the spring water trail. It is another good example of where metro and the city and local partners are working on a regional trail system for recreational and community uses. An estimated 600,000 people already use the trail between Gresham and Portland, and we expect thousands of more to use it. Over the past 12 years, we have been working cooperative writing all these plans, you know, for trails and trails, and so it is really nice to have a plan that's actually being implemented, and it will literally complete the cascade mountains all the way to downtown Portland, and the Willamette River Gateway Trail. Funding for the three bridges over the railroad line, McLoughlin Boulevard and Johnson Creek is going to leverage a lot of federal, state, and regional funds. Metro, through its open spaces, bond measure is paying for the connection from OMSI to the Sellwood Bridge, which this will connect up to the project we are addressing today. And that trail, it is going to be very exciting. It will open up in the summer of 2002, and we are working with Portland Parks, and we do the to complete that. And lastly, this is a unique and historic opportunity to fund the crucial missing gap with the 40-mile loop system, which surrounds the city, and also will fill the dream envisioned of the Olmstead Brother's Park Plan of 1903, which, an earlier city council was adopted. Thank and you.

Bob Akers, President, 40-Mile Loop Land Trust: I am Bob Akers from Gresham. I am president of the 40-mile loop land trust at the present time, and I would like to first of all, just thank the cooperation that we get from the city of Portland on doing trails. The Spring Water Trail was a great connection for East County, but it is also a great connection for a regional trail system. It was mentioned earlier that this project we are talking about today is not just a local project. I think it is a very strong and important part for our regional trail system. Most of the things that I would like to say today probably have already been said, so I won't bore you with that, but just to say that, that this is not only a regional deal, but when we talk about building a trail and the importance of the recreation part of it, but it is something I really feel strongly about that the 40-mile loop works on, we tried to build a connecting part but neighborhoods, and this one thing will more or less connect our neighborhood of Gresham, East County, all the way to Cascade Mountains, Cascade Trail Systems and everything to downtown Portland. So I think it is very important.

Barbara Walker, 40-Mile Loop: I am Barbara, also with the 40-mile loop. My message is pretty straightforward. Connections are everything in transportation. Critical to the streetcar, light rail, main street, or the main line. The Spring Water Corridor and the Willamette Greenway are the main line of the region's pedestrian and bike trail systems. A missing link drastically reduces use. The OMSI Spring Water Missing Link traverses McLoughlin Boulevard, the Union Pacific tracks and Johnson Creek. The three bridges are essential. In the '70s, I worked in aerial heights. Since I began working on the Spring Water Corridor 20 years ago, my motivating dream has been to enable children from Arrow Heights or Lents, to bicycles to OMSI. Now Happy Valley wants this, too. The trail from Gresham to the new path added to the steel bridge is 17.5 miles long, and the safest commute in the region. Let's make it happen. Thank and you.

Dick Cooley, Gateway Advisory Committee: I am Dick, and I am enjoined by Beth and Kenny. I chair the Gateway Program Advisory Committee, also with us is Ted, and he's in the audience, who has been a tremendous supporter of the community out there. I don't know where he gets the energy to do all the wonderful things that Ted does. I am here to ask your support for the three projects in Gateway. One project is about \$800,000, would buy land in the transit center and redefine the Gateway Transit Center and spark redevelopment of the four corners at 99th and Pacific. Second project would redesign 102nd Boulevard, it is about \$107,000, redesign it as a boulevard to serve as a front-door, and into Gateway's future. The third project, we are not asking really for any money for. It would straighten the intersection at 99th and Glisan. We just want to get if line for the discussion on

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two years on that particular project when we will have the right-of-way. We will have bought the right-of-way with funds we have already set aside. My four reasons in support of this request -- first, gateway is a regional center. Its importance goes well beyond its boundaries and embraces the entire region. Your decision today will -- is about regional priorities, and gateway is a regional priority. Secondly, it is a good time to act over the next few years, gateway development will surge, and whether that development is policy oriented, will depend on the decisions and you make today. The pump in gateway needs to be primed. No one source of money is going to pay to make that a regional center, and the third -- the community is there. It is thought about these priorities, and it is united in its support for these requests. And finally, we really believe these are the right projects. They are narrow enough to be a reasonable and economical. At one point, \$5 million is not a lot of money to get a regional center really going. But, they are broad enough to have an enduring impact on the whole regional center. So, the gateway program advisory committee urges and you to support the process.

Beth Baltz, Chair, Gateway Subcommittee on Transportation: I am here, I am beth, member of the program advisory committee, but also the chairman of the transportation committee within that group. And I am here, also, in support of this project. Those streets are so essential to what happens. The regional center, what's happening now, from three years ago when I first started to be a member of this activity out in the gateway area, transportation was the thing I heard again and again. I have had so many conversation can say. The fact that 102nd is really the spine, the thing that lays from north to south, that is going to make the difference in how that area developed is so critical to bringing the regional center to fruition and the money that could be spent here for design and development, careful, thoughtful design and development is critical to us, and we appreciate your help.

Kenny Asher, Portland Development Commission : Kenny, with the Portland development commission. I am actually here on behalf of phil, who is the director of project planning for tri-met, another one of our partners. He's actually briefing fred hanson on one of these projects we are having your support on. If I could just read excerpt from his letter of support. Tri-met appreciates the partnership with the pdc and the gateway community as we craft a division for the gateway regional center, as we look to the future, it is apparent much of the strength lies in the great regional accessibility. The light rail investment, including two gateway stations in the Portland international airport extension, provide opportunities for static redevelopment that will spark further improvements in this promising mixed development community. Given the potential of the area, tri-met endorses the city of Portland's request that would secure federal funding for not only the boulevard project, on 102nd but also for the \$800,000 funding for the purchase of the tri-met acre for the park and ride, which would become a transit oriented development. Gateway's strategic location and its status as a regional center make this an appropriate use of regional transportation dollars. Thank and you. Phil.

Katz: Thank and you. Anybody else? Nobody else? All right. Let's do roll call.

Hales: Well, I want to, again, thank the various public agencies that have worked well together in producing this request. Parks, and pdot, in particular, but also metro and pdc, so thank and you for good staff work, and to the citizen advocates for these projects. You have really put us in a good position to compete. As you know, there is a competition for these funds. There is never enough to cover all the requests from all the jurisdictions, but particularly, the projects we heard about this morning, really, leverage other regional objectives. So I think that we are in a good position to make that case that the importance of the spring water corridor as a regional, love that, safest commute in the region. [laughter] And the healthiest, too. That's, I think, going to have a lot of weight at metro, and then gateway is one of the few regional centers in the whole regional plan that metro has adopted that is still, frankly, trying to be a regional center, rather than downgrading to being a town center that may still have the purple dot on the map that calls it a regional center. Gateway is still trying to be what we all had in mind when we adopted the concept of regional centers, a real, intense, urban place. And so these investments in gateway are, I think, very appropriate for us to take the, our, our share or a portion

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of our share of regional transportation funds and actually make it happen. So, thanks for great work at the advocacy level there. It really puts me, as our j-pack representative and this city council in a position of strength and in trying to get as much this far money as we can. So thank and you very much. Aye.

Sten: Aye. These are the right priorities. Go get them. Aye.

Katz: They are the right priorities, and I am very excited about the extension of the trail and especially, excited about gateway as we embark on the next phase. Didn't realize it was almost three years, so we are on our way. I do have something that was given to me from commissioner Francesconi's office that I would like to read. Commissioner Francesconi planned to be here today but is with his ill mother in northern california. He did want to thank the trail advocate staff, parks, and pdot for their work in getting the funding request from the omsi spring water corridor on the city list for t-21 funds. This is a regionally significant project, and I am pleased that clackamas county, through the city of milwaukie, is partnering with us on this project, and that metro is proposing contributions through their share. Thank and you, everybody, for their dedication. Thank and you. Aye. All right. Thanks. We are down now to communications, 352. Dinan.

Item 352.

Patrick Dinan: I will wait until there is a quorum.

Katz: I am not sure we even need a quorum on this.

Dinan: Well, you are not a legal council --

Katz: Don't lecture me. You have three minutes.

Dinan: You are lecturing me --

Katz: You have three minutes and why don't and you start.

Dinan: Again, you are not a quorum. How can I present --

Katz: Fine, we will stand and we will be adjourned.

Dinan: Is that a threat again? Is this how and you treat a citizen that is here to find out --

Katz: We stand adjourned. {Items 353 and 354 were not heard}

At 9:58 a.m., Council adjourned.