

183613

Moore-Love, Karla

From: lisa goorjian [lgoorjian@yahoo.com]
Sent: Tuesday, March 16, 2010 9:37 PM
To: Adams, Sam; Fish, Nick; Leonard, Randy; Saltzman, Dan; Fritz, Amanda; Moore-Love, Karla
Subject: Support ltr for Bicycle Plan and implementation
Attachments: Goorjian ltr of support for GreenStreets andBikes.doc

March 16, 2010

Mayor Sam Adams

Commissioner Nick Fish

Commissioner Amanda Fritz

Commissioner Randy Leonard

Commissioner Dan Saltzman

Portland City Council

1221 SW 4th Ave,

Portland, OR 97204

Dear Mayor Adams and Members of the Portland City Council:

I was pleased to learn that the Portland City Council adopted the *Portland Bicycle Master Plan for 2030*. For me it's reminiscent of the landscape changing plans of our past that so many of us are so proud of; Senate Bill 100, the bottle bill, the Oregon beaches bill, development of Tom McCall Waterfront Park, Pioneer Courthouse Square, etc. The result of their implementation comprehensively affects our community and how we live today.

The Portland Bike Plan, when implemented will collectively, decisively and positively impact what we hold dearest; community health, our children, water quality; air quality, safety, wildlife, economic vitality, and mobility choices. It will fundamentally improve a myriad of aspects in our lives.

3/17/2010

On a personal note, my street is identified to become a bicycle boulevard in the plan. So while I support the community vision, I also have a personal stake in this. I want the current cyclists and walkers who regularly use my street to be safer in their daily commutes as well as for all the children, including my own, that have to negotiate exiting highway traffic as they speed through my neighborhood as it is commonly used as a by-pass.

I believe bicycle and walking improvements share the same goals of the proposed green street projects. They address water quality, traffic calming, reduce non-source pollutants and can increase canopy cover with more roadways re-programmed for planting areas.

This is my first letter to your body, but I feel so strongly about this subject that I feel compelled to write in support of it. Change is hard, especially now. But without strong, consistent and visionary leadership positive change does not happen. I feel confident that implementing this plan will change the Portland landscape for the better for everyone. Please vote yes on more funding for Green Streets and bicycle boulevards.

Thank you in advance for your consideration.

Sincerely,

Lisa Goorjian Duh

59 NE Cook Street

Portland, 97212

March 16, 2010

Mayor Sam Adams
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Randy Leonard
Commissioner Dan Saltzman
Portland City Council
1221 SW 4th Ave,
Portland, OR 97204

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Sincerely,
Lisa Goorjian Duh
59 NE Cook Street
Portland, 97212

183613

Moore-Love, Karla

From: Gerik Kransky [gerik@bta4bikes.org]
Sent: Tuesday, March 16, 2010 3:59 PM
To: Adams, Sam; Fish, Nick; Leonard, Randy; Saltzman, Dan; Fritz, Amanda; Moore-Love, Karla
Subject: Letter of Support for Green Streets Ordinance
Attachments: BTA Letter to Council.031510.doc

Dear Mayor Adams and Portland City Council,

Please find the attached letter of support for tomorrow's Council Agenda item to direct the Bureau of Environmental Services to incorporate into its Capital Improvement Plan Green Street Projects on prioritized boulevards as identified in the Council-adopted Portland Bicycle Plan for 2030.

Sincerely,
Gerik

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Gerik Kransky | Advocacy Campaign Manager
tel: 503-226-0676 x11 | cell: 503-523-9651
fax: 503-226-0498

Bicycle Transportation Alliance | www.bta4bikes.org
Creating healthy, sustainable communities by making bicycling safe, convenient and accessible.

P.O. Box 28289 | Portland, OR 97228-8289
Visit us at 233 NW 5th Ave



March 16, 2010

Mayor Sam Adams
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Randy Leonard
Commissioner Dan Saltzman
City Hall
1220 SW 4th Ave.
Portland, OR 97204

Dear Mayor Adams and Members of Portland City Council,

We write to you today in support of the proposal to build Green Streets and fund them through cost savings on the Big Pipe project. This ordinance is a win-win for clean water, city ratepayers, and livable communities. Here's why:

Clean water - Green Streets take stormwater out of the pipes under our roads and keep urban runoff out of our rivers. They also help reduce pollution from cars and trucks on our roadways by encouraging active transportation. Green Streets are an integral part of Portland's transportation network and sewer/stormwater system.

City ratepayers - The ordinance proposed by Mayor Adams protects ratepayers by ensuring that only Green Street features that add value to Portland's sewer system are eligible for funding from sewer revenue. All signs, stripes, signals, and speed bumps will be funded from other local sources.

Livable communities - By spending our limited city resources efficiently, and meeting the needs of two programs at once, we create safer streets, more transportation options and better neighborhoods while saving money in the long run.

Slowing down traffic and reducing stormwater drainage in our sewer system is a win-win. The Green Street program is a cost-effective way to do it. In the past, we just built expensive pipes underground that only managed our stormwater. Today, we can build natural areas to manage stormwater with the added benefit of safe and pleasant neighborhoods.

This is precisely the kind of forward thinking that we need in Portland's City Council. Please support the proposed ordinance for the benefit of all involved.

Sincerely,

Gerik Kransky
Bicycle Transportation Alliance

183613

Moore-Love, Karla

From: Vidura Stich [vidura@msn.com]
Sent: Tuesday, March 16, 2010 3:00 PM
To: Parsons, Susan; Moore-Love, Karla
Subject: Re: Regarding the city council vote on the \$20 million from the sewer budget being allotted to the bike plan

Hi, sorry in not getting this out prior to 2pm. I did not have a chance to review the video, so apologize if it was covered.

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Esteemed City Council members, I am writing this to encourage that the \$20 million that is currently under consideration to be allotted to the bike plan, be instead be allocated to the Portland Public School budget. When I read in the paper that Portland Public Schools has to dip into their emergency funding, I seriously question the dedication to Portland's youth. We already spend large sums of money on public transportation, greenways, and bicycle projects (which I wholeheartedly support when the funding is set aside in standard processes). We have a serious budget crunch in our schools and we already pay some of the highest sewer rates in the country, so why can we not take this surplus and dedicate it to our schools?

I have the greatest respect for each council member for taking on the political life, and I can't help but think that the bike project is at least somewhat about political ambition rather than serving the constituents. I urge each of you to reconsider this allocation and give it to the school system.

Thank you for the time.

>>>>>

From: Parsons, Susan
Sent: Tuesday, March 16, 2010 10:12 AM
To: 'Vidura Stich' ; Moore-Love, Karla
Subject: RE: Regarding the city council vote on the \$20 million from the sewer budget being allotted to the bike plan

Vidura,
Karla is in a meeting right now, so I will answer for her.
Here is the link to the video of last week's Council meeting.
<http://www.portlandonline.com/index.cfm?c=49508&a=290603>
Scroll down to item 336 for the start of the discusson and hear the testimony given last week.

Email your testimony to Karla and myself and we'll forward it to Council. If you can get it to us by 2:00pm today that will be helpful.

Thank you.

Sue Parsons
Assistant Council Clerk
City of Portland
503.823.4085

3/16/2010

183613

Susan.Parsons@portlandoregon.gov

From: Vidura Stich [mailto:vidura@msn.com]
Sent: Tuesday, March 16, 2010 10:00 AM
To: Moore-Love, Karla; Parsons, Susan
Subject: Re: Regarding the city council vote on the \$20 million from the sewer budget being allotted to the bike plan

Thank you very much Karla, I appreciate the information.

Two other questions, if I may.

Is the public testimony from last week available for viewing?

How does one submit written testimony?

Thanks again!

Sincerely,
Vidura Stich

From: Moore-Love, Karla
Sent: Tuesday, March 16, 2010 8:21 AM
To: 'Vidura Stich' ; Parsons, Susan
Subject: RE: Regarding the city council vote on the \$20 million from the sewer budget being allotted to the bike plan

Vidura,

The item you are referring to is an Ordinance (Agenda Item 373) that will have a second reading and be voted on Wednesday, March 18th in the morning session. The agenda is available online at:
<http://www.portlandonline.com/auditor/index.cfm?c=26997>

Public testimony was heard last week and will not be taken tomorrow unless there are new amendments presented and testimony would only be allowed on those. The record is still open for written testimony but has to be submitted before the vote tomorrow.

Regards,
Karla

Karla Moore-Love
Council Clerk
City of Portland - Office of the City Auditor
1221 SW 4th Avenue, Room 140
Portland, OR 97204-1900
voice 503.823.4086 fax 503.823.4571
Clerk's Webpage: <http://www.portlandonline.com/auditor/index.cfm?c=26979>

3/16/2010

183613

From: Vidura Stich [mailto:vidura@msn.com]

Sent: Monday, March 15, 2010 9:58 PM

To: Moore-Love, Karla; Parsons, Susan

Subject: Regarding the city council vote on the \$20 million from the sewer budget being allotted to the bike plan

Importance: High

Hello,

I was looking at the upcoming city council sessions online and could find no mention of when the council will vote on the \$20 million from the sewer budget over to the bike plan budget.

When will that vote occur and will there be open discussion?

Thank you!

Portland City Council

183613

Re: \$20 million Dollars Bik Path

I was born in Portland 90 years ago and have lived here all my life except for 10 years before, during and after WW II

I attended Asleta Grade School, Franklin Hi. S. and graduated from Reed College. I have a Ph.D. from O.S.U.

In grade school we were taught that the majority rules. Some place in a Social Science class in college we learned to "do the greatest good for the greatest number."

my observations are that the City Council does not follow these ideas. You knuckled under twice to minority groups against the wishes of the masses to name Union Avenue - M.L.K. and also changed the name of 39th Street. Now again you are considering spending \$20 million for a small group.

I grew up in the great depression. The swimming pools were free and the parks had one or two college students teaching the children, crafts, leading games and generally keeping order.

Today the children pay to use the pools and there is no supervision in the parks. but we do have \$20 million for a bike path for an elite few.

Cooper St. leading to Lewis School is unimproved, Glenwood Street on the north side of the play ground is unimproved, 44th Ave. leading to the school is just

a muddy path, - but fortunately we have \$20 million for a special few.

There are many unimproved streets and potholes in the Woodstock area as well as through out the City of Portland. But we can afford \$20 million for a special bike path.

I hope you get my message.

If there is indeed \$20 million in excess, there are many other worthwhile uses. The news just said that the school board is considering closing some schools. Isn't education a better use for the money?

Please, please look at your Civics 101 text book "the majority rules," "the greatest good for the greatest number."

Chester A. Schink

3943 SE Cooper St.

Portland, OR 97202

503-774-8453

Chester A. Schink
3943 SE Cooper St
Portland OR 97202-7751

183613

Parsons, Susan

From: Deanna Carey [dcarey8043@aol.com]
Sent: Monday, March 15, 2010 4:41 PM
To: Parsons, Susan
Subject: Strongly Against Diversion of Sewer Money to Bicycle Program

I am retired, raising a teenage grandchild, and living on a fixed income. I am furious that the City is thinking of diverting sewer money to help support bicycle plans! Sewer and water expenses are very high already and another 7% increase is planned for this summer. We cannot continue to pay, and pay, and pay for sewers. Then to have a surplus passed on to support bicycle needs is not in my best interests or those of other citizens, especially those on fixed incomes.

It would seem to me that if the money were to be spent elsewhere, fixing city streets for automobiles would have a higher priority. They are in terrible repair all over the city.

Also, if there is a surplus of money, why is it necessary for **another** increase? That extra money should be first applied to sewer/water projects--not bicycles. Bicycle money needs to come from a fund set aside and raised specifically for bicycles. Furthermore, those riding bicycles and using the facilities should contribute to the costs of constructing and maintaining bicycle projects. There is probably also some federal money out there for this project.

It is not fair or equitable that sewer money is used for anything but sewers. It is difficult to convey how very angry and upset I am about this proposal. I urge the Mayor and City Commissioners to reconsider this outrageous proposal.

Sincerely,
Deanna Carey
A senior taxpayer
503-771-2964
dcarey8043@aol.com

DIRECT BES TO INCORPORATE INTO ITS CAPITAL IMPROVEMENT PLAN GREEN STREET PROJECTS ON PRIORITIZED BOULEVARDS AS IDENTIFIED IN PDX BICYCLE PLAN

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ TERRY PARKER	PO Box 13503 97213	
MAIVE HUCK	PO Box 6903 97228	mihuck@stata.com
BOB SALLINGER	5151 NW Cornell Rd 97210	bsallinger@suburbanw.com
✓ CHRIS SMITH	2343 NW Pollysio-2	
BOB SALLINGER	PO Box 6903	
✓ MIKE HUCK	PO Box 6903 97228	greenspaces.org
✓ BOB SALLINGER	5151 NW Cornell Rd 97210	bsallinger@suburbanw.com
✓ CARL LARSON	233 NW 5TH AVE	carl@bta4bikes.org
✓ LESLIE CARLSON		



183613

March 10, 2010
Testimony before City Council

Mayor and Commissioners, thank you for your time today.

My name is Carl Larson, representing the Bicycle Transportation Alliance. The BTA's advocacy team is in Washington, DC right now attending the National Bike Summit. They're representing this city and state on a national stage and working to create new sources of federal active transportation funding to match what cities like Portland are beginning to invest at a local level. They are also being fawned over by lobbyists from all over the country who look to Portland for inspiration and leadership.

They get jetlag and a videotaped welcome from Lance Armstrong. I get to testify in front of the people who are to thank for Portland's status, not just as the talk of the National Bike Summit but as a leader in eco-friendly design and all-around livability. Your leadership has made this city a model for bicyclists and bioswale fanatics alike.

Portland is a leader and you are Portland's leaders. Thank you all for your leadership.

Thanks, especially, to you, Commissioner Saltzman. Your proactive efforts to insure that The Portland Bicycle Plan for 2030 gets funded and built have brought us to where we are today.

Today, in the form of The Green Streets proposal, we have a commitment from Mayor Adams "kick start" that plan and stormwater management plans with an impressive \$20M. He has also committed to identifying an additional \$2M a year to dedicate towards green bike boulevards.

Portland is at its best making the most of limited tax monies and this proposal sets an example for all city government by dedicating contract savings towards future savings.

You have identified a way to make the most of existing funds and existing streets to make our citizens and our ecosystem healthier and better-connected.

Smart and creative funding like this will produce a return on investment that typical road projects never will. Green Streets investments keep citizens out of harm's way and pollutants out of our rivers.

The BTA thanks you, Mayor Adams, for proposing the Green Streets initiative and we urge city council to see this proposal not just as curbs and sewers but as a key to maintaining Portland's national reputation as a city committed to the health of its residents and natural environment.

Thank you.

TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

183613

Subject: Testimony to the Portland City Council on Bicycle Infrastructure Funding – Ordinance #336, March 10, 2010:

Water and sewer rates that affect the cost of living in Portland must be kept affordable for all users. Raiding utility ratepayer dollars to fund selfish special interest and pet projects like bicycle infrastructure is a classic form of embezzlement. The people whom I have spoken within the local financial industry, including some who are avid bicyclists, concur with this assessment. In the private sector, such a scam would likely be called “cooking the books”.

Commissioner Fritz, I seem to remember one of your campaign issues when running for City Commissioner was the concept that voters should have a say on major financial undertakings by the City. What ever happened to that lost model? Labeling this raid on utility ratepayer dollars an emergency and ramming it through is an obvious and deceptive tactic to sidestep public opinion. Moreover, even though this rip-off may have the consent of the City’s highly vetted, one-sided and stacked deck budget committee - a committee that earlier in this meeting was tilted even more towards a social engineering mindset - no where in the materials handed out at last weeks public budget forums was this misappropriation of funds even noted or mentioned so the general public could weigh in with an opinion.

Mayor Adams, you want to increase the graduation rates in Portland schools. Is that to say that students should follow this con job example of a taking and cheat on tests to obtain their diplomas? Should the public follow the same corrupt example when dealing with the City and managing finances in their daily lives?

At the Portland Utility Review Board hearing last week, 100 percent of the testifiers were against increasing water and sewer rates. Not only are water and sewer services paid for by the users, but things like public golf courses, swimming pools, tennis centers, etc. are also all funded with user fees. Currently arrogant freeloading bicyclist activists want all the frills of this specialized and often exclusive infrastructure as long as somebody else pays for it. One more trip made on a bicycle, compared to by car, is one “less” trip that helps pay for transport infrastructure.

The bottom line is that equity requires the now pedal pushing deadbeat bicyclists accept the financial responsibility themselves in a manner that any local funding for bicycle infrastructure comes from license, registration and other user fees directly assessed on bicyclists only - NOT from an unethical and fraudulent raid on utility ratepayer dollars that are needed elsewhere. If the council has any integrity at all, this ordinance will be defeated.

183613

Moore-Love, Karla

From: Carol Parker [ancparker5669@comcast.net]
Sent: Wednesday, March 10, 2010 8:27 AM
To: Moore-Love, Karla
Subject: \$20 million to bike trails

How can this possibly be justified when many Multnomah County residents cannot afford to pay the outrageous cost of the sewer/clean water utility bills now? This excess of money should be used to reduce the sewer bills now and any future excess should also be used in the same manner.

Mayor Sam Adams obviously has no concept of the financial burden these sewer charges place on a great portion of our County residents. If he wants to improve the economy, he needs to focus on agendas that will actually help.

The City Council also should reconsider this decision.

Carol Parker
8901 SE Crystal Springs
Portland, OR 97266