



CITY OF
Portland, Oregon

Official
Minutes

October 7-8, 2020

Date and time

October 7, 2020 at 9:32 a.m.

Council recessed at 12:40 p.m.

Officers in attendance

Keelan McClymont, Clerk of the Council; Robert Taylor, Chief Deputy City Attorney

Consent Agenda

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

Date and time

October 8, 2020 at 2:00 p.m.

Council adjourned at 4:03 p.m.

Officers in attendance

Keelan McClymont, Clerk of the Council; Karen Moynahan, Chief Deputy City Attorney

MARY HULL CABALLERO
Auditor of the City of Portland

Keelan McClymont

By Keelan McClymont
Clerk of the Council

**PORTLAND CITY COUNCIL AGENDA
City Hall - 1221 SW Fourth Avenue
WEDNESDAY, 9:30 AM, OCTOBER 7, 2020**

Disposition:

THOSE PRESENT BY VIDEO AND TELECONFERENCE WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fritz, Hardesty and Ryan, 5.

Please note, City Hall is closed to the public due to the COVID-19 Pandemic. Under Portland City Code and state law, the City Council is holding this meeting electronically. All members of council are attending remotely by video and teleconference, 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.

Provide Public Testimony: City Council will hear public testimony on resolutions and ordinances (first readings only). Testimony is not taken on communications, reports, second readings, proclamations or presentations in accordance with Code 3.02.040 F. and G. Public testimony will be heard by electronic communication (internet connection or telephone). Please identify the agenda item(s) you want to testify on, and then visit the Council Clerk's agenda webpage to register, www.portlandoregon.gov/auditor/councilagenda. Provide your name, agenda item number(s), zip code, phone number and email address. Individuals have three minutes to testify unless otherwise stated at the meeting.

The deadline to sign up for the October 7-8, 2020 Council meetings is Tuesday, October 6, 2020 at 4:00 p.m.

Email the Council Clerk at cctestimony@portlandoregon.gov with any questions.

COMMUNICATIONS		
789	Request of Marleen Wallingford to address Council regarding ending cooperation between Portland Police and the Joint Terrorism Task Force and improving annual report (Communication)	PLACED ON FILE
790	Request of Brandon Mayfield to address Council regarding ending cooperation between Portland Police and the Joint Terrorism Task Force and improving annual report (Communication)	PLACED ON FILE
791	Request of Brian King to address Council regarding ending cooperation between Portland Police and the Joint Terrorism Task Force and improving annual report (Communication)	PLACED ON FILE
792	Request of Seemab Hussaini to address Council regarding ending cooperation between Portland Police and the Joint Terrorism Task Force and improving annual report (Communication)	PLACED ON FILE

<p>793 Request of Rev. Lynne Smouse López to address Council regarding ending cooperation between Portland Police and the Joint Terrorism Task Force and improving annual report (Communication)</p>	<p>PLACED ON FILE</p>
<p>TIMES CERTAIN</p>	
<p>*794 TIME CERTAIN: 9:45 AM – Authorize a contract with the lowest responsible bidder for the Better Naito Forever Project (Ordinance introduced by Commissioner Eudaly) 30 minutes requested (Y-5)</p>	<p>190159</p>
<p>795 TIME CERTAIN: 10:15 AM – Proclaim October 15th, 2020 White Cane Safety Day (Proclamation introduced by Mayor Wheeler) 20 minutes requested</p>	<p>PLACED ON FILE</p>
<p>796 TIME CERTAIN: 10:35 AM – Proclaim October 12th, 2020 Indigenous Peoples’ Day (Proclamation introduced by Mayor Wheeler) 15 minutes requested</p>	<p>PLACED ON FILE</p>
<p>CONSENT AGENDA – NO DISCUSSION</p>	
<p>Commissioner Chloe Eudaly</p>	
<p>Portland Bureau of Transportation</p>	
<p>*797 Amend contract with Union Pacific Railroad for construction engineering services for the North Lombard Overcrossing Project in an amount not to exceed \$50,000 (Ordinance; amend Contract No.30007210) (Y-5)</p>	<p>190157</p>
<p>*798 Authorize a contract with the lowest responsible bidder for the E Burnside MLK to 12th Central City in Motion / Rose Lane Project (Ordinance) (Y-5)</p>	<p>190158</p>
<p>REGULAR AGENDA</p>	
<p>Mayor Ted Wheeler</p>	
<p>799 Appoint and reappoint members to the Fair Housing Advocacy Committee for terms to end September 30, 2022 (Report) 20 minutes requested Motion to accept the report: Moved by Eudaly and seconded by Hardesty. (Y-5)</p>	<p>Confirmed</p>
<p>Office of Management and Finance</p>	
<p>800 Accept bid of Kodiak Pacific Construction Co. for the East Portland Access to Employment and Education Project for \$5,628,899 (Procurement Report - Bid No. 00001482) 10 minutes requested Motion to accept the report: Moved by Eudaly and seconded by Fritz. (Y-4; N-1 Hardesty)</p>	<p>Accepted Prepare Contract</p>
<p>Portland Housing Bureau</p>	

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801 Approve application under the Multiple-Unit Limited Tax Exemption Program under the Inclusionary Housing Program for Koz on N Interstate located at 5460 N Interstate Ave (Second Reading Agenda 779) (Y-4; N-1 Hardesty)	190160 As Amended
802 Amend approved application under the Multiple-Unit Limited Tax Exemption Program under the Inclusionary Housing Program for Marquam Hill Apartments-Building 2 located at 3178 SW 12th Ave to increase the number of affordable units (Second Reading Agenda 780; amend Ordinance No. 189645) (Y-5)	190161 As Amended
Commissioner Amanda Fritz Bureau of Environmental Services	
*803 Authorize a contract with Cascade Controls for an emergency procurement and installation of three Variable Frequency Drives under Project No. E11320 for an amount of \$266,096 (Ordinance) 10 minutes requested (Y-4; Hardesty absent)	190162
*804 Authorize a contract with Titan Utilities Inc. for emergency repair of the Inverness Force Main Project No. E11325 for an estimated cost of \$2,500,000 (Ordinance) 10 minutes requested (Y-5)	190163
805 Update Drainage and Water Quality Code provisions to facilitate the implementation of the Stormwater Management Manual and the Source Control Manual (Ordinance; replace Code Chapter 17.38) 10 minutes requested	PASSED TO SECOND READING OCTOBER 14, 2020 AT 9:30 AM
<u>WEDNESDAY, 2:00 PM, OCTOBER 7, 2020</u> DUE TO LACK OF AGENDA THERE WAS NO WEDNESDAY 2:00 PM MEETING	
<u>THURSDAY, 2:00 PM, OCTOBER 8, 2020</u> THOSE PRESENT BY VIDEO AND TELECONFERENCE WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fritz, Hardesty and Ryan, 5. Commissioner Hardesty left at 3:30, 4.	
806 TIME CERTAIN: 2:00 PM – Adopt the Northwest in Motion plan and its recommendations (Resolution introduced by Commissioner Eudaly) 90 minutes requested (Y-4)	37510

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Closed caption file of Portland City Council meeting

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

Key: ***** means unidentified speaker.

October 7, 2020 9:30 a.m.

Wheeler: This is the morning session of the Portland city council. Please call the roll. [roll called].

Wheeler: Under state law, the city council is holding this meeting electronically. 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, www.PortlandOregon/video. They can also e-mail the council clerk at [port listen Oregon, to the gov](mailto:portlisten@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 -- to promote physical distancing. Pandemics effects our health and safety and requires electronic communication. Thank you for your flexibility and understanding as we get through this situation to conduct the city's business. With that we hear from legal council from the rules of order and decorum.

Robert Taylor: Good morning. To participate in council meetings you may sign up in advance with the council clerk's office for communication to briefly speak about any subject. You may sign up for public testimony on resolutions or the first readings of ordinances. The website has instructions on how to sign up. 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. Disclose if you're a lobbyist. The presiding officer determines the length of testimony. Individuals usually have three minutes to testify unless otherwise stated. When your time is up, the presiding officer will ask you to conclude, disruptive testimony or interrupting others, will not be allowed. If there are disruptions a warning will be given. Finally please be aware all council meetings are recorded.

Wheeler: Very good. First up is communications. First individual, please.

Clerk: Number 789, request of Marleen Wallingford to address council regarding ending cooperation between Portland police and joint terrorism task force and improving annual report.

Marleen Wallingford: I'm Marleen Wallingford, I'm with the Japanese Americans citizens league. You if look at the list, you'll see some group members are signed in with asterisks in front

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of their names today. Our organization has been working with a coalition of groups to remove cooperation with Portland police with the joint terrorism task force for several years. We were concerned about these tactics that would be inconsistent with our federal and state constitutions. During world war ii, we were labeled potentially disloyal and removed from the west coast. We had little political power. This argument of military necessity turned out to be a lie. Secret document, the final report on the Japanese evacuations from the west coast explicitly stated that Japanese Americans posed for threats to u.s. Security. Even when the government's own investigations found no threat this information was kept hidden and the media set false information about Japanese to national security. Special war-time orders were enacted. There was a curfew here in Portland, five-mile traffic restriction and we needed to turn in our firearms and cameras and other contraband which was only directed at the Japanese. The city council took away all business license of Japanese owned businesses and over 100 community leaders were arrested within days of pearl harbor by the police and the FBI. The FBI investigated Buddhists as a threat. They were considered to be less loyal than the up Niece American Christian counter parts. Similar people that traveled to japan were looked upon with the same suspicion. We only need to stepped this to Muslims to understand we're still stuck with the biases in the past. In the aftermath of 9/11 the patriot act gave increased power to the FBI which allows our government to investigate without just cause. This is a structural problem and not a problem of just this administration. We worked the local community groups to encourage city council to stop assigning Portland police officers to the tourism task force. We believe people should be judged by their actions not the color of their skin or religion or political affiliations. We ask the city council it divest the task force and stand up for the citizens rights, we must continue to be vigilant because our freedoms are being challenged. We must divest, thank you so much.

Wheeler: Thank you, before we move to the next speaker, Commissioner Hardesty has her hand raised.

Hardesty: I just wanted to ask the speaker if she was aware we actually have pulled out of the joint terrorism task force. We did that -- that -- in the early part of last year. There are very strict rules where that -- where that ban would be lifted. So Marleen I'm a little confused about whether you believe that we are currently more involved than we as the city council have dictated?

Wallingford: Yes. I was part of that effort to get Portland police out and were happy but there's still a little window where cooperation could occur and we wanted to close that window.

Hardesty: Thank you, Marleen, the only way that can be done is with approval of the chief of

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police and there has to be evidence of a direct threat.

Wallingford: That's what we're concerned about.

Hardesty: You're concerned that the police chief has the authority to allow that cooperation even in the narrow cases that we dictated?

Wallingford: Right.

Hardesty: Okay. Thank you. I wanted to be clear. Thank you.

Wheeler: Next individual, please.

Clerk: Number 790, request of Brandon Mayfield to address council regarding ending cooperation between the Portland miss and the joint terrorism task force and improving annual report.

Wheeler: We'll come back to Brandon. I had the same proper every day and it showed me unmuted and nobody could hear me. He may have to log back in or something.

Clerk: Okay. 791 request of Brian, address council regarding ending cooperation between the Portland miss and the joint terrorism task force and improving the annual report.

Wheeler: Good morning.

Brian King: Good morning. My name is Brian King. I'm representing democratic socialists of America. For your dsa and other groups involved in this effort have warned of the abuses of jtf agencies. Their crimes have become abundantly clear. They have committed human rights violations. The para military arrested journalists and shot them in the head. They conduct illegal cell phone surveillance. At the funeral procession of George Floyd in Texas, the FBI had aerial surveillance and the ccp used lethal force. And there was mass with ice. The Portland miss represented that ptb is not involved with ice but also said that homeland security investigations is a partner. Hsi is a branch of ice, under police directive, ppb can work with the other major branch of ice. They had a contract with ice until it was revealed by dsa and the partners. The city works with ice inside and outside the ats and supporting white supremacists and mass incarceration. There was no credible threat of international terrorism in Portland. The actual jtf is anti-Muslimism and phobic. We should expect federal investigations to be politically targeted and biased toward the far right. Brutal policing won't end when trump leaves. Biden's response is more money if policing. The state police and governor braun and Wheeler allowed to be deputized. For all of the time, the county has been dominated by the democratic party. Democrats built and run the white supremacist police forces of American cities such as Portland. White supremacist polices from city to the state have one system with bipartisan support. The bigers threats to safety come from our out of control, para military law enforcement. We call

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them Portland city council to end all cooperation with the attf and allow testimony on the reports as steps to safety. And we are aware that we withdrew from the task force but there's a window where we participate. Because of these outrageous crimes and acts we believe we need to receive all cooperation. The terms of cooperation can be fairly large. We mentioned in our testimony at the resolution that the threat to life can be interpreted very broadly, for instance a protest at the ice.

Clerk: Out of time.

King: Thank you.

Wheeler: Let's try Brandon and see if he's connected. Brandon, can you -- let's see if we can hear you. Are you showing him up muted?

Brandon Mayfield: Okay great. Good morning, before I begin I want to thank all of you for the work you've done in the face of these trying times we find ourselves in. As I stated before, I have the Utah most confidence in your fidelity to our Portland and Oregon values which is to establish security, to promote welfare and preserve other civil liberties. While I have it here, I want to thank Commissioner Fritz for her outstanding record of service. To get to the meat of what it is I want to say, federal task forces like jttf and deputizing state and city police is an expand federal law enforcement activities that are well beyond their jurisdiction and authority. Local law enforcement and policing is a right. It is an authority and power not granted to the federal government and is left respectively to the state and the people for the tenth amendment of the constitution. The FBI can and should continue to investigate federal crimes but we shouldn't continue to formally work with the FBI or other federal agencies assigning officers or resources for unlawful investigation of noncriminal and suspicious or un-American activities without the restraint of the state and local laws which -- some of which as you know are to protect our civil liberties, our privacy and to prevent investigations without probable cause for instance. To do so, to continue to work with the FBI, these federal agencies in light of what we've seen recently in the streets of Portland and the political maneuvering of the white house and d.o.j. Would turn back he isary, basic civil rights. So the recent assaults by officers against political protesters and members of the media of downtown Portland in a nutshell show us the federal law enforcement officers should not be trusted nor authorized to do the kind of policing they increasingly try to engage in and to highlight that, when we have to look at the us Attorney's office refusal to withdraw the deputization of the 56 police officers that were deputized and your understanding it was for just the weekend. I find this problematic and it highlights the problem. I agree with you Mayor Wheeler and Commissioner hard a did he say that trump and the police not only failed to

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prevent violence but increased violence in connection with the local protests, protests that started because of abuses and excessive police power that ironically were met by federal police and agencies such as the marshal service, dhs, ice and dea with excessive force and abuse of power. To your credit, and I'm talking about all of you at city council, you did not sit idly by. On July 22, you city council banned Portland police from working with the federal law enforcement. So again I thank you all for your action. But you're not the only ones that sat idly by so thereafter bloom and 14 other legislators in the joint statement to the -- to the -- to the dhs secretary you know asked -- asked them to leave. So in summary, I want to say that for all of these reasons, we believe the time is right for Oregon to be part of national movement to protect people from violation of civil liberties and we're asking you it end all cooperation between the ppb and the FBI joint terrorism task force, including disallowing any temporary assignments of officers to work with the gttf.

Clerk: You're way of three minutes.

Mayfield: Thank you.

Wheeler: Thank you. I want to make a quick comment. I just want to be clear on the record what happened with regard to deputization. We were not aware of it. There was no locally elected official that was aware of the deputization and our city charter makes it clear it assumes civilian oversight of law enforcement and something of that magnitude, there may be legitimate operational reasons to consider that but that's a decision that should have been made we they are myself as the Mayor and police Commissioner or at least one of the city Commissioners, having to make a decision that from the perspective of the federal government not only lasted for the duration of the governor's declared emergency but apparently from no perspective, it was a decision being made on behalf of the Portland police bureau for the remainder of my first term without any engagement or any involvement of any local elected officials. So that's the basis of my objection to the federal government and I agree with your commentary about the nature of the overreach. The fact is when the elected official in charge from the Portland police bureau said, look we're not going to to this beyond the weekend, you you had it for the week, we didn't know about it. We could talk about that later but this is not something that lasts for the remainder of the year not without local engagement of officers and the resolution you mentioned, the federal government basically thumbed their nose at us. They said we made the decision and you have to live with it. That does not sit well with me. So what I proposed here -- having hearing in by the way from our federal partners or state partners or others, I decided to convene these parties and we'll talk it through and make sure it doesn't happen

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again but what I want you and others to know in the meanwhile, I already sent a written directive to the Portland police chief making it crystal clear that our officers are not deputized. If there's a legal difference of opinion, well, we'll have to iron that out in court but from the perspective of the police bureau, our officers are not deputized under that agreement that is reached without the engagement or inclusion or agreement of any local elected law enforcement. So I just wanted you to be aware of that point. I appreciate your testimony. Commissioner Fritz.

Fritz: Thank you. I'm glad you made that point. I wanted to thank in Mayfield for his kind word at the beginning and indeed for his leadership over the years. Brandon, you've been a person who had something really dreadful happen to you and instead of getting bitter and just walking away you have engaged and fully and constructively in helping the city council and others understand the issues with the FBI and the jpts and you worked to make things better as a result of the experience that you had to endure. Thank you for that. I expect that now we are happy to meet with you to have a deeper discussion about these issues because you're certainly somebody who I -- I appreciate your advice and find it very meaningful and although I'm retiring, the others on the council will continue to want to hear from you. Thank you.

Mayfield: I have the most confidence in you and all of the work you've done. We're just continuing to push to preserve -- to preserve our civil liberties and our rights under the state and local laws and constitution.

Wheeler: Next individual.

Hardesty: Excuse me, Mayor.

Wheeler: Commissioner Hardesty.

Hardesty: Thank you, Mayor, thank you Brandon for your testimony today. As you know, we have an annual report about how or if Portland police are engaged with the jtff and you started your conversations saying you wanted to stretch the reporting process, if you have recommendations that we should be considering as we prepare for the January report I'm very open to that information. So please feel free to reach out to my office. Derek Bradley is my policy person and would be happy to work with you on that.

Mayfield: Thank you Commissioner Hardesty and I and my coalition will continue to liaison with you and the Commissioners.

Wheeler: Thank you. And next individual, please.

Clerk: 792 request Seemab Hussein to address council regarding ending cooperation between Portland police and the joint terrorism task force and improving the annual report.

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Seemab Husseini: For the record my name is Seemab Husseini, chairman of the relation of Islamic relations. We hope to bring light to the darkness and provide proof with credible testimony in the Muslim communities. We have a 16-year veteran of law enforcement and served as special agent and specializing in domestic terrorism. He dispelled the myth that it protected the community. Multiple shooting across the country. We brought bay area's executive director to help organize withdrawal of jtf in San Francisco. He testified that mosques and homes a workplaces and sometimes targeting minors at schools and questioning their religion and politics. We filled the council chambers and all overflow rates and providing testimony from 30 communities. We heard from millie who at ten watched her father be taken away from her for almost two years and her home was raided and it sacrificed her childhood. A man forced to have his citizenship revoked and leave the country in order to come off a no fly list and no longer face persecution. We have a storeowner in north Portland whose livelihood was threatened if he did not sign up on his Muslim community. Another man five years of imprisonment and torture if he didn't become informant on his community. If you're approached and you have the wherewithal to get an attorney and get detained and put on no fly list and face persecution as do other Muslim members of the community. Today we further call on expanding the annual reporting required by city resolution 424 to include the nature of closed cases to the ttb and FBI and disposition of case. Any cases handled before the end of cooperation. There must also be contemporaneous oral public testimony taken when the report is made in January as indicated in our coalition letter to you. We would be happy to forward this to Derek Bradly, Commissioner Hardesty. You know, to -- to conclude, also as -- as a Mayor, that's also both police Commissioner, if you're not told about the deputization of your own force, what else would you not be told about. We ask to end this and expand upon that.

Wheeler: Thank you. Just to be clear, it wasn't just the fed that neglected to share that information, it was actually under the leadership of the Oregon state police and the county sheriff's office.

Wheeler: Thank you. Next individual, please.

Clerk: 793 request rev rend Lynne Smouse Lopez to address council regarding ending cooperation between Portland police and joint terrorism task force and improving annual report.

Reverend Lynne Smouse Lopez: It is great to be with you with today. I'm Reverend Lopez. I'm calling on you, the Portland city council to end all cooperation between the Portland police bureau and the FBI's joint terrorism task force. As pastor of the congregation, we're committed to working for justice, especially racial justice. I need to say enough is enough. We hear your

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word about justice but we await real action. I know you're working on it. I know you're trying but there's more that need done. The ama coalition and many others struggled for years for transformational change. We did succeed a bit to get the two part time officers off the joint terrorism task force from the Portland police bureau but that continued cooperation when in case of terrorism or -- or -- or -- or an assumption or expectation of danger which is so wide open. I agree with the previous speakers we need to close the door on that. This joint terrorism task force or the religious minorities as you heard and people of color, it traumatizes our community and the past record reflect very little has been done to end domestic terrorism by white supremacists but continues to impose trauma on Muslim and other community members. We have the forces sent here which I know you did not want. I appreciate that. But they continue to pick up peaceful protesters and intimidate and suppress, trying it suppress our right to demonstrate. They did nothing to bring peace to our city. We ask you totally cut relationships and -- -- until the police chief that that has to end. The deputizing need to end which I know you're also for. And the report for 2020 that is given in January bring out the demographics of people investigated bit task force and the nature of closed cases and the disposition of those closed cases to let the public know what really happened and then give them a chance to respond. I ask this as we continue to work together to make Portland a more just society. Thank you.

Wheeler: Thank you for that. Thank you all who testified during communications. Next up is the consent agenda. It is a short agenda, but anything been pulled off the consent agenda?

Clerk: We had no requests for items to be pulled.

Wheeler: Please call the roll on the consent agenda. [roll called].

Wheeler: Consent agenda adopted.

Eudaly: Authorize a contract for naito. And to see the work on the southwest naito fixing our streets under way and bring safer accessible crossings and a two way of southwest naito south of hoffman bridge. I want to highlight students and volunteers work that led to making better naito not just seasonal or temporary project but part of the growing network of bikeways. This could have been challenging. We have a project that improves cycling and accessibility and enhances access to the park. This helps detection for naito's traffic signals and allowing them for demand and the status programming that is today. I know anyone ever driven down naito knows what I'm talking about. Seems hike you hit every red light every time. It improves access to Portland's smallest park. No ends. And the project manager Dave grass is here to answer any questions you may have.

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Gabriel Graff: I'm a project manager of the Portland bureau of transportation. Thank you for having me here. I have a short presentation that I'll attempt to share with you starting now.

Wheeler: Before you begin, maybe it is the viewer, but can everybody see the full slide. I'm only seeing about three quarters of it. Can you -- is it good for you? Go ahead. Just the way mine is configured.

Graff: Mayor, Commissioners, request permission to bid the better naito forever project. If you can see this, the project, north on this map is to the left, and then the other part of the map represents better naito forever. And the pink line is our southwest naito fix streets project. This is current my under construction. The better naito forever project from Steele bridge to hawthorn bridge. And the sixth street project. And the projects -- projects, we hope to have wrapped up in July. The forever project with permission to bid today would overlap construction and would be completed by the winter. And then the overview, a long history, the Commissioner touched on it by the pdx as a volunteer led pilot project to demonstrate the potential of -- of the naito corridor and to provide access to -- to other events. The project was a success and returned again in 2016. And then the baton was passed to PBOT in 017 to implement a seasonal version of better naito. We're directed to get information on the project and we wrapped that into our planning effort which is the -- which was adopted by council in 2018. This was one of those 18 projects in that plan and we started design on this project back in the spring of last year. To share photos for a flashback to 2015 and 2016, the first project was done with spray paint and cones. Ryan Glenn I think will be able to speak with you later. Here on the left, very -- very -- very early in the morning, a group of volunteers got out to demonstrate for more people walking and accessing those events and what it might look like. There's a come of before and after photos that show issues of the better naito project was designed to address. And during those busy waterfront events people were spilling into the roadway to -- to try and access them. And once the -- once the cone respect in place, there was much more place for people to safely get to the -- get to the waterfront and get to Cinco de mayo rose fest and such. When PBOT took over, we switched to these white removable posts which you still see there today. We found in addition to supporting the waterfront events it provided more space for walking and biking and rowing on naito. Our before and after evaluation showed when better naito was installed we see two times more biking on naito than the water front and the cyclists are more likely to ride here. It reduces complex between people walking and biking. Our data showed one in three north bound commuters bike on the commute. And of course people continue to use the facility to access events and festivals on July 3rd and 2017, 24-hour video showed people using naito access. So

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when -- when we had this project on the ground, but we were considering options for making it more permanent facility and we rolled that into our -- our central in the city motion plan effort. We got tons of feedback on this central city motion plan which was to provide -- proceed faster and more reliable transit and more crossing in the central city. And dozens of projects that are considered we presented three different offerings for naito parkway. We received Portlanders and accessible sidewalk on the north side of the park, a comfortable two-way bike lanes and make every effort to minimize impact to the park and mitigate vehicle delays as the Commissioner mentioned. We had tons of engagement. We had over 9,000 participants and our online and in person open houses and a survey of downtown hospitality workers. Meetings with business representatives and associations in the central city and residents and property owners and got a lot of feedback and better naito became one of 18 projects recommended for implementation for the plan. Now I'll -- I'll attempt which is probably ill advised, a rendering that we use for the open houses for the project last year. Maybe you can just give me a nod if it is coming through on your screens. Is it working? Good. Thank you. This is earlier, the project details have changed. I won't spend too much time here. We start at the northern end of the corridor and flying south. We're headed under the burnside bridge. You'll see the major elements of the project. We use concrete curb to the side to separate cyclists from the roadway, this section is station one, Anthony plaza and that could be removable so Saturday market vendors can load and unload. As we head further south we start to see the -- the sidewalk along west side of the park pick up. And sort of -- we use creative design it make sure that -- to preserve a many trees as we could and while around existing signal pole a things. You also note these -- these new pedestrian refuge island that is are between the bikeway and the roadway. These will shorten the crossing distance for people trying to cross naito and make that safer. Another feature that we work hard to make sure that -- that access into the park, most thought through, here we are, and Harvey milk and you can see how a cyclist that wanted to go south on naito from downtown would enter the facility. Then heading further south, you'll see the design on the corridor is largely consistent using similar treatment throughout. Wiel speak next, can speak. And work for the project bureau to make sure that access to the park for those vehicles that get in for -- for the rides, for rose fest and what not still are able to get their trucks in. And here we're reaching into the project. This is approaching springs fountain and this, I'll apologize for this if we go to the top at ridgeway here, we're plugging into the project that is current I had under construction. You'll see it is a seamless transition for people cycling. Here we are at the ramp and the traffic signal is there. How about this? Pull this out a bit. Two ahead and pause.

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This project continues south to -- to -- to -- to -- to -- down to Harrison. But with that, I just take a moment to -- to let my colleague speak a little bit about the waterfront trees.

Shannon Simms: Great, sorry about that. Thanks Dave and Mayor Wheeler and councilors. I'm associate at Mayer reed, we're landscape architecture firm here in Portland. We worked on the project with the engineers and David Evans associates and we worked out of the southwest naito project and south of the hawthorn bridge. We had a long history of working with PBOT and Portland parks department. We have a number of project on this wart front. I want to highlight the collaboration that we have with PBOT and parks and the waterfront park and that is preserved as we implement better naito. The addition of the sidewalk to the east edge -- the east -- the east does fall within the root bound of many trees. We worked with urban forestry and evaluate the conditions of the trees. What you'll see on the screen here is visualization of the tree assessment. What we found is that the majority of the trees in the park can accommodate a six-foot sidewalk without any issues. This are a few places where we made adjustments to the design of the sidewalk in order to avoid impact to a tree. There's several places during construction we'll give special treatment with the oversight of an arborist regarding the installation of the sidewalk. There's three trees that were considered dying or dangerous and on the side they become a priority for removal no matter what the project does. Some were identified as in poor condition or declining health. We're replanting trees to continue the row. And we plant many in the right of way and also off site. And next slide. Waterfront park of course is where we gather for festivals and celebrations. We worked closely with parks to see how they function in the future and the better naito. I want to thank events coordinator Jerry Coker and Jennifer Trim, both who worked closely with us to help us understand the need, the access needs they have in the park. What you see on the left is the announcements we bid and look at large events a the current waterfront park. They have different footprints and need for pedestrians and access points for vehicles that are providing equipment and supplies for those big events. The design has access points for maintenance, every day maintenance from parks and up to places where you pull in a semi- -- semi with a Ferris wheel on it. Then you see the events going on to make sure that the sidewalk will remain open during events and also accommodate all of the -- of the tents that are still out in the park. Next slide. And last but not least parks is not limited to waterfront parks and as you -- as -- as commission Eudaly mentioned earlier, it is Portland's smallest park and also distinction of being smallest park in the world. It is located in the median on naito parkway at Taylor. It has a long history, it predates waterfront park and over the years there have zone through many redesigns. This actually will move the

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park about two feet to the left and slightly to the north. It will still have the distinction of being the smallest park in the world. We're being careful to preserve its size even though we're relocating it. We offer a safe place for people to enjoy it and cross the street. Thank you.

Graff: Thank you. That's -- that's -- that's our presentation. The product design is complete and our permit is very limited. The project, we hope we can coordinate construction between the two naito projects, reducing impact to the public and are happy to answer any questions.

Wheeler: All right. That complete the presentation?

Graff: It does. We have invited testimony from Ryan and Glenn, I turn it over to them.

Wheeler: Why don't we see if anybody has questions so far? I like to ask a question or make a statement because I'm in the sure I'll know the answer. But please make sure that we have resolved who is responsible for maintenance of all of those planters. I know we run into that question previously on transportation where we have planters involved. That's all I have to say, I really want that resolved clearly in advance. Thank you. On to invited testimony.

Graff: Ryan, would you liking to first?

Ryan Hashkin: Sure. Hello Commissioners and Mayor, thank you for your time. I run a small business on the central east side. I sell tries kells and manufacture ice cream bikes for folks around the world. Among of the key members of better block and better naito and was an instigator. We're a volunteer group that is focused on activating public space and creating reimagining of public space in the city. We use low cost a temporary traffic control to reimagine how public spaces can be utilized. I'm really excited to see that better naito become a permanent fixture of Portland. Waterfront park has long been a space of -- of civic engagement and activism from the -- from the time of government call and Harvard drive and our group was hopefully continuing that legacy by working with partners at rose festival and the brewers fest and psu and PBOT especially to help test out and collect data to pilot this idea, reconfiguring the roadway to make it more usable for the 700,000-plus festival attendees that come every year to the waterfront park and to all of the other folks that enjoy our waterfront. This was a great example of how citizen activism and the city can work together. Better block worked with PBOT on projects in old town on third and second avenue and Amy plaza that were quite successful. It was great to continue that and bring in another partner of festival a brewers fest for this additional -- for -- for better naito. You know, I think had we not -- had we not piloted this project and collected data on it, we may still be arguing but ho -- how people must go into the street for rose festival or Cinco de mayo. I think this project helped also lay the groundwork with city in motion and I want to thank council for approving city central in motion and making this key

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investment of the central city in manages. Thank you all for your -- for your consideration and support of this plan and I want to again thank PBOT and city council for that -- for that partnership and having us pilot the idea and collect data and further that community conversation with this pilot idea. Thank you for your support and we look forward to working with you in the future.

Wheeler: Thank you. That was a good presentation. I see Commissioner Hardesty has her hand raised.

Hardesty: Thank you, Mayor. I want to thank Ryan, when I was running for office, he took me on a walk down and he was so excited about this project. The hundreds of hours, probably thousands of hours by now that you have put in as a volunteer and your enthusiasm for this project really came across and even today you've been doing this for a long time. Maybe today you're still excited about the potential of this project. So I wanted to take a moment and let you know how much I appreciate your leadership and getting the city council to [indiscernible] is a real thing and in the temporary thing.

Wheeler: Commissioner Eudaly?

Eudaly: That concludes the presentation.

Graff: We have one more invited testimony.

Eudaly: Sorry.

Gwen Mishaw: This is [indiscernible] and I'm a [indiscernible] also [indiscernible] here in town. [indiscernible] volunteer. And [indiscernible] city college of engineering and the computer science and I was the project manager on this project on better naito working with my [indiscernible]. It is federal [indiscernible] and the wonderful targets Ryan alluded to reimagine the parkway and visitors to waterfront park and to stay for people to travel naito and these complexes between people walking and biking and driving and rolling, anything that they're doing. So gratifying to see the evolution of this project and the first time with we got the grant bill on the ground and the state board, [indiscernible] and deliver all of the equipment to -- to -- to [indiscernible]. It was really fun. I think better naito was our baby and I [indiscernible] the last years, for regulars and it provides suggestions and idea and trying to help with safer distance and project for construction. It is exciting to see those things that we couldn't do if a temporary fashion and in this permanent design and problems we couldn't resolve in early phases being -- being addressed and being fixed. So it is very exciting to see that. We try to just get the feedback called out, like the design and the sidewalks, the safer crossings and the [indiscernible] and the trees for their planting those has been a big thing. We don't want to

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impact anything and make it ugly. This is -- this put people first and it makes waterfront design better. It will transform the parkway as it has for decades and decades. Thank you Commissioners and the PBOT and everyone that made the project what it is today.

Wheeler: Excellent. Thanks. Thanks both to Ryan and Gwen. Excellent testimony. Thanks for your passion and here. So colleagues if nobody has questions right now, we'll open up for public testimony. Anybody signed up?

Clerk: We have one person sign up for this, John Pearson, but I believe he was just observing. Let me -- let me ask. John did you want to testify on 794? Doesn't look like it.

Wheeler: I think that's a good idea, we can random my call on somebody every meeting and see if they want to participate. That's awesome. So this is an emergency ordinance. Is there any further discussion before we call the roll? Thank you. [roll called]. Sorry Commissioner Ryan had his hand raised.

Ryan: I had a question and the engineer on the panel. I really like the industry islands, I find them helpful. I had a couple of unbelievable moments where I know to look for traffic I might miss a bike coming. I think the proclamation makes me want to know, you talked about the synchronization of the lights on naito. I noticed that. And Commissioner Eudaly pointed out. Is there actually pedestrian, do the bikes and those rolling in that area, do they have a light as well and is it synced with the cars? Just a curiosity and safety for pedestrians.

Graff: Absolutely. Thank you Commissioner. For people using a crosswalk, there -- there won't be a pedestrian signal ahead that will show them when it is safe to cross and they will have the opportunity to either wait in the park or wait at the pedestrian refuge island if they want to shorten their crossing distance. The pedestrian signals will come up regularly but if you want -- if you want response, you can hit the button and those buttons will provide auditory guidance for folks who -- who benefit from that.

Ryan: Thank you. And that means there's also going to be a light for the bikes and those that are rolling in that lane?

Graff: Yes, there will be several bike signals installed along the corridor at -- at most intersections the most common design is interface between people walking and people walking across the green swath that we saw will be sort of reinforced version of what is out there today. And pedestrians can cross the bike lane when it is clear if a cyclist sees it from the park to the refuge island, they'll stop. That direction, most of the crossings will not be signalized and signal the ones that will be. Up

Ryan: Thank you.

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Graff: You're welcome.

Wheeler: Very good. Thank you. With that, call the roll. [roll called].

Eudaly: I'm a big fan of this project, I have a special connection to waterfront park because my family's general contracting company did the excavation on the waterfront and as a kid I got to go down this and watch my dad operate the backhoe. And while the waterfront park was of course a vast improvement over what it was before then I think it has unrealized potential and I feel like this project is just another step toward that potential. So, I like to thank staff and parks and rec and particularly Ralph Swanson and Joel Smith for their help and guidance throughout the project design. Also want to thank better block PDX in the original group of PSU students who first conceived of and designed this project. This would not exist without you. And I hope you go down there and dance in the lanes to celebrate. I look forward to bringing more of the central city projects to council as we move forward with construction.

Hardesty: I appreciate the question about watering the planters. And I vote yea.

Wheeler: I appreciate you appreciating that question. It comes up every year on the transit mall. It is like clockwork every year. We'll get this resolved. On a really serious note, I want to thank the community folks who are engaged. I really appreciate what Ryan and Glen said today the passion and energy and leadership that they provided it takes a great vision, every great vision has come from the community. The other part is it is leadership at city hall and Commissioner Eudaly, I want to thank you for your advocacy of the project and the bureaus, there's several bureaus involved in the effort and I want to thank them for their hard work and their collaboration to make this work. Yes, that's optimized as well because some people had objections over the course of the process and I hope they -- they, they believe and that they hear that their concerns were also taken into account as this has unfolded and pen was put to paper. I think it is great. I think it is iconic, I think it is one of these things that makes Portland unique and special. It helps on a full host of fronts in terms of our vision and goals and in terms of our climate action goals and in terms of the health and we go being in the community and encouraging active transportation. This is a win-win win. I'm excited to vote yea. Ordinance adopted, thank you for your advocacy.

Clerk: Proclaim October 15th, 2020, white cane safety day.

Wheeler: We recognize advance and independence. People who are blind in Portland utilize dogs to navigate safely and daily living activities and services in our community. The 2017 US Census reported an estimated of over 14,000 people who are blind or low vision who live in the city of Portland. As our city has grown to need for attention to safety has increased. Today the

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city of Portland recognizes the importance of bringing awareness to safety concerns in Portland and impede the blind and visually impaired and low vision community members. With that I'll turn it over to commission Eudaly.

Eudaly: Thank you. I appreciate the opportunity to read this. As many people know I'm the mom of a young man with a disability who uses a wheelchair and spent many years before coming to -- to city council at disability and school inclusion. I advanced policies for those with disabilities. White cane safety day is a critical day. It is opportunity for Portlanders to think about how different people experience our -- our streets differently. For blind and visually impaired Portlanders a white cane is a vital tool for safety and access and independence. Those that use a wheelchair, every curb without a curb cut is an obstacle to accessing and enjoying the community. For deaf and hard-of-hearing Portlanders this is critical. This is for a public good and we walk and roll and bike and scoot in our city. We have the right to do that safely or we should have the right to do that safely. I'm committed to making the streets safer and prioritizing accessibility for every Portlander. I want to celebrate the rights for people with disabilities. It is our job to meet your needs. To everyone who is blind or visually impaired you're welcome here and we continue to work to protect you as we experience our right-of-way together. I want to thank my constituent races specialist for helping on this item and I'm going to turn it over to our guest speakers, Autumn Schaffer and Mary Lee Turner.

Autumn Schafer: We are grateful that you are -- have -- have -- have invited us to participate and we create awareness and opportunities for people it understand the pedestrian safety issues relate to do blind community and I do want to say that there's a -- there's a committee called the pedestrian safety action coalition. We have put together an incident survey relating to -- to -- to people in our community who are blind and low vision and the incidents in the survey has basically shown the incident rate is significantly higher for the blind community to have a vehicle and bicycle incidents while trying to -- to travel safely in the streets. We want to make sure that people understand the crossing law as it relates to the blind community which is when a person who is about to cross or has -- has stepped out on to the curb or their cane has stuck or their guide dog has stepped out, no matter where they are, they have the right-of-way everywhere. Anytime. So it is important, you know, that vehicles and bicyclists can be aware of that.

Mary Lee Turner: Good morning, this is Mary Lee Turner, I have the honor of -- of standing in the position of chairing the -- the advisory coalition, Portland advisory coalition. And we -- we invite you to -- to -- to join us on -- on October 15th, white cane safety day and make every day

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white cane safety day. The only rights that we as pedestrians are guaranteed are the last rights. And that's -- that's -- that's -- you notice I'm not laughing. If you ever been struck by a car or bicycle or even somebody on a scooter, it is a very serious situation. I as a native Oregonian love to live here in Portland and -- and the committee is committed to -- to -- to creating safe spaces for -- for everyone so that -- that walking is a right that we can all enjoy together. So the -- the Portland Sunday parkway through PBOT has a, site that you can check out and there's all kind of things going on this month of October to -- to acknowledge and celebrate white cane safety day. Thank you.

Eudaly: Okay. Thank you, Mayor and autumn, I will read the proclamation. Whereas by blindness and visual impairment effects persons infancy through old age and people that are blind or visually impaired work and travel in this great city of Portland and whereas white canes and guide dogs are tools that people that are blind or visually impaired use to identify themselves and to travel independently while enjoying these rights and benefits and privileges and where as people of all ages who are blind or visually impaired have a right to travel safely while conducting their business of living and whereas October 15th has been designated as a day of education and celebration of the advent of white canes and guide dogs for independent and safe travel and whereas this great city of Portland calls upon public officials and members of civic organizations and all people in the city of the Portland to join together as we work to insure the benefits and privileges of life in our great city are available to persons who are blind or visually impaired. Now therefore I on behalf of ted Wheeler, Mayor of the city of Portland, Oregon and the city of roses, do here proclaim October 15th, 2020, to be white cane safety day in Portland and encourage all residents to observe this day.

Wheeler: Thank you Commissioner Eudaly and thank you, everybody. That is great. It is very important that we remember that. So thank you. Next up Keelan is item number 796 time certain.

Wheeler: 796, please.

Clerk: And October 12th, 2020, indigenous people's day.

Wheeler: Next Monday October 12th is indigenous people's day. In 2015 city council passed a resolution declaring the second Monday of every October as indigenous people's day. It is my pleasure to welcome this year's guest presenters. Thank you for joining us today, we really appreciate it. I'll now invite the tribal relations director, Laura John to kick things off. Director john, please take it away. Welcome.

Laura John: Thank you, Mayor. Thank you, Commissioners. Happy to bring forward some guest

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speakers to talk more about this year's indigenous people's day proclamation, to formally introduce myself, my name is Laura John, I'm a member of the black foot nation. I'm honored to serve as tribal relations director. This is opportunity to recognize the beauty and strength and humanity that is at the core of indigenous cultures, all of which are very needed at this time. Today's council item reaffirms the commitment made by the city to support tribal people that live and work and visit Portland as well as to -- to establish firm and positive relationships with tribal nations in the region. This is time to more than victims of genocide. They had connection with the land and the languages and traditional ways that were handed down to us by our ancestors. We stood up against a system that set out to eliminate this connection. Indigenous people around the world including here in Portland continue to hold the stance to this day because the system of oppression continues. I appreciate the city for its commitment to travel relations program, including this -- this type of proclamation. Indigenous people's day is a time to celebrate and be thankful to those that continue with the traditional ways of and we all must make the changes to stop the attempts to eliminate our existence. 2020 brought to the forefront of recognizing the experience of the black community and continue the process of reconciliation and healing and work to dismantle systematic institutional racism. This year's proclamation includes recognition of the afro indigenous community in Portland. This movement includes Portlanders who are black and indigenous ancestry. We'll also share about the impact that covid-19 has had on tribal people in the region. I would now like to bring forward and introduce our first speaker a young woman who was born and raised here in the Portland community and I've known her her whole life. I grew up with her parents and I'm so proud of the young woman she's growing into and like to introduce Apache Robertson.

Apache Robertson Lopez: Hi. Hello, good morning. My name is Apache Robertson Lopez. I'm an afro indigenous youth. I'm apache. I'm a junior at the north central south high school and a member of the waters family. Being afro indigenous person, there's so much to learn every day. I have -- I have -- I have faced issues specifically at school. It is hard being a person of color having all white teachers that don't get where I'm coming from or why I push myself harder than others to make it where I want to go. I get treated differently because of the color of my skin and for who I am as afro indigenous youth. It is hard trying to fit in and be myself when I have to live under unfair system in the city of Portland. Being under the pps curriculum is probably one of the biggest challenges for me because I don't agree with it, nor do I put up with the whitewashed bullshit of my people's history. There's so much more to understand if being taught the true history. Given what this world has come to now with the black lives matter

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movement, the city of Portland could learn from it all and take the time to listen to what we have to say. Given that we're people of color and put up with a lot of stuff and our family members being taken away from us too soon, how will you be empowered change what this world has come to, giving us the people equal rights. How will you help the heavy cases of racism given the fact we live in the most racist state in the united states. All of that we ask as native and blacks. One acknowledgement is not enough but it is a start to a big change. We're human beings just like you. We deserve to have the same respect. Thank you.

John: Thank you, apache. I like to now introduce our next speaker marcella to speak about her work to support indigenous people from afro America here in Portland.

Marcella: Thank you. [indiscernible]. [speaking foreign language]. Members of the council, thank you for the time and space we share today on indigenous day for the commission. We create blessings. Good morning. [indiscernible]. Indigenous woman. My mother was a single mother at the age of 14. And she work as a phone worker for -- for a good part of her life. My sisters were minors and many of them and their children died from the gas and colonization. Today I'm owner of a construction company and also co-founder of [indiscernible] united. Our roots need to exist. The mission is to focus on indigenous based approach to achieve the restorative justice by embracing knowledge and form indigenous partnerships for business development, and exchange in sharing of culture is pretty [indiscernible]. Our goals and main goals include capacity and gender based violence prevention and small business and biodiversity conservation and culture and art trade programs. However, despite the increase in the indigenous community, and stability and social justice, so much under representation to have a voice for indigenous people. That is the indigenous American people and our white brothers and sisters. We're like [indiscernible] disproportionately represented as we remain invisible to social services and health and education and contracting opportunities. Due to the inconsistent and intertwined and federal definition of Hispanic and native-American. It is essential to work on valuable policy and implementation in order for the state of Oregon and even the nation to comply with title 6. Inclusion as a protected class and historical socially and dis-- dis-- social and economically disadvantaged group and requirements for [indiscernible] our roots need it exist. So [indiscernible]. [speaking foreign language]. As Americans. [speaking foreign language]. Gracias. Thank you.

John: Thank you. Thank you for speaking your indigenous language in the presentation. It is beautiful to hear those words. I like to introduce someone from the health board to describe the impact that the tribes are facing regarding covid-19.

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Susie Steward: [speaking foreign language]. My friends, I'm a citizen of the Cal creek people and [indiscernible] O'Dell and Eugene O'Dell and granddaughter of George and Paul. Mayor Wheeler, I serve the 43 tribes in the northwest and the health aid program project director and the liaison to the health board's incident command team pip want to take a moment to acknowledge this land that northwest Portland is on. In this area, the Indian health board is located in la Loma county Oregon and rests on the village and the chinook and many other tribes that made their homes along the river. Our economic stability is fragile. Council had to make hard decisions to shut down offices and businesses and clinics and casinos. They experience a dual impact. He was not only the tribe that is effect ed it is the individuals the tribes employee as well. Our provisions are foundational to the treaty rights. The citizens unmet healthcare and other needed services of tribal income. The health of our people is at risk. We experience a higher rate of covid and for those that become infected, their [indiscernible] are worse. The mental health impact is com pounded by the uncertainty of covid, including security and housing and unemployment. We miss our traditional gatherings and bring us together. We miss the healing of a family member and friend. We practice social distancing, wash our hand and wear our masks. Disparities and inequities with determinants of health continue to impact our people. You you must understand most reservation respect located in rural areas and this are unintended consequences that are not evidenced in larger metropolitan areas. We hear about delayed and denied care leading to poor outcomes or even death where people have concerns about vaccine testing, our people must be included in the test trials. Our people must be included in the vaccine planning for districting and dispensing. In 2009 they were denied the respect for their own priority populations for a vaccine. Policy and inequities and failures. We want the city to recognize these things. We want the city to advocate for improvements. Blessings to you all. Thank you so much for this opportunity.

John: Thank you. Mayor Wheeler, today I was honored to bring the guest speakers for a word and thank them for coming. It is always good to have opportunity to bring voices into council meeting. Thank you Mayor Wheeler for the program that addresses all of the issues that were brought up today. Also to work to -- to essentially make every day a recognition of indigenous people in the city's policies, programs and services provided. This concludes today's presentation.

Wheeler: Thank you, it is my pleasure to read the proclamation. Before I do that, I want to ask if any of my colleagues have comments they like it make first. Commissioner Eudaly.

Eudaly: Thank you, Mayor. American history diminishing and misrepresents the genocide of the

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indigenous people that called this land home since time immemorial and replacing Columbus day offers a chance it raise understanding. At a time when our federal administration has characterized racial sensitivity training as Americans, this celebration is more important than ever. As a third generation Italian-American I take in pride in the legacy of Columbus or our country's racist foundation based on genocide and slavery. The movement to reinvent this holiday works to correct indigenous people's erasure and the holiday acknowledges the settler colonial history and celebrates indigenous people's cultures. We have a thriving community and indigenous organizations are charting a way to a better way for all of us. Thank you to the tribal relations office and the Mayor's office for putting this together. Let this day be a reminder of whose land we're on.

Wheeler: Thank you. Commissioner Hardesty.

Hardesty: Thank you, Mayor, I wanted to thank our speakers for being here today. I wish we were in council chambers today because -- because as always, I love the -- the callers and the reflection that is so ingrained in -- in native culture. And I miss that today. I just want to say that as a personal thing. I also want to applaud the young woman that spoke first. Clearly that's a young woman who is really committed to cultural understanding and making sure that she walks through this world the same way that white people walk through this world and clearly as she has been stopped in ways that have nothing to do with her talent, her spirit and the gifts she has to give to our community. So what I hope is that we continue to uplift her and let her know that she's valued and that -- that -- that this is -- she's at the right place at the right time. Let me reiterate the incredible work you continue to do with such a tiny staff, we're going to help you with that a lilt bit. I know that you are everywhere trying to do everything and it is -- it is a -- it is a -- a mark of your spirit and your value system that you are able to bring so many different people together so that we are all in this together. I think one of the things this pandemic has taught us is that anyone of us are immune to this pandemic but many of us who continue to suffer inequitable outcomes are exacerbated by the pandemic. We can't hold that up enough because it reminds us we have a lot more work to do before we as Portlanders can call ourselves a city that is welcoming and fair and equitable to all. So thank you all for being here and thank you Mayor for working on this proclamation. I agree indigenous people's day is 365 days a year. But we're just happening to be acknowledging it now. And replacing it with a -- with a -- with a -- and replacing a day that -- that very few people in America celebrated anyway. So thank you so much.

Wheeler: Thank you.

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Ryan: Thank you. Thank you to the members of the community that came today. It is so important to take a moment and pause and agree with what my colleagues said and I appreciate Mayor Wheeler's leadership in this and also making sure this is called out our meeting. There's so much work to be done. For me, my life experience has been an education space, just become aware of the vast undercounting in the native native-American community and I want to make sure when we look at our data that we always know it is vastly undercounted when you look at the native-American indigenous data. And also on a personal note, I grew up we called each other brothers and sisters because we played together, I'm youngest of eight, and a family of 14 in the tribe. I'm grateful for that life experience. They allowed me to be checked often on the white washing I was receiving in my curriculum. I look to you -- to you because my niece works with you at the American Indian and she wanted me to say that. Anyway, thank you so much for being here and for us taking time to acknowledge the day that we celebrate every day of the year.

Wheeler: Thank you. Commissioner Fritz?

Fritz: Thank you very much to the -- to the -- to the speakers who shared their wisdom. We sometimes talk about honored guests, I have learned you're guests and you honor us with your presence and with allowing us to share the space. To work -- to work to share the power. I appreciate the focus on substance and things that need to be done, particularly the pandemic and always. I thank you. This is my last celebration of this event that this -- this moment, as Apache pointed out, it is not just one day, it is always, it is generations, it is this land, it is time immemorial and thank you for the work you've done with me over 12 years to inform me of the things I didn't know and I greatly appreciated knowing now even recognizing there's so much more I don't. Thank you to John for your work to help educate all of us. We do have the opportunity to expand the tribal relations program and I know that we're all committed to doing so. It is an absolute honor to have initiated that awakening process at the city, along with Kathy Howard who was on my staff and brought this to my attention. Thank you so much, we will continue to work with it. Now back in charge of Portland parks and the creation and renewed interest in many communities over changing the name of -- of -- of some of our parks that have so many reprehensible people. We're going to be establishing a process where once again, we're going to ask for your wisdom and your guidance and we want to work with indigenous people and make the communities to make sure that we're not burdening you with our requests and in fact that you're able to -- to help -- to help shape that process. Thanks again. This is so much work to do and I appreciate the goal committed to working together to do it. I also appreciate

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Mayor Wheeler for his commitment to this work. I'm not voting I'm just saying I really appreciate you so much.

Wheeler: We'll register that vote anyway. That's good. Thank you for the kind comments.

Marcella, is there something you wanted to add?

Marcella: Just part of the growing process and restructuring and for its -- its understanding that the indigenous American is sometimes missed because we belong to Hispanic group and there's a lot to do to include the indigenous American as part of the requirements and participation and the justice group you created. It is not representation. That's what I'm talking about misrepresentation and underrepresentation. So just please if you can keep your attention also to note that there's indigenous miss American.

Wheeler: We appreciate your participation today and apache and john and everybody else. We always enjoy this day. It is both uplifting and informative. I hope a lot of people tuning in are learning as we are. So it is now my pleasure to read the proclamation. We're in the chamber, you see the proclamation that this will have to suffice. It is now my honor on behalf of the entire city council to read the following proclamation. Whereas the city of Portland recognizes that the indigenous people of the land that would later become known as the Americas have occupied these lands since time immemorial and where it exists near the rivers that held a rich and beautiful history that were trade routes to the indigenous people that were in relationship with the land long before the westward expansion and the European American settlements in the country and whereas, indigenous people continued to fight passionately for the community, way of live and the well-being of the land before they've been stewards of since time immemorial and whereas the city of Portland has a responsibility to oppose the institutional racism impacting indigenous people who continue to face hardships as a result of centuries of dreadful policies and actions responsible for the present day disproportionate outcomes in he will and education and economic mobility and whereas the city recognizes that during this year conditions face bid tribal nations and indigenous people have been further exacerbated by the covid-19 pandemic. And whereas the city recognizes the solidarity shown by the indigenous community for the black lives matter movement and the importance of uplifting the afro indigenous and African indigenous experience and whereas on October 7th, 2015, Portland city council passed a resolution resolving the city of Portland shall recognize indigenous people's day on the 12th day of October. We will have policies, and advocacy that insure greater access and opportunity while honoring our nation's indigenous history and contributions. Therefore, I ted weaver Mayor of Portland, Oregon the city of roses do hereby proclaim October 12th, 2020,

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to be indigenous people's day in the city of Portland and encourage all residents to observe this important day. Thank you all, dr. John, thank you for your hard work. We appreciate it. Thank you all for being here for this important proclamation. We move on to item 799.

Clerk: Point and reappoint members to the fair housing advocacy committee for terms to end September 30th, 2022.

Wheeler: The fair housing committee jurisdictional committee tasked with review of the regional fair housing analysis of impediments to fair housing. This is something that we talked about frequently at council. Fair housing advocacy committee members rise above their individual interests and affiliation to take, review -- to take and review the members that the community faces with fair and equitable housing. The appointment today is vacancies with individuals who are committed to addressing the pressing fair housing issues and need of residents of Portland and give us a diversity of opinions and experiences. Thank you, Noah, Rachel, makes, tabor, Taylor, Eva, Alonso, Barbara and Brent, and don Harold and Holly Stevens and Jay Rutherford, Maria Romero, and Maria Espinosa for your willingness to serve on the fair housing advocacy committee, we appreciate it and I look forward to your guidance as committee members. I turn it over to Kim McCarty and Sheil present the report and again, thanks all for being willing to work on this important assignment.

Matthew Tschabold: Mayor and members of council, Matthew with the Portland housing bureau. This is now the executive director of the community tenants.

Wheeler: Sorry. I know who you are. Welcome.

Tschabold: It is the appointment that we're hoping to get this in before she left. And the Mayor introduced the committee, I'll add that this is one of our permanent advisory bodies and a critical part of our work, particular since we're embarking on a consolidated plan and impediments and identifying actions for further -- for further fair housing in Portland in the county and -- and with the city. So I'm just going to -- to walk through and facilitate our members having an opportunity just to introduce themselves and share a few remarks with council and -- and the bureau is very appreciative of the volunteers and going forward with their expertise and time to help us as we work to improve our regular housing landscape and housing in the county area. I'll begin with Alan.

Alan Lazo: I appreciate working with the advocacy committee that served over the years and the bureau and the other consortium members on this work around fair housing. I remind us the work is focused on members of protected classes which at federal level include race, color, national origin and sex and status and adds the state level protection for source of income

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including voucher holders, and sexual orientation and gender identity. Right now we're reminded this work has become vitally important as we're at a crossroads of a number of pandemics now. I don't know what the next one is around the corner, whether it is the covid-19 health crisis, the racial injustice crisis and now the climate change crisis. We know members of these protected classes that is experienced discrimination and segregation have -- this history laid bare the vulnerabilities that inequitable community development has created. The work in the past I think is fair to say has been quite a ride regarding numerous issues and equal access to housing and to contending with the shifts landscape of mandate around fair housing and jurisdictions like consortium members of phb and the county and forward. I'm here to say this morning, to say work of fair housing goes beyond federal mandate. It reflects our shared values of community of an inclusive communities. Those mandates for us to address housing. We see clearly in the current calls for racial justice for our board to strengthen their commitments to fair housing among our local jurisdictions. I see the work as not only overseeing the federal mandate of the -- of the analysis of impediments which -- which -- in the consolidated manner, what is that place where we work together to bring engagement and accountability around these vitally important racial justice and housing issues that our community so clearly is calling for. I'm looking forward it continuing to a serve with my fellow members in that capacity and with all of the consortium member that is are coming here to the table to latter these important messages. It is with that commitment to our shared values as Portlanders that I'm excited to continue to bring my involvement in the fair housing advocacy committee. Thank you for having me here this morning.

Tschabold: Thank you. Thank you for -- for helping to set the stage and so now I'm going to -- to quickly move to -- to other -- other advisory buddy members and ask them to introduce themselves. Next I have -- I have Jimenez.

Aida Jimenez: Hey, everybody, thank you so much for having me here today. My name is Eva. I'm at CDC. I'm an Oregonian and I've lived in the north. I'm pleased to be part of the a look forward to different projects we'll tackle in the months ahead. Thank you.

Tschabold: Barbara.

Barbara Dyer: This is Barbara. Good morning Mayor and Commissioners, I'm a native of Portland, Oregon. I'm licensed in California and that began way back in 1977. I am woman's [indiscernible]. When I was young, there was no fair housing law, housing discrimination red lighting and blocking were common. Applications for mortgages from qualified buyers were routinely denied. The fair housing act in 1968 and later laws changed lives. I'm proud of my industry. But

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there's still much work to be done. I'm advocating for and I believe in housing rights always. Home buyers we share in all preferential housing and live in neighborhoods of their choice and I hope some important legislation in Oregon will pass and this will require fair housing education for us. We have been advocating for this. Thank you so much for appointing me to the fair housing advocacy committee and then for your sport. Thanks.

Brynn Council: Good morning. Thank you. My name is [indiscernible]. I'm the director of housing and advocacy at insight services. I'm grateful and excited for the opportunity to be a part of much needed change in the community. Thank you for having me.

Young Ho: Hello, thank you Mayor and Commissioners. My name is young ho and my [indiscernible]. I'm the education support director at community [indiscernible]. Do housing advocacy work for 12 years. I hope to bring [indiscernible] to the committee as someone who has done advocacy work for renters across Oregon and being a daughter of [indiscernible] and working with diverse and immigrant refugee community. Thank you.

Tschabold: Ellen.

Ellen Toland: I work for a transition project as a housing case manager where I work with individuals to overcome barriers faced by our community to insure safe and stable and sustainable housing. I chose to be part of this advocacy committee because I think it is important to acknowledge those barriers faced by our fellow community members. Whether that's systematic racism or disability or other stigma and barriers. Thank you for this opportunity. I'm really looking forward to it.

Tschabold: Holly stevens.

Holly Stevens: Good morning. Thank you for having me. I'm holly stevens. I'm currently a project manager for a partnership working with home care and personal support workers. I am -- have done a lot of work in the community of north and northeast Portland working in communities for four years now. I'm excited about being a part of the committee and working towards -- working towards our mission and making things better for people that live in the communities.

Tschabold: Thank you.

Jamila Rutherford: Hello, my name is [indiscernible], I go by jay. I'm originally a Portland native and I grew up in northeast Portland and moved away when I was 18 and lived in seven cities across the nation in understand that is were all gentrifying. I have a -- a -- a personal passion about fair housing. I'm also an equity -- equity resolutions at equity northwest. I really am excited an I'm a huge out of the box speaker. It is all about being creative and that -- that -- and you

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know completely [indiscernible] I hate the statement why reinvent the wheel, I want to destroy the wheel. Happy to be here. Thank you for having me.

Tschabold: Thank you.

Lauren Wadai: Good morning. My name is Lauren. I'm a [indiscernible] special senior and [indiscernible] from the county. I'm excited to be joining the committee today and [indiscernible] with county programs and services and to support [indiscernible] for housing. Thank you.

Tschabold: Mara Romero?

Mara Romero: Good morning. My name is Mara Romero. I'm here representing independent living resources where I serve as independent living specialist and their ahead housing advocate. Ilr is an organization of people with disabilities serving people with disabilities. We're proud of that fact. I'm honored to be a part of the committee and I hope to contribute my extensive personal and professional knowledge of disability rights to the committee. As we will as a deep understanding of the specific obstacles local disabled community members face in getting safe and affordable housing.

Mariza Espinoza: Mayor, Commissioners, my name is [indiscernible] I am a public policy coordinator for the project and get this opportunity. This provides housing stabilization and case management and -- and other housing assistance to older adults. I'm really grateful to be a new member and to participate in this opportunity. I joined in part because of the passionate group about fair housing and the pilot project. Seeing firsthand many [indiscernible] to fair housing. Especially for the [indiscernible] and renters an it seemed to be recognizing homelessness is deep my rooted in racial segregation and racist policies. I hope to see in the next ten years the number of adults experiencing homelessness is expected to triple-a black and indigenous and people of color are very overrepresented in this group. I'm excited to contribute to ongoing efforts to enforce fair housing protections for -- for renters. Thank you.

Tschabold: Taylor smiley wolf.

Taylor Smiley Wolf: I'm director of policy and planning. We administer the program in the county and after many house holes we for a very long time they received the voucher and essentially winning the hotary for a subsidy that should be an entitlement and too often face discrimination due to source of income that creates barriers to achieving fair housing. I look forward to working on this committee for that reason and also to -- to -- to participate in local leadership to advance racial equity and furthering fair housing in light of our federal government abdicating its responsibility. Thank you so much.

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Tschabold: Thank you.

Wheeler: This is an impressive slate of candidates. And Matt and Shannon, thank you so much for your hard work. I appreciate the comments you made and I know we're going to get to know all of you better and hear from you more in years ahead. Thank you for your willingness to stop [indiscernible] and impressive backgrounds and I know there's a thousand other things you could be doing. It honors all of us in the community that you're will to step forward and help with this issue for fair housing. Thank you all. Colleague, if you have further comments, Commissioner Eudaly, I see your hand is raised.

Eudaly: Just give my comments at closing.

Wheeler: You want to make a motion?

Eudaly: So moved.

Wheeler: Okay. Motion

Hardesty: Second.

Wheeler: Second from Commissioner Hardesty. Further discussion before we call the roll? Seeing none, please call the roll. [roll called].

Eudaly: I'm thrilled and impressed with this slate of nominees who represent so many communities that are disparately and adversely impacted by our housing crisis and bring experience and professional experience to the role. I'm just -- I just -- I'm -- huh, I want to say that despite the trump administration's undermining of our fair housing rules, I still consider affirmatively furthering fair housing as moral imperative and I'm deeply committed to that work. I want to acknowledge Alan and the fair housing council of Oregon to the fair access renting ordinance that my office developed hand in hand with community and passed last year. Fair is now considered as national model for combatting housing discrimination. I'm proud of the work we did with communities to move that item. We know that in times of housing instability, protected classes are impacted first and worst and face the highest barriers to housing. I know the fair housing advocacy committee's work has been on hold for a while and so grateful to see it reconvening with these amazing numbers and diving into this critical work. I vote yea.

Fritz: Thank you, everybody for your willingness to serve and in particular, thank you Alan for your leadership. I appreciate your dedication, your advice and your attention for equity. So thank you. This will be my last time to vote to reappoint or appoint members. I'm happy to do so. Yea.

Ryan: Thank you for that great presentation. I had no idea you were -- you were idle for a while but what a bang you came out with today with this impressive slate of engaged volunteers. So thank you for your -- thank you for your service. I really want to call out one person in particular.

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You go by Jay, I like you mentioned how many cities you've lived in and what you experienced in your life with gentrification. I think it is great when people bring that national perspective to the issue. And I also really want it acknowledge that you used data to make your decisions and I look forward to -- to working with you on that and we make sure that we have -- we move forward decisions. Appreciate all of you yea.

Hardesty: Yes. Sorry I missed my [indiscernible] because Commissioner Ryan talked about seeking out on data. So he doesn't know yet just how much Mayor Wheeler and I geek out on data. I want to thank you. This is extremely impressive list, community volunteers who come from a whole lot of different background and lived experiences. Each which will bring their own unique perspective to this work. And also don't want to miss the opportunity to really appreciate the hard work Commissioner Eudaly has done in making sure that housing and protecting renters in their homes is a corner piece of the work that we do. All of us know that with this pandemic our housing -- our lack of housing, people can afford to live in is only going to be exacerbated. I just want to really applaud folks stepping up to help us with this minefield. I want to thank Alan, my gosh, Alan, you've been doing this work for probably longer than I've been alive. Joking. You've been doing this work for decades. And I'm very grateful that you continue to bring the same enthusiasm, the same centeredness and the same commitment to justice that you brought from day one. And so, I'm very happy to vote yea.

Wheeler: Thank you for all of this, Commissioner Hardesty, when we look in the mirror in the morning we see rugged individualist, but we know we have a nerd fest. You'll fit in great. And Alan I don't know where you get the time to serve on these important board and commissions and everything else, but more power to you. I think it is great. And Taylor, you have the best background. She just went dark on me, right as I said that. It is reminding me one of the reasons we love this community is because we really do have such an incredible proximity to just world class nature, it brings a lot of people from all of the country and all over the world but at the end of the day, we want to be and we must be an open, welcoming and inclusive city. Right now, given just all of the economic anxiety and the turmoil, housing is front and center. And this are a lots. There's rules and fair housing is one of the most important principles in the values around housing in this community. I don't think we could put together a better slate of people to help us -- help us navigate with pretty complex territory. So thanks again all of you. My hat is off to you and I'm happy to vote yea. Report is accepted and you're all confirmed. Thank you for your service to the community.

Wheeler: Our next item looks like it is 800, office of management and finance speaking of nerd

fest, 800.

Clerk: Kodiak pacific construction company for the east Portland access to employment and education project for 5,628,899 dollars.

Wheeler: Well is this the report for a PBOT vision zero project that will make safety improvements and than hans access to public transit schools and community centers. The project is receiving federal funding through the ODOT federal aid highway program we have the one and only Lester here to present the report.

Lester Spitler: Good morning, city council, for the record. This is chief procurement officer.

Wheeler: You're in the Lester. We know what Lester looks like.

Spitler: Got a haircut.

Wheeler: Looks good. How are you?

Spitler: I'm good. Thank you for asking. So council passed ordinance 189707 September 25th 2019 to allow us to solicit bid for project. We received the estimate at a time when the confidence level was high. Bids were due on august 11th. We received five bids which good amount of competition. Kodiak pacific construction company is responsible low bidder. Their bid is 5,628,899 which is shy of 10 percent under the engineer's estimate. This is a federal aid transportation project under ODOT program. Council passed ordinance 179568 which authorized PBOT to participate for the delivery of federal aid projects. Under ODOT certification this will be reviewed by ODOT for compliance and as such the subcontractor equity program an our workforce a hiring and training program will apply. ODOT will have its equal opportunity programs. It establishes the goals for each federal project in compliance with title 9 which is participation by disadvantaged business enterprises and the department of financial assistance programs. ODOT uses studies. They look at size, duration and availability of firms that can perform and identify subcontracting opportunities. ODOT set the goal at 12 percent. Kodiak construction is responsive to the 12 percent goal and is committed to using 12.17 percent of dde firms and they're listed in the report in the areas of survey work and signs and traffic control and flagging and trucking. It is noteworthy that Kodiak construction is a state certified women owned business enterprise that does not contribute to the goal because ODOT as a federal agency only acknowledges the business enterprise certification. The owners of Kodiak pacific is a white female. Any questions, I ask to execute the report.

Wheeler: Commissioner Hardesty.

Hardesty: Lester, are there any city dollars involved in this contract?

Spitler: I have to look to someone from PBOT to answer that question. I'm not sure of the

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funding sources being used.

Hardesty: The reason I ask the question, when we talk about building minority businesses and 14,000 of a -- of a -- of a -- how much -- is this total contract, 14,000 over 5.6 million dollar contract goes through an African-American woman owned flagging company. I just got disgusted looking at the breakdown and it -- the city has in authority to do anything, I reject that. We're putting an city dollars in it, we have the ability to -- to -- to have an input on that. This is -- this is -- nobody could look at this and say is there anything fair about subcontracting opportunity that is are presented in this contract. I'll leave it there. We'll have a longer conversation about how city contracts are in a couple of weeks I believe. Somebody on PBOT on the phone to answer this question? PBOT. How many city dollars going into this?

Eudaly: I'm trying to determine that right now Commissioner.

Hardesty: Thank you. Go ahead.

Eudaly: If anyone is on the call right now, can you just speak up and answer Commissioner Hardesty's question? If not I have a text out to staff.

Hardesty: If there's no one to answer the question, I can't imagine ever supporting this proposal. It is not the direction the city of Portland is going and we cannot hide behind the state minimum qualifications to justify us continuing down this road of not making contracting opportunities available for African-American indigenous and other people of color.

Eudaly: I see your frustration but I was advised by staff that we had no able to compel them to strive with a higher d.e.e. Requirements. I love to get staff on the line to address that question.

Hardesty: They talk about our limits.

Eudaly: It is all -- that's fine to not accept it but it is driven by who is funding the project and --

Wheeler: Could I suggest this, Commissioner Eudaly. This is just the first reading. I'm sorry to report, never mind. I'll stop talking. Let me just ask this slightly different question on this. Maybe Lester can answer it. I understand Commissioner Hardesty's question about whether there's matching dollars at the local level going into the project. I want it understand the core argument you're making is that the d.e.e. Requirements here under the federal contract are -- that's a federal standard in order to secure federal dollars for this project. Is that -- is that the argument you're making? Am I getting that wrong?

Spitler: No, that's correct. Through that certification process that was passed in 2011, we become a pass through agency for ODOT for projects within our jurisdiction. So we're sort of a contracting agency of theirs to perform their construction projects. They obviously receive federal dollars from the department of transportation through the federal highway

administration.

Wheeler: I see that. That was back in 11. So ODOT said PBOT completed the remembers to become certified and -- we then certified under their standards in order to receive federal dollars for projects like this.

Spitler: Right.

Eudaly: Mayor, if I can't get anyone on the line, I suggest we move this to the end of today's session because I would like clarity on this issue.

Wheeler: That makes sense. If nobody has any objections, we'll move it to the end of the agenda and get somebody on the horn from PBOT and if somebody, if you could remind me at the end so I don't adjourn without coming back to this issue, I appreciate it. Very good. We'll move on to -- to -- to the next item. Which is the 801. That was the second reading.

Clerk: Approve you application under the multiple unit limit tax exemption program under the inclusionary housing program for koz on north interstate located at 5460 north interstate avenue.

Wheeler: This is the second reading. We already heard a -- a presentation. We had a lively discussion on this and the next item and took testimony. Any further discussion on this issue? I see two hands raised but I think those are old. So with that, call the roll. [roll called].

Wheeler: You're muted, Commissioner.

Eudaly: This is 801?

Wheeler: Correct. You're muted again.

Eudaly: This brought to the surface concerns with our affordable housing requirements, 80 percent is not affordable for many Portlanders. These studios could conceivably cost more than market rate units on north interstates. The development is walking distance from the yellow line and pcc cascade. This was -- this development was in east Portland market rate rents would be more out of line with the affordable rents. So I'm going to suggest that we need to take a closer look at our i.h. Requirements. We need to look at income levels and make sure they're affordable for the neighborhoods they're being built in. If we see units where regulated rents come in at or above rent that means the requirements are too lax or not nuanced enough. We already discussed in the past how we need to look at unit reconfiguration and make sure when we get a family sized unit it is actually family sized and developers aren't just squeezing extra bedrooms to an existing floor plan. I am voting for this ordinance because the alternative is to lose all 23 price controlled units in the development and you know at the end of the day, the city, it is still getting back much more in rent reductions than we're giving in tax abatement which is my

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bottom line with this -- with this -- with inclusionary housing. So while the rents for affordable studios were alarming, or potential rents were alarming in time these units will fall below market represent and remain affordable for 99 years. I really don't want to lose that opportunity. This development is a wake-up call and inclusionary housing is a critical and much needed policy to solving our housing affordability crisis. Where we see promising results with the current requirements I believe it is time to recalibrate. We need it make sure that we deliver the affordable units we need. I vote yea.

Fritz: I share the sentiments that Commissioner Eudaly just stated. We need to change the requirements, that needs to be a priority for next year at the legislature. They tied our hands and staff have done an excellent job of making the best of what we're allowed to do. Dorothy has been outstanding and like Eudaly, I think the long-term affordability and stability makes this project worth while, yea.

Ryan: Yes. First I want to acknowledge Eudaly's comments they were helpful. Went on to say to support this at this time. I definitely think I am working with this at the moment and take this in. It is in my neighborhood actually. So I know that -- that -- that this was brought up and probably a head scratcher and remains a head scratcher. I hear from my other colleagues, Commissioner fritz, the caption to the state law and I appreciate that. I will go with the trust of my colleagues and vote yea.

Hardesty: This was the first time that we have been presented with the affordable units cost for market rate unit. In my 21-plus months on the city council I've been extremely frustrated with this program because no one in their right mind believes 80 percent of -- of median family income is affordable for working people in the city of Portland. I'll vote no on this marsch your because I'm not going to set a precedent where we allow builders to build buildings that one day will be affordable in the future. That's a line I can't cross. Just like Commissioner Eudaly and fritz said, state haw notwithstanding, if we as a city continue to allow our developers to -- to -- to pretend that they're building affordable housing units in our city and we continue to reward them for tax breaks for something that is not affordable. There's no reason why they would change their behavior at all. I'm an imminent no on this one and will be on anything that costs more when it is supposedly affordable than what the market rate is. I vote no.

Wheeler: I want to agree with my colleagues who point out 80 percent ami, I describe that as perhaps workforce housing. Very hard to make the case that's, quote, lower income housing. I think we're all in complete agreement on that point. There's an advocacy question and us and our legislative agenda as we go to Salem. These weren't established by developers. Developers

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decide whether or not they're going to take advantage of these incentives in exchange for the accepted level of affordability that our legislative colleagues put together. So if we want to change it, it is not the developers we need to talk to. It is our colleagues down in Salem that established this incentive program and put the parameters around it. That's my first comment. My second comment is I agree with everybody that this -- this raises a lot of questions that within the building itself, the affordable units are priced higher than market rate units. I agree I've never seen anything the likes of this. It definitely raises question, but I also acknowledge the program is not established in terms of pricing within any particular structure. It is dependent on the market itself. The totality of the market and I think the argument that the -- that the people who created this program that they would make is we're trying to find affordable housing within a market not necessarily within the confines of any specific project but it raises a lot of questions just in terms of -- of why the developer is -- is using this pricing structure and I think there will be more to be discussed on that point. It is one more data point that we should be taking it Salem as we try to figure out what the right landing pad is. I support the program. I believe it can be a better program in terms of affordability. There's inconsistencies that need to be ironed out. This identifies one of those potential inconsistencies, but in the absence of this program the developer is held to no affordability requirements whatsoever. Therefore, based on the totality of the program, I will support this and vote yea. The ordinance is adopted. 802 also a multi-and a second reading.

Item 802.

Clerk: Amend approved application under the multiple unit limited tax exemption program under -- under the inclusionary housing program market housing and to increase the number of affordable units.

Wheeler: Second reading, any further business on this item? Eudaly, you have your hand raised, please call the roll. [roll called].

Hardesty: This I can get behind, I vote yea.

Wheeler: Ordinance adopted. Next up 803, emergency ordinance.

Item 803.

Clerk: Authorize a contract with cascade controls for an emergency procurement and installation of three variable frequency drives under project number e11320 for an amount of 266,096 dollars.

Wheeler: Commissioner fritz?

Fritz: Thank you, Mayor. I'm going to turn over to environmental services staff. Here we go.

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Environmental services operates 99 pump stations that work together with over 2,000 miles of pipes to direct sewage to the waste water treatment plant. They have emergency need to replace all three variable frequency devices at the pump station, one of which already failed. The pump station serves one-third of support and maintaining reliability of the station and the variable [indiscernible] is necessary to prevent a spill during the storm season and it protect public health, property and the environmental health of the Columbia slope. Here to present is senior engineer and engineering manager both at the bureau and environmental services.

Paul Suto: Thank you. Good morning. This is the first of -- I have two presentations related to the same facility being the pump station and different asset systems. I'm here to answer questions and -- and Aaron Lawler will do the presentation.

Aaron Lawler: This is my first time to do a virtual council. Can you see the presentation? Great. Hopefully this is technological data. I'm Aaron Lawler senior engineer in the treatment pumping station, systems division and the pump system improvement program out there. This is a large critical pump station located in northeast Portland near northeast 122nd avenue and is adjacent to the Columbia. This points out where the pump station is located. It is considered one of the bureau's back pump stations. It is the sixth largest daily used pump station in the collection system. This pump station serves a large portion of east county and helps 20 other stations. It goes to the treatment plant. On average it contributing up to 10 percent of the dry weather flow that Columbia boulevard receives. Here we have a picture of the outside of the pump station. The station was constructed in 1984 and has had numerous upgrade. It uses three large pumps for sewage and forcing to waste water treatment plant for treatment. During dry weather one pump is able to handle the flow. But during wet weather events two pumps are required. They're required by -- during wet weather events to provide redundancy should one pump fail. This level of service requirements three pumps that operate at the station at the start of the wet weather season. Due to the age and the pump station, the water pumps are not able to be run without a variable frequency drive to start the pumps. This controls the speed of the pump motor allowing it to speed up or slow down and changes the amount of sewage the pump can pump. This could be helpful for a variety of reasons. On June 26th 2020 one of the pump stations failed and it was reduced to two pumps. The anticipated useful life of the drives is 12 to 15 years. All three vfv were installed in 2004 and experienced run time. There's a chance another may fail at any moment. Without three pumps during wet weather, there's risk for service overflow and discharge to waterways including the Columbia slough. The lead time associated with purchasing and manufacturing these large frequency drives and required installation time

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manufacture requires six weeks and removal and replacement requires additional two weeks. Due to the lead time and one drive needing to be replaced before October, standard project delivery and contract approaches are not feasible. This slide provides an overview of what the emergency project is going to do. So we have a project to enter into with cascade controls inc. And this company will provide three variable frequency drives for the inverness pump station as well as remove the existing drives and replace the new drives. The goal is complete installation by beginning of November for one and weather windows we will replace the remaining two when the opportunity arises over the next several months. This right here may be hard to see that yellow outlined area is -- is the basin this one pump station serves. So -- so this is a timeline of -- of -- of the project so far. It is an emergency declaration was sign bid the Mayor on July 23rd. We have -- we began working on the scope and -- and -- and getting the contract with cascade controls at a purchase order for the drives were -- was ordered on the 7th and the drives have been manufactured and delivered to the bump station and we began installation of the first vfb on September 16th and were able to meet our installation deadline of early October for this first variable frequency drive. This slide here provides a -- a project budget and schedule. So -- we're here for this ordinance for -- for approval of the authorization of goods and services contract with cascade control inc. For the procurement and installation of the three vfbs at the pump station and the contract is valued at 266,096 dollars. As you can see, we're well under way on this project and -- and are making great progress in protecting the waterways. That's what I have for this presentation. Thank you.

Wheeler: Very good. Any questions on this item? We have -- do we have public testimony?

Clerk: None for this item.

Wheeler: This is an emergency ordinance. I believe Commissioner Hardesty had to step out for a few minutes but we still have four present. Please call the roll. [roll called].

Eudaly: Aye.

Fritz: Could you stop sharing your screen so I see my talking points. I'm technologically challenged. I'm sure there is a way to do it but for me it isn't. I appreciate that the presentation and the public information officer for preparing my talking points and staff for your great work, yea.

Clerk: Ryan.

Ryan: Thank you for that thorough presentation and yea.

Clerk: Hardesty, Wheeler.

Wheeler: I think Hardesty may still be -- Commissioner Hardesty, are you with us? No, she

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stepped out, so I'll vote. Thank you for the presentation. It pains me that we have only 99 pump stations. Up it seems we're just begging for one more somewhere. Anyway, this will do. I appreciate the work, I vote yea. Ordinance adopted. Next item is 804.

Item 804.

Clerk: Authorize a contract with titan utilities ink for repair of the inverness force main project e11325 for estimated cost of 2,500,000.

Wheeler: Commissioner fritz.

Fritz: Thank you. On august 11th the environmental services discovered a sinkhole at the Columbia boulevard waste water treatment plant and determined it was collapse for the inverness pump station force main. It carries sewage from a large station of northeast Portland to the treatment plant. The environmental services has a need to repair and replace the pipe main and provide temporary piping to convey waste water around 200,000 foot length. These repairs are needed for the safety of the staff at the treatment plant and the public environment by preventing sewage release from the force main. Here with presentation on this ordinance is again, senior engineer and engineering manager, both at environmental services.

Paul Suto: Thank you again. Commissioner fritz, for the introduction. I turn it over to Aaron Lawler for the presentation. Thank you.

Aaron Lawler: Make sure I'm sharing the screen again. All right. Thank you. Aaron Lawler is the engineer and treatment and pumping system division manage the pump system improvement program. So as -- as mentioned in our previous presentation, this pump station is a large critical pump station located in northeast Portland. The station supports midtown and receives flow from 20 other pump stations. It serves nearly 12,000 acres, making it -- inverness, the single largest in the city of Portland and by area it serves about 15 percent of Portland. It conveys sewage directly to the boulevard waste water treatments plant, via force manes. There are two that are approximately two miles long. And they support the treatment plant. That's what is heading into Columbia boulevard. The emergency project that brings us here today is repair a replace the main that was highlighted on the previous page.

Wheeler: Somebody just has to say [indiscernible] I'll take that prerogative.

Lawler: Yep, this is what we do. Not [indiscernible]. To do this -- the project that brings us here today is repair and replace the force main that was highlighted on the previous page and to do this with emergency contract with the construction contractor is required for purposes of establishing a temporary bypass main and repair and replace the force main that have failed. The final segment is approximately 2,100 feet long and it is 36 inches in diameter. On august 11th,

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2020, the force main discharge location at waste water treatment plant, a sinkhole was discovered. Investigation into the sinkhole, that's what you see here on the slide revealed the 36-inch force main below had catastrophically failed on itself. It revealed other portions of the pipe has collapsed as well. That's what the truck is doing in the photo is going upstream and poking around. Based on review of the force main as built which are drawings that detail the original force main was built, combined with our understanding of how the system operates, we believe the final 2,000 feet are compromised, have failed or will fail and require repair. This is another shot of the failed force main to the -- to the rounded area of -- of dirt is where the piping used to be and that's -- that is chanced upon itself below. Then Inverness force main require 20 other pump stations and not only indicates during dry weather situations Inverness pump station can only be off line for seven to nine hours before service overflows and discharge to water ways may occur. Without that the station can't operate. Without operational force main, there's high risk for service overflow and discharge to waterways including the Columbia slough. Discovery of the collapsed pipe and understanding that 2100 feet may be of similar condition it was necessary to mobilize crews immediately to begin installation of the temporary force main to mitigate risk. The emergency project and the severity of the failure and the urgency to respond. We're here today to finalize the construction contract for this emergency work. This is a photo of work in progress. This is the temporary force main that -- that -- that has been constructed to keep the pump's station online and it is discharging just outside the waste water treatment plant. The first priority of the project was to stabilize the situation. To do this we requested the services of the Titan Utilities Inc. To collaboratively come up with the quickest solution. This reduced the risk of line failures and service overflows and discharge. Following establishment of the force main and Titan Inc. And staff conducted assessment of the existing 2100 feet of 36-inch line to determine which sections require repair and which require replacement. Titan MBS then proceeded to collaborate through a design build type approach to make the necessary repairs. Titan Utilities Inc. Is a participant in the disadvantaged and minority and women owned programs. This is to work on this force main, because of this as well as their availability they were offered the contract. The project is very quickly, since initial discovery, we currently have an enforcement in place which is working well and significantly reduced the risk of additional failures. Conditional assessment is nearly complete and will guide the final repair and approach for the 2100 feet of pipe. There's a number of options and we'll work closely with the contractor to determine the best approach. The contractor issues for six months. It is believed that the repair will take approximately three months. Again this is the map of Inverness

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collection system area. So here's the schedule breakdown. The contract is not to exceed contract, we're here -- we're here on an emergency ordinance for the contract with titan utilities. It is being paid on a time and materials basis. And the -- the contract is for establishment of a temporary conditional assessment of the existing force main and repair or replacement of the forced main findings.

Hardesty: Excuse me, for a second, Aaron. Are they correct?

Lawler: End date?

Hardesty: Yes. On the current project. This year.

Lawler: No that means February 21. Yeah. Good catch there. Sorry about that. And -- as I mentioned, the schedule may actually be reduced, we're looking at completion near December 1st of 2020. That concludes the presentation. Happy to answer any questions.

Wheeler: Very good. Good catch there Commissioner Hardesty, once again. Validating our detail nerdy status. Thank you. Commissioner Eudaly, you had your hand raised I came to find out that you probably don't really. Good. Any further?

Fritz: Yeah, I have a question but I can't find my -- there we go. I'm -- it is all right. On slide seven, Aaron, there were multiple different chores that weren't -- what do the colors mean, please?

Lawler: This is a -- a basin map so it is -- it is a -- it is -- we're just using this as identification of collection system areas through the city. You could correct me if I'm wrong on this.

Suto: I think you're right. It is the collection -- the various collection basin. Which basin goes to the pump station.

Fritz: Thank you. That was interesting.

Wheeler: Any further questions. Any public testimony?

Clerk: No one has signed up.

Wheeler: This is emergency ordinance, please call the roll. [roll called].

Clerk: Eudaly

Eudaly: Yah.

Clerk: Fritz

Fritz: Yea.

Clerk: Hardesty.

Hardesty: Well done yea.

Clerk: Wheeler.

Wheeler: There's no world in which we would not go to that hole. I vote yea. Thank you for your

attention to the matter. Ordinance adopted. 805.

Item 805.

Clerk: Update drainage and water quality code provisions to facilitate the implementation of the storm water management manual and the source control manual.

Wheeler: Commissioner Fritz?

Fritz: Last one on the agenda before we go back to the other item. The bureau of environmental services requires property owners and developers to treat onsite pollutants to protect rivers and streams. This ordinance to replace the drainage and water quality rules that were originally adopted 11 years ago in 1989. I was instrumental in getting that -- in -- 21 years ago, I actually helped advocate to get these storm water management manual adopted. It is kind of fun to have this one come back. Proposed to provide focuses on language modernization and reorganization and coordinated with associated and administrative rule revisions including the source control manual and the storm water management manual. Here today with the presentation, the programs manager and Adrian the supervising engineer with environmental services.

Marveeta Redding: Good morning, council and Mayor. I'm the group manager if the -- for the delivery programs with environmental services. This grievance focused on individuals and community in terms of looking at community engagement of education partnerships, incentives and other regulations. The storm water management manual is part of that in ordinary to protect water quality and to also enhance the watershed. I have with me Adrian who is our -- our manager for our code and rural section and she's going to give the presentation. Thank you.

Adrian Iona: Thank you, Mayor and Commissioners. I'm going to share my screen and start my presentation. All right. Hang on. Let me start the slide show. All right, everyone, can you see the presentations? I'm going to get going. I'm Adrian and I'm the manager for the code manual team. I am here today to present update to chapter 17.38. It is our drainage and water quality section of the code. [indiscernible] and interaction, the e.s. Manager for the environment. This section of the code and the division of water quality is part of our code authority that allows us to protect water quality in the city of Portland like Commissioner Fritz said, it is in place since 1999. It -- it helps us protect streams and rivers and ground water. It is key to our compliance for permits and helps us comply with the clean water and safe drinking water act. It gives us authority to require management of storm water and to control pollutant generating activities onsite. This code supports the authority for the source control manual, the storm water management manual and the maintenance section program. The source control manual

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regulates pollutant activities on sites and right-of-way. It applies to -- to a number of different activities including hazardous waste and storage on industrial sites and trash enclosures and storage, gas stations and -- an other uses. The water management manual requires storm water management and adding and alter impervious area. It provides ongoing protections of storm water facilities that were installed with the storm water manual to insure their ongoing operations. That is the group of code and rules are in aligned with the comprehensive plan and the specific goals in there, including improvement of watershed health and minimizing the environmental impact of development. Focusing on green infrastructure for meeting our infrastructure need. And this also supports the accessibility to provide our storm water service and reduces risks to human and environmental safety. Give a quick summary for the changes and benefits that we're realizing in the update. Update is a comprehensive rewrite and reorganization of this -- of this code chapter. We've undertaken that to improve the clarity to simplify language and we're updating it in parallel with our administrative rules to -- to -- to have -- to strengthen the consistency between the two. The changes in 1738 do not expand our authority. They modernize language including our definitions. We've -- we -- we -- we revised all of the language to include gender neutral language and we removed a few specifics from the -- from the code that are better addressed in administrative rule. A quick overview of the process. So 41738 from the updates along with updates to the storm water management manual, those two items together were out for public comment in June of 2020. For that public comment period we did direct outreach to the development community, to our -- through our neighborhood coalition offices, the office of diversity and leadership organizations and other interested parties. We hosted three separate information sessions to cover the changes. And we had over 100 attendees at those sessions. Also we're updating the source control manual that was out for public comment in august. During the public comment period we did not receive any comments on the code update itself. The schedule for adoption penning your vote, it will go in effect in early November and we're anticipating that the associated updates to the manual and the source control manual will take effect later this year with approval from our director. And it acknowledge this work took a lot of help from a lot of different people across the bureau. I want to give recognition to the project manager for the code update Alice Cooper who brought together all of the different voices and and drafted the code and the ordinance package for this. With that, I would like to say thank you for your time and I'm open to any questions that you may have.

Wheeler: Great. Fabulous presentation. Colleagues, any questions?

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Iona: Commissioner fritz, stop sharing my screen for you. [laughter].

Wheeler: I don't see any questions. Do we have anyone signed up for public testimony on this item?

Clerk: No. No one signed up.

Wheeler: All right. Then we call the roll. I'm sorry, it is nonemergency item. Jumping the gun. We'll take this up next week. Commissioner fritz has her hand raised.

Fritz: I wanted to take the opportunity while staff are here to express how very excited I am about this particular code up date. It means -- it is more important than -- than you might know. For those of us living in southwest, the storm water management that is not just going into a pipe, it is especially important. So I really appreciate this. Also, deputy director long time advocacy on this issue, first as a manager of the watershed analysis and deputy director. Thank you, everybody.

Wheeler: Thank you. This is a first reading of the nonemergency ordinance. It moves to second reading. Thank you for a very focused presentation. Appreciate it.

Hardesty: Excuse me, Mayor Wheeler, I wanted to take a moment an appreciate may who works for the city and provided excellent service. I never seen her at council and wanted to take a moment to appreciate her.

Wheeler: Thank you. We're returning to item 800, there's questions about from PBOT about any local participation in the contract with federal dollars.

Hardesty: That's correct.

Eudaly: Thank you, Mayor, I believe I have dee from PBOT to answer questions.

Wheeler: I see it.

Eudaly: There we go. Yes. Welcome. So I'm not sure if you're up to speed but both Commissioner Hardesty and I would like an explanation for why pot wasn't able to achieve the city's utilization rate of 20 percent. We understand this is partially funded by federal dollars and we have no ability to compel ODOT to cue to our standards but why weren't we able to achieve those -- that -- that -- that utilization rate with our own dollars?

Steve Sigathy: Thank you. For the record, Steve Sigathy, PBOT project manager. Thanks for having me. Yes, indeed. This is a federal aid project. We received the federal grants in the amount of 5,628,899 and we're doing that with PBOT funds and development charges and general transportation revenue. A you know, Commissioner Eudaly, we deliver this project as a federal aid project. We're a certified agency to deliver these federal aid projects and as part of that, these projects end up being administered through the Oregon department of

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transportation and in particular, ODOT's office of civil rights ends up being the ultimate regulator of the utilization. So they -- so prior to bidding the project, they established ODOT established a minimum requirement of 12 percent and as -- a -- as -- as I think the council has seen, this particular contractor has proposed the utilization at nwsp --

Wheeler: Steve, Steve, I'm sorry to interrupt. Unfortunately, we -- we sort of parachuted you in in the middle of a conversation. I think there was a more specific question. Does the city have money in this project, does PBOT put in among alongside and if so under what terms.

Eudaly: He did answer that but the point is it is administered by ODOT so they -- their rules apply. So it sound like we need to apply pressure to ODOT to raise their own standards and Steve if you could briefly explain the critical nature of this project and it would -- what -- whether we even have the -- have the ability to reject the contract and put it back out to bid and what that would mean for us as far as a too many -- timeline and ability to do work on the roadway.

Hardesty: I did not hear the answer to the question of how much money PBOT is putting into the contract. I didn't hear it.

Sigathy: That amount is just over 5 million dollars of PBOT funds and includes transportation charges and transportation revenue. That's 5.2 million dollars.

Hardesty: 5.2 million of our dollars and the rest is ODOT's dollars and yet ODOT's rules. But the money is ours?

Sigathy: That's correct. 5050 split in this case.

Hardesty: Where is the other 5 million is what I'm seeing the contract is 5.6 million where is the rest of the money going?

Sigathy: The rest of the money was used during the design phase and the right-of-way phase. So the right-of-way phase was 600,000 dollars of easements and property acquisition and the remainder of the balance was design costs.

Hardesty: Got it. Thank you.

Sigathy: Regarding Commissioner Eudaly the question about the importance -- it would be difficult to go back out you know, our -- our federal aid projects are on a timeline that is watched closely by w.e.a. And metro and ODOT. This had a number of delays in the past so we were -- in fact we just met a deadline of getting this out to bid before the fiscal year closed down on September 30th. So that would be a challenge. I know, on the community side for what it is worth, I would say that the community has been looking forward to this construction of building out our pedestrian bicycle network, the low stress family friendly network and biking routes. If it is helpful, I do have a map of the projects and I'll stand by if that is desired.

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Hardesty: That is helpful. Thank you.

Eudaly: Thank you. It is east Portland, correct?

Sigathy: That's correct. Almost entirely east of interstate 205.

Wheeler: Thank you. That's helpful. Thank you, Steve for joining us and giving us clarification. I entertain a motion.

Hardesty: I had one more question.

Wheeler: Of course.

Hardesty: Thank you. So Steve, let's say we reject this contract today. Actually get a better contract that actually yeah, we want the infrastructure but we also want people to benefit from public dollars and I don't see that reflected in this. What happens if we reject this?

Sigathy: Thank you, Commissioner, I think we would be in a difficult spot because on these federal aid projects as well as on the -- on the -- on the low bid process in general and perhaps Lester would be able to speak to the low bid process in general, we just don't have much authority to -- to set required targets. They have been aspirational on our side and for this particular aid projects we have a required minimum and that's the 12 percent but we don't have authority to go above that. I believe that's why, we've been looking at a number of projects, larger projects using alternative methods of contracting and we reach those higher utilization numbers.

Hardesty: We don't have a record of that just yet. So I'm concerned we invested five million. I don't know who benefited from that five million, right? And if we continue down this track we're on, we'll continue to pass the buck to somebody else. We can't do anything because it is the fed, we can't do anything because it is the state. So thank you, I appreciate your coming in cold and trying to answer questions that I had. I appreciate you being here. Thank you.

Wheeler: Thank you Commissioner. All right, good does that answer everybody's questions for now? I'll entertain a motion.

Eudaly: Move the report.

Fritz: Second.

Wheeler: Motion from Eudaly and second from fritz. Please call the roll. [roll called].

Clerk: Eudaly.

Eudaly: I understand my colleague' concerns but PBOT did extraordinary job of meeting and exceeding our goals and in this particular project we're restricted by -- by the rules of the federal government or ODOT. It doesn't sound like rebidding is an option. We -- it is important project and I'm really happy to see it proceed. I say yea.

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Clerk: Fritz.

Fritz: Thank you, Commissioner Eudaly for asking -- for delaying the vote to be able to get answers. I appreciate that. Yea.

Clerk: Ryan.

Ryan: Yes, thank you, thank you for coming in and clarifying. I concur with the comments made by Commissioner Hardesty, however, I'm also really -- and we have to look at that, it has been two votes today where there's a force greater than the city that has influenced outcomes. I just want to say that area of town you're doing this in is long overdue. I know vision zero data has not been looking good and a lot is because of unsafe pedestrian arterials in east Portland. The elementary school district has nearly posted there. An it is -- it is very -- it is very -- the demographics of that school are high poverty and minority and the parents are often walking their children to school without sidewalks and safety precautions. On behalf of the families and the pedestrian, yea.

Clerk: Hardesty?

Hardesty: Well, again thank you, Steve, thank you Commissioner Eudaly for getting answers to my questions. I'll say on June 17 when the city council passed resolution 37492, we made it a commitment we would adopt anti-racism and equity and transparency of how we do business. This does not rise to that level in my mind. It does not provide opportunities for folks who are in desperate need of work. I know how bad the infrastructure is and how necessary this project is but that is not a reason to vote for something that doesn't equitably provide opportunity for the folks that live in east Portland, so I vote no.

Clerk: Wheeler.

Wheeler: I report yea, report accepted. That completes our work for this morning.

At 12:40 p.m., Council recessed.

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Closed caption file of Portland City Council meeting

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Key: ***** means unidentified speaker.

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2: 00 p.m.

Wheeler: Portland city council. Please call the roll. Under Portland city code and state law the city council is holding the meeting electronically. All members are attending remotely by video or teleconference and the city made several avenues available for the public to listen to the audio broadcast of this meeting. This meeting is available to the public on the city's YouTube channel [website] and channel 30. The public can also provide written testimony by e-mailing ectestimony@PortlandOregon.gov. These steps are being taken to protect the public health and wellbeing during the covid pandemic to promote physical distancing and protect everybody's health. We thank everybody for their patience and understanding as we manage through this difficult situation to do business and that's the best photograph I've seen on a zoom call today. That's terrific and I'm sorry you couldn't get the pig on top of the goat. Oh, yeah now we'll hear from legal counsel on rules and decorum.

Karen Moynahan: You may sign up in advance with the council clerk's office 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 the website contains information about how and when you may sign up for testimony while the city council is holding electronic meetings. Your testimony should address the matter considered at the time. When testifying state your name for the record. Your address is not necessary. Please disclose if you're a lobbyist and if you're representing an organization identify it and the officer determines the length of time testifiers have three minutes than otherwise stating and when the time is up you'll be asked to conclude. Shouting and refusing to conclude your testimony when your time is up or council deliberations will not be allowed. If there are disruptions a warning will be given that further disruption may result in the person being placed on hold or eject from the remainder of the electronic meetings. Please be aware all council meetings are recorded.

Wheeler: Thank you. We have one item on the agenda this afternoon. Item 806.

Item 806.

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Wheeler: Commissioner Eudaly.

Eudaly: The northwest in motion plan is an achievable near term implementation strategy to make walking, bicycling and riding transit safer and more attractive options in and around the fast growing northwest district town center and synthesizes recommendations from past efforts ped pdx and the neighborhood greenway assessment report and the rose lane report while customizing and refining solutions for the northwest, Portland context. Result in the greenway network to provide close access by bike and walking network with enhanced crossing and lightings and improvement to make sure transit is an attractive choice for residents and employees and will reduce pressure on the limited roadway space and demand supplies by reducing demand for single-occupant travel to and from the area. The plan offers plans for community-identified needs such as traffic calming and improving safety at signalized intersections, enhancing bus stops, and creating accessible public spaces in the right-of-way. Here to present on the project I see Chris Sarner but I think it's Zef Wagner.

Zef Wegner, Bureau of Transportation: Thank you, Commissioner and Mayor and Portland city council. I'm happy to give a few brief introductions to p-bot's latest effort to make the system more efficient and sustainable and we call it northwest in motion plan. In a moment staff will take a deeper dive to the deeper projects and the benefits to Portlanders generally. I'd like to highlight what I think the most significant aspects of the plan. First the plan focuses on projects that will make it safer and more convenient to walk, transit to and through northwest. And if we can make it easier for pedestrians, people on bikes and transit users to get to place to place we take pressure off the very busy streets in northwest Portland. Walking and biking are low carbon alternatives and by encouraging them we can make progress towards Portland's climate goals. Second, in line with our bureau's plan we want to implement transportation justice and chosen projects to benefit the Portlanders in northwest and the curl. Finally the plan is an example of the prudent use of public dollars and marking meter and permit revenue and transportation system development charges have been generated within the neighborhood. We're reinvesting back to the neighborhood. Just as importantly, it means these projects will not be for funding that can be used to support safety and mobility projects in other high-need areas of the city including east Portland. Thanks again for the opportunity to share our vision for northwest, Portland we look forward to your reactions and input and Zaf Wagner the project manager from PBOT is here for the plan.

Chris Warner, Bureau of Transportation: Thank you for the excellent introductions. You've given a great overview of the plan. I'm happy to share more details about the plan and the

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planning process that led to it. I'm p-bot transportation planner and the project manager for the effort. I'm also joined by Mauricio the supervising planner also involved in the planning effort. He'll be on hand to chime in as needed help answer questions. Things like that. So I'm going to share my screen and hope that technology works. You see that? So this is the northwest in motion plan as we said. As Chris mentioned in the introduction, this is really about walking, biking, and riding transit in the northwest district. The northwest district neighborhood north of burnside the people called the district or knob hill is about providing more transportation options beyond driving for equity, climate, reduce pressure on the transportation system. And really importantly this is about projects that could be quickly implemented rather than a long-range 20 year plan, this is a five-year implementation strategy focused on lower cost and more near term improvements. So basically a rundown of what's in northwest in motion it recommends 10 tier 1 projects. These are the primary projects that we're looking at for the next five years. And the ones we've developed to the highest level and these include five neighborhood greenways and five corridor improvement projects I'll get in to later and we identified tier 2 projects which are still priorities but lower priority and maybe fall outside the five-year program and we have program recommendations I'll talk about later and provide policy guidance for future demand revenue which is really important. We have a demand management district we need to re-invest back in the district and this provides guidance and we have recommended tsp updates for some classifications to make them consistent with the idea of the projects. One thing I want to be clear about is this is a resolution not an ordinance. This will not be updating the transportation system plan immediately. This is providing direction to PBOT to incorporate the recommends in the next tsp updates maybe in a couple year so no development standards will change with this action. I want to situate this in the larger planning series of area plans that PBOT has undertaken recently. So many may know back in 2012 we did east Portland in motion which was an important plan following up on east Portland action plan and focused on providing a basic transportation network in an area that had not received much investment before then. We've also done area plans for culling and central city and southwest. We started using this in motion name to talk about these five-year implementation plans for active transportation in transit. We also have some upcoming so we wanted to let you know that we have plans coming up for north Portland, park rose and the lower southeast area including Brentwood, Darlington. This gives a sense of scale between the plans. I want to be clear that something like east Portland in motion has actually generated about \$275 million of investment over the years for projects identified in the plan. It's been really successful and his gives an

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indication much the level of need for basic infrastructure. A lot of very expensive projects badly needed. Central city and southwest we felt required a high level of investment. Not quite as high but pretty high because southwest lacks basic infrastructure and central city needs a lot of investment to provide a basic backbone for people to walk and the projects together are only \$8 million. We're recognizing northwest has a good infrastructure, streets, sidewalks, curbs. What we think northwest is a modest investment that will pay high dividends to come. To talk about the planning process this has been about a two and a half year planning process. We've really worked with the community every step of the way. We've had a really great community advisory group we met with throughout the group and that included people from business associations, neighborhood associations and residents and workers in the district and people representing organizations like Oregon walks and they help advise us. We also did a lot of walking and biking tours and tabling events and had multiple open houses with over 1,000 responses for one of our online open houses and physical open houses with over 100 people at each one which is great to see. The level of interest in this was high. We also did a couple affordable housing focus group with seniors and people with disabilities with low incomes and it was valuable to get their perspective. Themes that emerged revolve around for walk people really felt like the district used to be a lot more walkable than it is now but that's been degraded over time as streets have gotten busier and busier and it's harder to cross streets. It's harder to be seen. A lot of concerns about visibility and lighting.

Wheeler:

Warner: We heard loud and clear people want a good biking network and some would love to bike but they don't feel safe and comfortable doing so. May be able to take advantage of biking and they need safe and comfortable routes. For transit people felt northwest and the bus get stuck in traffic and having a hard time making turns. Things like that. Those are the broad themes. As far as northwest this shows the level of growth northwest has been experiencing. The last 20 years the multi-family housing stock has grown by over 3,000 units. This map shows incredible years in this area and New York. And go to northwest you just see buildings popping up all over the place. It's put a lot pressure on the limited roadway space and small streets and parking supply and we expect more so unless we change course we're worried what will happen if too many people moving in to these areas there's simply not enough space to accommodate all the vehicles. Northwest is also a major employment district and I think people think of northwest as a residential area but there's twice as many people community in as out every day. We need to keep that in mind. There are businesses here and retail and manufacturing and all

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kinds of businesses and services and so a lot of these people are commuting perfect relatively nearby neighborhoods we want to give them the ability to choose the transit opportunities and loads as well. So this plan is trying to work in lockstep with the northwest management development plan adopted in 2012. It's a plan in terms of parking management trying to take a holistic look at managed parking and how to deal with the mismatch between supply and demand. People are trying to park in northwest than is available. We introduced meters and permits. We have a policy that 51% of the parking revenue gets reinvested and we have a parking garage that goes back to the district. The revenue's supposed to be spent to support these goals listed here. Another thing the parking is used for is to fund the transportation wallet which has been an amazing program. Basically it subsidizes scooter credits for people. So anyone in northwest can perfect one of these passes for \$99. It's a good deal because they get higher value and that subsidy comes from the parking revenue. There's also a golden transportation wallet which gives people who live on low incomes and willing to give up a parking permit they can get this test for free. And that's a powerful incentive people will have to use these options. What we've been missing to now is the third piece of the puzzle which is investing in infrastructure to people can make that choice. We can give people a credit but if the bus is too slow people may not feel like that's a good option. If we'll don't feel safe biking they won't use it. Going forward with adoption of the plan we'd be investing some of the parking district funds to building out the infrastructure as people choose other modes it reduces other demand and streets in northwest are narrow, mostly two-lane streets and part of what makes it a great neighborhood, honestly. The problem with 44% of people driving alone that puts pressure the street system and there's a length of trip easiest converted to walking or transit and maybe electric bikes we could extent that further because it reduce the feeling of distance and walking in northwest is very high so that's a great success story and we want to build on that success. The bike share is a little low. 8% seems low for this kind of area. And to demonstrate that we can compare it to the inner northeast and southeast areas and they have a 14% commute mode share though northwest is closer to downtown and the employment destinations and education destinations. People wan get to more places and have more options. In northwest there really isn't a functional bike network. It's not surprising not many people choose it. Some always bike no matter the conditions but that's not most people. This is showing how we want to try to encourage the use of other modes. Our hope is in the next five years we can shift from about 44% drive alone trips to 30%. That would get us to our goal by 2025 in northwest. In terms of climate change transportation is one of the biggest sources of climate emission and remote

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work may go a long way and we hope working from home will be a part of the puzzle. We took an equity lens to make sure we were serving the people who most need the options and need low-cost transportation. This shows a central area of northwest between 18th and 23rd have a higher concentration of people of color and low incomes and as we dug in more to figure out why this shows the housing in the area. This is the home forward building and these are extremely low section 8 housing and a lot of them cater to seniors and people with disabilities and when we went to the focus groups they focused on the need for traffic on the streets. They felt their streets were overrun with cut-through traffic on local streets and it was hard to cross streets not enough lighting and accessible ada ramps. We're trying to focus in this area as much as possible we found the same area in the middle of the neighborhood is about as diverse as the city as a whole whereas if you looked at all of northwest it would be less diverse. People's idea is based on the area that is more affluent but this area doesn't match that stereotype. As it lower income and if you go to north west you think everybody's got a permit but 38% of people thane central area don't own cars and may not be able to afford a car or want to and we want to provide they will good option to get around. Let's get to in that plan we sue we saw the neighborhood green ways primarily for walking and biking. And improvement projects the business year streets in trying to make those a lot safer. This is a map of all the projects, tier 1 and tier 2 and we won't go in to each one of these but I cover the whole neighborhood I'll get more to the tier 1 projects here. To focus on neighborhood green ways this is showing the tier 1 and tier 2 different green ways. We've also put on here the Flanders bikeway which hopefully you're looking forward we're build new pedestrian, cycle bridge over and we know one bikeway can't serve an entire neighborhood we need a network of bike ways. This is adding neighborhood green ways, east west, every few blocks with several north south greenways and we want people on bikes to also go pretty much anywhere and get close to their destination. I also want to mention though the district is we don't want i-405 to be a barrier we want it permeable and the greenways connect to the greenways in the central city motion plan. So people in northwest once the two plans are built out will be able to get downtown easily in a low-stress way. So what are greenways? They're low traffic streets local streets as local as possible. We try to make them very calm, low speed, low traffic volumes and it's the kind of street where people can walk and jog and bike. I've noticed anecdotally there's a lot of basketball hoops on neighborhood greenways and so kids feel comfortable playing there and that's the vibe we're looking for and accessible for all people and abilities. The two main tools we use are speed bumps which lower the speeds and diverters which lower the volumes of traffic and the diverters can come in shapes

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and sizes. Sometimes it's a full diverter. This is a semi diverter common for northwest. This essentially diverts. If you are in a car you have to turn and if you're on a bike you can go through. This preserves basic circulation and produce a calm street. Another is we feel these are self-enforcing streets. The best thing to do for safety and equity is to have a street the design itself makes people slow down and when have you a diverter it produces the traffic levels. We think that's a good thing about these kinds of streets. And there's every green assessment report in 2015. This established guidelines for green ways for the first time. Prior to this we didn't have clear guidelines for green ways. People felt like they were under performing and all this did was establish slow speeds, 20 miles an hour or less and the guidelines. So 1,000 cars or less. None of the groan ways were performing so we technically had a network but it wasn't performing very well. This is on Johnson and 24th. It's not appropriate for local street and not for a bikeway. It's hard to imagine a family or anyone who is not a very confident cyclist navigating the long lines of cars. We think diverters are a powerful tool but can be concerning to people who are used to driving the way they drive around the neighborhood. This gave us a way to come up with the cohesive strategy that's a data-driven approach that solves the problem. And what we came up was this is we'll reinforce the edges of the neighborhood and it's people going from neighborhood to neighborhood or trying to get on the regional facilities around the edge of the neighborhood and if we can solve the problem that way by concentrating around the edge of the neighborhood we may never need to go to step two of putting diverters inside the neighborhood impacting local trips. How it looks in practice is this is showing busy streets in the dark gray and the greenways in green and streets like highway 30 and 405 and born and cardell carry regional traffic flows. We want people to use as much as possible the busy streets that are designed to have traffic and traffic signals to get to and from these streets. The phase one is to concentrate diverters where the greenways across the edges of the neighborhood to guide traffic to the appropriate place. So on Johnson street for example we would place diverters strategically to encourage traffic to go up to Lovejoy or down to Everett and Gleeson and streets designed to accommodate that and they'll become low-stress streets for biking and become better local streets and calmer streets because they don't have all the cut-through traffic. Our analysis shows we think this first wave of diverters will address the volume issues on day one but we'll also monitor the situation, make sure they work and we'll put these all in using temporary materials initially so we can make modifications as needed. The end result of putting in just the tier 1 neighborhood greenways is people would have expanded access and this would meet our bike plan goals for the density of the bike network. And then once we add in the tier 2 projects

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we cover the entire district. We also have another category of improvements which are just as important as neighborhood greenways. What do we do about the busy streets? This implementing the project for walking transit and we tried to tailor it that way. And we have crossing guidelines for how frequent they should be and the type of lighting and things like that. We're trying to focus on filling those gaps and making this as walkable an area as possible and make sure the streets are safe. We also have a set of safer signalized intersections things like leading pedestrian intervals, left turn traffic calming, things that make the signals safer and lighting and things like that and we have a number of transit improvements we incorporate the in to the plan because the streets are so narrow, a lot of these are not the painted bus lanes but there are other things like these transit platforms we started to install, left-hand signals to make it easier for the bus to make a left turn. Things like that. This is just adding them all together. We're really focusing on the equity focus area we talked about. 23rd, Everett and Gleeson and 18th, 19th and we heard people wanted it to be easier to get in and out of that. Some of these projects also include speed bumps on the busier streets we can't always do because of regulations but there's some streets where we can put in the fire friendly speed bumps and that's come up a lot in our outreach is slower speeds. The last big thing we heard from the public about was the need to rebuild 23rd avenue. This came up a huge amount of people are frustrated with the deteriorating condition of 23rd avenue and it's estimated to be a 10 million project to reconstruct it. It doesn't fall into northwest in motion because it's a big project and so much is about maintenance though it'd have pedestrian benefits as well. Rather than calling it exactly a northwest in motion project we're recommending a northwest in motion it be added to the transportation system plan, project list and prioritize for future funding if major funding can become available. We couldn't ignore this and it's such a concern in the neighborhood we wanted to be able to address this. We did include in the plan a vision for 23rd avenue and rebuilding the street and offers the opportunity to provide wider sidewalks and more street seating and maybe make permanent some of the covid healthy business activity where people are using the parking space for outdoor seating. There's an opportunity for it to not just be maintenance project but enhance main street in a fundamental way. We also included program recommendations things we heard from the public a lot that didn't neatly fit into a specific project and location. These are some categories that parking revenue can be used wherever they're needed throughout the district. Things like street lighting and main streets, clearing the corners, crosswalks, transit amenities. Things like that. The slow street areas would build on the neighborhood greenways reinforcing 20 miles an hour on all the local streets. More speed

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bumps and traffic combing and the covid crisis has really highlight the need that was already there for slow neighborhood streets as we've seen. It's been a popular program and I think people are clamoring for more of the district project improved. These are other tools we can use through these program recommendations. We talked about what's in the plan and what's it's recommending. We are trying to set this up as an active program with flexibility in the future and we're asking for endorsement of a broad strategy a high-level plan for the neighborhood. We're going to do annual outreach with stakeholders as we roll out all the projects and programs. To get to the implementation this is showing the projects and you to about \$5 million and we think we're fairly confident we'll be able to fund this over the next five years using these revenue sources. We have parking and revenue and transportation system development charges that have been allocated to the district and there's been so much development in the area that it makes sense for some to go back in the area. We also have fixing our streets money the voters approved and quick build program which is small projects that are developed usually delivered by our maintenance crews. So as we mentioned earlier, this helps ensure these investments are not competing with major funding sources we can use for east Portland or other areas with high needs. It's mostly a self-funded sort of thing. And then the last is about the implementation strategy. We're trying something a little newer to focus on early implementation in the first two years. Rather than just doing one project and then another we'll try to do multiple projects each year to get a rapid rollout using low-cost materials. On the left you see an example of what we can do with paint and with posts and planters. The temporary materials we can put in rapidly over the first couple of years and then we'll have a period of monitoring and refinement so we'll do data collection and see how the greenways are working and see how other streets are impacted. If there's too much traffic on a local street we can put in improvements and if there's too much traffic on another street and that causes safety problems we can do safety improvements to mitigate those issues and we'd be doing extensive public outreach as we present our findings and look at what's working and what's not and adjust these interventions as needed. And in the later part of the program would be to invest more money in making them permanent. You see the example on the right of making concrete islands and making these and maintained over time and making sure they're working well. Core improvements are the same kind of pattern. We started to do the painted post extensions. A lot of them have been popping up in east Portland as part of the covid response work. We think it's a good tool for shortening crossing distance in the near term and if it works well we can upgrade in the future. That's basically it. That's the plan. There's more detail in the plan itself. And yeah, we are excited to

finally bring this to council.

Wheeler: Great. Before we ask for public testimony I'll take questions at this particular point. One thing caught my attention. Have what you describe as modular bus stops. Can you tell me a little bit more about that? I'll tell you what my question was, it looks like there's a relatively fast transition from the bus to the curb. Have we had any problems with interactions between bicycles and people exiting the bus? That looks slightly concerning to me. Am I wrong? Should I not be worried about that?

Wegner: We've had things like this so some of the street car platforms have going behind them. We do have some concrete bus platforms now with bikes going behind. What we found is that as long as the bikes are up at sidewalk level and it's very visible so there's the checker board pattern where the bike line is, there's also signage for bikes saying to yield to pedestrians if they're crossing the bike lane.

Wheeler: Please know I'd like data and I know it's messy so it's not a gotcha question but I'd like your methodology when you consider how many people consider themselves a biker or walker. How do you get the data?

Wegner: This is all from the American community survey census data they survey people on the commute road share. We're trying to do a better job of surveying people on all trips because we shouldn't just care about the commute but right now the data we have the most robust data on is on the home to work commute. This is from a couple years ago from the census data. It's only capturing people who live in northwest. There's a lot of people commuting to northwest and that's harder to get the data for and pick an area and say what's the load share, people going in? Because it's all home based.

Eudaly: I appreciate the presentation as well. I'm curious about the temporary barriers being put up and with anticipation we'll figure out the barriers are in the right place where bus stops are and pedestrians are travelling. I don't know if you want to go back to that what's it look like when it's permanent? They're just starting the process? And we would be testing out whether this is the appropriate location or design. We may find the diverter needs to be one block over to address the specific pattern movements or maybe we find it's having specific impact to a driveway we want to avoid. That's the real advantage of the temporary materials they can be adjusted as needed and we make it permanent for a concrete island. Maybe I'll go to the curb extensions. And we can make it with the ada ramps and everything. And it provides benefit in the meantime and we can test out turning radius. If we pull in polls and a truck keeps knocking them down it tells us it's not in the right place and we need to move them and adjust them

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because we don't always know whether there's a truck make frequent turn or not. The cars are used to moving so fast that and the next thing is about the modular bus stops. I share the concerns on every time we have new infrastructure like this there's bound to be confusion. And I have episodic vertigo and those black and white persons even in a photograph makes me sick to my stomach. People with balance issues, migraines and reactions to those tight black and white patterns. I'm wondering if we have other color choices? Not a grave concern but it's real for a certain percentage of the population.

Wegner: I'm glad you brought that up because I have the exact same thing. Certain shirt patterns make me dizzy. It's not uncommon and I share your concern. This is the first installation of the platforms. They're only made by one company in Spain, and we're trying this out and that's one of the first things that's come up with people. This is the off the shelf. This equity matrix was established by our equity coordinator years ago and it's the primary tool, not the only tool, but primary tool we use and it's a composite of race and income. We definitely acknowledge there's other factors that are important but we found if you include too many factors in an equity index it tends to reduce the weight of race and income we think is important and a lot of seniors are low income and people with limited English proficiency and we looked at it from the lens the census data has good data on race and income but poor data on race and disabilities and things like that. Going forward almost exclusively the criteria to live there is you have to have a disability and be a senior and be low income. The three combined. Also when I've asked about languages, people of all different languages work in this. There's a Russian population and immigrant from countries and refugees who settle in this area and there's also a lot of naturally affordable housing that are surprisingly affordable for just a studio or one bedroom. We've got the impression northwest is a landing area for a lot of new Portlanders including immigrants. Sometimes we have to arrive at these things by implicitly or by intuition because we don't always have the data but we know the area has a lot of non-English speakers and seniors and people with disabilities and we tried to incorporate that with the ada improvements and lighting improvements.

Eudaly: I appreciate the factored and the weighted score. I just know my experience including the other factors with maybe smaller percentages of weight is still important. The more we can stretch on that especially on transportation issues that are weighted heavily to disabilities based on the dialogue we've been having. One more thing on that I know we've talked about the need to look more closely at areas with surrounding schools and senior lively facilities places we know people with disabilities either live, work, receive medical care and hope we have those issues in

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mind as we roll out the improvements.

Wegner: That's why the focus groups I attended and they were able to tell us exact locations where they had trouble catching the bus and the ramp didn't deploy or corners that needed a ramp but didn't even have an old ramp just a hard curve. We incorporated those and there was a lot of support for bike improvements which may seem surprising and some like to use scooters and we have a bike town program for low-income people who can use bike town at low cost. It was interesting to hear how much they cared about that and people who didn't bike were concerned about people riding bikes and scooters on the sidewalks and it makes the street more comfortable for biking and scooter by making it a wider street and a lot of times people ride on the sidewalk because they don't feel safe on the street itself.

Johnson: Good afternoon, Commissioners. The co-chair of the planning commission for the neighborhood association. We support the goals and objectives to expand locational transportation option and urge to you adopt the plan as presented. The projects included in the plan will help access safety and mobility for over 7,000 residents and nearly 7,000 employees in the neighborhood. There's a strong equity justification for the investments as they'll serve communities and historically disadvantaged population and it's one of the densest in the region. Most are where nearly two-thirds of the projects consistent of renters and nearly half don't have access to the vehicle. A full-quarter are also elderly and a third earn less than 300% of the poverty level and many residents either do not want to own or maintain a vehicle or cannot afford to do so. So the projects northwest in motion will help create safer conditions for those using other micro mobility options such as scooters and bikes. It will help pedestrian crossings at busy streets and create stronger, safer connections and lay ground work to allow residents the neighborhood to connect to jobs and education and medical facilities and other essential destinations without the use of an automobile and staff worked with local state holders to improve on the projects to serve the needs of local residents and businesses. They kept us well informed of any changes in the plan and we look forward to working with the city to create a safer, clean, a more resilient city.

Ian McKenzie: I'm a resident of northeast. I lived in northwest and I hold the city close to my heart. I lived in a studio department and northwest has a reputation for being a fancy neighborhood. I lived there because it was where I can afford at the time. 75% of the residents of northwest are renters compared to 42% of the city as a whole. While I lived in northwest I experience the good and bad parts and the bad parts are the side streets are cut-through for cars that should use main streets. I can remember times I was stuck on traffic on the greenway

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on a bike. That shouldn't happen. There's an opportunity to improve the rates of people biking, walking and helping the climate action plan and won't cost much money. Yesterday city council voted unanimously to move forward with a project. It became a central city in motion and northwest in motion follows in the footsteps in many ways except one. The cost of 10 proposed tier 1 projects are barely more than yesterday's park project. The payoff is reaching climate goals and there's areas I wish the plan was bolder. You may not hear unanimous support today but I can guarantee you people have worked hard to listen to and respond to comments in the past few years. Thank you and I urge you to vote aye.

Phillip Sullinger: Good afternoon Mayor and I'm Phil Sullinger and former chair of the transportation committee northwest district association. And the nwda representative to the northwest in motion community advisory group. However, my comments today are my own. The transportation committee promoted many transportation strategies embodied in the northwest in motion plan. Northwest in motion reflects the hard work of the community advisory work and plan revisions reflect the change of ideas with the nwda transportation committee and the community. Seth Wagner's receives for thorough and thorough. I support the plan and a network of greenways is essential to achieving the plan goals. Greenways need to be safe and attractive to be well used by residents, employees and visitors of all ages and it will discourage cut through traffic and calm internal driving. Our small city blocks allow no one will be greatly inconvenienced or put at risk by those diverters. It plans for new information on unintended consequences and changing conditions but needs to be fully funded and implemented. Not compromised or delay and needs to be attractively integrated into the streetscape. The benefits of northwest in motion will increase as northwest Portland continues to urbanize. Times are changing, climate change is real and there's acceptance of alternative modes for getting around. It leverages the community's diversity and proximity to the transit.

Matthew Schwartzberg: I wanted to say thank you for hearing this proposal. I want to thank the bureau of transportation for preparing and presenting it. I've lived in northwest Portland almost 50 years and I've watched it get progressively more congested and dangerous in many ways on the streets. When I first moved here we played frisbee on northwest 24th. To do that today would be insane. One of the main reasons I moved here was because of the mixture of density and calmness and tranquility. It's no longer that way. I served on [audio digitizing] and echoes many things pre opposed but were not implemented. I strongly urge the city council to accept this plan and I hope it does what we hoped the earlier plan from 1982 strove to do. Thank you.

Steve Berger: I'm excited to bike and walk on calmer streets after the plan is implemented

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because currently it's pretty stressful to move around in northwest. There are few bike routes now so I don't spend much time on money there. But with new diverters and green ways it will open up the neighborhood for me. And I look for successful implementation of the plan and I urge the council to approve it. [audio digitizing]

Mike Coller: To implement the first northwest bike ways plan. We both had darker hair back then. And we had a stop going southbound at northwest Hoyt because there was concern carrying the lane through Everett and Gleeson would cause problems with traffic bound for the freeway ramps. A few years later we saw the addition of charros. They turned out to be successful for right of way not great for bikes and cars to share the same lane. After that we ended the painted buffer to make it safer. And I encourage you to adopt this plan to continue it. I do have a couple comments on the modular bus stop I agree the high visibility green for bike lanes would be more appropriate and please pass this. Thank you. And that was the primary mode of transportation and thanks nor history lesson. I was not engaged in transportation efficacy. Check the chat. Somebody wants to make sure they're signed up. Thank you. Next individual, please.

Garland: Caller: I've been mostly not driving since 1976. In the '80s and '90s we had two children here and they both survived being shepherd through streets in the days when Portland was not a bit bicyclist friendly and I was an activist in the '80s and I had the privilege of work on the original pedestrian master plan adopted in 1998 and then on the Portland bicycle plan adopted in 2010 and before retiring I was the project manager for east Portland in motion and it was a brilliant name. And in some critical places in the northeast district like 18th and 19th the addition of bike lanes made riding easier and safer than 40 years ago but it was no surprise to learn in the 2015 greenway there's not been one single green way to meet the side line for low-stress bikes bike ways. I'd like to commend the project team and community advisory group for listening and responding to community concerns raised through the outreach process. Northwest in motions and projects are well chosen to create safe family-friendly spaces for active transportation and I'm excited to see this work expressed on the street. Please, vote yes to adopt the plan and the recommendations.

Richard Shepherd: I'm a co-chair and I want to thank staff for the work on this plan and it addresses all forms of mobility and emphasizes equity and I really encourage the council to pass it. Yesterday I want to thank council for commemorating safety day. The plan put forwards a system wide changes that will improve walking and rolling for Portlanders with low vision and low mobility. And includes the slow zone which is super unique amongst American cities. And it

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will be continued to be monitored and traffic calmed along with the additional curveball of crossings and the more innovative parts of the parking intersections and improving that visibility and I know there's been a source of frustration for folks. I also want to commend the low-cost pilot-first approach. We've all been horrified at the fact a few weeks ago our air became toxic and ash was falling from the sky with 40% of our carbon emission from transportation we need to take action now. I've lived in northwest Portland. I think it's a phenomenal party town. I often visit friends there and I myself as a white male has been repeatedly harassed and regularly see people on scooters on the sidewalks and road and we owe it to northwest to provide people of all ages and ability to safely rock and roll around northwest. Thank you for your time and I hope you pass this. I think it will be great.

Clint Culpepper: Caller: Thank you, council for hearing from us today. My name is Clint Culpepper. I work at Portland state university as the transportation options manager and a member of the city's advisory committee. I want to extend a huge thank you to Seth Wagner for the work in the project s. I urge to you approve these as brought to you today. 15% of Portland state students live northwest and downtown and will have their travel improved greatly by the work. Many college students are financially insecure and any work that allows them to reduce the monthly cost has a huge positive impact. Students list the lack of safe infrastructure as the main reason they choose not to commute on foot and the need for safe low-stress streets is increased. The projects are critical if the city of Portland would like to make progress towards achieving the goals of the central city 2035 plan and necessary if the bureau of transportation wants to help numerous partners achieve their own climate plan goals. I look forward particularly to the rose lane improvements. Nothing makes me happier to see safety improvements being coupled with transit improvements. Thank you to Commissioner Eudaly for this. And any infrastructure installed as part of northwest in notion needs to include diversion to dissuade automobile drivers from the neighborhood greenways as cut-throughs. Any effort to eliminate this is necessary and appreciated. I hope the council will move forward with the projects and take the opportunity to walk and ride them when they've been completed.

Alexandra Zimmerman: I was a liaison for the bicycle advisory committee and have been a member of the northwest district association transportation committee for several years. But my comments today are my own. I've been involved with the plan for quite some time and gratified to see it today in front of council. I don't own a car so I depend on walking, biking and transit to get around. These northwest in motion projects will greatly improve my lived experience as well as that of other Portlanders. We know our city, like others, is in a climate crisis as well as a vision

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zero crisis and pandemic that has the potential to greatly impact transportation choices. The effects of all the factors are felt and they're critical to meet city goals and help people in northwest of all ages and abilities to get where they need to go. The elements of northwest in motion are consistent not only with the city plans and policies but with nwda transportation committees and board approved work plan guided and put on projects for over a decade. Northwest neighbors have always had a good working partnership with city staff and the input on the plan along with residents and business owners and those involved in the advisory committee has been heard and considered. Community engagement took many creative forms and care was taken to include and highlight the unique mix of the households that make up our neighborhood especially those in the equity focused area. I'm grateful for the hard work by staff, fellow advisory group members and many community members advocates and supporters of another west in motion. Like many neighbors I've gone through the plan line by line and there's something for everyone. The spirit of the plan is people centered that effort that makes northwest unique. There's so many with the care-free feeling strong to the coffee shop with friends using transit and when the pandemic ends we want to do these things safely and conveniently. Our neighborhood is resilient but our businesses are greatly impacted by covid and the recession. We need to ensure people can live, work and play here without the added cost of owning and driving a car. I'm inspired by what's been accomplished in the planning effort and what we can do when we work together as a community. I am encourage council to adopt northwest in motion today. Thank you for your time and consideration.

Wheeler: Next person, please.

Pete Colt: I'm reading a letter dated by Sharon Connelly the president of the northwest district association board of directors. I was at one time the chair of the northwest district association parks committee and also another time chair of the public safety and livability committee. So here's what the letter from the nwda says we ask traffic calming measures this is the recommended draft we ask traffic-calming measures in the southeast area around northwest 18th, 19th, Everett, Gleeson be better incorporated in the plan. The reason is this. When we talk about equity and we hear Seth talking about the perimeter of the neighborhood. That perimeter is where the lowest income people live. The parameter is in fact where the people with the most people with disabilities live. The other thing I wanted to say the Flanders bridge will divert the vehicles to northwest Davis to be the new primary portal. O-dot refuse to make it the portal and 2,000 plus cars a day will entering in to a residential neighborhood by a grammar school. We're asking for safer street crossings for children, mobility and scooters awe have a plan called the

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addendum we have been talking with to the northwest district association about. It dilutes them out in and out of the district by democratizing Everett and Gleeson. You've taken away the ability for people to drag race away from the freeway and two lanes on Gleeson. This would enhance them. Hold the intersection back like the intersection over on north Fremont and Vancouver and Commissioner, I'd like to walk around the plan and you may be interested having lived in the neighborhood. You'd appreciate the plan we have for your old neighborhood. Thank you.

Dennis Harper: I live near northwest Everett and 18th avenue. I'm pretty familiar with the southeast quadrant. I'm supportive of the traffic goals of northwest in motion. The quadrant is receiving virtually no traffic calming. I speak of 18th, 19th, Everett and Gleeson where there's a 20 mile an hour speed limit but hardly ever full. We're talking about equity zone of the northwest district plan. Resident living on Flanders will experience lovely, quiet streets and have you people on 18th, 19th, Everett and Gleeson with lots of noise and the plaza and the towers and so and I think the solution for this should be to slow the traffic through measures such as stop signs at the intersections on, 18th, 19th and/or speed bumps and regarding the floating islands with bicycles I have ridden over the ones at 18th and 19th on Flanders to see the experience. It's odd. Bicyclists speed by it rather than going up the ramp and it's diverting many bicycles in the car line. Thank you very much.

Josell Johnson: Caller: I'm a resident of northwest Portland since 1998. I've lived here through many changes. Some concerns I have on the northwest in motion plan are that it needs to be staged so we understand the effects of the diverters and the traffic changes. I support having the diverters at the edge but we need to understand the changed as we continue to add more diverters. I think it's very important difference the concern with changes in traffic and changes by the pandemic. [no audio] additionally, my specific concerns are the series of traffic changes on northwest 15th and 18th on Johnson. Traffic goes from two-way to one-way westbound and eastbound. The bikes have to cross across the streets as they make changes. I think it's dangerous and untested as being the first place implemented in Portland and I would like to have further review on that. Additionally, I also live on that southeast corner and the change from northwest 16th and 18th and burnside to Gleeson I think we need to slow the traffic down and figure out how to accommodate a very busy road. It's gone from roads having originally two, one-way traffic and now we have additional work with a bus line in there. Putting more traffic on those roads I'm concerned with what the volume will be and I believe there needs to be some study on how to mitigate the speed and the activity there. I want to make sure we're

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doing changes win actual facts and phase in approaches rather than implement without the phase. I'm also looking for support on the southeast district to have more focus with the changes developed with the Flanders crossing and new 405 off ramp. Thank you.

Nolan Linehart: Good afternoon, Mr. Mayor and members of city council. I'd like you for the opportunity to testify. I'm Nolan Linehart and have been in the planning area most the last 15 years. I'm in the pearl district and would like to add my voice from the letter you received supporting northwest in motion. It's Portland's highest residential neighborhood with strong proximity to employment and services. It's an area with adult average walking. The scale of northwest in motion is small as Mr. Wagner noted in terms of budget but does include thoughtful and targeted strategies to increase safety and accessibility with age emphasis on serving communities in the matrix. The quality of engagement analysis and planning is a reflection of the transportation leadership and innovation Portland is known for and we should be proud of. Given the density and diversity of the northwest in motion planning area I think Mr. Wagner makes the case for a higher level of investment than the modest \$8 million proposed but I recognize there's significant needs throughout the city that must be balanced. I support northwest in motion and encourage you to approve and implement it.

David Dicer: Central city 2035 the climate goals make it clear we're to dramatically reduce the use of single occupant vehicles in the city. That's our plan. Portland is distinguished as our livability. If we're serious about climate change and reducing auto use we have to make it easier to do so. Most the development in the central city since passing the plans has not reflected the change. Private market hasn't stepped up to achieve the climate goals the way we'd like them so we need to put our money where our mouth is. Portland doesn't have a lot of money. We have to use our money miserly and efficiently and use it where you have the most dollars. It's a smart plan. A lot of progressive cities are shutting down to auto use and it's a modest plan and it's about achieving a shared right of way. Right now we're out of balance. The autos dominate. It's a modest plan and targeted and an efficient use of money. I urge you to vote yes and support it.

Greg Tyson: I'm Greg Tyson I live in the northwest district. Our greatest challenge is through trips. Northwest in notion rightly address the challenges opposed by cut-through traffic and it is my ongoing belief northwest in motion should continue to focus on this issue. It should do so though via cautious implementation and thorough outreach that is specific to this neighborhood and those residents and travelers most affected by the projects being proposed. Thank you for the opportunity to testify on this subject northwest in motion.

Steve: Good afternoon. I have been a daily bicycle commuter since returning to northwest

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Portland in 1984. The improvements must be prepared with robust outreach and communication along with the flexibility to educate pro-project details and observe results. The public must be given meaningful opportunity to provide feedback and to have northwest in motion projects adjusted with the benefit of lived experience. We question the need for and design and impact of the interior diverters. We asked the northwest in motion add language to the plan to conduct a rigorous assessment with broad outreach before implementing the diverters and islands other than those shown at Westover, Vaughn and 15th avenue. The assessment needs to include updated traffic counts once the diverters are in place and clarification of the criteria for additional diverters. We have an opportunity to improve the neighborhood and Portland as a whole.

Eudaly: I want to thank those who gave testimony and wondering if staff wants to address the concerns we wnda and those who testified worried about the impact on cars virtually our entire transportation system is designed around the car. We know that is not sustainable. We have gross inequities in our transportation system and it's not safe for many bicyclists and pedestrians to navigate our roadways. I like to remind people that by making our streets safer for cyclists and pedestrians and transit users, that means there are less cars on the road and less competition for that roadway. Not only is it one more sustainable choice for people who aren't able to make it, it benefits people who still need to drive. I count myself among those people. I have a son who use as a wheelchair and currently our transit system is not reliable enough and doesn't take us to enough of the places we need to go and the time we have to get there. So I do drive a converted minivan and that's a compromise I've had to make with my personal values around this issue. I'm pushing for a transportation system that serves us well and meets our goals. I'll turn it over to Mauricio to speak to nwdsa.

Wegner: I can take a look. We appreciate the letter and agree. We'll take it before the commission with a careful look. We know transportation in a dense area can create adverse effects which is why we're taking this to work it out with the community and put together materials and monitor and adjust as necessary and then monitor again if we're meeting the goal and build something permanently. We'll do that and I think we'll respond to the concerns of some perhaps speeding in the southeast area. The spirit of the plan is to create a more human centric district. We'll look at all areas including the area we just heard from and monitor for speeds and circulation changes as the area continues to evolve. On the other hand the proposals before you have been tested throughout the city successfully. Change is difficult but we're confident once in place people will learn and can make the area better overall.

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Wegner: What I hear is more support values than opposed. There's a consensus people want calmer streets and no cut-through traffic. There's a shared vision for what people want the district to look like. Before where there's differences it's about implementation and phasing and level of intervention and we'll be careful how we do it. We've established clear metrics we'll be America and collecting data and measuring and collecting data and be in constant communication with other community organizations and residents to let them know how things are working and not work and about what we propose for adjustments and get feedback. We wanted to be clear in the plan about the need and the goals and the outcomes. How exactly it happens can be a dynamic thing we'll be moving forward with. We're hearing an appropriate level of skepticism. Not everybody's had good experiences with government and I think it's totally appropriate to hold our feet to the fire and tell us loud and clear we need to be engaged with them not just now but going forward for years to come and we commit ourselves to that.

Wheeler: And I'm sorry to push you off. We're running long. I have a couple more minutes and we lost Commissioner Hardesty and Commissioner Ryan is shaking. Sounds like you're willing to make the commitment to continue to work and sounds like implementation is going to be an interactive process where you'll continue to engage the community. That makes sense and I'm appreciative that and from my perspective that answers my question. I don't know if there's anything further but I'd like to get to the main event before we lose our quorum. I'm seeing shaking heads, yes. Good. This is a resolution. Call the roll. [roll call]

Warner: Thanks, again, everyone. It was helpful for me to hear the feedback both supportive and critical. It's a going to be an ongoing process with the community. The plan will help reach our climate action plan and transportation system plan goals to reduce drive alone mode share in favor of walking, biking and modes of travel and helps address equity goals by transportation improvements in the area of northwest Portland with the highest concentrations of people of color and low-income households most impacted by traffic safety issues and accessibility needs and high transportation costs. I want to thank the community [no audio] we have people who contributed. [listing names] we wouldn't have done this without all of you and I'm proud to vote aye.

*******:** Thank you to the community for working with public transportation to come up with a better plan and then a better plan and now a better plan. The northwest committee advisory group and northwest district association and all of these community members have put in huge amounts of time as well as the people acknowledged. I also appreciate my staff for taking in all the issues and being responsive to members who expressed concerns we looked in to. I think it's

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a reasonable plan with a good chance of being successful. Aye.

Ryan: That was a wonderful presentation and the community testimony was terrific. I remember things like playing frisbee on the streets and I like to say about this kind of work is it's about adult behavior change. If we're going keep moving forward for climate justice that's what we're called to do. It's a shared sacrifice but also wonderful to see people take more time to get to know their neighborhoods and walk and see other especially now during covid. We have to acknowledge one another and walking through neighborhoods is the best way to do that and not go completely insane. Anyway, it was timely and I love the carbon reduction goals that are hopefully being met. I'd love to see the data when we make the decisions and see the adult behavior change we start to see the data shift as the big goal of fresh air and pedestrian safety throughout the report. Aye.

Wheeler: Thank you for bringing it forward and the work done on this. Thanks to the community and we see advocacy percolate up and other people become involved and then it becomes a movement and then city council and layering upon years of previous work at city hall and the community and it's great to see this iteration. It fits nicely with the other planning work done. The rose lanes city in motion and prior plans as well the legacy plans and we all know our city's going to become more densely populated. It's going to be harder and harder. People will have trouble maneuvering single-occupancy vehicles point it any other large city in America you start seeing forward thinking cities start to plan for alternative transportation making sure bike ways and walkways are safe and comfort with the local environment and anytime we can do something that supports the mobility goals and transit goals and climate goals, accessibility goals, equity goals and it comforts with the values of the community in a positive way. It's something we should get behind and support. There will be glitches along the way and I'm pleased to hear they will continue to work with neighbors and neighborhoods but this is easy to support. I'm happy to vote aye. The resolution's doomed. Thank you for your fantastic work. That's our only item today. We are adjourned. Thank you, everybody.

At 4:03 p.m., Council adjourned.