



CITY OF
PORTLAND, OREGON

OFFICIAL
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **2ND DAY OF JANUARY, 2008** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Potter, Presiding; Commissioners Adams, Leonard and Sten, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Harry Auerbach, Chief Deputy City Attorney; and Ron Willis, Sergeant at Arms.

Items No. 14 and 17 were pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS	Disposition:
<p>1 Request of Erik Tucker to address Council regarding drugs and prostitution at the Royal Palm Hotel (Communication)</p>	PLACED ON FILE
<p>2 Request of Herb Jenkins to address Council regarding pollution of our water by use of incendiary emergency road flares (Communication)</p>	PLACED ON FILE
TIME CERTAINS	
<p>3 TIME CERTAIN: 9:30 AM – Approve withdrawal from the City of Portland of property in case number WD-1-07, south of SW Garden Home Road and west of SW Oleson Road (Ordinance introduced by Mayor Potter)</p>	<p>PASSED TO SECOND READING JANUARY 9, 2008 AT 9:30 AM</p>
<p>*4 TIME CERTAIN: 9:45 AM – Direct the City not to accept new applications for the New Multiple-Unit Housing Property Tax Exemption Program until December 31, 2009, except for projects where 100 percent of the housing units are affordable to low-income households (Ordinance introduced by Mayor Potter and Commissioner Sten)</p> <p>(Y-4)</p>	181500
<p>CONSENT AGENDA – NO DISCUSSION</p> <p>Mayor Tom Potter</p>	

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<p>5 Reappoint Helena Huang and Jon Kruse to the Community Budget Advisory Board for terms ending December 31, 2008 (Report) (Y-4)</p>	<p align="center">CONFIRMED</p>
<p>*6 Allow City Council to hold its regular meeting and recessed sessions at Jefferson High School on January 16 and 17, 2008 (Previous Agenda 1489; waive Code Section 3.02.010) (Y-4)</p>	<p align="center">181484</p>
<p align="center">Bureau of Fire and Police Disability and Retirement</p>	
<p>*7 Amend contract with Data Management Consultants, Inc. for computer systems design and programming services for Bureau of Fire and Police Disability and Retirement (Ordinance; amend Contract No. 51720) (Y-4)</p>	<p align="center">181485</p>
<p align="center">Bureau of Planning</p>	
<p>*8 Approve annexation to the City of Portland of property in case number A-6-07, on the east edge of SE Tenino Court south of SE Clatsop Street (Previous Agenda 1490) (Y-4)</p>	<p align="center">181486</p>
<p align="center">Office of Management and Finance – Business Operations</p>	
<p>*9 Pay claim of Nena Enyinwa (Previous Agenda 1492) (Y-4)</p>	<p align="center">181487</p>
<p align="center">Office of Management and Finance – Financial Services</p>	
<p>*10 Revise ordinance for FY 2007-08 Fall Budget Monitoring and Minor Supplemental Budget to update the Appropriation Schedule for Other Funds (Previous Agenda 1491; amend Ordinance No. 181456) (Y-4)</p>	<p align="center">181488</p>
<p align="center">Office of Management and Finance – Technology Services</p>	
<p>11 Authorize an Intergovernmental Agreement with Metro to enable the City to obtain imagery and data from the Aerial Photography Consortium (Second Reading Agenda 1494) (Y-4)</p>	<p align="center">181489</p>
<p align="center">Office of Neighborhood Involvement</p>	
<p>*12 Authorize Intergovernmental Agreement with Multnomah County for joint ownership and access to the Voluntary Emergency Registry website to ensure the needs of the aging and disabled in times of emergency and disaster are met (Ordinance) (Y-4)</p>	<p align="center">181490</p>
<p align="center">Commissioner Sam Adams</p> <p align="center">Bureau of Environmental Services</p>	

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<p>13 Authorize a contract with Berger/Abam Engineers, Inc. for engineering services for the predesign and design of the Umatilla Pump Station Upgrade Project No. 8589 (Second Reading Agenda 1496) (Y-4)</p>	<p align="center">181491</p>
<p>Office of Transportation</p>	
<p>*14 Authorize an Intergovernmental Agreement with Multnomah County for services related to County bridges and the Portland Streetcar Loop Project (Previous Agenda 1497) (Y-4)</p>	<p align="center">181501</p>
<p>*15 Amend an Interagency Agreement with the Portland Development Commission to provide professional, technical and construction services for transportation improvements in FY 2007-08 (Previous Agenda 1498; amend Contract No. 52651) (Y-4)</p>	<p align="center">181492</p>
<p>*16 Authorize contract with Harper Houf Peterson Reghellis Inc. for the development phase of the NE Cully Blvd Improvements from NE Prescott St to NE Killingsworth St (Previous Agenda 1499) (Y-4)</p>	<p align="center">181493</p>
<p>17 Amend contract with Portland Streetcar, Inc. to provide additional professional services for project management and vehicle engineering services for production of a domestically manufactured streetcar (Second Reading 1500; amend Contract No. 37119) (Y-4)</p>	<p align="center">181502</p>
<p>Commissioner Randy Leonard</p>	
<p>Water Bureau</p>	
<p>18 Authorize a contract with GHD, Inc. for creation of Future Infrastructure Needs Model for Asset Management (Second Reading Agenda 1501) (Y-4)</p>	<p align="center">181494</p>
<p>Commissioner Erik Sten</p>	
<p>Bureau of Housing and Community Development</p>	
<p>*19 Amend a subrecipient contract with Transition Projects, Inc. by \$260,000 for shelter and transitional housing for homeless people (Ordinance; amend Contract No. 37606) (Y-4)</p>	<p align="center">181495</p>
<p>*20 Authorize two subrecipient contracts for \$338,043 for winter housing services for homeless women and provide for payment (Previous Agenda 1503) (Y-4)</p>	<p align="center">181496</p>
<p>Fire and Rescue</p>	

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<p>*21 Approve ratification of a purchase agreement with Exercise Equipment Northwest for exercise equipment at a value of \$26,528 (Previous Agenda 1504) (Y-4)</p>	<p align="center">181497</p>
<p>22 Apply for a \$446,000 grant from the Department of Homeland Security to fund fire prevention and safety programs (Second Reading Agenda 1505) (Y-4)</p>	<p align="center">181498</p>
Office of Sustainable Development	
<p>*23 Authorize an Intergovernmental Agreement with the State of Oregon for the services of the Oregon Climate Change Research Institute to meet with City staff to analyze the most effective ways for the City to address climate change (Previous Agenda 1506) (Y-4)</p>	<p align="center">181499</p>
REGULAR AGENDA	
Mayor Tom Potter	
Office of Management and Finance – Business Operations	
<p>24 Accept contract with Skyward Construction, Inc. for Union Station Facility Improvements as complete and release retainage in the amount of \$58,971 (Report; Contract No. 36867) Motion to accept the Report: Moved by Commissioner Adams and seconded by Commissioner Leonard. (Y-4)</p>	<p align="center">ACCEPTED</p>
<p>25 Authorize a contract and provide for payment for the Portland Building 3rd floor computer room upgrades (Ordinance)</p>	<p align="center">PASSED TO SECOND READING JANUARY 9, 2008 AT 9:30 AM</p>
<p>*26 Pay claim of David A. Tracy (Previous Agenda 1508) (Y-4)</p>	<p align="center">181503</p>
<p>*27 Pay claim of Barbara Weich (Previous Agenda 1509) (Y-4)</p>	<p align="center">181504</p>
Office of Management and Finance – Purchases	
<p>28 Authorize price agreements for asphalt concrete to KF Jacobsen & Co. Inc., Lakeside Industries and Porter W. Yett Co., Inc. for the estimated combined annual amount of \$4,100,000 (Purchasing Report - Bid No. 107199) Motion to accept the Report: Moved by Commissioner Leonard and seconded by Commissioner Sten. (Y-4)</p>	<p align="center">ACCEPTED PREPARE CONTRACT</p>
Office of Management and Finance – Technology Services	

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<p>*29 Authorize a contract with Systems Research and Applications Corporation dba SRA-Touchstone to create a regional governance plan for the 800MHz Regional Radio System Replacement Project (Ordinance) (Y-4)</p>	<p align="center">181505</p>
<p align="center">Commissioner Sam Adams</p>	
<p align="center">Bureau of Environmental Services</p>	
<p>*30 Authorize a comprehensive program to replace non-conforming sanitary sewer connections with individual sanitary sewer connections in conformance with applicable plumbing codes (Previous Agenda 1510; amend Code Chapter 17.33) (Y-4)</p>	<p align="center">181506</p>
<p align="center">Office of Transportation</p>	
<p>*31 Extend temporarily the privileges for regular disabled person parking permits as provided by Oregon State Senate Bill 716 (Previous Agenda 1512; amend Chapter 16.20) (Y-4)</p>	<p align="center">181507</p>
<p align="center">Commissioner Dan Saltzman</p>	
<p align="center">Office of Sustainable Development</p>	
<p>32 Consent to transfer of Eckert Sanitary Service residential solid waste and recycling collection franchise to Heiberg Garbage Service (Second Reading Agenda 1513) (Y-4)</p>	<p align="center">181508</p>
<p>33 Consent to transfer of Troudt Brothers Sanitary & Recycling residential solid waste and recycling collection franchise to Heiberg Garbage Service (Second Reading Agenda 1514) (Y-4)</p>	<p align="center">181509</p>
<p align="center">Parks and Recreation</p>	
<p>S-*34 Accept a donation of \$1,575,000 from the Portland Parks Foundation on behalf of an anonymous donor for the development of South Park Block 5 (Previous Agenda 1515) (Y-4)</p>	<p align="center">SUBSTITUTE 181510</p>
<p>*35 Amend Coordination Agreement with TMT Development Co., Inc. for the development of South Park Block 5 (Previous Agenda 1516; amend Contract No. 52688) (Y-4)</p>	<p align="center">181511</p>
<p>*36 Accept a grant from the Kinsman Foundation in the amount of \$50,000 for FY 2007-08 for a repair project at Pittock Mansion (Previous Agenda 1517) (Y-4)</p>	<p align="center">181512</p>

At 10:15 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,
OREGON WAS HELD THIS **2ND DAY OF JANUARY, 2008** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Potter, Presiding; Commissioners Adams, Leonard
and Sten, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Linly Rees,
Deputy City Attorney; and Ron Willis, Sergeant at Arms.

<p>37 TIME CERTAIN: 2:00 PM – Adopt the recommendations contained within the Inner Powell Boulevard Streetscape Plan, Ross Island Bridgehead to 92nd Avenue (Previous Agenda 1484; Resolution introduced by Commissioner Adams) (Y-4)</p>	<p>Disposition:</p> <p>36564</p>
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At 3:05 p.m., Council recessed.

January 3, 2008

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,
OREGON WAS HELD **THIS 3RD DAY OF JANUARY, 2008** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Potter, Presiding; Commissioners Adams, Leonard
and Sten, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Kathryn
Beaumont, Senior Deputy City Attorney; and John Holly, Sergeant at Arms.

<p>38 TIME CERTAIN: 2:00 PM – Accept report Improving Bicycle Safety in Portland outlining initial City policy improvements and engineering enhancements undertaken to increase bicycle safety in response to recent tragic bicyclist fatalities (Previous Agenda 1519; Resolution introduced by Commissioner Adams) (Y-4)</p>	<p>Disposition:</p> <p>36565</p>
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At 2:41 p.m., Council adjourned.

GARY BLACKMER
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

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Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast.

Key: ***** means unidentified speaker.

[the following text is the byproduct of the closed captioning of this program. The text has not been proofread and should not be considered a final transcript.]

JANUARY 2, 2008 9:30 AM

Potter: Please call the roll.

[roll call]

Potter: I'd like to remind folks that, prior to offering public testimony to city council, a lobbyist must declare which lobbying entity they are authorized to represent. Before we start the agenda, we need to elect the next president of the council. It's commissioner Sten's turn. I asked him if he would serve in that until his departure, and he agreed to it, so I thank you. I need a motion to accept that.

Leonard: So moved.

Potter: Seconded?

Leonard: Seconded.

Potter: Thank you. Please call the vote.

Leonard: Aye. **Sten:** Aye. **Potter:** Aye. Please read the first communication.

Item 1.

Potter: Could you read the name again, please?

Moore-Love: Erik tucker.

Potter: Please read the next.

Item 2.

Potter: Good morning.

Herb Jenkins: Good morning, everyone.

Potter: Thank you for being here this morning. Please state your name for the record, and you have three minutes.

Jenkins: My name is herb jenkins, 5415 north albina avenue. I've been a citizen here in the city of Portland for about 10 years. One of the things that my business does is traffic control, and I recently started selling a product which is a replacement to the I know incendiary road flare, when i'm sure everyone is familiar with. There are issues with this product in that it has something in it called particulate. You've all been given sheets, one of which would be material safety data sheet, and that is required for products that could have toxic substances, paint, nail polish, anything else. There is a product that is available that could replace or be a supplement to that -- supplement to that, and what it is is an l.e.d. Road flare. Pretty simple. This product is one that I sell. The reason i'm here is that I want to be clear that there is no conflict. Even though I sell this product, I am a citizen. I drink water. Road flares poison the water. So with that in mind, the reason i'm here is to ask the city of Portland to see this problem, as big as it is, environmental -- the federal environmental agency recognizes this. The state of california has already passed laws. I was hoping the city of Portland would do this jointly with, say, the tri-county region, Multnomah county, on and on and on. End of my speech.

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Potter: That looks very interesting. Is there some information on here? Is there phone numbers to call?

Jenkins: I made a presentation recently to the port of Portland. Your sergeant maroo has requested a half a dozen of these to see. But even if I were 100% successful selling this product as a business, I don't think that goes far enough as far as my concern as a citizen. I would like to see Portland be the leader they are in -- leader they are in sustainable products. The question you asked me is where would you go to get information. Believe it or not, it's your website. I had a whole list of things that I wanted to bring. When I went to your website, everything's already there. The homework is already done. You basically need to look at it, consider it, and make a decision.

Potter: I'll go look at my website.

Jenkins: Yes.

Leonard: The only thing I would raise is the concern I might have is the advantage of the fuzees is that they get forgotten around and can get in the apparatuses and they're forgotten about. These, it appears you'd have to pick them up.

Jenkins: I've only gotten two objections or concerns. One is that they require AA batteries, which would require maintenance. The other is what you just expressed. If you use a flare -- this is a 15-minute flare. The other is a half-hour flare. If you're on scene for four hours and you've got 12 flares out, you have to go back and forth to keep putting them back out. This product lasts for 30 to 70 hours. It would replace 140 of these. So it's more efficient to have something.

Leonard: Ok. Thank you.

Jenkins: But I have in my process -- see, it would not benefit you or all of us for me to just sell you this product. I'm in business. I have a service that will address both of those issues, and I would like to make a presentation at that point, which I will.

Potter: Thank you very much, sir.

Adams: Thank you.

Potter: Is that it?

Moore-Love: That's all the communications.

Potter: Do any commissioners with issue to pull some items from the consent agenda? Yes. I'd like to pull items 14 and 17. Any commissioners wish to pull any other items from the consent agenda? Does any member of this audience wish to pull any item from the consent agenda? Ok. We'll vote on the remainder of the consent agenda and then hear 14 and 17 during the regular session. Please call the vote.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded] Please read the 9:30 time certain.

Item 3.

Potter: This is the deannexation issue that we heard twice before. Staff, please proceed.

Bob Clay, Bureau of Planning: That's correct. Thank you. Good morning and happy new year. For the record, my name is bob clay, supervising planner with the city of Portland and also Brian Scheehan. The ordinance before you today authorizes a continuation of the public hearing to withdraw five properties from the city of Portland's westernmost boundaries. Also with us today are representatives from the city of Portland and Washington county. Hal Bergsman is here from the city of Portland, and Ken Martin is here from Washington county if you have any additional questions. As I mentioned, the withdrawal involves simply five properties on our westernmost edge, four and a half acres. You'll recall from the last time we met and briefed you that the withdrawal fulfills a condition in a metro order now of about 10 years ago resolving an urban service boundary dispute between the city of Portland and the city of beaverton. And so this ordinance before you in today's public hearing, at the conclusion, presumably would resolve that earlier dispute. I'm not aware of anybody that's here to testify this morning, but you do want to the ask if there's anyone here to testify. The effective date then of the ordinance before you, should you

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adopt it, would be february 14th, and that allows sufficient time for the city of beaverton and Washington county to exercise its process with respect to their own public hearings that they need to follow and for the delivery of services to these properties in the future. So, with that, i'll be happy to answer any questions. Again, Hal Bergsman from beaverton is here and Ken Martin from Washington county are here if you have any questions.

Adams: It's been a while since I looked at one of these. So by withdrawing, then we do not provide any services to these properties in the future?

Clay: That's correct.

Adams: Not sewer, not water.

Clay: That's correct. Administrative fire.

Leonard: We would provide fire protection through mutual aid agreements, wouldn't we?

Adams: Yes, we would.

Clay: And police.

Leonard: And police, yes.

Potter: But the normal process would be through the Washington county?

Clay: That's correct.

Adams: They wouldn't be paying city taxes -- city of Portland taxes?

Clay: No. That's correct. They would be paying their property taxes through the city of beaverton and special districts in Washington county.

Adams: Thank you.

Potter: Further questions? Thank you, folks. Is anyone signed up to testify on this matter?

Moore-Love: No one signed up.

Potter: Is there anyone here who wishes to testify to this matter? This is a nonemergency and moves to a second reading. Please read the 9:45 time certain.

Item 4.

Potter: Commissioner Sten?

Sten: If council recalls, I think it was in the summer of '05 that we had a tax abatement on the books, a policy that was quite a few years old and goes back to when there was essentially no housing projects being built downtown, and it pretty much gave a 10-year tax abatement to just about any multifamily housing that was built downtown. I think it made sense when it was put in place many years ago, probably the '70s, I think, to basically say, if you're not going to build housing downtown, we're not losing any money by giving you a 10-year abatement. I think commissioner Leonard pointed out at the time that we were getting plenty of housing and the a basement was not -- abatement was not necessary, and I think history has proved him to be right over the past few years. We put a moratorium on this through december 31st of last year, so obviously it's back. This is recommending that we extend it another two years until the end of 2009. Part of the thinking -- and I want to be clear -- I think you have to be very, very careful with tax abatement. Not the kind of easy path that we had before, but the suggestion that we're making -- I think mayor and Potter as a planning commissioner in this proposal -- is that we ask the planning director and planning commission to incorporate the next argument the for tax abatements, if there should be one, into the Portland plan. The thinking is the Portland plan is going to take a comprehensive look at what's happening in the central city. What we'd like to see is the aspirations and the demographics argue for something that's not there now or are we comfortable the market's going to keep pushing in this direction. Of course we're talking about tax abatements in this case that are not for affordable housing. You're always talking about something you want to get but don't necessarily have to get. It's explicit that this moratorium does not apply in any projects that are 100% affordable. It's strictly on tax abatements to higher priced houses.

Barbara Sack, Bureau of Planning and Sustainability: I think commissioner Sten's basically explained the ordinance. The central Portland plan, which will update the central city plan, is

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scheduled to take place between 2008 and 2010. So extending this another two years so that the future of this tax abatement program could be discussed in the context of the central city plan update seems very appropriate. We would like to have this ordinance passed because staff does not want to receive applications under our code right now. If we don't extend the moratorium, then we would have to accept and process applications. So is there any questions about this?

Potter: Thank you. Is there anyone signed up to testify on this matter?

Moore-Love: No one signed up.

Potter: Is there anyone here who wishes to address this matter? It's an emergency vote. Please call the vote.

Adams: Aye.

Leonard: I really appreciate commissioner Sten and mayor Potter bringing this forward. I think it's a reflection of a couple things, not the least of which is the viability and health of downtown Portland economically. And I think -- and I have not only voted for tax abatements here but have actually carried them in the legislature when others shied away from doing them, because they are very powerful tools that, in their best use, cause things to happen that otherwise would not happen. But I think a number of us became concerned that possibly these tax abatements are not causing things to happen that would have otherwise happened but actually enriching those that were constructing them for no good public policy purpose. So this has been vetted and discussed and brought to us today in its current form, a credit to commissioner Sten, and I really appreciate his work on this. Aye.

Sten: Aye. **Potter:** Aye. Move to the regular agenda. Would you please read items 14 and 17 together, please?

Item 14 and 17.

Potter: I asked to have these two items pulled because of the recent federal transportation administration's position on streetcars. Just wanted to open it up to commissioner Adams and yourself about explaining what difference this may be as opposed to what we're looking at with the f.t.a.

Vicky Diede, Bureau of Transportation: Item 14 which is the intergovernmental agreement with Multnomah county is up to a maximum of \$30,000 during an engineering phase of the project, and that is funded from the regional transportation funds as well as from matching funds from the Portland development commission that are currently budgeted for this process, so it's within our budget. As you know, they have control over the Broadway bridge, the Hawthorne bridge, the Morrison bridge, the off ramps and on-ramps. We wanted to formalize it so we could reimburse them for their staff time during this design process. As far as the federal process, it's the process after the design that that will have an impact on. Item 17 is a totally different item. It's for the earmark that representative DeFazio wrote in a couple of years ago for \$4 million, a million dollars a year over four years for the procurement of the after domestically produced streetcar. And we just got our second year appropriation approved. How we've got that set up is 80% of that money goes to Oregon Iron Works for the actual manufacture of the car, and then the other 20% is for project management vehicle design services and city staff time. So this is just updating those contracts for the next 20% of that earmark. And, again, it's totally separate from the loop project.

Potter: It is important for folks maybe reading this to understand those distinctions. Further questions? Could you read item 14 and call the vote?

Adams: Aye. **Leonard:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded] 17?

Adams: Aye. **Leonard:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded] Please read item 24.

Item 24.

Jim Coker, Officer of Management and Finance: My name is Jim Coker. I'm with the office of management and finance facility services. This ordinance closes out the construction contract with Skyward Construction on work completed at Union Station. The project consisted mainly of

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reroofing the baggage claim area, stone patching and preservation work at the clock tower, and replacing six historic doors. Until 90% of the funds for this project were provided by the Oregon department of transportation with about 10% from the Portland development commission. With that, i'd like to open it up for any questions.

Potter: Any questions? Do we have anybody signed up to testify?

Moore-Love: No one signed up.

Adams: Have the conversations with the public market -- rough the right person to -- are you the right person to ask have you dropped those conversations?

Coker: I don't know what those conversations are. I think that's taking place between p.d.c. And the public market.

Adams: Thank you.

Potter: This is a report. I need a motion to accept.

Adams: So moved.

Leonard: Seconded.

Potter: Please call the vote.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded] Please read item 25.

Item 25.

Potter: Staff?

Ed Newvine, Office of Management and Finance: Good morning. My name is ed newvine. I'm a project engineer with the office of management and finance. This project we're seeking authorization to proceed with an upgrade to the third floor computer room in the Portland building. Basically to upgrade their cooling and electrical to meet the current demand in the room. Some questions?

Adams: And we need this because we figured out a better way of doing it or because we've grown to the point that we need it or --

Newvine: We grown to the point that we need it. We've got equipment in there that is original building cooling equipment, and it's far exceeded its useful life, so it's time to upgrade things.

Potter: It's very important to keep that room cool, isn't it?

Newvine: Yes.

Potter: Has anybody signed up to testify?

Moore-Love: No one signed up.

Potter: Is there anybody here who wishes to testify to this matter? It's a nonemergency and moves to a second reading. Please read item 26.

Item 26.

Potter: This item was heard originally on december 19th. Is that true?

Moore-Love: Yes.

Potter: Call the vote.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded] Please read item 27.

Item 27.

Potter: This was previously heard on december 19th. Please call the vote.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded] Please read item 28.

Item 28.

Jeff Baer, Director, Bureau of Purchasing: Good morning. I'm jeff bayer with the bureau of purchasing. Before you is the result of our competitive solicitation process, which is requesting approval to award these three different contracts to j.f. Jacobsen, lakeside industries, and porter yett for the annual price agreements for the department of transportation for their asphalt concrete supply on an as needed basis in the amount of 4.1 million over a five-year period. All three suppliers are in compliance with our e.e.o. And also our equal benefits ordinance.

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Adams: Harkening back to the audit reports on the quality of needing greater assurances on the consistent quality of the asphalt we've been receiving over the years, how are these new contracts -- how do they address that?

Baer: Let me call Brian Oberding up. My understanding is that we've revised the formula, and I think Brian can speak to that.

Brian Oberding, Bureau of Transportation: My name is Brian Oberding, supervising engineering with the office of transportation. To address your specific question, Commissioner, yes, the new contracts do many things, but there are four major parts to it. First of all, the contracts now include new and improved specifications for supplying materials to the city. The previous contracts were solely lacking in material specifications. The office of transportation has recently gone through a major revision to our standard city specifications, and we've now patterned our asphalt material supply from the ODOT transportation -- state transportation department -- and so the new contracts now have an almost picture perfect version of those same material specs. The second thing the new contracts do is they require statistical evaluation of the materials. Right now the state of Oregon, when they go through and use asphalt materials for their contracts, they statistically evaluate for compliance with their specifications. These new contracts now do the same thing. Thirdly, these contracts now have a higher testing frequency and put the onus of the testing on the suppliers. Prior to this, there was very little testing done, and it was basically at the whim of the city. Now these contracts require random testing about every 500 tons of mix, and we also required the suppliers to do this testing. Also suppliers in town have the ability to do that. They all have certified labs, certified technicians, and this is also patterned after the state of Oregon. Finally these contracts now include what's called an escalation -- de-escalation clause. Basically what that calls for is, as the asphalt fuel prices fluctuate up and down, we now tie the price that we pay to that fluctuation. So if we have a base price that they bid on and if the materials price goes more than 10% higher or lower, then we either pay a little bit more or get money back.

Adams: Thanks for answering my leading question.

Potter: Further questions? Is there anyone signed up to testify on this matter?

Moore-Love: I did not have a sign-up sheet for this one.

Potter: Anyone who wishes to speak to this issue? It's a report. I need a motion and a second.

Leonard: So moved.

Sten: Seconded.

Potter: Please call the vote.

Adams: I want to thank the team at PDOT and the good work in being responsive to the criticism -- very justified criticism from the auditor in this area -- and we now match or exceed ODOT's specifications for the procurement of asphalt and ensuring that it's of the highest quality available in the market. Thank you very much. Aye.

Leonard: Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded] Please read item 29.

Item 29.

Mark Greinke, Interim Director, Bureau of Technology Services: Good morning. My name is Mark Greinke. I'm here today to seek your approval to authorize B.T.S. to enter into a contract with S.R.A. Touchstone for services to develop a regional governance model for the new regional radio system. The 800 megahertz radio system is addressing the need to replace the city's aging radio system, which is rapidly approaching its end of support life in 2011. This project is one of four projects managed under the PSSRP project management office. Clark, Clackamas, and Washington counties as well as the state of Oregon are also in need of replacing their aging radio systems. They're now reaching end of support life as well. Because of concerns of maintaining radio interoperability, it's imperative to take a regional approach to this activity, a requirement to receive federal grant funding. In order to meet the region's objectives, a regional governance plan and structure for the new system must be reached. The structure will establish a regional agreement, an

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authoritative body to direct administration, financial management, and policy for the implementation and ongoing support of this new regional and multijurisdictional radio system. To accomplish these goals, s.a.r. Touchstone will at cyst the city and region in developing a governance plan that balances the challenges faced by the region's existing radio system owners with the need for a unified regional system, a collaborative effort between the city of Portland and our regional and state partners. The model may also be used -- the model may also be used. There are a total of seven respondents to the competitive. S.r.a. Touchstone was selected based on the project team capabilities project approach, diversity employment, and contracting and proposed costs. We're pleased that s.a.r. Touchstone is in full compliance with the city's equal benefits contractor requirements, and we'll be subcontracting with a local women-owned small business for a substantial portion of the work. With me today is marc leeworgen. We're both happy to answer any questions you may have.

Leonard: I did have one. I heard you say that the state is going to be involved in this, too, which is great. My recollection is that the state police used a completely different radio system than any other agencies in the metro area. Are they going to convert their radios then and enter operability with Portland? As I understand it, they had to carry two separate radios.

Greinke: That's correct.

Leonard: Does this mean they'll just have the one and we can communicate?

Greinke: That's the intent.

Leonard: That's great.

Potter: This whole issue about enter operability is so that agencies can communicate on the same system particularly during an emergency, and this is going to go a long ways towards making that happen.

Greinke: Other questions?

Potter: Anyone signed up to testify on this matter?

Moore-Love: No one signed up.

Potter: Is there anyone here who wishes to address this issue? It's a report. Need a motion to accept.

Leonard: So moved.

Potter: I'm sorry. This is an emergency vote. Please call the vote.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded] Please read item 30.
Item 30.

Potter: Commissioner Adams?

Adams: I just wanted to underscore this isn't requested as an emergency so that we can begin implementation immediately of the program -- is requested as an emergency so that we can begin implementation immediately of the program.

Potter: This was heard on december 19th so no further testimony. Please call the vote.

Adams: Aye.

Leonard: I wanted to acknowledge the good work to commissioner Adams' office and b.e.s. and also ty Kovatch in my office. Aye.

Sten: Aye.

Potter: I think this is a reasonable solution to a problem created many, many decades ago by other folks. Good work, commissioner Adams, to you and your staff. Vote aye. [gavel pounded] Please read item 31.

Item 31.

Potter: Commissioner Adams?

Adams: Just again to underscore, I thought the comments made by commissioner Leonard and others on the council that our goal here is to provide more parking opportunity to those that are disabled. That's the goal of this effort. In response to the state legislation that was passed, this

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gives us six months to figure out exactly what that means and to also advocate to state government for greater quality control in terms of providing these handicapped placards to those that are truly in need of them.

Potter: This was heard on the 19th so no further testimony. Please call the vote.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye.

Potter: I want to thank commissioner Adams. I'm glad we had some time to step back and take a look at what our choices are here. Vote aye. [gavel pounded] Please read item 32.

Item 32.

Potter: Second reading. Call the vote.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded] Please read item 33.

Item 33.

Potter: Second reading. Call the vote.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded] Please read item S-34.

Item S-34.

Potter: This item was heard on december 19th, and commissioner Saltzman isn't here. No further testimony unless folks had questions. Please call the vote.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye.

Potter: I'd like to say "thanks" to that anonymous donor. Aye. [gavel pounded]

Adams: Good idea. Was it you? I had heard it was you.

Leonard: I don't want to talk about it.

Potter: Item 35.

Item 35.

Potter: Previously discussed on december 19th. Please call the vote.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded] Please read item 36.

Item 36.

Potter: This was previously heard on december 19th. Please call the vote.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye. **Potter:** Aye. Recessed until 2:00 p.m.

At 10:15 a.m., Council recessed.

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January 2, 2008
Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast.

Key: ***** means unidentified speaker.

[The following is a rough-draft transcript only. The text is the byproduct of the captioning of this program. The text has not been proofread and should not be considered a final transcript.]

JANUARY 2, 2008 2:00 PM

Potter: Karla, please call the roll.

[roll taken]

Potter: I would like to remind folks, part of offering city testimony to city council, a lobbyist must declare which lobbying entity they are authorized to represent. Please read the 2:00 p.m. time certain.

Item 37.

Potter: Mr. Adams.

Adams: Members of the city council, this afternoon we're going to hear from the fine pdot people about the inner Portland boulevard from the ross island bridge head to around --

April Bertelsen, Office of Transportation: 92nd avenue.

Adams: 92nd avenue, and recommendations to address the issues. We appreciate odot's willingness to pursue and help fund, which will be today in terms of the streetscape plan. We want to acknowledge the hard work and dedication of many community members who contributed to this project, particularly the members of the powell citizens working group. Thank you. This item had to be rescheduled because they linked the council item that bump it had earlier, so we lost a lot of citizens who can participate. Some of the highlights today are the need for safety improvement for a la modes, but particular pedestrians and cyclists, whom are our most vulnerable users. Powell boulevard must function for all travelers by all modes without compromising motor vehicle traffic and great movement, and another key issue here is maintenance and our hope to address the significant maintenance issues on powell and, and as we seek to do it throughout the city. So, april, are you going to start?

Bertelsen: Thank you. Thank you, commissioner Adams and members of the council. Again, my name is april bertlson with the Portland office of transportation, and I have with me ross kevin from the Oregon department of transportation. I'll provide an overview presentation and then, and then ross will add a few comments at the end. So, I will be presenting to you of the inner powell boulevard streetscape plan and recommendations for your adoption today. Again, it's from the ross island bridge head to 92nd avenue, our project area. I'll give you an overview presentation of the background information, as well as the summary of the preferred plan, the recommendations for our future study, and then an update on implementation efforts and finally, the staff recommendations. Background, quick project overview, this project to develop a streetscape plan was partially funded by a transportation and growth management grant, sponsored by the Oregon department of transportation and department of land of conservation and development, and as long as, along with some, some pdot-matching funds from the ross island bridge head to 92nd avenue, which is just west of, of i-205. Our project team included are pdot staff and odot staff, particularly, because this is a state highway, and we share jurisdictions, as well as a consultant team comprised of [inaudible] and also consulting. As I mentioned, powell was designated highway 26, mount hood highway,

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therefore, jurisdictions and maintenance responsibilities are shared between the city and the state, and ownership and control of the right-of-way also varies without the city area. To generalize, in summary, from the ross island bridge to 86th avenue, it is city public right-of-way, and odot maintains generally kushetta curb in other roadway elements, such as structures and signage. The city is responsible for, for outside, the curb and outside of it, landscape medium. East of 86th, out to the city limits at 174th, it is state-owned right-of-way, and odot has full ownership control and maintenance responsibility. And you may ask why powell, why now? Really, the impetus for the plan came from the community, concerns about safety, accessible, and aesthetic environment along powell boulevard for pedestrians, transit riders and cyclists, and addressing their concerns is really supported by existing policy and the transportation system plan, including identification for the need for a streetscape plan, which I will highlight later, and it came about during odot's recent phase one of their preservation project, which is a paving project. Standard maintenance, and the community became vocal in saying you need to do more than just pave here, and odot had agreed to do some, some spot improvements to, to improve some, some pedestrian crossings with some islands and various improvements, and, and that was during phase one, which was the ross island bridge to 50th avenue. The next phase of the project was scheduled for 2009, I believe. The they are in design now. The idea was that the state acknowledged the value of doing a streetscape plan and that we could hopefully identify some short-term improvements that could be, incorporated into the preservation project, so that was part of our goal. And I will highlight some of the community concerns. Is one, powell boulevard is a barrier between neighbors, the neighborhoods to the north and the south of powell. It's difficult and unsafe to cross powell boulevard when walking and biking. This is also further demonstrated by, during my time as project manager of this project, there have been two pedestrian fatalities along powell boulevard within the study area, and that's within the last year and a half. Just, just today, I learned that, that a woman died on powell on monday. She was 80 years old. Joan kathyn blake, was crossing at about 80th, and that happened on monday at 5:30, so safety is truly a concern along powell boulevard. Another issue is, problematic, the underpass at 17th avenue we're the railroad currently crosses and powell goes underneath it. It creates a significant barrier in combination with the railroad tracks. The crossings either under or over the railroad tracks, all of them are, are not currently meeting a.d.a. Standards. And are, are inhospitable. Some more key concerns, significant traffic congestion, if you have been driving on powell at rush hour, you know it can back up. Drivers' speeds and they cut through the neighborhood. There is no maintenance issues, including street trees that are missing, are in poor health, additional maintenance issues that are exacerbated by our, our series of cuts in our maintenance bureau's budget. And also to provide more history of powell boulevard, it was originally a farm to market road connecting Portland with early farm communities. I believe it was named after one of those farmers, by the name of powell, out in gresham. And it was designated highway 26, mount hood highway. The ross island bridge. Built in 1926. And prior to 1980's, powell was generally a four-lane road, two lanes in each direction, with sidewalks and parking allowed during the offpeak hours, and the outside lane, and until the mid 70s 70's, the south pacific railroad cross powell at grade and we'll show you what that intersection looked like. And I understand it backed up a lot. Then, in 1969, the corridor following division and powell was adopted for the mount hood freeway. And 1976, following strong community opposition, plans were dropped for the mount hood freeway and replaced with an alternative approach, and that includes the powell boulevard project, turned powell into a boulevard. And along with, with the banfield, light rail project and i-205 freeway and busway, which is now being constructed as a light rail alignment. And so those were built with the money that had been targeted for the freeway. Along with some special zoning and development codes that was developed in the early 1980's to support the boulevard treatment and help to mitigate the noise and support the businesses to go there. Today, the land is generally commercial, and there is restaurants, grocery stores, services.

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Multi-family housing along Powell, as well as just off and single family homes. Schools and parks. Powell is often congested with average daily traffic as high as 56,000 cars, just east of the bridgehead and dropping down to about 30,000 [inaudible] 62nd. Powell boulevard is luckily, well served by transit, and there is no onstreet parking, only a series of parking lots built during the boulevard project. The character of Powell really differ east and west of 50th. So I will give you a quick description. This is an example between 26th and 36th avenue where you really have two lanes in each direction, a center turn lane, narrower sidewalks, about 10 feet, and, and that's west of 50th. When you get east, or that's demonstrated at 47th, existing school crossing, and then east of 50th, the right-of-way widens, and part of that was from acquisition from the Mount Hood freeway. There was additional right-of-way where they built a, a, more of a boulevard treatment, and there was extensive landscaping medians, bus pull-outs, parking lots for public use, and, and sound walls to buffer the neighborhood along the south side and those parking strips range all the way into 21 feet wide, which is quite generous. There's an example of it in a photo showing you what it looks like. As I mentioned, the policy in our current transportation system plan supports development of the streetscape plan. The classifications are consistent with the project objectives. There are multiple projects identified in the streetscape plan from the bridge head to 50th avenue as well as bikeway improvements from 72nd to 92nd, and [inaudible] throughout the corridor, that is intelligent transportation system improvements, and it's also consistent with the, the, our new green street policy. So, the project goal is to develop a streetscape plan that identifies improvements in the right-of-way to enhance safety in the multi-modal environment and is supported by the community, city, and ODOT. Just to summarize some of the objectives, balance is really a key word. It needs a balance. The transportation demands competing for Powell, and including local and auto traffic, trucks, transit, pedestrians, and cyclists, improves safety for all travelers by a la modes, enhance opportunities to walk and bike and take transit, and improves pedestrian and bicycle crossings of Powell, as well as the environment, along Powell. And preserve, well preserving the motor vehicle capacity to continue to serve local and through traffic, and mitigate in part, the negative impacts of high traffic volumes in the neighborhood, and incorporate storm water management practices. And to help us reach these objectives, we worked with, with extensively with the community. Most notably the Powell citizen working group, which actually, had formed prior to our streetscape planning efforts. There had been a community group that pulled together with representatives from just about all of the neighborhoods that were abutting Powell, and, and they had been quite vocal during the preservation projects, and so we acknowledged that group and, and started that as the base for our own city's group as a part of the streetscape planning process, and invited a neighborhood representative, as well as motor representatives, pedestrian and bike representatives, met monthly, along with a technical advisory group. We had a series of neighborhood walks on Powell to identify some of the needs and issues. And a community workshop, and three public open houses held at key points in the process for informing and gathering information, and a project website. This displays each step of the process and the points at which we brought in the public for input. And together, we came up with a preferred plan, which we'll now summarize. First to address congestion. And this helps to actually make some of the other improvements all the more possible. Maximize the intersection capacity that we have today. So that we don't need to widen. With I.T.S. Measures throughout the corridor, and update antiquated signal hardware between 52nd and 72nd, so that we can better coordinate our signals and communicate with them, and then coordinate them in segments as recommended by our traffic engineers, from Milwaukee to 72nd, and then 82nd to I-205. The plan identifies improvements such as lane configuration and signal phasing to reach regional standards for, for level of service and capacity.

Potter: It says coordinate signals. What does that mean?

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Bertelsen: That would mean we're the signals work in concert with one another. You could either have them sequenced to progress or, or you can change them at times, and this is really probably a good question for a traffic engineer to answer in more detail, but it enables us to change them based on traffic conditions to, to remotely, currently, some of our signal hardware does not allow for that on powell.

Potter: The purpose is to improve the flow, not have extinguish prevent gridlock. I use powell a lot so i'm familiar with the traffic patterns there, which are sometimes stationery so I would be interested to see, how do you plan to, actually, mitigate that? I know that you say coordinate the traffic signals, but how does that work?

Bertelsen: Well, i'm not going to say that we will dramatically transform powell boulevard by upgrading our signal hardware and coordinating it, but our traffic engineers did do extensive modeling and, and, and this is the state's interest, as well. And look at what could we do to improve the capacity, and then they recommended a series of, of, um, ways that if you get the signal timing in certain ways, you can get traffic moving more, as well as changing lane configuration. There was some things to tighten up, but we could only do so much of that with the current hardware so in order to, to -- to meet some of the recommendations, we needed to have the hardware. I don't have those in detail, but they are in the appendix, which I could highlight, but it helps to squeeze a bit more capacity in terms of the timing and allowing us to adjust is with conditions, more real-time, as well as with i.t.s. It, gives drivers more information and feedback than, and then they can adjust their pattern. It is probably the, the more efficient tool as opposed to going to adding lanes and taking property. It helps us get more capacity. As well as the options, such as giving bus a priority.

Continuing on, additional sidewalk improvements. We had identified some short-term and long-term sidewalk improvements, particularly west of 50th and then different ones that are slightly different east of 50th. And, and the long-term improvements are likely to be implemented through the development process and the permitting process we're we would get additional right-of-way dedication to get, to get 12-foot sidewalks. This would happen independent of this project, given current practices, but this helps to identify what those improvements would be and, and firm up what our current practice is, and the short-term improvements are what we can do, so we have a full 12-foot sidewalk. Currently, it is 10 feet west of 50th. We would also add more, more a.d.a. Accessible curb ramps we're efficient, enlarge tree wells in every place that's missing trees. Currently they are very small, and the sidewalk corridor, make it a minimum of 12 feet dedication, and then incorporate similar management facilities in the furnishing zone once it is wide enough, where it's feasible, and then impervious pavements and other locations, and maintain a wide enough through pedestrian area. And in addition, and this is probably one of the key pieces is add six new enhanced marked crosswalks at unsignallized intersections. They are mid block, enhanced crossings, which are illustrated, and intersection enhanced crossings, and this was identified as one of the top priorities within the citizen working group. And the key, one of the key pieces about this is providing the median refuge and rebuilding it to be accessible, providing overhead signage, and we're still working with the state on identifying specifically, what improvements are appropriate on powell boulevard, but this, this, at least, lays out conceptually the wear and what kind of improvements we will try to work on. In addition, there are several existing marked crosswalks, and we identify some improvements at those existing ones to provide a more consistent treatment throughout the corridor. As well as, um, is the plan proposes adding two new pedestrians and bicycle activated signals near 57th and near 79th avenue. And we are interested in pursuing different treatments that, whether it's our hawk signal, which we have already piloting, more pedestrian activated signals or beacons. To further improve the pedestrian and bicycling and transit environment, there are recommendations for relocating bus stops to coordinate and close the bus pull-outs. Tri-met was a part of our team, and it identified as this is something they would like to do, and they will be pursuing that. And enhance pedestrian bicycle crossings at key signalized

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intersections and improvements at focus opportunity areas, which I will highlight a custom the first opportunity area is between 79th -- sorry, 7th and 10th avenue. It's a gateway coming in off the Ross Island bridge and into the neighborhood. And so various treatments, including medians of trees, rounding out the corners, and, and make it, to set the tone. Another focus opportunity is Milwaukee and Powell, and this, this, the preferred plan would reintroduce a marked, marking the crosswalk on the east leg of the intersection, currently today, there is not a prohibited pedestrian crossing. This would reintroduce that, as well as change the lane configuration, and, and widen the sidewalk on the, the south side, where the bus stop is, currently we're it is quite narrow. Focus opportunity area also between 22nd and 26th avenue, which would introduce more medians of street trees, stormwater planters, and, and configuration of the parking on cross streets. And other focus opportunities are 71st and 72nd, which these signals work together, coordinated, and so we would do, do more to make these intersections better for all users, including addressing some, some vehicle safety issues on 72nd and pulling back parking. Storm water management, we tried to incorporate the spirit of incorporating storm water management facilities wherever feasible. There's more information that needs to be known and the details of the exact locations, but we identify many opportunity areas in coordination with D.E.S., and then the kinds of facilities, such as the sidewalk furnishing zone, curb extensions, and then locations, such as Milwaukee intersection, 28th and 92nd. Street trees, other strong community desire to have more street trees on and near Powell Boulevard. So, we identified locations for, for adding them in median, as well as along is the sidewalk and, and also encouraging them on cross streets. And some key considerations that need to be balanced in doing this, the community desire for a tree canopy over Powell, as well as using diversity with the canopy, but also there is influence ODOT design guidelines for trees so we need to reconcile with those, and the great community concerns about trees conflicting with trucks, and so tried to get an appropriate species. And, and we also have a very limited maintenance budget so we need to be thinking that through, as well. Maintenance, is a recurring theme, the plan recommends working with the Bureau of Maintenance, as well as property owners and business owners and community groups to address maintenance issues, perhaps, adopting landscape areas. We currently have, have a program for doing that with a couple of examples, and, and already at work. And, and there's various improvements that are identified in terms of trying to better address. Currently our maintenance bureau is able to get out there twice a year to do maintenance with the county crews. And really, just to step back on that, some of the issues associated as a maintenance issue come out from projects, when it was built during the early 1980's boulevard project, and, and the 1970's, for example, with the underpass, and you can say that, that the, the, or the design solutions of the 1970's aren't really serving us today, and, and given our community needs. Finally, the plan includes pursuing some transportation demand management. This is really the goal to try to reduce the number of trips, trying to take a single occupant vehicle, and instead, increase biking, walking, and transit. We currently have several smart trip programs throughout the transportation options division, so this would be recommending one along Powell Boulevard. And there's a few recommendations for further study that I will run through. That were, these are items that really came up during the plan, but go beyond our scope of work or what we could achieve, and so we wanted to capture them for further recommendations. Is one item that -- we had several recommendations for the railroad underpass at 17th avenue, but we're recommending further study of the issue. It's complex. Our opportunity is the south corridor study currently underway to extend light rail from, from the downtown to Milwaukee. That project does provide an opportunity to try to improve pedestrian and bicycle circulation and connections, so we'll be looking, working with staff on those projects to try to incorporate some improvements. And there's also some short-term improvements that are recommended, including mirrors, which we're trying to work with the state now to, to get some mirrors to improve the sight lines, as well as recommend murals, lighting, and more police patrol

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Leonard: Before you move on, can I ask you about that? I'm a little confused because that's, that's -- I have heard you mention, also, in the presentation about the lack of bicycle access because of the underpass. But, there's no access for bicycles anywhere from the bridgehead to 72nd.

Bertelsen: Along Powell.

Leonard: Along Powell. And I was just curious, I was going to ask you this later, but since this is here in this context. You mentioned widening the sidewalks two feet. I was wondering why you hadn't considered the bike lanes instead of widening the sidewalks?

Bertelsen: We did look at, could we fit bike lanes in the existing curb, and, and then in terms of whether you could add bike lanes, it would require additional right-of-way. It is something that could be done.

Leonard: How are you going to expend the sidewalks?

Bertelsen: Through dedication. It would have to be a property owner dedicate it would go feet in order to get a wider sidewalk, and we would leave the curb where it's at today.

Leonard: You would go away from the street?

Bertelsen: Yes. So to build bike lanes, you would need to rebuild the curb, it would be very expensive.

Leonard: That brings me back to, and I don't understand the concern with the underpass and bikes given that you can't ride a bike down Powell as it is now.

Bertelsen: Well, you can, but it's very --

Leonard: I have, and I'm telling you, as a practical matter, you can't.

Bertelsen: It's not a safe feeling. And, and one important consideration is that Powell is, a designated bikeway from the Ross Island bridge to, I believe it's 9th Avenue, so connecting off the Ross Island bridge, and then to adjacent bikeways, such as the Clinton Street, and, and until 72nd Avenue, and from 72nd East it is designated a bikeway, and so we really did focus Powell Boulevard as, as a bikeway in our transportation system plan, and as our project to provide bike, bikeway improvements from 72nd.

Leonard: What is the bikeway --

Bertelsen: The designation is, because of the grid and the way the streets are adjacent to Powell, from 72nd to I-205, there's not a good connection through there, and so that's we're the bikeway, the adjacent bikeways are then directed on 72nd and 71st to Powell, and today, there is not any physical improvements for bikes, but the, the, our plans and projects would, would identify providing a future bikeway from 72nd East.

Leonard: I think that would be really helpful.

Bertelsen: I absolutely agree.

Leonard: So. You could do that with the existing sidewalks we're they are at?

Bertelsen: Not necessarily. There may be some movement, depending on the alternatives that we were to choose, and actually, I'm going to jump to that in a moment, so I'll wait until I have the visuals up.

Leonard: Ok.

Bertelsen: But in the beginning of the project, we started to -- we would do something for bikes between 9th and 72nd, and without moving the curb and getting additional right-of-way, there's really not, so the backup is a wider lane on the outside.

Leonard: Right, and again, the only reason I asked that was I just want to understand we're we are concerned, whether you can ride a bike under the underpass east and west of the underpass you can't.

Bertelsen: In part because it's not just along Powell. It's getting across Powell, and the underpass we're you zip down starts to create a mote so if you are walking or biking, you have limited ways.

Leonard: There's an elevated walkway.

Bertelsen: You could walk along the road on 17th.

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Leonard: I mean, yeah.

Bertelsen: There is. You can walk along it, which many people would say does not feel safe and is very sharp corners. Bicyclists do bike along it, and it's currently not meeting accessibility standards. And so, it's usable, but people want to see it made better so more people will use it. There is also issues of people who are camping under the underpass. So, is one option is to try to provide good alternatives, accessible paths over the railroad to the north or to the south, and, and community preference would be for an at grade crossing of the railroad tracks, but that would take approval from, from odot rail division and, and the railroad, which they, they typically aren't supportive of. And but, the other would be to improve the underpass to the extent that we can, or provide more of a connection that gets you from the south to the north, and what we really have, have learned is that it's a barrier for someone who wants to be in the brooklyn neighborhood, someone who lives in brooklyn and wants to go to a school or a grocery store north of powell. They either need to go down to 13th or up to 21st, so it's, so it's a very long stretch we're, we're -- and then it's a double barrier by the railroad tracks. You have got the two working in concert, and so, in part, that's why we really look to improving the milwaukie intersection, to provide a good signalized crossing, add bike lanes to help people have a good route to connect them, and to clinton, for example, as well as then for the milwaukie light rail project, if we can get a better path to help people connect from brooklyn to, to [inaudible] continuing on. Wedmore identified some islands and improvements between 22nd and 26th avenue, but there were a couple of alternatives that, that provided even more improvements with medians and trees. However, in order to, to have those approved, it would involve some access management, some restrictions on turning improvements, limitations on access into the neighborhood, and that requires a greater level of involvement engagement, and so we capture those as a further study to work with the adjacent property owners if there's approval for that, support for that.

Bertelsen: And, and it's very similar, there's a recommendation for, for a marked crosswalk, either at 61st or 62nd. The one at 62nd would involve constructing a, an island in the middle of the intersection, which would enable you to turn off of powell onto the cross streets, but you would not be able to cut through onto 62nd avenue, with reduced movements from 62nd, so that does have an impact to some local circulation and access, and there was a split in the community over, over the support for that, so we want to capture that there is, there is interest in pursuing this island, which would make for a as good pedestrian or, or bike crossing, but it does have tradeoffs. Some neighbors want to see it because they want less people cutting through the neighborhood. Others don't so we're trying to capture that, but it will take more work. And, and in addition, we make some recommendations for further study on the bikeway from 72nd and 92nd. This is what I was talking about, commissioner Leonard. As very different environment north of powell, on the north side of powell and the south side of powell in terms of the existing right-of-way configuration, and the amount of space that you have between the curb and the property line, so you see here, this is, this is, on the north side, in this photo, there's a various planter strip, and that could be used to build a, a, either move the curb and do a bike lane, or it could become an elevated bike path, and so it does present some opportunities. On the south side, there's not quite as much room but there is some room to work with there, and perhaps, with some reconfiguration with the parking lots and retaining wall with the sound wall could get, get a path next, a bike path next to the sidewalk without moving the curb. And, and so, we came up with a series of alternatives that you could configure in order to provide a bikeway, ranging from a traditional bike lane to more of a cycle track or bike path elevated, and, and we asked for community preference and we talked with odot for, for a while about these things, and these are innovative treatments, and it's going to take further work-on-really decide what is a design could be, and we see the bicycle master plan and working with odot, further, there is a project, the transportation plan to look at this, so perhaps when we have funding for that, but this is going to take for this study, but we tried to get a step closer to some

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recommendations on what it could be instead of just the traditional bike lane. We had heard from the community, they didn't want to be in the bike lane next to all of that traffic on Powell. And so we tried to look beyond. The preference that we got, when polling at the open houses, was a different treatment on the north side and the south side because of the conditions. On the south side, the community really wanted to preserve the existing trees to the extent possible, and, and the north side there was more room to work with the recommendation was, for for a raised bike lane, which is similar. There's one in Eugene and in Bend, and this is the photo here that gives an example of a raised bike lane. And that would work best with the driveways in combination because, because it could be mountable, and on the south side, the recommendation is for, for a cycle tracker of the bike path adjacent to the sidewalk, buffered from the roadway by planter strips or street trees, and, and then brought out at the intersections in order to have more similar dropdowns and be more like a bike lane and crossing an intersection to help reduce turning conflicts. Did you have any more questions on that?

Leonard: No, thanks.

Bertelsen: Our final recommendation for further study is to look at those public parking lots. There's a series of public parking lots, about eight of them, that, just over 100 public parking spaces on the south side of Powell between 52nd and 90th, sorry, 80th, and, and some of them are well utilized, and, and serve the adjacent businesses and residences, and, and, but some of them are underutilized, and the community felt that they created a space that is a dead zone. There is no eyes on the streets. And, and through this process, we thought well, how might we activate that space? Parks, storm water management, an opportunity, but what we heard back was, how about development? Let's see housing and businesses go in there, that will activate the streets. And put more eyes on the street. That is well beyond the, the scope of what we could achieve, and it would involve looking at the feasibility of those being developable parcels, as well as the zoning and looking at the zoning, so when we presented to the planning commission and shared this recommendation with them, they were receptive, and, and thoughts that there could be merit, particularly if you looked at the future of Powell in terms of the transit, so there may be, down the road, a day to really look at what, what an opportunity is, these could be so we came up with conceptual drawings to try to articulate the idea that we were hearing from the community, this is not a drawn out, you know, precise, that here's what, what kind of thing we should look to see if it's feasible. And, and perhaps in the future study in partnership with the bureau of planning. At this time, that is not a funded study, I should clarify. Implementation. The plan does identify 100.2 million in priority improvements. That are the top priority. Thank you. ODOT has already, um, allocated about roughly \$500,000 towards building some priority pedestrian and bicycle improvements, and, and PDOT is, is prepared to dedicate about 100,000 to build new curb ramps during the preservation project, and we have been done working with the state to advance getting state approval because we need state traffic engineer approval of the priority elements, including the fixed marked crosswalks, and define the appropriate crossing safety treatments, and, and as of November, the submittal for the first two marked crosswalks has been made to the state traffic engineer. One at Midrock between 57th and 58th and the other at 75th Avenue, and, and, and, and the hope is that we can, we can prioritize the improvements, be coordinate and had constructed with the preservation project. Continuing on, we're also working with the state on making some improvements in the existing pedestrian school crossing at 47th Avenue, including some of the signal heads, replacing them and trying to really, really make it more clear to drivers that this is a pedestrian activated signal and school crossing. We are also working on some of the short-term improvements, 17th underpass, such as the mirrors, so people can see around the corners, and TriMet is working to implement bus stop changes, and, and is they received a grant through the bureau of environmental services \$218,000, and I've been in conversation with them, and they are interested in working with the neighborhood volunteers to do some street tree planting, particularly in the

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brooklyn and, and [inaudible] neighborhoods. And money does need to be spent within the, the project area of the big pipe, east side big pipe, but, but part of powell does, does fit within that area, so i'm hopeful of that partnership. And, and the plan also identifies other potential funding sources for additional elements of the plan, but those would need to be applied for by various grants, for example, and staff recommendations are to adopt the inner powell boulevard streetscape plan as non binding city policy and direct staff to engage in activities to further implement the improvements described in the plan, and direct's pdot to amend the transportation system plan to, to update the inner powell boulevard streetscape plan project, since currently it goes to 50th avenue. And, and, and to acknowledge the excellent work and dedication of the members of the citizens, of the powell citizen working group and other community members who helped to shape the plans with preservation in the planning process. And thank you. I'll take questions.

Potter: The city has a disabilities advisory committee.

Bertelsen: Yes.

Potter: And I don't know if you have had contact with them or had them engaged in this process. I didn't see anyone on our list of community people or city people that were engaged from that committee.

Bertelsen: You are correct. There was not a member of our citizen working group that was from the disability advisory committee. The committee was recently reformulated. I am acting as the pdot liaison to their transportation subcommittee so I do have a relationship with, with dan and michael and other members of the, of the committee. This project started before that committee had been formed, so we didn't have representatives, but I will hope that you will find that there is, there is a mind to improving accessibility in the plan, and, and, and while not on, on the citizen working group, there were participants in the planning process who, who were, who were people with disabilities.

Potter: Are the a.d.a. changes, does that make powell boulevard, the streetscape section, a.d.a. Compliant?

Bertelsen: If we are to construct improvements, they wouldn't have to be, or -- new improvements need to meet a.d.a. Modifications, adjustments to the best of our ability. We need to try to meet a.d.a. So, if we were to say rebuild the 17th underpass and redo that again, we would have to, have to built it to a.d.a. If we were to go in and do modifications, we need to do the best that we can and document if we haven't, why for meeting it, so, so it's another nuance. But, the streetscape plan brings, brings much, much closer to meeting a.d.a., particularly, with adding -- there are many corners we're there are not ramps we're there should be ramps for crossing powell or ramps that are substandard, and so that's what we're looking to improve those. There were ramps that were placed by the state during phase one from the ross island bridge to 50th so we would be looking to add more in the second face of the preservation project.

Potter: And I ask that you invite somebody from the disabilities advisory group to advise you. I found even like, like to curb cuts, the experience of is a person walking and a person in a wheel chair is quite different with curb cuts. Even one out here on 5th and, and madison does not work very well. I took it in a wheel chair, and it almost tipped me. So, I would suggest that in order to make sure, and it struck me looking at one of the pictures on the bus stop, in terms of the space between the curb and the, and the bus waiting area, I don't know if that's sufficient for, and I don't know if that's a.d.a. in terms of trying to get a wheel chair through.

Bertelsen: There are design challenges, and part of what we are trying to do in this plan is to better coordinate for the, we're the bus stops are and we're we have the crossings, and, and to the extent that we can, acquire additional right-of-way or work with the existing right-of-way. And i'm glad to hear this from you, very much. I recently, commissioner Adams and others of us, went on a stroll with the citizens disability advisory committee, and I understand that you had done so previously, and it is, it is a very valuable experience to even have that limited opportunity to, to experience

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rolling through our city streets, and so I very much agree that, that doing -- we need to do what we can to make them more accessible.

Potter: My suggestion.

Bertelsen: Is to have a liaison.

Potter: To have them look at this plan to make sure that it is consistent with what their needs are so that, that if the committee, itself, has an added chance, I know you said the transportation subcommittee, they really have not had a chance to look at the entire reported, and perhaps, that could -- they could provide additional information before we get too far down the track in terms of the actual changes.

Bertelsen: I will do so, yes.

Bertelsen: Are there other questions? Well, I do believe that we have some testimony, including members of our powell citizen working group, but first, I do want to give ross an opportunity to speak here on behalf of odot.

Ross Kevlin: Thanks. I'm ross kevin with odot region one planning. 123 northwest flanders in Portland. Odot supports the council's adoption of the inner powell streetscape plan. The plan was developed with active participation from odot staff, including the planning section, our traffic section, our roadway design section, and we took a look at the traffic analysis, and the design alternatives, so we are sure that this is a plan that we can live with and a plan that we can implement if given the construction dollars, which we don't need to talk about here. One caveat I will throw out, as april has, has is stated many times in her, in her discussion, this is a conceptual plan. It provides a good understanding and direction for future improvements but there are a lot of details that we need to examine in greater detail at a further development stage, and one example, as mentioned, was the location of street trees, and another is the location of unsignal-sized crosswalks, and i'm glad to report here that the state traffic engineer has approved to unsignallized crosswalk locations, and in the vicinity of 76th and, and 56th avenues, so those will be provided as part of the preservation project coming up in 2009 with paid for, with the funding that odot set aside a half a million dollars for bike pedestrian improvements on powell. And, and regarding that project, our public say fairs folks asked me to let the city know that they will be meeting with, with neighborhood associations in the vicinity of that, that project from 50th to i-205, and, and in the spring, there will be an open house at some point before, before construction begins to talk about aspects of the project, like, like, like is noise impacts and other construction impacts particularly. Last of all, I would like to thank pdot staff in the community for the time and effort that they put into developing this plan. In particular, april, whose patience, consciousness, attention to detail, etc., was a key component to, to a successful conclusion so thanks.

Bertelsen: Thank you, ross.

Bertelsen: I want to, to thank ross, as well, he's, he's been, been, been -- he's played dual role as the grant manager as well as a representative from odot on the project, and, and attended our citizen working group meetings in the evenings and appreciate his help so thank you, ross. I would like to invite up three members of our powell citizen working group to begin with testimony, if I may.

Paul Loney. And kathyn notson and Marilee tillstrom, and I will clear myself out of the way.

Potter: Thanks for being here, when you speak, please state your name for the record.

Paul Loney: I'll go first. My name is paul loney, 2945 southeast 65th, south tabor neighborhood association. And also, before I forget, i'd like to thank the staff from pdot and odot. They were -- i'd been on a couple of these groups, and this is one of the ones we're the staff was quite willing to listen and to work with us on, on ideas that the citizens had. I look at this as a long overdo review of the, of the powell boulevard project. It's been 30 some years since it went in, and nobody has looked at it since as to what's working and what's not. And we all know that the inner neighborhoods are more popular, and it's time that powell boulevard stop being a sacrifice area. Along powell boulevard and the blocks, one or two blocks inside of powell boulevard, just

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yesterday, once again, I took a long walk along powell boulevard, and it's not a friendly place to walk. It's -- the sidewalks are in poor shape. Some say there's a bus stop out on 60 some that the shelters are in a puddle of water whenever it rains, and, and that's not very conducive for transit, getting people out of cars and bicycles, if you want to ride your bike along the sidewalk, that's why we need curb cuts, not only for folks with disability but so that you can, as commissioner Leonard was talking about, get on the bicycle and go up and down because the side streets don't know through east-west and powell boulevard does. So, I think that that's great that, that we're looking at that, and also, I wanted to really comment about, about that, that april brought up, it's a barrier, powell boulevard, and it shouldn't be that way, and because of the barrier, people don't want it, to walk and cross, and it promotes problems, not just the, the crime, but also simple things like graffiti that we're trying to get rid of, because without eyes on the street, people out there are throwing trash, and you see cars that are, that are sold and abandoned, but I think it makes a big difference if powell boulevard stops being a barrier and becomes part of the community. And I think that this plan will go a long ways towards that, and so that's, that's, basically, all I wanted to say, and I heard, encourage you folks to pass this and to work with citizens to find ways to fully fund this project.

Kathryn Notson: My name is kathyn, 2419 southeast 78th avenue, south tabor neighborhood. I will read a short statement. When I moved to south tabor 20.5 years ago, the words, mount hood freeway, [inaudible] raised hackles on the backs of people's necks. The proposed plan mount hood freeway route was on southeast division street to southeast 48th avenue and turned south between southeast 48th and southeast 52nd avenue to southeast powell boulevard. Then the route turned east on southeast powell boulevard. It has been -- let's see, I don't know whose idea it was to work with eight neighborhoods, to create one streetscape plan versus work with four neighborhoods each to create two streetscape plans. Creating a streetscape plan with eight neighborhoods was smarter and more cost effective. I acknowledged ross of odot, he attended every inner boulevard streetscape meeting expect one. And he received a thank you letter from doug, which was published in the southeast examiner. I thanked him for the letter. During the streepscape process, several words came to my mind. Renew, restore, reconnect, and recover, and reconcile. I see the inner powell boulevard streetscape plan as a tool to repair the damage left in the wake of the proposed mount hood freeway plan. There was and is much residual anger about the mount hood freeway plan. I credit mike holman with pdot that this proposes to recreate the appearance with the purpose of functioning like a welcoming front porch versus a back alley. And the mount hood freeway plan divided pdot and odot from citizens. The inner powell boulevard streetscape plan process has brought together eight neighborhoods, pdot, and odot, and has reestablished collaborative working relationships. My hope is, is the participants will reflect on the good will, the inner powell boulevard streetscape plan anticipates, will be brought to fruition when this plan is implemented and that the residual anger from the mount hood freeway plans will melt away. It sets is a precedent for revival of the boulevard, and I believe residents are eager for it. It is time to celebrated. I ask you adopt this powell boulevard streetscape plan.

Marilee Tillstrom: Hi, I am marilee. I represent my neighborhood association, abernathy, and I joined the group for just a basic wakeup cry that my neighbors, who live on the north side of powell, could not get across powell to the park on the south side. There is a light at 26th. There's is a crosswalk at 24th, or, and a light at 21st. But, with the growing amount of families in my neighborhood, they simply wanted to cross at 24th, and 24th is, is, is, um, you almost have to have, you know, a flag, a dog, four kitty carriers and everything to, to be noticed at 24th. And so I joined the group two years ago. Again, I would like to say that, that I was not alone in total attendance. Everybody came. There was a few times when somebody was missing from the total group, and we met monthly. Another concern, especially from my neighborhood, of course, is the 17th underpass, which is just not, not -- you talk about the driving, there is hardly any way to get to my bank or my post office unless i'm in the car, and as strange as that sounds, the underpasses are simply not safe

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for anybody to walk on either side Powell on the north or south. And so I think it's, it's really hard because this, again, is the barrier that we are faced with. We're faced with the, the traffic trying to get to the park and we're faced with traffic trying to get down to the businesses at milwaukie and powell. So, I guess i'm saying, anything that you can do to help would be wonderful. We need this cleaned up and especially, we need the access because, because, um, it has been a barrier. I have a slight chuckle at mayor tom Potter's comment about stand standstill on powell. We're happy because that's when it's quiet, and that's when we don't hear the traffic and we don't -- we're not bothered by the people honking and, and sort of the arrogance of the driver that leaves the stoplight at 21st and powell, and has, has, doesn't need to stop until they get to 26th, and it can be noisy and quite, quite, um, brings out the worst in a lot of people. So I hope you will help us. Thank you.

Potter: Thank you very much. Thank you, folks. Has anyone signed up to testify?

Moore-Love: That was all who signed up.

Potter: Is there anyone here who wishes to address this issue? Please call the vote.

Adams: April ross, the entire team, citizens, thank you for turning out an excellent project. Our work before us is to find the money beyond that which has been budgeted to, to implement the full vision of the plan, and there are phase that is yet need to be completed, and, and funding to be found to complete those phasings, so this begins, a this is the beginning of the end, but it is very much a lot of work left to do. Thank you for your work. Aye

Leonard: I, too, use powell a lot so these proposed changes are really needed and, and I am very committed to doing what I can to help try to fund implementation of some of these changes, particularly, to the extent that we're a city that tries to encourage people to use alternative transportation, particularly the biking division, i'm really, really focused on the, the proposal between 72nd and 92nd because you are right, there's great access on, on the side streets, both sides up until 72nd but east, limited alternatives to get on the other side of 25, so that's the first I heard about that, so it's very, very exciting to hear about some. I'm very happy to focus on that, and do what I can to help. Thank you for all the good work. Aye.

Sten: This is terrific. It would be easy to look at powell and to be, be not, not have much of a vision for it because it needs a lot of work in terms of the issues, but this, it's both visionary and creates a road map that we can get there, so I would like to, to join in trying to get this done and good work april and the team. Aye.

Potter: I wanted to thank you, april, and I wanted to thank the citizens involved in this. Obviously they donated a lot of time between, between 2006 and 2007 to work together to make this happen so I really appreciate that, and I think that, with the review by the disabilities committee, I think that that will help just improve the product, particularly, if you have to make choices about how far to go with particular a.d.a. Requirements, if they can provide ideas that would not otherwise be apparent to us, so I appreciate the work of the community and, and the staff of pdot. Aye. [gavel pounded] Recessed until 2:00 p.m. tomorrow.

At 3:05 p.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast.

Key: ***** means unidentified speaker.

[The following text is the byproduct of the closed captioning of this broadcast. The text has not been proofread, and should not be considered a final transcript] * * * [roll call]

JANUARY 3, 2008 2:00 PM

Potter: I'd like to remind folks that prior to offering public testimony to city council, a lobbyist must declare which lobbying entity he or she is authorized to represent. Please read the 2:00 p.m. Time certain.

Item 38.

Adams: Members of the council, mayor, we initiated the platinum bike master planning process approximately two years ago. It's intended to update the bike master plan, which is reaching a decade in its age. As part of that, we looked at the opportunities for dealing with the right of way and the new reality -- in the new reality of more mow ti modal, more bicyclists, pedestrians, and in many cases more cars as well. In response to the two fatalities of late fall, we convened a working group, an ad hock working group that included representatives of all the stakeholder groups, everything -- everything from triple a to the trucking industry, the mayor was very gracious to have the police bureau there and his staff as well. Bicyclists, pedestrian advocates, to look at what short-term improvements could be made in various corridors around The 60 that were experiencing a rapid increase in usage of either one or more modes. To try to learn as much as we possibly could from those death and to make changes in how we will deal with the right of way. So the resolution before you is a report to the city council. And it focuses, this is a two-phased approach. It focuses on the engineered solutions, the dialogue between the mayor's office and my office, between the police bureau and the transportation bureau on enforcement policies, and that will come shortly in the weeks ahead. So today is about a report on the result of these ad hoc group meetings. We had a public forum as well in addition to group meetings, and the changes before you, though they can be enacted by the traffic engineer on his own prerogative, we thought was important to come to council to get your concurrence as well. We will be making changes to the right of way that will be a first for some of the changes will be the first time an american city has sought to implement some of these changes that are intended to improve safety for bicyclists for from an engineering perspective.

Roger Geller, Bureau of Transportation: I'm going to quickly walk us through this report and just hit the high points. You're aware bicycle ridership in the city is increasing, and the good news is also that the crash rate for bicycles is also decreasing. If you look at page five, you see a graph at the top that Shows the trend of bike crashes is really dropping. However, at the same time there are obviously still bike crashes and fatalities, and in response to the recent fatalities last fall, we took a look at the most common types of bike crashes and we found that the right hook crash, the crash where a cyclist is hit by a motorist turning right at an intersection is the most common type of reported bicycle crash. Those were the crashes that killed two cyclists and seriously injured a third. And it's also a source of common complaints. I hear a lot in my job of people complaining about close calls that don't result in crashes. So we wanted to address this type of crash and this lays out a couple of ways that we're doing it. We identified 14 intersections around the city that were of

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particular concern to cyclists. And these were identified in three different ways. First was cyclists who at the June 2006 bike summit told us what they consider to be the most dangerous intersections in the city and what the conflicts were that they experienced. So we had a pretty good working list to start with. That identified right hook type crashes. We also as part of the bike master plan process have held open houses where we had more feedback, and had consultants that were looking quite closely about the intersections and identifying other problem, bikes, other problem intersections and also staff Knowledge. And with these things combined, we developed a list of what we consider to be the 14 worst intersections for this type of conflict. And we designed a treatment in response and as commissioner Adams mentioned, it is a treatment for north America, particularly both in its design and the scope of which it will be implementing it, but it's a quite common treatment in some of the bicycle friendly cities that you see around the world. In transportation we think about the three e's -- engineering, education, and enforcement. And typically we focused on engineering. With this project, it's really a first of its kind for us in that we're really working to integrate all three of those. The engineering, the education, and the enforcement. And I think a fourth e is something we'll also be focusing on, which is evaluation. We're going to be working with partners at Portland state university to evaluate the effectiveness of this treatment and we'll also be applying to federal highway administration to conduct this as a formal experiment. So that's a rough overview of the bicycle treatments. One of the other treatments that is proposed in this package is to retrofit the city's fleet of trucks. To a more common design that's found in Europe. The -- two of the -- the two fatalities that occurred contributing factors included the fact these are large trucks. High -- the bodies rode high, that allowed cyclists to get swept underneath them when there was the initial crash. Had they been passenger vehicles, the -- they may have very well been hit, but probably wouldn't have been run over. And killed as a result. We're going to be retrofitting the city's trucks with these guards that don't allow either pedestrians or cyclists or even smaller cars to be swept underneath them. And again, that's a design that is found on many European trucks.

Leonard: Is that -- you're not just talking about pdot trucks, but all city trucks?

Geller: There weren't very many. It was water bureau trucks as well as --

Leonard: That's what I was going to ask.

Rob Burchfield: Most of the trucks in the fleet already had most of this hardware on them. In addition to the side guards, there's additional mirrors. It was just completing, city fleet was already doing a good job of recognizing this as a safety issue, and providing for those features.

Leonard: I want to make sure we were talking about the whole fleet.

Burchfield: Yes. The whole fleet. Those things we have control over.

Potter: One of the areas that interested me, I noticed mirrors, are we testing those out? Do we have any on the police cars or fire trucks, or some of these bigger trucks?

Geller: I'm not aware we do, but that was something we wanted to focus on, eliminating the blind spots around trucks as much as possible. We'll be looking at that. What's been interesting about this, we've had line employees at the maintenance bureau step up and offer to do trainings, because the other side of the coin is letting cyclists know about how significant the blind spots are on these trucks. We're going to have employees bringing some of these large trucks to events we run in the spring, summer, and fall, so cyclists can sit in the cab and see how difficult it is for somebody driving one of these trucks to see them in a blind spot.

Potter: I would be very interested in getting some of those mirrors. It seems like the blind spot is a big issue.

Geller: Exactly.

Adams: One of the policy issues we looked at, could we require it on vehicles that are operating within the city. Taking it one step further, have the city -- the city concluded that we are preempted

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from state law. But it might be something we could put in the legislative package. It is in terms of the required mirrored package for large vehicles, it's much more comprehensive.

Potter: I'd like to see them followed up on, these ideas.

Adams: Do you want to go through some of the engineered on the ground solutions?

Burchfield: I'll mention that the locations that roger described are shown on page 12, so there's the 14 locations or intersections that we plan to provide for treatment. We are well along with the design of the treatments for those locations, there's only one location at this time. I think we're coming up with some that will be applicable to all 14 locations. The treatment consists of two elements. There's something we're describing as a bike box. It's a place where at the intersection as the bicycle approaches the intersection, there will be a colored area. A colored area which is distinguished by the stop bar at the back of the box, and the edge of the sidewalk to the front of the box. This is an area where the cyclist can que and they'll be placed in a position where they'll be forward of the vehicles. That has two advantages for the cyclists. Probably the most important one related to right hook is it makes them visible to that car. Rather than being potentially at the side where they may be visible, they'll be slightly forward of the vehicle, so they'll be visible. And therefore, a vehicle that is turning right will recognize they have a potential conflict. The other advantage it gives the cyclist is it gives them some measure of priority. They're able to move away from the sleax first ahead of the cars, and that helps put them in a position where they're less Likely to have conflict when they're turning. The other element is this colored bike lane area, which we're incorporating along with the bike box to indicate an area where there's potential conflict between the turning vehicles and cyclists, and so it helps identify the conflict area both for the motorist and the cyclist, helps draw their awareness that this is an area where they may have conflicts. And throughout signings that will put on the street to go along with it, it will keep a clear indication to motorists they're to yield.

Potter: That's very important. When I bike on 39th and clinton there's a bike box, and because there's no signage explaining things, people don't know how to use that particular intersection on the west side of the street.

Burchfield: I think the history of that, it is that -- the example you describe there, it is a bike box, but we kind of made a feeble attempt at installation, I would say, and we didn't really do any education and haven't done any enforcement along witness. We'll have signs telling vehicles where to stop, we'll put pavement markings that tell them to wait here, overhead signing that indicates that they can't turn right on a red light. So it should be very well communicated to the motorists what their responsibilities are.

Adams: That last portion I wanted to make sure we got out there during our public forum and meeting was stakeholders, Part of what the public needs to understand, that -- where they either see a sign or in this case the bikes box, there will be no right turn on red lights.

Burchfield: Most of these locations are busy central city locations where there's not a lot of opportunities to turn right on red because there's conflict in traffic, and there's also usually a lot of conflicting pedestrians. So there are some advantages for pedestrians as well to having that restriction on right turn.

Leonard: [inaudible] So did I hear commissioner adams right you couldn't turn right only a red?

Burchfield: Only on a red light, yes.

Leonard: They will be marked that way? No right turn?

Geller: They will be signed that way, yes.

Adams: On page nine -- there's absolutely a well-intentioned but underengineered and feeble attempt at trying to create this, I also think what we discussed in our planning for this is to have instead of just one in the whole city, sort of out in the middle of the neighborhood on its own, employing these in the central business district on both sides of the river where you have 14 intersections is going to be more effective in educating people what they're about. I also failed to

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mention in my introductory comments that council did set aside in the process the money to implement this program already. Do you want to talk any more? We covered equipment. Do you want to start on page 17 very quickly, the education programs and a lot of the stuff is work underway?

Geller: Right. A lot of the work we're doing is work underway. We've got the -- again, it's the education programs that we're doing, it's a combination of engineering as well as education. And so we have programs like the community school and traffic safety partnership, which has been funding safety improvements for pedestrian cyclist and motorist around the city now for a number of years. And these are generally the engineering fix rodriques relatively small in scale, things like median refuges to allow to you cross the street, filling in bike lane gaps where they exist, but they're big in terms of the population that they serve. Just a curb extension or median refuge for crossing collector streets, minimum wage a huge difference. And this is a partnership that is multiagency, multibureau partnership, and it's been going on for quite some time. We also have a number of campaigns that we run under I share the road, encouragement and education programs about the importance of sharing the road. We have the share the road safety class, which is a diversion class that cyclists -- it's very similar to motorist diversion classes when a motorist is stopped for generally minor traffic infraction, they have an opportunity to attend a class and become educated. And we're offering the same things now to cyclists as a Diversion for when they are ticketed. We also have the safe after school program, which is in 25 schools, and is teaching good transportation safety behavior to school children so it's not just bikes, but how to be a good pedestrian, how to use 40, how to ride a bicycle, and it's giving hands-on training. On a Friday afternoon in the spring, summer, or fall, you can often see large groups of kids being led around by a couple of adult trainers. And that's generally going to be a safer routes to scoot program.

Burchfield: Specific to this project we're now working on basically an education or outreach element on which we're going to try to communicate to motorist and cyclists how to use these new treatments. So we are look at a number of media opportunities or media types of media. We may have billboards that are colocated with where the treatments are going to go in. We're looking at putting some basically signs that educate people as to what they're supposed to do close to or in the right of way, close to locations where these are -- devices will be implemented. So we're going to do the best job we can to help people understand what this new treatment is -- how it's intended for their use so that they don't come away with a confusion and a feeling that we're just experimenting wildly, but hopefully this will come across to them as something that's well engineered, well planned, and easy, intuitive for them to respond to.

Geller: We have some longer-term educational goals that we'd like to achieve, and one of the partners that was working with us around the table to address this issue was -- were representatives from department of motor vehicles. So we think it's very important that we introduce into the d.m.v. Training curriculum some idea of what Portland is doing and what some of these treatments that we're using here in the metropolitan region mean and how motorists should respond to them. So one of our long-term goals is to continue to work with the department of motor vehicles and be able to alter their curriculum to reflect what's going on in Portland.

Adams: For example, the test for those with Portland addresses could include a series that's more focused on the urban realities of transportation as opposed to a smaller town.

Geller: Right. And we'd also like to get the diversion program curriculum, the shairt road safety class curriculum up into a web-based format so that people can access that without having to first get a ticket. And we've kicked around ideas about how we can make that attractive to people to take. There's a lot of basic knowledge about bicycles and cars that people don't have that is very simple stuff, it's just people need to hear about it.

Adams: That was as much a presentation as we had planned. Do you have any other questions? Are there people that want to testify?

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Parsons: Chris smith asked to testify.

Chris Smith: Mayor Potter, members of council, I am chris smith, the authorized representative of the streetcar committee, the bicycle master plan committee, but i'm here speaking for myself today.

I had an experience a couple years ago, I had the opportunity to take a trip to the netherlands with a delegation from Portland, and a member of commissioner Adams' staff and I met with some freight folks in the netherlands, and those of you who follow the development of our bicycle plan know there's sometimes been friction with the freight community about installing bicycle lanes in freight districts. So I asked the folks, do you have bike lanes your freight districts? And their answer was, of course. How else would our employees get to work? I think what we're seeing today is a paradigm changing moment. And we're starting to see cycling and safety considerations around bicycling take a new level of awareness in all parts of the community. And i'm delighted to see this.

I think we're taking the first step towards that attitude that we saw in the netherlands. So I want to congratulate the group that commissioner Adams has pulled together to work on. This i'm delighted to support this, but I also want to underscore the education component is so important. I had the pleasure or maybe the pain of being the primary person That my two stepchildren got their practical experience driving with after they completed driver's education. One of my favorite things to do was every time they made a right turn without checking the bike lanes, oops, you killed another cyclist. It is something that we all have to focus on, our responsibility to understand the other users of the road around us. Frankly, the state materials don't do a very good job of that, and I know we're pushing to have that modified. But the education component is essential. As is the enforcement component. It's important that the police be a full partner in making the overall program work. I'm delighted by the first steps that have happened along those lines. As part of this, it's unfortunate it took these incidents to drive us forward, but I think this is the beginning of a paradigm change taking us to the next level, and I welcome it. Thank you.

Adams: Thanks, chris. And thanks for your work on this.

Parsons: No one else signed up. Go ahead.

Michael Aiello: Hi. Forgive me for my lack of protocol. I'm not quite --

Potter: Would you state your name for the record?

Aiello: Michael. Forgive me for my lack of familiarity with this process. I had been under the impression that today's open hearing might Cover a broader topic concerning some of the other things that will be going on with the inner powell development, but perhaps i'm mistaken.

Potter: That was yesterday.

Aiello: Ok. So with today's topic, I would like to just add something in regards to bicycle safety. I've bounced the -- this concern off of another -- a number of different -- the odot meetings, the max meetings that have been happening. The -- concerning the train or the rail bridge on southeast 17th that crosses over powell, there are some dangerous switchbacks for both pedestrian and for cyclists.

And it seems as though there's a lot of buck passing going on. I'm not sure whose jurisdiction it is actually. I know this isn't quite as severe as being hit by a car, but there are some rather steep inclines and rather sharp turns, hair pin turns, and blind spots, and so i've been trying for a while to figure out how to actually get some convex mirrors placed, and i'm not quite sure how to go about doing that. So I missed the meeting. I thought I was coming to it yesterday, but while we're talking about bike safety and pedestrian safety, if that shows up on any of these handouts that you have, that rail bridge is -- does pose some threats to both pedestrian and cyclists. And if it's possible, that could be looked into prior to the max line going through in eight years, that would be fantastic. Otherwise, thanks for having me here, and i'd like to thank Every one involved with the work that's going on. The cyclist community really appreciates the work.

Potter: Thank you.

Leonard: We did talk about that powell bridge. We did talk about that quite a bit. My recollection is there was something about mirrors.

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Potter: They're going to install some mirrors so as you're approaching one of the sharp turns you'll be able to see if there's somebody --

Aiello: Fantastic.

Potter: We're also going to look at some additional lighting for that, because it's poorly lit.

Aiello: Yes. Ok. Excellent. Thank you very much.

Potter: Ok. Is there anyone else who wishes to testify on this matter? Please call the vote.

Adams: I just want to thank the team for getting this done, and getting it done very quickly. I want to underscore that this is very much an emergency implementation of improvements in the right of way in the central city. And it is inadequate to improving bicycle and pedestrian and automobile safety citywide. Council have the first hearing at 2:00 p.m. On January 9th, and a consideration of a vote on January 16th. That will provide much more comprehensive public safety transportation safety improvement citywide for bicyclists, pedestrians, and Automobiles, but this is something that we do quickly and it's very important work. And I want to thank the team and Rowan and Tom and my staff for their work on this. Aye.

Leonard: I am deeply impressed by the speed with which Commissioner Adams and PDOT has worked on this to develop real safety devices to assist bikers. It's deeply saddening to the entire community that these two incidents occurred causing two bikers to lose their lives, and -- but I also think that in years past we would have had a mourning period and moved on and nothing would have changed. So I'm hoping that the community recognizes that Commissioner Adams, Mayor Potter came together and developed a real plan to address specific safety issues. And I certainly recognize that and appreciate it deeply. Thank you all for your work. Aye.

Sten: I agree. I want to thank Commissioner Adams and Mayor Potter and the team at transportation. The roads are getting more crowded and we have more bikes. My perception is we're having more crashes because we've had such tragic ones, and at the same time the percentage is down because we have more people. So I think we have to -- I think you're doing the only thing we can, which is to keep trying to get it -- no deaths is where we have to get, and more bicycles and no deaths. I think it is a big change for drivers to have this many cyclists on the road. I think anyone who has driven in Portland for a long time and is honest will say they've been driving and found a bike where it didn't used to be one. And if you've driven like I've driven down Northeast Broadway for 20 years and there were no bikes, and one time had a close call with a bike, it was someplace where there didn't used to be a bike. So there's no easy way, but I like what you're doing and I like Commissioner Adams' commitment to putting the amount of money in the budget that's equal to the amount of bikes we have, and to keep pushing that up. And I also think that most important thing is the bicyclists themselves, safety, and the community's safety. It's secondary, but I think we're plowing some real ground here because we're not going to be able to use cars like we used to, and I think it's terrific that we're out ahead of that. So good work, and it's a pleasure to vote aye.

Potter: I was reading an article on biking and talking about the fact that in Amsterdam they have a 35% bike use for going to -- back and forth to work. And we're a little under 5%. So we've got a tremendous amount of opportunity here to use even greater use of bikes for transportation. And I think these are the kind of things that are the really good steps to start moving towards the understanding and the responsibility between vehicles and bicyclists about how to use the -- how to use the streets safely. I remember as a young police officer that we were taught like in traffic engineering, the three e's were engineering, enforcement, and education, and I think that we've also added over the years evaluation, but also engagement. I think engagement is the active stage of education, whether you're really talking to people about their issues, but also educating them about the other issues. And when I'm out driving, I see good examples and bad examples of both vehicular drivers and bicyclists. And unfortunately the -- each tends to view the other often is the problem when it is a shared responsibility. The kind of equipment solutions, technical, and engineering issues I think are going to go a long way towards reducing those accidents. And

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possibly those fatalities. I appreciate the effort of commissioner Adams' office and my commit suspect to make sure the police bureau provides the proper enforcement. Good job, everybody, and I want to thank you for a great start on improving bicycle safety in the city of Portland. Aye. [gavel pounded] we're adjourned until next week.

At 2:41 p.m., Council adjourned.