



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **29th DAY OF APRIL, 2020** AT 9:30 A.M.

THOSE PRESENT BY VIDEO AND TELECONFERENCE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fritz and Hardesty, 4.

Under Portland City Code and state law, the City Council is holding this meeting electronically. All members of council are attending remotely by phone and the City has made several avenues available for the public to listen to the audio broadcast of this meeting. The meeting is available to the public on the City's YouTube Channel, eGov PDX, www.portlandoregon.gov/video and Channel 30. The public can also provide written testimony to Council by emailing the Council Clerk at cctestimony@portlandoregon.gov.

The Council is taking these steps as a result of the COVID-19 pandemic and the need to limit in-person contact and promote social distancing. The pandemic is an emergency that threatens the public health, safety and welfare which requires us to meet remotely by electronic communications. Thank you all for your patience, flexibility and understanding as we manage through this difficult situation to do the City's business.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees, Chief Deputy City Attorney.

Item Nos. 330 were pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS		
321	Request of Dan Gregorio to address Council regarding sidewalks (Communication)	PLACED ON FILE
322	Request of John Carter to address Council regarding challenges securing a commercial lease (Communication)	PLACED ON FILE
323	Request of Elijah Cetas to address Council regarding Zenith Energy (Communication)	PLACED ON FILE
324	Request of Eileen Fromer to address Council regarding Zenith Energy (Communication)	PLACED ON FILE
325	Request of Joanne Rees to address Council regarding Lents Town Center Development Phase 1 Auditor's report (Communication)	PLACED ON FILE

<p>CONSENT AGENDA – NO DISCUSSION</p> <p>Mayor Ted Wheeler</p>		
<p>*326 Pay settlement of Randy Block and Terry Belieu property damage lawsuit in the sum of \$55,000, involving Bureau of Environmental Services (Ordinance) (Y-4)</p>		<p>189937</p>
<p>*327 Pay settlement of Kathleen Pratt property damage and bodily injury lawsuit in the sum of \$14,000, involving Portland Bureau of Transportation (Ordinance) (Y-4)</p>		<p>189938</p>
<p>*328 Pay settlement of lawsuit from the Estate of Fallon Smart in the sum of \$395,000 involving Portland Bureau of Transportation (Ordinance) (Y-4)</p>		<p>189939</p>
<p>*329 Pay property damage claim of Wells Fargo Bank NA in the sum of \$11,330 involving Portland Bureau of Environmental Services (Ordinance) (Y-4)</p>		<p>189940</p>
<p>Commissioner Amanda Fritz</p> <p>Water Bureau</p>		
<p>330 Amend Intergovernmental Agreement with the Regional Water Providers Consortium for a no cost time extension to provide staffing services (Second Reading Agenda 308; amend Contract No. 50880) (Y-4)</p>		<p>189941</p>
<p>Commissioner Jo Ann Hardesty</p> <p>Portland Fire & Rescue</p>		
<p>331 Authorize application to the Department of Homeland Security through its Federal Emergency Management Agency for boathouse construction grant totaling \$1 million (Ordinance)</p>		<p>PASSED TO SECOND READING MAY 6, 2020 AT 9:30 AM</p>
<p>REGULAR AGENDA</p> <p>Mayor Ted Wheeler</p> <p>Bureau of Environmental Services</p>		
<p>332 Authorize the Bureau of Environmental Services to acquire certain permanent and temporary property rights necessary for construction of the Montavilla North Sewer Repair Project through the exercise of the City's Eminent Domain Authority, Project No. E10385 (Ordinance) 20 minutes requested</p>		<p>PASSED TO SECOND READING MAY 6, 2020 AT 9:30 AM</p>
<p>Office for Community Technology</p>		

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<p>333 Grant a one-year temporary, revocable permit to Crown Castle Fiber, LLC for wireless communications services in the City (Second Reading Agenda 311) (Y-3; N-1 Hardesty)</p>	<p>189942</p>
<p style="text-align: center;">Commissioner Chloe Eudaly</p>	
<p style="text-align: center;">Bureau of Transportation</p>	
<p>*334 Extend contract with Motivate International, Inc. and increase the contract value for continued operation of the Bikeshare System in an amount not to exceed \$750,000 (Ordinance; amend Contract No. 30003174) 15 minutes requested Motion to amend ordinance, exhibit and impact statement to change the extension date for Amendment #8 from December 31, 2020 to August 1, 2020: Moved by Eudaly and seconded by Fritz. (Y-4) (Y-4)</p>	<p style="text-align: center;">189943 AS AMENDED</p>
<p>335 Authorize a contract with the lowest responsible bidder for the Downtown I-405 Pedestrian Safety and Operational Improvements Project for an estimated \$3,183,401 (Ordinance) 15 minutes requested</p>	<p style="text-align: center;">PASSED TO SECOND READING MAY 6, 2020 AT 9:30 AM</p>
<p style="text-align: center;">Commissioner Amanda Fritz</p>	
<p style="text-align: center;">Water Bureau</p>	
<p>336 Authorize Intergovernmental and grant agreements in support of the Water Leak Repair Assistance Program for income qualified Portlanders in an amount not to exceed \$1,250,000 over a period of five years (Second Reading Agenda 319) (Y-4)</p>	<p style="text-align: center;">189944</p>

At 11:00 a.m., Council adjourned.

2:00 PM WEDNESDAY/THURSDAY APRIL 29-30, 2020

**DUE TO LACK OF AGENDA THERE WERE NO
WEDNESDAY OR THURSDAY 2:00 PM MEETINGS**

MARY HULL CABALLERO
Auditor of the City of Portland

Karla
Moore-Love

Digitally signed by
Karla Moore-Love
Date: 2020.07.14
11:44:53 -07'00'

By Karla Moore-Love
Clerk of the Council

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

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

Key: *** means unidentified speaker.**

APRIL 29, 2020 9:30 a.m.

Wheeler: This is the April 29, 2020 session of the Portland city council. It is, of course, a virtual council hearing so first of all, Karla, if you can call the roll so I don't forget.

Hardesty: Here.

Eudaly: Here.

Fritz: Here.

Wheeler: Here. The city council is holding this meeting electronically. All members of council are attending remotely by phone, and the city has made several avenues available for the public to listen to the audio broadcast of this meeting. The public can also provide written testimony to council by emailing the council clerk at cctestimony@Portlandoregon.gov. The council is taking these steps as a result of the COVID-19 pandemic and the need to limit in-person contact and to promote physical distancing. The pandemic is an emergency that threatens the public, health, safety, and welfare which requires us to meet remotely by electronic communication. Thank you all for your patience, flexibility, and understanding as we manage through this difficult situation to do the city's business. With that, Karla, first up is communications, and I am told that we have to read each of the communications slots even if individuals are not present, so if we could start with 321, please.

Moore-Love: Did you want the city attorney's opening statement?

Wheeler: I am sorry, I forgot that. Linley you are the Attorney, Good Morning.

Linly Rees Chief Dep City Atty: Good morning, to participate in council meetings you may sign up in advance for communications to briefly speak about any subject. You may also sign up for public testimony on resolutions or the first readings of ordinances. The published council agenda at Portlandoregon.gov/auditor contains information about how and when you may sign up for testimony while the council is holding electronic meetings. Your testimony should address the matter being considered at the time. When testifying, please state your name for the record. Your address is not necessary. Please disclose if you are a lobbyist. If you are representing an organization, please identify it. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated. When your time is up, the presiding officer will ask you to conclude. Disruptive conduct such as shouting, refusing to conclude your testimony when your time is up, or interrupting other's testimony or council deliberations will not be allowed. If there are disruptions, a warning will be given further disruption may result in the person being placed on hold or ejected from the remainder of the electronic meeting. Please be aware that all council meetings are recorded. Thank you.

Wheeler: Very good. With that, item 321, communications, please.

ITEM 321

Moore-Love: He will not be speaking today.

Wheeler: All right, thank you. Next item, please, sorry.

ITEM 322

Moore-Love: 322.

Wheeler: Is Mr. Carter with us.

Moore-Love: I believe he is.

John Carter: I am.

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Wheeler: Good morning, sir.

Carter: Good morning. Can you hear me?

Wheeler: Yes, very well, thank you.

Carter: Fantastic. Good morning, mayor and commissioners. Mayor, in unprecedented time and with the social and economic conditions of the city have been shaken in a flash, and I believe it's important to recognize, though, that the virus has accelerated an economic trend that was already well motioned, relentlessly increasing costs to live, participate, in the city. How can it be claimed that we were moving towards an equity lens when the baseline to contribute to the fabric has been raised well beyond reach. In my experience and looking for a space to open our business, I saw plenty of commercial vacancies but highly restrictive pricing and fee costs such as triple net terms. Spaces remain vacant for months or years. Spaces that could be immediately ignited for productive use, community resources, and social connection. The city's urban landscape has beautiful bones, but so much of it has been hollowed out for the sake of profit potential. Why do these spaces remain vacant for so long? I see many factors at play but speculative thinking is a leading cause, a developer would rather keep a space vacant and write the loss of revenue off to a highly profitable future tenant, usually with a deep pocketed chain or [inaudible], when profit potential shapes the city and becomes the end rather than a means to creating something of value and community connection, it warps through the city. We call it market rate, but when the market is only open to those positioned for high profit, shouldn't we question how the gate is measure and had for who it is open? Many of Portland's businesses are in a moment of crisis. Those positioned for profit may survive. Many will sadly perish. The stage has been set for a massive reset. We need to put the conditions in place that refocus and reaffirm our city's pension for localism. We need to open up opportunities for all Portlanders to build and contribute to our city's landscape, particularly, racially and economically disadvantaged people that have been shut out in the past and will continue to be so within the confines of the current schema. Here's some suggestions to increase commercial equity and opportunity. Vacancy tax impose meaningful monthly penalties on owners and developers that opt to keep a space vacant for speculative purposes rather than lower the rental rate to widen the opportunity pool. Decrease the currencies and complexity for small businesses, grant incentive for business that is offer direct community benefit, moratorium on corporate chains establishing new business within the city limits, unless they are employee owned, and tax and grant incentives for local businesses that operate under an equity ownership model. The house is not home without the people that shape it, the market is an ever heightening gate for access, how to pay for the cost of participation is top of mine. And if we are to have a dynamic, vibrant, equitable Portland we need to shift the rules of the game. I thank you very much for my time -- for your time, and all the work you are doing.

Wheeler: Thank you, Mr. Carter, for your testimony, we appreciate it. And we know that you had to jump through a few hoops to get here to present it today. But you did an outstanding job, and we thank you very much for your participation and we hope to hear from you again soon.

Carter: Thank you, mayor.

Wheeler: You bet. Thank you. Karla, next individual is item 323, if you could read that, please.

ITEM 323

Moore-Love: Item 323

Wheeler: Mr. Cetas, are you on today?

Elijah Cetas: Greetings, commissioners. My name is elijah cetas. I am an organizer with the center for a sustainability economy and I grew up in north Portland. I want to say thank you for your leadership you have shown and thanks to commissioner eudaly for your bold

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vision with the slow street, safe street program. There is no going back to normal because we are facing a crisis within crises. On earth today while thousands of youth were digitally gathering to call for climate action, the Portland tribune reported that the zenith oil terminal is moving ahead with the expansion plans. They have begun construction at their facility. This, despite the office of community technology denying them the required permit. In the midst of the global pandemic and an oil market crash, we remain sheltered in place. Zenith continues to load crude oil on to the ships that are anchored off the shore from california refineries. In a superfund site and on soils that will liquefy in an earthquake, they propose new pipes and real racks to bring in ships carrying a toxic chemical called ndi, which is derived from fossil fuels and causes acute respiratory injury in workers. A recent harvard study found one micron increase in exposure to particulate matter like diesel emissions is associated with a 15% increase in covid-19 mortality rate. So that's a 15% higher death rate from the virus for someone living in linton or st. John's and along the rail lines exposed to particulate emissions. The pandemic demonstrated there are no jobs without healthy communities, and zenith is putting our community at great risk. We urge you to bring -- zenith to a public hearing to answer to the community and urge you to hold the community to the standards of the new land use compatibility statement that reflects our 2035 comprehensive plan. They should not get an air permit before that. Three, we urge you to develop a fossil fuel bonding requirement for the zenith facility to ensure the company posts a bond with the city equivalent to the cost of the risks externalized on the public. Before and much more broadly, we urge you to lead on a just recovery from this pandemic using funds from the federal stimulus to reinvest in a transition to a renewable, caring economy. Adjust recovery fund for workers impacted by the pandemic, the economic crash could assist people like the 129 employees recently laid off at greenbrier's great train manufacturing facility or the undocumented workers who do not receive federal stimulus checks. The fund could put people to work building retrofits, putting in place a fire brigade, outfitting unhoused community with personal hygiene facilities and solar charging stations, and we should follow burlington, vermont's lead and directly invest in weatherization and weather efficiency upgrades for low income residents and small businesses closed due to the virus. The framework could become a model for a broader reinvestment in the cei hub and be supplemented from funds from the work now underway to operationalize the fossil fill response starting with the zenith facility. The harbor needs a just transition and the city can facilitate that process right now with skill straining, job placement, insuring community benefits.

Moore-Love: Time is up.

Cetas: And collective bargain. Thank you very much.

Wheeler: Thank you, elijah, and we have a couple more people who want for comment, or one other individual who wants to comment on zenith, and after that I have a few brief comments in response to your great testimony. Next individual, please, Karla, item 324.

Wheeler: Good morning. Eileen, are you with us today?

Eileen Fromer: Thank you. I had to unmute, I am here.

Wheeler: No worries.

Fromer: Thank you, mayor wheeler is, Fritz, eudaly and hardesty, I am eileen fromer, a third generation Portlander, and owner of commercial and residential property in Portland. I have been active in efforts to harness fossil fuels for the past six years, including the ban on new, large fossil fuel infrastructure. I am also a member of 350pdx, and the stop zenith collaborative. I am aware that zenith has applied for several new permits to add pipes, new rail car, unloading platforms. However, I am here specifically to speak about their request for a long overdue air quality permit. This request for an air quality permit gives the city an opportunity to question the legality of the operation of importing crude oil and using our air, land, and water to transfer crude oil and send it out of state as well as overseas. First, our

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opportunity is to inform deq that a new land use compatibility statement is a legal right required in order to issue any new or revised title 5 air quality permits without the city's approval of land use. The last time the city issued a land use compatibility statement for the address at which zenith operates was in 1995, and that was 25 years ago. A lot has changed since then. Under Oregon law, the city of Portland retains authority to ensure compliance with our comprehensive plan through the issuance of an lucs. An lucs is required for a permit renewal where deq determines that the permit involves a substantial modification or intensification of permitted activity. Specifically, an lucs is required where the permitted source or activity relates to the use of additional property or a specific expansion of the existing property. That was a quote, that last sentence. Zenith will document plans to expand the pipeline system into the [inaudible] property and dock, clearly relates to the use of additional property and triggers the need for a new lucs. Zenith plans directly contradict Portland's 2035 comprehensive plan. First policy 6.48 states the city will limit fossil fuel distribution and storage facilities to those necessary to serve the regional market. Watching from california, and particularly, over seas do not serve the regional markets. Also numerous comprehensive planned policies grant the city authority to protect the citizens from the many health and safety hazards, and posed by zenith, including protecting air quality, watershed health, climate impact, and reducing the fire and seismic risk. I believe that you have a copy of my testimony there with the specific policies that I am referring to. We understand that --

Moore-Love: Time is up.

Fromer: All right. Well, thank you very much.

Wheeler: Eileen, if you have a few more finishing comments, if you can keep it to 15 seconds we would appreciate it.

Fromer: Just the understanding to raise concerns about the recent comprehensive has been acknowledged because it's being litigated and it will just be a remarkable usurpation to consider a 1995 permit adequate for today. Thank you. That's it.

Wheeler: Good. Thank you, eileen, and thank you elijah, as well. I have a few quick comments. First of all I want to state for the record once again my unequivocal opposition to any expansion of fossil fuel infrastructure or transportation capacity in the city of Portland. I have spoken out very vocally against oil trains that go through the highly sensitive columbia river gorge scenic area. I am equally concerned about oil trains, in particular, going through our densely populated neighborhoods that obvious a public safety as well as a public health and environmental threat. I really like the thrust of your commentary, both you, eileen, and elijah, with regard to the opportunity around the stimulus package to help us move towards a better economy, and that's something that I am highly motivated to do, and I think it's a great opportunity, frankly. We see some companies laying off people in greenbrier. Those individuals have skill sets where they could be retrained and potentially, come in as part of the green infrastructure, the green planning, the regenerative economy. They have skill sets that could be widely used in that regard. I also want to thank our colleagues at the, at Multnomah county. As you know the city and county have both jointly invested in a fossil fuel risk assessment. That's an important step, and elijah, I think in particular, that gets to the issue of bonding that you raised, and it's something that I am very interested in, and I am hopeful that's something that could be implemented here. I think that it's wrong that the public takes such a gigantic risk for the profits of a few private sector corporations. I do not think that that is an appropriate trade-off for the people that I represent here in the city, and I will continue to fight for the rights, for people who live here, to live in a safe and environmentally sound and physically healthy environment, so I want to thank you for your participation today and remind all of us of the importance of this issue. So thank you both for making the public

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testimony. I really appreciate it. We will see you again, I hope, maybe in person next time. We'll see. Next individual is 325, if you could read that item, please.

ITEM 325

Moore-Love: Item 325

Wheeler: Miss joanne rees, are you with us today?

Joanne Rees, Lents Strong Housing Team: Yes, I am, can you hear me?

Wheeler: Very good, welcome.

Rees: My name is joanne rees. I am a member of the lents strong housing team, but I am speaking for myself. Activism surrounding phase 2 lents town center development was spearheaded by lents strong, green lents, accomplices and tenants rise and houseless advocacy, and community groups at the forefront of Portland's mutual aid. We are not associated with a neighborhood association. Lents town center development 22 years in the making, it seemed to have happened overnight. [inaudible] january 19, fostered conversation. Pdc came and developers prospered. Capitalizing 22 years, on the city sanctioned light, [inaudible] livability of the community. A year later, a report indicated 20 years of investment, minimal, evaluation. 200 million later, median family income in lents is down 24% from 46,000 to 38,000. Most of the so-called affordable housing in lents was at the 60 to 80% mfi, which is 81,000 in Portland. Nearly two-thirds of lents' residents cannot afford their rent due to stagnant wages and falling incomes. 23% of lents' residents live in poverty, up 7%. Home ownership amongst people of color dropped from 51% to 41%. And lents homeowners paid disproportionately higher property taxes. Less than 1% of funds went towards grants and loans to small businesses, and community livability grants despite being announced, sometimes never get awarded. More than \$1 out of five, 41 million, went -- to administration and staffing. It is a diverse community of neighbors, in the midst of the coronavirus virus faced with financial ruin, the mantra, we are resilient, is being replaced by, enough is enough. Plans for the prosper Portland at 92nd and herald must be reconsidered to reflect community needs of poor, working poor, and working class people. Our houseless neighbors are being swept. Our renting neighbors worry about a catastrophic rent increase, and our home owning neighbors are steered by predatory real estate developers. And taxpayer funded market rate housing is not a solution. Lents has been victimized by urban renewal. We are one of four neighborhoods to most likely be negatively impacted by residential infill. We demand an invitation to the table. The city council work session to discuss the auditor's report, and speak on the anti-displacement committee. Nothing about us without us. Thank you.

Wheeler: Thank you, joanne rees. I appreciate it very much. And I just want to note for the benefit of my colleagues that we will receive a presentation, a public presentation on the lents audit in the not too distant future, and I look forward to a public hearing of these issues. I think that you raised some very important points. The housing issue rings very true with me. The Portland housing bureau has made investments that have resulted in 476 units recently in lents, but as you point out that's not necessarily very low income housing, and I also just want to underscore that this council has made a huge commitment to what's called the supportive housing, and supportive housing, of course, includes many people who have zero income, people coming in right off the streets. Those are the most chronically homeless. It connects them to either substance abuse or mental health or job training services, whatever they need, to be successful in the community, and your points underscore the significance of that, and as I mentioned earlier as we go through our covid recovery, we are thinking intentionally about households, particularly, households with people of color, but we are thinking about all households that are lower income in terms of how to keep them in their housing, and how to keep them stable and support essential household purchases, and while at the same time supporting those small businesses that are making your community so successful, and I want to continue to see the conversations

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that we have had with the lents community, you, and others. There are few neighborhoods in this community where people have as much resilience and spirit and love for their neighborhood as you do, and I want to thank you for that continued advocacy, so thank you.

Rees: Am I still on?

Wheeler: You sure are.

Rees: I just wanted to bring to the council's attention for that presentation in front of city council, as far as I know lents strong housing team has not been invited nor has green lents nor has ptu, right to survive, sisters of the road, Portland assembly or [inaudible] pdx so I am just reiterating again that we did most of the leg work for phase 2 development, and we are watching carefully who is now claiming credit and using our voices to go and self promote. The neighborhood association was very little involved and neither was east Portland action plan, so I am just reminding that again. Thank you very much. I appreciate you.

Wheeler: And you are right, no be has been extended an invitation because we have not set the date yet. That will be dependent upon the audit being completed, but it's my understanding that audit will be completed soon, so nobody has been invited yet, just to be clear. The date has not been set. No invitations have been set. We will absolutely make sure that we advertise the heck out of it so people know that the conversation is happening, and I am sure that there will be lots of conversations between now and then. So.

Rees: I just wanted to say one more thing and just, is that it took 20 years in order to get that first audit done, so I am 61. I don't want to be contacted by a ouija board to be given any feedback on the second audit. Thank you.

Wheeler: Thank you. And I was not here 20 years ago. No time like the present, and I will make sure I keep my ouija board in the box. Commissioner hardesty.

Hardesty: Thank you, mayor. I just wanted to remind our communications speaker that we have not scheduled rip yet, and there will be lots of opportunities for people to come. It is on an invitation only event. It will be a public hearing, and no one is excluded from public hearings that don't act appropriately based on rules of engagement. I look forward to us continuing that conversation. I absolutely believe that we must get rip done as quickly as possible. I will disagree with rebecca about -- with joanne rees about whether or not rip is a good or bad thing, but I certainly look forward to the community engaging in the conversation. Thank you, mayor. And mayor, by the way, you are on today. I didn't have to say anything on zenith because you covered everything. So you must have had lots of coffee this morning.

Wheeler: Thank you. Indeed, I have. I have, indeed. That completes --

Rees: Thank you very much.

Wheeler: Yeah. That completes communications for today. Karla, have any items been pulled off the consent agenda.

Moore-Love: Yes, mayor. We have had a question for 330.

Wheeler: Okay. And that is a council request, is that correct?

Moore-Love: Correct. Commissioner hardesty's office.

Wheeler: We will take that up next so I don't forget to take it up but in the meanwhile Karla, can you please call the roll on the remainder of the consent agenda.

Hardesty: Aye.

Eudaly: Aye.

Fritz: Aye.

Wheeler: Aye. The consent agenda is adopted, and if you could read 330, assume is commissioner Fritz, do we have people from the water bureau who can respond from any questions from commissioner hardesty.

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Fritz: Yes, and I have a statement, as well.

Wheeler: Karla, could you kindly read 330 for us.

ITEM 330

Moore-Love: Item 330

Wheeler: This is a second reading, and we have had the opportunity for public commentary. This has been -- I am sorry, it was on the consent agenda previously so it was moved to second. And commissioner Hardesty has some comments. Why don't I start with commissioner Fritz and we will move to commissioner Hardesty, if that's okay?
Commissioner Fritz.

Fritz: I would hope so, it's my item. So it's quite unusual to have a second reading pulled from consent. I have not had an opportunity to talk to commissioner Hardesty about this, but so that everybody at home knows, the purpose of this -- of the ordinance is to authorize a no-cost extension to the intergovernmental agreement between the city of Portland and the regional water provider's consortium. There are 23 water providers in the consortium. Just to be clear, it's not just the jurisdictions that use Bull Run water, Portland water bureau water. In fact, the city of Newberg recently joined despite being outside the metro area. They are in Yamhill County. Commissioner Hardesty, it's similar to the regional disaster preparedness organization, which I believe you participated in. It is good government. All of us are working together on best practices, water conservation, emergency preparedness, and developing water planning and resiliency tools and sharing information like the water infrastructure finance and innovation financing. It's an example of Portland being a good partner, and two jurisdictions in the region. Everybody pays proportionate to the size of the jurisdiction. So, we pay approximately a third of the dues for the consortium. We provide oversight for the 3.6 equivalent staff. That's reimbursed, including 30% over the weekend, which is paid for by the -- all of the members proportionality. With that I will be happy to entertain commissioner Hardesty's questions.

Hardesty: Thank you, Mayor, thank you, Commissioner Fritz. My apologies for not asking these questions last week. I was a little focused on another agenda item last week and didn't ask these questions. I am grateful for your presentation. My question has to do with this is a five-year extension. I absolutely applaud the consortium. It is the right way to do business, but as we have all been reading there are unhappy water customers, especially water customers who know their rates will increase based on the activity that we will be undertaking in the near future. So my concern as always when we have a contract where we pay proportionally is whether our cost goes up if someone drops out of this consortium. What is the impact on the city's budget if, in fact, that happens. I know that there is several counties and cities that are talking about disengaging from water services with the city of Portland, and so I just -- because this is a five-year agreement, I just want to understand specifically what the financial risk the city is taking and, actually, signing an additional five-year agreement when we don't know whether or not we have cities that will be stepping away from our Portland for the water supply.

Fritz: With all due respect, these are not only the customers of the Portland water bureau. Lake Oswego, Newberg, Tualatin -- this is a partnership of water providers. It doesn't make any difference whether Bull Run wholesale customers are deciding at the end of 2026 they no longer want to buy Bull Run water. This is about regional providers of water working together to address common goals and values. If you have specific questions, Commissioner, Rebecca the lead staff is here if you would like to ask any more questions.

Rebecca Geisen, Intergovernmental Coordination Group Manager for the Portland Water Bureau: Yes, I am here.

Wheeler: Commissioner Hardesty.

Hardesty: Thank you. I think Commissioner Fritz did a good job of explaining the difference between the customers who are negotiating to use our water supply and this

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consortium's work. That was where I was unclear. Rebecca, if you would like to add anything I am happy -- I am open to that.

Geisen: Thank you. This is rebecca Geisen, the managing director of the regional water consortium. Mayors and commissioners, I would just add this organization has been together since 1997, and as commissioner Fritz mentioned, it's most of the water providers from the three-county area, and it is completely separate from the wholesale relationship that the bureau has been with the wholesalers. Many of the wholesalers are members, but again, the work is completely separate and all of the members contribute and participate in a very collaborative manner.

Hardesty: That answers my questions. I thank you, rebecca, and I thank you, commissioner Fritz, and mayor.

Wheeler: You have got it. Thanks a lot. If there is no further business on this item, Karla, can you please call the roll. It's a second reading.

Hardesty: I am very appreciative, commissioner Fritz, and for your staff and actually trying to help me understand the difference between these two water efforts, and I thank you very much, and I vote aye.

Eudaly: Aye.

Fritz: This is an example of us working with the jurisdictions. Commissioner hardesty, if you have questions you are welcome to give me a call any time. Aye.

Wheeler: Aye. The ordinance is adopted. We will move to the regular agenda. Please.

ITEM 332

Moore-Love: Item 332.

Wheeler: Colleagues, environmental services provides sewer and stormwater services to meet the city's current as well as future needs. Of course, to protect the public health property, water quality in the environment. The montavilla north sewer repair project northeast Portland will repair and replace over three miles of pipe that are at risk of failure. While most pipes in the project area are in the public right-of-way, several segments are on private property, and require the city to obtain temporary, as well as permanent property rights. Here to give a brief presentation are eric, the supervisor, and daniel, who is the construction project manager. They are both tremendous public employees with the bureau of environmental services. Eric and daniel, take it away. It looks like you have got your presentation all keyed up.

Erik Durshpek Supervisor Bureau of Environmental Services: Yes, good morning, mayor and commissioners, I am with bes, and we also have daniel here with us. Are you there?

Hardesty: We are. We don't know about daniel. Oh, there is daniel.

Daniel Tariku Proj Mgr Bureau of Environmental Services: I am here.

Wheeler: How are you doing.

Tariku: Fine, thanks.

Durshpek: Thank you for the overview, and we will kind of briefly go over and touch on the outreach conducted to date, specifically, the request to -- for the city to authorize, to give us the ability to offer just compensation to use the eminent domain authority. As mentioned, these are [inaudible] installed in 1910, 1960, so they are anywhere from 50 to 100 years old. They vary in depth anywhere from two to 26 feet, and these have been -- these are segments that have been city inspected and reached the end of their useful service life, and have become structurally deficient, higher risk pipes that may fail in less than five years. These possess an unacceptable risk to the city and the ratepayers. While most of the project is located in the right-of-way, we do have several segments in narrow or non-extended locations. The objective of the project is to rehab the pipes to their integrity. They are looking to use proven methods to illuminate the roughness and [inaudible] and restoring joint integrity. Next, daniel will go into the overview.

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Tariku: So the solutions for achieving the objective include open-cut excavations, pipelining, cipp, and pipe bursting for a whole pipe repair. The repairs for main line extensions, or main line sections use open-cut excavation. The work area of easements from two feet to about five feet, and at some locations none. This is [inaudible] into private properties. We will need to shore the excavated material, back-fill equipment and to and from the work location. And as you can see from the right here the sketch shows a temporary construction footprint, including access and storage. That's the shaded areas. We did specific outreach including letters, emails, phone calls and site visits to all properties affected by the easements and have been having ongoing communication with the property owners. Over the past couple of years, and more frequently, for the past few months. We will restore all our affected areas, with the precondition if not better, and reach out to the property owners for their feedback.

Durshpek: The cost of acquiring the need of property rights will be determined by an independent appraisal during the eminent domain process. And the schedule, the projected schedule is reflected here, and we are hoping to finalize the easements sometime in June. Notify and continue to maintain our communication efforts with the residents, and excavate the work sometime the end of June through the summer. And we thank you for your time, and we would be happy to field any questions that you might have.

Wheeler: Colleagues, any questions? Commissioner Fritz has a question.

Fritz: Thank you very much. I am wondering have you contacted the property owners to let them know this was on the agenda?

Wheeler: Yes, we did.

Fritz: And have you heard any concerns from any of them?

Fritz: John, do you want to -- have you heard any?

John Deyo, Right-of-Way Agent for the Portland Bureau of Transportation Right-of-Way Division: Good morning, mayor and commissioners. John Deyo with the bureau of transportation right-of-way section. I've been working with the best development group on outreach to the property owners and we received no significant concerns. I think all property owners are aware that this will be necessary. We realize it will be a temporary inconvenience. No significant concerns to date.

Fritz: Thank you.

Wheeler: Any further questions, colleagues? Karla, is there any public testimony on this item?

Moore-Love: No one signed up.

Wheeler: Very good, I would like to thank our presenters and I would like to thank Asena Lawrence from team Fish/wheeler for this item, as well. This is a first reading of a non-emergency ordinance. It moves to second reading. Next item, 333, please.

ITEM 333

Moore-Love: Item 333

Wheeler: Colleagues, this is a second reading. We already heard the presentation and have the opportunity for public testimony. Any further discussion on this item? Karla, please call the roll.

Hardesty: No.

Eudaly: Aye.

Fritz: Aye.

Wheeler: Yes. Thank you to all for your work on this, from the office of community technology. Next up is item 334.

ITEM 334

Moore-Love: Item 334

Wheeler: Commissioner Eudaly.

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Eudaly: Thank you, mayor, before introducing these items I would like to make a motion to accept the substitutes for the ordinance, exhibit a, and the financial impact statement for item 334. The amendment will read, replace the ordinance, exhibit a, in the financial impact statement with the substitutions mentioned in the tuesday memo. These substitutes change the date, the day of the amended contract ending -- the amended contract ends from december 31st to august 1.

Wheeler: Commissioner Fritz.

Fritz: Second.

Wheeler: Very good, we have a motion from commissioner eudaly and a second from commissioner Fritz.

Eudaly: Thank you.

Wheeler: Karla, please call the roll on the substitute.

Hardesty: I have got a question.

Wheeler: Commissioner hardesty has a question before we call the roll.

Hardesty: Thank you, mayor. I've been having a hard time getting off of mute for some reason. So we're changing the -- we are extending the date until august rather than december.

Eudaly: No. We are actually decreasing it, so it's december 31, 2020 to august 1, 2020.

Hardesty: Is there a financial difference between the first one and the second? I haven't seen your amendment.

Eudaly: I don't have -- do we have staff here that can speak to this?

Eudaly: Catherine, could you answer that question for commissioner hardesty.

Catherine Ciarlo, Portland Bureau of Transportation, Active Transportation & Safety

Division: We are happy to do that. Can you hear me?

Wheeler: Yes.

Ciarlo: I am with the bureau of transportation, managing transportation and safety division, and there is no financial impact to the city. There is actually no impact for the extension at all, and we can explain that a bit further. But there is no different financial impacts between december and august.

Hardesty: So we were adding 750,000 additional dollars to extend it through december?

Ciarlo: What we are actually doing is increasing the contract. The money comes from the bikeshare operating fund, which is funded through bikeshare user trips and sponsorships so it's not money that we, as a city, are putting into this system. That's the way the contract has been structured all along, and the extension of the contract and the additional authorization is so that more can be paid but the city, itself, isn't paying that. Per se.

Hardesty: Thank you, and my last question, I appreciate your responses so far, my last question is, are we reducing the time because we anticipate a new rfp going out soon?

Ciarlo: Yes, and we can talk a bit more in more detail, but we are in the final stages of negotiations of an rfp that's been on street. And we have two responses and are in final negotiations with the respondents and expect to have a contract very soon.

Hardesty: Thank you very much. That answers my questions.

Ciarlo: Great.

Eudaly: Thank you.

Wheeler: Thank you, Catherine, for answering those questions, and commissioner hardesty for the questions. Karla, please call the roll on the substitute.

Hardesty: Aye.

Eudaly: Aye.

Fritz: I am hoping that we are going to have the presentation, as well, but aye on the substitute.

Wheeler: Aye. Substitute is on the table. Commissioner eudaly.

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Eudaly: Thank you, mayor. This helps to ensure that Portlanders will have continue access to an affordable transportation option. Pbot is in contract negotiations for an improved and expanded bike system of electric assist bicycles. Bikeshare individuals -- oh, boy. Bikeshare provides individuals a way to meet essential transportation needs while observing social distancing requirements. Exercise is important for mental and physical health, especially during times of stress, bikeshare provides an accessible option for Portlanders to exercise and maintain their physical and mental health without going to a gym. And I will turn it back over to Catherine, I think.

Ciarlo: Yes, thank you. So I am going to try to share my screen here. Hopefully this will work. The does that look -- that come through? Great. Okay. So thank you very much, commissioner eudaly, mayor wheeler and council members. The ordinance in front of you today as we talked about briefly before will extend the term and exceeds the purchasing value of our contract with motivate international, which is the company that is currently operating our bikeshare system. Bike town. This amendment is only needed to extend us between now and the end of July or actually the date is the 1st of August so that we can complete negotiations with a new operator, and the amendment is really exclusively to ensure continuous operations as pbot transitions to the new system. As mentioned earlier the new system will be an e-bike or electric bike system. We are looking at final negotiations with two providers. Either of those providers would continue under the same rubric that our current provider has been working under, which is no financial input to operate the system or to invest in capital from the city of Portland. All revenues that go into support the system will be from user fees or from sponsorship revenues. So we are asking to increase the contract value by \$760,000, again, not city contribution but contract value, and to increase the term or to extend the terms to August 1st. We were in front of you about a year ago to do something similar. Some of you may remember we had hoped to complete this in the year, and we are very close but we just need this last couple of months, so as you might imagine the last couple months have been crazy but we have had successful negotiating conversations with both providers, and we are very close to making a selection and getting a contract in place. I will close by saying we are excited about what the new contract will allow Portlanders to have in terms of the bikeshare system. It will be a system that has a much broader citywide reach than our current system, and it will be all electric bikes or e-bikes. We are excited about that. What we have seen in other cities is that it really expands the number of people who both can use the system to meet their daily needs in terms of where they are going and where they are located, but also, it allows people who may not have a lot of experience bicycling to go farther more efficiently. So again, just concluding short contract extension with the continuous service, no impact on the city budget, and I will turn it over to Steve, my colleague, to give you more information about bike town and specifically, the COVID response work we've been doing.

Steve Hoyt-McBeth, Portland Bureau of Transportation: Thanks, Catherine. Good morning commissioners and mayor. I wanted to talk about bike town as part of the COVID response and recovery strategy, and as part of that, I wanted to provide a brief review of our next presentation to you, which will be the new operator contract expanded. The electric bikeshare system that Katherine just mentioned. We are very proud of our successes of bike town to date. As the slide shows we've had 1.3 million trips since 2016, and we are proud of how bike town has provided access and opportunities. Our bike town for all members who over 800 community members living on low income, including our houseless neighbors, ride bike town at the highest rate among our membership and at some of the rates, actually, in the country. Next slide, please. Even though we were the 60th U.S. City to launch a bike share system we managed to be bike share pioneers. We were the first bike share system in the country to incorporate a program for bike access for people with disabilities, adaptive bike town has provided a model for other

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cities that have followed Portland. Thank you again to commissioner eudaly for her early advocacy on this even before she was on the council. Chicago. Detroit. Oakland. Indianapolis. New York are following Portland's model for this. Portland was also the first U.S. bike share system to require the operator to meet the hiring requirements from people from our historically underserved communities. Next slide, Katherine. These successes around ridership and accessibility and opportunity will be especially important as we begin the transition from the stay at home. We know that people are going to feel anxiety about this transition, and we believe that will affect people's transportation choices. From a congestion and a pollution standpoint, the last thing that we want is to have everyone who can start driving everywhere. And especially for our community members without access to a car, we want to provide them more choices. Next slide, please, Katherine. This expanded electric bike system will provide a non-polluting individual means of transport that allows for physical distancing. Because of the assistance of the small electric motor as Katherine mentioned, bike town will be more -- more attractive to driving alone, and the extension into parts of east Portland this year with expansions to other parts of the city in 2021 and 2022 will provide this option to more Portlanders and commuters. Next slide, please. Now I would like to talk briefly about bike town's current COVID-19 response in the stay at home phase. Bike town has a role to play for people who must make essential trips such as our front line workers, especially with people for no or lower levels of car access bike town allows a travel choice that allows people for physical distancing and in several countries, especially those with a higher transit rate than us, is actually augmenting the transit service. Just as I looked, we were talking with our colleagues in Chicago, and during the COVID pandemic the bike share station with the highest amount in Chicago is adjacent to a metro metropolitan hospital. On April 6, we dramatically discounted our ride rates to provide Portlanders who need to complete essential trips with a convenient and affordable transportation choice, bike town's pay as you go plan is reduced to one cent per minute with the one-time, ten cent sign-up for new members. We originally reduced these rates for the month of April, and today we are announcing a continuation of this reduction for the month of May, as well. Although our ridership is dramatically below what it was last year at this time, after instituting this highly discounted pricing, we have seen ridership increase over 70%, and we are excited today to announce to you that on Monday, PBOT received a \$7,000 emergency response grant from the Better Bike Share Partnership to support the extension into May. That is it for our presentation this morning. We very much appreciate your time and are here for any questions you may have about our cleaning protocols or anything else. Thank you very much for your time.

Wheeler: Thank you, Steve. Commissioner Fritz and then Commissioner Hardesty.

Fritz: If you could tell us how the bikes are cleaned between uses and then I have another question after that.

Hoyt-McBeth: Thank you, Commissioner Fritz. So we have, with our operator instituted two enhancements of the cleaning protocols for bike town. So what we are doing are -- our operators are doing now is every time bikes are serviced at a station, so our rebalancing crew, our crews go to stations for -- they do a lot of different things. One is to make sure that there are bikes at the station or make sure that there are open spaces to park at the station, and to swap batteries of bikes or to do spot inspections of bikes for maintenance issues that users have flagged from using the system. So when any of these things happen at a station, all the bikes are cleaned. When we bring -- when bikes are brought into the depot for service, all of those bikes are cleaned. The vans, all high contact surfaces are cleaned at the beginning of the shifts. The staff are wearing gloves when out there and also recommended to wear face coverings, as well, during that. So that is what I have on that.

Fritz: Is there a new instruction to riders to wear gloves, as well?

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Hoyt-McBeth: Thank you very much for bringing that up, commissioner. I forgot to bring that up. So we have -- when you check out a bike at a station or end of bike trip at a station, you receive the bike town app. You receive is a notification on the phone. It encourages you to wash your hands and to take other actions to -- it's a short method.

Fritz: Then you are going to touch your phone, but anyway, I appreciate the thought. I want to go back to what has always been my concern about these bikes, which is people not wearing helmets, including some of the photographs that you have in your presentation. And i've been assured since the beginning of this program that because the bikes are clunky and slow, that there is less of a concern with when people have crashes. I am concerned about the e-bikes, when presumably go faster, and have you made any progress in being able to provide helmets on demand?

Hoyt-McBeth: Thank you for that question, commissioner Fritz. I will get to your question but I just do want to make sure that we share from the beginning our bike town for all members all receive is a free helmet as part of the program, so for folks who have -- may have financial barriers to securing a helmet, we provide them a helmet with the system. We have continued to have challenges in trying to a solution for on demand helmet provisions. We were pursuing such a solution with a vendor who then went out of business, and we are continuing to just try to figure out ways that we can make helmets more accessible. At this point, I don't have a solution that we've been able to find. It is -- I was talking, actually, just last month with the former provider in seattle who had made, I think, the most head roads into this, and to talk to him about his ideas. We are still challenged by the on demand nature of providing helmets and the complexities of providing clean helmets to people between rides.

Fritz: Yeah. I know it's been a challenge, and I appreciate you continuing to work on it. I would hope that in the contract you are working to negotiate, that there will be an indemnification of this, that if someone has a crash, that we are not liable for that, and I see katherine nodding, so I am glad you got on that. My final question and/or concern is regarding the speed of these bikes when I am walking in my area. I am having a particular difficulty with cyclists who, by nature of the bike lane being next to the curb, the cyclist is right next to the curb, and in some places there is not a six-foot sidewalk, if many places there isn't, and particularly when they come up from behind there is no opportunity for me to leap into the bushes or to try to climb the wall that's next to it. I am just wondering if there can be some kind of a -- an education campaign as we start to get out to remind cyclists that pedestrians are vulnerable and not able to move as quickly. That's more of a request than a question.

Hoyt-McBeth: I think it's an excellent idea, commissioner Fritz. Thank you very much. I think -- if I understand, it is not just for bike share but in general, in terms of all people bicycling, whether on a private bike or not.

Fritz: Yeah, and encouraging all cyclers to wear masks because that would protect adjacent pedestrians, as well. Thank you.

Hoyt-McBeth: Thank you.

Catherine Ciarlo: Just pulling together a couple those ideas, we will be doing extensive outreach as we start to implement the system, the new system, both before and during the time that the bikes get on the ground. And the question about masks will absolutely be included in our outreach, as will the question about appropriate spacing because in all likelihood we will find ourselves in a physical distancing environment. Also this meshes well with commissioner eudaly's announcement yesterday of trying to create additional space, and on greenways throughout the city, and potentially, even in some busier street locations, to try to create separation between bicyclists and pedestrians, so that will certainly support the solution to the problem you identified, but again, there is no substitute

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for just, as we do the outreach, reminding people they need to be careful of vulnerable users, so thank you.

Wheeler: Very good. Thank you. Commissioner Hardesty.

Hardesty: Thank you, mayor. Thank you both Steve and Catherine for that presentation. Commissioner Fritz asked several of my questions so I will just go to the ones that she didn't get to in her questioning process. So the new electric bikes, as you may know there are no bike town locations in east Portland. For this to be a citywide program of electric bikes, how will folks in east Portland have access to them?

Hoyt-McBeth: Thank you, commissioner Hardesty. Catherine, did you want me to take it, or would you prefer to? As part of our request for proposal one of the things we required within the first phase of the new system was to include east Portland as part of that service area. So as part of this new system that we will launch in 2020, east Portland, not the entirety but a significant part of east Portland will be included in that service area in 2020 with further extensions in the following years, so that was something very important to us, and something that we, when we presented to council, last year that we had stated that we were going to do, and that was part of the RFP, so that is a required component of the system, which will make our system one of the largest service areas in the country just because of the large land mass of Portland.

Hardesty: Does that mean there will be electric charging stations in east Portland and I will have to take my dead bike downtown? [laughter]

Hoyt-McBeth: So the way that the bikes will mainly be recharged during the first phase is by the operator, similar to what we do now even though the battery on the bike town bike now is purely for charging the computer that's in the bike. Most of those bikes will be swapped. There will be, depending on which operator we choose, there will be a small number of bike charging stations, or none in the first phase, but they will -- so the bikes will be charged the same way system-wide in that first phase. As part of the service levels that we are requiring and negotiating with the providers, we are requiring a higher service level in east Portland, than we are in the rest of the city, so it's something that we really have tried to make sure that we pay close attention to the needs of our community members in - - in east Portland.

Ciarlo: One of the fascinating things about talking with these high-tech companies is that they have centralized ways to understand where the charge levels are from the central dashboard, so they are taking responsibility as the system operator in the field.

Hardesty: Thank you. It sounds like it's moving forward. I share the same concerns about helmets that we tell people they are supposed to wear, but we don't make them wear them. And I am hopeful that even though the cost has gone down because of the pandemic and the lack of people's mobility, I hope that the cost will also continue to be low initially, so that people can get used to this new mode of transportation so that we can, actually, create a new generation of bike users, especially in east Portland. Thank you very much. I loved the preview of the conversation we are going to have later. I am always looking forward to the bike town presentation.

Hoyt-McBeth: Thank you.

Wheeler: Commissioner Eudaly, you have your hand raised?

Eudaly: Thank you. Hi, Steve and Katherine. Thanks for being here today. Thanks for the presentation. I am happy to see the accommodations we are making in light of the current crisis, and I have a couple questions. State and local laws require that e-scooter riders wear a helmet, although we know that many don't. What does the law say about e-bikes? Commissioner, I am afraid that that is -- I forgot to prep myself on that. I don't believe that there are --

Ciarlo: I know the answer to that.

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Hoyt-McBeth: I want to make sure so I would prefer to get back to you, commissioner, and copy the rest of the offices to make sure that I am providing accurate information.

Hardesty: It sounds like someone has an answer.

Ciarlo: The answer I will give you today is that bikes are not -- bicycle riders are not required by state law to wear helmets unless they are 16 and under. And scooters are defined in state law, and they have a separate and different requirement, helmet requirement. The only reason that it might come into play is if there was a case that tried to define an electric assist bike as a scooter. We don't think that's likely to happen, but the way the statutes look, the bikes, the helmet requirements, it is not there.

Eudaly: That was my recollection that I wanted to make sure, and how fast will the e-bikes go? That are part of the e-town program?

Hoyt-McBeth: We have the choice to calibrate that, but right now the plan was 20 miles per hour maximum.

Eudaly: So five miles per hour faster than the scooters?

Hoyt-McBeth: That's correct. That would be correct, yes.

Eudaly: I certainly share my colleagues' concerns about helmets. Considering what's going on right now I don't see a way that we could reasonably provide them because I doubt if people would feel comfortable using a helmet that someone else may have recently used. I started bringing -- carrying a helmet around with me when I was riding scooters downtown every now and then. I keep one at the office or I would have one in my bag, I think, for now we just really need to encourage users to take responsibility for that. You know you are going to ride a bike, bring your helmet. Also, wear a mask and bring hand sanitizer, as well. I think that, you know, everyone has to do their part to keep themselves and each other safe. So I appreciate the precautions, but don't want to leave the public thinking that there is no further action needed. On their part.

Ciarlo: Thank you. .

Eudaly: And online messaging about the safe streets, I have been encouraging people to wear masks, even though again we don't require it. We know it's the best practice, and especially people who are moving quickly and breathing heavily, whether they are running or riding a bike, they should be wearing a mask, which doesn't sound like fun at all to me. I've been taking leisurely strolls with my mask on.

Hoyt-McBeth: Thank you. And commissioner eudaly I was checking through the magic of the internet to clarify what I think Katherine had suggested, is that there is not -- you are not required to wear a helmet if you are over 16 years of age if you are riding an electric bike, as well.

Ciarlo: Oh, good, thank you.

Eudaly: It's a really good idea.

Wheeler: All right, good. Any other questions on this item? It's an emergency ordinance. Seeing none, Karla please call the roll.

Moore-Love: We did not have anyone sign up to testify.

Wheeler: Thank you for reminding me to ask. Do we have anyone signed up for public testimony?

Moore-Love: We do not.

Wheeler: Thank you, Karla, please call the roll.

Hardesty: I am so thrilled with the work you have done on the bike program. It is clear that you've been listening to the city council. It is clear that you are trying to ensure that we have equitable distribution of bikes throughout city of Portland. I am really proud of the work that you have done. I look forward to maybe riding an electric bike in my own neighborhood sometime this year, knock on wood, maybe it's next year but we'll see. I vote aye.

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Eudaly: Well, thanks again, Steve and Katherine, very pleased with this, and I am excited to learn more about the new contract, and appreciative of you continuing to advance our equity goals. As Steve mentioned, I called out the city for not having an adaptive option for people with disabilities, and we managed to create some, although it is not equitable, I will put it that way. It's a start. If I have learned anything in this job, you know, you have to start somewhere. So thank you again. I vote aye.

Fritz: I appreciate all the good work from staff on this over many years, and in renegotiating the contract. Thank you, Commissioner Eudaly, for noting people should be wearing helmets and masks and gloves when they are cycling. And that's for all kinds of cycling, cyclists to do the same as pedestrians to help keep everybody safe. Aye.

Wheeler: I am excited about this. This is something that I am enthusiastically supportive of. I would go so far as to say this is a game changer. Some of you remember I had minor surgery last year, and I was not able to ride my usual bike, so I started riding one of the bike share electric bikes provided through the city fleet program, and I immediately fell in love with it. The reason I call it a game changer is it provides, I think, mobility in two really interesting ways. Someone here said that it would inspire the next generation of bike riders. I actually think that it's not only going to inspire the next generation of bike riders, I actually think it transforms transportation in a way that all generations will benefit. And in fact, I think that you will see a lot of older adults who would not rent a bike share, a typical, manual bike who will, in fact, enthusiastically embrace e-bikes, and maybe people with minor disabilities, people with knee problems or hip problems or whatever else will find that hey, while they may not be able to trudge up a bit of a hill on a regular bike, they will, actually, find an e-bike can be literally effortless in terms of the moving around, and the commissioner Hardesty's great questions around east Portland and access to this new opportunity, I actually think that east Portland could be the big beneficiary from a transformation towards e-bikes because you have to go longer distances. I really enjoyed the fact that now I can get on an e-bike at city hall and I can go all the way to east Portland on an e-bike, on a charge, and get all the way back and I can wear a suit and not break a sweat. So it's really a fantastic alternative. It certainly meets our climate action and addresses our transportation rules and needs away. And the big hangup for me has just been the cost. I have the benefit of using a city issued bike, but if you go to any bike store in Portland and you look at the cost of buying your own e-bike, it is prohibitive for most people in this city. There is thousands of dollars even for the basic e-bike, so the fact that we are now going to have this as part of our short-term rental fleet in the city of Portland, for me it's truly exciting, and I appreciate the transportation commissioner, Commissioner Eudaly and the transportation team at Pbot and our private sector partners who are engaged in this. I predict this is going to take off, and it's going to keep on going. This -- I predict this will be the game changer that we've been looking for in the bike share program, and so I enthusiastically vote aye. Thank you for your hard work all. Next item, also, from Commissioner Eudaly is the item 335.

ITEM 335

Moore-Love: Item 335

Wheeler: Before I turn this over to Commissioner Eudaly, we should hire a poet because this item, the way it is written here sounds utterly boring, but I know it's the opposite of boring, so Commissioner Eudaly, help some passion into life into this otherwise bureaucratic sounding item because I know this is more. Go for it.

Eudaly: Thank you, Mayor. Pbot continues to work towards improving safety for Portlanders regardless of how they travel. The downtown I-405 pedestrian safety and operational improvement project is a mouthful. But, it also brings needed safety investments to West Burnside, one of the high crash corridors, by investing in modern signals, ADA curb ramps, the safer crossings, and this project will make walking, and biking

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and driving safer on burnside and couch adjacent to i-405, while also helping to stitch the neighborhood back together.

Wheeler: That's good, stitch the neighborhood back together is so much better. That's awesome. Thank you.

Eudaly: And also I lived on 19th and hoyt for 18 years, and my shop was down on 9th and oak so I walked and biked through this area, who knows how many times, and I am just excited for these improvements because it's pretty treacherous.

Wheeler: Awesome. Is there a presentation?

Eudaly: Do we have staff here to talk about this item?

Wheeler: It looks like gabrielle is here.

Eudaly: Gabrielle, take it away.

Gabriel Graff Portland Bureau of Transportation: Thank you for that kind introduction, mayor and commissioners. Appreciate it. I am just here to ask for premise to bid to the lowest responsible bidder for the downtown 405 pedestrian safety and operational improvements, and I have a handful of slides, which I believe -- yeah. Thank you very much. There we go. So next slide, please. So this project, the origins and location, which were received in the pearl district access and circulation plan adopted by city council on 2012. The concept from that plan is shown here. As you can see, it reconfigures the interchange with the goal of making it safer and easier to cross those, cross 405 on foot and simplify the operations of people driving and biking through the corridor. Next slide. The project was funded by a federal fund through an odot grant through the enhance program and matched by the Portland bureau of transportation and the [inaudible] gas tax. Next slide. And finally here, the diagram of what the final project will look like from above. The traffic signals, the traffic lights, the icons will be upgraded to modern, safer signals. All of the curb ramps will be made accessible to current standards. Northwest 16th will be simplified so you can continue driving southbound on 16th directly to burnside to a new signal. New sidewalk and streetlights and street trees we'll be back planted. And bike access across burnside will be improved. There is a 15% goal set by the state of Oregon for the [inaudible] fund.

Wheeler: Very good. I have a question, I will start off, and can you keep it on that slide, please, for just a moment? Can you -- fortunately, the list is right in front of me. Hang on. Let me close that for a minute. Can you explain to me what's going on, on 16th, if I am heading north in the two-way cycle track. Explain to me what is going on there with regard to how -- so it looks like I am cutting across the pedestrian crossing at 16th and burnside to then go north in the two-way cycle track. How am I separated from the southbound cycle traffic during that transition across the pedestrian intersection. That's -- that's confusing. If I am going north in the two-way cycle track on southwest 16th, and I am crossing burnside to northwest 16th to go northbound in the two-way cycle track, tell me what I am doing there.

Graff: Sure. So essentially, if you are on one of the new fancy bike town e-bikes, we are excited about, as you reach the intersection of burnside, the traffic there will be, will provide an indication to cross at a safe time when there is not cross traffic, and you will go into a contra bike lane that will be separated from the oncoming traffic, through the southbound 16th traffic with a concrete separator or a curb.

Wheeler: So the concrete separator, and I am sorry to dwell on what seems like such a small thing, but the truth is if you have a green light on southwest 16th heading north you can, you could be going at a fairly fast rate of speed through that intersection, particularly for people who maybe are trying to push yellow a bit on that. How are you going to make that quick decision to go right through the pedestrian crossing and then know to immediately turn left without interacting with somebody on a bike coming southbound through the same intersection while at the same time trying to not hit pedestrians crossing

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in that crosswalk. Do we have any similar crossings in the city of Portland that you could point me to so I could understand how that's going to work?

Graff: Mayor, I am sorry, I can't think of one that comes to mind, but it is a unique crossing. I think -- it's an offset intersection, and also it has, as a driver, you can't go through on it right there. They are proposing 16th is proposing when it approaches burnside. The way the signal will operate at that sort of 16th and burnside location will be for drivers northbound and southbound. Burnside would stop, so no one on burnside would be moving. And then the left we go, so go left, and the right, and make a right, and when the left are going, there is no conflict for people walking or biking across the street.

Wheeler: So the walkers are going to go separately from the bikers, is that correct?

Graff: The walkers will have a leading interval so a head start.

Wheeler: Okay. I noticed you specifically designed that as an ada accessible crossing, and I am not sure that -- I want just want to acknowledge that bicycling -- bicyclists will have to make a decision to do an s-turn through an ada compliant crosswalk and then make sure that they don't end up going into oncoming traffic on northwest 16th. They have to thread that needle and go into the northbound bike lane, which is a two-way bike lane. So I just want to flag that as something that I know your team can solve that safety issue, by I want to flag it as something that struck me as a potential conflict zone if it's not done really, really thoughtfully. That's not really a question, just saying flag it, and let's make sure that we are thoughtful about it. And it sounds like you are already working towards that.

Graff: Thank you, mayor.

Wheeler: Thank you. And I have to get back to the participants' list. Commissioner Hardesty has her hand up.

Hardesty: Thank you, mayor. My question was really similar to yours. This is probably one of the worst convoluted intersections in downtown Portland. It's really difficult for any mode of traffic to get through. So I guess my question is, very similar to the mayor's office, so whether or not this is going to be a huge safety improvement for all modes of transit. Walking this area is just taking your life into your hands if you are trying to walk -- just down burnside, so I guess that's my bigger question is how is this going to improve pedestrian safety in this part of the city?

Graff: Thank you, commissioner. There is a couple of elements -- I think the primary goal is really the safety of the pedestrians and the -- and better facilitating the crossing of -- for people trying to get across 405. As you note you can really see how this local street network was really torn apart by 405 being constructed here. On couch, at 16th, today if you are in a car or driving southbound on 16th this is what we call a split lane that allows you to go -- it allows you to go from 15th to 16th. We are closing down this flip lane, so there is fewer signs that you have to cross the crosswalk and be exposed to unsignalized vehicular traffic to get across. Now, if you walk in a straight line, the crossings are fully accessible. There are fewer of them. And a similar approach is being taken on burnside. Does that answer your question?

Hardesty: It does. Thank you.

Wheeler: Can I ask one more?

Hardesty: My eyes are bad trying to look at this tiny map and see all of the crossings, it is a little challenging, but I think that it did answer it. Thank you.

Wheeler: Thank you, commissioner. Gabrielle, you answered this but I want to make sure I understood the answer to your question. So the crosswalk at 16th and burnside will only be signalized for bikers or for pedestrians at any given time. It will never be signalized for both, is that correct?

Graff: My understanding -- that's my understanding. The signal for people walking will have a leading interval, so -- and we do this -- this is a common practice where the

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pedestrian, the walk light for people crossing the street will go before other people do, so the pedestrian gets a head start on the intersection.

Wheeler: Okay. I just really would like you to confirm that, and the paint will not hit the pavement for quite a while, and this is a first reading. I would like further clarification on that or maybe you could just report it to the you know, commissioner eudaly is our transportation commissioner. I am really very leery about just the idea of crossing an ada pedestrian crossing, and people having to make a quick decision about who has right-of-way and whatnot. Something doesn't feel right to me about that, so if you could dig a little deeper on that, I would appreciate it. Thanks a lot. Any other questions commissioner hardesty? She couldn't possibly. I see a chair. So she probably just left her hand up would be my guess on that. Any further comments on this before we move it? Very good. Item 335 is a first reading of a non-emergency ordinance and moves to second reading. Thank you, commissioner eudaly and thank you, gabrielle for a good presentation. It looks great.

Graff: Glad to be here virtually with you all.

Wheeler: Yep. We will see you next time. Karla, 336 -- or I should have asked, was there any public testimony on 335?

Moore-Love: No one registered.

Wheeler: We will still take public testimony on that if people want to give us their thoughts, having heard the conversation. Item 336, please.

ITEM 336

Moore-Love: Item 336

Wheeler: Colleagues and/or chairs, this is a second reading of a non-emergency ordinance. We heard the presentation and had the opportunity for public testimony. Is there any further discussion on this item? Seeing none, Karla, please call the roll.

Hardesty: Aye.

Eudaly: Aye.

Fritz: Well, thanks to sarah for the presentation and all your work on this program. As I mentioned last week, mayor wheeler and I are working with the environmental services and the water bureau to expand our assistance to customers at this time. And this is a very good first step, and we will be back with more as soon as we can. Aye.

Wheeler: I vote aye. The ordinance is adopted. The ordinance passes. Thank you all for that. And Karla, I believe that completes our agenda, is that correct?

Moore-Love: That's correct, mayor.

Wheeler: All right, thanks everybody, and we will see you soon, and we are adjourned.

Hardesty: Well done.

Wheeler: Thank you.

Council adjourned at 11:00 a.m.