



April 17-18, 2024 Council Agenda

5761
1900 SW Fourth Avenue, Room 2500, Portland, OR 97201

In accordance with Portland City Code and state law, City Council holds hybrid public meetings, which provide for both virtual and in-person participation. Members of council elect to attend remotely by video and teleconference, or in-person. The City makes several avenues available for the public to listen to and watch the broadcast of this meeting, including the [City's YouTube Channel](#), the [Open Signal website](#), and Xfinity Channel 30 and 330.

Questions may be directed to councilclerk@portlandoregon.gov

Wednesday, April 17, 2024 9:30 am

Session Status: Recessed

Council in Attendance: Mayor Ted Wheeler
Commissioner Carmen Rubio
Commissioner Dan Ryan
Commissioner Rene Gonzalez
Commissioner Mingus Mapps

Commissioner Mapps presided.

Officers in attendance: Alan Yoder, Deputy City Attorney; Keelan McClymont, Council Clerk

The Consent Agenda was adopted on a Y-5 roll call.

Council recessed at 11:18 a.m.

Communications

304

[Request of Paul Buchanan to address Council regarding safer streets for all Portlanders](#) (Communication)

Document number: 304-2024

Disposition: Placed on File

305

[Request of Jane Monson to address Council regarding derelict property](#) (Communication)

Document number: 305-2024

Disposition: Placed on File

306

[Request of Jordan Washington to address Council regarding odor City Code](#) (Communication)

Document number: 306-2024

Disposition: Placed on File

307

[Request of Barbara Geyer to address Council regarding fair housing](#) (Communication)

Document number: 307-2024

Disposition: Placed on File

308

[Request of Kelly Janes to address Council regarding a resolution calling for a permanent ceasefire in Gaza](#) (Communication)

Document number: 308-2024

Disposition: Placed on File

Time Certain

309

[Proclaim April 14-20, 2024 to be Public Safety Telecommunicators Appreciation Week](#) (Proclamation)

Document number: 309-2024

Introduced by: Mayor Ted Wheeler; Commissioner Rene Gonzalez

Bureau: Emergency Communications (9-1-1)

Time certain: 9:45 am

Time requested: 20 minutes

Disposition: Placed on File

310

[Proclaim April 15-May 19, 2024 to be Lights Out Portland Month](#) (Proclamation)

Document number: 310-2024

Introduced by: Mayor Ted Wheeler; Commissioner Carmen Rubio

Time certain: 10:05 am

Time requested: 20 minutes

Disposition: Placed on File

Consent Agenda

311

[Amend Golf Advisory Committee Code to change membership composition and improve clarity \(amend Code Section 3.86.010\)](#) (Ordinance)

Document number: 191691

Introduced by: Commissioner Dan Ryan

Bureau: Parks & Recreation

Disposition: Passed to second reading

Passed to second reading April 24, 2024 at 9:30 a.m.

312

[*Amend Intergovernmental Agreement with the Oregon Department of Transportation for the Brentwood-Darlington Safe Routes to School Project \(amend Ordinance 189376\)](#) (Emergency Ordinance)

Document number: 191685

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Disposition: Passed

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

313

[Approve Council Minutes for March 6-28, 2024](#) (Report)

Document number: 313-2024

Introduced by: Auditor Simone Rede

Bureau: Portland City Auditor; Council Clerk

Disposition: Approved

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

Regular Agenda

314

[*Revise the City chart of accounts to show newly created service areas, bureau, and bureau hierarchy and adopt the updated appropriations schedule](#) (Emergency Ordinance)

Introduced by: Mayor Ted Wheeler

Bureau: City Budget Office

Time requested: 10 minutes

Previous agenda item 302.

Disposition: Referred to Commissioner of Finance and Administration

315

[*Adopt the FY 2023-24 Spring Supplemental Budget and make other budget-related changes](#) (Emergency Ordinance)

Document number: 191686

Introduced by: Mayor Ted Wheeler

Bureau: City Budget Office

Second reading agenda item 303.

Disposition: Passed As Amended

Motion to add a directive to the Spring Supplemental Budget to bring the City of Portland into compliance with State Budget Law: Moved by Wheeler and seconded by Mapps. (Y-5)

Motion to amend the Ordinance to add an emergency clause in order to have the appropriations in Exhibits 1-5 of this ordinance as amended be enacted upon the unanimous passage of this ordinance: Moved by Wheeler and seconded by Mapps. (Y-5)

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

316

[Declare property located near the intersection of SE Morrison St and SE 51st Ave as surplus property and authorize the Bureau of Transportation to dispose of the property for fair market value](#) (Ordinance)

Document number: 191687

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Second reading agenda item 292.

Disposition: Passed

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

317

[Declare property west of N Marine Dr as surplus property and authorize the Bureau of Transportation to dispose of the property for fair market value](#) (Ordinance)

Document number: 191688

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Second reading agenda item 293.

Disposition: Passed

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

318

[Amend Hearings Office Code to transfer the Hearings Office from Office of Management and Finance to Auditor's Office \(amend Code Title 22\)](#) (Ordinance)

Document number: 191689

Introduced by: Auditor Simone Rede

Bureau: Portland City Auditor

Second reading agenda item 284.

Disposition: Passed

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

Wednesday, April 17, 2024 2:00 pm

Session Status: Adjourned

Council in Attendance: Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Commissioner Rene Gonzalez

Commissioner Mingus Mapps

Mayor Wheeler presided.

Officers in attendance: Anne Milligan, Senior Deputy City Attorney; Rebecca Dobert, Acting Council Clerk

Council adjourned at 3:49 p.m.

Time Certain

319

[Accept 2023 Deadly Traffic Crash Report and the Vision Zero Action Plan Update 2023-2025 and direct cross bureau collaboration to deliver a safer system](#) (Resolution)

Document number: 37658

Introduced by: Commissioner Mingus Mapps; Mayor Ted Wheeler

Bureau: Transportation

Time certain: 2:00 pm

Time requested: 1 hour

Disposition: Adopted

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

Thursday, April 18, 2024 2:00 pm

Session Status: Cancelled

Time Certain

320

[Amend City Code to update existing public camping restriction policies \(repeal Code Sections 14A.50.020, 14A.50.025, add Code Sections 14A.50.140, 14A.50.150, 14A.50.160, 14A.50.170, 14A.50.180, and amend Sections 14A.50.050, 14A.55.010, 29.50.050\)](#) (Ordinance)

Introduced by: Mayor Ted Wheeler

Time certain: 4:00 pm

Time requested: 1 hour

Disposition: Rescheduled

Rescheduled to April 24, 2024 at 4:00 p.m. Time Certain

Portland City Council Meeting Speaker List

April 17, 2024 - 9:30 a.m.

Name	Title	Agenda Item
Mingus Mapps	Commissioner	
Keelan McClymont	Council Clerk	
Dan Ryan	Commissioner	
Rene Gonzalez	Commissioner	
Carmen Rubio	Commissioner	
Ted Wheeler	Mayor	
Alan Yoder	Deputy City Attorney	
Paul Buchanan	(Communications)	304
Jane Monson	(Communications)	305
Jordan Washington	(Communications)	306
Barbara Geyer	(Communications)	307
Kelly Janes	(Communications)	308
Bob Cozzie	BOEC Director	309
Erica Gregg	BOEC Dispatcher	309
Mary Coolidge	BirdSafe Campaign Coordinator	310
Micah Meskel	Assistant Conservation Director--Urban	310
Tim Grewe	Director, City Budget Office	314
Robert Cheney	Senior Analyst	314

Portland City Council Meeting Speaker List April 17, 2024 - 2:00 p.m.

Name	Title	Agenda Item
Ted Wheeler	Mayor	
Rebecca Dobert	Acting Council Clerk	
Dan Ryan	Commissioner	
Rene Gonzalez	Commissioner	
Mingus Mapps	Commissioner	
Carmen Rubio	Commissioner	
Anne Milligan	Senior Deputy City Attorney	
Millicent Williams	Director, PBOT	319
Dana Dickman	Coordinator IV, PBOT	319
Mike Frome	Deputy Chief, Portland Police	319
Ryan Gillespie	Chief, Portland Fire & Rescue	319
Donnie Oliveria	Director, Bureau of Planning and Sustainability	319
Margi Bradway	Director Community Services, Multnomah County	319
Lisha Shrestha	Executive Director, Division Midway Alliance	319
Zachary Lauritzen	Interim Executive Director, Oregon Walks	319
Lynn Felton	(Testimony)	319
Lily Burnett	(Testimony)	319
David Stein	(Testimony)	319
Kiel Johnson	(Testimony)	319
Ty Engstrom	Officer, Portland Police	319
Wendy Cawley	Traffic Engineer, City of Portland	319

Portland City Council Meeting Closed Caption File

April 17, 2024 – 9:30 a.m.

This file was produced through the closed captioning process for the televised city Council broadcast and should not be considered a verbatim transcript. The official vote counts, motions, and names of speakers are included in the official minutes.

Speaker: This is the April seventeenth, 2,024 morning session of Portland City Council. Keelan, please call the roll.

Speaker: Good morning. Ryan, here, here, here. Here. Taylor. Here now, i'll turn it over to legal counsel for the rules of order and decorum.

Speaker: Good morning. Welcome to the Portland City Council. To testify before council in person or virtually. You must sign up in advance on the council agenda at [ww. Dot Portland.gov/council/agenda](http://www.Portland.gov/council/agenda). Information on engaging with City Council can be found on the council clerk's web page. The presiding officer preserves order and decorum during City Council meetings. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated, a timer will indicate when your time is done. Disruptive conduct such as shouting, refusing to conclude your testimony when your time is up, or interrupting others testimony or council deliberations will not be allowed. If you cause disruption, a warning will be given further disruption will result in ejection from the meeting. Anyone who fails to leave once ejected is subject to arrest for trespass. Additionally, counsel may take a short recess and reconvene virtually. Your testimony today should address the matter being considered when testifying, state your name for the record. Your address is not necessary. Disclose if you are a lobbyist. If you are representing an organization, please identify it. For testifiers

joining virtually, please unmute yourself. Once the council clerk calls your name.

Thank you. Thank you. First up is communications, item 304, please request to paul buchanan to address council regarding safer streets for all Portlanders, welcome.

Paul, is that you? Come on up.

Speaker: Thank you. Council clerk and commissioners, my name is paul buchanan. I'm a former board member of bike loud and board member of the street trust. And I'm here to represent or here volunteer as a volunteer for bike loud. I keep hearing the narrative that the culture of driving needs to change in Portland. When I hear this, I hear the voice of imperialism and colonialism. I hear tones of white supremacy. This voice feeds the negative narrative that Portland is a dangerous place, full of dangerous people that need to change for the city to be better. But in my experience here, the people of Portland are her best asset and the city needs to change to better serve her people. And the largest part of the city that needs to change to serve us is our roads. I've lived carfree in minneapolis, Seattle and Portland, and of the three, I find Portland drivers to be the most accommodating. Now. I haven't driven regularly in a while, so I'm not 100% sure about the current culture of driving, but I don't think the typical Portland driver drinks three beers before hitting the road. I don't think the average Portland motorist is taking a hoot of fent before running about their day behind the wheel of a car. I only get around on bike, and I find drivers slowing down and stopping. More often than not. For people walking, riding bike and using mobility devices, I see people driving, waiting and making space for people using mobility devices or riding bike on the street. Very few drivers want to kill someone with their car, but thousands of pounds of steel rolling around the street as an unsafe thing, even if steered with the best of intentions. As parents, how many of you hesitate to let your kids ride bike because of cars on roads? When streets aren't built safe enough for everyone to feel free to

move on? Parents are burdened with having to drive children everywhere. School home practice, home games, home, friends houses, home. How much of your time is yours spent? How much of your time is spent as your child's chauffeur? How much time would be saved by a network of low traffic neighborhood streets to schools and around parks? If you include children as people, almost half of the city cannot and does not drive. If you include children as people, almost half the city cannot and does not drive, now, I've been a volunteer on the world famous alameda bike bus for the better part of the last two years, and the single thing that made the route safer and more comfortable was the diverter at fremont and alameda. Immediately, speeds dropped as local only, as only local traffic moves through that part of the neighborhood. Now and I live in north Portland, and the willamette boulevard by the dog bowl and overlook is a textbook example of how every greenway could act and how every greenway should filter non-local traffic at regular intervals to make a space that works for every body. Now, I'm sorry, but no City Council will change the way people think by wishing well. Now you can change how our city is built and the only way to change how people act in multiple thousand pound steel box is to change the space it can move in the streets of Portland are the single largest shared public space Portlanders interact with on a daily basis, and these streets need to be built to serve, protect, and reflect the breadth of our community. Thank you, thank you.

Speaker: I see commissioner Gonzalez has a comment. I just I just want to thank you, paul, for your commentary, and I look forward to doing a bike bus with you.

Speaker: I one piece I do want to call attention to when we talk about the engagement of children and transportation, it's essential that we have open access to our parks. And because, you know, you use this scenario of taking your child to sports or to engage in music or, you know, other activities, one of our biggest

challenges as parents in the city is the proximity of those activities to where kids go to school and where they live. So I want to echo your, I think, broader points, but I just also want to emphasize the importance of our parks, that we keep them open, that we provide top class facilities as best we can throughout the city for all socioeconomic, levels. Because it is a direct connection with transportation. If you're a parent, if the two are really tied and, and, for those seeking medical help for with multiple children are navigating our transportation system is an additional challenge. And so I appreciate your comments. I just want to acknowledge that it's not just our roads, not just our bikeways when we're talking about, how to facilitate, bike or other multimodal, attendance at those events. It's really where they're located. And are they close to people's home?

Speaker: And I see commissioner Ryan has his hand up. Commissioner Ryan, presiding officer, president maps, paul, I really appreciate you being here. You've been here a couple of times, your voice is incredible, and you walk your talk. So I have a question for you, I experienced, too many, what do you say? Are we sharing the space? But we have so many objects rolling and driving, sharing the space. And to me, that's what I'm experiencing increasingly, is there's no room for all of us on this one road. And so are you speaking to that in some of your comments? I'm just intrigued with some of the lines that you used.

Speaker: Oh, yeah. Absolutely I mean, like it's a issue of geometry in our space. I mean, you know, if everybody here drove a car, how big would the parking lot need to be to fit, you know, 100 cars that are eight feet wide and 20ft long. And that's a small car these days. I mean, some of these cars, you know, some of these wide body cars are ten feet wide. That's as wide as a as wide or wider than a standard parking space or travel lane in a lot of places. So yeah, it's literally just an issue of geometry. Not not everybody can drive and really deliberate about.

Speaker: And then when we make decisions, people out of cars, how about this. So we'll have greenways next to a busy corridor, a busy corridor that's perhaps been redone lately. That includes cars, bike lane, busses. It's all there. And it's if we're if we're lucky, it has those. Yeah. If we're lucky. But then one block over there's a greenway which when I ride a bike, I go over to that greenway asap. There's no reason for me to I do too.

Speaker: I mean, I have a small puppy that I ride with often, and so I think we do enough a good enough job promoting the greenway, I think greenways need a. And this is as a member of bike loud. I've worked on a couple of volunteer projects to try and do some, actually tactical wayfinding on greenways where we just went out and sprayed markings on the street ourselves to improve wayfinding. The greenways are, I think, are Portland's single greatest transportation asset. Actually, I think that if we were really deliberate about filtering traffic off of them, it'd be the single largest, fully ada accessible transportation, mobility network in the country. It's like 120 miles, I think. Yeah, yeah, it'd be such an amazing asset.

Speaker: I think that's where drivers behaviors change. I know in north Portland, where I live, there's a greenway road and then there's the non greenway. And the greenway was always closer. But when it went in I just stopped using it and took the navigation system about a year to notice. That was the right thing to do. But I just wanted to have a little dialog with you about that. Yeah

Speaker: I mean, the greenway is it's. Yeah. I mean, they do take about like, a year to learn also. That was like my that was my experience, too. I moved here from Seattle in 2019, and it took me over a year to, like, really get a feel for how they actually where they actually are and how they actually operate. But it's, I mean, it's a real low barrier to entry to, to wayfinding on them in a way that, I mean, you know, someone visiting from, you know, france, germany, japan, india could find

their way anywhere also, and do you think there's, roads that besides freeways, obviously where bikes shouldn't be there because it's just not safe.

Speaker: And if there's a greenway right next to it, we could promote that, yeah. I mean, like, division is a great example, a great example of clinton. You have the clinton greenway just south of it and part of the division, and that's like a greenway that was supposed to be improved as part of the division corridor, and there kind of weren't improvements made to that.

Speaker: We have vision zero this afternoon, and I don't know if you're going to be here. So I guess I was just doing a little warm up act to have some. Oh, I wish somebody the vision zero is a great program and, run by some really amazing people at pbob. I appreciate you being here.

Speaker: Thank you. Great

Speaker: Thank you very much for your time.

Speaker: Next item, please.

Speaker: Keelan, can you please call comms 305, request of jane monson to address council regarding derelict property.

Speaker: Jane is joining us online.

Speaker: Welcome, jane.

Speaker: Hi. I'm, jane as a and I am also speaking on behalf of sean allison, a neighbor who lives directly adjacent to this property. On February 14th, this council initiated foreclosure of the property that has been negatively affecting our neighborhood and consuming city resources for over three years. The neighbors were hopeful the situation would change with the council's decision to foreclose, but that process was shut down when one of the lien holders on the property swept in and paid off the city's liens. Since then, this bank has made no action to proceed with foreclosure on its own lien on the property. At the time the

foreclosure on this property was brought to council. You also directed bts to explore creative solutions to relieve the city of this nuisance on a more expedient timeline than allowed by the process of foreclosure alone. After that meeting, mike mozart of bts requested a hearing for the code violations that have accumulated on this property, and one of the remedies requested was demolition at that hearing, we were able to see shocking photos of the interior damage that was done to this structure by a fire in 2021, which left gaping holes in the roof, allowing rain to enter this structure for three years. We also saw photos of how trespassers have ripped apart the interior walls to remove wires and find materials to burn, making the structure even more dangerous for firefighters if another fire occurs. We are still awaiting the decision of the code hearing officer. Even with the windows finally boarded up on this derelict house, trespassers continue to intimidate the neighbors, especially the elderly couple whose property is being used as a shortcut to access the property. The city needs to clear derelict properties like the one in our neighborhood for productive infill, and rid our neighborhoods of these dangerous and derelict structures that use up the resources of police and code enforcement and risk injury to our firefighters. I have two requests of council, please do not make further budget cuts to bts staffing cuts at bts turned our request for a board up of this property into a months long process, as they had to work through a backlog of similar properties. And two, we would like the city to allow us to use the \$34,000 that they recouped from payment of the city's liens on this property toward demolition costs of this dangerous structure. The owner died, and the heirs of this property will not be an obstacle, as they have been notified by the city and have expressed absolutely no interest in taking responsibility for abatement of any of the code violations. Thank you for your time to express our concerns about this

property, thank you Jean. And I see commissioner Rubio has her hand raised.
Commissioner Rubio, thanks.

Speaker: Jane, I just want to thank you for your comments and your concern. And I just wanted to share a few things that I know you know all about the situation, and, as you know, the city, had authorized a foreclosure on the property, as you said, and that the bank is had paid the outstanding liens, which means that it moved it from the foreclosure list, and it's very complicated situation, and we're working really hard to deal with this and also manage them as best as we can with our fullest authority and within the legal boundaries. But in the meantime, we're concurrently, also being responsive in coordination with the police bureau. But I know that is not not an answer. So we are working actively, on a fix and discussing, currently we're actively currently, talking about what we need to do in order to recalibrate so that we have more flexibility and urgency when these kinds of, specific issues that seem to fall through the cracks or, you know, in gaps in policy, so that we can handle them more appropriately, so thank you for keeping it, front and center for us and my staff. Megan Beyer, will be a point of contact for you. Will will update you as we have, more to share. But I also want to just also appreciate that that you see the connection with having a fully staffed PDS so that we can move more expeditiously on these things and, and deal with them in real time. So, I appreciate you, holding us accountable to that. And, and we'll keep you updated.

Speaker: Thank you. Thank you, commissioner Rubio. Keelan, next item on communications 306, please request of Jordan Washington to address council regarding odor city code.

Speaker: Jordan is joining us online. Welcome Jordan.

Speaker: Hi. Council member members. And hi, Mayor Wheeler, thank you for taking some time this morning, I just wanted to briefly talk about, one of the city

code items we have for off site impacts concerning odor. I'm sure all of you are aware, at this point of a recent issue where a restaurant was essentially, forced to close or, due to odor complaints that they had received, from an anonymous, member of the public, and just from the media coverage of it, I did some research, just kind of curious to see what the issue was and what the city code, that was being referred to was concerning, that city code is, standard is odor standard. The odor standard is for continuous, frequent or repetitive odors may not be produced. The odor threshold is the point at which an odor may be detected, there is an exemption for any odor detected for less than 15 minutes per day. I think we all recognize at this point that's pretty vague and can apply to a lot of businesses within our city limits, a few that come to mind include food, the Portland fran's bakery off of southeast 12th, very prominent smell, right across from benson high school. If you're over at the track over there, you can definitely smell it. Or playing racquetball, but there's a number of other businesses and even trees, especially this time of year, can have a very pungent odor. Should I be able to complain about my neighbor's tree because I find the odor offensive, the reason I bring it up is that city code specifies that there should be a use of objective standards to provide a measurable means of determining specified off site impacts, I know that odor tends to be a little bit more subjective. The Oregon health authority has a great resource, in regards to smell, most smells are sensed by our olfactory nerves, which give us the ability to smell things like flowers, fish, dirt, feces, or urine. These smells can cause personal reactions, also known as subjective symptoms. These can include symptoms like stress, nausea, fear, headache, or with pleasant smells. Delight and then there's also trigeminal nerves, which trigger reactions like irritation, burning or stinging. These objective symptoms are painful and can easily be seen by others. These include watery eyes, coughing, burning nose, and increased heart rate. So I

know I want to commend commissioner Rubio for pausing, the enforcement of this initiative. And I know that it's currently being reviewed, my recommendation there's actually already great state laws in place concerning odor. The Oregon department of environmental quality has a great program, they do an odor report. They had an odor report in 2014 that specifies how they deal with odor complaints. It's quite a comprehensive system, you can lodge an odor to order complaint, and they actually have an odor review panel that reviews these nuisance complaints. So my suggestion would be either to strike this from our local code or to just emulate the state code that deq already enforces for this matter. Thank you for your time.

Speaker: Thanks, Jordan. I see that commissioner Rubio has her hand raised. Commissioner Rubio sure.

Speaker: Thanks, Jordan. I just want to appreciate your comments. And, and I actually want to also appreciate that you're coming forward with with ideas and solutions and recommendations. So that we can consider and, you know, it's very timely, just earlier this month, I formally directed the planning bureau to really take this on. So we'll make sure that your recommendations go to staff so that that's something to be considered. But thank you for the recommendations. They're good ones.

Speaker: Thank you. And, next we have communications item 307 request of Barbara Guyer to address council regarding fair housing. Welcome, Barbara.

Speaker: Thank you. Good morning. Commissioners and Mayor Wheeler. My name is Barbara Guyer. Pardon me. I have very severe asthma, today, I promise you, I am not contagious. It is asthma. So I'm probably going to make this short, I am, a principal real estate broker. I own Barbara Guyer Real Estate here in Oregon and also in California. Many many years. And, but I'm representing myself. I sit on, civic, committees, but I am representing myself here. Last year I appeared and I,

requested that we, address, fair housing violations and look at what is actually happening in the fair housing arena. What are people reporting? Because it's not covered in the fair housing advocacy committee in the three years as of last year and the three years I was there, that committee, I didn't actually meet with anyone after last year's presentation. The fair housing advocacy committee, though, has now been paused. And I don't know why commissioner Rubio did. So. We did not have, a primary place for the discussion of fair housing here in Portland. And I would like commissioners to take a look at that, the director, our new director of Portland housing bureau, discusses fair housing in the context of affordability, and i, I believe as a real estate broker, what I see is fair housing violations are more than affordability, and they're based on race. And, I would just like to mention, as part of fair housing violations, as part of the fair housing act, disabled people are also included in that. And, i, I am in contact with many disabled seniors who suffer from reactive asthma, reactive bronchitis. Emphysema, end stage renal disease, very, very serious condition aggravated, exacerbated by cigaret smoke, cigaret smoke generally and smoke free buildings. And frankly, I don't know what to do about it. Also, these individuals do experience retaliation and sometimes as a result of their complaints, I feel I'm losing my breath. So I'm going to end right here. Thank you. Thank you.

Speaker: Barbara, before you go, I see that commissioner Rubio has her hand raised.

Speaker: Yes, commissioner, thank you so much, barbara. And I want to first start just by thanking you for your dedication and for providing such meaningful support and service to the affordable housing community. Over over the years, you've been a constant advocate. And in lifting up, these issues. So I want to say thank you, and then I just want to touch on really quickly about why the Portland housing bureau

decided to, last fall, to put a pause on convening, three of its advisory bodies until spring of 24. And it's really in order to take the time to assess the structure, function, meeting frequency, given that we have a new service area designation and so we're taking a big look across the whole service area and all of our bodies, and I think p or fb should have explained at the time, that there are a couple of reasons behind this decision, first, there's a city wide call to assess the number of advisory bodies, which currently total more than 150, and consider opportunities for where we can streamline, where we can have, you know, and not have siloed bodies, but have, more comprehensive discussions, so that, the work informs, one another, you know, across, you know, across, particular topics and so that we can have more rich discussions and comprehensive discussions. So those are some of the reasons, why also secondly, the city is also going through the transition. But also fb has experienced, as you know, a great deal of transition recently as well, with, senior leadership changes etc. So, we are priority housing, time right now to those critical transitions, and then we're going to take on this work about doing the big look across all the service area. So just wanted to chime in and let you know specifics there. And if you want if you have particular feedback or questions for us around that, we're happy to talk with you directly, if you so choose. So thanks for being here.

Speaker: Oh, thank you so much, commissioner.

Speaker: Thank you commissioner Rubio, next item on communications 308, request of kelly james to address council regarding a resolution calling for a permanent ceasefire in gaza. Welcome, kelly.

Speaker: Hello, there. Thank you. My name is kelly james, and I'm here in the capacity as my role of chair of the foster-powell neighborhood association. Mayor Wheeler Portland city commissioners and fellow Portland residents. We the foster-

powell neighborhood association, are calling on Portland City Council to issue a resolution calling for an immediate and permanent cease fire in gaza and to use the power of your office to demand the same of our federal officials. In so doing, we join the Multnomah County board of commissioners, as well as the City Councils of at least 70 cities across the county country. Excuse me, including san francisco, oakland. Richmond. Cudahy, california. Bridgeport, connecticut. Wilmington, delaware. Atlanta, georgia. Chicago illinois. Cambridge and somerville, massachusetts. Minneapolis, minnesota. Detroit. Dearborn dearborn heights. Hamtramck. And ypsilanti, michigan. Saint louis, missouri. Albany, new york, akron, ohio, providence, rhode island, and Seattle, Washington, promoting a resilient and civically engaged community is a core tenet of our mission as a neighborhood association and is reflected in the programs we operate, including our twice monthly shelter meal program that promotes social justice and human dignity. We believe that these values are also ones held by the city of Portland, and we as a neighborhood association, stand in solidarity with the people of gaza who are currently the victims of an ongoing genocide, as well as all palestinians living under illegal occupation as defined by international law. As we look across the globe with horror at what is happening to our sisters and brothers in gaza, as a direct result of the united states policies and munitions, we believe it is our solemn duty to do whatever we can to help hasten a permanent end to these atrocities. Our neighbors include palestinian refugees whose families were forcibly evicted from their ancestral lands during the first in 1948. Please issue a public call for an immediate permanent cease fire. Return of hostages, safe passage and free access for humanity organizations to provide medical aid, food, water, clothing, fuel, power and shelter to gazan civilians. We also demand that our government halt all military aid to israel as a means of leveraging a change in that nation's policies and actions,

which are so often in violation of international law. Given the urgency of the situation, we respectfully request a meeting to discuss this matter further. As the situation continues to escalate. Time is of the essence. We have submitted two written communications to each of the commissioner's offices, as have other organizations including southeast uplift. We have not received any response beyond a standard automated reply. Why is that? Thank you for your time today. We look forward to continuing the conversation.

Speaker: Thank you Kelly, before you go, I see the mayor has his hand up. Mr. Mayor.

Speaker: Yeah. Kelly, first of all, thank you for being here today, thank you for the invitation. Thank you for, your impassioned statement, I want to be clear that, you know, there is a difference between what other cities have passed in the form of a resolution and what I actually think is going to make a meaningful difference. And I just want to be clear, again, I've said this at many of our council sessions. I've said it elsewhere. I'll say here again, for the record, there's actually four things that I think are necessary in order to secure a lasting peace in the middle east, which I think we all want, the first is you mentioned is the fighting needs to cease. Humanitarian aid also needs to be deployed immediately. The hostages need to be returned. And maybe most importantly, what needs to happen. And this is the heavy lift, and it's the one that, frankly, people talk about the least. There needs to be a long term mediated solution. I think we all acknowledge that there there is a long history here. There is bad blood here, it requires a long term mediated strategy. And not just I'm not just talking about israel and the residents of gaza. I'm also talking about the middle east generally as, requiring solutions like that. I also want to be clear, this is not the only situation like this taking place on the planet. And frankly, I wonder where the voices were, for some of the genocides that are taking place in

rwanda and darfur in sudan, we should be concerned about all of them. And I think this strategy that I have suggested is the right way. There are things, first of all, I think we have to acknowledge and understand. We probably don't control the agenda in the middle east. I don't think benjamin netanyahu is sitting on the edge of his seat, waiting to hear what the Portland City Council does, but I do think it is important for us to continue to speak to each other and what we do control is how we treat each other here. And I want to just make a point here about, you know, we can have agreements or disagreements. We can have community discussions about what the right strategy is. But I hope throughout all of it, we will think about how we're treating each other. And I'm concerned not only about what is happening in the palestinian community. I'm also concerned about mayor Wheeler.

Speaker: Excuse me. I'm so sorry. I'm very sorry. I'm trying to listen. I really appreciate the signs, but if you could please keep your voices down while the mayor is speaking so I can hear him. I would appreciate it. Thank you. Thank you. Are. We treat each other is also important. And I appreciate the way you brought this to the council today. I want to acknowledge that we are seeing increased cases of, anti-semitism in our community. I am deeply alarmed by it. I think my colleagues are. Let's try to have this conversation about what is happening almost a world away, acknowledging that we here are a community, too, and we need to have this in a thoughtful way. And I appreciate the way you brought this this morning. So thank you, thank you, mr. Mayor. Thank you. Kelly, and with that, I believe we have wrapped up.

Speaker: I'm sorry. Can I please respond to the mayor very briefly? Okay. Mayor Wheeler, thank you for your statement. I appreciate your words. I do agree that we should be treating one another civilly, around the world would be lovely, but I think it's a bit dismissive to say that we can't make a resolution to call for a cease fire

because there are other, other things that need to be considered, absolutely. A long term strategy is required, and that's not our job to do in our current roles. But that doesn't mean that we can't advocate for a cease fire. And I believe that we should as a city, I completely agree that that, everybody has a right to bring this forward here.

Speaker: Here's my concern is, and I'm just speaking for me, I'm not speaking for the council. I'm not speaking for anyone else, there is a performative way that we think about complex international issues. And my suspicion is if we passed a resolution that's probably the last we would ever hear about this issue. I actually don't want us to stop talking about this issue, and I want us to continue the conversation all the way to the heavy lifting. The fourth item that I mentioned, the mediating, the long term solution, because it seems like we often forget that part. And then when something happens again in the future, we always act surprised. That's my only comment. But I really appreciate the discussion. I appreciate your comments. This morning, thank you, mr. Mayor. And thank you, Kelly. I do appreciate the dialog. We have a time certain that we are about 20 minutes late on, so I'm going to try to move us forward. So. All right.

Speaker: Thank you. Mayor Wheeler. I will reach out to your office to further the conversation.

Speaker: Great. Thank you so much, let's, let's Keelan let's go to our first time certain, which I believe is a proclamation 309 proclaim April 14th through the 20th, 2024 to be public safety telecommunicators appreciation week, this is sponsored by both the mayor and commissioner Gonzales, mr. Mayor, do you want to jump in here or should I just kick it to, Renee?

Speaker: Oh, we'll just turn it over to commissioner Gonzales.

Speaker: We're going to need one second here, okay, to get up and running here. So guys. Pardon. Hey, nick. I've got one digital thing here. Here we go. Just trying to find my run of show here. I apologize, so, colleagues, today, we continue our tradition of proclaiming the second week of April to be telecommunications communicators. Week for the city of Portland across the us and the entire globe. The association of public safety communication officials recognizes emergency call takers and dispatchers for the work they do each and every day. It's no secret to any Portlander that increased levels of crime, encampments and public drug use have become our number one challenge over the last past several years. We used to be widely known and take pride in the fact that Portland consistently ranked among the safest and cleanest major cities in the united states, while our city remains retains many of the elements that make us a desirable place to live, work and play. The drastic and jarring shift to the Portland we know today has been brutal on our national perception. In particular on our first responders increased demand for fire, police and medical emergency responses have not let up. Portlanders still calling 911 at historic rates are still a quote the director cozzie uses often 911 is the closest thing we have to a parameter measuring the health of our community. Boec exists as a city bureau, yet processes all emergency calls and non-emergency calls for the entirety of Multnomah County. In 2018, boec call takers and dispatchers processed about 462,000 911 calls fast forward through all the that unfolded in five years. In 2023, boec processed about 656,000 emergency calls, over 42% increase in a12 punch, a startling number of employee retirement and departures left fewer folks to answer more and more calls. In 2019, it took an average of 12 seconds for a call taker to answer 911 call. By 2022, the average had risen five fold to an average of 65 seconds. In an emergency, we know every second counts. As a result, this council supported boec in aggressively hiring, training and

certifying a new crop of call takers and dispatchers. While other segments of public safety have continued to struggle in many respects, boec has begun to see the light at the end of the tunnel. Year to date, 911 wait times are down to a 39 second average, far from perfect but far improved, and continue to trend in the right direction. Director cozzie and boec leadership have ushered in dozens of new folks into the bureau, aggressively hiring, training and certifying folks to meet the moment. But call takers and dispatchers, dispatchers show up to serve Portlanders every day, whether it be during heat waves in the summer, hazardous wildfire smoke in the fall, or winter weather emergencies like February 2023 and recent January storms. They are committed, compassionate and diligent in their work, and there's a lot to celebrate about the bureau's progress in each of them individually. I'd like to welcome and turn it over to director bob cozzie and erica greg, a dispatcher with 20 years of experience at both a ppa executive board member who is highly respected among her colleagues as director cozzie.

Speaker: Good morning, and thank you. I'm bob cozzie, director of the bureau of emergency communications, and I have the distinct privilege of leading boec and working alongside some of the most caring and compassionate, dedicated and honorable professionals in public safety. My office opens to the operations floor, and each day I hear the incredible work of our telecommunicators as members in our community go through difficult times, quite possibly facing the worst day of their lives. I hear our call takers taking countless calls such as burglaries, fires, assaults, cardiac arrests, drug overdoses, whatever you can imagine, our staff is prepared for it every day. They protect people every day. They save lives. As a community, we've all been through a lot these past few years, and I'm proud of the tenacity of the boec team and am happy to report that things are beginning to look up. We've onboarded a record number of employees, and we're on track to fill all of

our vacancies by the end of this calendar year, we're celebrating trainee certifications on almost a weekly basis, and we're able to answer our community's calls for help much more quickly. As the commissioner stated, my quote 911 is a barometer measuring the condition of a community. Our community has struggled, yet at boec, we are beginning to see a reduction in 911 calls. I'm optimistic about the future of boec, and I'm optimistic about the future of our city. Thank you for joining me today and recognizing the 911 call takers and dispatchers at boec, our community's first first responders and happy public safety telecommunicators appreciation week and now I'd like to introduce boec, telecommunicator and ppa vice president erica greg.

Speaker: Thank you.

Speaker: I'm here to represent the group of call takers and dispatchers that serve Multnomah County at the bureau of emergency communications.

Speaker: It is an honor to be here today while we celebrate national public safety telecommunicator week. It is true that we show up 24 hours a day, 365 days a year, regardless of what is happening within our community, our personal lives, or even the weather. It's a calling that requires diligent effort to maintain a positive work life balance. Being exposed to the daily traumas of the community can have an impact on not only us as individuals, but also our families and loved ones. We appreciate you all taking the time to recognize us and celebrate the work we do. We are also thankful for the support of our union, the Portland police association, as well as our partnership within boec operations management and the city labor relations team. Last but not least, we cannot successfully do the work we do without strong working relationships within the other entities we serve alongside police, fire, amr, corrections, road maintenance workers, and other countless and the other

countless labor groups within the city and county. Once again, on behalf of our membership, thank you and happy national telecommunicator week.

Speaker: Great. Thank you so much. Is that the end of your formal presentation? Yes it is. Well, why don't I kick off, commissioner's comments first? I want to thank both of you for being here today, as I think everyone knows, I used to be the commissioner in charge of boec, truly an honor. And I tell you, as you guys were chatting, I was pulling up bob's, most recent director's report. And I just want to congratulate you and your teams. I see that going back to last August, I think we've essentially cut call wait times in half. That is truly remarkable, I won't I couldn't be more grateful towards him over at 911. I want to thank commissioner gonzales for his steady leadership here, and I want to say to my colleagues, I'm delighted to join you in proclaiming April 14th through April 20th to be, public safety telecommunicators appreciation week. You know, our 911 operators are truly our city's first, first responders, before fire truck shows up, a cop car shows up, an ambulance shows up. Our call takers are online, guiding people through what is often the worst day of our lives, I think many of us have had the great privilege of going out and spending some time at our, at our operations center, and you cannot spend an hour in that place without, coming out, moved and touched, it's also the case that the work that you folks do is often hidden, you know, we don't see you out there in trucks or whatnot, which is one of the reasons why I think that the work, that we're doing today by, proclaiming April 14th through the 20th to be public safety telecommunicators appreciation week is so important, you know, here locally, for those of you who don't follow the space closely, our 911 operators answer about a million calls a year and also respond to another 6000 text messages, our team has also been an engine of innovation and efficiency. You can see that in the fact that they managed to cut call wait times in half in the last six

months or so, in addition to that, I kind of want to call you out and recognize you for being, on the cutting edge of equity work. You know, boec, I believe answers about 78,000 multilingual calls a year, you guys are national leaders, in terms of diversity training, you know, at a time when our city is so challenged on so many different issues, it is great, to have a bureau and a team that is just, well, to be frank, just really crushing it. I want to thank you folks for the work that you do. I want to congratulate commissioner gonzales for keeping this important work on track. And I want to thank you for being here today, thank you so much. And with those introductory comments, I'd like to now hand it over to commissioner yea. Rubio, who has her hands raised.

Speaker: Thank you, and thank you, commissioner gonzales and mayor Wheeler, for bringing forward this proclamation to honor telecommunicators, who, as we're hearing, are one of the most vital parts of our community safety ecosystem. And during these moments of crisis in the news, we often hear about the brave people who respond to emergencies firefighters, police officers and paramedics. But it all starts with these equally brave and steadfast communicators who are the first point of contact, contact for so many experiencing as as director cozzie said, possibly the worst moments of their lives, and I especially want to appreciate, and lift up the tremendous responsibilities of your job, the very heavy emotional work that requires, consistently providing that reassurance that the caller needs to feel on the other end of the line, and so speaking with someone empathetic and calm is makes all the difference. And this is a really specific and unique skill that you all possess. And so we're all so thankful for you, for your dedication and effort and this very core role that you play behind the scenes and being on the front line of all these tough situations. So again, thank you. Director cozzie. And erica, for your comments and congratulations to all on this important recognition today.

Speaker: Great. Thank you, mr. Yea. Rubio. Mr. Mayor, I see your hand is up.

Speaker: Yes. Thank you, I just want to join in on the praise train here. I'm. I am really impressed with what, our, professionals and first responders have been able to do, especially in recent years. You know, they've been struggling with some of the issues that at boec for some time, there's been some budgeting issues. There's been some staffing issues, there's been some technology issues. And I have just seen the team there time and time again, step up. Just as commissioner Mapps mentioned, as commissioner Gonzalez mentioned, and be successful. I think frankly, it sets a good example since we have challenges in all of our first responder units, not necessarily the making of any individual in those units, things are changing on our streets. Our response is changing, and they've shown that they can be very successful, I was really struck that despite a 42% increase in nine over 11 call volume since 2018, at every step, a call for help has been met with what I believe is swift and compassionate support. And I want to thank you for that. Your work is vital to the safety and the well-being of this community. All too often you are not acknowledged as the front line. First responder professionals that you are, and I don't think people fully appreciate that. Just as our police and our firefighters, experienced trauma after trauma after trauma, you do too. You're there right alongside them, maybe not in person, but you are there. You're directing action. You are making sure that you triage the calls and the appropriate manner, and you're doing it very, very quickly, often with limited information. So I just want to say, not as mayor, but frankly, just as, as ted, the guy who lives in Portland. Thank you. Really appreciate you. Thanks.

Speaker: Thank you, mr. Mayor. And commissioner Ryan, I see your hand is raised.

Speaker: Yes. Thank you, thank you, director gonzales, mayor, for bringing this forward. It's good to see you. Director cozzie. And you, erica, representing all of

your colleagues today. I do have a couple questions before I make comments, because I don't get to see you enough, I it was mentioned earlier, but I'm really impressed with the leadership you're taking on hiring people who have who are multilingual, how is that going and how often is that used? Just tell me a story or two.

Speaker: Yeah. So we, just recently we are working through a program where we are certifying some of our staff who speak different languages so that if they happen upon a call that they're able to process it in that native language, we haven't had, a whole lot of instances of that occurring, maybe a couple of spanish speaking callers. But we do have a russian caller or russian call taker, rather, and, I know we have a few, spanish speakers. It seems to me there's another language, but it's escaping me. Right now, at any rate, as those, call takers go through the certification process, they're actually able to process calls for service in that native language. We're also looking at, for those call takers, in particular, being able to incorporate that, pro qa, which is our medical and fire protocol in that language. So they're able to process, our pro qa calls right now, they're not able to because it's strictly english, and we don't have the spanish, for example, format for that particular protocol.

Speaker: I know internally we did, some adjustments on salaries for those employees that had the skill set and for that to be lifted, it looks like there's more work to do on how we let communities know that don't speak english as their primary language. Maybe they just haven't felt like this was an option for them because of that barrier. So I look forward to hearing progress on how we expose the fact that we do have people that could communicate with them when they call, so thank you for that dialog, the other one was, I think it's great that there's been an increase, there's been such a dramatic increase since 2018, but now we're

hearing that the wait time has gone down and what do you think are the key indicators factors of that? Do you think it's because there's less crime? There's a lot of hunches and noise out there that it's because people are just giving up and they don't call, what I want to hear it from them. Yeah, that's an interesting question.

Speaker: 911 calls. It looks like the first quarter of this year, with the exception of the winter storm that we experienced, that was a big increase in 911 calls. But in general, what I'm seeing is about a 4 to 5% decrease in 911 calls. When you compare it to the same week last year. Okay

Speaker: So 4 to 5. It's not.

Speaker: Yeah. Yeah I look at those trends and see if it is trending in that direction. We experienced that early on last year as well. However we saw a big increase in 911 calls over the summer. So I'm I'm holding my breath a little bit. Yeah I want to see not going to celebrate too soon, but it does look like even compared to last year when we started seeing a reduction in 911 calls, there's a further reduction this year. In addition to that, we have fewer non-emergency calls. And part of that is because we've implemented a case service, which I've talked about here before. The non-emergency technology that helps, helps really funnel callers to a more appropriate place before our call takers even have to answer the phone like 311. Exactly. Yeah, it will funnel them to 311 before our call takers have to have to make that transfer.

Speaker: So looking at the factor of adding more, financing to 311. So that could be a more robust system has helped. Sure. Okay. All right erika, softball one for you and your colleagues. How did you get to work during the winter storm, I have four wheel drive.

Speaker: Very important.

Speaker: That's dedication. I appreciate that, so basically I just want to say that I agree with my colleagues. You're the, too often the silent, people that are a part of our emergency system that that get overlooked. And I'm glad when we were looking at, the budget that we did acknowledge that this is a part of the public safety system, and you are first responders. I just have to say that, you know, in this job, the best part of this job is not sitting here for hours and hours, but it's being out in the community and the insight trip to your facility was was a real eye opening. I know commissioner Mapps was doing his job well and wanted to make sure that we had some increases in staffing and that that was a tough struggle, that we did it, thank goodness, or we wouldn't have the numbers that we see today. But I was just so impressed with, how your staff responded. I was, you know, trying to really understand. So I was probably, breathing down their neck a bit too much. And I watched them just be so calm and composed as they were dealing with a really difficult situation, which I couldn't go into details about. But it was it just I'll never forget it. It really woke me up, just like ride alongs do with other safety units. So anyway, I just want to acknowledge what the culture felt like and the culture felt really solid. And you guys were going through so much your teams were at that time. But I could tell there was hope on that visit. And I always felt that from you. Director cozzie. So really, from the bottom of my heart, thank you to your colleagues and for hanging in there during some really rough patches. And it feels like there's hope right now, and I hope the momentum will continue. And I look forward to another insight trip soon. Thank you. Thank you, mr. Gonzales.

Speaker: I just wanted to add on one of commissioner Ryan's inquiries. I think we're seeing about a two thirds decline in non-emergency wait times. So we've focused a lot on 911, but we're actually seeing dramatic, even more dramatic improvement on the non-emergency side. I think we're seeing about a 20%

increase in successfully completed calls on the non-emergency versus two years ago, I think this is a good indication that people aren't giving up on the system. We never know for sure, but the fact that we're getting so many more successfully completed calls and just that wait time has reduced even more dramatically than on 911, I think is a good story, I think one other piece that we haven't emphasized is we look at the overtime challenges we're facing in public safety. No bureau saw more significant increase in overtime mandatory overtime than boec did in the immediate aftermath of the pandemic, and no bureau has sort of, stabilized more aggressively than boec. And it's a testament to the investments that this council made and gave him the tools to fix it. And I just call that out as we're thinking about the solutions for some of our other public safety bureaus, we this council intervened, at a really tough time for boec and we've held the line on that. And I think our community is benefiting from that right now, absolutely. And as long as we're, singing the praises of the bureau, you know, we talked about the fact that you folks have managed to cut average call wait times in half. I'm looking at the director's report for, March last month. One of the other things that is really striking to me is that over the past four years, call volumes to non-emergency appear to have gone down by 24, I assume that's because we're doing a better job of. Well, tell us, bob, again, I think you've touched on it, but tell us how you managed, or what's driving that 45% reduction to if I remember, I don't have a photographic memory, but looking at that graph, last year, we saw a reduction in non-emergency calls, 12, 15% or so.

Speaker: That was due to that was primarily due to, the implementation of the 311 program, which has helped tremendously this year. We have, we've implemented k service, which is that that additional technology for our call taking system that not only funnels callers to three, one one, it can send them to basically any bureau, as

well as text them in information on how to file a report online directly from their phone. So with that, that's further reduced the non-emergency call volume by in the 20% or so, what we're seeing on a week to week basis is typically about a third of our non-emergency call volume that is being sent somewhere more appropriate than to our call takers. That is great to hear.

Speaker: And I'll tell you, I've removed from the day to day responsibilities for helping, manage this space, but from my distance, it seems like, a couple of factors really mattered in boeing's turnaround. Obviously, your leadership, but an amazing staff, also helps a lot to, we did as a council take steps to address understaffing in the bureau. And I think that's helped, a fair bit, one of the other things that, is very notable, and I know the director worked very, very hard to make this happen, too, was just innovations and technology. We kind of got some artificial intelligence in this space. We stood up, better, options in terms of answering your public safety questions. So I think there are lots of lessons that we have learned. In the boec space that we could apply to, other aspects of keeping Portlanders safe. So I want to thank you for all the work that you've done and for the lessons that you have taught us today. Thank you. And with that, colleagues, any do we have any more comments? Let me find my screen, it's probably time to read the proclamation. Is that mr. Is that you, mr. Mayor? Nope. Me. Okay. Commissioner Gonzalez.

Speaker: And was there was there any public testimony on this?

Speaker: Oh, I apologize, no public testimony on proclamation.

Speaker: Okay, great, all right, so I'm going to read the proclamation now, whereas emergencies requiring police fire, medical and alternative response services occur at any time. And whereas prompt call answering and dispatch for police, fire, medical and alternative response services is crucial to the protection of life, preservation of property and support for all Portlanders. And whereas public safety

telecommuters educators in the city of Portland's bureau of emergency communications boec are the first point of contact for Portlanders, calls for help to access emergency services and whereas, boec works in partnership with the city of Portland's public safety service area, the boec user board and all of Multnomah County's public safety responders and whereas, boec public safety telecommunicators are professionals with extensive training and call taking, triage and dispatch in protocols for police, fire, medical and alternative response services. And whereas boec public safety telecommunicators answer 911 and non-emergency calls, dispatch responders by radio and serve as the vital link between Portlanders and public safety responders. And whereas boec public safety telecommunicators have endured a 42% increase in 911 volume since 2018, receiving over 655,000 911 calls and over 362,000 non-emergency calls in 2023. And whereas boec public safety telecommunicators are committed to excellence and consistency, consistently display professionalism, resiliency, urgency and compassion to Portlanders public safety needs. And whereas Portlanders are grateful for the importance life saving and time sensitive work accomplished by boec public safety communicators. Now turn it to mayor Wheeler and now, therefore, i, ted Wheeler, mayor of the city of Portland, Oregon, the city of roses do hereby proclaim April 14th to 20, 2024, to be public safety telecommunicators appreciation week in Portland and encourage all residents to observe this week.

Speaker: Thank you, thank you and thank you to our team over at 911. You guys do an amazing job.

Speaker: Thank you. Thank you. Colleagues and Keelan, let's go to our next time, sir, certain. This is item 310.

Speaker: Proclaim April 15th through may 19th, 2024 to be lights out. Portland month, thank thank you. Good, this item comes to us from the mayor and

commissioner Rubio, commissioner Rubio or mr. Mayor, do you want to jump in here? Yeah.

Speaker: No, no. Go ahead. Commissioner, you well, we're going to hear in a minute from mary coolidge from bird safe and lights out campaign coordinator, the bird alliance of Oregon. And micah meskill, who's the assistant conservation director of the bird alliance of Oregon. Before we do that, i'll turn this over to my co-sponsor of this proclamation, commissioner Rubio.

Speaker: Thank you, mayor, colleagues, I'm happy to introduce today's proclamation calling attention to the lights out Portland month. Every year, billions of birds migrate north during the springtime and we are currently in the peak migration time for these birds. April 15th through may 15th is designated as lights out Portland to call attention to the threat of bright artificial lights to birds migration. And it can cause birds to become disoriented with increased risks of running into buildings and windows and vulnerabilities to other to other urban threats. And during this time, we need to encourage all Portlanders to reduce unnecessary exterior lighting. Our own facilities at the city are participating by turning off unnecessary outdoor lighting and encouraging staff to close blinds and turn off lights when they leave for the day. The city is also making additional strides in addressing lighting issues, is working towards recommendations to address light pollution outlined in the 2020 dark skies report, and pbot has established new lighting standards that are better aligned with illuminating engineering society and dark sky international. Dark sky standards. These include warmer color temperature lights and a focus on dark sky compliant fixtures. So i'll now turn it and turn it over to mary coolidge and micah meskell with the birds alliance of Oregon to talk more about the importance of lights out. Portland.

Speaker: Welcome.

Speaker: Thank you, good morning, commissioners and mayor. Thank you so much for having us here this morning. I want to particularly thank the mayor and commissioner Rubio for bringing the lights out month proclamation forward this morning, which helps make our city safer for migrating birds, healthier, healthier for the entire ecosystem, including humans, and helps reduce energy waste and also raises awareness about the impacts of light pollution, next slide please. So I want to talk just very briefly about why we run this program, starting with birds. About 70% of our north American birds are migratory. And most of those birds actually migrate at night. Pretty astonishing. I know they do this because the atmosphere is less turbulent at night. It's cooler, it helps them avoid diurnal or daytime predators. And it also allows them to use the stars as a map to guide them. So they'll generally take off about 30 to 45 minutes after sunset, and they'll fly all night long if conditions are good. Next slide please. Unfortunately, birds are increasingly encountering light pollution along their migratory routes, which drowns out the stars they're using as guides and can also lure them into lit areas where they face all kinds of hazards, including hitting buildings, which kills up to a billion birds every year in north America alone, there was also a report that came out in 2019 from cornell indicating that we've lost about 30% of our north American birds in the last 50 years. So we know that our birds are in trouble, and turning off our unnecessary overnight lighting is a really easy way that people can help them. There are also weather radar stations across the united states, generally used for weather forecasting, but increasingly, radar ecologists are using these to track bird movements, and they will actually identify for us peak months of migration and peak flight nights in various geographies, including in Oregon. So so the top image on the screen shows a red alert from a night in may of 2022, when about 5 million birds were forecasted to fly through our skies, lights out programs like ours use this

information to get the word out to people, to try to get them to reduce their unnecessary overnight lighting at least during the peak month of migration. And then particularly on these big movement nights, next slide please. This is also an opportunity for us to get people thinking about light pollution beyond just migration, because it's not just migrating birds that are affected, it's actually whole ecosystems. So this is part of a broader strategy that we have for addressing ecological light pollution, which we know affects fish, mammals, amphibians, invertebrates, plants and even humans. At this point, there are hundreds of peer reviewed published papers looking at the impacts of light pollution on everything from whole ecosystem farms and those communities, down to individual species and none of it is good news. We absolutely need light at night for human activity after dark, but we need to design it and use it more thoughtfully. So that we are reducing the unintended consequences and negative impacts of light pollution. Next slide please. Today I think as most of us know, most people live in urban areas, including in the state of Oregon. Most people are living in urban areas where we have a tendency to be awash in light all night long from things like street lights, billboard lighting, sports fields, parking lot lighting, even when those places are empty and we're not using that lighting. So though we do need light after dark to extend our activity hours into the nighttime, it's not benign. So we need to make sure that we're designing it and using it more responsibly. That means shielding, lighting, making sure that it's pointing down, making it no brighter than necessary, and selecting warmer lighting for night time use. Next slide please, let's talk just a little bit about leds and how they affect us. Leds are great in general as we all know they're energy efficient. They're incredibly long lived, they're relatively maintenance free, but not all leds are created equal. There are some leds that produce really bright, glaringly white light. This is referred to as blue rich white light and it mimics

daylight. And that is problematic when it's used outside at night. If this is true across the board, not just for human health impacts, but in humans, it suppresses melatonin secretion into our systems and it disrupts our sleep, which is then associated with other health issues. This kind of light is produced by our cell phones and our computers, and our ipads. But these devices are all equipped with systems to dial that blue rich white light down at night so that it's warmer, this is more difficult with our streetlights, and we have increasingly seen street lighting that is producing this kind of light. The good news here in Portland is that the Portland bureau of transportation has developed new specifications for their street lighting, and they are moving toward a 3000 kelvin lighting standard, which is warmer lighting than we have now, the other thing is that they are resurrecting a house side shield request program, which allows Portland residents to request a shield on the back side of a street light if it's producing a lot of light, trespass into their homes and bedrooms and interrupting their ability to sleep. So they are they are unearthing that. The American medical association in 2016 produced a report citing concerns about the association between this kind of light at night and increased risk of breast and prostate cancer, diabetes, cardiovascular disease, retinal damage from looking directly at this kind of light and glare and hazardous driving and walking conditions from using this kind of light outside at night, there are also equity issues. So research has shown that asian, hispanic and black Americans have on average, twice the mean levels of light pollution in their neighborhoods than white Americans do. There's also new research coming out of Seattle looking at historically, homeowner lending corporation redlined neighborhoods, which were the old, hazardous black neighborhoods. Those neighborhoods today have higher light pollution levels than, whiter, more affluent neighborhoods. So we aren't lighting our neighborhoods equitably. So this is

something that needs more research and also needs to get addressed. Next slide please, the city has done some really great work to get us where we are today. There's a lot more work to do, but I just want to point out some of the things that have already been done in 2003. If folks don't already know, the city of Portland became a US Fish and Wildlife Urban Bird Treaty City, which pledged our stewardship to our native birds, residents and migratory birds alike. In 2012, we worked with the city of Portland to develop a resource guide for bird friendly building and lighting design. This offered guidelines on how to design a building with reduced light pollution, among other things. In 2015, the city of Portland integrated bird safe building and lighting design into its own green building policy, which specifies the way that city of Portland buildings are built. In 2020, the Bureau of Planning and Sustainability brought a dark skies report to City Council that was accepted. That was a report that looked at existing conditions of light pollution in Portland and strategies for reducing it, as I mentioned in 2023, PBOT made new specifications for their street lighting, which sets now a warmer color temperature than has historically been used. That's good news. There is currently a lighting ordinance being drafted by the Bureau of Planning and Sustainability, so that was the top priority. That was set out in the dark skies report that was accepted in 2020. So it's good to see that underway, I mentioned that PBOT is resurrecting its street light shield request program. Also good news. And of course, the city participates in an ongoing seasonal lights out program. And with that, I will turn it over to Mike.

Speaker: Thanks. Thanks Mary. So I'm going to wrap us up and talk about a couple upcoming opportunities. So as Mary noted, light pollution has significant harmful effects on bird migration. But ecological systems as a whole, and humans and much of this can be mitigated through best practices that we already know about, whether that's shielding or rightsizing or other strategies. And as Mary noted, the

city has done a lot of significant work already around this, through the leadership of bts and pbot and implementing a lot of these best practices, in policy and implementation. And there's also room for improvement. And, to, to build on that. And I think the lighting ordinance draft that is currently underway provides a some significant opportunities to continue to bring in best available science to bring those best practices into that ordinance. And future work with the city, and additionally, another opportunity is leveraging the Portland clean energy funds investment for pbot led program, which is a strategic investment, that has been proposed, really gives the opportunity for both the city to continue to lead its climate focused work, while bringing in some significant co-benefits, by implementing best practices, into that strategy. And, I think using the funds, using those funds to implement the led program, and bringing in shielding and proper, proper sizing and scoping, gives a real opportunity to reduce emissions while also, decreasing environmental harm, while increasing transportation safety, with the new lighting and this can all be targeted on pcef priority populations. So there's a real equity impact. And I think this example really demonstrates how targeted pcef investments, of, of surplus funds, that the city is currently considering can really push forward the city's climate initiatives, internal climate initiatives, while incorporating broader environmental and community, prior cities and initiatives, and I hope that this serves as an example of how the city can consider framing its ongoing and future investment in the city, led climate action, climate justice action. And then just to close, I'd like to reiterate that it is possible to have well-designed lighting, that increases community safety and minimizes ecological impact and at the same time furthers our climate justice goals. And if we just think about those all at the same time, we can really, reach all of those priorities at once.

Speaker: Great. Thank you, is that the end of your formal presentation? Great. Well, I'm sure my colleagues will have, some thoughts they want to share. But before we I turn the floor over, I want to take a moment to thank both of you for being here today, and, bringing this presentation. I also want to thank the mayor and commissioner Rubio for leaning into this work. I also want to do a shout out to our our good friends over at the bird alliance of Oregon for their advocacy on behalf of darker night skies here in Portland. Mika in particular, although it goes for both mary and mika, i, as the commissioner in charge of pbot, I deeply appreciate you highlighting the important role our bureau is playing in this space, and, mika in particular, I love your ideas about, possible avenues for pbot to partner with pcef to accomplish some of our both environmental and equity goals, very exciting work being done in this space. Very important proclamation. And with that, why don't I turn the floor over to, our mayor, who I see has his hand up. Welcome, mr. Mayor.

Speaker: Yeah, thanks, just a couple of thoughts. First out, lights out. Portland month gives us all a chance to do our part to lessen the harm that pollution, light pollution inflicts on migratory bird birds. It also, of course, has implications as we just heard, for human health as well. Portland also, I just want to point out, has, very specific integrated strategies in our 2035 comprehensive plan, the climate action plan, as well as the green building policy to address these issues. So we appreciate the folks who testified today. We've been working with them and others who care about this issue and see the importance of the science behind this issue. And I'm glad that city has really been on the forefront of working hard to address these issues. We're now advancing these efforts with the development of the dark skies initiative, informed by the dark skies report and the initiative that that we're now discussing, these programs are vital in reducing unnecessary lights from 11 p.m. To dawn. And I think we all in our neighborhoods, have our favorite lights that

we know are on during those hours that are totally extraneous and not necessary, I just want to say I'm really impressed by the work of the bird alliance of Oregon, and I really appreciate your being here this morning, thank you.

Speaker: Thank you, mr. Mayor. Next up, I see that commissioner Ryan has his hand raised.

Speaker: Yes, thank you. And thank you, mayor and commissioner Rubio, for bringing this to the dais. And thank you, mary. And thank you, mica, from the bird alliance. I like your new name, and I wanted to always acknowledge what I learned. Something new, I didn't realize that at night, the whole red, the red eye flights by birds, okay. That's good to know. And I'm really glad you lifted up the shields. Both as a creative way to look at getting real investments out quickly that make a difference, and also acknowledging I've noticed this in the sports ball arenas, got kind of intimate with the conversation with the grant, high school area neighborhood, it's so wonderful now that the sports field lights can be directed down in a way that they never were before. And I look forward to seeing that transition take place. I have to say first, and this is personal, because I was really into this dark thing and so much that, when my home had a lot of trespassers when I first got elected, media people were like, your home is really dark. I'm like, that's because I care about the birds and blah, blah, blah. So after 20 trespasses, I kind of had to look into lights. And so I think that I'm not the only Portlander that might be in that place of complication with safety meets, bird, bird safety. And so I just wanted to lift that, life is complicated, and we have to wrestle with such things. And for me to not bring that up, it just seemed disingenuous. And so we just had a report on 911 in safety issues, and then we went on to this one. And I think it's great. And I also think it's why, governments a lot more nuanced than a lot of people that lobby, from their passionate special interest place, can acknowledge

that we have to wrestle with so I thought it was important to bring that up, I'm really happy that you're that you are pushing for this. And I do think that we have to keep looking at those really smart, high impact, adaptations like the sports fields pointing down, like the shields that you mentioned. And I'll look into that as well, because a lot of the manufacturers, they just send you the same old, really bright lights. So I just want you to know that I'm trying to speaking for people that are probably in a similar place where they care about birds, and then they're facing the reality of, issues around safety. I dealt with this as parks commissioner when parks was going to take down all the lights at once, and our phones and emails were blowing up around safety, so we had to look at it differently. And that was the majority of the people were more concerned about safety than light pollution. So I'm just, I'm rooting for this to continue to be a movement that gains traction and results. And I want to make sure we always have the conversation about these, both things can be true. And how do we mitigate that as we move forward. So thank you for being here. And I probably said something that makes you want to say something back. So I'll I'll stop talking. Yeah

Speaker: I would just briefly respond to that and say, I don't think it has to be an either or. I think that we do know that people are concerned about safety issues, and it is about lighting design. It's not this isn't a request that everybody turn all lights off. I know the name of the program does some of what suggest that we've played around with changing it to something like dim the lights for birds at night, but because it has such broader impacts, we really haven't landed on a good new one. And lights out programs are fairly well understood and across the country. But to your point, you know, motion sensor lighting, it's about lighting design. So can you have your lights on motion sensors? I have a front porch light on a motion sensor. If that kicks on at night. I know that there's either a raccoon on my front

porch or a person, and so that gets my attention. It also creates the element of surprise. So if somebody is wandering into your yard, all of a sudden a light comes on that kind of gets their attention. They also don't know how much attention they're attracting from inside the house. So that's one easy way to start to minimize the impacts, making sure that the lights are warm. They don't have to be that cold blue light. They can be warmer. They probably don't have to be as bright as we sometimes think they need to be in order to be effective. So it's really just thinking about the nuances of how we design our lighting so that we're meeting both needs at the same time.

Speaker: I appreciate that I'm going to use a language that design is the key. And motion is where it's at. The motion sensors. Thank you so much. Yeah. You bet.

Speaker: Thank you. Great dialog. And I see commissioner Gonzalez, wants to say something.

Speaker: Do we have any public comments on this, it's a proc, so. No. Okay.

Speaker: I just wanted to. Well, I'm just going to do my comprehensive comments now and then. Now I want to thank commissioner Rubio for bringing this proclamation forward. And I want to thank you, mary and mika and the bird alliance of Oregon for the work you do, mehmet murat ildan once said, whenever there are birds, there is hope. And, I think that's a this is a city that needs some hope right now. So, Portland is a city that embraces and looks with admiration at the natural world. We're often accused of being an unreligious city, but we are a spiritual city, and our appreciation for the great outdoors, our wildlife, our natural environment is a big part of that. Our proximity to the cascades and coastal mountain ranges, the stunning sights, the pacific ocean, columbia river gorge and dense, biodiverse forests that have thrived for countless generations. Portlanders we value and protect. Protect these assets that make us proud and unique to the

rest of the country and to a certain extent, the world. Additionally, we take pride in the life that thrives off these ecosystems, and we didn't earn the motto of put a bird on it for nothing, even though sometimes overused, but, this proclamation, if actually execute on if we fully embrace will not just benefit the millions of birds that will traverse over our city, but clear up our night skies to enhance stargazing for Portlanders and hopefully push some energy efficiency, happy to support this proclamation. Encourage everyone to do the same. Thank you.

Speaker: Thank you, commissioner gonzales.

Speaker: And with that, I believe it's time to read the proclamation, mr. Mayor, is that you or is that a commissioner? Rubio

Speaker: We'll have commissioner Rubio read it right until the very end. Then i'll pick up the last paragraph. Got it.

Speaker: Commissioner Rubio, the floor is yours. Great.

Speaker: Thank you, council president. And thanks, mary and mika for being here with us to talk about the importance of this project, we all need to work together to protect our wildlife from urban threats. And this helps us, to move towards that protection for birds. So i'll now start the proclamation, whereas Portland is a growing city and a growing metropolis, metro area, and with growth and development comes more outdoor lighting. And whereas with increased outdoor lighting comes increased light pollution. And whereas 80% of north Americans cannot see the milky way from where they live. And whereas light pollution has negative impacts on human health, safety and culture and is increasingly understood to be an equity issue. And whereas light pollution wastes energy, increases our carbon footprint and has widespread and deleterious impacts on whole ecosystems, including fish, mammals, invertebrates, amphibians and plants. And whereas Portland is on the pacific flyway, which brings millions of birds into

our airspace during migration and light pollution represents a major threat to migratory birds, including interfering with migratory patterns and contributing to collisions, which cause over 1 billion bird deaths every year. And whereas north American bird population has declined 30% since the 1970s, and whereas Portland's light pollution can be seen from 100 miles away and impacts Oregonians far outside of the metro area, and whereas the city has adopted policies directed at reducing light pollution in Portland, including in the two, the 2035 comprehensive plan, the climate action plan and the green building policy. And whereas the dark sky strategy is an essential part of creating a healthy, equitable and resilient city. And whereas the dark skies report was presented to City Council on September 17th, 2020, and calls for a comprehensive regulatory and public outreach approaches to address light pollution from homes, buildings, commercial and industrial developments, and street lights. And whereas the city is currently in the process of developing a dark skies ordinance and whereas city or bird alliance of Oregon sponsors an annual lights out Portland public outreach event in the city during peak fall and spring bird migration season and engages residents in building owners and managers in actions to reduce unnecessary and unnecessary overnight light. To prevent birds from being attracted to urban areas. And whereas lights out program are key outreach strategies identified in the dark skies report, and that other cities across north America have taken to reduce unnecessary light pollution. And whereas the city has been us fhwa's designated urban bird treaty city since 2003, and whereas several city of Portland buildings and facilities participate in the seasonal lights out program, including city hall, the Portland building, and several Portland parks and recreation community centers.

Speaker: Now, therefore, i, ted Wheeler, mayor of the city of Portland, Oregon, the city of roses, do hereby proclaim April 15th through may 9th, 2024 to be lights out

Portland month in Portland and encourage Portlanders to pledge to extinguish unnecessary exterior lighting every night during peak migration to turn off their interior and exterior lights from 11 p.m. Until dawn daily and to get outside to view the beautiful night sky. Thank you, thank you.

Speaker: Well, the proclamation passes, I think I agree with Jared. Let's give that a round of applause. And I want to thank you, folks, for being here today. This is a really great item. And, again, thanks to the mayor and commissioner Rubio for bringing it forward. And, colleagues, next, I would like to go to the consent agenda, Keelan, has anything been pulled off of consent? No.

Speaker: Items have been.

Speaker: Okay. Why don't we call the roll?

Speaker: Ryan I Gonzalez, i, i, I all right.

Speaker: Consent passes colleagues. We will now go to the regular agenda. Keelan, please call item 314.

Speaker: Revise the city chart of accounts to show newly created service areas. Bureau and bureau hierarchy, and adopt the updated appropriations schedule.

Speaker: Mr. Mayor, I believe this is yours. And I believe it's being pulled back right? That's correct. Okay. So we're going to pull that one back and we'll move on to, item, 351. Keelan. This or colleagues, this is a second reading of a non-emergency item. We're looking at the spring bump, is there any additional conversation that we need to have here? Commissioner Ryan, you seem confused. Imagine that. Oh, I apologize. No, no. That's okay, I screwed up. Did we read the. Did we read 314? The title we read 314.

Speaker: Would you like me to read? 315?

Speaker: Yes.

Speaker: Okay, let's move on to 315. We pulled 314 back to the mayor's office. Next up, colleagues, we have item 315 Keelan, please read the title.

Speaker: Adopt the fy 20 2324 spring supplemental budget and make other budget related changes. Thank you. This is the second reading of a non emergency item. Colleagues is there any discussion on this item? I just wanted to I thought there was a relationship between 314 and 315.

Speaker: So I just want someone to talk to speak to that.

Speaker: I'm going to turn that over to robert. He's he's he's the editor of this. Yeah, yeah.

Speaker: Thank you commissioner, my name is robert chaney for the record, city budget office. So as we know, the charter changes happening right now and there's a lot of folks working on a lot of the components of what that looks like. And, in doing that, we have created new organizational units, the way that state budget law works is when this council gavel in a budget ordinance, there's what we call an appropriation schedule that shows both, government fund and org unit, at the city, we say our org units or bureaus, and we require an ordinance to become a bureau within title three of code, what we've been doing this year is part of charter change rollout is creating new org units, but moving existing fund centers into them, and what that does is that it moves appropriation out of the org units that are displayed in the appropriation schedule, and moves them in, moves them kind of all over because we've been doing a lot. So, the ordinance that was filed attempted to effectively create those bureaus in title three, so that the appropriation schedule could be updated and, and legally sound, what we learned from the attorney's office is that those title three ordinances that create bureaus, require a lot more than what the ordinance had drafted. So all that to say, we do have a route forward for getting into legal compliance with state budget law. It is an amendment that

we'll hear with the bump, but this ordinance is very technical ordinance that would bring us into compliance with state budget law, we're going to pull back. And I think the solution going forward is that this council will likely hear a suite of, multiple title three ordinances to create these new org units that are going in, and yeah, there was just some policy hydraulics to 315 is relevant.

Speaker: So between now through the end of this fiscal year and then 314 is something that we have to address before July one, could I jump in here, please? Okay. Sorry, I'm trying to figure this out with with kind of a cell phone issue here, so let let me read my introductory remarks for this and that'll clarify some of this. And I'm sorry for the problem. I'm managing multiple emails here and this zoom thing. So colleagues as you know, we just pulled back the emergency ordinance to revise the city's charter of accounts back to my office, as a reminder, the item is a technical ordinance to reflect our new organizational chart, update the appropriate schedules, and bring us into compliance with budget law. The item was initially pushed from last week to this week to give the city attorneys a little bit more time to review, rather than proceed with the original item, the attorneys have advised that we should resubmit emit a series of ordinance in the coming weeks just to make sure it's clear, as we await those changes, the attorneys have provided us with an amendment to the spring supplemental budget, also known as the spring bump package, that will bring us into compliance. In addition, I will motion to add an emergency clause so that we can vote today and make this spring bump effective immediately, which would allow us to stay on schedule for the appropriations for the next fiscal year, so if you have any questions for staff on those, let us know now. Otherwise, let's go ahead and proceed to the spring bump.

Speaker: Thank you. Mayor we needed that explanation.

Speaker: Appreciate it.

Speaker: Okay, I have a follow up question.

Speaker: Better to give the explanation first. Sorry. Did anybody have questions for staff?

Speaker: Just.

Speaker: Commissioner Gonzalez.

Speaker: So why was 314 necessary to bring as emergency? So we're talking about chart of accounts. That would be effective on July 1st. I'm just trying to understand the.

Speaker: Yeah. No, I understand your confusion, it was required because when we moved a lot of those fund centers into the new org units, which also hadn't been added to code, it moved those program expenses, which are illegal appropriation category. So let me just give an example because I think it will help. For example, the off the bureau of human resources, it was a business area within title three under the office of management and finance. So in our legally bound appropriation schedule, it said office of management and finance. And then it had a list of funds. Right. What we did when we created the bureau of human resources as an org unit, not with the title three ordinance, just pulling it out. It moved all of the appropriations, including things like the health fund out of the org unit, office of management and finance. And because of that, and that happened that kind of thing happened multiple times across the city's appropriations schedule because of that, that appropriation schedule was not was no longer reflecting reality. So what the original ordinance was trying to do was update the appropriation schedule to reflect reality by noting that, some of the org units that are in there, it was it was going to attempt to create bureaus, and then that would have brought us into compliance in the current year, because appropriations have moved around in the current year, but it wouldn't have any it wouldn't have much to do for fy 2425,

effective July 1st. It's just that when we created these org units and moved things around, they moved around in material ways. That knocked us out of compliance with the state budget law that says your appropriation schedule has to reflect existing appropriations and, and, and has to be basically codified a certain way. So, what we it's essentially clean up, right?

Speaker: So we moved some stuff around. We have to address state budgeting law to do sort of ratify what we've done for lack of a better terms, yeah. And, that has a retroactive component, I guess I'm still I mean, maybe just consider when this comes back, do we actually have to do it on emergency now that we've taken a couple swings at it? Couldn't quite do it. I think I understand what you're trying to do, I just, I'm not sure I understand the rush, on this particular piece, rather just get it right.

Speaker: I think the reason we did the emergency clause is we were doing some catch up here, and we wanted to get it completed as quickly as possible.

Speaker: Yeah. On advice from the trc, they said we needed to bring some sort of resolution or ordinance forward to basically recognize that money had moved around as part of the charter change initiative and just show that there was a new appropriation schedule. The reason we were in a hurry was because we wanted to show it and get us into compliance, because the spring bump was going to come up with another appropriation schedule and if the spring bump had org units that weren't legally valid, then we would just be right back at square one.

Speaker: Can you, we can take it offline. I may have some follow up legal questions, but I'm fine. Okay. Thank you.

Speaker: Just so we're grounded, what's the runner show on this item? So it sounds like the mayor is going to have a minute.

Speaker: Yeah, we're we're pulling three. One for which we've done. Thank you, colleague, for that, 315. I'm going to make two technical amendments, okay, mr. Mayor, i'll hand the floor over to you if you want to, good.

Speaker: So the first is a motion to add the following directive in the spring, supplemental budget is filed to bring the city of Portland into compliance with state budget law. Any of the organizational units named in exhibit one, the appropriations schedule that are not expressly codified as city bureaus and city code title three administration are considered organized units pursuant to Oregon revised statute 294 456, section three, which states the appropriations required. Dot, dot, dot must contain one amount for each organizational unit or program of each fund, and the references to them are considered placeholder organizational units. Until this council can hear ordinances creating the appropriate new city bureaus or offices and adding them to title three. In anticipation of the changes necessitated by charter reform, the organization unit placeholders are city administrator, City Council, office of city operations, office of community and economic development, office of deputy, city administrator of budget and finance. Office of deputy city administrator of public safety. Office of vibrant communities. Offices. Office of public works, that's my motion. I'll seek a second, second commissioner Mapps. Thanks Wheeler two is a motion to amend the spring bump ordinance to add an emergency clause in order to have the appropriations in exhibit 1 to 5 of this ordinance, as amended, be enacted upon by the unanimous passage of this ordinance, the appropriations and personnel into these placeholders is solely intended for budgetary and fiscal management, and do not constitute creation of a new city bureau until council takes further actions to authorize, the council has given policy direction. There may need to be additional city bureaus, offices or subordinate units creating to carry out government

functions. Do I have a second? Second? Very good and you might want to take testimony on the amendments or see if there is any. I kind of doubt it.

Speaker: Is there any, testimony on on these amendments? Okay, we have no one signed up, any go ahead, mr. Mayor.

Speaker: No, I was going to say. And then just run of show. We'll vote on the amendments and then move on, before we vote, I want to create some space to see if there's any discussion amongst my colleagues on this one. I just have a clarification.

Speaker: Yeah.

Speaker: Go budget teams. So we're creating the buckets. Is there, in the spring bump. Are there any specific appropriations to those bucket buckets? I'm just trying to clarify the nexus here.

Speaker: Do you want to cover that, yeah, there likely are, and that will that will show up in the appropriation schedule. So, for example, I believe the csd, the fund center that was containing csd, that was in the office of management and finance, I believe, got moved for the office of public safety. The office of the dca, public safety, so again, these are mostly net neutral normal transactions that would happen anyway. They're just instead of rolling up, for example, that one, instead of rolling up to the office of management and finance rolls up to the office of the public safety, dca, there are probably multiple, decision packages, both technical, maybe some program carryovers. As far as new allocation of resources like compensation set aside or things like that, there are probably a couple, I would have to look through. But yeah, everything, all of the organizational units that the mayor just mentioned in his amendments can be cross-referenced with the appropriation schedule that's filed, and those represent the org units that are in there.

Speaker: So just using the example that you just gave the office of deputy city administrator for public safety, I'm just trying to understand for this fiscal year what dollars are going to be flowing through that, that, you know, wouldn't have necessarily is there is there elements there that are going through the dcas that weren't part of the last budget, or is it just reallocation action?

Speaker: I would characterize it as moving funds to a service area where the dollars need to be to continue the services, and most all, I'm pretty sure in all of this, we're just moving appropriations that have been previously approved into the correct organizational structure. Okay okay.

Speaker: I think I'm good on questions, thank you very much. If I were to provide, some feedback here, maybe a little bit more notice and briefing about, about these changes. I recognize we're in the middle of budget season, things are kind of chaotic, and we're doing the best we can, but it's we're catching up in real time, as you can probably tell.

Speaker: There'll be more of these coming forward, and we'll be sure to come and brief you, before the council session.

Speaker: I appreciate I appreciate that, with that, I believe this is the moment where we should vote on the amendments. Is that correct? Great. Correct.

Speaker: And then we'll vote on the spring bump as amended.

Speaker: Great. Keelan please call the roll, Wheeler one. Ryan I Gonzalez, i, I Rubio, I Wheeler, I Wheeler two. Ryan I Gonzalez I Rubio I Wheeler i. And then on the emergency on the ordinance as amended. Yep Ryan I Gonzalez I ops I Rubio I Wheeler I want to thank everybody who worked hard on this.

Speaker: As you know, the spring bump is always a challenge because it comes smack dab in the busiest part of the annual budget process. And it has, the added component of being highly technical in nature. It's a true up to make sure that we

get through the remainder of the fiscal year. Thus, there is a lot of machinations like this. It happens every single year, and, at any rate, this is my last spring bump, so, enjoy it going forward. I want to thank the budget staff. I want to thank, Sarah and Haley on my team for, grinding through the technical aspects of this as well as working with the budget office. Thanks to everybody on the budget office. I know there's a lot of late nights, last minutes, unanticipated issues, changes that need to be made, frankly, responsiveness to the ideas and thoughts brought by council as well. So, thank you for doing the thankless, I vote, item 3315 passes.

Speaker: Great. Thank you so much, council members.

Speaker: Thank you, next up we have item 316, which is the second reading of a nonemergency ordinance, Keelan, could you please read the title declare property located near the intersection of southeast Morrison Street and southeast 51st Avenue as surplus property, and authorize the Bureau of Transportation to dispose of the property for fair market value. Colleagues. Any further discussion on this item? Hearing none. Keelan. Please call the roll. Ryan

Speaker: I yea. Rubio I Taylor. I item 316 passes, let's go to item 317.

Speaker: Declare property west of North Marine Drive as surplus property and authorize the Bureau of Transportation to dispose of the property for fair market value, colleagues, this is a second reading, do we have any further discussion on this item? Hearing none. Keelan, please call the roll.

Speaker: Ryan. Hi. Gonzalez I Taylor. I, item 317 passes, next up we have item 318. Please call read the title amend hearings.

Speaker: Office code to transfer the hearings. Office from Office of Management and Finance to Auditor's Office, this is a second reading of a nonemergency item. Any further discussion? Colleagues hearing? None please call the roll. Ryan.

Speaker: Yeah. Madam auditor, thank you for your presentation last week. I understand this is a return of the hearings office to the auditor's office. Thanks to your office and linly reese and our attorney's office for the dialog surrounding the inclusion of the word timely. I was concerned that the terms might be vague, ambiguous, but I now understand that a deadline is set in each case and that anything received before that stated deadline will be considered timely. I appreciate, you all getting back to us. I vote I gonzales, i, I want to thank auditor rede for her leadership and willingness to move this back to the auditor's office.

Speaker: I vote yea Wheeler, I also want to thank auditor rede.

Speaker: Thank you for doing this, this will make a huge improvement. We realized that there, were some stipulations that the auditor made very clear last week. I want you to know, madam auditor, I heard those stipulations. We'll, we'll live up to our part of the bargain. Thank you. I vote yea.

Speaker: Item 318 passes, colleagues, I believe that, wraps us up for this morning. Is that correct? Keelan that's correct, we are adjourned. Thank you so much. Sounds good.

Speaker: Thanks, everybody.

Portland City Council Meeting Closed Caption File

April 17, 2024 – 2:00 p.m.

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Speaker: Good afternoon, everybody. This is the Wednesday, April 17th, 2024. Afternoon session of the Portland City Council. Keelan. Is that you? In the clerk's position today?

Speaker: It's rebecca.

Speaker: Rebecca. Good afternoon. Rebecca, please call the roll.

Speaker: BRyan, it's alice here. Mapps, here. Rubio here. Wheeler here.

Speaker: And now we'll hear from legal counsel and the rules of order and decorum. Good afternoon.

Speaker: Good afternoon. Welcome to the Portland City Council to testify before council in person or virtually. You must sign up in advance on the council agenda at [Portland.gov/council](https://portland.gov/council) agenda information on engaging with City Council can be found on the council clerk's web page. The presiding officer preserves order and decorum during City Council meetings. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated, a timer will indicate when your time is done. Disruptive conduct such as shouting, refusing to conclude your testimony when your time is up, or interrupting others testimony or council deliberations will not be allowed. If you cause a disruption, a warning will be given. Further disruption will result in ejection from the meeting. Anyone who fails to leave once ejected is subject to arrest for

trespass. Additionally, council may take a short recess and reconvene virtually. Your testimony today should address the matter being considered. When testifying, state your name for the record. Your address is not necessary. Disclose if you are a lobbyist. If you are representing an organization, please identify it. For testifiers joining virtually, please unmute yourself once the council clerk calls your name. Thank you.

Speaker: All right. Thanks. Up. First up, 319 a resolution except 2023 deadly traffic crash report and the vision zero action plan update 2023 through 2025.

Speaker: And direct cross bureau collaboration to deliver a safer system.

Speaker: Colleagues, our next item accepts the 2023 deadly traffic crash report. The vision zero action plan update for 2023 through 2025, and it directs cross bureau collaboration to deliver safer systems. Vision zero presents our cities unwavering commitment to ensure that everyone in our city can travel safely, guaranteeing that our loved ones return home each day. That's the goal. This initiative stands firmly on the principle that the loss of life in daily commutes is entirely unacceptable, despite the challenges that lie ahead, our dedication to achieving vision zero remains unwavering. I've witnessed the transformative power of decisive actions leading to safer outcomes on our street. The impactful advocacy over many years, spanning from community members to safety advocates. And yes, elected officials, culminated in the jurisdictional transfer of 82nd avenue, one of our city's most hazardous routes. This significant change has enabled pbob to implement crucial safety enhancements that will undoubtedly save lives. While the progress on 82nd avenue is commendable, traffic safety extends beyond transportation concerns alone. Relying solely on pbob, in my opinion, will not suffice to eliminate traffic related deaths and serious injuries. Our city faces interconnected crises addiction, behavioral health, housing, amongst others. All

exacerbated by the pandemic and contributing to the uptick in traffic fatalities here, as well as across the country. In early 2022, I issued an emergency declaration to tackle the danger posed by campsites situated within high crash corridors in Portland. This emergency order, which is still in effect, serves three purposes. It prohibits camping along high speed corridors to enhance safety. It directs the impact reduction team, or irp, to prioritize posting and removing camps in these critical areas, and it ensures that these sites remain clear of camps. Last month, irp cleared 110 camps located at or near intersections identified as part of a high crash network. I'd like to take a moment to thank the state legislature for greatly increasing funding to clean odot right of ways. Many dangerous, many along high, dangerous high crash corridors. This funding, which this City Council lobbied hard for, has allowed irp to expand their contracting capacity in critical areas, leading to increased people power on the ground. It is essential to foster collaboration across various city bureaus to address these multifaceted societal issues that affect street safety. Every day, strategic investments in housing and social services, and traffic enforcement and emergency response, and in smart land use policies are vital to advancing our traffic safety goals. Achieving vision zero necessitates a collective effort from multiple bureaus. I'm proud to co-sponsor this resolution with commissioner Mapps and appreciate his leadership and the leadership from all bureaus involved. Today in pushing this initiative forward, commissioner Mapps was put into tough leadership role when I assigned him pbot. I knew that some of these challenges will exist, would exist, and I want to thank commissioner maps and his team, as well as pbot leadership for leaning into these challenges and working with the community to help resolve them. Together with unified efforts and sustained commitment, we will continue to make strides towards a safer Portland. I'll now turn this over to commissioner Mapps. Commissioner.

Speaker: Thank you, mr. Mayor, colleagues, the item before us today comes from pbot and the mayor's office. We are here this afternoon to accept the 2023 deadly traffic crash report and the vision zero action plan update for 2023 2025. I want to start off by thanking the mayor for co-sponsoring this resolution. The mayor's partnership here reflects the fact that ensuring road safety requires collaboration, action and cooperation among many city bureaus. Our partners at the county, nonprofits and the public. The presentation we will hear today reflects this truth. Today we will hear from pbot, the police bureau, the fire bureau folks from planning and sustainability, our partners from Multnomah County, our partners in the community like our division midway alliance and Oregon walks, colleagues, before we get into today's presentation, I want to share, an experience I had walking into this meeting today just outside this room, a reporter buttonholed me and asked, commissioner, is vision zero working? Well here's the answer to that question. Where we have invested, we have had success. For example, the safety speed cameras on Portland streets have achieved a 94% reduction in the people speeding more than ten miles an hour over the speed limit. And by the end of this year, we will have more than doubled the number of cameras on Portland streets compared to just last year, that action is one of just or more than 30 actions that, pbot. And frankly, the rest of this council are moving forward with, you'll see those actions in our vision zero action plan update, which we will learn about, today, shortly, I want you to know that I'm committed to taking a safety system approach to traffic safety. This approach focuses on, amongst other things, reducing speeds, designing our roads that they reduce, the severity of crashes when crashes do occur, and building a culture of shared responsibility for the safety of ourselves and others. Now here today to tell us more about this work, we have pbot director millicent williams, who is joined by dana dickman, pbot, safety section manager, I

want to thank director williams for joining us today, dana, to and I will turn the floor over to you two.

Speaker: Good afternoon.

Speaker: Good afternoon.

Speaker: Thank you, mayor Wheeler, thank you, commissioner Mapps. And, thank you to all of the commissioners who are here assembled. I'd like to especially thank, commissioner Gonzalez for the challenge of, beating him here today, as he was a pedestrian and I was a motorist, the only reason that I didn't win is because I had to find a parking space. And thank goodness all of them were filled. And I hope that people are paying for the parking that they're using. So so, quick departure, but, just wanted to acknowledge that, it's a pleasure to be here today. For the record, I am millicent williams. I am the director of the Portland bureau of transportation. Mayor Wheeler, I am deeply appreciative that you have co-sponsored this resolution. That partnership illustrates the breadth of work we need to make progress on vision zero, upholding our commitment to eliminating traffic deaths and serious injuries is one of my top priorities. As the entity responsible for the management and monitoring of and maintenance of Portland streets, pbot has the leading role and responsibility to design, build and maintain streets that support safe travel citywide. Making safe streets is a cornerstone of the city's commitment to vision zero. Safe streets are also crucial for the city to reduce carbon emissions, to deliver on our commitment to racial equity, and to fulfill our responsibility to create a livable city for everyone. Portland's high crash corridors, the 30 streets with the highest number of deadly and serious injury crashes cut across our city and through our neighborhoods as we all interact with these streets, a vision zero approach means that we will continue to transform streets that were built to move vehicles quickly into streets that move people safely. Where we have invested in

safety, as the commissioner has mentioned, we have seen success. On average, we have achieved a 72% reduction in top end speeding, defined as traveling more than ten miles an hour over the speed limit on streets where we have converted travel lanes to center turn lanes with pedestrian islands, bike lanes and bus lanes. Pbot has delivered dozens of these types of road redesign projects that have improved safety for everyone, no matter how they choose to travel. Here are the types of projects that pbot will continue to lead. Our upcoming projects will transform 82nd avenue, 122nd avenue northeast, halsey street southwest fourth avenue, downtown and southeast stark, Washington. Couplet in east Portland, we know that a major capital project can make a big difference, but we also know that they require significant funding and they can take years to design and build. As you will hear about in this presentation, there are smaller and quicker investments that can also make a difference. For instance, we can change traffic signals at intersections and clear corners to add visibility on the high crash network. These are proven crash reduction strategies that do not require the same scale of investment as transformative capital projects, yet they still require investments. If our fiscal year 2425 budget is approved as submitted, we will be able to make more of these small scale, high value investments. Delivering vision zero solutions requires intricately woven systems and processes. The delivery of a safer street or functioning speed safety camera relies not only on construction, but also critically on back end services, including procurement, contracting and financial services. We also know that pbot cannot do this work alone. Street design is critical, but it is not the only solution. There are complex reasons behind the rise of traffic fatalities and tackling the issue requires a whole city and truly a whole community approach. For that reason, I'm pleased that my colleagues from other partner bureaus and agencies are here today to support our city's commitment to vision zero. First, pbot is

grateful for the attention to this issue today. Up next, we'll hear from one of our pbob experts, someone who deals with these deadly and serious injury crashes on a daily basis. Dana dickman, our safety section manager, will share more about the report, the action plan and resolution that are here before you today. Dana thank you so much, director williams.

Speaker: Thank you, mayor. Thank you, commissioner, for being here with us today. And being willing to dig into this very somber work, next slide, please, you already have gone over what the resolution is today. I will give a high level summary of what's in the traffic crash report. You have the documents in front of you. You can ask questions or follow up later. We'll summarize and then we'll talk more about the continued collaboration that we want to see. Next slide please. I'm going to just start the presentation by really addressing the elephant in the room. And commissioner Mapps you brought this up, we are often asked what is vision zero working as we see the number rise. That is the question, is it working? And my clear and pointed answer is yes, it is working. When we have been able to make changes on our streets, if you go out and you see a street that hasn't changed at all in ten years, we're not going to expect to see different safety outcomes than we've had over the last few decades. So recognizing again, where we invest, we see those changes to safety outcomes. I'm just going to share a couple of examples of where we've been able to do that. On southeast hawthorne, we had a maintenance project planned, and we were able to go in and really look at what are the safety changes we can make here on this street. We reconfigured the roadway from a four lane cross section to a three lane. We added ten pedestrian islands, we added lighting, and we're seeing significant safety improvements. We're also seeing faster busses. And as someone who actually lives in southeast Portland, I've talked to business owners, I've talked to my neighbors, and I hear people say how much

better it is just to cross the street and how much more comfortable they are navigating around what is a very vibrant business district. Southeast beaverton, hillsdale highway. That's a bit of an older project. We have multiple years of data, so we can actually see the crash reductions. We put in a speed camera, we put in a protected bikeway pedestrian way in a section. We reconfigured the lanes, and we're seeing a 70% crash reduction in that section of beaverton-hillsdale highway. So again, these are kind of small segments of these of the whole high crash network. But where we've been able to invest and where we've been able to change the street design, we are seeing vision zero work and vision zero as a program and as a commitment that the city made in 2015 has allowed us to move forward with these projects. I'll just add one more thing from this slide. Outer division is a relatively new safety project. We only have about a year of data, so we don't have a full evaluation of it yet. But we do have a survey that we went out and talked to community members over the last year about how they were feeling since the project was completed, and 60% of respondents say that the project has had a positive or very positive impact on safety and that that's very meaningful to us. Like, not only are we seeing some changes as we just go out and observe, but community is saying like, yes, this project had a positive impact. I know you all have heard a lot about that project, so we wanted to share this point with you that people are feeling that it is moving in the right direction. Next slide please. Now I'm just going to jump into what's in the fatal crash report. Again, this is a report that we do every year, at the end of the year to document that really what happened in the previous year with our fatal crashes in 2023, we had 69 people die on our streets and fatal crashes. That was 64 crashes. So we had a couple of crashes with multiple fatalities. This is the highest number in three decades. We can see that things are going in the wrong direction. Next slide please. We're not alone in this

situation. We talked to peer cities all over the country that are also seeing this spike in crashes since 2020. The slide that you are looking at has 30 year trend lines for Portland, for the state of Oregon and for the us. You can see at the end of that line in 2020, those all those lines are rising. Things have changed. We all know that we're living in a sort of fundamentally changed city that's bearing out in the crash data as well. Next slide please. So now I'm just going to go over kind of like who and where. And what's contributing to crashes in 2023. I'll just say that we say preliminary 2023 data because this is just the fatal crash data. And we get the final data from odot about 18 months to 24 months after the year is closed. So these are the numbers that we have worked on with our police partners last year. People in vehicles represented the greatest number of people killed in traffic crashes. That's 32 of the 69 crashes. The number of pedestrians actually went down slightly. From 2022. We had 24 pedestrians that were killed as compared to 28 in 2022. We continue to see a disproportionate number of people killed on motorcycles, and we had two bicyclists that were killed last year in traffic crashes. A couple of points that I want to bring up as concerning trends. We have been fortunate in Portland to not see many people 18 and younger being killed in traffic crashes over the last ten years. However, last year we had seven youth, 18 and under killed in traffic crashes. They were all either driving or passengers in motor vehicles. Again, one year does not make a trend, but that is a deeply concerning data point from the last year for since 2020, we have tracked the housing status of folks killed in traffic crashes. Last year, 13 people were unhoused at the time of their death, 12 of those were pedestrians. One person was bicycling. So that's 50% of our pedestrian crashes were unhoused at the time of their death. Next slide please. So where are these crashes happening, as you heard millicent say, we have a high crash network that was developed as part of our original vision zero work. It's 30 corridors last year,

74% of our traffic deaths happened on the high crash network. And it's only 8% of our streets. The graphic that you're viewing shows those, those networks. But what you'll probably know when you when you look at our city, it's really the wide parts of those streets and those corridors, the four or more lanes where we're seeing the crashes. So it extends across the whole city, but it's really outer division or outer stark, where we're seeing those crashes. You'll notice the data points on the slide. Over 50% of our crashes were on those places where we have four or more travel lanes. That's only 4% of our streets. 80% of the traffic deaths were on streets with speeds posted at 30mph or higher. If you look at the graphic, you can see the small circles that show our highest crash intersections in the city. You'll notice that they are predominantly in the east part of our city. People in east Portland are dying at one and a half times the rate compared to the rest of Portland. Next slide please.

So what are some of the trends that are contributing to those crash patterns, again, at least 40 people last year we know speeding was involved. We have an additional 20 crashes that we just don't have the full investigation yet. And we're still looking at it. But at least 40 of those crashes, speed or speeding was part of the crash. At least 19 of the traffic deaths involved an impaired driver. Again, we'll have to wait for a full data, to understand if that number rises, but we suspect it will. 77% of our traffic deaths occurred in dark conditions. These are not new trends. These are things that we've been working on. We know that speed, impairment and dark conditions are contributing to traffic crashes in Portland and have been. Next slide please.

So what's different? Why are we seeing 20 more crashes in 2023 than we saw in 2019? Some of those trends are continuing. But one of the things we're seeing since 2020, as we've seen this spike in the last three years, is excessive speed in a majority of crashes. And when I say excessive speed, what I'm talking about is highway speeds on local streets. We're talking about 30 miles, 40 miles an

hour over the speed limit. We have a number of increase in people driving off the roadway and hitting fixed objects. So again, speed is a contributor to whether or not that happens, whether or not there's a roadway departure. And the severity of the crash. If you do leave the roadway, we have seen an increase in other crimes or incidences preceding fatal crashes. So gun violence or other crimes being connected to our fatal crashes, an increase in street racing events and individuals racing. See a number of crashes where it's not just during an event which we have had fatalities during those, but also just two vehicles racing each other. And it's led to a fatal crash, erratic and unpredictable behavior for all road users. This is that that change in the city that we're all feeling people out in the right of way, out in our streets. They're angry, they're impaired. They're experiencing mental health crises. All of these things are contributing to fatal crashes. And we see an increased exposure of houseless community members. If you're out on the street 24 hour a day, the increased risk of being of having an incident with traffic violence, it's just it would be true for any of us if we were out on the street 24 hours a day. We're also seeing pedestrians moving and crossing and traveling along freeways. So controlled access roadways that then there ends up a crash. So those are different trends. Those are not things that we were seeing regularly. We might see 1 or 2 of those types of crashes. Previous to 2020. But now we're seeing that all of these things are happening and we're seeing multiples in a year. Next slide please. I'm just going to jump in a little bit to the vision zero action plan. When we review for an update to the action plan what you're seeing is again an update to our 2017 adopted plan. We've adopted approximately two or accepted approximately two since our original adoption. This update to the plan really sustains our commitment that no person should die or be incapacitated from simply going about their day in Portland, when we updated this plan, we not only do the review like we you just went over with a

2023. We look at five years of data and ten years of data, but our focus was on the data from 2017 to 2021. And we look at the trends, the types of crashes that are happening, where they're happening and develop specific actions that pbot is going to work on to address those types of crashes. Within the action plan, we have 35 specific things that we're working on over the next two years. It's not everything that we're working on in safety, but it's the specific work to address the crashes and traffic fatalities. We use a safe systems approach, which really recognizes, that in street design we have to include or recognize human fallibility and the physics of all the different users out in the right, in the right of way. So that is also including, again, the whole approach of thinking about behavior change, safe people, safe streets, safe speeds, and also post crash response. Next slide please. As we look at that data and everything that you've heard, we do have some priorities within the vision zero action plan. We focus on designing safe streets to protect human lives. That can be some of the corridor redesigns that director williams mentioned. It can also be something as simple as, clearing a corner or it has a range of things that we're doing to protect people as we're designing streets, because pedestrians are disproportionately represented for the last ten years, really, in our crash data, we have specific initiatives to focus on protecting pedestrians in the right of way. Again, that can be a median refuge island. It can be a pedestrian head start at an intersection. It can also be education and outreach. We have a specific focus on reducing speeds citywide and this is a strategic plan that that touches many different areas of our work. That's the speed cameras that the commissioner mentioned. It's reducing posted speed limits. It's working with our partners at police on enforcing for speed. It's all different elements. But the focus of it is on reducing speeds overall in the city. Again, really recognizing the physics of the situation that if we are in an urban area, we have people walking, biking, turning,

walking or being in a wheelchair, anything moving on our streets that if you have a vehicle that's moving more than 30mph and there is an incident, it's not going to end well. So we need to reduce speeds systemically. The last piece is really about safe people. It's about the users of the roadway. It's about us all taking responsibility and really creating that culture of shared responsibility. So that's focused education. Again partnering on enforcement and lots of other partnerships and prevention strategies that we focus on within the action plan. Next slide please. The next two slides are just showing a little bit more about the initiatives. The data really tells us where to go in the action plan. We know that the high crash network is a place that we need to invest again in 2023, 74% of our crashes were on the high crash network. Since 2017, we've spent about 193 million on the high crash network, which sounds like a massive number. It is a massive number. It represents a ton of work. But just for the perspective, like you are very aware of how much we're spending on 82nd, and we're going to see a huge improvement in safety. But 185 million still isn't enough to fully transform the street. So I say that just for perspective and the level of investment that we need to see transformation and really get us to zero, this list projects that we've recently completed on the high crash network areas that are under construction, 82nd is one of them, and we have many more projects that are slated to start construction in 2024, and multiple other corridors that are in project development or in design right now. Next slide please. In addition to those big corridor projects, as Millicent mentioned, we have the opportunity to improve safety with focused systemic changes. So smaller initiatives, things that are focused on the types of crashes that we are having or high risk areas in the city. Clearing corners is one of the things that we can do. Adding protected left turns at intersections or pedestrian head starts looking at specific speed limit reductions or traffic calming. These are all areas of like tactical investment that are

typically programmatic and not part of our capital budget and require that continued investment. Next slide please. So how are we going to achieve a safe system. How are we going to achieve zero? I believe that eliminating traffic fatalities is possible. We've seen it around the globe. We know that where there's investment this is possible. So when we look at pbot responsibility, we know that we need to transform our streets. If you're looking at this graphic, it's essentially a graphic representation of the elements that we need to deliver on as a city in order to eliminate traffic fatalities, that orange segment that's like that's pbot's bread and butter, that's street design change, that's speed limit reduction. That's where we have the responsibility to do this work and where we have the most ability to make an impact. Freedom to get around without driving. That's partnership on land use, transit development, business engagement, pbot has a role to play, but it's not our lead necessarily. And then as we move into the black and blue segments, in order to achieve zero fatalities, we really need to look at mental health services. We need to have access to housing. We need to have substance abuse, services. And those are not places where pbot has a strong role. We can definitely collaborate. We can be a partner, but these are areas in community where we need to come together in order to achieve this goal of zero. Next slide please. So again this kind of comes to the reason for the resolution. We wanted to make sure that you all had the time to dig into the fatal crash report and the vision zero action plan, but really, it's about bringing us together to recognize that the city has changed, that the types of crashes that we're seeing have changed, and that it is going to need a multidisciplinary, multi bureau approach to increase safety on our streets. The slide you have in front of you just has some examples of ways that we're already collaborating. Things like doing a review of traffic safety or access to new shelter locations, or working with Portland fire and rescue on speed reductions in a way

that doesn't impede emergency vehicles. Those are places where we're already collaborating, but there's many more that we need to engage on. And that's what, this is what the resolution is about. And that's what director williams is taking on next. I'll turn it back over to you to introduce our partners.

Speaker: Thank you so much, dana, as you can see, meeting our safety outcomes and truly getting to zero is going to require more than the elements in pbot portfolio. We are not abdicating our responsibility, but we know that we have an outsized responsibility in this area. We need deep partnerships and culture change across disciplines, and we need to bring all partners necessary. I'd like to thank my colleagues with their presence today. It shows that you are leaning into this to be a partner in solving this problem. I'm pleased that we are joined today by some of our partners, and I'd like to ask that deputy chief from, from the Portland police bureau, come forward to share, invited testimony and additional, testimony will be coming from chief gillespie, director oliveira, Multnomah County director of community services, margie bradway, a representative from division midway alliance. Lisa shrish. Excuse me. Shrestha I'm sorry for butchering your name. And then from Oregon walks zachary laurenson, deputy chief. Sure.

Speaker: Sure. He's working. I think mine's on now. There you go, mayor and commissioners, thank you for letting me be here today, but first, I'd like to thank director, williams for her leadership and partnership with the Portland police bureau. Over the last. I don't know, it's been a while, but I do appreciate you greatly. So you know, we're committed to be a partner with pbot on this. We've been a long time vision zero partner. The work of our traffic division is grounded in traffic safety. Our traffic division is not what it used to be. I think we all know that, we are taking steps to try to improve that, the traffic division recently came up with a couple of ways that we can help improve that. We have a rotation policy that's

been put in place where officers from our precincts are able to go spend some time back at the traffic division, then get back up to speed on how to process intoxicated drivers, get to be more comfortable in doing crash investigation work that will help us develop a culture where traffic is prioritized. And in addition to that, we also have the ability to have our trainees. And we have a lot of trainees in the pipeline, rotate through the traffic division to get exposed to that. That was something we used to do 25 years ago when I got hired. I'm glad that we're doing it again, we have focused our traffic enforcement resources to maximize safety benefits and reduce preventable traffic deaths. We focus enforcement on our highest crash corridors. Those are the greatest safety needs, and that account for more than half of our deadly crashes. We ensure that enforcement along these high crash networks are spread across the city to ensure all areas get the benefit of safer streets, without carrying the burden of over enforcement. We focus our enforcement on the most dangerous behaviors like speeding, impaired driving, and red light running to emphasize for community members how dangerous these behaviors are. We want people traveling in Portland to understand the impacts of their choices, and not just on themselves, but on others, and make safe choices today and into the future. We will continue to collaborate with pbot and our other partner bureaus to educate community members and work to prevent deadly and serious injury crashes in Portland, that's my official comments, but I'd like to just take a moment and go off script a little bit here. And just a personal story, I live on a high crash location within the city of Portland, over the last year, pbot worked with our neighborhood association to do some really simple, modifications to a problematic intersection that every so often, I had a vehicle flipped over in the sidewalk in front of my house, since those have gone in, nothing all right. Speed on the street is still a little high. That's my problem. I need to order the traffic guys to come out to do some more

work on that, but the cross, they were able to identify the fact that it was just a bad crossing location. And so we prevent north south travel along one of the streets at that intersection. This is the type of work that pbot does all the time. This is the type of work that I know that they get immediate resistance from neighbors, because nobody wants to change the way they drive, but it saves lives. And so I just encourage everyone to work with pbot give it a chance. You're going to see results. Thanks. Thanks, chief. Thanks, chief.

Speaker: Good afternoon, mayor Wheeler. City commissioners, my name is Ryan gillespie, fire chief for Portland fire and rescue. I'd like to thank director williams and our pbot leadership team for inviting me today as a representative of Portland fire and rescue, to say a few words. We have a strong partnership with pbot, and we share the same goal of saving lives in the city of Portland. Our emergency responders witness and experience firsthand the impacts of serious crashes. We understand the horrific outcomes that high speeds can have on the severity of a crash. The consequences of drug and alcohol, and the disproportionate impact to communities within Portland. There's often times a philosophical conflict between reducing speeds through street design and maintaining open streets to support fast response times. As you are all aware, time is of the essence in our line of work where every second counts and delays in response time can lead to poor outcomes for those who have experienced a significant emergency. However I want to stress again pbot and Portland fire and rescue share the same goal. We strive to provide safety for all Portlanders at Portland fire and rescue. We are committed to continuing to work closely with our pbot partners. We will work together to ensure that street designs contribute to safe outcomes for our community, and also meet the needs of first responders, allowing rapid access to emergencies when they

occur. Thank you for the opportunity to speak today and thank you for the time.
Thanks, chief.

Speaker: Chief, good afternoon, mayor. Commissioners danielle olvera, director of the bureau of planning and sustainability. For the record, first, I want to start by, appreciating director williams and her team for their leadership on this important topic, as you all know, our cities livability, safety, equity and climate commitments are all inextricably connected to reach our climate targets, we must tackle the 40% of climate emissions that come from the transportation sector. And to do so, we must see a shift to carbon lighter, carbon free travel modes. And inherent in that shift is that people must feel those options are safe and accessible. As mentioned in the staff presentation, we need continued integration of transportation and land use planning to build communities that allow more people to live closer to jobs, goods and services. So we designed our city with the idea that our neighborhood should be walkable, vibrant, and amenity rich. And by investing in implementing in 20 minute neighborhoods and transit oriented development, we are inherently supporting the urban form needed to save lives on Portland streets, a 2017 study found that vehicle miles traveled and vehicles per capita are the strongest indicators of traffic death rates in cities. The study punctuates that less driving is not only good for personal health and climate, but is critical to eliminate preventable traffic deaths. At its core, vision zero is about people. Our success is around redesigning safe streets to protect our people as co-benefits with our climate goals, we make low carbon travel options safe, accessible and convenient for all Portlanders. We are creating an abundance of modal choice and making low carbon travel options the more attractive option to take in the first place. And in that bts is committed partner to this vision. I'd like to. Deputy chief, I'd like to share a moment that happened to me today. I have a ten six year old. They are avid bike

riders and today was bike to school day, bike bus day and the school we attend. And there's a noticeable difference when my kids are traveling on roads that have protected bike lanes and safe spaces for them to bike, they're more confident. They're thriving in that space. And when we take their bikes out on the weekends and spaces that may be not so safe, I can see the difference in their behavior and their demeanor, and rightfully so. It can be scary. As a six year old on a little bike with fast moving traffic. But seeing the improvements that are on my neighborhood that pbob has made in the last five years, it's made a notable difference in our community and how they show up on bikes and in our parks. So I want to thank pbob for their leadership in that and just point to a as a user of our city streets, that it's a welcome addition to our livable communities. And with that, I just want to further commit to working with pbob, their leadership on improving our streets, making them safer and also abundantly rich and modal options. Thank you.

Speaker: Thank you, director.

Speaker: Hi, mayor Wheeler, commissioners, thank you for having a councilors.

Speaker: Excuse me. Thank you for having me here today. I'm margi broadway. I am the director of community services at Multnomah County, thank you, pbob. Thank you, city, for having the county here today. We are a strong partner in this effort. Traffic safety is an issue that is near and dear to my heart, also, the chair chair, vega peterson, has been working on traffic safety issues for many years in her career here, and the county really, is disheartened by the way the numbers are going. We partner with the city to track those numbers, and we see a real intersection between safety and equity in east Multnomah County, so we know traffic deaths are preventable. Our colleagues, my colleagues in the Multnomah County health department did a study, just last year. You may have seen the report, and they found that ten, two out of five crashes are due to excessive speed. So we

know we have to focus on speed, as the pbot staff said, that speed can be reduced by system changes, infrastructure changes on your streets, the county is more than willing to partner with the city on those arterials and high crash corridors that go between the city and the county roads and the cities of east Multnomah County. We also know that lowering the speed helps. And with that, we are supportive of all the measures the city takes to lower speeds on our roads. But we know system changes take time. I know that I oversee, you know, our transportation department. So we are also in support of automated enforcement. And that effort. And that's something that we know works as the pbot staff said, Multnomah County, we play a role in facilitating discussions with the cities out in east Portland. We convened a muktuk, which is the east Multnomah County transportation committee that includes fairview, gresham, wood village, troutdale, but it also includes the city of Portland. And we are working on an action plan for east Multnomah County, identifying roadways that cross all jurisdictions where we can make investments at the where the highest crashes are located. So we appreciate your collaboration on that. We appreciate your work in east county, and we are willing partners moving forward. Thank you very much. Thank you.

Speaker: And I believe next we have some of our community partners from the division midway alliance and Oregon walks. Please come on up.

Speaker: Water for us even. Yeah thank you.

Speaker: Take it away, alicia. Okay

Speaker: Good afternoon, mayor Wheeler and councilors, for the record, I am alicia shrestha, executive director of division midway alliance. I'm glad to be here today to speak about division midway alliance, partnership with pbot in implementing vision zero programs. Division midway alliance serves community and businesses that live and work in one of the city's high crash corridor areas with

a mission to create socially and economically resilient, safer and healthier east Portland community. We have been implementing community driven programs and culturally specific services for our community and transportation equity program is one of the six major programs within our organization. Through this program, we provide culturally specific engagement on transportation, safety, education, and organized transportation resource event. Out of the several transportation engagement that we do, through our partnership with pbot, metro, odot, and pbot, I would like to focus on the recent pivot beyond traffic safety focus group we conducted with pbot in may 2023. We engaged and facilitate focus groups with 40 community members from six different community groups to learn about the safety issues they are facing while in public places, walking and accessing transit. This engagement is foundation for co-creating a report beyond traffic safety building community belonging and safety in public spaces. The key highlight of this report is personal safety toolkit, a guide on community based solutions which shares some practical steps that can make people feel safer in public spaces. We will be releasing this report in may 2024, and we are working with vision zero team, including clay and her amazing team. We look forward to collaborating with pbot to incorporate the tools community members identified into vision zero priority projects like 122nd avenue as we aim to build a safe transportation system, especially with communities in east Portland, we need creative partnerships like this one that integrate personal safety elements into safe street projects and neighborhood events. Our 2023 community visioning report echoes the voices from diverse community members about the need of critical investment in east Portland communities, and we heard about this. You know, the need of investment earlier from commissioner Mapps and who spoke earlier. So investment is very critical in east Portland communities. So access to safer public spaces and transit, improved

sidewalks is one of the five major priorities. Identify side by community at the community visioning session. Therefore, dma is looking forward to work with pbot in implementing the recommendations and make east Portland street safer for pedestrians and drivers and for everyone. Thank you. Thank you zach.

Speaker: You're up.

Speaker: Thank you, thank you to the mayor and councilors. My name is zachary lauritsen. I'm at Oregon walks for a pedestrian advocacy organization. Vision zero is near and dear to our heart. We were one of the organizations that were fighting for this about a decade ago. So thank you for inviting me here. I want to start by echoing something that mayor Wheeler said. To start with, we know that the problem of traffic violence is not just a transportation problem, we've heard, director williams talk about this. Director olivera talked about this. Miss dickman flagged it as well. That we cannot solve the problem just through. And we can't solve congestion just through transportation solutions. We need to rethink and intentionally zone and invest, incentivize development that gives people options so they are not forced to drive every day long distances at high speeds to get to their their needs. So I just want to flag that, mayor Wheeler also mentioned a few days ago during council, there's been a lot on your plate these last few years, right? We know this right around covid around fentanyl use around houselessness, and there's good reasons that that those have been your focus. And yet here we are today, right here we are today, our organization wants to be excited and supportive here, but I also want to be really honest, the reality about deaths and injuries on our streets is not a surprise. We've seen the numbers go up and up and up every year for many years. And if today turns out to be an inflection point and change, we will be thrilled, but as an advocate, I want to note that we've been here before. We've been at somber events. We've been at memorials. Where we say the work is

important. We say that it's critical that loss of life is terrible. And yet here we are again today. I want to share just two things. The first one is that there are loads of stakeholders, as have been noted multiple times today by the people who've come and spoken today, housing partners need to get housing units on, on online, temporary and long term so that we have fewer of our brothers and sisters living on the streets. Right, we need, fewer high speed drivers and unregistered vehicles. We need fewer red light runners like we all. We know that we need our restaurants and our bars to get on board and keep people from getting in their car after they're intoxicated, we need our emergency response folks to be able to get to spaces and work with public. As has been noted today about safe infrastructure that is also emergency resilient. The second angle I want to bring up, it's about infrastructure and it's that we continue to accept wide, high speed roads that cut through our community. The streets of the world, the 80s of the world, the one way streets of the world, the Powell's of the world. We continue to accept those in our community. And so if we're serious about fewer people dying on our streets, I would argue that we need fewer miles of super high speed, straight, wide roads cutting through our neighborhoods if we're serious about it. So I think we should give and our organization thinks we should give, and someone who I really appreciate thinks we should give more space to pedestrians and busses and to bike riders so that we give people opportunities to travel in other ways. I just want to really flag that, and I'm guessing, probably you're thinking that people do need to get around, which they do, and you probably get a ton of calls when congestion is bad. So I want to note that I recognize that, and yet the status quo is these deaths and these injuries. And I hope that we don't accept that status quo. And I hope that we make the changes. That takes bravery, that takes leadership, that takes communication as the chief noted, the first reaction from many of your constituents is going to be

frustration to change. That's real. But we all of us, we need to communicate that wide, high speed highways through our neighborhood is not good for us. It's not good for our kids. It's not good for our businesses. It's not good for our communities. And we can make a change. We have the power to make a change in our community. And I just want to note three opportunities. They're coming down the pipeline. Here we go. Number one, we could advocate on 82nd avenue that the outer lanes are given to bus rapid transit. It's the highest ridership line in the whole system. And we could say, hey, we honor you, transit riders. We're going to give you the outer lanes on 82nd. We're going to slow that down, and we're going to highlight transit number two. Sandy, that's in the future to sandy. Could be like foster could have a road diet, could slow down, could become a vibrant place, sandy is an opportunity to put bike lanes and transit lanes that really change the nature of that space. And the third one is cesar chavez. It could be restriped tomorrow. Well, it can be tomorrow, but it could happen sooner rather than later. So it's not a high speed corridor cutting through neighborhoods and instead it's a slower space for people. It's a matter of priorities. And I hope we prioritize people instead of just vehicles cutting through our neighborhoods. Thank you for your time.

Speaker: Thank you. Zachary, colleagues, I believe that completes the invited testimony that we have today. I'm sure there are questions in the room. I also believe that we might have a few members of the public who are signed up to testify.

Speaker: We have four people signed up.

Speaker: All right, if there are no objections, why don't we go to public testimony now?

Speaker: Lynn felton.

Speaker: Welcome, Lynn.

Speaker: Thank you. My name is Lynn Felton. I'm with the Parkrose RJ Opportunity Coalition. Mayor, Commissioners. I'm grateful to see in the Vision Zero Action Plan that the deadly road that is 122nd will continue to be a focal point. In December 2023 alone, five people died in crashes on 122nd in the Vision Zero 2022 report. It was the sixth deadliest road for pedestrians in the city. We know for a fact this road is deadly, yet the city of Portland has taken actions that increase the deadly risk for students at Parkrose High School and Middle School, who must cross 122nd to get to school. The city of Portland permitted on 122nd a 250,000 square foot, 37-bay Prologis freight warehouse across from Parkrose High School's playing fields. Prologis allowed driveway extension 22-131685 that widens the driveway, allowing 18-wheel trucks to enter the freight warehouse off of northeast 122nd. This creates a traffic pattern of trucks traveling through the crosswalk. Students use at northeast Shaver and northeast Skidmore. We know from this report that heavier vehicles increase the probability of death in a crash. Why increase that risk? Next to schools? We know from this report that speed kills 16% of the 13,000 vehicles traveling through these crosswalks are traveling at a speed over 40mph, according to the latest traffic count. We know that pedestrians have already died at and near these crosswalks. Ian Stegall, 222, North East Shaver Catherine Lida, 202 Three. Northeast Skidmore deadly grim, heartbreaking statistics yet what has been done? Repeated accommodations for a multibillion dollar out of state REIT. Prologis repeated actions that make the walk roll to Parkrose High School and Middle School, the most diverse public high school in the state of Oregon. Even riskier for students, it shouldn't take a student's death in one of these crosswalks to reverse course. It shouldn't take unspeakable heartache and lawsuits to seek solutions. The time to take action is

now. Mayor commissioners make a parkrose students walk, roll to school safer, reverse the pbot exception and pull the building. Parents, thank you.

Speaker: Thank you very much. Can we go to our next, member of the public, please?

Speaker: Next is lily burnett.

Speaker: Welcome, lily.

Speaker: Thank you. Good afternoon, mayor Wheeler and commissioners, my name is lily burnett, and I live in the russell neighborhood of east Portland. I am a working parent in the parkrose school district, I'm here today to ask City Council to prioritize protecting human life by withdrawing the building permit issued for 37 bay truck distribution warehouse across the street from our middle and high school. It's on 122nd and already deadly road. I believe in vision zero, and I want to raise my children in a city that prioritizes safe routes to schools for all of our students, but approving plans to increase, truck traffic at a street that directly abuts our high school is contradictory to what vision zero is all about, and contradictory to the guiding principles of equity and accountability, out in east Portland, we often feel ignored by the city parkrose and argay neighborhoods have been characterized as industrial areas, as meant for, commercial focus, and that, ignores the over 10,000 people who live there. And we're trying to make our neighborhoods better and safer for our children. So I'm asking City Council and prologis to withdraw the building permit and reconsider allowing a freight warehouse across the street from our schools. I'm asking you to rescind the driveway extension. You approved to allow 18 Wheelers to access the site from northeast 122nd, which they couldn't do before. And I'm asking you to withdraw the noise variance you've approved to expedite prologis construction by operating concrete trucks at 430 in the morning, right next to apartment buildings during finals weeks. For our students, we've had

two pedestrian deaths in the last two years on our stretch of 122nd within blocks of our middle and high school. Increasing truck traffic means it's only a matter of time before a child is struck and killed. That could be my child, and that's not acceptable. Thank you for your time.

Speaker: Thank you, next testimony, please.

Speaker: Next up is david stein. David's joining us online.

Speaker: Oh. Hey, david. Welcome.

Speaker: Hi. Thank you.

Speaker: Yeah. Good to see everyone again, good afternoon, mayor Wheeler. And commissioners, I feel like I came to you a little early last week, when I started talking about vision zero, and I felt it was appropriate to come back. And just provide some more notes. So so, I am not representing any organization, and I just want to echo my support for vision zero and the acceptance of this plan. I'm heartened to see the, emphasis on cross bureau collaboration. And I just want to, send on a few notes. So, there was some mention about, speed cameras. And while those are good, I've seen firsthand with the ones on beaverton-hillsdale that were installed in 2016 that people are very compliant when they know that they're on camera. And then as soon as they are outside of range, you can hear every vehicle speed up or just about. And I would, take out some lawn chairs and sit with anyone who wants to, at the corner of third and ninth in beaverton. Hillsdale is, that they speed up, we also need to find a better way to leverage new development to build the types of infrastructure that don't force people into the costly, expense of having a car, when we talked about alpenrose last week, one things that was highlighted is that the infrastructure that's going to be required for that site is top tier, and it connects to nothing. And when we talk about affordability in the city of Portland, when you have to add that, average expense of a of a car of about \$10,000 onto whatever

rent or mortgage payment you're making, that adds up really fast. And so building, you know, new infrastructure that allows people the opportunity to not, have to have a car, but, maybe get a transit pass or a bicycle. Will will help keep housing more affordable and some of that's going to mean changing how we do stormwater management in places like southwest, where it's excessively, expensive to build, any kind of sidewalks or, anything beyond the shoulder, we also need to talk about, driver responsibility and training. I got my license over two decades ago. I have not had to take a single test since that point. I'm sorry. I'd take one written test when I moved to Oregon. And I will never have to take one again. We should change that. And we should make that a legislative priority for the next session. And finally, whenever we look at new modes of transportation, like e-scooters, they went through multiple pilots and reports to make sure that they were safe for their users. If we were looking at cars and trying to introduce them to our ecosystem, we wouldn't for a second think about allowing them. I mean, looking at 60 plus deaths, that the climate implications and all the other externalities, it just wouldn't be a consideration. So, I urge you to acceptance and thank you for your time, thank you so much, david. And I believe we have one more member of the public who would like to address council.

Speaker: We do have kyle johnson.

Speaker: Welcome, kyle. Come on up. Hello, councilors. My name is, kyle johnson. I'm the vice chair of bike loud pdx. Our mission is for 25% of all trips in Portland to be made by bike. And I was really happy to hear all the partners and work that's going on around vision zero. It's really important to especially people who ride bikes. I wanted to highlight one of the major players who wasn't in the room today and sort of talk about a specific opportunity that we have to, help make a street safer. And that's the Oregon department of transportation, which controls many of

our high crash corridors, I don't think that they've had anybody come today, they don't have a vision zero plan. And, right now we are working or the Portland bureau of transportation is working with odot to create a crossing at 79th and powell, this is an important neighborhood greenway connection. It sort of runs parallel to 82nd. It's really important for east Portland increasing bike ability, and right now the odot is in control of the street. And so any kind of projects that we do have to get approval from the state and the state has really different sort of priorities in terms of infrastructure and safety. And so the project that they're proposing is much substance to what would what pbot would normally install and so we'd really like this council support and help in pushing odot to sort of change their culture around safety, and especially at this intersection, we've heard so much about 82nd and the importance of this right now, this crossing sort of divides these two really important greenway networks and having a really safe, secure crossing there will be really helpful. We just sent a an email to, to your, staff commissioner, and would appreciate any kind of like, follow up around that, regarding this crossing. So thank you very much.

Speaker: Great, before you go, I can I invite, my director up. I could, I think, read her lips or almost read her lips when you mentioned odot. Yes. Did you have something you wanted to add there, hi.

Speaker: How's it going? I just wanted to mention that we did reach out to odot, we indicated to them that while we recognize they might not be able to make it today, we want to provide them the opportunity to share some insights on how they are supporting vision zero, and so I have a few comments from Ryan weinsheimer, who is their region one area manager. Just really briefly, for the record, he wanted to make sure that we did share there is significant work that we are doing together on interpol. I know that that has been the topic of a great deal of

discussion over the past many months, there's a \$30 million investment. No, 50, \$150 million investment on 82nd. Of course, as we've already discussed, and many others. So while I know that the letter that you've shared with the commissioner and with the Portland bureau of transportation specifically calls out the crossing at 79th and Powell, there is significant work that ODOT is doing. They are committed to ensuring that we're creating safety across the network that we both share, and that we are responsible for managing independently. So I just wanted to thank you, director, and thank you, Kyle.

Speaker: I sure appreciate your feedback today, colleagues, that is the end. I believe, of our formal presentation. If you have any questions or comments, this would be the time to share them. If not, we can move to a vote. It sounds like Commissioner Ryan. Oh, I apologize, Commissioner Gonzales. Your hand is up.

Speaker: Do you have some questions, Commissioner Ryan? Thank you.

Speaker: First, I guess I just think, the first one might be for PBOT as well as, Chief from, we still have him. I just first of all, I appreciate the comprehensive report, I want to focus in on the relative risk of impairment and speed. It looks like about seven and ten deadly crashes, since 2017, were due to impaired drivers. I'm just. I think I'm looking at page 23 of the report. About 69. And, and then nearly 8 in 10 injury causing crashes happen in the hands of impaired drivers. Those rates are actually higher than those involving speed. And so I guess one of my questions is, what's our current strategy with respect to impairment? From an enforcement perspective, and if you had an additional 20 police officers, how might you adjust that? Not holding you to it? I just want to think about how we flex. If we had more law enforcement resources to address the impairment question.

Speaker: Yeah. Thank you. Commissioner. I figure you want me to take this one.

Speaker: I do, and I want to make sure you mentioned the success of, saint patrick's day weekend when there was I was going to lead with that.

Speaker: I was actually going to ask about saint patty's day. So thank you all right. Yeah.

Speaker: So same page.

Speaker: Take a look back to saint patrick's day weekend, and I have, some folks here that worked it with me. If they want to come up and add anything to this, we partnered with agencies both in Multnomah County and clackamas county. I think we even had some Washington county ones in there. And during that weekend, that just additional focus in areas looking for impaired drivers. We ended up seeing no traffic fatalities in the metro area the entire weekend. Yes, sir. Yes. So if I magically I mean, the chief is not here, unfortunately, and he's going to hit me on the side of the head if I say I don't want to put you in a tough place, I just want to like if i. If I suddenly had 20 people that were all certified to go do the work that traffic does, we could recreate that on a regular basis, I'm sure there's, you know, work to be done in gun violence. There's work to be done in a lot of other areas, but that is what we can do. And we're doing it with partnerships. Right now. The other thing that I think that we need to continue to work on is building partnerships with olc. Advocating for them down in salem so that they can staff enough investigators so that they can make sure that olc establishments are being responsible in serving or not over serving, we're still always going to have some people that just, just choose to drink at home and get behind the wheel. But I think a lot of our folks are drinking somewhere before they make that choice. So that's another that's another route that we can look for. Partnerships

Speaker: And when we look at recent sort of trends, when we talk about impairment, you know, would you ballpark what percentage is alcohol and what percentage is other other drugs, for impairment, not specific percentages.

Speaker: But we can definitely say that there has been a huge rise in drug impaired driving since the legalization of different types of impairing substances. We're definitely seeing a lot more people that are not just impaired by alcohol, but combinations of alcohol and drugs or drugs alone.

Speaker: Got it. I would love if you had any hard data on that trend. I'd love to see it if that's possible. And we can talk to csd as well and see what we might be able to parse through. I think that's an interesting question right now, because obviously olc is one component, and what we're doing with bars and with restaurants is, that's one side of it. We're talking fentanyl or meth. It's a whole different ball of wax. And how we might confront that on the front end. Any other quick anecdotes on saint patty's day, anything, you know, that really went well. And I love to hear that we worked with neighboring agencies. That's great. Great news. I'd heard about some collaboration so that that's great, but just generally curious how it went.

Speaker: Sure. We we're trying to be creative with what we've got. And I had heard that there was a traveling Oregon state police team that was moving around the state to help local agencies when they had big events or popular weekends, rodeos, festivals, all kinds of things. And so I reached out to them. They came back in November, brought their whole team for their work week, stayed in a hotel and worked together with us and a few of the agencies for that busy weekend. I think it was one full weekend before thanksgiving, and then we made the plan from there to start reaching out and getting more groups together. We now meet on a monthly basis and try and have monthly missions around the metro area surrounding dui in

the evenings, or speeding and distracted driving during the day. And we plan that saint patrick's day event where we had, I think it was 14 agencies that were participating within their own areas. But then osp was traveling through the whole area. They brought lots of resources into town. They had mobile intoxilyzer machines and cars. Instead of having to take someone to a precinct, sped up the process and we saw lots of results from that weekend. Lots of positive results on a very popular busy, sunny weekend. So we are going to continue to do that and we have already started plans for, I believe it's the last weekend in June where we're going to do the same thing and bring everybody back together again and have a dui focused mission at that time as well.

Speaker: Got it. And then turning to speed, the speed side of it, I think there's a lot of optimism for red light and speeding cameras to disrupt a certain percentage of the population. That's that's speeding, but then we have the challenge of those without plates and, you know, for those listening at home, just to emphasize the point that they don't have plates, we can't bust them with the with a speed camera, what what do we what do we do about that and what's current plan and what are the is there policy questions for council to consider? You know, as we confront that part of the speeding problem, an important part of vision zero and the efforts that we put forth is to make sure that we're being equitable when it comes to enforcement and education.

Speaker: And concerns were raised over the past years about issuing unfair amount of citations for people that maybe can't afford their registration or their their licensing fees and things of that sort, we have not made it an, a policy that our officers cannot stop. Somebody for expired tags or no plate or something like that. But we do ask our officers to try and look for the dangerous driving behaviors, primarily, they still are able to stop people for those types of violations, but mostly

if they're stopping people for dangerous driving behaviors, speeding and distracted driving and running red lights, and they come across somebody without a license plate as well, they can take proper actions to make sure they get that taken care of, issuing a citation or a fix it ticket or something like that, that doesn't negatively impact them as much, or target low economic portions of our community. So we're doing our best to focus on dangerous driving behaviors, but we are also watching for those other violations, such as the no plates and things to.

Speaker: Yeah, I mean, I guess it's it comes up a level as a policy question for council and others and leadership positions. How do we get the barrier economic barriers to having plates and tags removed? How do we address sort of the potential for disparate impacts amongst, you know, marginalized groups in general as best we can at a policy level and still fully empower law enforcement to, address folks who are driving without plates because right now, you know, it's a tale of two stories. You drive without plates. You can speed through a, you know, a camera. And if you have plates, you're going to get busted. And that's that's not sustainable as a community indefinitely.

Speaker: I think there was a bit of a culture change that came during covid, where dmvs were backed up. So far, people started being a little more lenient on consequences for not having that. I can tell you, as somebody who just registered my car last week, that it was a pretty darn fast process, but it's expensive and so there is an economic barrier, but it's not. It's no longer a time barrier. Dmv has been able to get those time frames down quite a bit, that it's no longer hard to get your license instated.

Speaker: And, commissioner, if I may add, the numbers that we have regarding those who have unregistered vehicles, is pretty significant. 45% of vehicles in the city of Portland. And that's a combination of cars and trailers and campers and

motorcycles and everything, say 45, 45, 45. And so 45% of the people do not live in spaces that, would be deemed as, places where there is significant economic hardship. It's 45. And, like, sergeant engstrom, I too, just recently went to register my vehicle. Not an insignificant sum. Didn't take very long. I went during lunch and got it done and, but I wanted to make sure that I avoided the ticket, that I knew that, the parking enforcement officers would issue to me, if, in fact, I had not registered my car, but 45% of people are unregistered and, and so we are intentional about making sure that we're paying attention when we identify those vehicles. People are given warnings, to be able to go and do the fix it that they need to, when we are finding, repeat offenses, at least in terms of vehicles that are parked that do not have tags, we seek out the option of identifying those owners and giving them some choices to make around how they can bring themselves into compliance, or remove the car from the right of way, but of course, we're not necessarily dealing with the moving vehicles, although we are responsible for helping to support the cameras. But it's it is a it's a it's a significant challenge. And it has been mentioned, the pandemic did make a significant impact on people's behaviors in general, we're working together to bring things back into a range of normalcy and creating the opportunity for folks to demonstrate their commitment to also creating safer communities.

Speaker: Got it. I only have two more questions for now on looks like positive trends in bicyclist deaths. Have I read it correctly? Is what what is working in that area?

Speaker: You said positive trends or I thought we saw a decline in bicycle decline, decline in bicycle deaths.

Speaker: Positive is in going down.

Speaker: Got it. Yeah

Speaker: Bicycle deaths tend to be relatively low numbers. So a difference between year to year I wouldn't necessarily call that a trend, in general some of the investments that we have made in protected bike lanes in greenways and bicycle facilities, I think are increasing safety. We do still have a ways to go, but those numbers are relatively small overall, so no reason to celebrate yet.

Speaker: Exactly. It's it could be a blip.

Speaker: Well, if I could jump in here on the on the, on the bicycle death, piece, although I don't know if we have a trend, graph in here. One thing which Portland should be really proud of, it's quite it's not uncommon for us to get through a year with zero, bike fatalities, and this that's partly a tribute to the wisdom of our bike riders and our the folks behind vehicles, and also just the incredible work pbot has done in terms of making a multi-modal transportation system a reality here in Portland. But any traffic, death is too many. Obviously and our goal is zero for sure.

Speaker: No. And I just call it out as there was at least the potential for positive trend there. Sure, I do acknowledge we're talking low numbers.

Speaker: Two year, two deaths is actually kind of a bad year in the in the bike space for us.

Speaker: It is important to note that cycling in general overall has increased in the past year in the city, which is a positive sign, we are excited about the opportunity to continue to create safety in, the, the bike, facilities that we're creating or that we're building, we're intentional right now about making sure that we go back to some of the places where we made some temporary improvements and hardening those facilities to create greater safety, greater separation for those who are cycling, director oliveira mentioned the diverters that you see on certain roadways that keep people from making lefts or passing through a making, direct, linkage from one side of the street to another. Those are the types of things that are

supporting, ensuring that the safety for cyclists is there. Our city traffic engineer, Wendy Cully, is here. She can speak to some of the ways that we're working to improve that network. And when you improve the network for cyclists, you're improving it for everyone. You're creating a safer environment for everyone that is what we've identified. And while we recognize that sometimes those improvements can be controversial, we are seeing differences in the ways that people are behaving, people are responding and people are accessing the system.

Speaker: Sorry, you just added one more question because I have one and a half questions left. So at this point, you know, we heard earlier today some testimony on, really an embrace of greenways, yes, for cyclists, you know, it's felt in my adult lifetime the appetite for greenways has fluctuated, even inside of the cycling community. As to, you know, is that the and I think it was building off of a question of commissioner Ryan was asking, you know, if you have a greenway here in a roadway here, what's what's optimal to push them on the street where we have a lot of different users, or to push, you know, the cycling on the greenway and I it feels like in recent years, sometimes the cycling community has really been critical of driving some of that to the, to greenways that they want to push multimodal for, on some of our roadways. What's the current policy approach to that? Like what's the what's the standard philosophy on that question?

Speaker: I don't know that there is a standard philosophy with every opportunity that we have, especially when we're making sweeping change. And I'm going to ask Wendy to come up because I don't want to misstate any of the elements around how we design and plan for traffic, management in the city. But there is no cookie cutter, do this or that, with each significant change, especially using Hawthorne as an example, there were at some point considerations of us using Hawthorne and creating bike lane bike facilities on that roadway. The choice was made by the

bureau and by the commissioner in charge at that time to not make that change, not through the, the business heavy, parts of hawthorne, and that there are greenways on either side of it, some people agree with that. Some people disagree. That's I think probably the foundation of the nature of our business is that we wake up every morning looking for the opportunity to try to bring people closer together, but there are just differences of opinion. But as it relates to the standards, according to mutcd and all the other guides that you use. Wendy, what would you like to share? Please help me.

Speaker: Thank you. Wendy cully, city traffic engineer, I think the question was, how do we determine if we're, asking people to use a greenway versus providing facilities on some of our main roadways? Yeah yeah, it really depends, and, and I think a lot of that, most of it is attributed to our transportation system plan, where we have identified which corridors are key for cycling or transit or pedestrian. Sometimes our biggest roadways, place a high priority on all modes of transportation. So that's when we're starting to have conversations with community about what's important to them, what's important to advocates things like that. On hawthorne. It turns out that transit was a higher priority than bicycling, on portions of hawthorne that led fed our decision on what happened on hawthorne. It also feeds our decision on what type of facility. You know, we either improve av or direct folks to. So that's outlined in our transportation system plan. And then, do you want me to speak to types of facilities, the things that we're doing, for bicycle safety, we are protecting bike facilities more often than not. As our director mentioned, we're improving some of the more plastic types of infrastructure. The plastic wands that you see out there, improving those with concrete. But the real goal is providing separation either in space or time, between not only bicyclists and automobiles, but pedestrians and automobiles. And we're doing that through a lot of signal timing.

These days, you'll see separate signal phases for people who are turning right. So they're not conflicting with pedestrians or bicyclists. We also have separate phases for transit to provide them with, faster opportunities to get through intersections. So those are some of the tools that we're using today.

Speaker: Well, I just want to commend commissioner Mapps and you all for your leadership in this area. This is a difficult area. Sometimes you hear conflicting views, even within advocates, as to what's the right answer here. And it's dizzying just trying to keep up as to what's the trend of the month in that respect and what's more sustainable, as a way to approach this last question, I just want to make sure I heard this correctly. Pedestrian deaths at 50% last year were in the houseless community. Yes. I mean, that's a number that we need to think seriously about, and I appreciated the graph highlighting some of the things that are outside of pbot's control that influence our outcomes here. Thank you for my thank you.

Speaker: Yeah. Jump in please. Hi thanks for being here. All of you. The collaboration between the bureaus was noticed and really felt good. And it seemed, like it's current and that you all really do this. I'm not saying every presentation feels like you collaborated right before, and that's what we get to see. But this one, I really did notice that it's been ongoing and the community partners as well that are here. I appreciate that a lot. I tend to just do some dialog about things that might not have been lifted enough, and I think that we need to discuss them. And you. Commissioner Gonzalez touched on most of them. So, so that's good, I do think the trends that we saw in the graph here, it said, were the same as everybody else, but we're not at the at the end of this, when you look at pedestrian deaths, we stick out. And I think there's some underlying causes to that that have been mentioned. But I think we need to go deeper into understanding why. And so I know I brought it up. You know, it sounds so scary when you say the medical examiner, the coroner. But

we need real data on why people are dying. Yes, they were hit by the car, but we can assume with some of the data that it's because they're impaired while walking and, it's sad. This is a sad topic. It's uncomfortable. And I think that's why we don't talk about it enough. I drive in areas that have a lot of people who are homeless that appear to be, in their own world with, jumping in front while I'm driving in old town doing a dance, don't want to trigger patient. Try to be as trauma informed while I'm moving through the neighborhood, but bless their heart like they're they're. I'm just thinking, are they going to be one of these, statistics by the end of the day? And so are we. Are we getting that data on why why people are dying? Like what? What their blood level, what their blood count is? We didn't have. Let's be honest here. When we launched this a decade ago, we didn't have fentanyl. We didn't have the poisonous drugs that we have on our streets today. So how are we adapting to the reality of what the conditions are today that were different when we started this report? This is a good example. I'm not hearing enough about that.

Speaker: I believe the police bureau is happy to, provide some insight. There we go. And chief gillespie, I think, perhaps as it relates to the response that you provide in general on a daily basis, I think some of the ways that his, team members, the fire service is showing up, can help to support, the response to the question that you have. And then, dana, you might want to come back up.

Speaker: I'm judging from the body language, I thought engstrom might have wanted to jump in.

Speaker: Police bureau? Yes.

Speaker: Do you want to jump in here?

Speaker: Yes. Thank you, two things, two asterisks that are going to go next to a lot of these numbers is usually when we report some numbers and some statistics. This is kind of an at least number. So we have to understand if we're saying that,

over 15 or over 50% of the pedestrians who died were experienced houselessness, it's at least that there's some others that we couldn't prove exactly where they're living or we don't have enough next of kin that can say, oh yeah, he was at that apartment. We can't confirm that. And the same thing goes for intoxication. If a pedestrian dies and the medical examiner is able to determine the cause of death without doing a toxicology, then they're just going to determine the cause of death from whatever injury it was. We don't always get information back as to the blood alcohol content, or the number and level of drugs that were in the system, of that individual when they died. And if we do get it back from somebody who has died, we usually get it back years later, not days or months, years later. So again, when we say that x number of pedestrians who died were under the influence of intoxicants, it's at least it's going to be greater than that. I've been to hundreds of fatal crashes and seen some horrific things, and the vast majority of these crashes that we go to, whether or not we can prove it in the end or get the results from the lab or not, the majority of them involve intoxicants one way or another, from one party or the other, or sometimes both. That's on. So it's a it's an epidemic. It's some serious, usage of drugs and alcohol on our roadways that are absolutely impacting. One of our last fatals was somebody that was experiencing, a pedestrian in the roadway, hunched over, experiencing, on the verge of an overdose from fentanyl when they got hit.

Speaker: Thank you for this honest dialog. We can do better. So we have to figure out how it doesn't take years. Multnomah County. It's great to have you here. You're the authority on public health. This is a public health crisis. And so how can we knit together the public health crisis that is, the poisonous drugs that are the influence on why someone got killed, yes. The car or whatever hit them, but they would not have probably darted out into the street. It's just a lot of this is relatable

to I know a lot of people because that's what I hear when I talk to your average Portlander, that they feel as though they're doing the best they can. They're not complaining about reduced speed limits. They have to use a car to get around because they have kid drop off and they have an appointment here. And so in our transit system. Stay tuned for that question. It's just it's frustrating. And so if we don't have dialog that gets into the underneath the hood here about car reference. Sorry, if we don't dig deeper into this dialog, we're just not going to get to the truth. Therefore, we won't be able to get to some solutions. Commissioner, sometimes with this report, you're all working really hard. I'm rooting for you. No one up here wants anyone to die, so we're all rooting for this vision zero to actually be zero. But if we don't have dialog like this, we're not going to get to the truth of how we can improve. And I think sometimes we brush over it. That's my frustration.

Speaker: But I can add that Multnomah County has started doing some started that some reporting related to toxicology.

Speaker: So they have the medical examiner. That's not something that we get as sergeant nystrom said, some of the data is protected by hipaa laws and other things, but they are starting to aggregate some of that data to have a better understanding. And we have a monthly meeting with public health staff where we're sharing that data. We don't have answers for how we're going to deal with all of those things, but at least we are really starting to dig into that and to try to understand the relationships between all of these things that are happening out on our streets and how it's contributing to these preventable deaths. Absolutely.

Speaker: Thank you for that, commissioner. I just want to share, I'm not sure if it was you, dana or clay, said we are doing hard work and heart work, so this is incredibly early, heart wrenching work that our people are doing every day, we get the reports every day about what's happening in our city and, and the

demonstration of the partnership that you see here today is not something that we ginned up last week. Rather, it is something that has been a long standing effort. And what we are hoping, to have as an outcome of this conversation today with you is this broader understanding of what the needs are, I think an increased interest in ensuring that we are doing what we say, that we hold us accountable to making sure that we're making the improvements, that we're having, the conversations that we're, supporting the collaboration that's necessary to help us all to change the way that this conversation is happening, to change the line. It should not be continuing to go off the page at an increased rate, but rather we have an opportunity to work together to change that narrative. And it's not just the narrative, but the outcomes. And the way that we're dealing with the problems. And it starts with acknowledging we have a problem, so that's not something that we're afraid to say. We recognize we have one. And so this is why we do the work.

Speaker: And the other challenge and problem that I didn't hear discussed today is that. And I've had good conversations with the head of trimet, sam.

Speaker: Yeah, yeah.

Speaker: Anyway, great guy, I remember when I reached out to him a year ago on this topic, he was found it very refreshing that a city commissioner wanted to talk about safety, full disclosure, my spouse takes max every day they get on a north Portland on yellow line and go out to the david douglas school district out in gateway. And that's been going on for three years. I feel like a worried parent to be honest with you, because there's incidents on the max that's very uncomfortable. And unfortunately, when they get on early in the morning, they're one of the few people that are paying to take the max. It's our largest shelter for homeless people in our market. We all know that. We don't talk about it a lot. And, my point is,

there's no information here on the fact that less, fewer and fewer commuters are using max, fewer commuters are using trimet in general. Is that true?

Speaker: I don't want to, assert that I know what the data is. I know what the reports say.

Speaker: It's gone down and we know that. But I think it needs to be crosswalked with this because there's fewer and fewer people taking it. And therefore I think that's pushing more people into other modes of transportation, whether it's bike or car. And I do think that has an impact. And it's also embarrassing for a city that says we're, you know, all into transit. And yet, the number one reason people aren't taking it when I listen is because of safety. So when they have debates about fare increases, fine. Have that equity issue. But the real equity issue is the working class. People in my neighborhood are out in east Portland. Don't feel safe taking it. They don't have money to do anything else to take any other modes of transportation. So they're forced to take it. And we're not protecting their lives very well. And so I just wanted to raise that because it's a sore subject for me. And I feel like we've been really slow to respond to transit safety in our community, thank you for sharing that. We do have a transit component at pbot. It's streetcar, and we recognize that we have an opportunity and an obligation to ensure that our riders, as well as those that are taking trimet using trimet as an option, do feel safe. I have had conversations with the streetcar staff and leadership about, first of all, operator safety and how safe they feel, what we're doing at platforms to all of them. Yeah, the hard work they do, the hard work, and we need to make a greater investment to ensure that, people feel safe at the platforms. People feel safe riding. Our ridership is actually quite high right now on both, the lines that we run on streetcar on the west side, both both sides actually, depending on time of day, but definitely on the west side. So but one of the things that one of the officers shared

with me is I don't have as much help as I need. I can't do as much as I need to ensure that folks feel safe, and they also need to have the opportunity to protect as, rigorously as they need to. They go with a flashlight and a few other things. So I'm not suggesting that they should have access to more, robust, tools to, curb behavior, but at least have a partner, if, if nothing else, so that we can ensure that they're safe while ensuring the safety of those who are riding the system. So it is it is a concern that we keep front and center, all the time.

Speaker: And so the public health crisis that is addictions and that is the fentanyl crisis and other, hard drugs, just read about another one that's like way more poisonous than fentanyl. Can you imagine? So the fact is, we have to keep lifting this dialog up and how it impacts what we're looking at today. And so I hope that there's a way that we can get deeper into the data and see how it impacts the numbers that we're looking at today. And again, we're all rooting for this to improve. And the other in the right direction. But I think it's really important that we have the uncomfortable conversations about some other line, impacts that sometimes, in my opinion, don't get expressed in these reports. So I appreciate all of you being present with this conversation, and you can add anything else you'd like. I will just add one more thing. I don't think it's helpful somehow I feel a tone of car shaming, and I know a lot of people that would love, again to take transit. They would love to have a different style to get around. But like when I lived in new york, I didn't never I never thought of taking a car right, when I lived in Seattle, for the most part, I didn't have a car. I found it increasingly more challenging to get around Portland and be on time without having that vehicle. And so I think that we have to, be in this together and look at the deeper conditions that are causing some of our challenges with pedestrian deaths and not have the old model of ten years ago, which I think was probably the car versus bike. I just think we need to evolve. And

for that I hope that the data continues to improve. I want to hear more about what we do with the data. So when we have a beginning of a plan ten years ago, it always means you have to do a lot of recalibration. After you look at the data and it sounds like you're doing that. But I want to continue to hear those stories, how you, as cross bureaus are working together to have new strategies to actually see how those impact strategies, impact and improvement in the data and get rid of the ones that aren't having any positive impact. That's what that's what we do. It's called continuous improvement. And I find government can be really slow to accept something that's been really popular in, in the market for a long time.

Speaker: Thanks. Thank you.

Speaker: Thank you, colleagues, any more questions or comments? If not, this is a resolution so we can call the roll. Ryan oh, god.

Speaker: After you do that, you're like, okay, now do I say, I want to just say a few things. And that is, I really did I did appreciate the collaboration. And director williams that says a lot about your leadership. This report felt different this year because of that. And so I applaud the, collaborative spirit that you're operating in. And I also didn't I also felt like there was not defensiveness as much as we're doing heart and hard work, and we have to continue to do that because that's what it's like when you're a public servant in 2024, the credit goes to the team, the credit goes to the team.

Speaker: I just have the opportunity to provide the leadership. So, it's dana and her team there they are.

Speaker: They're smiling, big smiles. And I hope that we just continue to get deeper into the conditions that are causing some of the impacts, and that Portlanders just know that this is a public health crisis. And addiction crisis that we're in is having a lot of impact on the challenges of getting vision zero. We have a

long ways to go and let's continue to use this annual discussion as an opportunity to improve. And we all would love to be here the day where we see zero fatalities. So anyway, thanks so much.

Speaker: That's an eye.

Speaker: What's that? Oh, I have to say, i, I accept the report. Thank you commissioner Mapps for sure.

Speaker: I Gonzalez I just want to thank again commissioner maps and the whole pbot team for bringing this forward today.

Speaker: Really robust discussion, some difficult societal issues we're dealing with in transportation and carries over to a lot of different things, including transportation, but, looking forward, the city, one day having a level zero year and, I think we've worked together on it, across a lot of different bureaus. So I vote yea maps, I let me start out by thanking the mayor for, for co-sponsoring this resolution with me. It's a symbol of the partnership that, embodies this space. I also want to thank director williams for her leadership. My whole pbot team does amazing work in this space every day, I feel deeply deep gratitude to all the bureau directors, our partners from the county and our partners from the community who came and testified today and worked with us on a daily basis to help keep our streets, safe. Also very much appreciate the, public, feedback we got today, during comments, I hear you, parkrose folks, I pledge that we will continue to work with you to try to keep your kids and your roadways safe, i'll remind you that this is a report, and, I'm going to wrap up by highlighting some numbers in this report that I hope that we all think about, one number is zero. That's our goal in terms of the number of traffic fatalities. Another number is 69. That's how many traffic fatalities we had last year, another number that we should all be thinking about is 69, that is the percentage of our traffic fatalities that involved someone or both parties who were under the

influence of drug or alcohol, another number that we should be thinking about right now is 42. And those are the number of or the percentage of traffic fatalities which involve speed, you should also think about this percentage, 34, that is the percentage of, our traffic fatalities, which involve pedestrians. And as we heard today, say, half of those pedestrian fatalities involve a houseless person. That is deeply disturbing, another number we should think about, 35. That's the number of specific steps contained in our report that we will move forward with, which will help us bend the curve on traffic fatalities. And I want to leave you with one last number, colleagues and that number is 35 million. And that is roughly what the structural deficit my team over at pbot is facing right now, as we try to craft our budget for the next fiscal year. And I want to remind you, the evidence we've seen today is where pbot is able to go out and install traffic cameras and small speed bumps, install better lighting. We can make a difference. It's hard to make a difference, though, when right now you know these people that you see around me are spending their days and nights trying to figure out how to, keep the system running and make the system safer. As we reduce the resources that we have to work with. Given all of that, I very much appreciate the discussion that we've had today and the work that our friends do in this field.

Speaker: I vote yea we just wanted to correct the record that this is a resolution and not a report. Okay

Speaker: Thank you. Yeah

Speaker: Yea. Rubio, I want to thank director williams and dana and all the presenters, the resolution and the data, the presentation and the data were both alarming, and it was hopeful, too, and also a clear reminder about where our responsibilities are in this work, I also want to lift up and appreciate the cross bureau collaboration. That was really great to see and I agree, I agree with the

comments from my colleagues that, this was a really, great evolution of presentation from years before, we also need to continue to push forward here and where we can do more when it comes to investing in these, meaningful strategic, infrastructure improvements that were discussed today, and finally, I just really want to lift up all the numerous city staff and first responders and the advocates and community members that continue to invest hundreds of hours in dialog about these very issues, into planning, into implementation of all these strategies. And it really does give me hope that we will get to total elimination one day, we can't become numb to these issues. So that's why it's important that we're here and that we're that we're keeping the conversations going, finally, appreciate the leadership of commissioner Mapps. Thank you. Commissioner Mapps, as well as director williams and the community for taking up this charge. So, good work here. I vote yea Wheeler, that was a good report, I appreciate it. Thank you. It was very substantive. I appreciated hearing not only from our pbob, director and associates, but also from the other partners as well. I think it gives us sort of a bigger picture view of what's going on. Thank you. Commissioner Mapps, I'm very happy to support this resolution. I vote yea.

Speaker: Great. Mr. Mayor, do you want to run the show here? I think we have one more item to vote on today.

Speaker: We have one more administrative item. Colleagues, rebecca, if you could read item 320, please amend city code to update existing public camping restriction policies, colleagues, as you know, today we were planning on bringing forward a camping ordinance. This would be a an ordinance that would supplant the one that we had passed earlier. That has been enjoined by the courts. We were to present what I believe is a legally defensible, clear, accountable and immediate strategy, however, however, we also understand that commissioner Gonzalez has put forth

an alternative proposal, there is a strong interest on the part of the majority of the council to thoroughly vet that counter proposal puzzle, and for that reason, I would like to, reschedule item 320, which was supposed to be heard. I'm sorry. Tomorrow afternoon. Thursday afternoon. I'd like to reschedule. 320 to April 24th. The following week at 4 p.m. Time certain. And, the reason we want to reschedule it today rather than tomorrow is it was the only item on the agenda.

Speaker: So due to the rescheduling of this item, the April eighteenth afternoon session tomorrow is hereby canceled.

Speaker: Thank you all and with that we are adjourned.