



CITY OF

**PORTLAND, OREGON**

**OFFICIAL  
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 17TH DAY OF APRIL, 1996 AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Blumenauer, Hales and Lindberg, 4.

OFFICERS IN ATTENDANCE: Cay Kershner, Clerk of the Council; Ben Walters, Deputy City Attorney; and Officer Chuck Bolliger, Sergeant at Arms.

Commissioner Lindberg announced that the City had received an award from Renew America for its BEST program and described the energy savings the City has achieved to date. He said Portland is recognized nationally as a leader for its innovative programs in this area.

Susan Anderson, Energy Office, said the City's program was judged the best program by a government or non-profit organization in the country.

Inez Amato, Communications Coordinator, Oregon Arena Corporation, described the efforts of the Energy Office to make the new Arena energy efficient and save money as well.

Agenda Nos. 586 and 592 were pulled from Consent. On a Y-4 roll call, the balance of the Consent Agenda was adopted as follows:

**CONSENT AGENDA - NO DISCUSSION**

- 568** Accept proposal of Advanced American Diving Service, Inc. for design and construction of Bull Run Lake underwater outlet pipe extension and valve operator replacement for \$514,000 (Purchasing Report - RFP Bid 109)
- Disposition:** Accepted; prepare contract.
- 569** Accept bid of Larson, Inc. for Tanner Creek stream diversion Phase 1 Unit 1 for \$534,179 (Purchasing Report - Bid 128)
- Disposition:** Accepted; prepare contract.
- 570** Accept bid of Lile Moving and Storage to provide City Hall moving services for the Bureau of General Services for \$53,936 (Purchasing Report - Bid 132)
- Disposition:** Accepted; prepare contract.

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**571** Accept bid of Halton Company for furnishing two 2-wheel drive tractor backhoe loaders for \$129,978 (Purchasing Report - Bid 135)

**Disposition:** Accepted; prepare contract.

**572** Direct the Portland Development Commission to negotiate a loan to The Hazelwood Group, LLC, for the Hazelwood Apartment project (Resolution introduced by Commissioners Hales and Kafoury)

**Disposition:** Resolution No. 35510. (Y-4)

**Mayor Vera Katz**

**\*573** Extend contract with Intracorp to perform medical bill auditing and other related services for the Bureau of Risk Management (Ordinance; amend Contract No. 28658)

**Disposition:** Ordinance No. 169988. (Y-4)

**\*574** Pay claim of Stacy A. Patton (Ordinance)

**Disposition:** Ordinance No. 169989. (Y-4)

**\*575** Authorize credit agreement for the Oregon Arena project (Ordinance)

**Disposition:** Ordinance No. 169990. (Y-4)

**Commissioner Earl Blumenauer**

**\*576** Amend agreement with Zimmer Gunsul Frasca Partnership for professional services related to design criteria for the right-of-way in the River District and increase the compensation amount by \$10,500 (Ordinance; amend Contract No. 29600)

**Disposition:** Ordinance No. 169991. (Y-4)

**\*577** Designate and assign a parcel of land as right-of-way for street purposes in connection with the Harney Park Street improvement project (Ordinance)

**Disposition:** Ordinance No. 169992. (Y-4)

**\*578** Direct Purchasing Agent to sign a Purchase Order to serve as a contract with Landslide Technology for emergency geotechnical services (Ordinance; waive Code Section 5.68)

**Disposition:** Ordinance No. 169993. (Y-4)

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**\*579** Direct Purchasing Agent to sign a Purchase Order to serve as a contract with CH2M Hill for emergency geotechnical services (Ordinance; waive Code Section 5.68)

**Disposition:** Ordinance No. 169994. (Y-4)

**\*580** Agreement with Oregon Department of Transportation to provide for the N Columbia/Lombard/Burgard Street intersection improvement project (Ordinance)

**Disposition:** Ordinance No. 169995. (Y-4)

**\*581** Agreement with the Oregon Department of Transportation to provide for the replacement of the Columbia Slough (NE 138th Avenue) bridge No. 25T15 (Ordinance)

**Disposition:** Ordinance No. 169996. (Y-4)

**Commissioner Charlie Hales**

**582** Authorize appointment of Deborah Stein to the position of Program Manager III (Principal Planner) in the Bureau of Planning at a rate above mid-range (Ordinance)

**Disposition:** Passed to Second Reading April 24, 1996 at 9:30 a.m.

**\*583** Authorize a contract and provide for payment for the renovation of Lairhill Park (Ordinance)

**Disposition:** Ordinance No. 169997. (Y-4)

**\*584** Accept conservation easement from Cameron J. Warren on property in Northeast Portland near the Columbia Slough (Ordinance)

**Disposition:** Ordinance No. 169998. (Y-4)

**Commissioner Mike Lindberg**

**585** Accept completion of the Fiske Basin CSO sump project, Unit 4, and authorize final payment to S-2 Contractors, Inc. (Report; Contract No. 29892)

**Disposition:** Accepted.

**\*587** Consent to adjust solid waste franchise boundaries between Trashco Services, Inc. and Refuse Removal, Inc. (Ordinance)

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**Disposition:** Ordinance No. 169999. (Y-4)

\*588 Authorize a contract and provide for payment for the Insley Basin CSO sump project, Unit 2 Phase 1 (Ordinance)

**Disposition:** Ordinance No. 170000. (Y-4)

\*589 Authorize a contract and provide for payment for the St. Johns sewer extension Project No. 1 (Ordinance)

**Disposition:** Ordinance No. 170001. (Y-4)

\*590 Authorize a contract and provide for payment for the St. Johns sewer extension Project No. 2 (Ordinance)

**Disposition:** Ordinance No. 170002. (Y-4)

\*591 Authorize a contract with the lowest responsible bidder for the Inverness Force Main materials purchase, pipe and pipe fittings, Project No. 5152, and provide for payment (Ordinance)

**Disposition:** Ordinance No. 170003. (Y-4)

\*593 Authorize the Mayor to execute an agreement and letter of sponsorship for the City of Portland to the Natural Resources Conservation Service's Emergency Watershed Protection Program (Ordinance)

**Disposition:** Ordinance No. 170004. (Y-4)

### REGULAR AGENDA

566 **TIME CERTAIN: 9:30 AM** - Accept report and recommendation for the SE Gladstone Street Traffic Calming project (Report introduced by Commissioner Blumenauer)

**Discussion:** Krys Ochia, Bureau of Traffic Management, said staff began working with the neighborhood on this project in May, 1994 and is now asking for Council permission to go ahead and construct it. He described some of the measures that will be taken to mitigate traffic and make the area more livable. The City got permission from the State to reduce the posted mileage from 35 to 25 miles per hour and will also retain the existing bicycle lane. Even though some projects are now on hold, both the Bureau of Traffic Management and the Fire Bureau believe this one should proceed since agreement has been reached. He said the neighborhood supports the project by a two to one margin. A traffic device will be built at 39th and Gladstone, where an Astro gas station has indicated a willingness to pay part of the cost.

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Joe Wallis, Fire Bureau, said they can support this project based on the use of Opticom, a preemption device which allows the Fire Bureau to activate traffic signals and move through intersections at a rapid pace.

Citizens testifying in support of the project included:

Ray Polani, 6110 SE Ankeny, 97215-1245  
Mark Forrest, 3606 SE Gladstone  
Marian Smith, 4012 SE 32nd, 97202  
Harold Bangs, 4024 SE 28th Place, 97202  
Ron Earp, 3303 SE Gladstone, 97202  
Cheryl Merriam, 3315 SE Gladstone, 97202  
Margie Fyfield, 3005 SE Gladstone, 97202  
Judith Ontiveros, 3933 SE 32nd Ave., 97202  
Harold Bangs, 4024 SE 28th Place, 97202  
Lance Wright, 2735 SE Gladstone, 97202

Phil Curry, 2623 SE Gladstone, 97202, testified in opposition. He said the project is over-built, resulting in a cure worse than the sickness. Although the traffic light on 32nd is a good step, the 25-mile-per-hour speed limit is too low for a 50-foot wide street traditionally used as a thoroughfare. The two planned traffic circles could induce accidents as they create confusing blind spots. Turning left from the traffic circles also creates a problem.

Mayor Katz asked why it was necessary to race through neighborhood streets.

Mr. Curry said it is not necessary to race but 35 miles per hour is quite safe for a 50-foot wide street.

Commissioner Blumenauer said the evidence shows that traffic circles are not more hazardous as people learn quickly how to maneuver around them. He said both traffic speed and volume are too high on Gladstone and the side streets. He noted that this project helped bring the neighborhood together and build community.

Commissioner Hales urged the neighborhood to take on another project and put to good use the positive results it achieved from this one.

Mayor Katz said it is clear that, as this City grows, the traffic impacts become more difficult to deal with. The City needs to proceed with such projects, even when support is not unanimous, as they can have a positive impact on neighborhood livability.

**Disposition:** Accepted. (Y-4)

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**S-\*592** Direct Purchasing Agent to sign a Purchase Order to serve as a contract and provide for payment for emergency storm drainage services provided by Moore Excavation, Inc. (Ordinance)

**Discussion:** Commissioner Lindberg moved the substitute which had been distributed earlier. Commissioner Hales seconded and, hearing no objections, the Mayor so ordered.

**Disposition:** Substitute Ordinance No. 170005. (Y-4)

**Commissioner Earl Blumenauer**

**\*594** Accept a grant in the amount of \$12,212 for a parking management plan to meet the per capita parking space reduction requirement of the Transportation Planning Rule (Ordinance)

**Disposition:** Ordinance No. 170006. (Y-4)

**Commissioner Charlie Hales**

**\*595** Authorize execution of Intergovernmental Agreement with Tri-Met for its construction of a parking lot on City property at Hoyt Arboretum in Washington Park (Ordinance)

**Discussion:** Commissioner Hales said this is a partnership agreement with Tri-Met to let them bore some holes and dump some concrete at a time when the City needs improvements done to the Hoyt Arboretum. A mutual accommodation was reached and this is a nice example of two agencies working together to meet each other's needs.

**Disposition:** Ordinance No. 170007. (Y-4)

**586** Undertake a review of the solid waste and recycling collection franchise system (Resolution)

**Discussion:** Susan Keil, Bureau of Environmental Services (BES), said in 1990 Council reviewed various collection options and then awarded a 10-year franchise to a number of haulers. A review of the franchise system is called for at the end of the fifth year of the franchise so that a determination can be made prior to February, 1997 as to its effectiveness and whether it should be continued. As a precursor to that decision, staff proposes that Council get a number of reports for its analysis and evaluation. Part of the review will include a performance audit from the Auditor's Office and they expect to have that and all the other information by late summer. She said today she wants to get Council's reaction to what they propose to review (Attachment A) to see if anything else should be included as well. She listed the items to be included in that review and

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said the Auditor's Office will also collect comparative information on other cities with well-performing systems. A consultant has been hired to do that work. The Public Utilities Review Board (PURB) Subcommittee for Solid Waste will also be asked to review the rate-making mechanism. Ms. Keil asked Council members if they thought the PURB Subcommittee should be asked to hold a public hearing on the franchise system.

Commissioner Lindberg said that would not preclude City Council review.

Mayor Katz said this is a sensitive issue for the PURB.

Ms. Keil said another option is to have them do it in conjunction with BES's Solid Waste Advisory Committee. She asked if Council members had other items to add to the review list.

Mayor Katz said one issue in Northwest is heavy garbage truck activity, which is increasing on main streets and in neighborhoods with mixed commercial, apartments and single family homes. The other issue is the collection hours as commercial haulers have different hours than residential.

Ms. Keil said they are seeing that in the Pearl District which used to be exclusively commercial but has now added residential. There is some friction about noise and truck traffic.

Bruce Walker, Recycling Coordinator, said BES tries to work directly with haulers when it knows there are conflicts. He said haulers are typically very responsive and willing to change their schedules to address noise issues. They will need to be more sensitive to these issues as infill housing expands.

Mayor Katz said that is especially true as there is no franchise system for commercial hauling and so a variety of companies are going on and off the streets.

Commissioner Lindberg asked about time restrictions on haulers.

Ms. Keil said 6:00 a.m. for residential, with no restrictions on commercial. Some businesses have everyday collection.

Commissioner Blumenauer asked if total truck traffic is up or down.

Ms. Keil said for residential the number of trucks is definitely down. While commercial is not regulated, there has been some coordination among haulers and there could be more. This is an issue of concern. She also noted that recycling is noisier than garbage pickup.

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Commissioner Hales said this could become a worse problem as zoning is changed to allow more mixed use, with more people living over stores, for example. He said the City should not make that living arrangement worse.

Ms. Keil said the haulers are suggesting the use of plastic lids for commercial cans, which could make a big difference.

Commissioner Lindberg said he is getting a lot of complaints from people living in mixed-use areas, about the number of trucks and the early-morning hour pick-ups by commercial haulers. The City may need to get more aggressive about restrictions and perhaps not allow big trucks to go out at 4:00 a.m. in the morning right next to apartment houses. Right now the only enforcing regulations the City has is the noise ordinance. He suggested adding noise issues to the review.

Mayor Katz said the times, particularly on weekends, are important.

Ms. Keil said there is a big difference between 4:00 a.m. and 6:00 a.m. and these are the ones that bring complaints.

Commissioner Blumenauer said the City wrestled for 15 years with questions about the capacity of the industry to respond, to get modern, quieter equipment, etc. There were also questions about the stability of the system and whether haulers would sue each other or come to blows. He said now he gets very positive feedback but asked about the future potential for competition and quality service. He asked if fears that the smaller haulers would be squeezed out have now diminished. He said having that information would be useful in fine-tuning the system.

Mayor Katz agreed. She asked if the number of small businesses had been maintained, which was the goal of this system. She said the other issue she does not see on the list is the guaranteed profit for haulers.

Ms. Keil said that falls under the rate-making effectiveness issue.

Mayor Katz said Council needs to see if there are any real disparities among haulers regarding profits.

Ms. Keil said once Council determines whether this system has been effective, staff will then develop a new franchise agreement, if that is Council's choice. That would include new administrative rules and cover such items as the hours, calculating the return, etc.

Mayor Katz said they need to know if the smaller haulers are being bought out and what that means for the others in the way of a return.



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Ms. Keil said earlier they had seen only piecemeal purchasing of companies but now are seeing accelerated purchases and consolidation, but not because of the poor health of the companies.

**Disposition:** Resolution No. 35511. (Y-4)

**\*596** Grant a nonexclusive right-of-way easement with conditions to Freeway Land Company for a driveway crossing of the Springwater Corridor at SE 101st Avenue. (Ordinance)

**Discussion:** Susan Hathaway-Marxer, Property Manager, Parks Bureau, said there are over 1,000 landowners on Springwater Corridor, many of whom need vehicular access to their own property. In most cases the railroad, which formerly owned the property, did not have access agreements with them. She said the City is trying to clear up situations where people need legal access. This case concerns the old Smurfit Publisher's Paper site in Lents, a 100-acre site with no legal access. Approval of this easement will allow them to construct a safer, legal access and at the same time give the City safety guarantees along the Springwater corridor.

Commissioner Hales said this was a question of how to preserve the integrity of the corridor and yet still provide access.

**Disposition:** Ordinance No. 170008. (Y-4)

**\*567** **TIME CERTAIN: 10:30 AM** - Authorize a contract with the lowest responsible bidder for the Inverness Force Main Columbia Slough bike/pedestrian bridge, Project No. 5152, and provide for payment (Ordinance introduced by Commissioner Lindberg)

**Discussion:** Michael Reed, Director, Wastewater Management Division, BES, said this would allow construction of a multi-purpose bridge across the Columbia Slough, at the Columbia Boulevard plant site. It serves as the location for the Inverness pipeline to cross the Slough, allows readier staff access to the Triangle Lake sludge lagoon and serves as a critical link between the Peninsula Crossing Trail, the 40-mile Loop and ultimately, the Smith-Bybee Lakes interpretive center. These are a small portion of the amenities associated with construction of the Columbia Boulevard plant and CSO abatement projects. He said in doing these projects they are committed to furthering community values and including public amenities.

Commissioner Lindberg asked him to explain why the Inverness project is being done.

Mr. Reed said some areas in the Mid-County sewer project drain into the

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Inverness area and in analyzing how those wastes were to be treated, they determined that it would be better to build a pipeline to Columbia Boulevard rather than building a new treatment plant at Inverness.

Commissioner Blumenauer asked if this was the second such study.

Mr. Reed said the first study recommended building a treatment plant but a follow-up study showed clearly that a pipeline was the better option.

Nea Lynn Robinson, BES, said this bridge is one of several neighborhood amenities included in the Inverness Force Main Project Basin. She said the 14,000 acre Inverness Force Basin drains naturally to the Inverness pump station and a third of the Mid-County project lies within that. When completed in 1998, it will exceed the capacity of the existing force main so a new one needs to be in place at that time. She said the 11-mile pipeline presents opportunities for bike and pedestrian facilities on top and BES worked with about 32 neighborhood and other interest groups to prioritize the desired amenities. They also worked with other BES project managers and agencies such as the Port of Portland and the Parks Bureau to see what could be coordinated with them. In addition, they are doing some road shoulder widening to points where developers are scheduled to do improvements. However, there will still be some gaps along Marine Drive and they will continue to see how these can be filled in. She described the location of the planned improvements and links.

Commissioner Lindberg asked if there is only one missing link for the bike path now.

Ms. Robinson said you could bike the whole route with the exception of the area on Marine Drive in front of the golf course, where there are some very old trees which need to be preserved.

Mayor Katz asked when the 11 miles will be completed.

Ms. Robinson said by the end of 1998. She showed slides of the site of the bridge crossing and what it will look like when completed.

Mr. Reed said this is consistent with the overall facilities plan BES brought to Council last year. This has the potential to move reused water and as a first step, the bureau will conduct a pilot project with Parks on water reuse. He said a Council Informal is planned in the fall on all the water reuse projects.

Commissioner Lindberg said he is proud of all the partnerships that were built with other bureaus and the Port, as well as the agreement with the neighborhood on odor abatement.

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Mayor Katz asked what effect this project might have on the dikes, noting that several soft spots have been identified.

Mr. Reed said they are working with three drainage districts and the Corps of Engineers but this project will not impact the dikes.

Commissioner Hales said this is a good example of what the City can do to meet multi-objectives when doing such projects. He asked if a single agency is responsible for maintaining the trail.

Commissioner Lindberg said a memo of understanding is being prepared between the bureaus and Metro but he is not sure if a single agency is responsible.

Commissioner Hales noted that the transfer of Multnomah County parks to Metro makes the assignment of some responsibilities more difficult and he will be glad to help sort out any difficulties that might arise.

**Disposition:** Ordinance No. 170009. (Y-4)

**City Auditor Barbara Clark**

**597** Assess benefitted property for the costs of street improvements within the SW 41st Avenue LID (Hearing; Ordinance; C-9799)

**Discussion:** Dan Vizzini, Auditor's Office, said this project is now complete, with assessments about seven percent below the estimates. No written remonstrances were filed.

**Disposition:** Passed to Second Reading April 24, 1996 at 9:30 a.m.

**598** Assess property for sewer connection contracts processed through the Private Plumbing Loan Program for the period ending April 9, 1996 (Hearing; Ordinance; P0017)

**Discussion:** Mr. Vizzini said no remonstrances were filed and they received no calls.

**Disposition:** Passed to Second Reading April 24, 1996 at 9:30 a.m.

**599** Assess property for sewer system development contracts of the Mid-County sewer project for the period ending March 19, 1996 and non Mid-County for the period ending March 19, 1996 (Hearing; Ordinance; Z0631, Z0632)

**Disposition:** Passed to Second Reading April 24, 1996 at 9:30 a.m.

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**Communications**

**600** Request of Paulette Rossi to address Council about "xeriscaping," water-efficient landscaping (Communication))

**Discussion:** Paulette Rossi, described the concept of "xeriscaping" which promotes wise-water gardening techniques, decreasing the amount of water and maintenance required.

**Disposition:** Placed on File.

At 11:22 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 17TH DAY OF APRIL, 1996 AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Blumenauer, Hales, Kafoury and Lindberg, 5.

OFFICERS IN ATTENDANCE: Cay Kershner, Clerk of the Council; Ruth Spetter, Senior Deputy City Attorney; and Officer Chuck Bolliger, Sergeant at Arms.

**601 TIME CERTAIN: 2:00 PM** - Adopt the Broadway/Weidler Corridor Vision Plan as prepared by the Portland Office of Transportation and direct that implementation of the preferred alternative be pursued (Resolution introduced by Commissioner Blumenauer)

**Discussion:** Commissioner Blumenauer said this is a terrific example of what can be achieved with citizen horsepower coupled with technical expertise. He noted a proposed amendment regarding financing which has been agreed upon by both the Portland Development Commission and Transportation.

Janice Newton, Office of Transportation, said the Central City Transportation Management Plan (CCTMP) adopted in December, 1995, included a directive regarding the Broadway/Weidler corridor. This vision plan also fits with other City and regional plans. She said in this case businesses and others came together with a very positive attitude and developed this vision to enhance the identity of the corridor.

Matt Klein, Chair, Broadway/Weidler Corridor Task Force, said during the CCTMP process the 28-member Task Force realized that Broadway/Weidler was ranked a priority street for everything -- pedestrians, buses, trucks, cars and bikes -- and needed to be mega-modal, or everything to everyone. That is why they asked that a separate task force be formed to look at Broadway/Weidler outside the CCTMP process. To complicate things, this corridor is also a very sensitive land-use area which transitions from a vital commercial district to very strong neighborhoods in a two-block zone. He said the task force tried to find a common vision and create a vital, active main street which accommodates all transportation modes and also serves as a neighborhood-gathering place. The vision was easy to arrive at compared to the implementation plan. This plan strikes the balance between all the mega-modes. They realize this area is a very hot market now and if they can incorporate the new developments that are expected to occur into this plan they could

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begin to see the vision become reality. That is why they are particularly pleased with the amendments proposed today which would put funding mechanisms in place. They are also very pleased that businesses in the Lloyd Center are stepping up to pay their part. If the City can come up with matching funds it is their intent that the private businesses along the corridor fund their half of the street, pedestrian and bike improvements.

Lloyd Lindley, consultant, described the process for development of the plan and the principles which guided them in determining how these streets should be treated. They used the Lloyd District design guidelines and standards, developed about eight years ago, as a platform for designing the street elements. They also considered the underlying zoning and what the minimum densities should be. They broke the street into four segments, with the emphasis varying from highly auto-oriented (from the Broadway Bridge to MLK) to residential (from 16th to 24th). He said they recommend enhancement of the one-way couplet and also suggest removal of one traffic lane on each street and the addition of more signals, bike lanes, curb extensions and other amenities. He described what is being recommended for each segment. The area between 9th and 15th was designated as the community's center, and was seen as a gateway into the Irvington neighborhood. This is the area they are considering for the first phase. He said the most difficult issue was determining whether or not to decouple Broadway and Weidler and the Task Force concluded that doing so would involve either sacrifice of the pedestrian area or increase congestion, reduce neighborhood access, and eliminate the bike lanes. Another concern was diversion onto other streets because two-way traffic causes more congestion. As a result, they decided upon a one-way enhanced couplet. The immediate next steps are to resolve the parking issues at the east end of the corridor so that bike lanes can be striped there and determine a strategy for funding. In summary, they seek balance and something that will enhance the corridor rather than radical surgery.

Commissioner Blumenauer noted that the 2040 Plan is not driving this as much as are the neighbors, who have pressed for this over the last ten years.

John Lanouette, President, Lloyd District Business Association and Manager, Calaroga Terrace, said this plan provides sensible links with the Rose Garden, the Lloyd Center, etc. He urged adoption.

Rita Larimore, 2161 NE Clackamas, representing the Sullivan's Gulch Neighborhood Association, said this was a very painful process for her neighborhood as it had long wanted to return Weidler to a two-way residential street between 16th and 24th, so that it could once again become a neighborhood street. However, given the directive that 16,000 cars a day must travel this route, the Task Force felt they had no choice

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but to retain the existing couplet. She said they are glad to have the Sullivan's Gulch requirements for mitigation on Weidler accepted and placed in the second phase, although they had hoped to be in the first phase. They would like to see the entire project funded.

Barbara Scott-Brier, Irvington Neighborhood Association, said there was very strong community involvement in this difficult process. The recommended alternative will balance all interests and promote a multi-modal goal. She asked for implementation and for Council to monitor any unanticipated adverse impacts. She also urged that the Advisory Committee be continued, in order to work on the next phase.

Steve Barnhouse, General Manager, Lloyd Center, said the Lloyd Center made a financial commitment to finance improvements through a first phase Local Improvement District. They want to coordinate their own remodeling project with this to lessen the construction impacts. They believe this project will help the Lloyd Center function and look better.

Raoul Fish, General Partner, Bishop Creek Development, Ron Paul Partnership and the 1411 Building Partnership, called for completion of the ring road adjacent to the Convention Center, noting that all but the Broadway/Weidler portion have already been completed. He said when the CCTMP recommended this, there was no consensus about what should be done on Broadway/Weidler and he is very impressed at the extraordinary job that was done of reaching out to all constituencies and arriving at agreement. Also, the development that is occurring here offers a golden opportunity to get the plan funded and done. Finally, when they accepted the burdens and constraints placed on them by the CCTMP, such as parking meters, they did so with the understanding that steps would be taken to offset those burdens. Big business did a pretty good job of working out that balance but the only thing the small businesses see coming out of the CCTMP are parking meters, which they believe will drive away their customers. This is another golden opportunity to send a signal to the small businesses that the CCTMP can benefit them.

Meredith Wood Smith, business owner at 2161 NE Broadway said the proposed traffic controls will make the streets safer for pedestrians and bikers while still serving auto traffic. The enhancements will improve the streetscape and create a buffer between the high-density and more residential areas.

Rick Browning, 1903 NW 27th Ave., 97210, Chair, City Bike Advisory Committee, supported the Plan and asked Council to find a way to fund the improvements.

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Lee Perlman, 512 NE Brazee, 97212, criticized the citizen involvement process used here. He said the committee was so large it could not function on its own and therefore the dominating role was given to the consultants and staff, who ran the meetings and set the agendas. In reality, they became the decision makers and the committee merely became a sounding board. He said while it is not possible to represent all interests of the community on a committee like this, it was wrong to give only one seat to one side of the decoupling issue. Worst of all, there were no opportunities for the public at large to address the committee directly and not just make statements. If the City wants experts to do the planning, they should do that and save everyone else the time and trouble.

Greg Gruszaganski, Bardy Company, 237 NE Broadway, said his company supports the removal of one traffic lane and addition of a bike lane but fears that once again the on-street parking and loading zone will be removed, as happened on 15th and Broadway, forcing them to move four years ago. They favor an alternative that would leave some parking spaces on the north side of the street for their business customers, rather than the current proposal, which calls for the bike lane to be curbside. If that is not possible they would like to discuss some other compromise they can live with. With any alternative, some enforcement of the parking regulations is crucial.

Pamela Alegria, 3720 SE Henry, 97202, Willamette Pedestrian Coalition, supported the proposal for its pedestrian-friendly improvements.

Tom Gainer, 2124 NE 54th Ave., 97213, Bicycle Transit Alliance, supported the addition of bike lines as an essential part of the livability vision. He also urged continued improvements to adjacent bike routes.

Carolyn Marks Bax, 2406 NE Wasco, 97212, Sullivan's Gulch resident, neighborhood activist and bike commuter, recommended adoption and implementation of the Phase I improvements west of 15th. She said she realizes that it is in the best interests of the Sullivan's Gulch neighborhood to work with all parties and make the preferred alternative the best it can be. She also supports continued commercial development along Broadway. However, the Task Force looked at the decoupling issue as a way to improve both transportation and business development opportunities. Decoupling had to be considered in a way that did not impact parking, traffic flows, sidewalk widths or bicycle lanes. Those amenities are important but if you look at land-use on Broadway you also need to look at the significant impact to the residential quality of Weidler. When the time comes to implement Phase 2, she suggested that the east end of the plan be reviewed in terms of utilization of other east/west streets such as Sandy, Knott and Fremont, not just Broadway/Weidler. She said the corridor needs a more creative investigation of parking needs and solutions coupled with a sound look at changes in mass transit, such as the



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expansion of Fareless Square and other measures taken to curtail congestion. She asked that the possible decoupling east of 15th be reviewed at that time. She said the Sullivan's Gulch neighborhood is so narrow it will be severely impacted if Weidler is not saved and there is more cut-through traffic on Multnomah. Staff states they do not expect a problem with cut-through traffic but such problems have been documented for a dozen years and the neighborhood would like to see speed bumps put in there now.

Tamara Patrick, co-owner of Trade Routes, 1831 NE Broadway, 97232, said she is thrilled with these changes which encourage pedestrian activity but concerned that the formation of a LID may be too large a financial burden for many of the small businesses located there, putting them out of business. She said the most important part of this project is traffic control, not the aesthetics and the City has a moral responsibility to remedy this situation and fund this portion of the project. She also asked that the traffic changes be made immediately as it would be tragic to wait another four years to do them.

Steve Rogers, 533 NE Brazee, 97212, Broadway/Weidler Corridor Coalition, said he too has some concerns about the citizen participation aspect of this, and other plans, but his concerns are far outweighed by the positive outcome in this case. The coalition supports these recommendations and also supports continuation of the project advisory committee, using the corridor vision as the guiding principle for any design or development proposals. He called for completion of a complementary study by the Bureau of Planning and Portland Development Commission within the next two years so that the land use matches the transportation use. As a part of that study a business development plan is needed. As its representative on the Task Force, Mr. Rogers noted support from the Eliot Neighborhood Association, which is also concerned about the parking situation around the Bardy Company and wants further study. He suggested amending the resolution to include the word "Vision" in the resolved statement of the resolution as it appears to have been inadvertently omitted.

Charlotte Uris, 2526 NE 10th, 97212, noted the essential link between transportation and land use and supported the continuation of the committee and the Bureau of Planning's study of urban design to make sure all uses compliment each other. She said she came with no preconceptions about decoupling but believes the technical information presented and resulting community discussion lead to the conclusion against decoupling.

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Mayor Katz asked if this plan is creating more danger for pedestrians. She said she notices more jaywalking and less attention to traffic signals.

Commissioner Hales said if streets have more definition, people tend to obey signals more.

Steve Larson, 2406 NE Halsey, President, Sullivan's Gulch Neighborhood Association, said his neighborhood struggled with this plan but does support it overall. He said that support was gained because of the measures that were added at their suggestion and they do not want these to be the last to be funded. He said traffic impacts on Multnomah should be monitored as the street needs to remain residential between 16th and 24th.

Chris Pierce, 4334 NE 32nd Place, Bicycle Transit Alliance board member, said new bike lanes had already been funded but were delayed until the larger vision of the corridor had been determined. He complimented business owners who understand that pedestrian and bicycle enhancements will help their businesses by making them more user-friendly.

Commissioner Blumenauer moved the proposed amendment recommended by the Office of Transportation and PDC that speaks to implementation and to add the word "Vision" in the resolved statement. Commissioner Hales seconded and, hearing no objection, the Mayor so ordered.

Commissioner Blumenauer said he is excited about the plan but personally disappointed that the City is not able to decouple Weidler to the east on 16th. This could probably have been done in 1987 because the City did not have the high standards it has now for the pedestrian environment, bicycle lanes and implementing all that has been learned about parking management. It would have been detrimental to these elements to move ahead with decoupling but he is happy to continue looking at this issue. He said what are labeled amenities are really essential to the vision and the City should commit to making it happen, tying in with the private development and the energy that is already there.

Commissioner Hales said a lot of creativity has been shown in developing this plan and it needs to be turned immediately into action to make all this work real.

Commissioner Lindberg said he is very aware of the impact, both good and bad, of growth in this area and is very pleased with the focus on a pedestrian-oriented, bicycle-friendly environment.

Mayor Katz said she would like Transportation and PDC to look at all its priorities for the next two years to identify how PDC resources in that

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area might be combined with this project. She said she did not think this project was on the list during the first review.

**Disposition:** Resolution No. 35512 as amended. (Y-4)

At 3:30 p.m., Council adjourned.

**BARBARA CLARK**  
Auditor of the City of Portland

*Cay Kershner*

By **Cay Kershner**  
Clerk of the Council