

TESTIMONY SIGN-UP FOR

35859

9TH + SHERRETT INTERSECTION COMMUNITY DEMONSTRATION PROJECT

IF YOU WISH TO SPEAK TO THE CITY COUNCIL,
PLEASE PRINT YOUR NAME AND ADDRESS BELOW

NAME

ADDRESS & ZIP CODE

NAME	ADDRESS & ZIP CODE
② ✓ LEE LEIGHTON	6113 SE 17 TH AVE / 97202
JOSEPH CHRISTMAS	4125 N. MISSISSIPPI AVE PDX 97214
Patrick Bardel	2300 SE Woodward / 97202
✓ Alanna Quinn	8605 SE. 11 th PDX 97202
① ✓ Michael Angelo	1016 SE UMATILLA PDX 97202
② ✓ Chacla Chamberlain	1325 SE MARION PDX 97202
(Lee Leighton)	
✓ PEDRO FERBEL	8512 SE 8 th . PDX 97202
JOSEPH CHRISTMAS	
✓ MARK LAEMAN	8512 SE 8 th PDX OR 97202
✓ Marcela Peña	1136 SE Clatsop PDX 97202
Carolina Bendulis	8512 SE 8 th PDX 97202
Steve Reiley	909 S.E. Sherrett St 97202
David Kiers	PO Box 2112 PDX, OR 97208
Patrick Bardel	2300 SE Woodward 97202
✓ Lucy Hinds	3520 SE Clatsop 97202

Date: _____

Page ____ of ____

January 25, 2000

RECEIVED
MAYOR'S OFFICE
00 JAN 27 PM 4:28

Mayor Vera Katz
Commissioners Charlie Hales, Eric Sten, Jim Francesconi, Dan Saltzman
CITY OF PORTLAND
1221 SW Fourth Avenue
Portland, OR

RE: MARK LAKEMAN & SE 9TH & SHERRETT ("SHARE-IT-SQUARE")

Dear Council Members:

Tomorrow at 9:30AM you will be considering the application/request from Mark Lakeman to reactivate activity concerning the above mentioned intersection. As you do so, I would like to ask you to revisit several important aspects of the intersection.

1. 9th Avenue and Sherrett Streets are, were designed to be, and will continue to serve as a traffic intersection. In several months, traffic through this intersection will increase considerably when the new 36 unit condominium unit at the foot of Marion Street is completed and those residents add to the current flow of traffic. The intersection cannot be compared to a "public square" by any existing standards, nor can it, by definition, be operated by private individuals who may, for whatever period of time, reside in adjacent property.
2. The project, termed "community demonstration project" was granted initial approval by Council without benefit of neighborhood knowledge or input.
3. Council, recognizing serious conflict among residents of the area about the project, designated a Mediation Center to lead a series of neighborhood meetings to attempt to resolve the conflicts. These meetings were held over several months. I participated in these meetings. No solutions were reached because neighbors of dissimilar viewpoints were asked to operate together on a project on which they do not agree. Many neighbors did not want to be involved in the process because they do not want the project at all.
4. Commissioner Hales subsequently invited the neighborhood to participate in a workshop, hosted by SMILE, at which neighbors were asked to reach a design consensus concerning the project, saying he would be happy to attend. I participated in this day long meeting on a Saturday. Commissioner Hales was not present at any time that day. Many creative ideas were developed, none of which could be implemented without considerable funding. The issue of funding has not been addressed except in vague suggestions of possible "grants."

City Council
page 2

It is time now for the Council to determine whether or not to renew the revocable permit for this project. As a resident of the neighborhood impacted by this project, I have observed elements of the project which do not in any way enhance the neighborhood and which I would like to make you aware of.

Over a number of months, I have taken photos of the corners of the intersection, which I am enclosing, which have come to look more like centers of supply for the needy than a community gathering place.

In fact, it is seldom that one sees people spending time in the area except as curious visitors, although I have on one or two occasions seen two people in the large twig structure playing a board game of some sort.

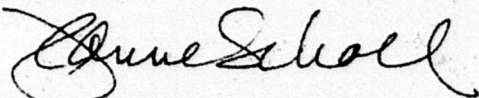
The area has seen an abandoned refrigerator on the green way. (Picture enclosed.)

Collections of unwanted items such as old clothes, shoes and boots (and even a suitcase rack) are left at the corner waiting for an indigent person to claim them, making the corner resemble a Goodwill drop-off station (Picture enclosed)

The "24 hour tea station" is draped in an unappealing piece of fabric that hangs soggy, faded and sad. (Picture enclosed.)

I would like very much to be at Council's meeting tomorrow, but unfortunately I have a work commitment which prevents me from attending. I would hope that the decision Council makes will take into consideration the continuing dissatisfaction with the project by many neighbors. If it does decide to grant continuation of the project, which I hope most sincerely it does not, I hope that it will institute stringent guidelines to keep this intersection from looking like a left over settlement of hippies from the 70s.

Sincerely,



Jeanne Schoel
600 SE Marion, Unit 202
Portland, OR 97202
223-6978 - office
235-6812 - home

City Council
page 2

It is time now for the Council to determine whether or not to renew the revocable permit for this project. As a resident of the neighborhood impacted by this project, I have observed elements of the project which do not in any way enhance the neighborhood and which I would like to make you aware of.

Over a number of months, I have taken photos of the corners of the intersection, which I am enclosing, which have come to look more like centers of supply for the needy than a community gathering place.

In fact, it is seldom that one sees people spending time in the area except as curious visitors, although I have on one or two occasions seen two people in the large twig structure playing a board game of some sort.

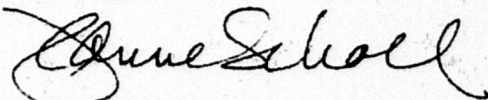
The area has seen an abandoned refrigerator on the green way. (Picture enclosed.)

Collections of unwanted items such as old clothes, shoes and boots (and even a suitcase rack) are left at the corner waiting for an indigent person to claim them, making the corner resemble a Goodwill drop-off station (Picture enclosed)

The "24 hour tea station" is draped in an unappealing piece of fabric that hangs soggy, faded and sad. (Picture enclosed.)

I would like very much to be at Council's meeting tomorrow, but unfortunately I have a work commitment which prevents me from attending. I would hope that the decision Council makes will take into consideration the continuing dissatisfaction with the project by many neighbors. If it does decide to grant continuation of the project, which I hope most sincerely it does not, I hope that it will institute stringent guidelines to keep this intersection from looking like a left over settlement of hippies from the 70s.

Sincerely,



Jeanne Schoel
600 SE Marion, Unit 202
Portland, OR 97202
223-6978 - office
235-6812 - home

35859

determine whether or not to renew the revocable permit
the neighborhood impacted by this project, I have
which do not in any way enhance the neighborhood
you aware of.

taken photos of the corners of the intersection, which
to look more like centers of supply for the needy than

people spending time in the area except as curious
two occasions seen two people in the large twig
some sort.

refrigerator on the green way. (Picture enclosed.)

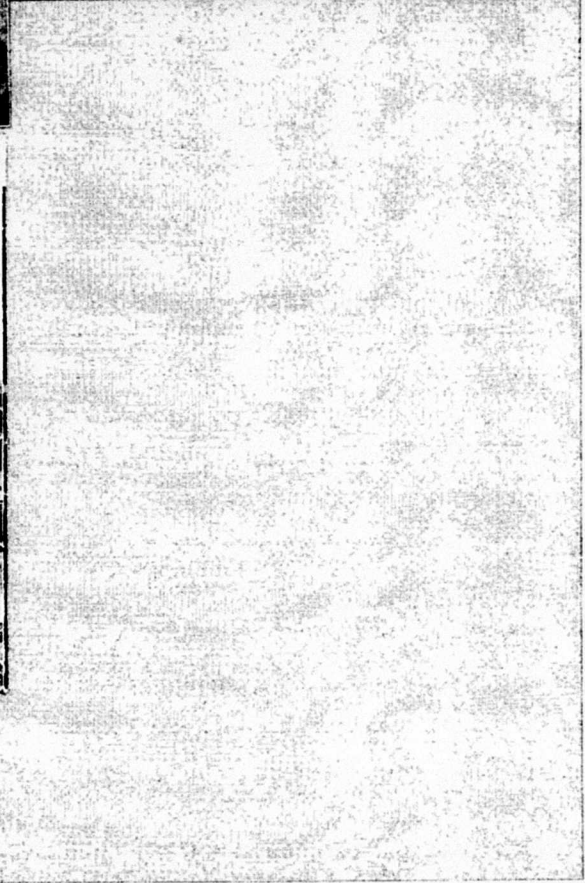
such as old clothes, shoes and boots (and even a
or waiting for an indigent person to claim them,
would drop-off station (Picture enclosed)

and in an unappealing piece of fabric that hangs soggy,
)

council's meeting tomorrow, but unfortunately I have a
me from attending. I would hope that the decision
consideration the continuing dissatisfaction with the project
would be to grant continuation of the project, which I hope
that it will institute stringent guidelines to keep this
over settlement of hippies from the 70s.

35859

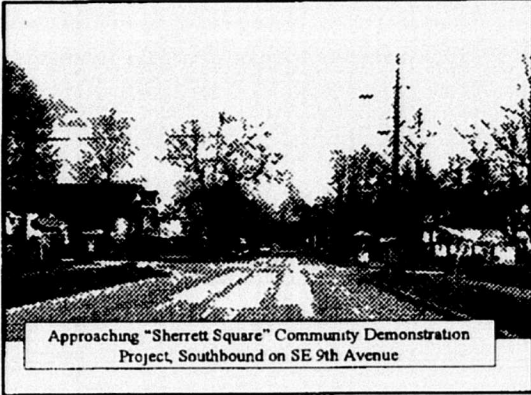




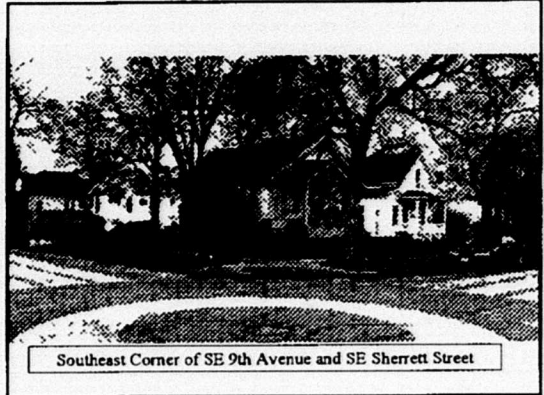
35859

121

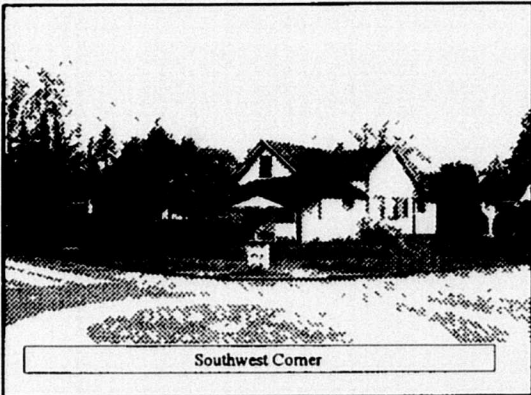
Submitted by
Lee Leighton



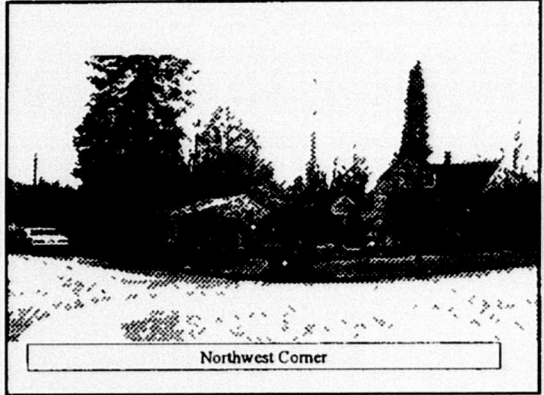
Approaching "Sherrett Square" Community Demonstration Project, Southbound on SE 9th Avenue



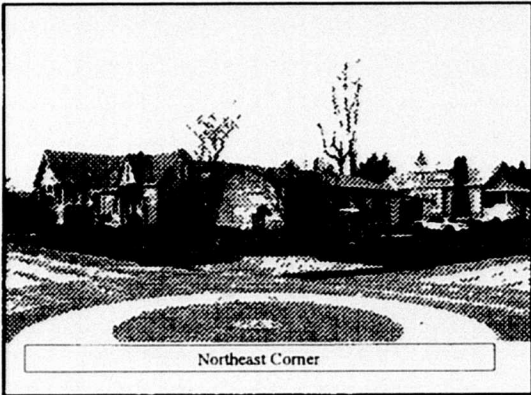
Southeast Corner of SE 9th Avenue and SE Sherrett Street



Southwest Corner



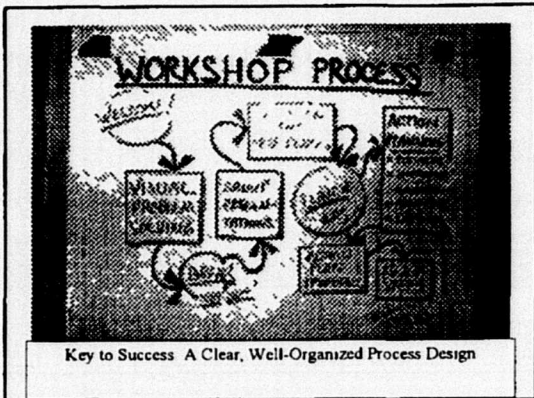
Northwest Corner



Northeast Corner



Morning of the Community Design Workshop
Saturday April 10th, 1999 at the SMILE Station



Key to Success A Clear, Well-Organized Process Design



Modeling Tools at Two Scales Encouraged Hands-on Creativity



Neighbors Engaged in Productive Dialogue and Problem Solving



Resources Skilled Assistance, Photographs Scale Models



Skilled and Sincere Facilitation Help from SouthEast Uplift



Pride in Displaying Creative Achievements

- Key Themes of Morning Work Sessions**
- Clarify and define the public square and its edges
 - Make the scale of the square and elements within it a good fit with the local neighborhood area it serves
 - The square can create gathering, meeting, and activity opportunities for neighbors



Tallying the Dots - The Top Vote-Getters
 (Each Workshop Participant Received 6 Dots to "Vote" as Desired)

Count	Description	Notes
47	Environmental Theme and Water Quality	Design recognizing the setting and location close to the Willamette River potentially incorporating water conservation/filtration demonstration themes
45	Special paving	Mosaic walkways, bricks, formed concrete, cobblestones, tile paint, etc. as street surface materials
26	Community Garden	Curbside planting strips
26	Raised Plateau Design	Elevated pavement surface within intersection as a method of defining the space
23	More Squares Elsewhere	Relieve pressure on Sherrett Square caused by its uniqueness
21	"Minimalist" Materials and Design	Use of materials and features resembling traditional European squares





Exhibit A

ORDINANCE No.

171012

35859

*A revocable permit for the intersection of SE 9th Avenue and Sherrett Street to install a demonstration project. (Ordinance)

The City of Portland ordains:

Section 1 The Council finds

- 1 The applicant, with support of the neighborhood, has requested a permit for a demonstration project for the SE 9th Avenue and Sherrett Street intersection;
- 2 the project is an appropriate and reasonable effort by a neighborhood to promote a stronger sense of community and to enhance the safety and overall livability of the immediate neighborhood;
- 3 the goals of the project are consistent with adopted City goals for making neighborhoods safer and more livable;
- 4 the project is a demonstration project to determine the benefits of this unique type of community improvement effort;
- 5 the intersection of SE 9th Avenue and Sherrett Street is an appropriate location for such a demonstration project,
- 6 a petition of signatures from the immediate neighborhood has been received that indicates a high level of support for the project,
- 7 the Sellwood-Moreland Improvement League Neighborhood Association and the Southeast Uplift Neighborhood Program support the project,
- 8 within the conditions set forth in this permit, there are no identifiable safety problems with either the initial installation of the project or the longer term operation of the project,
- 9 the City will have the ability to require modifications to or the removal of the project upon identifying safety problems or other negative impacts of significance to the neighborhood.

NOW, THEREFORE, the Council directs.

- a The Commissioner of Public Safety is authorized to issue a revocable permit to the permittee for the use of the public right-of-way for the demonstration project described in the attached Exhibit A under the following terms and conditions

- b. The permit authorizes a block party on March 23, 1997, from 8:00 a.m. to 11:00 p.m. for the installation of the project. The block party may be rescheduled to an alternate date with the agreement of the City Traffic Engineer. Permittee is authorized to close SE 9th Avenue from SE Clatsop Street to SE Harney Street and SE Sherrett Street from SE 8th Avenue to SE 11th Avenue, using "STREET CLOSED" signs and placing Type III barricades on SE 9th and SE Sherrett as provided in the Manual on Uniform Traffic Control Devices. Barricades are to be equipped with flashing yellow lights at dusk. The affected streets shall be opened to travel by 11:00 p.m. on March 23, 1997. Permittee shall obtain consent of those affected by the street closure.
- c. The permit authorizes construction and maintenance of the demonstration project as shown in the Exhibit A, subject to any changes that may be required by the Commissioner or the City Traffic Engineer. The permit shall expire on September 23, 1997, unless the term is extended by the City Traffic Engineer.
- d. The permit is for the use of the public right-of-way only and does not exempt the permittee from obtaining any license or permit required by the City Code or Ordinances for any act to be performed under this permit, nor shall this permit waive the provisions of any City Code, Ordinance, or the City Charter, except as stated herein.
- e. This permit does not exempt any party from complying with all applicable traffic laws, including laws regarding pedestrians.
- f. This permit is revocable by the City Traffic Engineer at any time in the event the public safety or need requires it, or if the permittee fails to comply with the conditions of the permit, and no expenditure or money, lapse of time or other act or thing shall operate as an estoppel against the City of Portland, or be held to give the permittee any vested or other right. Upon the expiration of this permit or its sooner revocation by the City Traffic Engineer, the permittee shall, within 30 days, remove the installations from the street area and restore the street area as directed by and to the satisfaction of the City Traffic Engineer.
- g. Repair, maintenance or installation of existing or future utility facilities in the right-of-way may require permittee to reconstruct, move, or remove the demonstration project at the permittee's cost.
- h. This permit does not authorize excavation other than the minimal excavation required to install sign posts and other fixtures as described in Exhibit A. The permittee shall be responsible for protecting all public and private facilities placed in the public right-of-way. This includes underground utility facilities.
- i. Signs shall be installed as provided in the attached Exhibit B.

- j. Permittee shall work with all affected neighbors to resolve any concerns that may arise regarding the demonstration project. The inability to resolve such concerns may be grounds for revocation of this permit by the City Traffic Engineer.
- k. Permittee shall maintain the demonstration project during the term of the permit and any extensions of the permit that may be granted. If any nuisance condition is allowed to exist in the area of the demonstration project, such nuisance may be summarily abated by the City. The existence of a nuisance in the demonstration project shall be ground for revocation of the permit.
- l. The Bureau of Traffic Management shall conduct an evaluation of the demonstration project on traffic in the area and shall report to the Commissioner in Charge regarding its effectiveness and safety.

Section 2. The Council declares that an emergency exists because a delay would prevent the neighborhood from following their block party and installation plans; therefore, this Ordinance shall be in force and effect from and after its passage by Council.

Passed by the Council: **MAR 19 1997**

Commissioner Hales
Brant Williams
March 12, 1997

BARBARA CLARK
Auditor of the City of Portland
By *Britta Olson*
Deputy

INTERSECTION REPAIR

Community At A Crossroads

SE 9th and Sherrett

Portland, Oregon

"How do we chart progress - or even define it - when life is changing so fast? We must leave behind all our present assumptions & try to imagine a world no one has seen before."

Portland Multnomah Progress Board, 1996

As a result of the earlier "T-Hows" project, and in response to specific concerns stated by the Mayor's office, City Council, Bureau of Police, and Department of Traffic Engineering, our neighborhood has advanced this conceptual project in order to test ideas that we are hopeful will prove timely and sensible.

Many people in our neighborhood have come to know each other through the unusual weekly "T-Hows" experiment, which has had an exceptional impact in our neighborhood. From it, we learned the value of experimentation, and together decided to advance an experimental idea. Our project is a response to repeated calls from the Mayor and Council to work toward Neighborhoods vs. "strangerhoods", The Bureau of Police, to work for safer, more communicative neighborhoods; and to the Department of Traffic Engineering, for ways to slow traffic without using conventional devices that normally impede emergency vehicles

There is another aspect, concerning "livability," which is essential to mention. We have also attempted to explore something beyond understanding and definition. Concerning "livability," what does actual community feel like? What have we lost? How long ago did we lose it? When, if ever, did we have it? Does the absence of community have anything to do with why we so often ask ourselves "why are we here?", or "what is the meaning of life?"

Besides responding to specific "benchmark" concerns as stated repeatedly by the Mayor, Council, and various bureaus, we intend to test ourselves in order to uncover the best of what is within us as we creatively explore the quality of our lives. We invite interest and participation in our project from all parties, and we do so with a spirit to transcend normal boundaries between leadership and citizenry. Because we are all concerned with the apparently precarious state of our society, we hope that the process of this experiment benefits not only our community, but that it may teach all of us lessons to apply in the broader context of our daily work in the city, and perhaps beyond.

Historical Perspective

Structurally, Portland is a typical American city. Though its specific geographical aspects are unique, (the river and landscape surroundings), the structural order is typical. In "western" history, the city-grid plan has its origin in the military-camp layout of Sparta, Greece. Later, this concept was extended throughout the lands dominated by Rome. Its logic rests not merely in the way it simplifies land division in a consistent, measurable way, or in how it facilitates growth and expansion. As a consistent plan, it establishes a order of separation which provides for no geographical distinctions. Its repetitious quality admits no variation and utterly defies the creation of distinct regional identity, much less a more intimate sense of place such as a living neighborhood requires

Besides the impact of the grid, in a planning sense our cities, Portland included, suffer from a number of problems. One is the unfortunate industrial separation of our cities into distinct, separate zones. We know now that this was done, in part, in order to establish an automobile-based society. But was it good for us? Among the many problems resulting from this division is that every night after 5.00 PM our commercial centers start to die, and when we return to our homes after work there are few, if any, socially-oriented places in our neighborhoods where we and our neighbors can have a chance to meet.

Another problem we face is the almost total absence of community-scaled public squares on which normal community-oriented amenities can be found. Parks and garden roundabouts do not count towards this problem, as they are entirely different in nature, providing more in the way of beautification, recreation and relief than working as nodes for community interaction.

Why do we lack these essential amenities, when, in almost every other nation, community-oriented amenities and/or community-scaled squares exist in the midst of neighborhoods? Why? And what impact has it had on our social fabric to be so divided and to lack so much? The grid had sundered our intimate relationship to nature, wrongful planning has divided our society, and the omission of community space not only robs us of local and regional identity, it helps to make us mute. Is it any wonder we all act like strangers to each other? Half our social tools, which are structural, are missing.

Intersection Repair/Emergency Piazza

"Americans have been living car-centered lives for so long that the collective memory of what used to make a landscape humanly rewarding has been nearly erased. The culture of good place-making, like the culture of farming or agriculture, is a body of knowledge and acquired skills. It is not bred in the bone, and if it is not transmitted from one generation to the next, it is lost."

The Geography of Nowhere, by James Howard Kunstler

The Value of "Place"

Though almost child-like in appearance, the project our neighborhood has undertaken thus far goes a long way toward understanding the value of community space in our lives, and what happens to us when we have reasons and places near our homes to meet and know each other. More importantly, to be creatively involved, engaged and responsible in an active way in those places. Though our work has been almost humorously modest, it has demonstrated a transformative effect on the immediate neighborhood, an effect one could easily call "familial." That there has been not one act of theft or vandalism at 9th & Sherrett in the 3 months of our modest test suggests something significant about the effect of community space on youth and children in respect to cultivation identification of, and respect for "place." This is apparently true not only of our children, but of youth from farther away who inevitably pass through the area at all hours.

It seems that many of our societies problems are interrelated. Can establishing "place," which ensures communication, reduce fear? Will this reduce crime? Can a sense of local identity affect other, seemingly unrelated issues?

Method and Goals

Missing Piece

An Intersection is the traditional location for community squares, in other words "where paths cross." As a typical, signless intersection, located in a typical grid, in a neighborhood well away from commercial amenities, 9th & Sherrett is an ideal location for this test-project, the re-installation of a "missing piece" of the typical American city. "Intersection Repair" aims to test a number of related ideas at once, many of which are "benchmark" issues

Concept

An interwoven set of elements will strongly establish a sense of place The

careful placement of functional objects on each corner, each with a common purpose of inviting participation via sharing, shall comprise the active part of the experiment. As objects they will be sculptural elements and undoubtedly will serve a symbolic purpose as well, probably inspiring emotions like joy and hopefulness. These component parts will be held together, "joined," by a graphic composition on the street that will create a focus between the functional elements and at the same time the graphic will "reach out" in all four directions to "announce" to coming traffic what is ahead. This graphic work should be assisted by signage located approximately at mid-block, also indicating the graphics ahead (see illustrations). The graphic concept merges the logic of a circle, to join the four corners, with typical cross-walk graphics and airplane runway graphics which indicate "arrival."

Method

The work will be co-created by the neighborhood in order to establish identification and participation from the start, particularly with children. All work to be overseen by Mark Lakeman in consultation with City authorities. No structural elements shall exceed minimum requirements so as to require permits, and all shall be "transparent" in nature so as not to unduly obstruct traffic views. All structural work shall be temporary in nature, built with recycled materials. No enclosed structures shall be constructed.

Goals

By establishing non-commercial nodes of communication and sharing on each of our four corners, we shall promote mutual interests, a shared sense of belonging, responsibility and identification with each other. By graphically marking the street in a way that unites the four "activated" corners, we shall establish a working sense of "place" that will have manifold results, among these that the sense of "division" ordinarily made by the street shall be reversed into a sense of unification that turns normally isolated blocks into a community of four. The combining of the active elements on the corners with the street graphics will, in effect, establish a test-model "community square" that will result in numerous benefits

Effects

By establishing a "Community Heart" we will achieve a greatly increased level of livability in these ways,

- Across the board, we will have lower crime rates than in other comparable areas of the city
- Traffic speed will be greatly reduced more by the power of suggestion that a place with identity projects rather than that which specific regulations can enforce in the same circumstance
- Regular communication will be established between most houses

-Residents will jointly participate with each other in city-sponsored programs such as crime-watch, and the fire departments emergency preparedness programs.

-We will nurture tolerance by demonstrating openness without conditions, the power of sharing.

-A dramatically decreased level of fear, such that women & children can walk in safety because many houses will watch out for them, know them, be open to them.

-Greater openness and cooperation will result, the sharing of skills between neighbors without requiring compensation, for instance.

-A greater level of community activism on behalf of needy organizations, including food programs and other programs for the poor.

-Cleaner streets and sidewalks.

-Many self-initiated projects will manifest that extend already working city initiatives, and these shall be part of a natural stream of evolving community rather than by intermittent "sponsored" events.

These projects will include

- * The creation of a local meeting/project space
- * Installation of gates in fences between some neighbors.
- * Deconstruction of fences between some neighbors.
- * Creation of common, shared amenities between some groups of houses, such as, workshop space, hot-tub facilities, Tea house for conversation, children's play structures and composting facilities.
- * Tool library and "needs" reference board.
- * Shared gardens will be developed.
- * Carpools for work and/or recreation will be created.
- * Craft seminars will occur, to benefit children and adults.
- * Rideboard for long and short journey sharing.
- * Adults will work with children to create tree forts and playing places.
- * Pet caretaking exchange.
- * Musical group(s) will form and those who know music will teach those who don't.
- * Common dinners and events of celebration.

Our neighborhood is ready to respond to the opportunity this project presents us. The transient nature of American life, especially with such difficulties as absentee ownership, means that establishing a strong community "heart" has probably become essential. The ways that we will be creatively inspired cannot be entirely anticipated since as we transcend our fears we become more creative.

Measuring Progress

We will monitor our progress in a number of ways.

A The Bureau of Police, Office of Crime Statistics can provide data in every relevant category, to be used in comparisons with similar contexts.

B The Department of Transportation Engineering may wish to monitor traffic speed, on an intermittent or continuous basis for the duration of the test-period. We can assist with this work.

C We, the neighborhood, will create intermittent questionnaires that monitor the course of changing perceptions of and in our neighborhood.

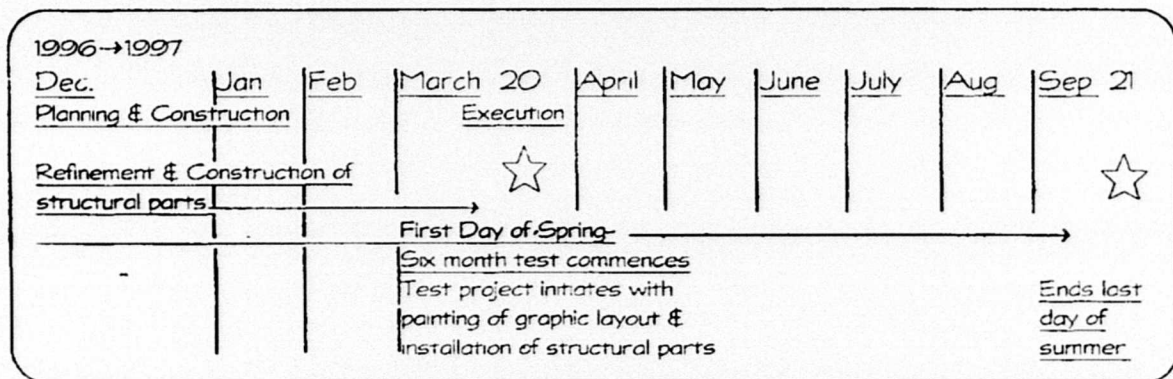
D We will document in writing the events that occur, projects that are undertaken, and problems or opportunities that arise, resulting, at the end, in a project document that can be used as a case-study report.

E Photographic and Video documentation will be a continuous part of the recording of this process

Implementation

In further discussions between neighbors, it has been decided to formally request that the official test-period be completed at the end of the summer of 1997. This will provide for a full fruition of the work, as spring and summer will be the time when we shall see the maturation of gardens and plants, and is the time when we shall be most active and creative.

At *this* time of year, due to current weather conditions, the refinements we envision to our graphic concept are impossible to carry out. Also, to further develop our structural concepts and to construct them will take time. Therefore, we propose this schedule



We would like a period of time to prepare for the full test, and to be able to initiate it, with more-developed ideas. The work we've done thus far has been educational, and now we would like to refine the work. The commencement of the

actual test could begin the first day of spring and end six months later in September, on the last day of summer.

In considering the work we've done so far, we've compiled a list of other ideas to incorporate into our work. Our "development" period would help us to plan and coordinate the placement of these parts. Here is a list of elements we either already have or wish to explore

- ~Tea Station- free tea.
- ~Produce Station- free produce.
- ~Book Station - free books.
- ~Chalk Station - free chalk.
- ~Bulletin/Chalkboard.
- ~One or two benches for sitting.
- ~Project Information Board with comment box.
- ~Craft donation station.
- ~Art work cabinet.
- ~Table with stools under temporary canopy.
- ~Bird feeder and sundial.
- ~Canned food donation barrel.
- ~Neighborhood photo station.
- ~Neighborhood banners.
- ~Rideboard.
- ~Recycling bin.

Many of these ideas can be incorporated into the same modest structures, not different in scale or material from the examples already in place. The careful orchestration of these parts would be located primarily on the indemnified public grass areas, and where agreeable to absentee owners, also on some private land. (Please see site plan for conceptual layout.)

Conclusion

The progress of our unusual project is highly encouraging thus far, and we are grateful for the opportunity to be able to work "legitimately," in partnership with the city. This was our goal from the start, and the realization of this much of the process and the opportunity to work further seems the result of good intentions and like thinking. We apologize for the initially unorthodox approach to this process and hope it has not been a source of frustration to officials who have done their best to uphold City codes and standards. It is our feeling that good ideas can come from anywhere, and that experiments are often good ways to test new waters.

35859

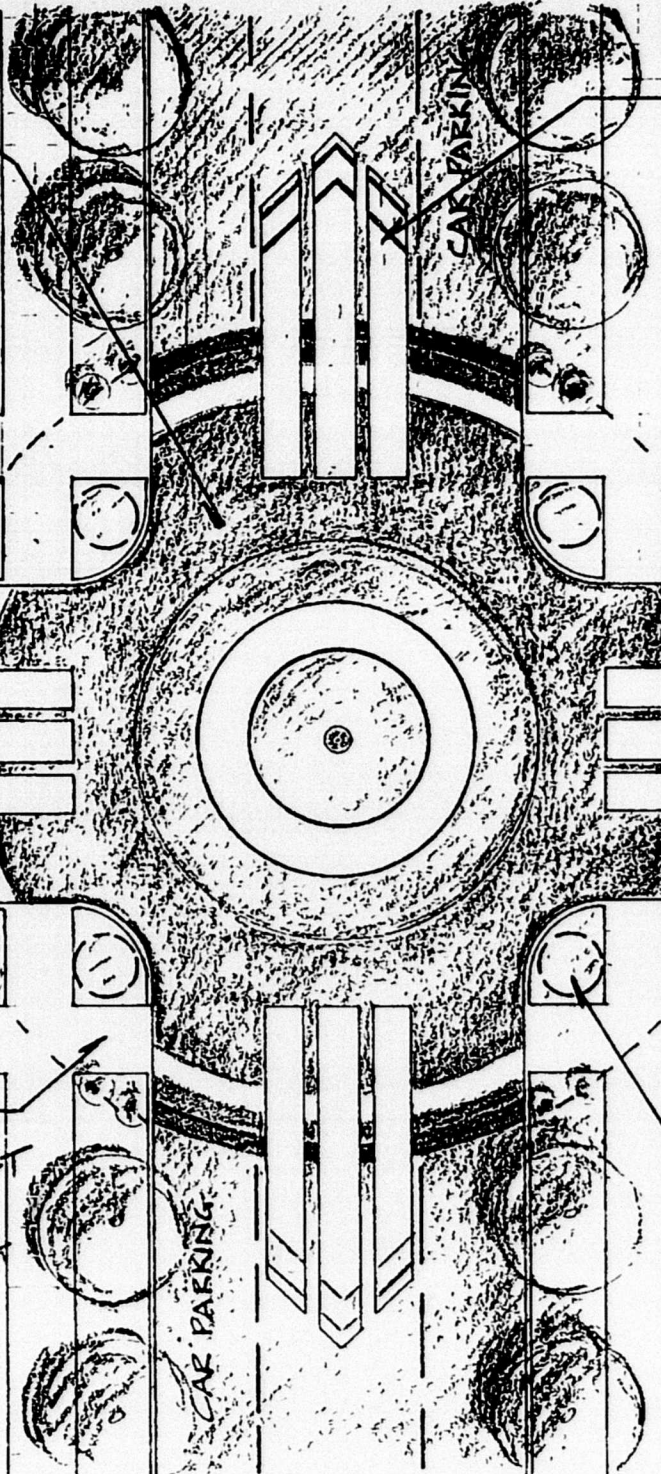
"TRAFFIC CALMER"

- COMBINES AIR LANDING GRAPHICS WITH TYPICAL CROSSWALK PATTERN TO "DECELERATE" TRAFFIC & ALERT FOR PEDESTRIANS

"GREEN CIRCLE"
DEFINIES 4 CORNERS, ESTABLISHES "PLACE"

"COLOR RINGS"
ALERT DRIVERS TO "PEOPLE ZONE" ACTIVATES SPACE

CAR PARKING



CAR PARKING

CAR PARKING

"OBJECT ZONE"
TO LOCATE MODEST IDEAS TO PROMOTE COMMUNITY SHARING & COOPERATION

"OBJECT"

"INTERSECTION REPAIR" PROPOSAL TO COMMISSIONER HALES
= 12'-0" (FOR TYPICAL LOW-TRAFFIC)

TO ALLOW TRAFFIC WITHOUT USE OF SPEED BUMPS
- TO REINVIGORATE COMMUNITY BY ESTABLISHING "COMMUNITY HEART" TO BE CO-CREATED, TO ESTABLISH LOCAL, SHARED IDENTITY, & TO PROMOTE COMMUNICATION & SHARING.

Exhibit B

Demonstration Project Signing

A minimum of two signs will be required for the demonstration project. Each sign will read, COMMUNITY DEMONSTRATION PROJECT, with white letters on a blue background.

Sign Materials

The sign dimensions need to be 30" by 24". The letters will be 4" white letters made of retro-reflective material for nighttime visibility. The sign backboard will be made of either a sturdy aluminum or plywood panel.

Mounting and Installation

The signs will need to be mounted on 11' sign posts made of 2" diameter standard steel pipe. The mounting devices that affix the signs to the posts must be sturdy in order to keep the signs in place during windy conditions. The bottom of the signs will be 7' above the ground. The posts should be buried a minimum of 2'. The edge of the signs should be no closer than 6" from the curb to avoid vehicles hitting them.

The two signs will be placed on SE 9th Avenue; one each for both northbound and southbound traffic approaching the SE Sherrett Street intersection. These will be located approximately one to two blocks in advance of Sherrett. An additional third sign may be installed for westbound Sherrett traffic. The signs will be located such that they are easily visible to drivers and do not block the visibility of other existing traffic signs.



CITY of PORTLAND
OFFICE of TRANSPORTATION

Exhibit B

REPORT TO COUNCIL

April 8, 1998

TO THE COMMISSIONER:

Attached as Exhibit A is the Bureau of Traffic Management's report evaluating the effectiveness and safety of the community demonstration project at SE 9th Avenue and Sherrett Street. This project created a "community square" which included painting the roadway surface at the intersection and providing neighborhood activity stands and small-scale structures adjacent to the intersection. The goals of the project were to enhance neighborhood livability and community spirit, slow traffic speeds, lower crime rates, and encourage neighbors to come together and to interact more frequently.

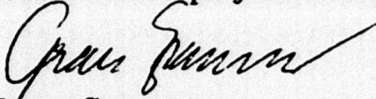
Ordinance No. 171012 (Exhibit B), passed March 19, 1997, granted a temporary revocable permit for the project and established a framework for the installation, maintenance and any necessary modification to the project, including removal, as directed by the City Traffic Engineer. The attached report has been prepared to comply with the requirement of subsection l. of the ordinance.

A summary of the report indicates the following about the safety and effectiveness of the project:

- the intersection remained safe for traffic;
- there was no significant reduction in vehicle speeds in the area;
- the crime rate in the neighborhood remained unchanged;
- there was generally more personal communication and interaction among neighbors in the immediate vicinity of the intersection; and
- at the request of Council, the project proponents made special efforts to include all neighbors in discussions about the project's features as well as the overall future of the project.

There are a number of neighbors outside the immediate vicinity of the intersection who oppose the project primarily for aesthetic and perceived traffic safety reasons. The compatibility of the project design with the neighborhood was not one of the criteria addressed in the report. The concern about traffic safety is unfounded based on the existing data.

Upon careful consideration of all the aspects of the project, I am recommending that the City Council authorize the City Traffic Engineer to issue an annual revocable permit for the project as defined under Ordinance No. 171012.



Goran Sparrman
Director, Bureau of Traffic Management
TO THE COUNCIL:

The Commissioner of Public Safety concurs with the above City Traffic Engineer's report.

Respectfully submitted,

Charlie Hales
Commissioner

Bureau of Traffic Management
Portland Office of Transportation

**Report of Effectiveness and Safety
SE 9th Avenue and Sherrett Street
Demonstration Project**

April 6, 1997

Introduction

Ordinance No 171012, approved March 19, 1997, established a revocable permit for a community demonstration project at the intersection of SE 9th Avenue and Sherrett Street. The project included painted markings on the pavement at the intersection and the installation of small-scale structures at the corners. The intersection painting and the structures are designed to enhance neighborhood livability and community spirit, and more specifically, reduce the speed and volume of automobiles at the intersection and reduce the crime rate in the area. Included in the original ordinance permitting the demonstration project was a requirement that the Bureau of Traffic Management evaluate the demonstration project for effectiveness and safety and report to the Commissioner in Charge.

Location

SE 9th Avenue and Sherrett Street are classified as Local Service Streets in the Transportation Element of the Comprehensive Plan. The streets serve a single family residence neighborhood and have sidewalks and curbs. The intersection has no regulatory traffic signs controlling the right-of-way. There is a stop on 9th Avenue at Harney, one block north. Blue "Community Demonstration Project" signs are located mid-block north and south of the intersection on 9th Avenue. SE Harney and Umatilla to the north, and SE Marion two blocks to the south are parallel to SE Sherrett and provide access to the east bank of the Willamette river.

Traffic Conditions

During the four years prior to 1997, no collisions were reported at the SE 9th and Sherrett intersection. SE Clatsop at 9th Avenue, one block to the south, has had three reported collisions; however, none since January of 1996. SE Harney and 9th Avenue, one block to the north, has also had no reported collisions in the four years prior to 1997. The intersection of SE 9th and Sherrett operates safely without stop signs, and no changes are recommended at this time.

Table 1 shows that vehicle speeds in the area have either remained unchanged or decreased slightly following the construction of the project. Due to the minimal change, the reduction cannot be directly attributed to the project. Table 1 shows traffic volumes increased at most streets in which counts were taken. This increase may reflect typical increases in vehicle traffic near recreation facilities during summer months. The volume measurements taken on SE Tenino help to illustrate this seasonal fluctuation. Since both before and after counts were taken during summer months the measured vehicle volume is negligible, although a year apart.

Table 1. Data Summary

Location	Baseline		Follow-up			Notes
	Speed	Vol.	Date	Speed	Vol.	
SE 8th, South of Umatilla, 3/11/97	24	192	7/31/97	24	238	
SE 9th, South of Sherrett, 3/11/97	26	515	7/29/97	24	643	
SE Sherrett, East of 9th, 3/11/97	21	119	7/29/97	20	216	
SE Sherrett, West of 13th, 9/21/94	25	222	7/30/97	23	296	
SE Tenino, West of 11th, 3/11/97	26	370	8/5/97	24	362	Signal at 13th/Tacoma

Pedestrian activity was monitored on two consecutive weekend days for twelve hours each day. There was a slight increase in pedestrian activity specifically related to the demonstration project. However, none of the pedestrians behaved in a way which put them at unusual risk.

Crime Activity

The Police Bureau reports no change in the reported crime rate in the surrounding neighborhood. Based on a before-and-after survey that was distributed by the permittee, those residents in the vicinity of the intersection felt that safety in the area had been improved as a result of the project.

Neighborhood Support

The survey by the permittee also indicates very strong support for the project by residents in the immediate vicinity of the project.

During the week following the demonstration project's installation, the Bureau of Traffic Management received three complaints regarding the project stating that it was a distraction to motorists, that it looked like graffiti, and expressing concerns about the project's affect on property values. Approximately seven months later, the City received two petitions from a total of 67 residents in the neighborhood expressing their disapproval of the project. The concerns included: 1) poor aesthetics and the negative effect on property values, 2) a decrease in safety and livability; 3) the lack of communication and cooperation by the project proponents toward residents outside the one or two block radius of the intersection, and 4) the lack of a broader-based process for reviewing and permitting the project.

To bring in more of the neighborhood, and based on the request of the Council, the permittee held special meetings and made presentations for those residents not in favor of the project. Following this set of meetings, the Chairperson of the Sellwood-Moreland Improvement League conducted a series of three workshops with the intent of defining the concerns of the neighborhood and making changes to the project to address these concerns while maintaining the intent of the project. The Board of Directors of the Sellwood-Moreland Improvement League has unanimously supported this project.

Project Awards and Recognition

The community demonstration project received a first place award and a citation award from the 1997 American Institute of Architects, Portland Chapter, annual awards competition. The project was also

written up in an article in the April 1998 edition of Sunset Magazine

Summary

The community demonstration project at the intersection at SE 9th Avenue and Sherrett Street has maintained the relatively high degree of traffic safety at the intersection that existed prior to the project. Vehicle speeds may have decreased slightly, however, the reduction cannot be tied directly to the project. Vehicle volume has not significantly changed from normal seasonal fluctuations. Reported crime activity in the immediate area has remained unchanged but adjacent residents perceive crime and threats to personal safety have decreased.

Neighborhood support for the project varies depending on where one resides. There is strong support for the project from residents in the one to two block radius of the intersection. A number of residents living outside this immediate area are not in favor of the project. The project is supported by the neighborhood association.

Recommendation

The Office of Transportation recommends that the neighborhood demonstration project be allowed to continue to operate under a revocable permit that is issued by the City Traffic Engineer with conditions as set forth in Appendix A of this report. Also, future requests for neighborhood projects similar to this should be permitted based on the set of conditions given in Appendix A.

Conditions of Revocable Permit to Modify City Intersections

- 1 The applicant for a permit must provide to the City Traffic Engineer a petition of support for the proposed intersection modifications. The support petition must have signatures from each of the adjacent residents and at least 80% of the residents within two standard city blocks of the proposed project. The City Traffic Engineer shall certify the accuracy of the petition.
- 2 The intent of a proposed project, and the likely outcome of such project shall be consistent with the goals of the City Council.
3. The two streets must be classified as local service streets and carry less than a combined 1000 vehicles on an average day.
4. A written description of the proposed changes, including diagrams depicting how the intersection will look when completed and variations to the conditions listed below, shall be provided to the City Traffic Engineer for review and approval prior to issuance of a revocable permit for installation. The permittee must demonstrate how the project will improve or at least maintain traffic safety and the safety of individuals at or in the vicinity of the intersection.
5. The permittee shall notify all residences within four standard city blocks of the proposed project at least 30 days before the project installation date.
6. The permittee shall obtain a block party permit to close all legs of an intersection, for up to one block distance, in order to install the intersection modifications. Permittee shall use Type III barricades and "Street Closed" signs as provided in the Manual of Uniform Traffic Control Devices. No street shall be blocked for more than 12 hours in any 24-hour period unless specifically allowed by the City Traffic Engineer.
7. The permit authorizes construction and maintenance of the project as described and shown in the submitted diagrams, subject to any changes that may be required by the City Traffic Engineer.
8. The permit shall be for the use of the public right-of-way only and does not exempt the permittee from obtaining any license or permit required by the City Code or Ordinances for any act to be performed under this permit, nor shall the permit waive the provisions of any City Code, Ordinance, or the City Charter, except as stated here in.
- 9 The permit shall not exempt any party from complying with all applicable traffic laws, including laws regarding pedestrians.
- 10 Repair, maintenance or installation of existing or future utility facilities in the right-of-way may require the permittee to reconstruct, move or remove the project, or portions of the project, with all costs borne by the permittee.
- 11 The permittee is not authorized to do any excavation. The permittee shall be responsible for protecting all public and private facilities placed in the public right-of-way, including underground utilities.

- 12 The permittee shall work with all affected neighbors to resolve any concerns that may arise regarding the project. The inability to resolve such concerns may be grounds for revocation of this permit by the City Traffic Engineer.
- 13 The permittee shall maintain at no cost to the City all aspects of the project during the term of the permit. If any nuisance condition is allowed to exist in the area of the project, such nuisance may be summarily abated by the City. The existence of a nuisance in the area of the project may be grounds for revocation of the permit.
- 14 All permits shall be revocable by the City Traffic Engineer. The City Traffic Engineer may revoke a permit for any cause. A permitted project no longer meeting the intent of City Council goals, shall immediately be revoked by the City Traffic Engineer.
- 15 The permittee shall, at no cost to the City, remove all aspects and/or features of a project when either the permit expires or is revoked.

SUBSTITUTE

ORDINANCE No. 172207

Request for a semi-annual revocable permit for the intersection of SE 9th Avenue and Sherrett Street for the neighborhood public square project; provide conditions for future similar requests and authorize the City Traffic Engineer to review and issue permits. (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. On March 19, 1997, Ordinance No. 171012 provided for the issuance of a Temporary Permit for a Community Demonstration Project at the intersection of SE 9th Avenue and Sherritt Street. The applicant, Mark Lakeman on behalf of the "Friends of Share-it Square," has requested an indefinite permit for continuing this neighborhood public square project at the SE 9th Avenue and Sherrett Street intersection (Exhibit A);
2. Based on survey results of residents in the immediate vicinity, the demonstration project was a success and still receives strong support by these residents because it facilitates frequent interaction and fellowship with one another at this particular intersection;
3. As required by the ordinance, the Bureau of Traffic Management has conducted an evaluation of the effectiveness and safety of the demonstration project and has submitted the findings in a report to the Council (Exhibit B). The findings from the evaluation indicate the demonstration project resulted in the intersection remaining safe from a traffic standpoint, even though there were no significant benefits observed in reducing traffic speeds or lowering the crime rate in the area;
4. The project continues to be a successful effort representing a significant initiative by the local neighborhood to promote a stronger sense of community and to enhance the safety and overall livability of the neighborhood. The goals of the project remain consistent with adopted City goals for livability;
5. A broad-based but specific group of persons, identified as the "Friends of Share-It Square" will provide for the monitoring, maintenance, planning, and other needs of the public square, including accountability and responsibility for responding to concerns and desires of Portland residents in the affected area (generally south of Tacoma St. and west of 13th Avenue to the Willamette River), as described in the submitted application
6. Two petitions and several letters have been received by the City from neighborhood residents and interested citizens who are not in favor of the project (Exhibit C). The vast majority of the residents live more than two blocks from the intersection, at the request of the Council, the applicant has made numerous efforts to inform and gain support from residents not in favor of the project

ORDINANCE No.

7. The Sellwood-Moreland Improvement League Neighborhood Association continue to support the project (Exhibit D); and
8. The City will have the ability, by the authority granted to the City Traffic Engineer, to require modifications to or the removal of the project upon identifying safety problems, a lack of maintenance of the project, a lack of broad support from residents and property owners in the immediate vicinity of the project, and any other negative impacts of significance to the neighborhood

NOW, THEREFORE, the Council directs:

- a. Recommend approval of the Report of Effectiveness and Safety, SE 9th Avenue and Sherrett Street Demonstration Project by the Bureau of Traffic Management;
- b. Directs the City Traffic Engineer to issue a six-month revocable permit, to the applicant for the use of the public right-of-way for the neighborhood public square project described in the attached Exhibit A under the terms and conditions as listed in Appendix A of Exhibit B, "Conditions of Revocable Permit to Modify City Intersections."
- c. The City's Office of Mediation will provide a process for mediation for neighborhood residents in the affected area (generally south of SE Tacoma Street and west of SE 13th Avenue to the Willamette River. This process will include the development of: 1) a project maintenance plan; 2) a process for evaluating and establishing aesthetic requirements; and 3) an outreach plan for involving neighbors outside the immediate area to be notified and involved in the process. The applicant will provide a written report to the City Council as to the status of the issues and mediation efforts at one month, three months and six months.
- d. Directs the City Traffic Engineer to review and issue revocable permits to applicants for similar neighborhood projects which meet the terms and conditions as listed in the "Conditions of Revocable Permit to Modify City Intersections."

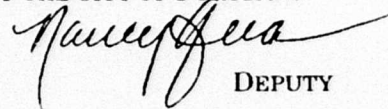
Passed by the Council, **APR 29 1998**

Mayor Vera Katz
Brant Williams cab
April 20, 1998

\mgt-bw\Ordinanc\9thShsub ord

BARBARA CLARK
AUDITOR OF THE CITY OF PORTLAND

BY



DEPUTY



CITY of PORTLAND

OFFICE of TRANSPORTATION

35859
Charlie Hales, Commissioner
Traffic Management
Goran Sparrman, Director
1120 SW 5th Avenue, Room 730
Portland, Oregon 97204-1914
(503) 823-5185
FAX (503) 823-7576
TDD 823-6868

PERMIT

Allowing Work To Be Performed
At SE 9th Avenue and Sherrett Street

May 29, 1998

This permit allows for the work to be performed at SE 9th Avenue and Sherrett Street as defined by City Ordinance No. 172207, adopted by the City Council on April 29, 1998.

The terms and conditions of this permit are defined in the ordinance and the accompanying exhibits. A copy of this City Ordinance No. 172207 is attached and is incorporated as a part of this permit.

Goran G. Sparrman, P.E.
Director
Bureau of Traffic Management

5/29/98

Date

I agree to accept the terms and conditions of this permit as imposed by the City.

Mark Lakeman
Permittee

June 2ND 98

Date

NTM\ADMINISTRATION\DOCUMNT\LAKEMAN\PMT WPD

CITY OF PORTLAND, OREGON
OFFICE OF TRANSPORTATION

BUREAU OF TRAFFIC MANAGEMENT

Permit No 001

Appl Date ?

Issue Date May 29, 1998

REVOCABLE PERMIT TO USE DEDICATED STREET AREAS

The undersigned applies for a revocable permit in accordance with the provisions of the City Charter and Title 17, Public Improvements of the Code of the City of Portland for use of the street area at SE 9th and Sherrett for the neighborhood public square project from May 29, 1998 to November 30, 1998.

(CONDITIONS)

- (1) The permittee shall hold the City of Portland, its officers, agents, and employees free and harmless from any claims for damages to persons or property, including legal fees and costs of defending any actions or suits, including any appeals, which may result from the permitted activity.
- (2) The applicant for a permit must provide to the City Traffic Engineer a petition of support for the proposed intersection modifications. The support petition must have signatures from each of the adjacent residents and at least 80% of the residents within two standard city blocks of the proposed project. The City Traffic Engineer shall certify the accuracy of the petition
- (3) The intent of a proposed project, and the likely outcome of such project shall be consistent with the goals of the City Council
- (4) The two streets must be classified as local service streets and carry less than a combined 1000 vehicles on an average day.
- (5) A written description of the proposed changes, including diagrams depicting how the intersection will look when completed and variations to the conditions listed below, shall be provided to the City Traffic Engineer for review and approval prior to issuance of a revocable permit for installation. The permittee must demonstrate how the project will improve or at least maintain traffic safety and the safety of individuals at or in the vicinity of the intersection

- (6) The permittee shall notify all residences within four standard city blocks of the proposed project at least 30 days before the project installation date
- (7) The permittee shall obtain a block party permit to close all legs of an intersection, for up to one block distance, in order to install the intersection modifications. Permittee shall use Type III barricades and "Street Closed" signs as provided in the Manual of Uniform Traffic Control Devices. No street shall be blocked for more than 12 hours in any 24-hour period unless specifically allowed by the City Traffic Engineer
- (8) The permit authorizes construction and maintenance of the project as described and shown in the submitted diagrams, subject to any changes that may be required by the City Traffic Engineer
- (9) The permit shall be for the use of the public right-of-way only and does not exempt the permittee from obtaining any license or permit required by the City Code or Ordinances for any act to be performed under this permit, nor shall the permit waive the provisions of any City Code, Ordinance, or the City Charter, except as stated here in
- (10) The permit shall not exempt any party from complying with all applicable traffic laws, including laws regarding pedestrians
- (11) Repair, maintenance or installation of existing or future utility facilities in the right-of-way may require the permittee to reconstruct, move or remove the project, or portions of the project, with all costs borne by the permittee.
- (12) The permittee is not authorized to do any excavation. The permittee shall be responsible for protecting all public and private facilities placed in the public right-of-way, including underground utilities.
- (13) The permittee shall work with all affected neighbors to resolve any concerns that may arise regarding the project. The inability to resolve such concerns may be grounds for revocation of this permit by the City Traffic Engineer.
- (14) The permittee shall maintain at no cost to the City all aspects of the project during the term of the permit. If any nuisance condition is allowed to exist in the area of the project, such nuisance may be summarily abated by the City. The existence of a nuisance in the area of the project may be grounds for revocation of the permit.

PORTLAND OFFICE OF TRANSPORTATION
COUNCIL CALENDAR ITEM

35859

PDOT No. BTSM-02 Council Calendar No. _____

Submitted for Council Consideration on: January 26, 2000

DESCRIPTION/PURPOSE:

Resolution to support re-issuance of a revocable permit allowing work to be performed at the intersection of SE 9th Avenue and Sherritt Street for the community demonstration project "Share-It Square", and support the issuance of a future permanent permit for the redesigned "Share-It Square"

BACKGROUND:

On March 17, 1997, Ordinance No 171012 provided for the issuance of a temporary permit for the community demonstration project at SE 9th Avenue and Sherritt Street May 29, 1998, Ordinance No 172207 provided for a revocable permit for the demonstration project The applicant supplied written reports at intervals required by the ordinance as to the issues and mediation efforts, made presentations in the community, and completed a community design workshop to proceed with a new intersection design The group involved with the presentations has identified ways to refine the original concept to create a decision-making framework to guide the evolving process and redesign of the community demonstration project

ISSUES:

Neighbors in the immediate vicinity of the project indicate strong support Other residents generally not in the immediate vicinity have expressed their disapproval of the project

POTENTIAL PROBLEMS:

The project is controversial with residents outside the immediate area

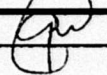
RECOMMENDATION:

Pass Resolution

Can be delayed 1 week, if necessary

Should be filed this week

Must be filed this week

Fiscal Review by Financial Analyst 

No Impact at fund level

Impact on fund

Contact Person Ellis McCoy will will not attend Council session

Phone Number 823-5214

Support the re-issuance of a revocable permit allowing work to be performed at the intersection of SE 9th Avenue and Sherrett Street for the community demonstration project "Share-It Square", and support the issuance of a future permanent permit for the redesigned "Share-It Square." (Resolution)

WHEREAS, on March 19, 1997, Ordinance No. 171012 provided for the issuance of a temporary permit for a Community Demonstration Project at the intersection of SE 9th Avenue and Sherritt Street (Exhibit A); and

WHEREAS, the Bureau of Transportation System Management (formerly the Bureau of Traffic Management) conducted an evaluation of the effectiveness and safety of the demonstration project as required by the Ordinance. The findings indicated that the intersection remained safe from a traffic standpoint, although there were no significant benefits for reduced traffic speeds or lowered crime rate (Exhibit B); and

WHEREAS, on May 29, 1998, the Bureau of Transportation System Management (BTSM) issued a revocable permit to replace the temporary permit as provided by City Ordinance No. 172207 (Exhibit C) to allow work in the intersection of SE 9th and Sherrett Street; and

WHEREAS, under the revocable permit the BTSM retains the ability to require modification or removal of the project upon identification of safety problems, a lack of maintenance, or a lack of support by residents and property owners in the immediate vicinity; and

WHEREAS, the City of Portland requires that all structures, devices, and pavement markings associated with the permitted activity be routinely maintained consistent with the revocable permit for appearance, safety, and visibility as needed through-out the life of the permit. Those maintenance activities that occur in the street must have prior approval by BTSM; and

WHEREAS, the applicant supplied written reports at intervals required as to the issues and mediation efforts. The initial mediation by the Clackamas County Dispute Resolution Center, for a number of reasons, did not resolve all the issues; however the process continued with public involvement and a design workshop; and

WHEREAS, the design workshop was successful, producing positive resolution and a solid framework to proceed with a new intersection design; and

WHEREAS, a new design is underway to replace the existing design, it will take time to finalize the design and to complete the engineering work; and

WHEREAS, the project continues to be a successful effort representing a significant initiative by the local neighborhood to promote a stronger sense of community and to enhance the safety and overall livability of the neighborhood and to remain consistent with adopted City goals for livability;

NOW THEREFORE, BE IT RESOLVED, that the City of Portland endorses the re-issuance of a revocable permit for the redesigned "Share-It Square" and supports the efforts of the community to obtain a permanent permit.

ADOPTED the Council
Commissioner Charlie Hales
E McCoy/emd
January 26, 2000

JAN 26 2000

GARY BLACKMER
Auditor of the City of Portland
By

Britta Olsen Deputy

121

Agenda No

RESOLUTION NO

35859

Title

Support the re-issuance of a revocable permit allowing work to be performed at the intersection of SE 9th Avenue and Sherrett Street for the community demonstration project "Share-It Square", and support the issuance of a future permanent permit for the redesigned "Share-It Square." (Resolution)

INTRODUCED BY	Filed
Commissioner Charlie Hales	JAN 20 2000 Gary Blackmer Auditor of the City of Portland
NOTED BY COMMISSIONER	
Affairs	
Finance and Administration	By <u>Gary Blackmer</u> Deputy
Safety <i>Charlie Hales</i>	For Meeting of _____
Utilities	
Works	ACTION TAKEN
BUREAU APPROVAL	
Bureau Transportation System Management	
Prepared by Date	
Ellis McCoy 1/14/00	
Budget Impact Review	
<input type="checkbox"/> Completed <input checked="" type="checkbox"/> Not Required	
Bureau Head <i>John D. Widmer</i> John D. Widmer, Director	

AGENDA	FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS	
		YEAS	NAYS
Consent <input type="checkbox"/> Regular <input checked="" type="checkbox"/>			
NOTED BY	Francesconi	Francesconi	✓
City Attorney	Hales	Hales	✓
City Auditor	Saltzman	Saltzman	✓
City Engineer	Sten	Sten	✓
	Katz	Katz	✓