



CITY OF  
**PORTLAND, OREGON**

OFFICIAL  
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 13<sup>TH</sup> DAY OF APRIL, 2011 AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, Leonard and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Tracy Reeve, Sr. Deputy City Attorney; and Pat Kelley, Sergeant at Arms.

Item No. 346 was pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

The meeting recessed at 10:27 a.m. and reconvened at 10:34 a.m.

<b>COMMUNICATIONS</b>	<b>Disposition:</b>
<p><b>335</b> Request of Belinda D. Jackson to address Council regarding IPR exclusion process (Communication)</p>	<b>PLACED ON FILE</b>
<p><b>336</b> Request of Doll Williamson to address Council regarding student ambassador cooperative project (Communication)</p>	<b>PLACED ON FILE</b>
<p><b>337</b> Request of Charles E. Long to address Council regarding Portland's billion dollar boondoggle (Communication)</p>	<b>PLACED ON FILE</b>
<b>TIMES CERTAIN</b>	
<p><b>338</b> <b>TIME CERTAIN: 9:30 AM</b> – Declare intent to initiate local improvement district formation proceedings to construct street, sidewalk and stormwater improvements from Pardee St to Liebe St in the Lents Phase IV / SE 118th Ave Local Improvement District (Resolution introduced by Mayor Adams; C-10040) 20 minutes requested</p> <p><b>Motion to amend to update the exhibits:</b> Moved by Mayor Adams and seconded by Commissioner Fish. (Y-5)</p> <p>(Y-5)</p>	<p><b>36853</b> AS AMENDED</p>
<p><b>339</b> <b>TIME CERTAIN: 10:00 AM</b> – Recognize April 2011 as Child Abuse Prevention Month and honor child abuse prevention and intervention programs funded by the Portland Children’s Levy (Resolution introduced by Commissioner Saltzman) 20 minutes requested</p> <p>(Y-5)</p>	<b>36854</b>

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<p><b>340</b> <b>TIME CERTAIN: 10:30 AM</b> – Accept the Portland Bicycle Plan for 2030 One-Year Progress Report (Report introduced by Mayor Adams) 45 minutes requested  (Y-5)</p>	<p><b>ACCEPTED</b></p>
<p><b>CONSENT AGENDA – NO DISCUSSION</b></p> <p><b>Mayor Sam Adams</b></p> <p><b>Bureau of Police</b></p>	
<p><b>*341</b> Amend contract with Central City Concern to increase payment in an amount not to exceed \$150,000 to support the services of the Sobering Station (Ordinance; amend Contract No. 30001709)  (Y-5)</p>	<p><b>184508</b></p>
<p><b>Bureau of Transportation</b></p>	
<p><b>342</b> Grant revocable permit to Pacific Northwest College of Art to close NW 13th Ave between NW Lovejoy St and NW Johnson St and NW Kearney St between NW 12th Ave and NW 13th Ave from 8:00 a.m. on June 3, 2011 until 2:00 p.m. on June 5, 2011 (Ordinance)</p>	<p><b>PASSED TO SECOND READING APRIL 20, 2011 AT 9:30 AM</b></p>
<p><b>Office of Management and Finance</b></p>	
<p><b>*343</b> Authorize a contract and provide for payment to replace three dump trucks for \$510,000 (Ordinance)  (Y-5)</p>	<p><b>184509</b></p>
<p><b>*344</b> Amend contract with 3 Kings Environmental, Inc. to increase contract amount by an additional \$104,426 to provide additional construction services for the Stanton Yard Fuel Facility project (Ordinance; amend Contract No. 30001449)  (Y-5)</p>	<p><b>184510</b></p>
<p><b>*345</b> Pay claim of Priscilla Seaborg involving the Bureau of Environmental Services (Ordinance)  (Y-5)</p>	<p><b>184511</b></p>
<p><b>*346</b> Create a new Nonrepresented classification of Senior Affirmative Action/Diversity Analyst and establish a compensation rate for this classification (Ordinance)</p>	<p><b>REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</b></p>
<p><b>*347</b> Create a new Nonrepresented classification of Parks and Recreation Asset Manager and establish a compensation rate for this classification (Ordinance)  (Y-5)</p>	<p><b>184512</b></p>

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<p><b>*348</b> Authorize refunding of urban renewal bonds for Downtown Waterfront, Oregon Convention Center and South Park Blocks urban renewal areas (Ordinance)  (Y-5)</p>	<p><b>184513</b></p>
<p><b>*349</b> Authorize increased amounts of short term subordinate urban renewal and redevelopment bonds (Ordinance; amend Ordinance No. 182475)  (Y-5)</p>	<p><b>184514</b></p>
<p><b>Commissioner Nick Fish Position No. 2</b></p>	
<p><b>*350</b> Authorize grant agreement with Janus Youth Programs in the amount of \$50,000 to support the launch of the Village Market Project at New Columbia (Ordinance)  (Y-5)</p>	<p><b>184515</b></p>
<p><b>Commissioner Amanda Fritz Position No. 1</b></p> <p><b>Office of Healthy Working Rivers</b></p>	
<p><b>351</b> Authorize an Intergovernmental Agreement with Oregon Consensus - National Policy Consensus Center, Portland State University for \$14,000 to assess issues related to sedimentation and the need for maintenance dredging in the Central and South reaches of the Willamette River (Second Reading Agenda 324)  (Y-5)</p>	<p><b>184516</b></p>
<p><b>REGULAR AGENDA</b></p> <p><b>Mayor Sam Adams</b></p> <p><b>Bureau of Transportation</b></p>	
<p><b>352</b> Authorize the Bureau of Transportation to acquire certain permanent and temporary rights necessary for construction of the SW Boones Ferry Rd - SW Stephenson St Project, through the exercise of the City's Eminent Domain Authority (Resolution)</p>	<p><b>REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</b></p>
<p><b>353</b> Vacate a portion of SE 94th Ave north of SE Henry St subject to certain conditions and reservations (Hearing; Ordinance; VAC-10074)</p>	<p><b>PASSED TO SECOND READING APRIL 20, 2011 AT 9:30 AM</b></p>

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<b>354</b> Authorize Revised and Restated Intergovernmental Grant Agreement with TriMet for City financial contributions to fund the final design and construction of the South Corridor Phase II: Portland-Milwaukie Light Rail Project (Second Reading Agenda 306)  (Y-5)	<b>184517</b>
<b>Office of Management and Finance</b>	
<b>*355</b> Ratify a Letter of Agreement between the City of Portland, AFSCME Local 189, and Verena Fabian authorizing the settlement of a grievance regarding working out of classification and placement on a new classification wage range (Ordinance)  (Y-5)	<b>184518</b>
<b>356</b> Authorize revenue bonds for Portland-Milwaukie light rail project (Second Reading Agenda 307)  (Y-5)	<b>184519</b>
<b>357</b> Amend City Code to reflect current structure, operations and new responsibilities in the Office of Management and Finance (Second Reading Agenda 332; amend Code Chapters 3.15 and 3.08)  <b>Motion to accept amendment to 3.15.050(F):</b> Moved by Mayor Adams and seconded by Commissioner Fish. (Y-5)	<b>PASSED TO SECOND READING AS AMENDED APRIL 20, 2011 AT 9:30 AM</b>
<b>358</b> Change the salary range for the Nonrepresented classification of Labor Relations Coordinator (Second Reading Agenda 315)  (Y-4; N-1, Fritz)	<b>184520</b>

At 11:51 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 13<sup>TH</sup> DAY OF APRIL, 2011 AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, Leonard and Saltzman, 5.

Commissioner Saltzman arrived at 2:05 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Roland Iparraguirre, Deputy City Attorney; and Pat Kelley, Sergeant at Arms.

The meeting recessed at 2:18 p.m. and reconvened at 2:38 p.m.

<p><b>359</b> <b>TIME CERTAIN: 2:00 PM</b> – Adopt and implement the Airport Futures City Land Use Plan and authorize implementing Intergovernmental Agreements related to airport planning (Second Reading 262; Ordinance introduced by Mayor Adams; amend the Portland Comprehensive Plan; amend Title 33, Planning and Zoning) 30 minutes requested</p> <p>(Y-5)</p>	<p><b>Disposition:</b></p> <p><b>184521</b></p>
<p><b>360</b> <b>TIME CERTAIN: 2:30 PM</b> – Accept the 2011 Master Plan for Lents Park as a guide for future development of the park (Previous Agenda 226; Resolution introduced by Commissioner Fish) 30 minutes requested</p> <p>(Y-5)</p>	<p><b>36855</b></p>
<p><b>REGULAR AGENDA</b></p> <p><b>Mayor Sam Adams</b></p>	
<p><b>S-361</b> Amend and consolidate existing tree regulations into new Code Title 11, Trees, adopt companion amendments in other Titles, and direct the establishment of customer service improvements and implementation funding (Second Reading Agenda 310; add Code Title 11 and amend related Titles)</p> <p>(Y-5)</p>	<p><b>SUBSTITUTE</b></p> <p><b>184522</b></p> <p><b>AS AMENDED</b></p>
<p><b>S-362</b> Amend the Intergovernmental Agreement with Multnomah County to transfer land use planning responsibilities to address the administration of tree-related regulations that require a development permit (Second Reading Agenda 311; amend Contract No. 51712)</p> <p>(Y-5)</p>	<p><b>SUBSTITUTE</b></p> <p><b>184523</b></p>

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**S-363** Encourage integration of quality tree preservation and tree planting in early site design, land divisions, and certain land use reviews; improve consistency and effectiveness of tree regulations in specified overlay zones and plan districts; update definitions and amend the Ladd's Addition Conservation District Guidelines to clarify that planting trees on the Nuisance Plants List is prohibited on City property and City rights-of-way (Second Reading Agenda 312; amend Title 33)

(Y-5)

**SUBSTITUTE  
184524  
AS AMENDED**

At 3:26 p.m., Council adjourned.

**LAVONNE GRIFFIN-VALADE**  
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 and should not be considered a verbatim transcript.

Key: \*\*\*\*\* means unidentified speaker.

**APRIL 13, 2011**                      **9:30 AM**

**Adams:** Today is wednesday, april 13th, 2011. It is 9:30 a.m. And the city council will come to order. Good morning, Karla.

**Moore-Love:** Good morning.

**Adams:** Did you have enjoy the sun?

**Moore-Love:** Well, yeah.

**Adams:** See it on tv. Can you please call the roll?

[roll call] [gavel pounded]

**Adams:** Quorum is present. We'll begin with communications items. Please read 335.

**Item 335.**

**Adams:** Ms. Jackson. Welcome to city council. You just need to give us your first and last name.

**Belinda D. Jackson:** Ok. My name is belinda jackson and I wanted to speak to the council will the ipr exclusion process. The ipr exclusion process is a violation of federal law. Due process and the right to address government when they have infringed on your rights. The process is such as this: If the ipr deems that you've made too many complaints, they can send you a letter stating we're no longer going to process your complaints unless there is a major incident, like guns, or if something happens that is catastrophic. Which in its very self is sort of undermining the ipr charter because you don't want to get to that point. That's the point of having ipr. You recognize behaviors that suspect or that is not in line with the general order. And you correct that behave and in correcting that behavior -- for ipr so decide in and of its own several without an appeals process they can select people and say, well, you've made too many complaints. They don't know the circumstance. That could be a law enforcement representative who is targeting this person. And they're only human beings. We have to remember that about law enforcement employees. They're only human beings and sometimes use bad judgment. So they might take something as a slight and -- as and think they're empowered to do things they're not and they can say without any trespass or law enforcement involvement, ipr can say you're not allowed to call us and the only -- you're not allowed to come to our building. And this is without any law enforcement process, whatsoever, and that's in violation of federal law. Basically they've taken the program and decided who they're going to allow to participate based on their rules and regulations. When I tried to appeal the process, you can't come to our office, you're not allowed to file a complaint, we're not going to contact you on these complaints and -- to file the complaint, you have to -- it has to be something disastrous. If they're going to do that, they have to have an appeals process and the reason they were allowed to do that, I was told that city council amended their charter to allow them to target people who they think have filed too many complaints. That's in violation of federal law. I have an email that I sent to the representative, and I will give you a copy of that email.

**Adams:** Thank you, miss jackson. Appreciate it. Karla, please read the title for item 336.

**Item 336.**

**Moore-Love:** She called and will not be coming.

**Adams:** Ok. Please read item number 337.

**Item 337.**

**Moore-Love:** Mr. Long did not come.

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**Adams:** Mr. Long. All right. We'll now consider the consent agenda. Item number -- 347 is -- 346 is pulled back to my office. Anything else pulled from the consent agenda? You need to read my title, or no?

**Moore-Love:** Pardon.

**Adams:** Do you need to read the title of the item i'm sending back to my office.

**Moore-Love:** 346, yes.

**Item 346.**

**Adams:** Unless oh, so order. [gavel pounded] please call the vote on the consent agenda.

**Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye.

**Adams:** Aye. [gavel pounded] consent agenda's approved. I will proceed with the 9:30 time certain. Can you please read the title for 338.

**Item 338.**

**Adams:** Go ahead.

**Andrew Aebi, Bureau of Transportation :** Good morning, mayor Adams, i'm Andrew Aebi, local improvement and project manager for the lid project. Joining me on my left are Rose Ann Lee from the crime prevention section. Dick Haney from fire and emergency services and Sue Lewis from the Portland Development Commission. Before we get started with the presentation, we have a housekeeping item, we've received additional support for the project and i've handed out an amendment to Karla and would respectfully request that the council move the amendment to incorporate the additional support for the project.

**Adams:** So moved.

**Fish:** Second.

**Adams:** Moved and seconded, any discussion? Karla, please call the vote on the motion. Remember the order? It changes every week.

**Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye.

**Adams:** Aye. [gavel pounded] motion is approved. Mr. Aebi.

**Aebi:** Thank you, Mayor Adams, if we could switch to the presentation, Karla. So the first slide you see in front of you is a map of the Lents Urban Renewal Area. And the dirt and gravel streets in Lents are color-coded in purple and the substandard street, the streets that have paving but don't have curb or sidewalks are shown in purple there. At the inception of the Lents Urban Renewal Area, Lents had the second highest proportion of dirt and gravel streets of all the neighborhoods in the city. With prior investments it's dropped to number five and the street paving program has been -- the residential street paving projects has been successful and Sue will talk about that more in a moment. Sue, do you want to talk about that now in terms of how we got here?

**Sue Lewis, Portland Development Commission:** Sure. I'm Sue Lewis, with PDC and provide a little bit of background on the program and how we selected the streets. The Lents Residential Street Improvement Program was established in 2000 after an intensive public process and established criteria how to select -- what streets to select first as a priority and the Citizen Advisory Committee selected this criteria and establishes dirt and gravel streets as a priority. Second, substandard streets and then goes into proximity to schools, parks, to public transit stops and school bus stops and major street lines and the program is a 70/30 split. PDC funds 70% of the cost and the property owners provide 30% of the cost. And that's through the formation of a local improvement district. We do have a part the program is -- could provide 100% subsidy should the property owners be 60% medium family --

**Leonard:** Sorry, missed the last part.

**Lewis:** If one of the property owners, there's a grant from the program if property owners earn 60% or less of median family income they can qualify for 100% subsidy.

**Leonard:** I see. Thank you.

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**Lewis:** This particular project has been endorsed by the lens urban renewal advisory committee and the funds are allocated in the budget. We sent letter to the property owners and residents on dirt and gravel and substandard streets requesting their interest and support in forming an lid because it's one the crucial parts of the program. Because the property owners have to be willing to enter into an lid. And so 118th was selected because it was in the top -- scored in the top three, but more importantly, 47% of the property owners on the street expressed interest in supporting an lid compared to the next level with 14%.

**Aebi:** Thank you, sue. Karla, if we can switch back to the presentation. One thing I wanted to mention to council is that this particular project is located in the powellhurst gilbert neighborhood so -- there's nine neighborhood associations intersecting it. Powellhurst gilbert has more unpaved streets than any other neighborhood association in the city. If you laid them all end to end, stretching from morrison bridge to lombard. About five miles of dirt and gravel and we're happy to select a street from a neighborhood association in most need of help in terms of improving infrastructure. If you look at that red dashed line, the boundaries of lens urban renewal area and while the need in powellhurst gilbert is great, pdc is only able to fund south of powell and west of 122nd due to the ura boundary. This is a map of the petition support for the project. We with the adopted amendments are up to 91.6% total support for the project. If you factor out the properties by the parks bureau dually counted in favor, 74.1% for the project. And then if you could take a look at that circle there, that shows the existing dead end of s.e. 118th avenue and if you keep your eye on that circle, there's another dead end at the end of liebe street close by. The distance from one of those dead ends to the other, to put it in perspective, is short. About two-thirds of the length of city hall. So if you were walking up fifth avenue, two-thirds of the length of city hall is the distance between those two dead ends and transportation really doesn't like dead-end streets. East Portland has an issue with connectivity and you'll hear more testimony here about why it's important to provide a connection here to connect 118th avenue to liebe street. The next slide here is pictures that we took, the picture on the left shows what is it would look like as you approach raymond park and the picture on the right shows what it's like when you leave raymond park. One thing, it's a unusual park because it has little abutting parallel frontage serving it. There's a short segment of 118th south of raymond but the park is difficult to assess and unfortunately, one of the three access point as shown here is dirt and gravel. And since the park got developed, the park has been very popular, the property owners have had very limited success in trying to keep the street maintained with the popularity of the park and people going to the park. The timing of the lid is also good because transportation has an application in the door for a nine-unity development on schiller street and he can improve all the way to the development and not have nine more homeless beating up the street and putting it in worse shape. The timing is good --

**Leonard:** Andrew, is the developer of that housing have to put in the sidewalks and streets as part of that development?

**Aebi:** Yes.

**Leonard:** And shoulder 100% of the cost?

**Aebi:** The developer is participating financially in the lid and signed a petition for the lid. It's interesting you asked that question, commissioner Leonard, because they've thought about trying to pave the whole street as their ok. They looked at this and thought that the homes wouldn't be marketable if they had a street looking like what's in front of you going up to serve them. They're financially participating and have to put a sidewalk on schiller street as well.

**Leonard:** They get the 70% subsidy?

**Aebi:** Yes.

**Leonard:** But typically, a developer wouldn't receive that. They would be required to build the sidewalk in front and not receive any financial assistance?

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**Aebi:** Right, you're exactly right, commissioner Leonard, they do receive a subsidy for the 118th frontage but they don't for the wide can they need do on schiller. Plus they have to put in a private street coming you off of schiller and they're not receiving a subsidy. I think it's a balanced and fair approach. Fair and balanced, maybe that's not the right terminology.

**Leonard:** Not the right terminology here.

**Fritz:** They're still good words.

**Aebi:** And then lastly, I wanted to say that --

**Adams:** We keep trying to stump him.

**Aebi:** Lastly, I wanted to mention that the problem we have now with the dead-end streets, because there's such insufficient assess to the parks and no parking lot in the park, people tend to park chaotically anywhere they can found a park. One the women had to call a tow truck in the summer to get out of hurt driveway. And so by having a connecting street making the extension to liebe street, that will take care of the parking -- well, it will provide some on-street parking. It won't address all of the needs of the parking at park but discourage people from blocking the end of the dead-end street. With that, I wanted to go on to the next slide and just mention that this project will not only improve emergency response but also improve routine assess. Before I turn it over to dick, I want to mention that liebe street is 1,005 feet from 118th to 122nd avenue. Above the those streets are close to triple the threshold at which fire code regulation mandates a cul-de-sac or a hammer head turn-around. By making this relatively short, 130-foot street extension it has. Less impact than putting two cul-de-sacs or hammer heads on the streets to make them fire code compliant. With that, i'll turn it over to dick and then rose ann.

**Dick Haney, Fire Bureau:** I'm dick haney from the fire marshal's office. I'm tasked with giving advice on projects like this. Current fire code in the city of Portland is that -- chimes up here -- dead ends of 300 feet or over, get a turn-around. A 90 food cul-de-sac or hammer head turn-around. This is a preexisting street but since there's new projects going into the area, that's why i'm brought in to give advice on that. As andrew said, liebe street is over 1,000 feet long and has no turn-around. 118th, it's a little bit setup because it has cross connectivity from pardee and schiller. Liebe is the one we have the critical issues with response. Connectivity in the streets, a gridded street system is actually the most desirable for fire response and emergency response because our equipment issue is tight as far as what type of jobs they do. So the response by having a gridded street system allows the fire responders to come on the radio and talk about who is going in which direction to pick up which hydrants and get the proper equipment there in the proper order to use. Another issue with the dead end street, if there's no turn-around for fire assess, if a wrong address is given or if it's not uncommon for the 9-1-1 to send emergency responders to a glow in the sky in a certain neighborhood and it's highly possible that fire rigs could end up going down the wrong street and having to back out all the way and a serious response issue down a 1,000-foot street.

**Fritz:** The whole block of wood moves. [For microphone.]

**Rosanne Lee, Office of Neighborhood Involvement:** I didn't know I had such power. Good morning, mayor and commissioners. I'm rosanne lee from the crime prevention program. Assigned to powellhurst gilbert and I want to lend a crime prevention perspective to this project. S.e. 118th, pardee to schiller and the east side of raymond park suffer a lack of what we call territoriality and natural surveillance. Especially at the dead end. There's no sense of where to park so people park wherever they want and do anything they want and a lot of times that activity is illegal activity. We reported crime within 1,000 feet of the park for the past 12 shows a higher than average rate of stolen cars and simple and aggravated assault. There are other crimes but don't merit noting today. And perspective is there's increasing drug activity and gang presence in the park and this impression was profoundly reinforced with the drive-by shooting death of a young girl attending a party at the north end of the park where gang members were present. Shot from the car into the park, did a u-turn, because you can't drive through and sped away. Raymond park and the fire

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bureau -- pretty much land locked with only access from the northeast entrance and the two -- the one on liebe and raymond and liebe is a dead end and raymond you can turn left but can't go north. This makes it an issue -- very difficult for the fire bureau and it's a difficulty for the police bureau in patrolling effectively. Running from a crime on 122nd, head to the park because they know the police may be slowed down through the geographic impediments they may approach. The same issue happens if there's a problem -- an address of a location they are responding to that turns out to be north or south where they are, they may have to back or do a u-turn on liebe -- or, a turn and go out to holgate and then down to 122nd and down to another street. That eats up valuable response time. How about the lid help? By bringing a sense of ownership through the addition of curbs and sidewalks and designation of where and when people can park and hopefully maybe there will be other amenities but it's too early yet and provide the ability for police to respond to the park and neighbors area on the east side of raymond park by eliminating the dead end situation at liebe and the added opportunity for park users and neighbors to have a better eye on the park. Both of these improvements would help convey a sense of active ownership the area and discourage the perception that illegal acts may be permitted without notice or consequences.

**Aebi:** Thank you. And just to wrap up with the last slide. So the way the program is put together, the property owners share of the lid is capped at 99-cents per square foot. By pdc. The average residential assessment \$5,315. And the largest assessment is \$26,962. For the nine-unit subdivision coming in. And then just to recap the project benefits -- improves neighborhood livability, increases access to the park. But council should be aware that it -- objectives in the east Portland action plan as well as the s.e. 122nd avenue study. I'm happy to answer any questions you might have. Thank you.

**Leonard:** I'm trying to figure out the actual cost per resident. Based on that. Am I inferring correctly it's about \$17,000 total cost to install the sidewalks and then if they pay 30%, that's 5300 is 30% of that?

**Aebi:** The -- what we have budgeted right now is not including changes to the overhead. We have about \$750,000 project and then the lid portion of that altogether \$264,000.

**Leonard:** Let me tell you why i'm asking the question. And it's not specifically about this project. I think this is a great example of a project that at some point in the future, council could use to do this kind of thing citywide. I and you wondered what it would cost for a person if absent a ura, you were required as part of an lid to pay your share of the cost. I'm trying to figure out what that cost would be per house if we had such a program citywide that may or may not have funded to subsidize.

**Aebi:** The biggest cost driver is usually the intensity of development. One the things that benefited us on 118th, we had high-density development and a lot of homes shared in the cost. In a r10 zone where people have 100 feet of frontage on one street and 100 feet on the other and one property owner -- a couple of property owners, makes it a much more expensive proposition.

**Adams:** But if I could --

**Leonard:** Can you break it down by foot. You have this many feet of frontage --

**Adams:** there you go

**Aebi:** Typically, the way our estimates are running, typically, the cost estimate when you include the contingency, this is an upfront estimate. Tends to run about \$1,500 to \$200 per center line foot. If you have properties on both sides of the street, which isn't always the case, looking at an average of \$750 to \$1,000 a foot assuming no subsidy and you can do the math. If you have a 10,000 square foot lot with 100-foot of frontage on two streets you could be looking at \$100,000 just for your share of the lid.

**Leonard:** Great, thank you.

**Adams:** Thank you all very much --

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**Fritz:** I have a question. Have we heard from the neighborhood association, whether they're in support.

**Aebi:** I have talked with the chair of the neighborhood association and pdc briefed the powellhurst neighborhood association back in february and one thing I neglected to mention, we also did an open house in february and sent invitations to 715 property owners, bounded by 111th on the west, 122nd and holgate and herod.

**Fritz:** We don't have a formal recommendation from the neighborhood?

**Aebi:** Sue, do you want to answer that question?

**Lewis:** We don't have a formal letter, if you need one i'm sure --

**Fritz:** Just asking the question. And there's going to be a road going the park and it's going to take property to make the connection. You made a compelling case. I'm wondering if there's a friends of raymond park group and how is the parks bureau, commissioner Fish and others, going to address the increased use of the park that this will enable.

**Fish:** We'll be able to -- happy to follow up and give you a brief.

**Fritz:** Thank you very much.

**Adams:** Anyone wish to testify on 338.

**Moore-Love:** We have one person signed up. Louis Vance.

**Adams:** Mr. Vance.

**Louis Vance:** I'm right here [inaudible]

**Adams:** Thank you, mr. Vance. Please call the vote on resolution 338.

**Fish:** Never a dull moment. Andrew, we're spoiled with your presentations on these issues, they're very complicated but he presents them in a highly professional and clear way and we appreciate that. We appreciate everyone who appeared today to describe this process. I thank my colleague, commissioner Leonard for his questions because there's some additional things he raised which I think council can address in the future, and i'm pleased to support these requests. Aye.

**Saltzman:** Well, I want to thank andrew and pdc and crime prevention, fire bureau. This is a great lid. I mean, it's great to knock way at that five miles of unpaved roads in the powellhurst gilbert neighborhood. Pleased to see this go forward. Aye.

**Leonard:** Aye.

**Fritz:** Thank you all for your presentation. This -- it's really excellent to see the focus on streets and sidewalks and on parks, as essential parts of an urban renewal district and a vibrant neighborhood. And it's definitely good use of public money. Aye.

**Adams:** Thank you, team, for a -- for great work. Thank you to pdc that helped to subsidize what I know would be out of reach -- otherwise be out of reach for a lot of property owners along here. I wish the county when this area was subdivide, required of the developers that which the city has required for over 100 years, but we're chipping away at it and i'm grateful for your good work. Aye. [gavel pounded] 338 is approved. That moves us to time certain, item resolution, number 339.

### **Item 339.**

**Adams:** Commissioner dan Saltzman.

**Saltzman:** Thank you, mayor. To coincide with national child abuse month, we had like to acknowledge the outstanding work being done by Portland's child abuse and prevention programs specifically by the Portland children's levy. It's a core component of the children's levy, created by voters in 2002 and overwhelming renewed in 2008. Helping Portland's most vulnerable children and families affected by abuse and neglect is one. Our four primary areas, in addition to supporting approximates in early childhood, after school and mentoring and programs to help children in foster care succeed. From 2003 to 2012, the Portland children's levy will have invested \$16.6 million in child abuse prevention and intervention programs. We know that these 19 programs we invest in promote resiliency, increased stability for families struggling with violence, abuse and neglect. We

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know that they help children and parents build healthy and strong connections with social support systems that lead to meaningful and positive changes and we that they provide stressed families with support and intervention, respite care and counseling, therapy and parent education. To tell us more about these levy program, lisa, who oversees these grants has a short presentation that will be followed by a distinguished panel of providers and experts and some family members who will discuss how these programs are helping Portland families break the cycle of abuse.

**Adams:** Welcome.

**Lisa Hansell:** Good morning. Thank you for taking the time to recognize child abuse prevention month and honor the programs funded through the child abuse portfolio at children's levy. \$16.6 million invested -- sorry, not used to this. \$16.6 million in child abuse prevention and intervention programs. Each year, approximately 2,215 children and their families participate in 19 levy-funded programs. These programs target children and families who may be at greater risk of child abuse or maltreatment or who have been abused or neglected. Programs focus on reducing risk and increasing protective factors that when present increase the health and well-being of children and families. Services provided through these programs include parent education, home visiting, intensive case management, counseling, trauma assessment, therapeutic classrooms and respite care. Each year, approximately 5,000 hours of respite care are offered as temporary relief to caregivers in stressful situations by providing short-term care for their children. Including in child abuse intervention portfolios are culturally appropriate programs that serve african and immigrant and african-american children and families. Next -- this is a map of the city of Portland. Which shows each of the dots represent the administrative offices and school where is levy-funded programs are occurring. Not included on this map are the 120 -- over 120 childcare providers or the 36 head start sites or multitude of home-based services provided. The gold dots, a little hard to see, are the child abuse prevention and intervention program. If you were to count those dots you wouldn't count 19 gold dots and the reason for that, some of the organizations offer more than our -- funded for more than one child abuse prevention program as well as the violet or purple dot, those represent organizations that provide better funded for -- that are funded for more than one funded area and some of the child abuse prevention programs are include there had as well. The final slide I have for you is the logos for the 14 organizations that provide the 19 child abuse prevention programs through the children's levy. So now it's my pleasure to introduce our panel, which is where you'll get a real flavor for the programs and also how this portfolio of programs fits into the larger picture as well. We've invited dhs here. And we have alicia hann and larry dalton from the district 2 office and they'll start with the overview of dhs's role in prevention and focus on keeping children out of foster care and then talk a little bit about how the levy-funded programs and general community-funded child abuse prevention programs fit into the picture and their importance in preempting children from entering foster care. We also have michelle reynolds, the director of the voa relief nursery and jennifer clifford who received services. And they'll come up to talk about the services offered through the nursery. And gloria wiggins, division manager for catholic charities, el program a, will discuss the parent-child involvement project. And maria will join her and she received services through the program. With that, larry and alicia.

**Saltzman:** Thank you.

**Larry Dalton:** We're very pleased to be able to testify in support of the Portland children leavy's child abuse and intervention improvement Oregon has one the highest rates of foster care in the country. In fact, our foster care rate is about twice the national average and here in Multnomah county, the foster care is even worse. So because of that, the department both at the state and local levels as one of its highest priorities trying to reduce the rate of foster care that we have. There are two general strategies that you can use to go about in reducing foster care. One is to focus on the children that are already in care and find permit homes for them. By permanent homes we mean returning the children to their parents or place them in adoptive or guardianship homes. And we're

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grateful to the city for its support of bridge meadows which is going to be helping those kids, children transition from foster care into permanent homes and we're thankful for that. The other strategy for reducing foster care is to try to prevent kids from ever coming into care in the first place. To prevent the need for children to come into the state's involvement. And that is where the children's levy, foster care -- not foster care, but child abuse prevention intervention programs come in. The services these providers are providing to the families at risk of child abuse and neglect are effectively reducing the number of children that of come to our attention. So without these program, we would be seeing more children coming into our care. Another initiative that the department is undertaking is called differential response. It's a model used around the country but just now coming to Oregon. Typically in child abuse systems, when calls come into the child abuse hot line, there are two paths. A hot line screener can decide there's reason that child abuse or neglect is occur occurring and they'll make a call to the field office and a protective worker will be assigned to make a assessment. When this occur, the cps worker makes a thorough investigation which often leads to the child being taken into protect I custody and being placed in foster care. The other pact that's usually tape with the hot line screener, they'll decide abuse and neglect is not occurring in which case, the case will be closed and the family may or may not be referred to a local service provider and it's up to the family to take part in the services. In a differential response mold, there's a third -- model, there's a third option and that's for the family, when the screener determines that there is no implement risk or danger to the child, that they're at risk for abuse or neglect, the family can be referred to a local community agency for a family assessment and it will be determined what kind of services the family needs in order for those children to remain safely at home. And again, this is where the children's levy, child abuse prevention and intervention programs come in. With this model, depends entirely on the availability of community resources for the families to be referred to. Without the community resources available, to provide the intervention that is families need, this system will not work. So again, we're very grateful that the city is supporting the child abuse prevention and intervention programs.

**Alicia Hann:** Um, with the governor's focus on prevention and --

**Saltzman:** Move the microphone.

**Hann:** Can't hear me? Can you now?

**Saltzman:** Yeah.

**Hann:** With the governor's focus on prevention and anticipating a 18-month lifetime tanif benefit and development --

**Fritz:** What kind of benefit?

**Hann:** 18 months, looking at a family being eligible for tanif for 18 months.

**Fritz:** What's tanif?

**Hann:** It's -- excuse me -- temporary assistance for needy families.

**Fritz:** 18 months and that's it forever?

**Hann:** That's it. And then developing the differential response model. We at the district office took a look at some data about families who are on tanif two years ago, receiving benefits and the families who currently receive tanif and 50% of the families receiving it two years ago are continuing to receive those benefits now.

Of the families on tanif two years ago, approximately 30 % of those families entered the child welfare system, and it's 40% for native American families. And the families at risk of entering the child welfare system are not just in self-sufficiency, but in school system and mental health system and domestic violence network and, of course, the programs funded by the children's levy for child abuse prevention. So we started to think how we could partner and plan with these -- with the families to prevent the crossover into our system and we wanted to show you. This is all conceptual. So -- but this is what we're calling a family support network and it's nothing -- we don't envision this as dhs driven but really community driven. And it's really focused with the family in

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the center with the focus on family engagement and hearing the family's voice. And the community would come together to work with the family on different levels and with different combinations of services depending on where the family is in the system. The family support programs which are on the outside circle, would prevent -- work to prevent the family from entering the child welfare system and that circle includes the programs funded by the children's levy. And their services to the families are critical in the end result. If the family does enter the child welfare system we have family partners, which is the inner circle, which provides intensive hands-on wrap around systems to help keep family intact and help them navigate. The program for foster care prevention and intervention are crucial to prevent their entry into the child welfare and foster care system. Dhs works daily with these programs, referring our families we see who are struggling for their critical services. I want to thank you for funding these programs and my hope is that funding would continue.

**Fritz:** Thank you very much.

**Saltzman:** Is this -- on a personal note, I want to thank both alicia hann and larry dalton for their long time commitment to our children, working for the department of human services.

**Dalton:** We'd like to thank commissioner Saltzman -- thank you.

**Hann:** Thank you.

**Saltzman:** Yes, next we'll hear from michelle reynolds, the program director for the volunteers of america family relief nursery and she is bringing up a parent who has successfully used the program. Jennifer clifford and your daughter whose name I forgot.

**Jennifer Clifford:** Jaden and Jason, my husband.

**Michelle Reynolds:** Thanks for having us. I'm the program director for the volunteers of america family relief. We're an intervention and prevention program and as parents struggle with multiple life challenges, it's difficult for them to provide -- for them to help their children to grow to can healthy. We offer therapeutic classrooms with one-on-one attention to the children and developmental assessment and we work with a parent to help reduce some of their risk factors and if we can reduce just two risk factors, it cuts the chance of abuse and neglect in half. Our staff members are helping parents build more healthy lifestyles that provide safety and nurturing and healthy lifestyles for the children and family. And we have the monthly home visit and offer transportation services and we have parenting classes as well and provide drop-in crisis respite services. And as we celebrate our 19th birthday this week, we're inspired by the changes that our families are making and the positive things happening with the children and parents we serve. And we're grateful to the Portland's children's levy for their support and the people investing in our community and right now it's my honor to introduce jennifer clifford. Her daughter jaden and husband jason and she's going to tell us about her experience.

**Jennifer Clifford:** About three years ago, I never thought --

**Saltzman:** Would you move up closer?

**Clifford:** Good three years ago, I was hopeless and stuck in a addiction and looked like this. Horrible. I got blessed with getting into recovery and getting off the roll. Finally getting a chance to be a mother. Right now, i'm raising my daughter jaden and son dylan could, is nine. Yeah, i'd been a parent before but wasn't successful. The relief nursery and amber has shown me so much. Yeah, I have other kids but never seen them to developed as jaden. They help me when I get frustrated and don't know what do. When I moved into my apartment, they gave us a voucher and we were able to get the household needs we needed. And it's just -- i'm blessed with them. Jaden, hopefully, most people aren't there as long as i've been there, but i'd like to keep her there as long as possible and today, they've given me a lot of hope and something I never thought i'd get back and i'm a parent and successful and I don't have dhs involved and i'm married and I have a license and we have a bank account and teaches me how to play with my kids. I was young and wanted to do my own thing and they've blessed me. I'd vouch for them forever. Thank you very much.

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**Fritz:** Thanks for taking the time to come in and it's wonderful to see how happy your daughter is.

**Clifford:** They even help with christmas.

**Adams:** Congratulations on your success.

**Saltzman:** And our final presentation Florence wiggins, with el programa. Come on up. Are you going to bring up a parent.

**Florence Wiggins:** I'm here with one of our participants, maria, a little shy with the camera and prefers to stay over there.

**Saltzman:** Ok.

**Adams:** Hi.

**Wiggins:** Well, many of you know that there's research and study that shows domestic violence and the effects domestic violence on children, those children could be in the middle of the whole situation, could be abused, neglected. Children who have behavioral issues and low performance in school and signs of -- could involve gang involvement, addictions and become abusive themselves.

We run a gang prevention program with 160 kids and 90% of them come from homes that experienced domestic violence. There is the myth that children don't know, and don't understand. That they're so little they don't know what's going on. Well, children know, and domestic violence really affects them. So thanks to the children's levy understanding 2003, we started the program that with the partner, salvation army and the program allows the children -- to meet the clients where they are. She goes to shelters and motels. Homes, the gateway center and community place appearance works with the clients when they're in crisis. They need to leave the domestic violence situation and need to take care the safety issues. Those types of things but also have a special relationship with the children. So every year, we work with over 50 families, mother and kids, usually that means over 100 children, typically a mom has two. And they receive different services and learn how to deal with behavioral issues and learn how to keep the kids and themselves safe and learn to deal with the children's feelings, receive -- how to play with them and discipline them and especially restore that bond that was lost through the domestic violence issues. So I want to read maria's story. She wrote her presentation. So I have it here. So she has two kids. And she has a -- been taking the classes. She said I learned since I was pregnant with my son that he was affected by domestic violence. I knew the baby was suffering. And I was transferring to him what I was feeling. It's true that the effect on kids and feelings of sadness and the kids feel the same way that the mother feels. In the program, they helped me recognize I can discipline my child, and holding him in a closed room because I was in a domestic violence, a abuser was with us, and kept us in a locked room. The two of us. So I learned that there are ways to discipline without hurting my child age learned to know my feelings and learned to give a good example to my child and how to ask for a favor and thank him for whatever he did. And learned how to apply other systems like helping to develop self-esteem and not in neglect ways but reinforce the positive, to stay with jobs, you're smart and you're doing everything well because those words are good for him in helping to feel safe and develop self-esteem. I can tell that my child has obsessions that he wanted to control me and I also learned to give him options. I learned that -- give him options. And I tell him if you don't do this, I will do that and I learned to control my frustration and his frustration and one of the things is that he now knows how to play with colored books or count or things like that. I taught him to put his feelings inside a little box and when he's calm, he opens the little box and gets out what he put inside and just put it away. There are things I have learned and helped me a lot. I want to thank the children's levy and the program for giving me the opportunity to participate in the program because I have learned many things and I understand the problem was domestic violence and thanks to this program, my life has changed and i'm learning to be a better mother. Thank you.

**Saltzman:** Thank you, maria. That was very nice and we wish you success.

**Adams:** Congratulations.

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**Saltzman:** That concludes our presentation. I did want to read the names of the 15 organizations, you saw their logos, but I would like to read them as a way of thanking them for the great work. The organizations that provide child abuse prevention and intervention services, cares northwest, catholic charities, the children's justice alliance, children's relief nursery, janis youth program, life works northwest. Listen to kids, lutheran community services, morrison child and family services, neighborhood house, psu -- Portland state university, salvation army west women and children's shelter, several enhancement inc. And volunteers are america. Thank you, that completes the presentation.

**Adams:** Thank you. It's a resolution?

**Saltzman:** Yes.

**Adams:** Anyone else wish to testify on item number 339.

**Moore-Love:** No one else.

**Adams:** Karla, please call the vote on 339?

**Fish:** I attended the annual meeting yesterday the volunteers of america and I was joined by county commissioner smith and we're so fortunate to have organizations like volunteers of america and the honor roll of nonprofits in the community that dan just read working in this field. Thank you, dan, for your leadership for bringing the children's levy forward and leading this these many years. Aye.

**Saltzman:** Thanks to the organizations doing the great job and the Portland children's levy staff for making sure we get the maximum for our tax dollar in service to our kids. Aye.

**Leonard:** I've worked with many of these organizations particularly in the legislature on issues dealing with child abuse and family dysfunction but none so closely as cares northwest. This is an organization that deals with the most traumatized children and families that can be. And because of the nature of their work, they can't and you talk about what it is that they do, which is unfortunate, so they are constantly under-funded. So this year, as my colleagues are aware, i've asked for a \$100,000 one-time grant to cares northwest and I don't usually ask for very much money in one-time requests but this is one that I feel strongly about and I hope the council considers carefully to support but having said that, all of these are outstanding organizations, I appreciate commissioner Saltzman's ongoing work in dealing with some of the most tragic circumstances that people and families find themselves in our community. Aye.

**Fritz:** Thank you, commissioner Saltzman, for your ongoing leadership on this and bringing this report to us. I think one the most compelling things I heard this morning was that 30% of families on temporary assistance will subsequently get into challenges with child abuse and it's really stressful to have not new money to put food on the table and keep a roof over their head and with children at the same time, it's a very difficult job too. We are investing in children, the taxpayers of Portland are investing in children and we thank them for the services provided. Which help families negotiate these tough times and continue to raise their children to go to school and get -- graduate and get good jobs. So it all works together and thanks to commissioner Saltzman for leading on this part of it. Aye.

**Adams:** Thank you, commissioner Saltzman. Thanks to all the nonprofit as private sector partners. Great work. Aye. [gavel pounded] so approved. We have a three-minute break until a 10:30 time certain. [break]

At 10:27 a.m., Council recessed.

At 10:34 a.m., Council reconvened.

**Adams:** It is still wednesday, april 13th, 2011. We're still in morning session of the Portland city council. We had a short recess. We'll now proceed to the 10:30 time certain item number 340.

Karla, please read the title.

**Item 340.**

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**Adams:** All right. I'm pleased to present the plan for the Portland bicycle plan -- excuse me -- present the report for the Portland bicycle plan 2030. It will show we have done a lot of work. In fact, I think between what we've done in the last year and what is funded and just ready to implement in the year ahead, this marks, I think, a high-water mark for our effort to provide Portlanders safe access to the corridors that not only benefit bicyclists and benefit pedestrians, but in doing so, it also increases the safety for automobile drivers. And even if you never plan to get on a bike, I argue that you should be very supportive of our efforts in this area. Not only does it reduce pollution, not only does it improve the overall physical health of Portlanders, not only does it quiet neighborhood streets that should be quiet, not only does it add significantly to the city's economic base, but you don't have to fight the congestion because more people are not in their car, more people are on bikes. Is that, I'm happy to have the staff come on up. For the presentation of the report. And then we have some special guests, and we'll take public testimony. I know council will be disappointed. Normally, we like to pack the room and spend a couple of, three, four hours at this. But we decided to just stick to the facts this year. So with that, director keil.

**Sue Keil, Director, Bureau of Transportation:** Actually, Roger Geller is going to begin and I'll be second.

**Roger Geller, Bureau of Transportation:** Thank you, Sue. Thank you, Mr. Mayor. Commissioner Fritz, Commissioner Fish, thank you very much. I'm going to show you a brief presentation. I've handed you the long version of my remarks and the short version I'll give you a few minutes and this puts our accomplishments of the last 30 years in context -- accomplishment in the last year in context over the work over the last 30 years and our effort over the past 30 years has been to build a bikeway network. Now arguably the best in North America. The network as it exists today has allowed us to expense health and economic benefits that come with bike use. And bicycle use is increasing. Portlanders are using bicycles for transportation in ever-increasing numbers. The average 2005-2009. In the dark area, where 20% of Portland's commuters live. Bicycle mode split was 13%. Rivaling transit in these areas at 15%. In the broader area we're 40% of Portland commuters live, on average, 10% of the commute trips made by bicycle in the period 2005-2009. And citywide bicycle use has risen another 20% since then. Since 1990, Portland has added more daily bicycle commuter than transit and bicycle use has increased dramatically since the mid 1990s, while other means of transportation are flat or declining. This helps in many ways and I'll mention one, which is that our four long-term bicycle friendly portal bridges work as well for motor vehicles as they did in 1909 because the demand has been borne almost exclusively by bicycles during that period of time. The progress in the last year is a strong continuation and indeed, an excellent -- acceleration of long term trend and with that, the director of transportation, Sue Keil, I'm pleased to introduce her. This is one of her last public acts as director and she'll present the work she and our bureau has accomplished over the past year in implementing the Portland bike plan for 2030 and I know she's proud of the work that PBOT accomplished under her direction and she should be.

**Keil:** Thanks, Roger. We've done much in the last year, as was mentioned, more than I can discuss in the brief period of time we're going to spend in front of you. I'm going to present essentially the highlights and six key areas where Portland has excelled in implementing the bicycle plan. The Portland bicycle plan for 2030 adopted by council a little bit more than a year ago, recommended an ambitious goal and a vision. To create conditions so that bicycling will be more attractive than driving trips, of three miles or less. If you're in that distance, it would be more attractive. And achieve a minimum of 25% of bicycle trips. This number is particularly significant as it is the proportion of trips in Multnomah county recommended to be accomplished by bicycle in the joint city-county climate action plan. We're talking about commute trips, that's where we have the real congestion. As the presentation by Roger shows, bicycle trips are increasing rapidly across Portland and on pace to hit the 25% in the inner parts of the city with our continued efforts. At this point, I'm going to discuss a little bit about how funding comes -- becomes a true limiting factor in our ability

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to achieve this. We'll achieve our goals by purchase suing the six key areas, those highlighted on the screen. Attract new riders, form denser bikeway network and increase bicycle parking and expand programs to support bicycling and increase funding. The reports are pending but I hope you'll look at identifies the specific progress that the city has made in addressing each the 105 immediate action the plan identified. The plan has been informing our progress and decisions. We're doing the attracting of new riders and forming a denser network by planning and steering for people who currently feel unsafe riding or standard bikeways. That's where the growth will occur. Continuing and improving on development of safe, comfortable, direct and convenient bikeways remains a principle strategy in attracting new riders. 2010 saw the first expansion of bike lane miles in Portland since the mid 1990s. In the past year, 16-miles of the new neighborhood greenways were constructed and began the initial work on another eight miles and planning the continued development over the next several years. Like sam, I believe this is the best prom approach to providing safety and when we were out talking about safe, sound and green, we had as many motorists concerned about hitting cyclists and cyclists concerned about getting hit by motorists so the development of the neighborhood greenway network is an important aspect of improving the safety.

**Fritz:** Sue, you're probably going to cover it but say how the miles of bikeways were paid for? With what money?

**Keil:** It's a variety of sources of money. We did get some stimulus money to do that. And that was a primary kickstart in this. But funding some of that through our regular budget and also doing things in conjunction with environmental service where is you have a coordination of stormwater management, quality and quantity, and the neighborhood greenway. So a variety of sources on that.

We're focusing on neighborhood greenways because these low-stress bikeways appeal to new riders. They're so safe, they're inspiring parents to ride their children to school on their bikes. They're spawning those bike trains, if you've seen the walking school bus, it's a cool thing and this is the same kind of thing we're talking about there with the bike trains and adding a few more hundred wheels and lots of smiles in the process. And in 2009, approximately 29% of Portlanders lived within a quarter mile of one of these low-stress bikeways. The neighborhood greenway or bicycle boulevard we used to call them or some kind of off-street. Now that number is up to 39%. And by the time we build out what's currently funded, 49% of Portlanders will live within a quarter mile of one of these low-stress bikeways and we're planning routes such that 71% of Portlanders will be within five blocks of a low-stress bikeway and 90% within 10 blocks, a half mile of one.

**Saltzman:** Sue, define again the low-stress bikeway means -.

**Keil:** It's where we're taking one the residential street, a neighborhood street, that's adjacent to a arterial route and making -- route, and making improvements such that is slows traffic and makes it a much safer environment for, we say, other than the hot rod riders like the man to my right, and it's exceedingly attractive for young folks, old folks, and non-regular riders.

**Saltzman:** Thanks.

**Keil:** While we've been building neighborhood greenways, we've been working to improve bikeways on busier streets. 2010 was a busy year. I group in close to -- it's a big change out there. And evaluating cycle tracks on southwest Broadway and Stark and Oak and Southeast Holgate and planning improvements to the Rose Quarter and North Williams and North Willamette Boulevard. A lot of activity in other areas and we've been building our greenway greener and safer. And you can see the -- some clear improvements in that regard and encouraging more riding and the next picture is one of those days in Oregon when the sun might be out and the trees are blooming and it's a pretty knight nice thing off when you hit one of those opportunities. We have had to dramatically increase our bicycle parking to meet demand. When Roger came to talk to me about this, I said this is real demand, right? We're not telling people that -- absolutely and given me the numbers. This is all by request. From businesses who want to have that bicycle parking in front of their business.

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Pretty impressive. In 2010, we amended city code to require 1.1 long-term bicycle parking spaces per dwelling, per dwelling unit in the multifamily to go it a 1.5 allocation in the central city. That was up from the previous code requirement of one long-term space for four unit which was adopted in '96 and again, many developers were already exceeding the original number. That's a good sign. I asked about complaints, and so on, that we were receiving. Not everyone is delighted because of the cost, it's again, more demand that is coming on this. So this is -- appears to be a very appropriate move. We've seen a tremendous growth in the demand for on-street bicycle parking. 140-plus business who is understand that bicycling is good for business have asked to take out parking and put in bicycle parking. The growth rate is three new businesses a month asking for this. As you might imagine, we have a backlog on that. Our first bike corral hit the streets in 2004. The demand has skyrocketed. We remove 105 parking spaces and provided parking for bicylists, all request-driven. We cannot keep up with the demand as we have more than a two-year backlog on requests. In fact, the number of businesses grew from 68 to 75 since we produced this report. Every single bicycle corral has been installed at the request of the business owner. We've work closely with those business owners and the business association to create a plan and installation for each business. Few people in the agency in transportation, would have believed that business owners would be calling sam to complain we're not moving fast enough on this. But it's true. There's a lady right here on the phone calling sam. He needs to get back to the office so he can take that call.

**Adams:** Calls are coming in.

**Keil:** The next section is on expanding programs to support bicycling. Our programs annually provide encouragement to approximately 20,000 households in Portland. Tackling its six neighborhoods in 2010. Sun parkways, the biggest year yet. Attracting more than 90,000 Portlanders. It's a great partnership between pbot, parks, local businesses, neighborhood associations. And hundreds of volunteers that make these events fun for everyone. Smart trips expanded -- smart trips business expanded in 2010 to provide 189 east Portland businesses with active transportation resources for employees and customers. That program has assisted more than 600 businesses to date. More businesses are realizing and acting on the notion that their employees are healthier if they bike. There's less competition for nearby parking, freeing up more for customers and cyclists are good customers and not spending discretionary money on gallon and bicycling is attracting so much that to not attract cyclists limits a business' customer base. That's all a positive sign. The smart trips brochure, one the programs, the kit you see up here, this is something we're distributing. There's a shot of a northwest Portland subject parkway in 2010. And you see lots of -- Portland sunday parkway in 2010. You might recognize the face in this one. The smile might be something other than sunday parkways. Our safe routes to schools program is an award-winning program. Begun in 2005 with only eight school, the program is now active in more than 80 schools citywide. Results are impressive. But a few sterling examples jump out. More than 60 schools participated in the international walk and bike to school day last october. Which included more than 75% of students in one school. Llewellyn in sellwood. Sam and I were out there. The bike train at beach elementary school attracted national attention when the honorable jim oberstar, former -- the number increased from 26% to 39% in 2010. This is a good chart it, compares us against the rest of the country. Compared to the average national data, Portland students are doing a better job of driving less and getting to school by either walking offer biking. This makes a big difference in the classroom and I don't consider myself an expert but every study I read says that exercise helps with the mental activity and so our kids are getting to school in better fashion than kids in other parts of the country, ready to learn. Funding is one the biggest challenges we face. Despite this, the funding picture for bicycle transportation has improved in recent years. Beginning in 2009, the city dedicated 500,000 annually to active transportation, and another \$1 million beginning in 2011 from general transportation revenues. Bicycle transportation is also

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benefiting from an alliance were the bureau of environmental services, which is dedicated \$20 million over several years to build an infrastructure to create green streets in a manner that benefits bicycle transportation and water quality and water quantity management. In fiscal year '10-11, pbot is expected to spend just over \$7 million in capital funding for bicycle projects. If you take all sources of funding for our capital projects, this represents a 5.5% of that total, it's perhaps the largest single year amount we've spent on bicycle capital projects, still it represents the smallest segment of that overall pie of capital expenditures so it does include 16% of our general transportation that -- that's the gas tax and parking meter revenue, general transportation revenue is funding over -- it funding -- is funds projects over which we have discretion.

**Adams:** Can you go over that again?

**\*\*\*\*\*:** Yes.

**Adams:** What percentage? 17%.

**Keil:** Overall, 5.5 of the general transportation revenue. That we have discretion over, is 16%.

**Adams:** 16%?

**Keil:** Yes.

**Fritz:** Just to clarify, the \$20 million --

**Adams:** The highest ever.

**Fritz:** The \$20 million dollars in environmental services money is for the stormwater facilities, not the bike facilities?

**Keil:** Correct, but it's where we have a need for the neighborhood greenway for bicycling and there's the need to take care of basement flooding and stormwater quality management and quantity management. So that's where we're doing it -- that's why we're doing it together. How far, the broader picture for funding is more telling. Relatively low expenditures on active transportation is amplified when looking at larger sources of transportation funding. As from the state and federal government. And is reflected in this comparison of 16 year cumulative regional expenditures by mode. Granted within those regional expenditure expenditures you have large chunks like streetcar or freight projects which we've talked about before as being lumpy. But still, it --

**Adams:** Or freeways.

**Keil:** Or freeways.

**Adams:** The bulk of the money on roadway improvements is [inaudible]

**Keil:** And frankly it, makes it look worse than it might, but those are dedicated to specific large projects. The recommendations in the Portland bicycle plan for 2030 do not yet carry the weight of policy. I asked roger what that meant. It means it needs to be integrated into our transportation system plan than happens at periodic points and at that point, it will become our policy. However, we're working to plan for and construct projects in a manner consistent with the plan. Projects to improve north willamette boulevard, north williams and the connections to the rose quarter are being designed to carry high volumes of people, for bicycling. Recent designs for capitol highway and southwest Multnomah boulevard and the desire to create separate the bikeways removed from high volumes of high-speed traffic and we're doing those in conjunction with other infrastructure projects that are there. So you get good bang for the buck in that way. The city is going to continue to work to that end. Designing the best possible bikeways on our street. Which brings me to my last topic. Building bikeways is a question of good design and we're frankly fortunate to have some of the most talented traffic engineers in the country in our agency. Our city traffic engineering, rob birch field was one of the founders for cities for cycle, a initiative of the national association of city transportation officials. Cities for cycling has brought together engineers and planners from america's best cycling cities to develop -- cycling cities and we're at the front on that one. You'll see more of the bike guide made public last month and we'll come back with a resolution to adopt this as part of Portland's bikeway design guide. Our current guide, adopted when we adopted the first bicycle plan in 1996 is in need of updating. This is the document that will provide that update.

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In addition to our work on this guide, we're continuing to lead the american charge to provide better bikeways. In 2010, we expanded our use of bike boxes and bicycle signals and enhancement of existing signals and built better bike lanes. So you see we have done a lot in the last year, this is a one-year report. There's lots more to do and I think we're effectively using resources from a variety of places to aim toward providing this safe network that can improve cycling for those who are not comfortable in some of the other cycling environments that exist.

**Adams:** We just have a -- four other invited testifiers. But before we get to them, initial questions or comments?

**Fritz:** What are we doing about encouraging better behavior by bicylists in terms of not cycling on downtown sidewalks and being respectful the pedestrians.

**Keil:** We've had conversations about this before. It's a dual kind of effort in terms of fighting cycling where we have -- fining cyclists where you have that behavior and I think our bicycle advisory committee are also working with us on this. A number of the safety efforts I think also bring in to play the safe behavior by all of the users of the system. But clearly, you can't stop on this. This one. I've even suggested that in the driver's manual, we should -- manual, we should include a section on the behaviors and actions you need to tyke in Portland. If you have other bright ideas --

**Adams:** On the police side, we enforce and encourage people to report to the non-emergency line, or the 823 safe. Sometimes it's an indication that the adjacent more appropriate and legal path of travel for bikes is not working. And so -- travel for bikes is not working and if we can improve the travel lane there's less of a need for folks to ride on sidewalks. And that's not true for all cases and that's why we do stings, for bikes and cars and pedestrians in priority area where is we get a lot of complaints and do it for everyone's safety.

**Keil:** As much as some thing think we have too many signs, we do signing in areas where we have particular problems, like cyclists using a inappropriate route.

**Fritz:** And we're working on this and the mayor's office and others are working on it. And sharing the downtown sidewalks discussion process and we're looking at signing for people and where we can be on the sidewalk in terms of sitting so I think we do need to consider ways to make downtown sidewalks especially -- make it clear that the they're not supposed to be cycling on downtown sidewalks. It's a challenge and one we need to embrace.

**Keil:** Did you want to comment on any aspect of that?

**Geller:** I think you covered it.

**Saltzman:** Great report.

**Keil:** It is a good report.

**Saltzman:** I guess the proliferation of innovative and new designs and pathways can be somewhat confusing to people not in the know. Just a few weeks ago I was driving down SW Stark street and it's like, I'm not sure, what am I seeing here? Is this a lane dedicated to bicycles only, or is this a lane that motorists share? And what happens when there's a bicycle -- We're proliferating a lot of great designs and features to encourage more ridership, but I'm not sure motorists are really understanding what all that means, from a safety point of view. What are the rules of the road I guess.

**Adams:** So that is an example of our buffer bike lanes?

**Keil:** Right

**Adams:** And they are definitely a prototype. And we've heard that feedback from others. The commissioner in charge has given similar feedback.

**Keil:** Three of you have talked to me about this.

**Adams:** We're also at that point of the year now where we, around the city, with a note not just for bicyclists but for everybody, we're getting to that time of year where we go out and do a lot of

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markings, and it's getting warm enough the markings on the street are particularly pulverized, so we get thermoplasty all over.

**Geller:** We recognize we're putting things out there people are going to be unfamiliar with, so we're working pretty diligently to evaluate that. In the traffic engineering world, you tend to start with a minimal treatment first and then augment it as needed. Our tendency is to start with something that maybe isn't as bold and visible and as good at communicating who's supposed to be whereas possible, and then we come back in and augment it. We're looking very closely at those kinds of things. We recognize that it's going to take people a little bit of time to figure stuff out, and that was true even with the initial installation of bike lanes when we targeted that 30 years ago and people didn't know what the stripe on the road meant. We have to recognize it's going to take people a little bit of time to figure it out. The report we got from psu was generally pretty good, awareness and behavior around those buffered lanes. They didn't know if they could cross tight park. Evaluation is the key element that tells us where we're falling short and need to correct it. Older markings, perhaps better education, so we're constantly updating our efforts.

**Keil:** So you have a chance to tell whoever is listening to this how to use one on Stark.

**Geller:** Yes. Thank you for the many 1000's who are now watching us.

**Keil:** Or will be soon.

**Geller:** It is a bicycle lane, so it is a travel lane with buffered areas, but it is a bike lane, should be treated as a bike lane, which means you don't drive in it, you can cross it to park. Basically it's a bike lane.

**Keil:** Only.

**Saltzman:** Between which blocks is it a bike lane only?

**Geller:** Through second all the way west as far as Stark goes, where it runs into I guess either 13th or burnside.

**Saltzman:** You're not supposed to drive in it except to cross over to park.

**Keil:** Correct.

**Saltzman:** Right-hand turns, what do you do there?

**Geller:** I believe that the police have interpreted Oregon revised statutes to mean you can cross the lane but can't pull into it and drive in it. Basically, if your wheel is turning u it's ok to be in it. If your wheel is straight, you can't be in it.

**Adams:** And the reason that we are prototyping the buffered bike lane is because, in that particular street, the need for access by the fire bureau to get closer to the building prevented us from doing a cycle track. We have sidewalk, bike lane, park lane, and then the auto travel lane. The rigs would be too far away with the cycle track.

**Leonard:** So the issue that I have regarding bicycling that probably is from a different perspective from the questions you just heard is from people who bicycle, and there seems to exist anywhere from inattentiveness to outright hostility from drivers toward bicyclists. I'll give you an example of my own. When I was a very young person, I took a motorcycle riding class, and one of the things that they teach you in a motorcycle riding class is never assume anything when you're on the street.

If you're on a through street and there is a stop sign coming the other way and you see a car approach, do not assume that the driver sees you. From the time I was 18 on, i've ridden motorcycles and bicycles with that as part of my approach. Three times it has prevented me from being hit by a driver, that technique which I taught my children and my grandchild and everybody else that ride as bike. The number 1 reason people are inattentive, I have learned in the recent years, is the use of cellphones or texting. Bike lanes are free flowing with no stop sign. A driver approached a stop sign talking on a cellphone, and I watched this person who kept cycling, I would have been in the intersection at the same time. I noticed this person saw me and still blew through the stop sign. That's anecdotal for that incident, but what I have observed driving is widespread use by people are texting and talking on cellphones notwithstanding it is against the law. So the way I

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interpret that, whether i'm driving or riding a bike, is a potential tragedy waiting to happen when that person or a person meets up with a cyclist. That's a long way getting to the question of -- and maybe this is one to sam and the police bureau, but certainly I would think you'd have an interest in what are we doing in the city to crack down on inattentive driving? The hostility part is a cultural thing. Recently a Portland police officer had his own interaction with a hostile driver that anybody who rides a bike for a while says probably welcome to our club. It's happened to everybody that rides a bike. But the inattentiveness is something I think we can do something about if somehow we are sending the message that we're going to crack down on people talking on cellphones or texting while driving.

**Adams:** It is largely an enforcement and education issue, and we've sought to ramp up our educational efforts with a banner program around the city. We're using the right-of-way to move things around so the visuals change. My partner was recently ticketed for texting while driving.

**Leonard:** Texting you?

**Adams:** Who knows? I'm sure he's really pleased that I just told that.

**Leonard:** I self-disclosed about my own traffic infractions. It's refreshing that you'll do the same thing.

**Adams:** We do issue tickets for both cellphone use and for texting. Why don't I look into the numbers and see what the trends are?

**Leonard:** I very much appreciate that last response, because i'm sure that officers do. I guess i'm looking for a more concerted campaign with even -- I mean, I can give you a number of intersections a police officer can sit at and keep them busy all day long for citing people for texting and talking on phones. I sometimes think i'm the only person that uses the hands-free device.

**Keil:** I use mine.

**Leonard:** It's just amazing the number of people that continue to disregard the law. With all due respect to your partner. It will inevitably, if it hasn't already, lead to people being curse or worse.

**Keil:** I think it's a total thing. Just like commissioner Fritz was talking about, these violations of safety rules, let's face it. That's what they are. It's law, but there are safety provisions in there. It's a big deal. And I have talked to our folks, too, about the need for an educational campaign around some of this safety stuff. Sometimes things can happen because somebody just doesn't know what they're supposed to do. I think this is probably something odot and our bicycle transportation partners could get onboard with a concerted one, eye to eye kind of things and other campaigns we've had.

**Saltzman:** I would just like to underscore what commissioner Leonard is saying.

Ever since the state law passed, it seemed like there was a brief period where compliance was good.

But now it's as bad as ever. I would underscore, if you could have a plain clothes officer just stand at an intersection --

**Leonard:** It wouldn't need to be plain clothes, because the people driving aren't paying attention.  
[laughter]

**Fritz:** The study showed that hands-free cellphone use is also as dangerous. Does cellphone -- hands-free cellphone use apply to bicyclists? Are they allowed to talk on their cellphones while bicycling?

**Geller:** The law doesn't apply to bikes.

**Leonard:** As a practical matter, you can't talk on a cellphone.

**Fritz:** I've seen cyclists talking on cellphones with one hand.

**Leonard:** I tried, and it doesn't work very well.

**Keil:** You're not one of those hands free riders?

**Geller:** Last night a lieutenant assured me this is one of their highest priorities.

**Adams:** I've got numbers. 970 for written citations and warnings just since the first of the year. Last year, it was 3913 citations and warnings regarding this matter. At least that's how I understand

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the text I just got. Texting while mayoring is dangerous, too. [laughter] we'll try to ramp up our education efforts. We'll check into it more.

**Keil:** Yeah this is a focus.

**Adams:** Alright, thank you, great presentation, really appreciate it. Could we have Suzanne, Jim, James and Rock come up. Hi. Welcome. Who would like to begin?

**Rock:** I'd like to begin, if I could, so I can get back to work.

**Adams:** Yes. Of course.

**Rock:** I was asked to testify today, from Roger, to how the things that the city is doing through the bicycle infrastructure that's affected me personally. Last summer the transportation options program in east Portland and the areas surrounding the green line, the smart strips program we were just talking about, I tried to participate on all the wednesday evening rides. On every ride, I learned something new about my own neighborhood. I learned I didn't have to drive everywhere to do my errands. Consequently, on the weekend the now, my car pretty much sits idle and I rack up miles on my bike. I also attended a class to learn how to lead a ride. The equity ride, attended by about 70 people, was a great ride. Thank you for continuing to fund and support the transportation options program. We're currently working on an effort to expand the bike network in east Portland.

While east Portland has more lanes of bike lanes than any other area of the city, we have among the lowest ridership of any area in the city. One of those factors is because we don't have any low-stress bike facilities. We're working hard to identify the streets we can put low-stress facilities, which is difficult. Thanks to roger and the people from pbot, we're working hard on that, and we've identified plenty of projects. One of them is the mill main route that will ultimately connect gresham to the willamette river and downtown, so we're really excited about that. I can personally attest to the importance of these neighborhood greenways or bike boulevards. On my commute to work, I have to get on division street around 122nd avenue and ride in until I get to the 205 pass, cut over to approximately mill minute where I get on the lincoln street bike boulevard and up and over mount tabor. But you're always, like, really stressed when you're on a five-lane road with cars until you get on a small back street where there's fewer cars, lower traffic speeds, and you can actually ride side by side with maybe a companion and have a conversation on your ride. Again, I want to thank the council for supporting east Portland with the development of these low-stress bikeways, and I want to tell a little story about one of the rides I did last summer with friends of trees and odot, pbot, all partnering in these different rides. And I came upon a seasoned woman waiting at holgate boulevard on the i-205 bike path, and so I rode up cautiously, and she was adjusting her helmet. And lo and behold it was our own linda robinson chair of gateway greens.

**Adams:** Seasoned. Ok.

**Rock:** If you can put it any better, i'd challenge you to --

**Adams:** Honored citizen.

**Fritz:** Retired.

**Rock:** Linda is now riding her bike on a regular basis. When sue was saying that the streets are safe for women and children and the more seasoned of us, thanks for all your efforts in promoting the active transportation in Portland. Thank you.

**Suzanne Bodri-Gonzalez:** I guess i'm next. My name is suzanne, and I am a soccer mom. Two years ago I wanted to bike. I knew it was the right thing to do for the environment, and I had fond memories of the freedom biking had given me as a child to explore my neighborhood and meet my neighbors. Right about this time, beech school, where my children attend, had a fitness fair where biking parents would bring their bicycles so that other parents could try them out. Well, there was an extra cycle there, and I wobbly got on it and plopped my two kids on the back and with very shaky legs rode around the playground a few times until I .com with it. I went out and bought an extra cycle, but just because you buy an extra cycle doesn't mean you're going to ride it. There are two things that have helped me become a more confident rider. I had a mentor. One of the parents

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at beech elementary school asked me to join the beech bike train. I learned special tips on safety, routes, clothing, even some mechanical tips, and that really helped me a lot. The second thing that has helped an enormous amount is the opening of the going bike boulevard or, as it's now called, I guess, a neighborhood greenway. This has been a remarkable change for us. We have been able to now bike without competing with cars. We can get across mlk. Last year, when we would get across mlk, every time we did it, my children would chant another successful day across the mlk. This year we know longer do that, because we have a very easy path to get across. There are quite a few things that have been a benefit for me and my family with biking. Three I want to mention. The first is that, as a family, it's brought us closer together. When we're riding on our bicycles to get to school, we're able to have conversations that we can't have in the van with npr on and the kids poking each other in the back. The other thing that happens is my husband sometimes joins us on those rides, and that's an awful nice family togetherness thing. I really think it's helped our health. My children get a little bit of exercise every morning. I believe it keeps them more focused at school. My stamina has gone up considerably. My husband, who has become quite the bike rider in the last year, has lost 30 pounds. He feels really good, and he looks great. [laughter] the third thing is really a financial thing for our family. It's not just that we're saving money on gasoline, which we are, but biking has actually become a legitimate transportation option for us. We don't have to buy that second car, which most families have to do when children hit a certain age. We're using that to buy pizza and paying for sports activities. I want people like me to have the benefits that I have received from biking. That's why I support this bike plan. Thank you.

**Adams:** Very well said. Thank you very much.

**Rod Sadowsky:** Good morning. I'm the executive director of the bicycle transportation alliance. I'd like to thank each of you for your past support, passing this landmark bike plan and making sure this continues to be a priority for our great future city. One year ago, the bta joined hundreds of residents and community leaders to ask for your approval of a landmark bike master plan, and you gave that approval. I commend that work in getting a great start to implementing the plan. I'm proud to live in the best bicycling city in the united states. Let's simply put the myth that minneapolis has passed Portland to rest, that it's simply not true and our numbers bear that out. We have twice the percentage of people biking every day than our midwest friends have. I will ride anywhere in Portland, on a trail, a neighborhood greenway, and on a bike lane. But my wife, julia, isn't there yet. So ride on a neighborhood greenway or trail, but beyond that, she's too afraid. My work trip down to ankeny is a simple reminder of both how far we've come and where we need to get to. Julia feels like her network disappears when it hits the burnside bridge. When she gets on to the west side of the bridge, she doesn't know what to do next. The network is gone. The future is about filling the gaps in that network, building protective lanes and arterials and bridges and providing adequate signage to make the trip easy. I'd like to highlight a few successes that we have seen the bureau accomplish, some of which was already mentioned by sue earlier. Pbot successfully met its goals. The school program teaches safe walking. It's now in almost every grade school in the city. Sunday parkway is an event open to people walking and biking. It reached five Portland neighborhoods in 2010. What started in 2008 as a one-time event grew to three events in 2009 and five in 2010. It's a great way for my family to celebrate Portland and also to experience good parks that we never got a chance to celebrate before. We know julia would join me in a ride at least five times per summer, so thank you for that. There are numbers where continued investment is really important. The new low-traffic bike routes in Portland for the neighborhood greenways, pbot built 24 miles in neighborhood greenways and committed to build 15 miles each year thereafter, successfully securing a federal grant from woodstock to hollywood. Traffic features reduce the speed and volume of car traffic. The story you just heard of crossing mlk is an example after successful bike boulevard or neighborhood greenway. And let me just touch on the collaborative project with the bureau of environmental services that helps to make neighborhoods

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safer for vulnerable road users. The agency started working together on safe routes at school projects almost two years ago. Pbot uses its funds to build bike infrastructure, and the bureau of environmental services uses its funds to build green infrastructure that manages storm water and run-off, because the two kinds of infrastructure are mutually supported and occur simultaneously, the city is saving valuable resources on projects. It's a double win for us, the way we look at it, and we thank you for looking at that way. We want to work with you to ensure the plan will be built to its completion. We recognize the pace and scale needs to be stepped up. We recommend the city commit to building 25 miles of greenways every year and cycle tracks for each of the next 17 years.

We ask that biking be made easy and convenient for more trips. We urge the city to move forward on this project today so the rfp can be released to the public for bid by the end of this year. We love the bike and pedestrian safety that's integrated into the plan. We love that safe route's goals are being met. We love that our kids are able to talk and be questioned. We want to work together to expand the program to high schools, kids learning to drive, so that we can tap into those behavioral modification opportunities at the time that they're happening at other levels. Let's continue the great work on smart trips and continue to expand it. It's doing great. No reason that it shouldn't continue to grow strong. Sunday parkways is one of the city's most beloved events, period. We believe that it could be expanded. We're committed to doing whatever it takes as a nonprofit partner to make sunday parkways bigger, better, and stronger. This past sunday, los angeles held their own event. Estimates for turn-out were between 250,000 and 500,000 people. It is changing the way los angeles sees its community and its town, and we think a bigger, broader, boulder sunday parkways can help us get there. We want to look for iconic routes that might include sandy boulevard, broadway, burnside, 82nd street, powell. Quickly, i'd like to highlight three final recommendations from our report. One, establish interim goals and measure successes. The bicycle advisor committee is well situated to take on the role of review of these goals. Two, integrate bike plans into other planning processes, the plan integrated into the transportation plan, the Portland plan, and the city council plan at the least. Achieve multiple public benefits. We are committed to work side by side with the city to raise funds necessary to fulfill the plan. We continue to recommend implementation of the bike plan task force. We know we will need additional support from d.c. And the region to make this happen. Our report is available for review. I have one that i've submit forward you in public records. I'll be able to answer questions afterwards. A city that is setting the course for a bright future around healthy streets and vibrant districts, Portland deserves the benefits we will see from the continued implementation of the bike plan. Help me get julia and more people like my wife, julia, out on the streets riding bikes every day.

**Adams:** I want to thank you and the bike transportation alliance for your advocacy and your partnership in helping to make everything possible not only in the creation of the plan but then in the implementation of the plan over the past number of months. We are inching towards implementation, but we've delayed it for a number of reasons. One, first and foremost, I wanted to feel that we were getting traction and getting the basic bicycling bikeway system in mid and east Portland and focus on that initially. I think we've also benefited by the delay in learning from the experiences of some other cities who, in the end, are finding great success but, from some cities where they've started to today, some have had some real fiascoes along the way, and I think we will benefit from their mistakes when we put ours out there. I think it's an appropriate thing to focus on moving ahead. So thank you. Thank you all very much. Is anyone else signed up to testify?

**Moore-Love:** No one else signed up.

**Adams:** Alright, would you please call the vote? Commissioner, of course, I thought it was a bit odd that you would sit there quietly. One of the seven signs of the end of the planets, Chris smith not testifying?

**Fish:** He's having withdrawal symptoms in between our budget sessions.

**Adams:** Not testifying on bikes, that's just not right.

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**Chris Smith:** Chris Smith, member of the Portland planning and sustainability commission. The mayor knows that I never miss an opportunity to talk about the Portland plan, and I'd like to reflect a little bit on how this plan we've just heard the wonderful story of the first year is going to intersect request the Portland plan. I think virtually every area of the Portland plan is going to touch on the bicycle plan. For the folks at home who may not have heard the current progress report, we define three strategies and an overall umbrella of equity to the plan. Bicycling is giving kids healthier access to schools and making them more ready to learn, that intersects the education strategy of the plan. An area probably overlooked would be the intersection with the prosperity and after forwardability strategy of the Portland plan. We have both the bicycle industry here in Portland from the local retail shops to bicycle component manufacturing to hosting the country's premier bicycle planning firm here in Portland, so it is a component of driving our which he. On the affordability side, as you heard, cycling is a strategy that saves households money that they can apply to other household needs. Probably the major touch point in the Portland plan will be the healthy connected neighborhood strategy. That is our intent to create neighborhoods that are connected to each other, connected to the central city and regional centers but that are hubs in and of themselves where you can get most of the services and things you need to your daily life and have a variety of transportation choices. You see with the bike corrals how much the businesses districts value that. While the neighborhood greenways are an outstanding strategy, they do not provide that last block connections. On the we can itty portion, I saw some research that suggested we are seeing bicycle ridership in relatively even proportions, not concentrated in any one demographic we do have some issues with different ethnic and racial groups doing work on that, so that will fit well with the equity plank of the Portland plan. I think these two things are very harmonious. There is work to do to make sure we make the right connections. I will point out that once we have completed the streetcar loop next year, starting service, the streetcar loop, coupled with a bike-sharing system, would provide an almost seamless opportunity for mobility in the central city without needing to rely on a car. I think that will be an excellent part of our future. Thank you.

**Adams:** Commissioner, that's one of the lessons learned across the globe, and that is that bike-sharing program coordinated and rolled out as an extension of transit, so thanks for making that point. Thanks for also the context on the Portland plan. Please call the vote.

**Fish:** Thank you for the one-year update and an excellent presentation. I want to just briefly focus on two things. One is collaboration and the second is off-road cycling opportunities. On the question of collaboration, I believe that the success of this plan in changing the way we do planning and as we operate between bureaus will be evident as we go forward. We're proud partners with pbot around this agenda. When the mayor's then chief of staff gave us a call and said how about more parking around director park, there may not still be enough, but there is more than we originally planned. When we were contacted at parks about being better partners with Sunday parkways, something someone once called a juggernaut -- he may be here today -- we were pleased to sit down and evaluate ways that we could take advantage of enhancing that experience since parks are anchor locations throughout all the Sunday parkways. When my parks bureau was able to have input on the greenway, we had divided areas so cyclists and drivers were not competing for the same space. Thank you for bringing all of the city bureaus to the table to work on this implementation plan. I apologize for my voice. I want to just acknowledge that, with the strong support of the mayor and my colleagues, we've been working on off-road as being an area that needed improvement. Thanks to a citizen-led effort, we're showing great promise with gateway green, and we are making steady progress on that but also working in our locations throughout the city, including assessing whether there are future opportunities in forest park. Finally acknowledging collaborations, thinking about off-road cycling opportunities, I just want to plant the seed on an additional area we might be able to collaborate more closely we are reviewing our tax

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abatement policy, and I think we've only scratched the surface in thinking about how we integrate bike parking and incentives for bicycling into our abatement programs, and we would look to you for some guidance as to how to strengthen those programs. I'm pleased to say that, when you help us cut the ribbon on June 2nd for the new Bud Park Commons, which is nearing completion in front of the train station, each of the 130 units of efficiency apartments that will be permanent housing for low-income Portlanders will have a place where he or she can store a bike in their unit. Thank you to everybody who presented and thank you, Mayor Adams, for your leadership. Aye.

**Saltzman:** I want to harken back to our earlier discussion about drivers that are clueless. I kind of lean odd ever to the Mayor a second ago and said it's time to stop issuing warnings and just go straight for the pocketbook, the tickets. I guess I had another thought I wanted to throw out there. Maybe we work with the bicycle transportation alliance and others to set up some sort of a diversion opportunity instead of getting that ticket to attend maybe a four-hour, eight-hour session to help understand these are the rules of the road and the proliferation of safer techniques. It's those people that don't feel safe is where we need to be mining for more riders, more commuters anyway, and I think there's great potential. I see things happening all the time that are in that direction. Aye.

**Leonard:** Sam is the third Mayor I've worked with, and he has brought unique focus, attention, and resources to making bicycling not just more safe but family-friendly and accessible. It would be a mistake to not point out that Sam continues to bring, notwithstanding some of the pushback from the community, an unusual level of support and focus to the efforts of bicycling in Portland. I appreciate all the help of all the groups, but none of that's possible without the political leadership that starts here at City Hall. Aye.

**Fritz:** My staff has done some statistics. In the last 15 years, we've spent \$6.5 billion on active transportation such as bicycles, 0.2% on bicycles, and so we do need to continue to support bicycling as a healthy mode of getting around town. It provides an affordable way for people to see the streets. We also need to make sure the streets are safe for everyone, and that includes pedestrians. I know everyone shares the concern that pedestrians are probably just as frightened of bicycles as bicycles are of traffic. We do need to continue to focus on that and we will. I appreciate the collaborative approach, especially Director Sue Keel for all your leadership on many issues over the years. Your public service is outstanding, and I thank you very much and thank Mayor Adams for his continued leadership on this. Aye.

**Adams:** I want to thank the City Council for their kind words and right back at them in terms also of supporting strategies and funding possibilities. I want to thank the bicycle transportation alliance. You couldn't ask for a smarter, better, more effective advocacy group, and they are known across the land for working with all kinds of public and private organizations to make smart transportation happen and focused on bicycling. I'm very lucky that I get to work every day with what's considered the best local transportation bureau, department in the United States and known for innovation, especially innovation in difficult budget times which transportation has been in for over a decade and committed to smart travel, smart trips. We invest in bicycling because the costs are far outweighed by the benefits. It isn't even close. Thank you to Director Kiel and to Roger, Ellen, Mark, Greg, Sarah, Denver, Todd, and Linda. I have a great staff in my office with Katherine and Katja. Thank you for your great work. Before he got a big promotion, Tom Miller also as my chief of staff. We have a lot more work to do, but the success of the last year or so shows us that we're on the right path, and we will persevere because it's the right thing to do. Because that's how we roll. Aye. Please read the title for resolution item number 356.

**Item 356.**

**Moore-Love:** This is being referred back to your office.

**Adams:** This is being referred back to my office unless there are objections. Please read the title for vacation ordinance 353.

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**Item 353.**

**Adams:** Hi.

**Lance Lindahl, Right of Way , Bureau of Transportation:** My name is lance lindahl, bureau of transportation, right of way acquisition department. Before you is a proposal to vacate adjacent to the interstate 405 freeway this this street vacation is being proposed to consolidate ownership and control of the property with odot and trimet. The street right-of-way is currently being used for both I205 multi use path and for the max green line light rail system. All the land that will be reverted, as a result of this vacation, will end up back in public ownership and will be used for transportation purposes.

**Adams:** Council discussion? This is a nonemergency ordinance that moves to a second reading?

**Moore-Love:** Yes. And no one signed up to testify.

**Adams:** No one has signed up, so unless anyone wants to testify, it moves to a second reading.  
Item 354.

**Item 354.**

**Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye.

**Adams:** Aye. 354 is approved. Please read the title emergency ordinance item number 355.

**Item 355.**

**Adams:** Sir.

**Steve Herron, Labor relations manager, Bureau of Human Resources:** Thank you Mayor, my name is steve herron. Labor relations manager. A water bureau employee was assigned substantially the duties of a higher classification. The bureau of human resources went back and did a lee classification, and the employee was placed at the second-year wage step in the course of that process. The parties have reviewed it and are frankly in agreement that it would be more appropriate for this individual to have been placed at the third step, and this is an ordinance brought to you to retroactively pay for that individual as if they'd been placed at the third step in that work out of class and reclassification process.

**Adams:** Discussion from council? Anyone signed up who wishes to testify on emergency ordinance number 355?

**Moore-Love:** I did not have a sign-up sheet.

**Adams:** Please call the vote.

**Item 355.**

**Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye.

**Adams:** Aye. 355 is approved. Please read the title and call the vote for second reading item number 356.

**Item 356.**

**Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye.

**Adams:** Aye. 356 is approved. Can you please read the title and call the vote for second reading item number 357?

**Item 357.**

**Moore-Love:** There was an amendment to this.

**Adams:** On a second reading?

**Moore-Love:** Yes.

**Adams:** Move the amendment?

**Fish:** Seconded.

**Adams:** Moved and amended.

**Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye.

**Adams:** Aye. Motion is approved so it moves to a second reading next week. Can you please read the title and call the vote for second reading item number 358?

**Item 358.**

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**Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye.

**Fritz:** I can't support this. The human resources administrative rules state that classification changes should be revised as part of the city's budget process unless specific criteria are met. I don't believe those criteria are met and unfortunately can't support this. No.

**Adams:** Aye. Item number 358 is approved, we are in recess until 2:00 p.m.

At 11:51 a.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 and should not be considered a verbatim transcript.

Key: \*\*\*\*\* means unidentified speaker.

**APRIL 13, 2011      2:00 PM**

**Adams:** How was lunch?

**Moore:** Good.

**Adams:** What did you have?

**Moore:** I had a chicken caesar salad.

**Adams:** Good for you.

**Fritz:** It's our wellness check.

**Adams:** Can you please call the roll. [roll call]

**Adams:** Would you please read the title and call the vote for item number -- second reading ordinance item number 359.

**Item 359 .**

**Fish:** Mayor, did --

**Adams:** Second reading.

**Fish:** Ok. So first let me thank everyone who has been associated with this project who may have come out to join us today, and I want to especially thank the port for their hospitality when they hosted the joint meeting of the port board and the city council. And I think I speak for everyone here that we have -- we're very envious of the space you meet and the beautiful building. I was particularly heartened that it was a proposal that had the unanimous support of the entire stakeholder group that had worked long and hard to get to the finish line that. Doesn't always happen in our work. And I appreciated the spirit and the tone of all the testimony that we got that evening. All in all, it's a phenomenal piece of work and I think a really outstanding level of participation by the community, and all the stakeholders. So thank you for your hard work, I get to do the easy part by saying aye, but I really appreciated the hospitality and also the comments of everyone who participated. Aye.

**Saltzman:** I'm very pleased to support this and I want to say thank you to all who have worked so hard, the skin and our staff and port and all the other people. This culminates a ton of work performed by the city and staff and consultants and most importantly our community volunteers. It's a job well done, that was evident by the support for this shown at the public hearing we had. And I don't need to tell you this has been a long time coming. Going through my airport issues email file the other day, I came across the resolution passed by the council in august of 2001 that really started this all off. It directed them that we call -- we then call the planning bureau to prepare an intergovernmental agreement between the city and the port that would outline how we would get to a rational land use approval scenario for the operation and needs of the airport. And i'm happy to say that project is in front of us today, and it's exactly what the council I think envisioned in august of 2001. So again, well done. And so again, i'm just very Pleased to support this today. Aye.

**Leonard:** Aye.

**Fritz:** Some of the major achievements of the plan prohibits the development of a potential third runway at pdx unless we come back and make a different decision. That's certainly for -- certainty for everyone. It implements the height of structures, vegetation, and construction equipment. It implements the wildlife hazard management plan to reduce conflicts between aircraft and wildlife, outlines the mitigation plan and zoning, which will protect the natural resources along the columbia river and the columbia slough. So it's been a very long process, and with years and years of

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meetings, and I greatly appreciate all the staff work as well as the volunteers. Special thanks to jay and lisa, they have been very instrumental in helping all of us understand the issues and keep up constructive and productive dialogue between the port and the city. And I think one of the side effects that's happened over the course of this process is commissioner Saltzman outlined is a greater understanding of what the challenges the neighbors, the city, and the port face in discussing things and solving problems around the airport. So that's a good outcome which doesn't show up in the words on the paper, but it's one which I heard he hearing -- at the hearing last time. Planning staff did make a very Good faith effort to address individual concerns, went back and looked again and again after the last hearing, if you work with individual property owners to see if their concerns could be met in this process or it needs to happen in a different process. And i'm comfortable what we -- what the staff came up with and what we heard of the public hearing, that the plan does address the concerns that were raised to the extent they can in this process, there may be other ways to look at some of the other challenges. I was especially impressed with the inclusiveness of the committee and the dedication of the many volunteers who gave input on this process, and I thank everybody who participated in and -- and indeed setting up the structure. When you set up a good process, you get a good outcome. So thank you very much, everyone, Aye.

**Adams:** I'd like to thank amy reeves and lisa libby, and ray hanna surrey in the mayor's office, planning and sustainability team for their work on this. I'd like to thank the planning and sustainability bureau for your excellent work on this, amazing. Again, i'd like to thank the port of Portland and the port commission for your great partnership on this. And other neighborhood-based organizations, like the northeast coalition of neighborhoods, the columbia pacific building trades, the coalition for liveable future, The audubon society, bob salinger, i'm very pleased and a little shocked that we got this done. So well. Aye. [gavel pounded] if it's ok with you, commissioner Fish, would you mind if we just run through and vote on all the ss?

**Fish:** Please. Source a 2:30 time certain.

**Adams:** Sue, start with s-361 and s-362, and s-363.

**Item 361.**

**Fish:** I'm going to vote aye on 361, 362, 363. At the last hearing we had a chance to dispense our thank yous. So the talented professionals at the bureau of planning sustainability who led this extremely challenging process to a fruitful conclusion, to all of the stakeholders that weighed in and frankly to those who between our second-to-last and last meeting, pointed out that we may have not connected the pieces the way we intended. And got -- gave us an opportunity I think to improve the work product and ultimately I hope get it right. The next phase is going to be the implementation phase, and we have some hard work ahead of us thinking about how long-term we might fund this plan, and what the structure should look like going forward since there are at least five city bureaus that currently have some role in enforcing this code. And hannah kuhn of my office will be working with all the affected bureaus to go forward on this process. But again, thank you susan and Your team for a job well done, and everyone else from the community that fully participated on this, and for all the reasons I stated at our last meeting, I am pleased to vote eight. -- Aye.

**Saltzman:** Thank you everyone for your work on this. We know Portlanders are passionate about the environment, and nothing represents that better than the energy and passion shown by our residents in involving themselves in this very technical project. As we all know, trees are critical to achieve Portland's watershed health for improved hydrologic systems, water quality, habitat and biological communities. In 2004 the city council adopted the Portland urban forestry management plan. This document provides canopy goals and a road map actions and partnerships that will allow us to reach these goals. And I believe this package of code language is a key piece in helping us to reach the most important goal, more trees throughout the city. And especially in targeted tree deficient areas. Understandably, we've heard a good amount of testimony and input through this process that continued to contain some experience and trepidations about some of the changes

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proposed here. And we know change is never easy, but I do believe this comprehensive and thoughtful process has been as inclusive as any planning process I've seen. In my 12 years on city council. Including the one we just approved, the airport futures. All of the city bureaus involved with trees, parks, bureau development services, environmental services, transportation, have been closely engaged in this process, and deserve credit for working through the myriad of details in this package. My comfort level with this package is also aided by the fact that we have a phased implementation scenario that will allow us all to drill down on the particulars and fine tune how we make this work for the benefit of Portland, including as commissioner Fish alluded to, a process to look at how we can better the city perhaps provide our responsibilities, fulfill our responsibilities. So thanks again for all the work included here and I'm happy to vote Aye.

**Leonard:** Aye.

**Fritz:** This is -- was generated as a citizen-led push from southwest Portland and east Portland, and last week I mentioned Greg and Margo in southwest, and Ellie, Linda Robinson, and Bonnie McKnight from east Portland, I neglected to mention John Allen, who was a member of the forestry commission that came up with the urban forestry plan and chained himself to a tree in order to prevent -- it got cut down, but we were subsequently able to save that with the metro bond measure.

That was part of my initiation in southwest Portland back in the 1990s when John was chaining himself to trees. About the importance of trees and their function in neighborhoods in multiple different ways. So it's particularly gratifying to now be elected to serve on the city council and to receive a very strong proposal from the urban forestry commission and the Portland planning and development -- planning and sustainability commission and all of the great community input that work of the citizen volunteers, and I believe we made it even stronger at council by making it simpler, stronger, cleaner, and easier to implement, and actually easier for both homeowners and developers to figure out what the rules are and how to comply with them. So I'm very, very grateful to everyone for their work here, I appreciate all of my colleagues who worked diligently to puzzle through the multiple amendments, and I think we've reached a very good conclusion. I won't go into the details because I know staff going to do the education piece and commissioner Fish is going to be working on how we're going to implement, it is going to be important to let everyone know in Portland that we now have -- for trees on lots, as well as revised rules for street trees. And that it's part of who we are as Portlanders to have trees for their multiple benefit, it's part of our responsibility to have some huge trees to pass on to our children and our children's children. And thanks to this ordinance, which I do believe is a landmark. Both because of the trees and because of the historic nature of what we're doing here, because of this ordinance, we're setting a good way forward for trees to survive and thrive in Portland. So thank you, everyone. Aye.

**Adams:** Aye. [gavel pounded]

**Item 362.**

**Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Aye.

**Adams:** Well, Roberta, Morgan, Sue, the entire team, thank you for your work on this. It's been a little bit like trying to regulate the impossible, but we have and we'll stick with it. I appreciate the work commissioner Fish has voluntarily assumed and after six years, seven years, glad to get this done. Aye. [gavel pounded] so approved. We have a 14-minute recess until a 2:30 --

**Moore:** 363.

**Adams:** Oh, I oppose this one -- (laughter)

**Item 363.**

**Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye.

**Fritz:** I appreciate the very reason and thoughtful discussion that went around this particular issue, and the fact that the neighbors are going to continue to work with planning and with development services and parks to pick out an alternative for Ladd's addition and other areas that need a particular type of treescape and Aye.

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**Adams:** Aye. [gavel pounded] now we're done. We have an 11-minute break. [recess]

At 2:18 p.m., Council recessed.

At 2:38 p.m., Council reconvened.

**Adams:** Council has come back from recess, Karla can you please read the title to time certain number 360?

**Item 360.**

**Adams:** Commissioner Nick Fish.

**Fish:** Mayor and colleagues, this afternoon I am very pleased to introduce the lents park master plan for your review and approval. And I have some opening remarks but i'd like to invite sarah and mike from walker macy to come forward. By the way, sarah is a lead Portland parks and rec planner, this is officially the first plan she's handled from soup to nuts. She's done a great job.

**Adams:** How exciting, you know, planners are rock stars here in Portland. Sorry.

**Fish:** There are some additional people I want to thank doug brenner, the east zone manager, brett horner, who is here from parks, emily hicks from my team, mike Abatay, who i'm not going to thank, but i'm going to ask him to raise his hand because he's the new asset manager for my bureau. Many of you had prior relationships with him when he was the head of planning and development for gresham. And finally I want to thank the members of the public advisory committee who worked tirelessly to bring us to this day. And i'm going to, mayor, to put all of their names into the record. Nick christensen from the lents neighborhood association, and also the friends of lents park, la tanya foster, a member at large, emily gabbler, from the rose community development corporation, ruby gastelenplada, a member at large, ryan gibbons, a member at large, kelly jones a member at large, kathleen jergens-duponse, friends of lents park, samual kale, member at large, Sonia Montalbano, who we will be hearing from later, SE Works, cora lee potter, Lents town center urban renewal area committee, we'll be hearing from Cora later, and shelly romero. Thank you all for your service. The lents neighborhood and lents park are named after oliver Perry --. Stone mason who came to Oregon in the 1850 tom stephens farm a 190-acre land claim. Mr. Lents flipped a coin with ebenezer Leonard, also a prominent member of the community, and ebenezer Leonard lost the coin flip so the park was named after mr. Lents. Lents park as many of you know, was officially -- lents --

**Adams:** Are you marking that up?

**Leonard:** This time he's telling the truth.

**Fish:** There might be some liberty was that part. Lents park was transferred to the city of Portland in 1913. Originally the 5.2-acre parcel was used as a gravel quarry prior to its development into a public park. The city of Portland purchased an additional 32 acres from private property owners during the late 1940s and 1950s. In 1950, an architectural rendering of what we now call walker stadium was prepared by city staff, for city staff proposing locations for a baseball stadium, athletic playing fields, pathways, and parking. And stadium construction began in 1956. In 1989, Portland parks and rec conducted a lents park study, and we have -- we were able to locate one of the original copies from the archives, charles jordan was the director at that time. It was a far sided report, mayor, and I will note that at page 19 it has one of its many Recommendations the building of bicycle racks at lents park.

**Adams:** That is revolutionary. You are a good planner.

**Sara Coates Huggins, Bureau of Parks and Recreation:** In 1981.

**Fish:** 1981, excuse me not 1989.

**Huggins:** It's not that long ago.

**Fish:** Today this 38-acre park is a highly valued asset for the residents of lents and the surrounding communities. In 2009, after the conclusion of a debate about the possibility of bringing minor

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league baseball to lents, Portland parks and rec had discussions with key stakeholders about the future of the park. And in January of 2010, the master plan process kicked off with a selection of a consultant, Walker Macy, and the development of an intergovernmental agreement with the Portland Development Commission. And the public process officially kicked off in May of 2010 with the convening of our first public advisory committee meeting. Now, Lents -- the Lents Park Master Plan was funded through PDC's Lents Town Center Urban Renewal Area, and we thank them. The goal of the plan is to establish a framework for future improvements that enhanced the uses valued and identified by the community. Parks has worked closely with neighborhood members and stakeholders to assess current conditions of the park and community needs. The public involvement process included extensive opportunities for the community to weigh in. And we delayed bringing this master plan to council in order to make sure that all of the voices in our community were heard. I am pleased to report the bureau's advisory committee has unanimously approved the plan which will be submitted to my colleagues today. So thank you for your good work, and Sarah, it's all yours.

**Huggins:** Thank you very much. I'd like to thank you for your leadership and your support of this project. My name is Sarah, I'm a planner with Portland Parks and Recreation. And I handle -- had the honor of being the project manager. At 38 acres Lents Park near the center of Lents Town Center is an important and highly used asset for community and the city of Portland. Through this process we looked at ways to strengthen its role in the neighborhood and in our city park system, both by honoring the many successful uses already in existence at the park, but also looking at ways through design to provide an opportunity to consider recreational needs the park might not be meeting. During our public process we worked very closely with a project advisory committee and we do have some members of the project advisory committee here today to share their words with you as well. We also gathered input from a technical advisory committee, conducted 26 stakeholder interviews, we held three public open houses, and partially through our process we heard concerns for some community members that they wanted opportunities for more informal discussion about the planning process, and we actually adjusted our process to include three listening sessions held at a local coffee shop where project advisory committee members and staff attended to chat more informally with members about the project. We lengthened our comment periods for the project, I held office hours at the local coffee shop, so I spent several Saturday mornings on I-5/I-405 coffee and tea with community members, talking about the project and staff and project advisory committee members attended several of the Lents International Farmers' Markets and events in Lents Park over the summer to chat with folks about the project. I think all of those suggestions were great additions to the process and ultimately to the project. The project advisory committee ultimately made the final concept recommendation after weighing all of the information gathered throughout the planning process and I'm pleased to present Mike Zilis our lead consultant to describe the concept.

**Fish:** Welcome, Mike.

**Mike Zilis:** Thank you very much. The plan for Lents Park really got better and better as we went through the process. And one of the tributes I'd like to give would be to Parks and to PDC for recognizing the need for continued and ongoing conversation with the community. There were times during the process where it was getting stopped, and through a lot of patience and conversation and dialogue, the plan got better and better, and we're very proud to present the master plan for Lents Park to you today. It's -- Lents is one of the great public open spaces in the city. And it's rarely recognized for its quality. 38 acres, beautifully treed, even though it's gone through many changes over the years, it's very well kept, there aren't a lot of crime issues there today because of the community's connection to it, and because of Parks -- the park bureau's diligence in keeping the place active and full of recreation. The challenge for the master plan was balancing that recreational need. It's a neighborhood park, and people really love it. They really focus on it. But it's also accommodating a lot of sports use, and the main issue, one of the main issues of the master

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plan was how to balance those uses. As Sarah said, the community involvement process was very extensive, one of the things we wanted to make sure is that we had a variety of opportunities for people to engage some of these images you see here are meetings we conducted in the park. We also conduct a variety of workshops, presentation and these listening sessions, and it really did help focus the entire plan. This is a list of the project meetings. There were countless other meetings the design team had with parks and other bureaus, as we formulated the plan. A vision statement was developed with the park and parks and what it focuses on is keeping the inherent qualities of this place intact. People are very concerned that it's a wonderful place in a lot of ways and they wanted to hold on to those virtues, but also make it a better place for this generation, and future generations. Guiding principles were developed, which really again focused on the value of the park and the neighborhood as a recreational element, and also as a focus for the community. In context, the park is very well situated for the Leets neighborhood, it's within walking distance of the town center, it really is a hub of activity, it's well served by transit, it's now near light rail, and it has a vital neighborhood immediately adjacent to it. So the good news is people have direct access, the difficulty has to do with the amount of activity and the amount of access that's provided sometimes. The park itself, as Commissioner Fish just indicated, has gone through a variety of iterations over the years. At the lower portion of the image you're looking at and the lower right-hand corner was the gravel quarry, and that's a low zone in the park, it's really separated but quite beautiful. It has a lot of potential and directly connected to the town center. That includes passive areas, playground areas, an old wading pool, which has been closed because of safety concerns, a community garden, off-leash zone, tennis, basketball, in the middle of the park you can see kind of the lines in the middle of the park, it's loved to death, frankly, with sports activities. And that really was the focus of the community about how much sports activity occurred in the park, and then to the north, Walker Stadium up in the upper right-hand corner, is still being used, and new fields that were built in the upper left corner for little league. The master plan we believe strikes the balance, and the neighbors and community really came together we think and did a fantastic job of influencing the plan and helping us direct -- direct to us get to the right solution. In the lower portion of the park, the southern portion along Steel Street, 92nd and 88th, is that -- are those zones I just described in the lower right-hand corner was the old quarry, some play areas, and community garden and dog off-leash zones. Had is how the entrance looks today. People were interested in providing a more significant entry here, the plan calls for that now and real lay gateway in this location. There's the bowl that was carved out during the gravel operations. People were very vocal about wanting a more beautiful and pastoral setting in the park, so this is a place we focused that improvement. The area adjacent to the bowl is highly used by -- I've never been out there on a Saturday when there wasn't a group of people here. It's incredible community resource for picnic and many birthdays and that sort of thing, events. This is a zone that we're proposing to expand, so we can accommodate better use, we're also proposing to add a new restroom there for the users. And that bowl-shaped area is the waiting area, we're proposing to build that into a spray deck, so much more active zone. Immediately to the west is a community garden. Again, very highly utilized and there's a waiting list. So the proposal is to expand the community garden and integrate it better with the park. The other interesting element, I know you deal with this many times in parks, is the off-leash area. And this is one of the better examples we found of an integrated off-leash zone. It's not fenced, but it's isolated by topography and other elements in the park, and it's really a mixed use off-leash area. It's not -- it's part of the park but it also accommodates certain user type. This is a zone that the community would like better marking of, but not a fence. So the master plan includes improvements to the bowl, upgrade of the play area, addition of the spray deck, we did also propose an additional small children's basketball area, expanded community garden, and off-leash area. This is an aerial view of that bowl area. And people are very excited about kind of the pastoral qualities and the emphasis on nature and places to enjoy. Stairways could move people up to the

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upper park, a spray deck will be a real attractor for families. The addition of the children's play area, excuse me, basketball area will be very beneficial. In the middle of the park, this is where most of the conversations occurred, had to do with the variety of uses. These are highly programmed fields today and there's also a number of other teams that show up when they're not programmed, and so the community generally felt like it was kind of given to sports uses primarily.

And we had a variety of conversations about how to accommodate sports. One of the given assist we were to accommodate the same amount of use of sports, but accommodate them in different ways. So that was our challenge. Here's an example of a saturday afternoon game, and it looks like teams, but in fact it's a pickup game in the center of the park. There's a really valuable trail system that circulates the center of the park, which people use for strolling. There was a desire to improve the accessibility, so our plan is to leave the soft surface for the joggers and add a hard surface so people with accessibility needs can also Circulate around the center of the park. The other thing that's just striking about lents, again, we spent a lot of time there the past year, is just how many people just show up and have unscheduled, suddenly you see bikes coming from all over the place, like these folks, 3:00 in the afternoon on a sunday, and they all get together. So there was -- a distinct desire to continue that use and provide other abilities for the park to accommodate informal picnicking and gathering. There's a gazebo in the northern portion of the middle area, which was seen as a great community asset a. Place for gatherings and performance, lots of conversations about how this is managed, the amount of sun that comes from it, the sun angle, that sort of thing, ultimately we're proposing to relocate this element to the south, and i'll show that you in a minute, but the notion is that this resource should become accessible, and that the sound qualities be managed better. And that's something that the city could start doing and is intending to do this summer. One of the things that happens is it gets rented out and decibels increase and the neighbors are impacted. Regardless of it moving or staying in place, we think that's a very important element.

So this is a view of the central portion of the master plan, and the -- what has happened is we are proposing an adult soccer field move to the north, and a synthetic material that. Allows us to have as much play as occurs there today, but frees up more than half of that central space for other uses. Strolling, botanical areas, runaway located gazebo you can see to the south, additional picnic facilities paths, and a small play area. So it completely changes the whole complexion of the center of the park. This is a view of what we'd like to see on the edge, on the edges of that botanical area. Where the gazebo is moving should provide great abilities for a variety of sized groups to gather, and the synthetic field provides play throughout the season.

**Fish:** If I could just make a comment about that, this week doug brener and I had to make a tough call in essentially closing all of our grass fields throughout our system because after over a month and a half of unrelenting rain, most of our field were under water. And if we were to allow people to use them, a, the chances are they may be unplayable for the balance of the season, and two, what we can be assured of is that people get hurt. Because our fields are in very poor condition because of the weather. And one of the reasons that we are so strong in our advocacy for switching to all-weather turf fields is that these fields can be used year-round, rain or shine, and therefore a single field can actually in some cases replace to a single-all weather field can often replace two grass fields if managed properly. So this gives us an extra sense Of urgency based on some actions that we have to take this week in closing our grass fields.

**Zilis:** Yes. And our experience with these fields is that they are very highly used, and from a long-term maintenance perspective require less daily maintenance. So there's another advantage as far as the amount of care they take to maintain them. The other thing we proposed to add to the central portion of the park is a small children's play area. Parents were saying that I love watching my one child playing baseball, but another child wants to do something decaturing the game. So we're proposing a play area in that zone. Then to the north lots of conversations about walker stadium, it is in need of repair, and the plan calls for upgrades of the stadium, essentially that is a grass field

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stadium today, our proposal is to also develop a synthetic field, and that will allow us to have a lighted facility with bleachers and concessions, and resources that will be available for baseball as well as for field sports. To the left on the same image is the little league fields that were just built. Those will stay in place, and moving around to the upper right, the football field will be improved, that's another great community resource for local high school students to use. And then we want to also accommodate some proposed uses, One is a small skate spot, which is a small skate spot, lots of conversation with the neighborhood and the community about where that is located, and as a matter of fact, you went through probably -- I wouldn't say the most conversation, but lots of discussion about where that is accommodated. And we do believe we found a good spot for it.

**Fritz:** Where is it?

**Zilis:** On the slide here is the master plan, walker stadium is on the lower right, just below it, that oval shape with the label skate spot is there. It's just adjacent to the walker stadium. The reason we think that's a good location, it has facilities it's -- as far as the new restroom and the improved facilities that walker, it's near a parking lot, it's available, which is a big -- surveyable, people can see what's going on, make sure it's safe. And it's not -- it wasn't seen as a direct front to the immediate neighborhood. The other aspect I should mention is that trees are just of the utmost importance of this park, and there is still a desire to make sure when this facility gets built, a minimum number of trees get disturbed. Moving through the rest of the proposal, the synthetic fields are added to walker stadium, to the right of that we're moving adult basketball up along 92nd with good access to restrooms and parking that allows a more active use in that zone, an improvement to the football field and additional trails. That's a view of what a skate spot looks like. It's a small park, really focused on beginning skaters more than a big -- the older guys.

**Fritz:** It's not that small, right?

**Zilis:** It's about 5,000 feet.

**Fritz:** It's about the size after basketball court.

**Zilis:** Exactly. And it's a good example of one is in holly park.

**Fritz:** That's a lot smaller than this one.

**Zilis:** Yeah, that was just the image I had.

**Fritz:** I know. And I wanted to reflect because I appreciated your work on holly farm park. And we're glad we have the skate park, it's good it's by the street because it does get graffitid pretty often, so we have to be diligent in helping to get it off. The other reflection I have for you is that we were thinking that the skate spot at holly farm would be for beginners, but it's actually designed -- it's used a lot more by the intermediate or other skaters, so I think care needs to be put in if it is intended for the little ones, that it not be that much fun for the older folk.

**Zilis:** That sounds funny, but it's true.

**Fritz:** It has to be gentler and not that challenging, because -- for the little ones.

**Zilis:** Absolutely. And the other thing we always recommend is not to put in what they refer to as street skating, because you're training to kids to skate on railing. Walkish stadium needs improvements, it's in this plan, it's scheduled for upgrades as well as synthetic turf which would allow the multiuse. And the area just to the east of walker, which is an open area now, would accommodate a relocation of the adult basketball. There is also lots of conversations about connections to the neighborhood, this is the connection at holgate and 92nd, and it's not very friendly. And so people really want to see as the park improved, to have a more gracious entry and have a more welcoming place to come into the park. So we'd like plant material, better seating and more direct connections. So the master plan again, the community and the parks bureau and pdc should be very proud in our estimation of the plan that was arrived at. It was not a simple process, but I believe through the communication with the community it becomes a wonderful master plan and a good guidebook for the next 25 years as lents park.

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**Fish:** Thank you very much. We have one invited panel, and then I understand there's at least one member of the public who is going to testify. And we can take questions now or come back at the end.

**Adams:** How about at the end?

**Fish:** Thank you both very much. I'd like to introduce Nick Christensen, Sonia Montalbano, and Cora Potter, three people who have worked tirelessly to bring this master plan to fruition. Thank you all for joining us. Who would like to start?

**Nick Christensen:** Nick Christensen, chair of the Lents Neighborhood Association. Thank you so much for the opportunity to share some thoughts with you today. I've got a story about change. About a community that has since the first Lents Park Master Plan was adopted 30 years ago, adapted and evolved and finally after years of careful attention from the City of Portland is starting to flourish. The Lents Park Master Plan I hope you adopt today is emblematic of that change. It embraces the cultural, generational, and recreational diversity, and when implemented ensures Lents Park will be a landmark in America's Best Parks City. For these reasons and more, the Lents Neighborhood Association voted to endorse this plan. What the group is working on the Lents Park Master Plan accomplished is remarkable. Diverse group of neighbors, community members, and park users listened to all of our community and developed a plan that essentially gives Lents three parks in one. We preserved our fields ensuring the important community building exercise of team sports will be a vital part of Lents Park for decades to come. Whether it's any of the packed weekend soccer matches planned or unplanned, pickup kick ball games on the preserved field near 92nd and Holgate or a baseball tournament at Walker Stadium, the sports participants have a place to play. We ensure there be a space for peace, quiet places for sitting in the shade or enjoying the Gardens in the grand entrance on the southeast side. Our expanded community garden will give those who don't have backyards a place to get their hands dirty and as we plan for more senior housing, these attributes will become more important. We didn't forget families. Our reimagined playground, the enhanced and expanded dog park and the basketball courts, it will be a great place for children and parents to stop on summer evenings and the new location for the gazebo will allow Lents to host more music, movies, and events that makes Lents a great place to live while at the same time aiming less noise at neighbors' houses. Three parks, many interests, one vision. One of Portland's hallmark recreation spots in one of Portland's hallmark communities. I look forward to the implementation of the hard work my community put into envisioning a Lents Park that is East Portland's back yard for decades to come.

**Fish:** Sonia, welcome.

**Sonia Montalbano:** Thank you. I'd like to thank the council for the opportunity to comment on the master plan and especially thank Commissioner Fish, who I ran into at an OLC event and was chatting with him, you should apply for this committee. So it was definitely one -- I've been on a lot of boards and committees, and this was one of the most challenging I've ever been on, and I mean that in a good way. The challenge was due in part because of the success in getting representatives of the diverse interests that make up that community as well as the public at large involved in the process. People had strong opinions both about the different proposals as well as the process itself. And the members of the advisory committee and the employees of the Parks Department I feel did an exemplary job of figuring out ways to address both of those areas of concern. I think one of the best things to come out of this process was the listening session, where committee members went to the larger public in locations that were convenient for them and they made themselves available outside of the more formal open house events. The -- there's a big difference between citizens coming to where we hold our meetings, and us coming to them. And I think the difference -- I saw differences in attendance, in the comments, there was more after dialogue as opposed to a presentation and I think people shared more freely because they felt we were on their turf. I honestly think that you should consider adopting listening sessions as part of

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processes for any future projects. It was excellent, there were some constraints going into this process that were placed upon the committee by the parks department and i'm thinking specifically of the requirement no net loss of field hours. I encourage in future projects, ask the advisory committees what would you do if you had no Constraints? After some of the drafts have been prepared. It encourages out of the box thinking, and because nick christensen posed that question after we had some proposals, the committee was able to come up with what was ultimate lay radical idea that made a lot of people very happy, and by that i'm referring to the one synthetic field versus the two fields which allow for more plantings, more trees, passive use space, while not having any net loss of field use. I do want to comment on some points raised yesterday in emails that were forwarded from the friends of lents park. I was puzzled by some of the comments contained in them. Essentially I feel that the comments drew a line between opinions of the public and the community and the advisory committee. And I think that's a false premise. People from the community were selected to serve on the advisory committee, and I think they did an excellent job in reaching out to the different constituencies that they were representing and making sure that their voices were heard when we were discussing the different options that were available to us. To say there was little or no public input is untrue. And I think that it was such a good committee, if there was any aspect of this process that we felt we need more time for, believe me, we would have made more time for it. We wouldn't be here today. So i'm sure you're all aware, you can't make all of the people happy all of the time, but I sincerely believe this plan captures the diverse interests in that neighborhood, and it's going to make lents park one of the -- one that people are excited to visit, and live around, and I just have to say being a former neighbor who lived in lents park, now make it happen. Thank you.

**Fish:** Welcome, correspond area.

**Cora Lee Potter:** Cora potter, chair of the urban renewal advisory committee. Good afternoon mayor and commissioners, thank you for the opportunity to talk to you about the future of lents park. First of all I want to thank commissioner Fish, Portland parks and recreation, and the Portland development commission for supporting and funding this new master plan for lents park. I'd like to thank parks staff for their patience and willingness to change course during what was correctly anticipated as a challenging public involvement process. Part of the reason I chose my home, since that's very approximate to lents park, but after a couple of seasons when i'd walk through the park at 10:00 a.m. On a saturday and find myself alone in a 38-acre expanse, alone in a park meant to serve 50,000 households, none of my neighbors could be seen in the park and the ones whose homes faced the park had their curtains drawn. I knew the park was not functioning. Throughout this process I heard a lot of comments along the lines of, I thought that lents didn't need lents park -- didn't think lents park need changes? Most of these comments come from folks outside the neighborhood who were only familiar with the park by name, based on what they heard in the newspapers, and the reality is something that's a little less concrete. The people of lents love lents park. That's definitely for sure, they love it. But it's much like I love my kitchen. I'd love it because it's mine. I even love my old stove with the chipping paint, and will I cringe when i'm going to go to remodel it and I have to demolish some of the old cabinets to add a dish washer? Sure, but I know my kitchen needs to be remodeled, and I know i'll be a lot happier when that remodel is complete, even if I do have to do it one knob at a time, one appliance at a time. And yes, it's hard to get motivated to roll up my sleeves and actually dot work myself, instead of procrastinating because I don't have the money to hire a contractor, but I realize that my kitchen isn't really functioning as the heart of my home, when my family is spending more time in the garage than in the kitchen. So it's time to get to work. This plan is a blueprint for creating a park that functions. With careful implementation we can use this blueprint to start the hard work of remodeling our park so it functions for our Family, our communities, and our city. It is important

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that we follow through as a city and community to make sure that this plan is fully implemented over the next 25 years. Each piece is vital if we want a truly and inclusive park. Thank you.

**Fish:** I just want to first say that that is as sue push a presentation as we've had from a citizen body, and I just want to acknowledge that nick got in a subliminal advertisement for senior housing in lents, it's not lost on the housing commissioner. And you have my committment that we will work with all of you to try to make that happen. Sonia, you mentioned two things, one about not putting constraints as the front -- at the front end. And I -- let me say that each time we do a planning process, I hope we learn from the things that went well, perhaps the things that didn't go as well. And I appreciate you calling that out. Because that is clearly something that we're going to be thinking about and I also appreciate your comments about listening sessions. We occasion ideally up here invited to listening session buys one of two native american groups in town thane variety us to come listen, not to react, not to preach or lecture, but to spend maybe three hours listening. And it's a very powerful exercise. When you are just -- when your entire focus is absorbing and Not responding. And to cora, thanks for your dual leadership on this and the urac and for challenging us to get this thing done. Thank you all.

**Adams:** Thank you very much.

**Fish:** We have one person signed up?

**Moore:** We do. Paulette Filz.

**Fish:** Welcome.

**Paulette Filz:** Thank you, city council members and members of the project advisory committee for the chants to add comments to this process today. My name is paulette, i'm here to represent friends of lents park. This is a group that was formed two years ago when it became apparent that residents of lents felt a need for more direct input into the decisions made regarding our special park. We for the most part are very happy with this master plan, one of the strongest points that residents made was for current future to be renovate and maintained. A lot of the maintenance had not been done for a while, and we're excited to see that that's going to be part of the plan. We didn't emphasize the moving and changing of things in the beginning, but we are pleased to see the combination of keeping some things the same, and adding new, and moving a few. It shows that these comments were heard. One disappointment we have had, is that once the open houses listening session and pac meeting and votes were over, it was the sole responsibility of walker macy to write the text accompanying the plan. Some members of the pac had hoped they would be involved in the writing of it as well. There were a number of points that changed the wording of pac recommendations, or weakened it or misrepresented the consensus of the public's input. For this reason, friends of lents park have submitted both a commentary and a written testimony to become part of the historical record of this process. I will not itemize all these points now, but I would like to call the council's attention to three examples. First, in most of the methods of public feedback the neighborhood consistently requested the gazebo stay in its central current location. On page 38 walker macy's text states the gazebo is slated to be move not because of public desire, but to make room for the synthetic soccer field. In fact the people who live close toast the new location were nearly unanimous in signing a petition opposed to the move. These concerns are not reduced by the vague language in the text, that the structure will receive, quote, any acoustic upgrades. Our group requests that before any siting work begins, expert accuse call advice is sought. The residents closest to the current location know that Portland parks and recreation pledge to, quote, manage any noise impacts, has not resulted in improvement for those affected by excessive sound levels. The language in the master plan is too vague to reassure Neighbors. And i'm very pleased about the comments that were made earlier about working with the neighbors right now about the gazebo, about affecting the sound, that's very encouraging. Our second concern is the removal of the wall ball with its mural. If you're unfamiliar with this, it's just a big solid wall that they can hit against. While the wall ball may be underutility liesed, there's great pride in the mural. While the

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plan calls for a new mural somewhere, couldn't this wall be relocated to function as a sound baffle near the gazebo? Thus saving the current mural and improving sound control. Most are agreed something needs to be done to help focus the sound. A new mural is fine but floss reason to discard the one that is there now. Third, the language regarding tree removal for the skate spots is weaker than that desired by the pac and the neighborhood. We have asked that it be located there, quote, using our words, on the condition that tree removal be minimized. The text as written by walker macy does not emphasize this point, it does not even mention tree removal. As both the skate spot and the gazebo are listed under priority two, there's time to make sure these concerns are addressed before actual work begins. We strongly request that that occur. This master plan is a positive step in bridging the gap between lents and the city hall. What would improve it even more would be creating listening sessions for public input before any concept plans are drawn up. The listening sessions occurred in october, how wonderful would it have been if they had been in may. The listening sessions helped a great deal to smooth the waters between both groups. Our sincere thanks to the pac, the parks bureau, and everyone involved with the brighter prospect for lents park. Thank you.

**Fish:** Thank you very much.

**Adams:** All right. Questions of staff?

**Fritz:** I have a question that probably commissioner Fish can answer. Do we have any money for implementation of this plan?

**Fish:** Can I talk to you privately about that afterwards? No. To do this project, we would have to incorporate key features in a future capital bond. And this project will be a priority item for the parks commissioner when at some time as we go out --

**Fritz:** My understanding is like the east Portland parks master plans that you have led are and that we have adopted, into adopting a plan is the beginning of going out to seek money from grants or from bond measures. And so I guess where i'm going with that is that, for instance, the concern just expressed on the skate spot, my own comments on the challenges of design can a skate park that is for the intend audience, we're not -- we're not even close to That point yet, and there will be further discussions when we get the money as to -- to go get the money, what we're going to want to build with that.

**Fish:** There may even be a new parks commissioner. And the comment of the friends group are in the record, so at some point we'll have the benefit of the report, hopefully it was the council adopts, and any public testimony. Thank you.

**Adams:** All right. Please call the vote.

**Fish:** So I consider it a great honor to be the commissioner in charge of the parks bureau, and I actually misspoke earlier, the charles jordan was the commissioner in charge of parks, not the director of the bureau at the time of the 1981 report. I began my remarks earlier today to acknowledge everyone, i'll just do a brief wrap-up. To sarah, this may have been your first master plan soup-to-nuts, i'm quite confident it will not be your last. Thank you for your excellent work tomorrow mike and all of our friends at walker macy, we have the honor and privilege of working with walker macy on a reck basis on major projects throughout the city and it's wonderful that you continue to call Portland home and that we get the benefit of your services. To our friends at pdc, kevin, doug, and the whole team, I neglected to mention elizabeth kennedy wong earlier who does our community outreach. And who played a very strong Role in this. I want to acknowledge her work. Brett horner, emily hicks, and everyone on our team. To all the members of the pack, and sonia I have a feeling you'll be avoiding me at future events. You'll be running the other way. But I really appreciate everyone who participated and nick, sonia and cora, your testimony today, we appreciate you took the time and that you framed the issues so sustainable budget secretly. We would not be here without your leadership. So thank you. And finally to my colleagues who continue to support the work of my bureau and who continue to challenge us to do better, and we

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have the vision of having a parks system that everyone in our community can enjoy. That every part of our community can have the benefits, and I was very pleased mayor in the polling results that you shared with us the other day, that 68% of Portlanders believe that we should invest in areas that are underserved first, rather than spreading the money around to everybody. So I think we have some momentum, this is a very good plan, and I look forward to being on the council when we implement it. Thank you. Aye.

**Saltzman:** This looks like a great master plan, so thank you for your service to the citizens, I think you've got a beautiful park, and I think it will be designed to meet the future demands of it in -- for many years to come when we get To do these improvement and make them realities. Thank you. Aye.

**Leonard:** I had a long standing relationship with lents, I represented lents in the state legislature when I was in the senate and the house represented all parts of Portland from 72nd east from the columbia river to clackamas county. And in all those years, I went to many, many lents neighborhood meetings and the person -- unfortunately I haven't got work with everybody as closely who testified today as I have cora potter, but cora remains singly one of the brightest lights in the neighborhood out there, not just currently, but historically back to when I first began representing lents and her articulate message today is an example of the kind of thing I think the neighborhood is very lucky to have you. And to commissioner Fish, thank you for your diligence and patience. I more than most appreciate what was required to bring this forward. Thank you. Aye.

**Fritz:** This is already a beautiful and beloved park, and a great public open space. This master plan will make it even better. I particularly appreciated cora potter's comments about going on a beautiful saturday morning in the sunshine and there not being anybody there. Walker macy did help plan the 1.7-acre park in the west Portland town center, near where I live, and it's a delight. Except when it's pouring with rain, there are always people there because of the multiple different places within even a small space. And I can see how you very carefully crafted how to if it in a lot of different options for people to use. I particularly enjoyed hearing about the keeping the soft jogging surface and also adding the hard surface for people needing accessible surfaces. That's really thoughtful. And helpful. And still is going to present challenges, because then we're going to have bicyclist and maybe even skateboarders on the hard surface, so there are no perfect solutions, however, what you have here is a process which at times seemed like it was very imperfect, but with a product and with everybody sticking to it and coming back time and again to continue talking with each other, and including the friends of lents park and thank you for coming to highlight the -- there wasn't always consensus, and probably there never will be in neighborhood issues, there are thousands of people who live in the lents neighborhood, and thousands more who don't live there but use lents park and everyone probably has their perfect solution for what should happen there. I believe this mast master plan provides a great framework for moving forward to it. And I thank commissioner Fish and indeed mayor Adams for having the foresight to use the urban renewal money for this Purpose. It's absolutely appropriate use of urban renewal funds to create wonderful public open spaces that will then make the housing and commercial and office development more vibrant, more livable, and so I greatly appreciate all the work that's been done. Aye.

**Adams:** Well, thank you commissioner nick Fish for completing in what has to be record time this process. I think that the plan for a great park will make it a fantastic park. Thanks for the neighborhood leadership, the expertise on the bureau, the partnership with the Portland development commission, and everyone that was involved. I've had an opportunity to spend a fair amount of time here in my younger days when I played pickup soccer, so I think the idea of having the all-weather field is a great complement to the naturalscape of the rest of the acreage. So it's very exciting. Aye. [gavel pounded] we are recessed, or adjourned.

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At 3:26 p.m., Council adjourned.