



CITY OF  
**PORTLAND, OREGON**

OFFICIAL  
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **28<sup>TH</sup> DAY OF SEPTEMBER, 2011** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz and Leonard, 4.

Mayor Adams left at 10:16 a.m. and returned at 10:25 a.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Tracy Reeve, Senior Deputy City Attorney; and Steve Peterson, Sergeant at Arms.

On a Y-4 roll call, the Consent Agenda was adopted.

<b>COMMUNICATIONS</b>	<b>Disposition:</b>
<p><b>1008</b> Request of Joe Walsh to address Council regarding visitor coming to Portland (Communication)</p>	<b>PLACED ON FILE</b>
<p><b>1009</b> Request of William Lauterbach to address Council regarding City of Portland health insurance benefit denial (Communication)</p>	<b>PLACED ON FILE</b>
<p><b>1010</b> Request of James B. Lee to address Council regarding public oversight of Portland Streetcar, Inc. (Communication)</p>	<b>PLACED ON FILE</b>
<b>TIMES CERTAIN</b>	
<p><b>1011 TIME CERTAIN: 9:30 AM</b> – Accept Public Involvement Advisory Council Annual Progress Report (Report introduced by Commissioner Fritz)          30 minutes requested for Items 1011-1012</p> <p><b>Motion to accept the report:</b> Moved by Commissioner Fritz and seconded by Commissioner Fish.</p> <p>(Y-4)</p>	<b>ACCEPTED</b>
<p><b>1012</b> Appoint 12 members and reappoint three members to the Public Involvement Advisory Council (Report introduced by Mayor Adams)</p> <p><b>Motion to accept the report:</b> Moved by Commissioner Fritz and seconded by Mayor Adams.</p> <p>(Y-4)</p>	<b>CONFIRMED</b>
<p><b>CONSENT AGENDA – NO DISCUSSION</b></p> <p><b>Mayor Sam Adams</b></p>	

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<b>1013</b> Appoint Jessica Engeman and reappoint Harris Matarazzo to the Historic Landmarks Commission for 4-year terms to expire October 1, 2015 and extend current term and re-appoint Brian Emerick for a 4-year term to expire December 31, 2015 (Report) (Y-4)	<b>CONFIRMED</b>
<b>Bureau of Planning &amp; Sustainability</b>	
<b>1014</b> Amend Property Maintenance Regulations Code to reflect changes to curbside collection services (Second Reading Agenda 988; amend Code Section 29.30.140) (Y-4)	<b>184885</b>
<b>Bureau of Police</b>	
<b>*1015</b> Authorize an Intergovernmental Agreement with Multnomah County to provide one full-time Deputy District Attorney in an amount not to exceed \$129,335 (Ordinance) (Y-4)	<b>184886</b>
<b>Bureau of Transportation</b>	
<b>*1016</b> Amend Intergovernmental Agreement with TriMet for transit system safety improvements (Ordinance; amend Contract No. 30001740) (Y-4)	<b>184887</b>
<b>*1017</b> Accept a grant in the amount of \$2,200,000 from the Oregon Department of Transportation and authorize an Intergovernmental Agreement for the Red Electric SW 30th Ave to SW Vermont St project (Ordinance) (Y-4)	<b>184888</b>
<b>Office of Management and Finance</b>	
<b>*1018</b> Pay claim of James E. Golleher involving Water Bureau (Ordinance) (Y-4)	<b>184889</b>
<b>1019</b> Authorize a Memorandum of Understanding between the Revenue Bureau and Worksystems, Inc. to implement the Youth Employment Credits authorized under PCC 7.02.880 (Second Reading Agenda 995) (Y-4)	<b>184890</b>
<b>Commissioner Dan Saltzman</b> <b>Position No. 3</b>	
<b>Bureau of Environmental Services</b>	
<b>1020</b> Authorize change in repayment term dates in Oregon Department of Environmental Quality Clean Water State Revolving Fund loan number R74171 (Second Reading Agenda 998) (Y-4)	<b>184891</b>
<b>Commissioner Randy Leonard</b> <b>Position No. 4</b>	
<b>Public Safety Systems Program Revitalization Program</b>	

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<p><b>1021</b> Authorize a contract with Federal Engineering, Inc. for Voice Radio System Specifications Development for a total not-to-exceed amount of \$160,482 (Ordinance)</p>	<p><b>PASSED TO SECOND READING OCTOBER 5, 2011 AT 9:30 AM</b></p>
<b>Water Bureau</b>	
<p><b>1022</b> Accept contract with Moore Excavation, Inc. for the construction of the Walker Creek Culvert Replacement project as complete, release retainage, and authorize final payment (Report; Contract No. 30001196)  (Y-4)</p>	<p><b>ACCEPTED</b></p>
<b>Commissioner Nick Fish Position No. 2</b>	
<b>Portland Housing Bureau</b>	
<p><b>*1023</b> Accept and appropriate a grant in the amount of \$616,765 in federal Neighborhood Stabilization Program-3 funds from Oregon Housing and Community Services (Ordinance)  (Y-4)</p>	<p><b>184892</b></p>
<b>Portland Parks &amp; Recreation</b>	
<p><b>*1024</b> Authorize Use Agreement between Portland Parks &amp; Recreation and Native American Youth and Family Center to define permitting roles for baseball fields and access rights at Whitaker Ponds Natural Area (Ordinance)  (Y-4)</p>	<p><b>184893</b></p>
<p><b>*1025</b> Authorize Lease Agreement between Portland Parks &amp; Recreation and Werbin West Contracting, Inc. to extend lease at 5200 NE Alberta (Ordinance; amend Contract No. 30000683)  (Y-4)</p>	<p><b>184894</b></p>
<p><b>*1026</b> Accept a grant and authorize an Intergovernmental Agreement with U.S. Fish and Wildlife Service in the amount of \$10,000 for the Migratory Bird Program (Ordinance)  (Y-4)</p>	<p><b>184895</b></p>
<p><b>1027</b> Execute a Memorandum of Understanding between City of Portland Community Gardens Program and Oregon Microenterprise Network to provide an AmeriCorps*Vista intern for program support for one year (Ordinance)</p>	<p><b>PASSED TO SECOND READING OCTOBER 5, 2011 AT 9:30 AM</b></p>
<b>REGULAR AGENDA</b>  <b>Mayor Sam Adams</b>	

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<p><b>1028</b> Authorize an Intergovernmental Agreement with the Portland Development Commission for the land disposition and development of the Oregon Sustainability Center within the South Park Blocks Urban Renewal Area (Second Reading Agenda 983)</p>	<p><b>CONTINUED TO OCTOBER 5, 2011 AT 9:30 AM</b></p>
<p><b>1029</b> Authorize an Intergovernmental Agreement with the Oregon University System to jointly share the costs to obtain design development and 50% construction documents for the Oregon Sustainability Center within the South Park Blocks Urban Renewal Area (Second Reading Agenda 984)</p>	<p><b>CONTINUED TO OCTOBER 5, 2011 AT 9:30 AM</b></p>
<p><b>Office of Management and Finance</b></p>	
<p><b>*1030</b> Authorize Portland Toy &amp; Joymakers to participate in the City's 2012 annual Combined Charitable Campaign with a 5-year exemption from umbrella organization requirement (Ordinance)  (Y-4)</p>	<p><b>184899</b></p>
<p><b>*1031</b> Authorize Portland Parks Foundation to participate in the City's 2012 annual Combined Charitable Campaign with a 1-year exemption from umbrella organization requirement and 1-year exemption from fund raising and administrative expense ratio requirement. (Ordinance)  <b>Motion to accept Office of Management and Finance amendments changing exemption from umbrella organization requirement from five years to one year:</b> Moved by Commissioner Fish and seconded by Commissioner Fritz. (Y-4)  (Y-4)</p>	<p><b>184900</b> AS AMENDED</p>
<p><b>*1032</b> Authorize charitable organizations eligible to participate in the City's 2012 Combined Charitable Campaign (Ordinance)  (Y-4)</p>	<p><b>184901</b></p>
<p><b>1033</b> Authorize an agreement with City of Portland Professional Employees Association for terms and conditions of employment for certain represented employees (Second Reading Agenda 1002)  (Y-3; Adams absent)</p>	<p><b>184896</b></p>
<p><b>*1034</b> Create a new Nonrepresented classification of Park Ranger and establish a compensation rate for this classification (Previous Agenda 963)  (Y-4)</p>	<p><b>184902</b></p>
<p><b>Commissioner Dan Saltzman</b> <b>Position No. 3</b> <b>Bureau of Environmental Services</b></p>	
<p><b>1035</b> Authorize a contract with the lowest responsible bidder for the Guilds Lake Pump Station Improvements, Project No. E08877 (Second Reading Agenda 1004)  (Y-3; Adams absent)</p>	<p><b>184897</b></p>
<p><b>1036</b> Revise the Stormwater Discharge Code to clarify existing authorities for City discharge permits and authorizations and evaluation of proposed discharges (Second Reading Agenda 1005; repeal and replace Code Chapter 17.39)  (Y-3; Adams absent)</p>	<p><b>184898</b></p>

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**Commissioner Amanda Fritz**

**Position No. 1**

**Office of Healthy Working Rivers**

**\*1037** Authorize the Director of the Bureau of Environmental Services, in consultation with the Mayor and the Commissioner in Charge of the Office of Healthy Working Rivers, to enter into the Portland Harbor Natural Resource Damage Allocation Participation Agreement (Previous Agenda 968)

(Y-4)

**184903**

At 10:30 a.m., Council recessed.

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**WEDNESDAY, 2:00 PM, SEPTEMBER 28, 2011**

**DUE TO LACK OF AN AGENDA  
THERE WAS NO MEETING**

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **29<sup>TH</sup> DAY OF SEPTEMBER, 2011** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz and Leonard, 4.

Commissioner Fish arrived at 2:04 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Jim Van Dyke, Chief Deputy City Attorney; and Wayne Dykes, Sergeant at Arms.

	<b>Disposition:</b>
<p><b>1038 TIME CERTAIN: 2:00 PM</b> – Adopt the recommendations in the NE/SE 50s Bikeway Project Recommendation to Council (Resolution introduced by Mayor Adams) 2 hours requested</p> <p><b>Motion to amend to require a traffic analysis report on the Diverter at 52<sup>nd</sup> one year after installation:</b> Moved by Commissioner Fritz and seconded by Commissioner Fish. (Y-4)</p> <p>(Y-4)</p>	<p><b>36882</b> AS AMENDED</p>

At 4:22 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.

**SEPTEMBER 28, 2011      9:30 AM**

**Adams:** Welcome to the city council chambers. We're pleased today to begin our proceedings with the following proclamation and, mr. Frazier, come forward. And others. If you want. Whereas, entrepreneurship is vital to Portland's growth and prosperity and measured by new business formation, the Portland metropolitan region is ranked sixth nationally for entrepreneurial activity. Whereas, the vast majority of new jobs created throughout the united states in the past decade have come from the creative efforts of entrepreneurs and small businesses and the partnership for 21st century skills identified entrepreneurial literacy as critical to success in communities and workplaces and, whereas, more than 70% of young americans envision starting a business or doing something entrepreneurial as adults, whereas, a broad coalition of partner organizations in Oregon and throughout the united states are engaged in enhancing entrepreneurial opportunities with the national consortium of entrepreneurial education and encouraging youth to be excited about entrepreneurial and working to expand the skills of Portland's youth to be successful, entrepreneurs are critical to the long term growth of the state and nation and the city of Portland and the Portland development commission are exploring how the city can better support entrepreneurial development and activity and whereas, the following entrepreneurship related community events are scheduled 2011, october 13th, and the impact of entrepreneurship conference, october 9th and 12th, october 14th through the 16th, small business roundtable, october 18th, Oregon summit startup, october 20th, Portland networking event october 20th, as well. I, sam Adams, mayor of the city of Portland, Oregon, do hereby proclaim october 2011 to be entrepreneur month in Portland and encourage all residents to observe this month. Thank you. [applause] would you like to say a few words?

**Andy Frazier:** On behalf of the small business community, sbac and neighborhood businesses we want to thank yourself and the council for recognizing the importance of entrepreneurship and small businesses in Portland.

**Adams:** Would you like to introduce yourself?

**Orlando Simpson:** Orlando simpson, vice chair of the small business advisory council.

**Adams:** Thank you.

**Frazier:** Thank you.

**Adams:** Karla, please call the roll. [roll call]

**Adams:** The quorum is present. We'll begin starting with communication items. Please read the title for item 1008.

**Item 1008.**

**Adams:** Mr. Walsh? All right. Please read the title -- oh, mr. Walsh is here. Sorry, I didn't see you in the back. Welcome back.

**Joe Walsh:** It's good to see you all. Good morning once again. Today i'm here representing individuals for justice. And the Oregon progressive party. I come today to ask you not to attend an awards dinner on the 19th of october. It will be presented by Portland state university, the simon benson awards. The reason that our -- we're requesting to refuse to attend is because of the keynote speaker -- condoleezza rice. She's a yet to be indicted war criminal, do not take our word. Just google condoleezza rice and war crimes and you'll look at -- condoleezza rice and war crimes and you'll look at 185,000 articles talking about her involvement with the inner circle of the bush administration. She was involved in torture. Illegal wars. And the foreign affairs specialist and, of course, later on secretary of state. I'm not here to argue her status. But to let you know we will,



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along with other groups, protest this slap in the face to our beloved city. We have no intentions of stopping her from speaking, but we'll make it a point to let her know maybe she should take her lies some place else. She will receive somewhere in the neighborhood of \$150,000. How do we know this? Because in april, she was at the university of miami, and that's what they paid her. The president of the university of miami refused to tell the people of miami how much she was receiving and there was an uproar on campus. Finally, they found out and they could not sit on the concept of confidentiality and the amount she was paid was made public. We have petitioned the president of this university. He refuses to tell us how much they're paying her. Eventually we'll find out. All we can go on is what miami paid her. \$150,000. How many scholarships is that? Four? Five? We're asking you not to attend. Thank you for your time.

**Adams:** Thank you, sir. Please read the title for item number 1009.

**Item 1009.**

**Adams:** Mr. Lauterbach. Hi, welcome.

**William (Willy) Lauterbach:** Good morning, mayor.

**Adams:** You need to give us your first and last name and -- three minutes.

**Lauterbach:** I've got three minutes. I'm aware of that. We signed up with ods insurance, and had previously been on federal insurance and I suffer from a number of diseases that, you know, are very serious. And before I signed up with ods, I called and made sure that any -- you know, pre-certifications that needed to be had on -- on things, were -- were met and I was told I would have no problem obtaining what I needed, in terms of services. Well, as it turns out, they did approve it, but then they un-approved it. They -- they took it away. And I went to the first appeal, and it was denied. Went to the second appeal level and it gets real confusing there because I can't get an answer. Neither from kroger's or from the human resources department, and the representatives there. I've been told it's held up because my doctor's electronical signature wasn't right. But then I was told it was denied but then I was told it wasn't denied and there's a lot of misinformation just swirling around this whole thing. And what i'm asking for, and what i've been trying to obtain is a face-to-face meeting with a particular person in human resources who is dealing with this so we can sit down and straighten out this problem. And the only way we're going to do it is if we have a meeting, face-to-face. We've had 22 recorded phone calls. Dozens of emails. And it just keeps going around and around and around. And I can't believe that i'm the only person that's getting this type of treatment. And it's clear to me that there's a problem between kroger's and the human resources department. In fact, my pharmacy got called three times in one day by kroger's and each person was a different person and they all asked the same questions. They'd never had that happen before. I've been receiving the same treatment for 10 years. And i've never been denied what i'm getting until I started dealing with kroger's and we went on ods insurance. So I want a meeting face-to-face so this matter can get straightened out in a reasonable and amicable way.

**Adams:** Could you stop by my office and ask for grace.

**Lauterbach:** Grace?

**Adams:** And let's see what we can do for you.

**Lauterbach:** I appreciate it.

**Adams:** Up in the mayor's office.

**Lauterbach:** Thank you, mr. Mayor and council.

**Adams:** Thank you. All right. Can you please read the title for item number 1010.

**Item 1010.**

**Adams:** Mr. Lee. Mr. Lee? All right. We'll move on to consent agenda. Does anyone have any items they wish to pull from the consent agenda? Can you please call the vote on the consent agenda?

**Leonard:** Aye.

**Fritz:** I noticed this includes a \$2.2 million grant for the red electric trail [inaudible] very happy about. Aye.

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**Fish:** Aye.

**Adams:** Aye. [gavel pounded] consent agenda's approved. We have a 9:30 time certain, can you please read the title for items 1011 and 1012.

**Item 1011, Item 1012.**

**Adams:** Commissioner amanda Fritz.

**Fritz:** Thank you, mayor. I'm happy to introduce the public involvement advisory committee annual progress report. It's been three years. The public involvement advisory council is composed of 24 members. Community members and staff members representing 13 bureaus and charged to develop recommendations to help the city conduct consistent and meaningful public processes. I'm very pleased how this group worked on multiple initiatives to define the areas of public involvement we can improve on, creating solutions to effect city processes and engaging the community in decisions that affect them and getting to results. And when we get public process, we get good results and get there faster. Today, the public involvement advisory council returns to us to obtain council's advice and input. Now I'll turn it over to our committee members who will be presenting. Mark, paul, and stephanie.

**Mark Fetters, Bureau of Development Services:** Thank you, commissioner Fritz. My name is mark Fetters, the senior management analyst and a member of the public involvement advisory council and it's my pleasure to be here. The city council created piac in 2008, and charged it with two key areas of responsibility, one is approving the quality of public involvement across city bureaus and second, creating guidelines and resources for bureaus how to do public involvement better and that's what the piac has been working on. The piac is Portland's unique response to a challenge that's nationwide in nature, which is finding ways to enable the community to better partner with government at all levels, but particularly at the local will he, creating better working relationships and partnerships and the piac and its work has not gone unnoticed. There's opportunities for the piac to consult with other cities on its approach and structure and methodology. The piac is unique and I think its key strength is that it involves both community members as well as city staff and not only has them sitting in the same room, but working together closely on the issues that piac has been given to address. It's a good model how advisory committees can work across the city. It has 34 members. A diverse and inclusive group. There are 15 city bureaus, including my own and 18 community organizations and those 18 representatives cover a broad spectrum of the population of the city of Portland, particularly under-represented groups. The model works well. If you talk with piac members and as I have over time, the comments you hear again and again, are that they enjoying about involved with piac not only because of the relationships being built and the partnerships and opportunity to be more involved in creating policy, but also because piac gets things done. The model work, it's effective and the piac has been able to accomplish good things and the piac has been able to retain good quality participation from the community and organizations and that's a positive thing. One of the key accomplishment that is the piac has realized are a -- the public involvement principles. These were adopted by the council in august 2010, and they are a set of common values and goals. They provide not only a foundation for everything that the piac does, but they're also set up or designed to be a roadmap for city officials and staff as they look at how they do public involvement and try to find ways to establish consistent, high-quality involvement from the public. Principles, I'll state them briefly, include partnership, involving the public in decisions that affect them. Early involvement, building relationships and community capacity. Inclusiveness and equity. Good quality process design and implementation. Transparency and accountability. These provide the foundation of piac's work and also as I said, provide a -- a guide for the city in how it does public involvement. When the -- these public involvement principles were adopted, the council also directed piac to develop a public involvement impact statement that would be similar to the financial impact statement, the bureaus historically have filed when they're bringing a ordinance or resolution before council. The financial impact statement describes potential or actual financial

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impacts that result from the legislation. So the idea was similar, but looking at public involvement.

And not only the public impact of the legislation but how the public was involved in creating that legislation. After the direction from council, the piac worked on developing questions for that public involvement statement and through discussions with the office of management finance it was determined the best approach would be to combine the financial impact statement and the public involvement statement in a new financial impact and public involvement statement. Or fipis. This was adopted in July this year and to help with the adoption process for city staff because this was new, the piac put together training terms and held I believe at least one or two trainings that city staff were able to come to and there was also online guidance provided for city staff in learning how to complete the new form and over 300 city staff participated in training. To this point, and I was just given new data this morning from July 1st of this year through September 21st, 180 items have been filed before council. 163 are ordinance, seven resolutions. Of those 180 items, the fipis -- financial involvement and public involvement statements were filled out in 171. 95% completion rate. Early on back in early July and the traditional financial impact statement was filled out in those statements. Since then compliance has been 100% from city bureaus. Of the 180, 64, or 35%, that public involvement had taken place in the development of the legislation. The piac will be coming back with a formal work report regarding the financial statement in early 2012 and we wanted to provide you with an updated statistic that the form is being used and it's working.

**Fritz:** Let me interrupt. When you come back, analyze the quality of the input on the forms. I agree it's great they're being used and I've been impressed with the quality of many of the comments and so -- but particularly the question asked on the form which you like is how was the proposal that comes to council affected by the public input. So I'd like your advice on the richness of those answers.

**Fetters:** We'll do that, thank you. One other direction council has given piac is to conduct an annual assessment of public involvement that takes place in the bureaus. And were looking particularly at capacity and practices regarding public involvement across the city bureaus. This assessment presents an opportunity for bureaus to assess their own public involvement activities and places where piac can be of assistance to them. It's modeled on the customer service improvement status report that the customer service advisory committee uses, bureaus fill out as part of the annual budget process. It's designed as a simple report, a form with check boxes and room for comments. Not meant to be onerous or overly taxing to bureaus and it's -- it's being presented with an attitude of providing support and resources to bureaus. Not in a judgmental way, condemning or trying to find areas where their practices are not sufficient. It's meant to be a resource. We also want to look at where innovative work is already happening. We know the bureaus are doing good things regarding public involvement and we want to capture those practices so they can -- capture those practices and so they can be shared and where there are needs and bureau need guidance and piac can be a resource. Sample questions and this is in draft form. Could include does your bureau have a written public involvement policy or strategy? Does your bureau use specific strategies to engage under-involved groups in the community. And there would be check boxes with suggested answers and as well as spaces for comments. The information from the assessment will not only be a resource for the bureaus but also provide guidance to the piac as it continues to develop its work plan. It will provide direction for us there. Currently, piac is working on finalizing the assessment questionnaire. The plan is for the first assessment to be conducted fall to winter of this year. So sometime in the next several months. And with reports -- results reported back to council in 2012. Together, the annual assessments and the public involvement financial statements will not only make things transparent but share things across bureaus and provide opportunities. I had my own experience yesterday. I was filling out my first fipis, which you found challenging, but provided a good opportunity, because it allowed me to look at the work my bureau had done in outreach and public involvement on this -- and provided an impetus for me to contact staff from other bureaus and find out if they had had similar legislation how they had addressed

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certain questions on the form to get insights and ideas from them, which I think is part of the goal of this. Sharing information, and helping the bureaus be more effective. And in this case, it accomplished that purpose. Thank you and i'll turn it over to tony.

**Tony DeFalco:** Good morning. I want to thank the council and the office of neighborhood involvement for their continuing support of this important process to continue to refine how we as a city do public engagement. I'm tony defalco and serve as a volunteer board chair of the center for diversity and the environment. An organization which increases racial and ethnic diversity in the environmental movement and I served on piac for the last three years and served on the process subgroup, which sounds like I need my head examined but it was a rewarding experience on an individual level, in terms of making connections to city staff, to other community volunteers, but also getting a better handle on how city processes, especially the budget process works. I especially want to thank Afifa, she's a fabulous employee for you all. A couple of things she modeled with this committee, that I took note of, a very well run council, respecting people's time, always having good food and most importantly to me and the ordinance I represent, having a broad diversity of people engaged in the process. So community members from all different perspectives, elders, people of color, low-income folks, you name it, she worked hard to bring those perspectives in and keep them engaged. I want to honor her work. I guess I served on the process subgroup and we looked at budget processes and how to identify best practices in budget processes with the budget advisory committees. And more broadly with respect to how bureaus engage in involving the community in setting the budget, and engaging folks from different constituencies and the budget advisory committees and our focus was largely on developing guidelines and how to -- a how-to manual that incorporates best practices that we identified through interviews with staff, from participating in attending budget advisory committees and working together as a group of city staff and community volunteers to sort of wrangle with what are the things we can reasonably identify as recommendations for bureaus, given the oftentimes already overwhelming number of things they have to do with respect to budget process, given the calendar for budget processes and given the resource limitations that they have. So i'm -- I was pleased to be part of that group and a learned a lot from the city staff, especially at omf and other bureaus. Mark served on that committee with me as well. So just on a final note, I want to note that the -- we'll be setting up meetings with each of you. To get input on these recommendations with the goal, like mark said, of having a final set of recommendations around budget advisory committees and bureau of budget processes in general. It was the fall 2012. And I want to say in respect to the public impact statement, it's something that i'm particular proud to have served on the committee. It's a way to hold ourselves accountable for public involvement on -- on city processes and legislation. Thank you.

**Adams:** Thank you.

**Stephanie Stokamer:** Hi, i'm stephanie, a community member at large on piac. It's my third year serving and i'll be transitioning off the council now. I too, want to share what tony said about the model of this group. For me, it's my first time serving on something of this nature and it's been incredibly rewarding and positive experience and a want to echo what these fellows have said about appreciating your support of the piac. It's essential for our city. As you know, since its inception, the piac group has been focused on bringing principles of equity into public involvement and that includes both working on ways to include groups that have historically been under-represented in our public involvement processes but also including those groups new to Portland or represent or shifting demographics. One of the ways we've been doing that, a small group has been focused on bringing those groups in and we've developed a tool called equipedia to help reach out and understand the best practices for involving diverse communities, and groups and processes and a resource for those staff to know who to reach out to, what the best mechanisms are for doing that and so on. We're working on a draft right now and updates since this annual report was written is that we now have a graduate student from Portland state who will be helping us move the draft along further and make it something that's useable for everyone. In addition, we've been looking at

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best practices on a broader level. Integrating equity into the best practices and also looking at many different kinds of short easily accessible tools online. One-page or small toolkit type resources that city staff and others can look at to think about something like how to most effectively use translation in public involvement, or how to address a small group of people in an effective timely manner. The resources easily used and welcome, I think, by many city staff. In addition, we've had a small group of folks working on something called pdx civic connect that's in partnership with the bureau of technology services and the idea is to provide a centralized online resource so that people in the community can easily access what kind of opportunities are available and we've perceived a mismatch between those who want to get involved but don't know how and having a difficult time finding the opportunities through the city's website. We're looking at centralizing them and readily available and helping to facilitate that connection. As commissioner Fritz started off by saying we know that public involvement is key to helping solve the issues that the city is working on and for a smooth and vigorous civic life in the city. And piac has become a model for other cities asking how we're doing this and one of the reasons for the success is because of the diverse group of community members and city staff that we have working on this team. So we're excited we have a new batch of participants coming to piac which is what we'll be doing next and I think we'll be able to continue this good work and we appreciate the support you've been able to give to public involvement. Thank you.

**Fritz:** Thank you, stephanie and the ground breakers who have served these first three years. I appreciate your service and you're right, it's becoming a national model. Thank you.

**Adams:** Thank you all very much. Anyone signed up?

**Moore-Love:** Mr. Lauterbach did, but on the wrong one.

**Adams:** Ok, so let's -- motion --

**Fritz:** Move to accept the report.

**Fish:** Second.

**Adams:** Motion to accept both reports, one at a time. It's been moved and seconded. Karla, please call the roll vote on accepting the report.

**Leonard:** Thank you very much, aye.

**Fritz:** Well, thank you to the other members of council who are here today and commissioner Saltzman, who is not, for establishing this under mayor potter. And this council, since i've been on it, has understood the importance of public involvement under mayor Adams' leadership and understand that we get to better result when we include more people and do the process right and what I particularly like about the public involvement advisory council is the partnership between the folks in the community and folks in the bureaus and with the support of everyone on council and it takes all three components to make a successful program that gets to result, that the process does lead it good things and I think it's informed the Portland plan process and informed many of the different processes within the bureaus, the public involvement is not just check the box, held an open house and carry on what we were thinking of doing in the first place. It's really including everyone who has an opinion to give. We have a wealth of citizens in the city of Portland who are more than happy to sign up for things like the process subcommittee of the public involvement advisory council and do a good job on it and recognize that how we get there matters. So thank you for your work and thank you to Amalia Alarcon Morris the wonderful director of the office of neighborhood involvement. Afifa Almed-Shafi is an amazing staff, who exemplifies what we're trying to do throughout the city and especially in the office of neighborhood involvement and to the other staff and bureau directors who recognize this is an important project and we will do better when we do things in the -- in a manner that isn't rocket science but we haven't gotten there yet. We haven't figured out, these are the steps and if we do them, we'll get to the right answer in a manner that people can come to city council saying this was a good process and we may not agree with the end product, but we were involved and we understand why we got to those end points. We

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need more involved and that's part of the reason we have this. Thank you to each of my colleagues for supporting this and everyone who has volunteered their time. Aye.

**Fish:** I want to thank amanda for her leadership and the panel for their excellent presentation and the report. The two best processes i've observed were the concordia plan and the east Portland action plan which had terrific public involvement and model ways of going forward. I note that in your report you drop a footnote about matt linerger's book, the next form in democracy. It's an outstanding book and the idea of shared governance is the wave of the future and how we get there is the challenge. So thank you for your good work. Aye.

**Adams:** Thank you, commissioner Fritz, for your continuing leadership in this area and thanks to all of you for your continuing leadership and work as well. More to come. Aye. [gavel pounded] so approved.

**Fritz:** We have acceptance of the report appointing the new members.

**Adams:** It's been moved and seconded. I seconded it. It's been moved and seconded. Karla please call the vote on item 1012.

**Leonard:** Aye.

**Fritz:** Members of this committee spend an awful lot of time so i'm going to read the names of the 12 appointees. Mohammed abdiasis for IRCO, umulkher abduhalla from Multnomah county youth commission, kyle brown from public involvement consultant, bill gentile from elders in action. Greg greenway, public involvement consultant. Carey munn, decisions, decisions. Khalid osman, in the planning and sustainability bureau. Goldann Salazar center for intercultural organizing. Amy spring, from PSU community university partnerships. Inger mcdowell from the urban league. Mike vanderveen from second stories in east portland. Thank you for being here and others too. I don't know everyone on the committee but i'm happy that you're serving. And maileen hamto from the portland housing bureau. Were happy to have your service and we're reappointing jimmy brown paul leistung. And brian hoop.

**Fish:** The housing bureau is delighted that maileen hamto stepped up. Aye.

**Adams:** Thank you for your service. aye. [gavel pounded] so approved. Please read the title and call the vote for 1028.

**Item 1028.**

**Adams:** Sorry, my mistake. Unless there are objections this continues to next week. [gavel pounded] can you please read the title for 1029.

**Item 1029.**

**Adams:** Unless there are objections, this moves to next week for further consideration. [gavel pounded] please read the title -- titles for 1030, 1031 and 1032. Emergency ordinance.

**Item 1030, Item 1031, Item 1032.**

**Adams:** Miss Braaten.

**Jane Braaten, Office of Management and Finance:** Good morning, mayor and members of council. I'm jane Braaten, manager of the office of management and finance business operations division and i'm joined by carol whaten from the charity staff. We're pleased to bring the recommendations for the 2012 combined charitable campaign. This campaign gives our employees an opportunity to give money to a local charities through a payroll deduction. The campaign which began in 1989 has year after year provided employees with an easy method for supporting charities that matter most to them. 15 charities are set to participate. Most are umbrella organizations representing multiple charities so all in all, we have 500 charities represented in this year's campaign. Last year, 574 employees donated almost \$270,000 through this campaign which represents an increase in the total number of donors and total amount donated over 2008. Even though the total number of donors decreased. The total amount given remains fairly steady, representing a commitment from our city employees. Even during these tough economic times. This continuing commitment has totaled \$1.274 million over the last five years, going to the charities that the employees designate. We have three ordinances before you today. That are related

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to the campaign. The first ordinance is for the Portland fire bureau toy & joymakers. Part of our city code requires our participating charities be umbrella organizations by giving funding to at least nine other nonprofits. The portland fire bureau toy and & makers previously received an exemption from city council from the umbrella requirements and we are requesting an additional exemption today. Toy and Joy makers received support from our city employees in this campaign and about \$35,000 has been donated from city employees to toy & joymakers over the last two years. The second ordinance, for the Portland parks foundation. Our code requires charities to be an umbrella organization and Portland parks previously received this exemption from city council and asking for this in this ordinance and it authorizes an exemption requirement that the charity's administration and fund-raising expenses not exceed 25% of their unrestricted income. The Portland parks foundation has met this requirement and participated but this year's application indicated they incurred higher expenses in 2010 due to changes in executive leadership and nature of the capital fundraising campaign. But even with what they described as a tough year, they showed with their expenses over the past years and demonstrated it would have met the requirements if you look to the average. We've filed an amendment to the original ordinance and I have additional copies if you need them. Karla, is that something that I should distribute or --

**Moore-Love:** Everybody have them?

**Braaten:** Everyone has them, great. And that amendment does indicate that this ordinance would authorize a one-year exemption for both the umbrella and financial requirements. Again, the Portland parks foundation received support from our city employees at about \$20,000 donated from our city employees over the last two years. The third ordinance authorizes the entire campaign with the 15 charitable organizations slated for the 2012 campaign. Each of these 15 organizations has assured the city a letter of acknowledgment will be sent to donors who provide their name and address and donors contributing to an affiliated charity may receive a letter from that charity. Kickoff is October 19 and is scheduled to run for two weeks and our division organizes the campaign with help of the coordinators at each of the bureaus in your portfolios. In closing, the charitable campaign represents an important avenue that city employees use to give back and we see that demonstrated by our employees year after year, we have representatives from the two other charities that we have ordinances before you today -- in the audience if you have questions, but we're available if you have questions about the overall campaign.

**Fritz:** Questions from council? Thank you for your presentation. It's very clear. Does anyone wish to testify on this?

**Moore-Love:** We have one person signed up. Dean Johnston.

**Fritz:** Mr. Johnston, please come forward.

**Braaten:** From toy & joy.

**Fritz:** Great.

**Dean Johnston:** Good morning, i'm dean johnston, the president of the board of directors for the Portland fire joy & toymakers and this program has been around since 1914, the city employees has greatly helped us in our goal of providing toys are for the needy and as the budget increase, the city has stepped up completely and we love being part of this city and we will be as long as we can. We appreciate your support and a yes.

**Leonard:** How long have you run the program, dean?

**Johnston:** Since '84. Been involved since '70.

**Leonard:** You've done a great job.

**Johnston:** I'm the head elf. [laughter]

**Leonard:** You are.

**Adams:** Congratulations.

**Fritz:** Thank you for your service.

**Fritz:** These are emergency ordinances so we need to wait for the mayor to get back to vote on them.

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**Moore-Love:** Do you want to move the amendment?

**Fritz:** Do we need the four of us to move the amendment? Thank you. Thank you very much, we will, I'm sure be passing this shortly. Thank you. In the mean time, please read the title for item 1033, second reading.

**Item 1033.**

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

**Fritz:** Let's do the other second readings also. Vote -- call the -- please call the roll -- read the title and call the roll on item 1035.

**Item 1035.**

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

**Fritz:** Aye. Please read the title and call the roll on 1036.

**Item 1036.**

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

**Fritz:** Aye. I think that's everything on the agenda except the emergencies, so maybe we should take a recess until the mayor returns. [recess]

At 10:22 a.m., Council recessed.

At 10:25 a.m., Council reconvened.

**Adams:** City council is back from break. Please call the vote on 1030.

**Items 1030, 1031 and 1032 vote.**

**Leonard:** Aye.

**Fritz:** City employees do give a lot above and beyond what they get paid to do and this is them paying back, giving to the community. Aye.

**Fish:** Delighted to vote aye.

**Adams:** Aye. [gavel pounded] so approved. Can you please --

**Moore-Love:** We have an amendment.

**Fish:** So moved.

**Fritz:** Second.

**Adams:** Any discussion? Karla, please call the vote on the amendment.

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

**Adams:** Aye. Amendment is approved. Please call the vote on the amended 1031.

**Leonard:** Aye.

**Fritz:** Commissioner Fish, I commend you for your work with the parks bureau and the Portland parks foundation. Happy to vote aye.

**Fish:** Mayor and colleagues. Nick Hardick is the new executive director of the parks foundation and he's relocated from Alaska to take this position. We have very high hopes for his leadership. Elizabeth Whalen is the new chair of the board and after many years of success, including director park and naito fountain, they're poised to be substantial partners of the city going forward, including enthusiastic supporters of our E205 agenda and we thank Nick and the board for all their great work on behalf of the citizens of Portland. Aye.

**Adams:** Hear, hear. Aye. [gavel pounded] to approved. Please call the vote for 1032.

**Leonard:** Aye. **Fritz:** Aye.

**Fish:** Thanks to all who administered this plan. It's very easy to use. I'm proud to have my check off go to work for arts and the parks foundation and I forget who else. You make it very easy. It comes out of my paycheck and it's no hassle and at the end of the year I get a statement. Thank you for your good work. Aye.

**Adams:** Aye. [gavel pounded] hear, hear. Please read the title for 1034.

**Item 1034.**



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**Adams:** I can't remember why we held this over. Any council discussion? Karla, please -- anyone wish to testify on 1034? Karla, please call the vote on emergency ordinance 1034.

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

**Adams:** Aye. [gavel pounded] what else?

**Fish:** 1037.

**Adams:** Please read the title for item 1037.

**Item 1037.**

**Adams:** Any discussion?

**Fritz:** I want --

**Adams:** Oh, yes, discussion.

**Fritz:** Thank you, mayor. This is a routine ordinance which normally might be on the consent agenda, but I put it on the regular agenda because I wanted to explain what we're doing with the Portland harbor superfund issues and how mayor Adams, commissioner Saltzman and I are working diligently together on the process. And we'll be having more information about this as time goes by. This ordinance relates to natural resource damages associated with the Portland harbor. Which is a designated superfund site. By entering into this agreement, the city will participate in a non-judicial allocation process and helpfully avoid costly litigation. We expect the participation may take four years. It's a long process and I wanted to let folks know we're in the process. It will require a deep collaboration between all members of council and also the bureau of environmental services, office of healthy working rivers and city attorney's office and the government relations. My office received inquiries relating to confidential agreements. The natural resource damage allocation is a settlement process to address legal claims made by the natural resource trustee against numerous parties including our city. The public records law provides exceptions to disclosure so that public entities can receive legal advice and participate in settlement negotiations of legal claims on an equal footing with private parties who do not have public disclosure requirements. I wanted citizens to know that were engaged in this process. I want everybody to be aware the process is going on and we'll be at the appropriate time talking with citizens about how -- related to earlier, the public involvement advisory council work, how we can make these difficult decisions together to both look after and clean up the Willamette river and protect taxpayers and ratepayers.

**Adams:** Anyone wish to testify on 1037? Karla, please call the vote on 1037.

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

**Adams:** Thank you, commissioner Fritz for helping us get even for organized around this issue. Really appreciate your leadership. Aye. [gavel pounded] so approved. We're in recess until tomorrow another 2:00 p.m.

At 10:30 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.

**SEPTEMBER 29, 2011      2:00 PM**

\* \* \* [gavel pounded]

**Adams:** Good afternoon, today is thursday, september 29th, 2011. It is 2:00 p.m. How are you doing, Karla?

**Moore-Love:** I'm well, thank you.

**Adams:** Karla is our council clerk. You have to do everything she tells to you do. Please read the title item 1038.

**Moore:** Roll call first?

**Adams:** I'm sorry. [roll call]

**Item 1038.**

**Adams:** Could I have staff come forward and i'll start with a little bit of background. The 50's bikeway is a 4.3-mile safety project that connects our existing bikeways and creates therefore a continuous 6.7-mile bicycle route from cully in the northeast all the way down to the spring water trail in southeast Portland. It is funded with a \$1.5 million federal grant. My number one priority as transportation commissioner is safety, and that's why this project is both for the city council and the public for the consideration of acceptance. The 50s bikeways will improve safety at eight arterial crossings, arterial crossings is a fancy word for the busy streets. That benefits both pedestrians, cyclists, and automobile drivers. It calms traffic in two separate areas that benefit the neighborhood livability, and those that live along the route. It adds bike lanes on 52nd, south of division. Almost 20,000 residents live within a quarter mile of this project. It includes 12 schools within a half mile of this project. It connects 16 east-west bikeways, leveraging past investments that we've already made, helping to us achieve our goal of creating these corridors of safety for bicyclists. The project was presented at more than 40 public meetings during the past year, and it's endorsed by all eight neighborhood associations. Both the business districts in which it transects, the neighborhood coalitions, both neighborhood coalitions southeast uplift and central northeast neighbors as well as the city's Portland bicycle advisory committee. And with that, I would like to turn it over to rich and sarah, who -- who is going to give us the staff overview and then we'll go into testimony.

**Rich Newlands, Bureau of Transportation:** Good afternoon. Last year, city council adopted the Portland bicycle plan for 2030, a comprehensive strategy for not only making bicycling a critical component of Portland's transportation system, but also a significant component of achieving our overall sustainability goal a critical element of meeting those goals is reaching out to Portland's next generation of bicycle riders. This next generation is the large pool of potential cyclists commonly referred to in the bicycle plan as the interested but concerned. These residents want to take part in Portland's successes with making bicycling a truly viable mode of travel. But are held back by concerns. Primarily safety. To leverage this interest we must focus on their concerns. For this reason, we are very pleased to present to you today the ne/se 50s bikeway project. Funded through a \$1.5 million federal grant a great opportunity to build a next generation bicycle project. These bicycle projects will continue to expand and interconnect the network using a broader range of tools time prove safety. However, they will also involve more design challenges than we have been typically used to. As we move into more constrained areas of the city. Over the years we've done a good job of making strong east-west connections between downtown and the east side. But the north-south connections, no less important, tend to be more difficult. This is primarily because the

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street network, generally much less interconnected with fewer arterials to spread traffic loads across, narrow street width and significant barriers to cross, such as I84, mt labor. The 50s bikeway projects presents an opportunity to fill in a major missing link in the bicycle network. At 4.3 miles in length spanning eight neighborhood associations, two business associations, and two district coalitions, its size alone speaks to its importance to the overall network. The project will link existing lanes on southeast 52<sup>nd</sup> avenue south of Woodstock boulevard to bicycle lanes on northeast 57th ave just south of sandy blvd. Creating a continuous integrated 6.7-mile bikeway that stretches all the way from the springwater trail to northeast killingsworth avenue. Traversing nearly one end of the city to the other. Several numbers highlight the importance of this opportunity. 19,000 residents live within just one quarter mile of the project. When linked together, the overall project corridor will provide convenient access to more than 28,000 Portland residents. 12 schools that are within one half mile of the project. When linked together the bikeway corridor will connect to a total of 14 schools, providing access to 5500 school-age children and helping achieve our goals for programs like safe routes to school. The project will directly connect to five existing improved bikeways and a total of nine for the overall corridor. And 11 major street crossings will receive significant safety improvements which benefit pedestrians as well as bicyclists. The design recommendations can be generally subdivided in two distinct segments. The southeast division street is the dividing line, because the significant differences in the character between the two street environments. North of division street the route primarily along northeast 53rd avenue, takes advantage of local residential streets that provide a good direct connection to the project's northern terminus at northeast 57th avenue and thompson street. For the most part these streets were already well suited to the functional needs of a bicycle boulevard with relatively low traffic volumes and speeds. The narrow width many of these streets provides additional benefit of built-in traffic common. In these areas the project recommends pavement markings and destination signage to help cyclists navigate the route and make connection to the rest of the network. The exception is 53rd avenue between east burnside street and northeast glisan street. Where traffic volumes are considerably higher than the adjacent residential streets in what we would expect a local service street to carry. Analysis shows a large percentage of this traffic volume nonlocal, using this section of 53rd avenue as a cut-through route for access to and from providence hospital and the i-84 overpass. Not only does this volume create safety and comfort concerns for bicyclists, but is indicative of neighborhood livability issue as well. This is the first of two locations where the project recommends testing semi diverters to reduce the amount of cut through traffic on the route and improve the safety and comfort of the bikeway. The diverters will create physical barriers that restrict turn movements from burnside to 53rd avenue. The testing process to be discussed later in greater detail is intended to ensure these improvements do not move the problem onto adjacent local streets. The other major design issue in the northern half of the overall route are the various high volume arterial street crossings. Unlike the southern segment most are not currently signalized, thus challenging in terms of their convenience and safety. The project recommends improving all six of the unsignalized crossings with well-tested tools such as curb extension and medians. Of special importance is the crossing at east burnside at 53rd avenue. Where the street width and volume of traffic to cross creates a particularly significant barrier. Here the project proposes installing a new traffic signal to ensure safe crossing opportunities. It is important to note all these crossing opportunities will provide safety benefits to pedestrians and cyclists alike. The character and associated issues of the route near and south of division street are very different from the route to the north. While 52nd avenue provides a good direct connection to the project's southern terminus at southeast woodstock boulevard, it is also a relatively high-volume, high-speed collector street with traffic volumes ranging from 6500 to 13,000 vehicles a day, an average speed of over 35 miles an hour. This is clearly not the kind of environment that bicycle and car traffic can mix safely and comfortably together. Therefore physical separation in the form of bicycle lanes is required. However, to find the room for bicycle lanes entails the trade-off of having to remove on-street

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parking from at least one side of the street. The citizens advisory committee and project teams spent much time early in the process considering design options for installing bicycle lanes on 52nd avenue and other alignment options. Issues with moving the alignment off of 52nd avenue and on to the adjacent local street network are significant because it's so discontinuous that these options entail large amounts of outer direction travel. These options add at least one half mile to the route's length. While a low-traffic volume environment would be more attractive to the interested but concerned rider, the added distance would be a significant deterrent for more experienced riders. The process ultimately ended up recommending a compromised approach that remains focused on achieving the goal of serving the needs of the broadest range of cyclists possible, while minimizing the impacts to on-street parking supply. The first part includes installing wider than standard six-foot bike foot lanes on 52nd avenue from division street to woodstock. Instead of removing parking from both sides of the street, the space needed for the wider bicycle lanes would come from narrowing of the travel lanes from 12 feet width to 10 feet. This narrowing of the travel lanes would provide a much-needed traffic calming effect to the roadway by lowering its design speed. Crossing improvements at southeast woodward street intersection would significantly enhance safe access to franklin high school and the woodward bikeway. Other tools are still needed to create a safer environment for all users. The project is committed to rolling out a safety education campaign that will include additional tools such as requesting reduction in speed limit, speed-reader boards, and enhanced enforcement in coordination with construction. In regard to the impact of reducing the supply of on-street parking, analysis of parking utilizations on two separate occasions indicate all of the peak parking demand from both sides of the streets can be accommodated on just one side of the street. The east side of the street was chosen for parking removal because it has both lower total supply of parking spaces and a lower overall utilization rate compared to the west side. Public involvement to date has indicated that a greater importance is creating a more neighborhood oriented street environment. These improvements are a step in that direction by providing a better functional balance between all the modes. Even with the wider bicycle lanes, there is an acknowledgement that many of the interested but concerned population would still not feel safe, or comfortable, especially with children. Thus we are also recommending an additional family friendly opening as a future phase of the project using a parallel local street route east of 52nd avenue. Directional signage and pavement markings will help address the route's saquetous nature while improvements to the major street crossings, particularly powell at 54th, will address primary safety issues. The section of the main route on 52nd avenue between lincoln street and division street creates one final challenge for the development of bikeway. Here's another area where traffic volumes are greatly in excess of the classification of a local street in this case the volume is over 2700 cars per day. Compared to the other adjacent local streets that carry only 300 or less cars a day. Regardless of the bikeways' need, this segment is clearly not functioning in accordance with its policy classification as a local service street. Analysis again confirms most of the traffic is nonlocal, using 52nd avenue as a cut-through route through the neighborhood to avoid signalized intersections at southeast 50th and division, and 60th avenue and division street. Long before the bikeway project came along, this has been a neighborhood livability issue. It's important to note this issue also impacts the function of the intersecting lincoln street bikeway. The additional volume of cut-through traffic makes this already difficult intersection with its offset geometry, bus turn movements and a hill a place where near-miss crashes are said to be a daily experience. Similar to the recommendation for the burnside to Glisan segment project also proposes testing a semi diverter at this location, which will restrict northbound access at division street. The difference at this location being that it would be a regulatory diverter instead after physical diverter to remain access to the number 71 bus line. The remaining northbound auto traffic would be redirected to southeast division, the designated collector street. The volume of redirected traffic is estimated to be approximately 1500 cars a day. As you are aware, this is -- this particular recommendation has generated significant concerns from residents on the local streets adjacent to

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52nd avenue. They understandably do not want their streets become the neighborhoods new cut-through route. We certainly agree the problems should not be shifted to those streets. We should all also agree that it's still an existing problem on 52nd avenue that should not be ignored for the purposes of the bikeway, and for the residents whose impacted livability is not a theory but quite real today. This project is an opportunity to solve this problem. Modeling indicates the two division street intersections, southeast 50th and 60th avenue, can accommodate this additional traffic volume and still meet our capacity standards for signalized intersections. Semi diverters are not a new tool for Portland. We do have extensive experience for their use under similar circumstances throughout the city. Other characteristics of the adjacent local streets such as the much narrower width will minimize the incentive for nonlocal traffic to consider them as reasonable cut-through routes. The installation of speed bumps, also recommended will further help minimize this incentive. The overall --

**Fritz:** Which streets are proposed for speed bumps?

**Newlands:** In the -- in this example, 51st avenue, 53rd, and 54th avenue.

**Fritz:** Thank you.

**Adams:** When the issue of diversion came to me, it was -- whatever week that was, there was the option of later adding speed bumps, and I asked that just -- I asked that they be part of the up front plan. So speed bumps will go in at the same time that everything else goes in.

**Newlands:** Right. The overall measure of reasonableness for this approach is the associated testing process. The testing process provides a safeguard to the adjacent residents that ensures the theoretical trade-off if found to be real do not become permanent. The process uses criteria for volume increases on the adjacent streets that council adopted years ago for similar projects. Based on our experience with similar installations all over the city, we are confident we can successfully meet these criteria. We want to be very clear, though. If the testing proves otherwise, we are committed to removing the diverter. We would like to conclude with a brief overview of the public involvement process used to develop these recommendations. First, we want to particularly acknowledge the project's 17-member citizens advisory committee and pay them special thanks for their time, patience, and commitment. Their help has been invaluable in terms of working through the various design issues and making development of project a community effort. During the past year, there have been more than 40 public meetings of this committee and the various committee organizations within the project area to discuss the issues and recommendations. 18,000 mailings were sent out regarding the project to residents along the project route, over 20,000 hits for information have been registered on the project's website, 270 community members attended two public open house events this past winter and spring, and a total of 443 comments were generated by those open house events. In addition to the support of the citizens advisory committee itself, recommendations presented here today have been endorsed by all eight neighborhood associations within the project area, the mount tabor neighborhood association voted to endorse the project generally but is divided over the specific issue of diversion at 52nd and division street. Both business associations within the project area have endorsed the project, as well as both district coalitions. Thank you.

**Adams:** Initial questions? I want to take the opportunity to thank you rich and sarah for -- and the team that you worked with and especially on the outreach, this is a big swath of the city, and you have worked many hours beyond your stated salary, and time in the office, and I just want you to know that we appreciate it very much.

**Newlands:** Thank you.

**Adams:** All right. First we'll hear from ian, gerik and todd and then we'll go to the sign-up. How many people have signed up?

**Moore-Love:** 39.

**Adams:** We might as well start editing your testimony to the two minutes. Otherwise we'll be here until 8:00 p.m.

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**Ian Stude:** Good afternoon, mayor Adams, city commissioners, my name is I am ian stude. I'm here both as a member of the city bicycle advisory committee and also a member of the 50s bikeway citizens advisory committee. I also want to point out I'm a resident in the north tabor neighborhood, I live just a few doors down from 53rd avenue in the area that was highlighted in the presentation between burnside and glisan. I really want to thank you for your opportunity to testify today in support of this project. And I have just a few things to point out and add to the discussion today. I'm very excited in particular at this project, as presented represents what will be a vast improvement not only to my neighborhood, but to the seven other neighborhoods that will be affected by the project, both through northeast and southeast Portland. As a committee member, I want to point out that the committee as well as the people in attendance to the 40 public meetings that were held represents really what could be considered a tremendous level of public involvement and community engagement. And in particular, from voices both advocates and skeptic alike. The project that you see here today really represents a compromise built on that testimony. But at the same time is one that does not compromise the essential elements for creating a safer and healthier network of streets. I'd also like to add -- hold on. I've got it here. The key to the success for this project includes several features. In particular, in my neighborhood, the diversion of burnside and the diversion at division, the committee reviewed various options for how to handle the excessive amounts of vehicle traffic on these neighborhood streets, and diversion was proven to be the best possible alternative and one that we feel will truly merit not only the existing street but will become the bikeway, but also the neighborhood as a whole. In my neighborhood where we had a specific meeting to discuss the diversion of burnside, there was an overwhelming amount of support for the semi diverters, and unfortunately I think there are others here who will hopefully testify today, but I'm not certain, but we heard very loud and clear from those neighbors that they were very concerned about both the volume and the speed of vehicles on their streets. And diversion really is the best process by which to handle that issue. I also want to point out the exchange of vehicle parking spaces for the designated bike lanes along 52nd avenue represents a compromise that will both yield I think a safer street, a safer environment for bicyclists, and safer pedestrian crossings throughout the corridor. Lastly I want to add the pbot staff should really be congratulated for their very hard work on this project, and in particular their engagement with the neighborhood associations and the neighbors at large. So thank you.

**Todd Borkowitz:** Good afternoon, my name is todd borkowitz, I'm representing the willamette pedestrian coalition and a former board member of that organization. On behalf of the willamette pedestrian coalition, it's a pleasure to recommend my approval of the 50s bikeway project. The coalition was founded in 1991 to promote the creation of sustainable and walkable communities. We define a walkable community as one in which it's safe, direct, and attractive to walk. While the 50s bikeway project is focused on improving conditions for bicycling, it includes traffic calming features and intersection crossing improvements that will improve conditions for walking and neighborhood livability. Reducing vehicle speeds and lowering the speed limit as well as curb extension and other improvements with the bikeway crosses will benefit pedestrians as well as bicyclists. We're pleased that the city proposes monitoring any diversion of cars to parallel streets in the neighborhood. The wpc recommends as a general practice the city consider the interest of pedestrians in its approach to bikeway design and route selection. We believe the 50s bikeway design does consider and benefit pedestrians and therefore we're -- we happily recommend its approval. Thank you.

**Gerik Kransky:** Mayor Adams, good afternoon. Portland commissioners, my name is gerik Kransky advocacy director with the bicycle transportation alliance. I'd like to thank you for this opportunity to testify today in support of resolution 1038 for the new 50s bikeway. This is an investment of federal funds and represents a model project for both increasing safety of all users on the roadway, as well as maximizing mobility with our limited transportation funds. And in addition to the robust public involvement process that the bureau of transportation led for this project, the bta

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has been having conversations with members and supporters for months and were pleased to present you with 113 signatures of support for both the project as well as the specific project element diverter at 52nd and division. We're very encouraged this project includes a wide range of street redesigns that will improve safety for students, people walking, rolling in wheelchairs, and peddling on bicycles. The bta is particularly pleased with the inclusion of separated bike lanes being proposed in front of franklin high school, and also the installation of new rapid flash beacons to provide students a safer environment to cross southeast 52nd avenue. The city's goal to bring traffic speed along southeast 52nd is also hugely important to the students and residents who live, walk, and bike along southeast 52nd today. Safe access of course for students walking and biking to school is one of the major goals of the bta. It's a part of our broader healthy streets for all campaign that seeks to reduce fatal and near fatal crashes throughout the entire metro region. When this project is complete we'll have one more large component of the Portland bicycle plan for 2030 built, and this vision takes both leadership and great design, so we want to applaud mayor Adams and all the hard working planners and engineers at the bureau of transportation for putting together this project and their robust public involvement process. Together we can make our streets healthy for all Portlanders and I encourage your aye vote.

**Adams:** Thank you. Thank you all. Appreciate it. Welcome to the city council chambers. Just give us your first and last name. You'll have two minutes and the clock will help you count down your time. Please begin.

**Michelle LaFoe:** My name is michelle lafoe, i'm a resident of the mount tabor neighborhood. I'm always small business owner who runs my own architecture firm and i'm the mother of a 4½-year-old girl. And I fully support the 50th bikeway as well as the proposed diverter at southeast 52nd and division street. I want to make two quick points. The first one being that the process of design held by the bureau of transportation about the diverter project at southeast 52nd and division has been a very open and transparent process of citizen engagement for over a year. They've even held special meetings for residents of mt tabor neighborhood to discuss this issue. Point number two is, I live at the corner of the complex intersection at southeast 52nd and lincoln street, which is two blocks north of the proposed diverter at southeast 52nd and division. And I hear and see cyclists conflict with vehicular traffic on a daily basis from our house, from our kitchen window. Near accidents, most of the near-misses are due to the northbound vehicles on southeast 52nd coming from division, and they make one of two left hand turns. I provided you with diagrams to show this. Primarily diagrams d and f. They continue on to Lincoln street towards downtown or to the offset continuation of southeast 52nd, and they typically roll through the stop sign there. The majority is cut-through traffic, and there's a number 71 bus line that runs along there as well. In order for both bike boulevards, the lincoln street and proposed bike boulevard to be safe, I feel there needs mediation such as the diverter to reduce traffic volume on 52nd street between division and lincoln streets. So I would like to request that the committee approve the bikeways project and specifically the proposed diverter at southeast 52nd and division. Thank you.

**Adams:** Thank you very much. Sir.

**Isaac Campbell:** Mayor Adams, city council members, thank you. My name is isaac campbell, i'm a resident of the mount tabor neighborhood and i'm here to voice my support for the 50s bikeway project and the proposed test version of the northbound traffic on southeast 52nd at division. For the past 10 years i've lived with my family at the intersection of lincoln and 52nd along the proposed route for the 50s bikeway. And as earlier testified, from firsthand experience this intersection is complicated and potentially dangerous, the staggered configuration, poor visibility and high traffic volumes. Traffic volume is one of the biggest issues in our neighborhood. Every day southeast 52nd between division and lincoln experiences about 2800 cars. Far in excess of the standards for regular residential streets in the city and far in excess of the preferred maximum level for a bikeway, which is around a thousand cars. Pdot has indicated the only reasonable way to achieve a reduction in traffic volume of this magnitude is through the use of a diverter a. Strategy

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that's been successfully employed in different configurations around the city. I have included an attachment of a list of diverters in the city. In my opinion, the 50s bikeway is a great opportunity to improve safety, livability, not just on 52nd, but across the entire mount tabor neighborhood through reducing unwanted cut-through traffic by increasing pedestrian and bicycle access ability and facilitating connectivity to the larger city. This project is a win-win-win. Ultimately I hope the discussion today will be about larger issues and policy. It's an important next step in a larger vision for a safer, more livable, interconnected and sustainable city. It's for these reasons Portland is recognized for its leadership in progressive planning, alternative transportation, all of which help to create the great quality of life we all enjoy today. We need safe bikeways in our city so I ask you to please vote to approve the project and all the associated street modifications that are part of making this project feasible and safe, including the proposed test division of the northbound traffic at southeast 52nd and division. Thank you.

**Adams:** Welcome.

**Michael Foreman:** Good afternoon mr. Mayor, commissioners. My name is Michael Foreman, I'm representing no one but myself and my family here today. I am here today to ask for your support of the 50s bikeway project. I live with my wife and daughter on 52nd avenue between southeast Lincoln and southeast Hawthorne. I am an avid cyclist and a stay at home father. I mention this as being a stay at home parent, we spend a lot of time walking the neighborhood with my daughter every day. During this time on our walks I have made the following relevant observations. At all hours of the day there's noticeably high volume of traffic that travels in front of our home on 52nd avenue. I would say the level of traffic on our street is higher than many of the other streets in our neighborhood with the exception of 50th and 60th avenue. Additionally, I have observed many of these cars traveling south of our home from southeast Division continuing to southeast Hawthorne boulevard without stops. Many of these cars that I have observed travel at speeds that I believe any reasonable person would call excessive. I believe these cars create a dangerous situation for pedestrian and cyclists, I believe that the proposed traffic diverter at southeast 52nd avenue and Division would greatly reduce the level of traffic and the speed of traffic, making for a safer neighborhood. In closing I hope that you will support northeast/southeast 50s bikeway projects including the diverter at southeast 52nd and Division. Please help me make my neighborhood safer for cyclist and pedestrians now as well as for my daughter in the future. I would be happy to answer any questions.

**Adams:** Thank you, sir. Welcome back.

**Nancy Chapin:** Nancy Chapin, board member of the Foster Area Business Association, and owner of GSG Services, just off Foster Road. Mayor Adams and commissioners, thank you for the opportunity to speak on the 50s bikeway project today and thank you for all who have worked on this endeavor.

As I've spoken, businesses and residents are supportive of the project. However there is definitely concern about any loss of parking for residents and businesses, and about the danger to bicyclist in those areas that already have drivers detouring into the neighborhood and onto the bicycle streets. As noted in the opening remarks, both redirection and extra signage will be needed to remind both bicycles and drivers that they are sharing the street and need to be hyper-conscious of one another. Given the understanding of the additional safety measures to be done, as a business owner and north-south bike lane supporter, I urge you to move forward on this project, approving it and its modifications. Thank you.

**Adams:** Thank you very much. Thank you all. Appreciate it. The next four?

**Adams:** Welcome to the city council chambers. We're glad you're here. Would you like to begin sir?

**John McLaren:** Mayor Adams, commissioner, my name is John, I live on 54th avenue a couple of blocks from the proposed bikeways. I'm 76 years old, almost 77, and still enjoy riding a bike. As a concession to my age I now use a three-wheeler. Ride the southern half of the proposed bikeway frequently from southeast Lincoln street down to Woodstock boulevard, and on to the Springwater



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corridor bike trail. Thanks to the 50s bikeway, peddling down 52nd will be a lot better and safer nearly everyone it seems for the concept, except for the proposed semi diverter at southeast division. That's quite a contention, in my mount tabor neighborhood. Do we need a diverter? Depends how much walking or bicycling you do. For a bicyclist making a left turn from lincoln street to 52nd avenue can be scary. It's hard to see northbound vehicles before they reach lincoln. Cars turning left from 52nd can swing into the path of the cyclist headed down or turning from lincoln. South division cyclists must contend with heavy vehicular traffic along much of the route, especially in and around the intersection with powell boulevard and foster road. Ironically, a bike corral consisting of six stands intended as a convenience for cyclists is hazardous, located on 52nd just north of steele street that thrust out into the street far enough to force cyclist into the traffic lane. One major improvement for cyclists would be the elimination of on-street parking on the east side of 52nd between woodstock and division to allow for new bicycle lanes. But the regulatory diverter as its known at division is a key to the success of the bikeway. Please allow the transportation bureau to test a diverter at 52nd and division. Whatever is done -- is that turning me off? Ok. Whatever is done, it will be scrutinized during two four-month testing periods. If the diverter unduly impacts parallel streets, it will be removed. If you have any questions, I will answer if not, thank you for your attention.

**Adams:** Thank you, sir. Appreciate your testimony. Hi, welcome.

**Jordan Palmeri:** Mayor add amounts, commissioners, thanks for the opportunity to testify today. My name is jordan palmeri and I live on 52nd avenue on the east side of the street, right near franklin high school. I'm here to testify in full support of the project today. I'm a cyclist, I bike to work every day, and my family and I bike all over town. Really supportive of having a better north-south connector. It's pretty hard to navigate it otherwise, and excited about having more dedicated route. What i'm most excited about is the idea of just making 52nd avenue near franklin high school a safer street. I've got two kids, all my neighbors have kids, there's a preschool across the street from me, and another one down the street. I'd love to make 52nd avenue safer and I see this as one means of doing that. I understand I think you need to petition the state to lower the speed limit to 25 miles per hour, I would love to see that. I think that would be a great move as well. And the last thing I want to say is that one of the unexpected benefits maybe of removing parking on one side of the street is that visibility is greatly enhanced. That's both for people trying to get out of their driveways and people walking, people biking, trying to cross the street. So that's another big benefit that should be thought about. Thanks a lot.

**Adams:** Thank you, sir. Welcome.

**Michael Shaver:** Mayor Adams, commissioners, thanks for letting me testify. My name is michael shaver, and I live in the mount tabor neighborhood. And after some of the diversion topics came up, it became clear that a solution needed to be presented to the neighborhood so that we could have a better consensus across our neighborhood, and not so much division. There's, you know, people that I walk to school with that have kids on these adjacent streets to 52nd and division, and it was clear that we needed to find some solution. So that's where I came up with the proposal that was presented at the mount tabor neighborhood association meeting, where the vote was taken which would do some of these things that are now part of the plan in terms of speed bumps, potential diversion at 51st, or another tool at 51st as well. That vote did gather more support at the neighborhood association meeting than any other of the votes that were taken as well. I think there will be some people that will talk specifically about the votes that were taken at the mount tabor neighborhood association meeting. And subsequently we've had meetings with the mayor's office and with the transportation department regarding these premitigation measures as well, and I think there are some neighbors that definitely were genuinely interested in solving the problems of 52nd and diversion, as well as addressing the concerns on the adjacent streets. I think there's some neighborhoods that have not been willing to give up -- been willing to have the diversion as well go in, plus these mitigations. But I think in overall, this will be a great solution

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with the premitigation and the diversion at 52nd. So I ask you to support the project and the diversion at 52nd. Thank you.

**Adams:** Thank you, sir. Welcome.

**John Mulvey:** Thank you. Thank you, mr. Mayor, members of the council. My name is john mulvey I have, i'm a former board member of the foster powell neighborhood association and a member of the 50s bikeway cac and i've been car-free since 2007. I want to express strong support for the 50s bikeway plan and just make a brief comment about why it's so important. The neighborhoods of outer southeast have as you know, unique sets of problems. One of them is that they've tended to lag behind on sort of livability initiatives that have come to a lot of other parts of the city. This particular bike route is extremely important at unlocking active transportation for a whole range of neighborhoods in the city, not just the ones that live adjacent to it. Part of that is due to the topography of the area, there's limited sort of usable routes to get in and out of that area, partly because of mount tabor itself and also because of other development patterns that have created things like the barrier at powell boulevard, and some of the other issues of sort of how development has occurred there. So I just want to express strong support for the plan, because it is really important that unlocking those neighborhoods, it will eventually be the through route that I think people coming from farther out in southeast will use when they need to get to hawthorne or to downtown or other parts of town. I also just wanted to express that there are two elements of the plan that I hope you'll also think about. One is that unfunded in the faces two piece of the plan is an idea of a dedicated bike-pedestrian crossing of powell boulevard at 54th. That's probably going to be on the horizon, I suppose. And the other thing is just to make a quick bid for your continued support for the foster streetscape plan. I know funding for that is moving forward, and I hope that that combined with this will be able to improve the foster crossing area. Thank you.

**Adams:** Thank you all for your testimony. The next four?

**Adams:** There's a lot of bells and whistles going off, the buzzer rings when you have 30 seconds left of your two minutes. Just so you can be mentally prepared for that.

**Martina Fahrner:** Thank you. Mayor, council people, I wanted to draw attention -- special attention to a small corner that rich already mentioned earlier in his report. And it's one of those narrow width streets, with an un signaled crossing. And it's really unassuming 53rd street going off belmont, but at 7:50 in the morning this corner becomes very dangerous, because we have traffic coming up from stark through 53rd street, we have parents turning on to 53rd street from belmont, we have kids trying to cross the street at the same time, and in the mix we also have bicyclists. So it is for 10, 15 minutes it's one of the most dangerous corners in the city. And he is -- here is where the bikeway already helps us, because on the belmont side that would be on the riverside of the street, of 53rd avenue, we lost two parking spots, but that basically helped widen the street so that cars do not turn into each other anymore and basically convert street into a one-lane street. It also gives bicyclist more space to use this street, and it makes it also gives visibility so kids can cross the streets more easily. So according to the 50s bikeway plan there will be a crosswalk there which draws more attention to this corner with its traffic calming features, it will also change the perception of the corner with the traffic improvement and the added safety will encourage more parents to bike to school. Bike traffic will also encourage more parents to use nearby parking lot to actually do a drop and walk and walk the last two blocks to the school. I would really appreciate if you would support this project, because it has really big impact on our school and on our students. Thank you very much.

**Adams:** Thank you for your testimony. Welcome.

**Roberta Schlechter:** Good afternoon mayor Adams and members of the council. My name is roberta Schlechter, I am one of the nearly 200 people who signed the petition expressing our concern over the diverter at 52nd avenue and division. And that will be the extent of what I speak tomorrow I am otherwise in favor of the plan. I live on southeast 53rd avenue between division and sherman street. When coming from the south, 52nd avenue via sherman street is the safest and least

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stressful way for me to get to my own driveway. I submit that this is one tiny example of what needs to go into developing a safe transportation mix for our neighborhood. Along with many neighbors I am concerned about the diverters cumulative impact throughout the neighborhood. But most especially the city plan is silent on the impact of forcing hundreds more cars on to an undersized thoroughfare like division street. I am familiar with efforts to reduce nonlocal traffic along southeast clinton and lincoln streets, but those involve lengthy stretches of road with many entry and exit points that maximize the benefit. Reducing volumes on a two-block stretch of 52nd avenue needs a different more strategic approach. Traveling through our neighborhood one notices our narrow streets. Turning left on to southeast division from 53rd avenue or turning left onto 53rd avenue from division is a challenge already. I hope that you will look at the sloppy signage on 52nd avenue both north and south of division and consider what could be accomplished if ordinary mitigation efforts were done well. The only signage north of division on 52nd is a sign that says bumps next two blocks and the sign is so cocked you can't even read it from the street. South of division the only signage has to do with where the buses stop. There is no signage in place at all to mitigate traffic right now. I submit to you that if there were a speed reduction north of division, and a stop sign placed at 52nd and sherman streets, those could have help us get to where we want to be. Thank you very much.

**Adams:** Thank you for your testimony.

**Fritz:** Why is it that you don't use 53rd to get to your own driveway?

**Schlechter:** If i'm coming down division it means turning left across oncoming traffic to get onto 53rd. From the south.

**Fritz:** You still have to turn left --

**Schlechter:** No, ma'am. What I do presently is go up 52nd, I cross division one block, go to sherman turn right and then turn right again to get onto my street to my neighborhood.

**Fritz:** I see, Thank you.

**Adams:** Welcome.

**Tim O'Neal:** My name is tim o'neal and i'm here on behalf of southeast uplift neighborhood coalition, which represents 20 neighborhood associations in northeast and southeast Portland. The southeast uplift board of directors voted to endorse the 50s bikeway plan as currently design and recommends city council approve the plan our board believes this project will be beneficial to the entire coalition area and specifically the seven neighborhoods directly affected by the implementation. We feel the project team went to sufficient lengths to gather public input on the project, the team clearly took input into consideration and made alterations to the plan based on public comment, and recommendations from the citizen advisory committee. Traffic diversion and removal of parking were a couple of contentious issues in this planning process. The project team worked with each neighborhood to create solutions that would best serve the greatest number of residents on the affected streets, and we fully support the solutions that have been proposed. Some concerns were expressed about the lack of enhanced pedestrian safety amenities along 52nd avenue south of powell. The project team believes that narrower traffic lanes due to the bike lanes will reduce traffic speeds, while not a perfect solution, we are satisfied with these improvements to pedestrian safety and do not believe that any of these issues should stop the implementation of the plan. Southeast uplift encourages the council to approve the bikeway project and we look forward to the continued expansion of bikeways and greenways across the city. We support measures to allow for the continued diversification of transportation options for all communities across Portland. Thank you.

**Adams:** Thank you very much. Welcome, sir.

**Tony Magliano:** Good afternoon, mayor. Commissioners. I'm here on behalf of Portland public schools. My name is tony magliano, i'm the director of facilities. The bikeway project will demonstrate the city's commitment to ensuring our pedestrians and cyclists are safe and closest to our hearts it will ensure the safety of our students getting to school. 71 of our schools participate in

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the safe routes to school program, 12 of those schools were recent additions specifically due to this project. 40% of the students in these schools currently bike or walk to school. So the overall safety of students is one of many reasons that we're asking you to support this project. Thank you.

**Adams:** Thank you, sir. Thank you all again. Appreciate it.

**Adams:** Welcome. Would you like to begin?

**Bruce Treat:** Sure. Good afternoon mayor Adams and commissioner Fritz. My name is Bruce Treat, former president of the Mount Tabor Neighborhood Association, or MTNA. I served as president for four years until my term expired this last May. As you can imagine I saw a lot of disputes. Though I'm not here today representing MTNA I was and still am MTNA's representative on the Citizens Advisory Committee for the 50s Bikeway Project, for this past year, plus I'm in support of the traffic diverter at 52nd and Division. I'm here to talk about the testing of that proposed diverter. Currently 52nd Avenue gets around 2,700 cars which is significantly more than the adjoining neighborhood streets in Mount Tabor by more than 2,000 cars. Adding traffic diverter at 52nd and Division will greatly reduce the amount of car traffic traveling on 52nd by about 1,500 cars per day. Or down to around 1,200 cars total. That's still pretty high, but it's more palatable than 2700 cars a day. The diverter will add some traffic to the adjoining streets, possibly up to 150 car trips daily during the eight-month testing period. If after four months of testing it's more than 150 car trips a day, on the adjoining streets, PBOT has said they will try further mitigation measures other than speed bumps or stop signs. If after another four months the traffic counts are still at 150 or above per day, PBOT will remove the diverter. So the residents on 52nd will have to endure only around 1,200 cars per day on their street, I'm asking the residents of 51st, 53rd, and 54th to be good neighbors and absorb some of that traffic. And I'm asking for your vote too. Again, thanks for your time.

**Adams:** Thank you, sir.

**Kimberly Medic:** Hello. My name is Kimberly Medic, thank you for letting me testify today. I live with my family in the Mount Tabor neighborhood, I live on Lincoln near the 52nd Avenue intersection. I have attended several meetings regarding the bikeway project, most recently the news conference that Mayor Adams had in -- by Franklin High School. My first point I want to talk about the safety at Atkinson Elementary School. The diverter will make the safe routes to school much better for Atkinson as well as other schools along the bike route such as Franklin High School. Atkinson has a fantastic crossing signal, that many kids and families use, it's at Division and 52nd. I'm sorry, 57th. The small additional volume of cars on Division traveling east will not have an impact on this, what the diverter will do is improve the safety of Lincoln Street as a bike route to school, currently Lincoln is too busy to consider having a young rider on it, even though it should be that. The diverter will also improve the crossing at 52nd and Lincoln, which many parents complain about. I walk by this intersection every day with my 11-month-old son, and this is near and dear to my heart so the diverter is very important. I see the cars speeding down Lincoln Street, the Tri-Met bus speeding down the street, not stopping at the stop sign, near misses every single day, which has been mentioned here today. I've seen it myself, and it's really only a matter of time unfortunately before somebody is injured or worse. So I hope that you can please support the diverter going in, of course I'm in support of the bikeways as most people here today are. So thank you very much for your time.

**Adams:** Thank you. Hi, welcome.

**Rebecca X. Casanova:** Hi. Thank you so much, Mayor Adams and Commissioners, for the opportunity to speak today regarding the 50s Bikeway Project. My name is Rebecca Casanova and I have lived on Southeast 52nd Avenue between Sherman and Lincoln Streets since my partner and I purchased our home in March of 2004. Beginning in February 2011, I began to attend meetings where the 50s Bikeway Project was proposed and various bikeway options were presented by PBOT staff and discussed with neighbors and other interested parties. This has been an inordinately transparent and open process and I commend the staff for that. I ask for your strong support of the

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bikeway project and also for the diverter at division and southeast 52nd avenue. I'm a year-round bike commuter. I commute daily from my home to the Portland state university campus, where I work on and study public health. I average about 40 to 50 miles per week on bike commuting. And I am an avid but timid cyclist. I'm kind after chicken. And the stretch of my commute that is the most frightening is between my driveway and southeast 52<sup>nd</sup> avenue and southeast lincoln and southeast 50th avenue. Every morning when I leave the house it's a challenge to enter traffic on southeast 52nd avenue because of the volume of nonlocal motor vehicle traffic that's using the block as a cut-through and the intersection at southeast lincoln and southeast 52nd avenue is flat-out dangerous. The visibility is terrible, and car speed through the intersection. I have had and witnessed far too many close calls here and I believe strongly the installation of the diverter would make these blocks and the neighboring streets safer for all, including cyclists. I will gladly put up with the inconvenience of not being able to drive north on southeast 52nd from division in order to make a safer bike route a reality. I also would like to make the point that I do not believe that the diverter at southeast 52nd and division is drastic, I think it's the absolute minimum that we need to do to make this bikeway safe for everyone. Thank you.

**Adams:** Welcome.

**Catherine Tosswill:** Thank you, mayor Adams. Commissioners. My name is catherine, and I also live on 52nd avenue between lincoln and sherman. My partner and I have lived on that block since buying our house in early 2004 and i'm here to ask that you approve the 50s bikeway and in particular i'm here in strong support of the diversion at division and southeast 52nd. On my block on 52nd, we are as we've now heard, getting around 2700 or 2800 cars per day. And we've heard that 90% of that is out of neighborhood cut-through traffic. This number does not surprise me as I experience this every day and I see out of neighborhood traffic speeding up 52nd and then turning left on to lincoln as they head to points downtown or farther north. My block is not equipped to handle the volume or the speed of traffic that is currently receiving. It's not zoned for this level of traffic and it's not acceptable. I would also note this problem has gotten worse in the seven years since we bought our house, and that we've had neighbors move off our block because of this particular problem. We've had three sets of next door neighbors and they've -- the ones that have left sold their houses because they have small children and they can't tolerate the level of traffic. I would add that the negative impact of the traffic that's currently on my block is real as opposed to the speculative traffic that might increase on some of the neighboring blocks. Because of that, the increase on neighboring blocks is in fact speculative or hypothetical, I believe that's why we should have a test of the diverter so we can actually see what the numbers will be. I'd also point out that installing the diverter will inconvenience me as I do travel north on 52nd, but that inconvenience is something I am willing to accept in order to see the safety of all enhanced. Thank you.

**Adams:** Thank you very much. Thanks for your testimony. Appreciate it.

**Adams:** Welcome. Glad you're here. Would you like to begin?

**Patty Ranone:** Good afternoon, mayor and commissioners. My name is patty, i'm here representing myself and I am opposed to this whole thing. I've lived in the neighborhood for almost 50 years, i've seen the influx in traffic, I moved away for 10 years, I came back three years ago, and I couldn't believe all the traffic, all the bikes. It was just like wow. Where did all this come from? I'm really opposed. I go up lincoln street, from about 45th to 52nd and beyond, every day, I see bicyclists not following the rules of the road, not wearing helmets, not signaling, on and on. And of course the motorists are at fault too. I've seen I don't know how many near misses, I have relatives and friends that are tri-met bus drivers, and i've heard horror stories from them, and southeast 52nd regardless if you're going to take away the parking or not, is not a good place for bicyclists. Thank you.

**Adams:** Thank you for your testimony. Appreciate it. Welcome.

**Salvatore Reva:** Good afternoon, mayor and commissioners. My name is Salvatore Reva, i'm a college professor, and commutes to work downtown frequently. I live in the neighborhood of

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northeast 53rd and burnside and participate in the neighborhood groups. In my small community i'd like to express the importance of the 50s bikeway project, the proposed diverters is greatly needed for the following reasons. I personally routinely on weekdays and weekends see in rush hours these problems. Cyclists on their way to and from work in traffic on 53rd and burnside, in particular it's difficult and almost nearly impossible for the pedestrian and cyclists to go from northeast 53rd to southeast 53rd. Cross burnside has cars trying to cross left and right around them. Especially around rush hour. Extraordinary amount of transportation including buses, cars, about 1800 vehicles a day including trucks using 53rd as a cut-through to glisan soon get north and go to the hospital and go to the hospital's parking lot. On 53rd we in particular see cars gaining high speed as they go down the hill toll glisan to get over the freeway. They go so fast the cars bottom out or gain a little height. And sometimes it's funny. But congestion at glisan and 53rd from the hospital traffic at 8:00 a.m. With workers going to work is literally impossible to turn left west between the hours of 7:30 and 9:00 a.m. I personally witnessed a number of automotive accidents hit nears, and pets being hit on 53rd because of this congestion. My biggest concern is automobiles don't see cyclists, and the amount of cut-through traffic is significant because of this. We need the light and semi diverters on 53rd. I'd like to thank you for your time and effort that you've made -- put in this project. It's very important that we get the light and the semi diverters before worse accidents happen. Thank you.

**Adams:** Thanks for your testimony.

**Laura Belson:** Hi. Mayor Adams, commissioners, lara bellson, i'm here to support the 50s bikeway including the diverter at southeast 52nd and division. I'm a member of the mount tabor neighborhood association. And I wanted to tell you about the june 15th meeting at the mount tabor neighborhood association held in which we voted on this bikeway and the proposed diverter. It was attended by well over 100 residents, and we sat for over two hours hashing out all the details. I will read the votes we took. The -- we voted almost unanimously to support the bikeway, we then took three votes on the approached of the intersection of southeast 52nd and division, these were intended to be taken together for your consideration. For time sake all the votes include most of the other provisions of the proposal. I'll just read the ones that affect the diverter. One was on the staff proposal this, was to test the regulatory diverter, allowing more traffic on southeast 52nd between division and lincoln. 56 voted no, 55 voted yes, and three abstained. Vote two was to test the diverter on 52nd plus a regulatory diverter allowing northbound traffic on 51st plus stop signs at the intersections of 53rd and sherman, 54th and sherman, plus undetermined speed bumps on 53rd and 54th, in other words, test the diverter adding premitigation on adjacent streets. 68 voted yes, 39 voted no and six abstained. Vote three was to test a least impact option, south proposed options a and b which includes pitch points constructed on 52nd. 51 voted yes, 43 voted no and four abstained. So in other words, vote one did reject the staff proposal to test the diverter, however it was only by one vote, many had to leave early and it shows the neighborhood was at least evenly divided on the street staff proposal. Vote three, more votes in favor, however, this option the staff determined will not solve the problem at 52nd, there are still too many cars on that road. And vote two was the clear majority, 68 yes, 38 no, test the diverter with adding mitigation on surrounding streets. I'm out of time but it shows the mount tabor residents supports options that make the whole neighborhood safer. Thank you.

**Fritz:** Thanks everybody for taking the time to come down today and also for that thorough report on the mount tabor neighborhood association process. It thrills my heart to hear about over 100 people spending two hours and not just voting things up or down, but reporting the very close votes on what you did to work through the issues. That's how I like to see neighborhood associations working. So thank you very much for coming to tell us about it.

**Russ Willis:** Good afternoon, mr. Mayor, commissioners, my name is russ willis, I live in the near northeast. I'm not a lobbyist. I am among a growing number of people who have made a choice not to own an automobile, a bicycle is my sole transportation. I'm what is called in policy and efficacy

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circles a vehicular cyclist. Which means i'm not among the interested but concerned, i'm more of the fearless or intrepid class of cyclist and i'm well known at the bac and bta and other circles as a skeptic of a lot of on-street facilities that pbot puts forward. Nonetheless i'm here to praise the work that rich newlands and sarah have put into this. I do recognize even as a vehicular cyclist the value of having designated preferred routes and obviously there is a huge problem throughout the eastern part of the city in making north-south connections. I use bits and pieces of the existing infrastructure that comprises parts of this bikeway already. What i'd like to say about this process is rich and sarah have put together over the past several months is that this ought to be a model for similar projects going forward. They've been thorough, they've been open, they've engaged the public, they've empowered the citizens advisory committee, and often pbot is perceived as walking into the room saying, this is what we already are thinking, and now we're going to persuade you why you should like it. This is not the case in which they did that. Every decision that they put forward seems to me to be not only sensible but restrained, and there are places in which actually would I have liked to see them go farther. So i'm very much in support of the this plan, I think it's obvious they've done a lot of work on the 52nd and division diverter problem, and it's clear they've made a commitment to do the necessary follow-up study. Thank you.

**Adams:** Thank you all very much. We're going to take an 11-minute -- no, we're going to take a six-minute break. It is now 3:-- now a five minute break. We'll be back at 3:15. We're in recess for five minutes for a compassion break.

At 3:10 p.m., Council recessed.

At 3:17 p.m., Council reconvened.

**Adams:** To our friends up in the control booth, we're going to come back from recess. And to our friend Karla, could you please read the next four?

**Adams:** Welcome. Glad you're here. Would you like to begin?

**Julie Rhodes:** Sure. Hi. Thank you for the time to speak. I live on southeast 53rd between division and lincoln. I'm here to show my support for the overall bikeway project and ask you to approve the project with one exception, that is the diverter of traffic at 52nd and division. The diversion of traffic here is not needed for the success of the bikeway project. As you've heard myself along with 198 residents of mount tabor neighborhood sign add petition against this portion of the bikeways project and the mount tabor neighborhood association also voted against the diversion. There is no evidence to support the diverter is needed at this location. In fact if you went on to pbot's site and looked at bicycle maps this particular stretch of 52nd north of division is highlighted in green which shows as a shared roadway with low traffic volume. There are several locations throughout the city where bikes and cars coexist safely, there is much more higher increase in traffic. Leading with the drastic option is not good policy. Pbot's solution of a diverter has far-reaching consequences. Their testing standards would allow up to 150 additional cars on to adjacent streets. Which is more than double the amount of traffic currently seen on those streets. Diverter would also undermine the goals of the bikeway, by increasing the frustration of drivers and discouraging orderly sharing of streets. We want drivers to coexist peacefully with bikes. Share the road. By implementing diverters aren't we sending a mixed message? I ask that you vote for the overall bikeways with the omission of the diverter at 52nd and division and direct pbot to focus on nondiverter options. Thank you for your time.

**Mary Hogue:** Good afternoon. My name is mary hogue and my husband and I live on the corner of southeast 52nd avenue and southeast franklin street, which is one block north of powell. We're in full support of the 50s bikeway project because we believe it will make our street more pedestrian friendly and safer for our kids, neighbors' kids and countless high school students who walk from the high school to the powell foster intersection during their lunch breaks. We also support losing the parking along our east side street. We believe it will make our corner safer for

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cars heading west on franklin and merging onto 52nd. Our corner has a higher volume of cars than many other intersections along 52nd avenue. Powell paint center is on the northeast corner, and has daily deliveries from semi trucks who routinely use franklin to bypass the powell - 52<sup>nd</sup> avenue intersection to deliver to their back entrance on 53rd. Our corner also sees an increased -- increased traffic due to both cars and large trucks who bypass the powell 52nd intersection just to avoid the traffic lights. I'm self-employed and my home office faces 52nd, and I see countless near misses and fender benders as cars try to merge onto 52<sup>nd</sup> from franklin. The cars on 52<sup>nd</sup> are moving fast and visibility is hampered by the parked cars. The removal of the parking along the street will increase visibilities for cars merging on to 52nd and hopefully reduced number of accidents on our high traffic corner. We also agree with sending more traffic onto 50th avenue over 52nd avenue since 50th avenue is much more commercial than 52nd between powell and division. Aside from powell paint center and another small commercial building, 52nd avenue is entirely residential north of powell. 50th avenue on the other hand is commercial until north of division. We also think the increased -- increase in bicycle traffic and safer pedestrian atmosphere will give our street a more cohesive neighborhood feeling. Right now we feel like we're on the edge of one neighborhood and the west side of 52nd is another. For these reasons we support the bikeway project and hope you will too. Thank you.

**Adams:** Thank you for your testimony. Hi.

**Bernard Sanders:** Hi. Thanks for the opportunity to speak today. My name is bernard sanders, I live on southeast 52nd between lincoln and hawthorne. I'm a driver and a biker, and i'm a homeowner on the proposed route. Also strong supporter of the proposal. I'd like to share one relevant personal story. I'm a member of the big brother big sister program and my little is an 8-year-old named forest, who just learned how to ride his bike this summer. He loves riding bikes, and on our three-mile bike ride from his house and mine part of the route that feels most dangerous to me is this stretch of 52nd between division and lincoln including that intersection at 52nd and lincoln. On that section we have to resort to actually biking on the sidewalk. The traffic diverter are proposed at 52nd and lincoln would reduce a lot of that fast-moving traffic that's cut through that may not be aware they've switched from a neighborhood collector -- from a collector street to a neighborhood street. These measures would make the street safer on the bike route, and forest and I would get off the sidewalk and back on the rad. Lastly i'd like to say that I had the pleasure of attending a lot of the cic meetings as part of the process, and i've gotten to observe many of the creative solution and some of the generous compromises made by all sides under the expert leadership of rich and sarah. The result is what I believe to be a well thought out plan and a balanced plan, and I hope you support it. Thanks very much.

**Vickey Khalifa:** Hi, nice to meet you. You guys look wonderful in person. [laughter]

**Fritz:** As opposed to on tv?

**Khalifa:** Yes.

**Leonard:** Wow.

**Fish:** Does that include commissioner leonard?

**Adams:** You get seven minutes.

**Khalifa:** Ok. I'm a potential home buyer, i'm in the process of buying a home right there on 52nd just three houses north of division. And when I heard that the bike lanes were possibly going to go through I was tickled. I was excited. I have walked those streets rode my bikes on those streets for many years. And I don't foresee traffic getting heavier on 51st or 53rd, the streets are narrow and bumpy, and I just don't see that happening. And I am in full support of the plan that has been proposed, and how could anybody not be? And I just -- I know where your hearts are, I know how you vote in the past, and I know that -- i'm just asking for your support for this to happen.

**Adams:** Thank you very much. Thank you all. Appreciate it.

**Adams:** We have your map. Have a seat. Welcome. Would you like to begin?

**Gregory Camp:** Sure. Can you hear me?



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**Adams:** Yes.

**Camp:** All right. I'm Greg Camp, I live on 59th between Lincoln and Hawthorne. And many of the people in my part of this larger neighborhood disenfranchised not really hear much at all about this project until it was quite far along. The people who lived on 51st, 52nd, 53rd, 54th were personally invited to a community center discussion of it. The rest of the neighborhood was not. As you can see on the maps, 52nd from Division to Lincoln, it is a major way of coming in and out of the entire neighborhood between 50th and 60th, and between Division and Hawthorne. On the north. So -- and in fact the way it was platted and set up in 1910, 1911, was it is the widest street of all those streets between 50th and 60th. And of course 52nd goes all the way south clear down to Johnson Creek in the south and it carries 6500 cars in both directions, total per day, and some of that traffic is going to overflow into our neighborhood. What I would suggest is that you think of why does the traffic come north, say on 52nd, and at the stop light on Division, the stop light there, why does the traffic not flow east and west and go out around 50th and to 60th? There are a few different reasons. One is the congestion on Division, Division narrows down at 60th and so it is significantly narrower from 50th -- 60th on west, and of course the school, Atkinson School is on the south between 50th and 60th. There's a stop light at 57th. Stop light at 52nd. And during many parts of the day there is just very heavy traffic there. I would say that to divert all of northbound traffic, 3200, 3300 cars a day there, off of 52nd and make them go either east or west is going to add to the major congestion in that segment of Division anyway. Plus I think the people who are sure that the people who are cutting through the neighborhood instead of using the major routes are just going to put up with that are mistaken. I think surely they'll go through the neighborhoods. And I --

**Adams:** I've given a minute longer. Your final thoughts?

**Camp:** Ok. I'll give you my final couple of thoughts.

**Adams:** Final thought.

**Camp:** Let's see. So I've been there 14 years, on 59th since we have moved in many, many young families have moved into the neighborhood, which is great, but what that means is all these streets between 51st, say, and 57th where the school is have lots of young families on them, and the streets, 52nd is -- the widest street between 50th and 60th, that is a major part of why the traffic comes there. Plus 52nd connects all the way south. So the people who are on 52nd who you heard from today and by one person after the other, have to ask themselves why they chose to be on a street that is so heavy. And from the beginning when it was made --

**Adams:** Because your point of view is in the so far of those that testified, it's different than others I've given you four minutes and I appreciate you helping to reinforce some earlier testimony and your concerns. Hi, welcome.

**Alia Miles:** Thank you. Thanks very much Mayor and Councilors. My name is Alia Miles, I live on Southeast 54th between Division and Sherman. I'm an attorney and a mother of a 6 and 8-year-old, but I'm here representing only myself and my family. And I am very much in support of the bikeways project. I think it's fantastic. However, I am not in support of the proposal as it currently exists which as I understand it includes the semi diverter. For the two-block stretch there. Excuse me, I'm using an iPhone because I didn't think I would necessarily be able to testify here today. What I wanted to highlight today is that I agree that the two-block stretch of Southeast 52nd is busy, and I agree that the intersection 52nd and Lincoln is a dangerous one. I am in complete agreement with my neighborhood -- neighbors about that. What I'm confused about is why this bikeway is the call list for a strange in street character on this stretch of Southeast 52nd. When I bike to work I regularly travel on much busier streets where cars and bikes share the road. So this can't be about that. In my 15 years of acquaintance with this stretch, it has had a consistent character. When I looked at -- into buying houses this was described as a busy or busier street. In fact I never knew until today that 52nd was zoned the same as my street. I never would have known that based on existing signage or the existing infrastructure. So there's clearly room for improvement there. And I don't know why the bikeways -- the catalyst or the vehicle for solving a problem that clearly

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predates it. Second, it seems a diverter should be thoughtfully use to divert the flow, whatever it is, traffic or water, to an intended destination. You don't first build a dam and then later decide where the water should go. Here I understand this proposal predicts 1500 cars will have to go somewhere, but where will they go?

**Adams:** Time.

**Miles:** Ok.

**Adams:** Your final thought?

**Miles:** My final thought --

**Adams:** It has to be shorter than mr. Camp's.

**Miles:** Ok. I can assure you the nearly 30 children under the age of 10 who live on my two blocks will notice 150 cars, and that in fact we already have a lot of cut-through traffic at high speeds.

There will just be more. So I am supportive of this proposal and i'm supportive of the diverter if there's adequate mitigation from the get-go. I don't really see there's a lot of need for it.

**Fritz:** Could I ask you, you don't feel the speed bumps are mitigation, that that would stop people from cutting through on 54th?

**Miles:** I don't, no. I see very persistent cut-through traffic.

**Fritz:** Currently? Do you have one of the very bumpy roads?

**Miles:** It is bumpy.

**Fritz:** People still speed through it?

**Miles:** Absolutely. And there's no stop sign at the sherman intersection. And I can't tell you how often I hear screeching brakes and there are nearly collisions there regularly with people doing cut-through.

**Fritz:** Thank you.

**Adams:** Thanks for your testimony. Hi.

**Alex Reed:** Hi. My name is alex reed, I am a resident of the reed neighborhood, and a hopeful future homeowner in southeast and parent in southeast. I am testifying because I bike and drive in this area. Actually I drive a lot more often than I bike because it's not very pleasant currently. And I am most of all supporting the diverter at 52nd and division because I think it will make the neighborhood much more pleasant for a lot of people, and the motor vehicle traffic that is diverted I have faith will move almost entirely to 50th. It's a much more appropriate street and it will get people to their destination a lot faster than cut can through on 54th or any of the other alternatives. And the reason that I support it is that bike boulevards work a lot better if traffic is really calm. We have a lot of bike boulevards in the city, some of them aren't really calmed, and the bike staff at pbot I understand is going back to them and recalling them. Let's do it right the first time on this one, at least give it a try. Why not try it? Monitor the traffic volumes, and see if it works. That's what I say, and I think that it is worth giving a try to have a nicer bikeway and a nicer environment for the people living on 52nd. Thank you.

**Adams:** Thanks for your testimony.

**David Hill:** Hi. Thanks for having me. My name is david hill. I am an avid cyclist and I support the 50s bikeway project, but i'm strongly opposed to pbot's proposal to divert all of the northbound traffic on 52nd at division onto the adjacent streets. Pbot at times has presented other very reasonable options for calming traffic on this two-block stretch of 52nd. In addition, if you fix the intersection at 50th and division, much of the traffic on 52nd would go away. I would urge the city not to jump to the most drastic option first, but to explore other options that would not have as negative an impact on livability for the neighbors of the bikeway. My street intersects division directly, and is one of the streets that would receive the diverted traffic from 52nd. We've been told that pbot wants to testify the diverter first. We want -- woe oppose this testing because the number of additional cars on our street that is acceptable to pbot allowing them to declare mission accomplish is not acceptable to most of us who actually live on those streets. You will hear or have heard from many people in support of that diverter. I hope you'll observe that very few of these

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supporters actually live on the streets that will receive this additional traffic. So I urge city council, please direct pbot to pursue other nondiverter approaches for calming traffic on this 960-foot portion of the 6.7-mile route. Thank you.

**Adams:** Thank you. And thank you all for your testimony. Appreciate it.

**Adam Barber:** I am adam barber, i'm here to support the bikeway project. It will certainly add volume to local transportation options in my neighborhood. I am, however, opposed to the northbound diverter at 52nd avenue. I think it's the wrong tool for this job, I think it's much too blunt of a tool, it's much too extreme of a tool, and we've heard about the impacts that inevitably will happen to local streets. I think doubling the traffic on 53rd avenue is unacceptable. Specifically 53rd avenue is very poorly surfaced. It's the cement basalt rock type of surface, we have cracks, potholes, tire slap sounds are very loud, particularly at night. They already wake me up at night. And just doubling the traffic for that reason alone would be an unacceptable impact. Also a number of the residential units at the corner of 53rd and division do not have off-street parking. It's not an option. So they have to park on the street. Cars are almost always occupying already a very narrow street with cars. So to double the traffic to increase traffic through that intersection is just going to make the current safety situation worse. My request is that you please consider the lay of the land, i'll call it, and look at the difference between 52nd avenue and the surrounding streets when it comes to the existing width. The openness, the line of sight, 52nd avenue was designed to convey traffic. The other adjacent streets were not. And they're not going to handle that same amount of traffic that's diverted as well. There will be greater impacts to direct the traffic to other streets that were never designed to convey traffic like that. I am asking that you please approve the bikeway project, but abandon the diverter design and consider other alternatives that could calm and discourage traffic on 52nd avenue, like speed humps, curb extensions, and stop signs. And i'm confident that with some minor design alterations to this project, that the impacts can be minimized and the project goals can still be accomplished. Thank you.

**Adams:** Thanks for your testimony. Hi.

**Kirsten Burt:** Hi. My name is kirsten, and I live on southeast 52nd between powell and division. And i'm here to support the bikeways project, including the traffic diverter at 52nd and division. I moved back to Portland last year after living in other cities for 10 years, and it was just really great to see how much more bike friendly Portland is now after those 10 years. I bike to work and bike around town with my son when I can, and i'm really excited about this 50s bikeway project and the fact it goes right past our house. For a couple reasons, I think it will add a great route from southeast to northeast which we don't really have currently, and i'm also really excited about it lowering the speed of traffic on 52nd. Between powell and division is a very residential neighborhood, there are at least two preschools in that stretch, plus the high school and lots of families with young kids. And I just think in general traffic on our street is way too fast, and I think this project including the diverter at division will make our street more livable. Thank you.

**Adams:** Thanks for your testimony. Hi.

**Steve Woolard:** Hi. Mayor, commissioners, mime steve woolard, the owner of carts on foster at 52nd and foster and currently it seems like just experienced bike riders go down 52nd. I'd like to see it with the pass so the average person feels safe on the street. It would be great for our business, and good for the neighborhood. So thank you very much and I hope you support it.

**Adams:** Thank you, sir. Appreciate the brevity of your remarks. Hi.

**Christopher Yake:** Hi. I'm chris, member of the cac and resident of the woodstock neighborhood. You'll be happy to know i'm not going to talk about the diverter. As a driver, cyclist, pedestrian, father of three small children under 7, I want to convey my family's enthusiastic support for the 50s bikeway project. I want to see 52nd enhance south powell for a number of reasons. Not least of which i'm incredibly lazy. When I started commuting by bike I used to take the 41st avenue bikeway. It wasn't long before I realized it was a lot faster and less hilly to brave 52nd until I reach lincoln street. Is it a white knuckle adventure every day giving the heavily speeding traffic. The

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good thing is I never have to worry about being doored as so few cars park on the street. 52nd avenue has the potential to be a highly livable, multimodal street with neighborhood retail at woodstock, steele, holgate, and foster. The success of toast, a popular breakfast destination at steele is a demonstration of this potential. Until the bikeway and additional improvements are built toast is likely to be the exception. The street is designed for through traffic, many of them nonresidents from clackamas county to the south. Over 13,000 cars travel this stretch every day. Comparable to the daily traffic on woodstock and inner division. According to pdot 85% of the cars are speeding. This is untenable given this is a neighborhood street with an elementary school. The corridor's land uses reflect this. We have four convenience stores, four auto stores occupying eight of the 12 retail corners along this stretch. It's very auto oriented in nature. We bear all of the traffic within -- while enjoying few of the benefits. This becomes an equity issue. Not only should the council support the bikeway, it should go further by helping enhance 52nd become a more livable corridor for families and residents in the neighborhood. Thanks.

**Adams:** Thank you for your testimony. Thank you all. Appreciate it.

**Adams:** Hi, welcome to the city council, would you like to begin Mr. Harrison?

**Michael Harrison:** Sure. Good afternoon Mayor and commissioners. My name is Michael Harrison I live on SE 53<sup>rd</sup>, north of the proposed diverter on 52<sup>nd</sup> and Division. I'm here today to support the 50's bikeway project. Including testing the diverter. Some of my neighbors on 53<sup>rd</sup> have been puzzled as to why I would support even testing a diverter that might bring additional traffic to my street and my answer is four fold. First, though I live on SE 53<sup>rd</sup>, I and my family walks and bikes and drives on streets throughout the neighborhood, and as such we consider ourselves affected by unsafe conditions on any of our neighborhood streets. Second I consider existing conditions on SE 52<sup>nd</sup> especially at the intersection of 52<sup>nd</sup> and Lincoln to be unsafe today. Third, I don't feel safe biking with my children on high volume streets so I strongly support the bike way program generally. And lastly, i'm comforted by the knowledge that speed bumps and stop signs will be installed on s.e. 53rd at the outset, and I find it encouraging that if after eight months SE 51<sup>st</sup> or 53<sup>rd</sup> becomes the new preferred cut-through route, the diverter would be removed on 52nd. The diverter testing has been an extremely divisive issue in my neighborhood. It's not my neighbors fault, it's not the cities fault, there just aren't any easy answers, given the topography, the block layout, and the traffic patterns in our neighborhood. Given the controversy I'd like to thank my neighbors and PBOT's staff, for their willingness to help develop the mitigations that are included in appendix B. I know it has helped relieve some of my anxiety about the project and also helped relieve some of the anxiety of my neighbors. Thank you very much.

**Adams:** Thank you for your testimony. Hi, welcome.

**Eva Van Dyke:** Hi. My name is eva van dyke. Thanks for listening to us. I'm an avid walker and cyclist and occasionally drive. I support the project, I oppose the diverter at division. Sorry, guys. There's a lot of congestion on division and my concern is for the kids. We've got atkinson grade school and clinton park and franklin high school and it really disturbs me when I found out you were taking the traffic numbers in the summer. School is out. Traffic in our neighborhood -- sorry I live on 57th up the street from atkinson. Traffic in our neighborhood changes drastically during the school year versus summertime and I beseech you, please, take your traffic studies when school is in session, otherwise you're not getting a true picture. We have a problem right in my area because atkinson has no parking lot for staff or parents. When it was designed, somebody said 1910. The kids all walked to school. Now the parents all drive them. It's a really different situation. I'm concerned if the northbound traffic has to divert one way or the other, I don't know how much is going to go east and how much is going to go west. It's going to put a lot more traffic onto division which is already gridlocked at the beginning of the school day and end of the school day, turning into rush hour traffic. My concern is for the kids. Thank you.

**Adams:** Thank you. Hi.

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**Allen Field:** Good afternoon, mayor Adams and commissioners. I'm Allen Field, I live near 34th and Division and generally support the project and more bike routes but I'm here to speak in opposition to the diversion issue and the removal of parking south of Division. As co-chair of the Richmond Neighborhood Association, he wrote the letter that the neighborhood association gave to the project for general support but I'm here on my own representing my views and in the process, we didn't vote on the particular issues today. What struck me, three issues. One, the number. People who oppose this. We've got an 100 person petition and the neighborhood association, Mount Tabor voted to oppose it. Whether it's one vote or -- it was hotly debated and the other thing, the passion behind this for the diversion is mostly, except for the person over here, mostly people living on 52nd, I can understand their desire to lessen traffic, but the obvious solution is increase the speed bumps on 52nd, their desire is to slow down traffic and raise the speed bumps. You can go over them -- I didn't notice there were speed bumps. Raise them. Instead of taking the most restrictive option and measuring the rise of dangerous incidents in the neighboring streets. Focus on that street and put in speed bumps and I'm opposed in removing parking south of Foster. I was mazed when I drove that stretch from Foster to Woodstock, 30 intersections all but three are offset T intersections with no painted -- had a safety component and nixed it for funding reasons and I urge the council to put funding back in to make the crosswalks safer and drive it for yourself and you'll have the epiphany I did, realizing, it's a dangerous street to cross.

**Adams:** Hi, welcome.

**Jeremy Trone:** Hi. I'm Jeremy, a resident of 52nd Avenue near Steele. And father of three. Commuter by both bike and car. Here to give full support for the project and the diversion on [inaudible] and Division and the project as it is. And, of course, we've gone over several, the primary benefiting about the more direct north-south route for cyclists in this east area of the city. Um, but also, as has been mentioned, to -- to enhance the safety and liveability of this -- this area, the corridor. Particularly below Foster where traffic volumes and speeds are very high. So I think this -- this section stands to benefit largely from this project with the calming -- traffic calming benefits of the proposed project. I support either traffic calming structure and lowering of speed limits to a street that as we know is highly used and the posted speed limits are largely not respected. Thank you for your time.

**Adams:** Thank you for your testimony. Thank you all, I appreciate it.

**Moore-Love:** The last three --

**Adams:** Would you like to begin?

**Chris Rall:** Sure, I'm Chris Rall. I live on 54th north of Division. I'm in the area that, you know, where there's been neighbor concerns about diverted traffic from the proposed 52nd and Division. I'm also a father of three young children. Two of them go to the Tulip Tree preschool on 52nd just south of Division and I'm here to speak in support of this project and in support of the diverter at 52nd. I think that PBOT and the committee have done a great job looking at the options to make the project work and be a part of the network for our city in terms of bicycle transportation throughout the city and how it benefits us in a variety of ways and health and economy and affordable options for people. When you look at the options particularly for the two-block stretch from Division to Lincoln, there's a lot of challenges and the diverter is what makes the most sense and gets us closest to a system useable by people who might be more timid if we don't make a comfortable enough bike network. The potential for diverted traffic on my street, I'd say I feel comfortable, especially with the stop signs at Sherman to slow down traffic and keep the cut-through traffic to a minimum and I feel comfortable with the project and I hope you'll support it and think about our children and as they grow older, the options they have to get around, even before they're old enough to drive and affordable options to get around. Please support this.

**Adams:** Hi.

**Judith Russo:** I'm a resident and business owner on southeast 52nd on the east side near Woodstock and I believe this could be a good plan, but -- and I believe ensuring that the safe

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passage of bicycles is very important. However, I don't believe the city or my fellow citizens have given this bikeway plan enough study regarding pedestrian safety. I'm afraid some of the city people have heard my voice a little too much in this regard and I apologize for my vociferousness. However, it is a dangerous street to cross. There's nothing in the plan that addresses the pedestrian safety and access on southeast 52nd avenue of the bicycle and automobile interaction is well covered. But the slow moving unprotected bodies as their own means of conveyance, we're in trouble and the bike plan may reduce speeds and create greater awareness of pedestrians but this is part of a very flawed and superficial plan for -- my reading of it. And makes it a laughable conclusion. It's not a foregone conclusion and should not have been. In every conversation with every city bureaucrat, i've encountered the constant theme, we cannot have pedestrian safety remediation along s.e. 52nd can't put in signs or crosswalks and can't construct speed bumps, can't add light, can't alter sidewalks, can't construct safety islands and on and on and oddly the bicycle plan is going through but we're not adequately addressing pedestrian safety and I have neighbors and tenants who have physical issues and they're not being kept safe in this plan and I worry for those folks. And I think it needs to be studied in a lot greater measure. Otherwise, i'm for this plan. Thank you.

**Fritz:** So let me just ask, what kind of pedestrian improvements were you looking for?

**Russo:** For instance, to be honest, i've been told crosswalks can't be put in because it makes it appear as if that's a safe crossing spot. Well, we don't -- we don't -- there are numerous places where we need crosswalks. We have schools there. We have parks there. We have people wanting to go to reed college there. A lot of pedestrian traffic. There should be more crosswalks. The fact is that every corner is a crosswalk, right the city has done all kinds of work on getting cars to recognize bicycles with, say, for instance, the green box plan and there's that loop that's played at the dmv that talks about don't take a right hook turn on bicyclists at the green box. What if the city did an education program, if you cannot put in sidewalks, that are bumped out, if you cannot put in crosswalks or cannot put in more stop signs or speed bumps, why not at least start an education plan at least as good as one that's at the dmv regarding the green boxes for bicycles.

**Fritz:** Thank you.

**Russo:** You can't cross.

**Fritz:** Thank you very much.

**Russo:** Thank you.

**Adams:** Hi, welcome.

**Kenny Heggen:** Hi, thank you, sam Adams and council members. I'm kenney, woodstock community board member, media community chair and I live off 52nd and harold and I bike and I bike about 600 miles a year. I walk my dog on 52nd and i've had the honor to take part in the citizen advisory committee this past year and i'd like to thank the outreach efforts of sarah and rich and jenny and the rest for their hard work and efforts to educate the community and listen to concerns. I'll read the letter of endorsement on behalf of the woodstock neighborhood association. Woodstock neighborhood association wishes to endorse the 50s bikeway plan between southeast holgate and southeast duke streets and wish to express thank to sarah and rich whose prompt communication has been helpful and educational. We understand pbot is taking precautions to promote the safety of all passengers along this route and we're excited by these measures as we're concerned about the safety of pedestrians. Therefore, we strongly support pbot vehicle speed reduction initiatives, petitioning the state for a posted speed reduction from 30 to 25 miles per hour and installing speed reader boards, suggest these be permanent and stronger crosswalk enforcement, especially in the school zone at harold and 52nd avenue. And consideration of fire friendly speed bumps. The only thing we would add, we understand this is not for pbot to decide, new flashing beacon crosswalks along 52<sup>nd</sup> ave between woodstock boulevard and division where appropriate and where there's gaps. finally, wish to support the second family-friendly bikeway project be a -- bike way be on the priority of the availability of funds. Feel free to contact with any -- anything

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you may have. I also, I know they have safety challenges and as funds are available, I do support the second bikeway and if we can get families and kid on tow and kids on bikes, that's a sign of a true world class bikeway. On 52nd, I see bikes behind cars and they wait until cars go by and they go by so quickly, I think the fire speed bumps would be a good move.

**Adams:** Thank you sir. Thank you all for your testimony. If we can have staff come back up. Questions, comments and concerns. Commissioner Fish.

**Fish:** Thank you, mayor. Sarah, a couple of questions. The testing proposed for the diverter at the four and eight-month period is -- is triggered off a threshold volume of more than 100 vehicles a day. Remind me how we got to that standard.

**Sarah Figliozi:** The threshold is 150 vehicles, and it goes back to the impact threshold curve which was -- actually a city council adopted policy. And it takes a look at essentially that policy set floor of 150 cars. And then looked at the relative -- there's a relative increase based on the initial volume of cars on that street.

**Fish:** So that's how the standard has been determined and after four months, you would take some data under this proposed testing and at eight months, you -- you would make a determination whether to remove the diverter based on some criteria. Is there a circumstance where you could be below the 150 vehicles and still enough evidence that's before you that would cause you to consider removing the diverter?

**Figliozi:** No, at this point, we have only included the traffic volumes as part of that criteria.

**Fish:** Nothing here precludes the community from expressing other concerns.

**Newlands:** There is additional public involvement to discuss the results to make sure those unwritten criteria that are difficult to put down at this point are being met. Everyone feels we've made a good faith effort to solve the problems that might arise.

**Figliozi:** We'll be going back to the community at the four month mark to show them results and as well as the eight-month mark to talk about what we saw and look at options.

**Fish:** Does that come to back to us at some point with a report or hearing or what's -- what's the plan?

**Figliozi:** We're more than happy to bring a report back. To deliver a report to commissioners if they would like a copy.

**Fish:** Certainly, I would appreciate some kind of written update and whether my colleagues want another hearing, we can judge that at execs -- but certainly, a written -- a brief written report and I would like to know about what issues were raised -- assuming this passes, what issues were raised and that would include issues beyond the 150 vehicle trigger just so i'm aware of what has bubbled up in terms of community concerns. Thank you.

**Adams:** Commissioner Fritz.

**Fritz:** First, I commend everybody for being here today. Thank you for excellent testimony and also sending in your testimony ahead of time. I think almost everyone who testified has also sent in written comments. That was helpful in helping me understanding the issues have been and process.

And in particular, I applaud the constructive way that people have raised the disagreements without being disagreeable and haven't questioned motivation and kept to the topics and the things I need to know to make a decision so I really appreciate that. It's a good process. Based on the input we received in my office it was obvious that the diverter would be the key issue of contention. The opposition said there's not an adequate study of the impact which will be probably -- possibly increased at least 51st and 53rd, as well as the other streets, other than 50th and 60<sup>th</sup>. That it would increase congestion and frustration of drivers on division endangering the students at atkinson and franklin and there are other less drastic alternatives that should be tried first such as the bike speed zone, the mid street stop signs and better speed bumps. Conversely I heard from supporters it would have a positive safety impact on a very dangerous intersection. 52nd and lincoln and 52nd and division would calm speeding and lower accidents and bring these streets closer to a local access street volume which is neighborhood collection and generally create a calmer neighborhood

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and improve the safety of lincoln as a bicycle route to school. We heard also that we should test it out and just as the opponents say there hasn't been an adequate study of the impact. The perception that the diverter will cause problems hasn't been based on data either. Based on the certain I heard, I talked with the mayor about a friendly amendment to the ordinance stating, be it further resolved that a report be developed and delivered to the council offices and Richmond and mount tabor neighborhood associations within in one year after installation of the diverter at 52<sup>nd</sup> and that report provides analysis of traffic counts, accidents and movements and any recommendations for further improvements or alternatives to alleviate traffic impacts of any in the surrounding neighborhood.

**Fish:** Second.

**Fritz:** Thank you. This doesn't necessarily bring it back to a hearing before council, although it would definitely get the report delivered to council and provide a process for once this has been tried out, we can see if there are impacts or not. Do you want to vote on that now?

**Adams:** Yeah, I think, the opportunity for four and eight and then to have an opportunity for the neighborhood and staff and other stakeholders to look at options, if there needs to be improvements to any unintended impacts, I think it this sense. Karla, unless there's additional discussion on the motion, Karla please call the vote on the amendment.

**Leonard:** Aye.

**Fritz:** Thank you, aye.

**Fish:** Aye.

**Adams:** Aye. Amendment is approved.

**Fritz:** One other question. I did drive the area yesterday. Previously had spent most of my time waiting at 50<sup>th</sup> and division for the start of the division/Clinton street parade which I commend nancy chapin and the business district for a organizing that every year, but having driven 51st, 53rd, 54th with their exposed aggregate concrete surface, I'm wondering if those streets considered improved to the city standards. Maintained by the city or no?

**Newlands:** Definitely maintained yes.

**Fritz:** We don't have any plans to repave them to provide a smoother surface.

**Newlands:** Not that i'm aware of.

**Fritz:** I think that might be part of the ongoing discussion. I heard the comment about the noise of the exposed aggregate. On the other hand I felt it was more unpleasant to drive on those streets than the gravel roads and dirt roads of southwest Portland where I live in terms of vibration and I personally would not be choosing to cut through on those streets, particularly since they're so narrow. I want that in the record we're not planning on making them smoother without discussion with the neighborhood. And final question is it was mentioned by the last speaker, I think, there had been a meandering neighborhood alternative route south of woodward and we're not able to fund that at this time. Do I understand that correctly?

**Newlands:** Right.

**Fritz:** Is there a hope that that second section might be put in?

**Newlands:** When we presented it to the bicycle advisory committee, they agreed it should be a high priority when we search for additional grant funding to improve bicycle projects.

**Fritz:** And what about pedestrian safety --

**Adams:** If I could also -- part of the answer is we have -- how far you might view the 50s, we need to do for the 80s and the 100s. This sort of basic no one is claiming this is perfect, but basic improvement and a also don't want to lead people to believe it's a quid pro quo either.

**Fritz:** Thank you. A good clarification. What about the concern about pedestrian improvements, particularly crosswalks and speed of bicycles with relation to pedestrians?

**Newlands:** That's a great concern and certainly a regret of ours we couldn't do more in that regard. It is a difficult situation to do those things that judith talked about with regards to improving pedestrian safety. As you probably heard before, just striping crosswalks without any additional



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improvements in a street environment like that is not an option. We would have to do a considerably more in terms of improvements. Such as curb extensions or median.

**Adams:** Safe options.

**Newlands:** To make that a safe crossing. However, every curb extension and median we build, these are -- makes the parking supply just that much less, so we're trying to balance against that concern as well.

**Fritz:** That's something that could be brought back when we do the four and eight and yearly review, if it turns out there are more pedestrian-bicycle crashes that's something else we could look at.

**Newlands:** Yes, definitely.

**Fritz:** Thank you very much.

**Adams:** Unless additional council discussion -- Karla can please call the vote on the resolution.

**Leonard:** Well, clearly issues like this require a balance and I think the staff has done a great job in achieving that balance and what they brought forward. I bring to this discussion here today some extensive experience in east Portland, I currently live on 135th, north of foster and regularly bike from that location to here. So what I appreciate, maybe that others may not is the tremendous danger even if you bike defensively and I would say to those who walk, walk defensively you can use all of your best devices and watch both ways and still be subject to the closely or, in fact, hit by a motorist. So what I appreciate is that we have a plan for the -- somebody said this is the outer southeast. I would argue that was outer southeast. It feels very inner southeast coming from 135th.

**Adams:** The closest cross street.

**Leonard:** Foster and 135th. So I just appreciate the fact that we're focused on creating safer thoroughfares and bike boulevards and I regularly use clinton, woodward bike boulevard and again, for anyone who thinks that on a bike boulevard or what we're proposing here for a pedestrian you're safe, I would caution you to never cross a street whether you're a walker or a biker without seeing the driver's eyes and making sure they see yours. I can't tell you how many times that has kept me from being struck from people who ignore stop signs and stop lights. The issue apparently is more about the diverter and I understand the concerns of those who live on 51st and 53rd and 54th and the other streets that have testified and i'll be mindful of the report when we get it back. And consistent with commissioner Fritz's amendment. But there's a balance that I hope a report like this strikes and that's not to myopically look at what the impact was on 53<sup>rd</sup> and 54<sup>th</sup> and 55<sup>th</sup>, but the broader analysis which should be overall reductions and collisions involving bicyclist due to the work that were doing here today. The broader impact of reducing the traffic flow on 52nd, as a balance to what may -- may actually increase traffic on the adjoining streets. So I appreciate this work. I think we need more of it in Portland and pleased to vote aye.

**Fritz:** Thank you, to sarah and rich and all of staff working on this project. Katja Dillman in the mayor's office has been very helpful in informing my staff. And talia stossel our wonderful law school graduate who's volunteering in my office as an intern has been very, very helpful. I commend mayor Adams for his leadership and our whole council that passed the bike plan and now is supporting ways to implement it. This project does support bicycle safety and cyclist safety and motorist and pedestrian safety in making sure there's better ways to share our public spaces. So i'm very much in favor of infrastructure improvements like this that recognize the sometimes conflicting needs of the three modes and respect and make sure that each has been considered carefully. As to whether we have the balance correct, we have the four and eight and one year, 8 month and one year reviews. The diverter is not a permanent structure. But I -- as I understand it, there's a unique -- I don't think i've seen this in a city ordinance in the 20 years i've been tracking. Maybe I'm not remembering, a promise to take it out if it causes problems. So I think that reflects the depth of the citizen engagement in this process and the staff work. To have recognized that there needs to be significant promises to neighbors that you do the follow-up study. And particularly appreciate the eight neighborhood associations that engaged in the public process and

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took formal positions -- rose city park, north tabor, mt tabor, south tabor, foster-powell, Richmond, creston-kenilworth and woodstock and also the foster powell and Woodstock business associations. These neighborhood associations reflect a broad cross-section of incomes and living styles and business vitality and it's good to see this particular project on the 50s from burnside south. That will revitalize the neighborhood, I believe this is an excellent project that will meet the goals that it intends to do. And I again, thank everyone for their diligence and coming to city hall today to help flush out and figure out the best way forward. Aye.

**Fish:** Well, this past sunday I had the pleasure of participating in a sunday parkway event and as parks commissioner, we're a proud partner with pbot of this juggernaut that keeps getting better, rain or shine and it's exhilarating to be on Sunday parkway events because you have dedicated streets and it's safe except for the people making the turns the other way wide or the kids who don't stay in their lanes but it's a safe experience and I think what we're trying do today with the bikeways, to extend the theme of sunday parkways to seven days a week. To create safe places for people to ride and enjoy riding in a safe setting. So I applaud the work of the whole pbot team and it's a model, and something of this complexity is very rare for something like this to come to council where it seems like 98% of the moving pieces have broad public support and we have a relatively small piece still in contention so I compliment the staff and outreach that's been done on this. A number of people testified about living in adjacent streets and being parents with children or being older adults or whatever and feeling fear about displaced traffic. I live on what used to be called 39th avenue and it's now cesar chávez boulevard. There's too much speeding in front of my house and it resonates with me when people say they have young kids and worried about safety. I would not have supported this had there not be the testing to check it out at the four and eight month period and seemed sincere in getting it right. I appreciate that. The testimony today has been thoughtful and a appreciate the time everyone has taken to com educate us about their point of view and those who leave disappointed, you've helped to make a record and had the city make a commitment about testing and don't view this as necessarily a loss. Hold our feet to the fire what we're committing to and i'm hopeful this is a success. Congratulations and congratulations to the mayor for following through on commitments we made to the bicycle master plan. Aye.

**Adams:** I'd like to thank the federal government that provided the funding for this. And again, thanks to rich and sarah and jenny and the entire pbot team. Former director sue keil and also tom miller and underscore thanks to Katja dillman in my office and Catherine ciarlo on the transportation team. The city council has changed -- when we have the information, we try and make informed decisions and when we don't, we'll do pilots and do initial efforts and monitor and make permanent decisions based on that experience and that's what we're trying to do here. And pbot and the city council based on real-life information have changed the initial sort of flow of things, or the initial decisions and we'll do that here if we have to. But the goal of this is to get the busy street on the most appropriate corridors. Not on neighborhood streets. And sometimes you know, that requires some tweaks and changes to our initial assumptions but i'm confident that we have the testing period in place that will allow us to do that in an informed way. And in terms of pedestrian safety, fair point, what i've learned sadly over the years, crosswalks are not always the most in all situations the safest -- they're not always safe. It doesn't mean they're -- you know, and these t streets we have across the city are awful. But, um, a simple crosswalk at some of these t streets really can make it more dangerous by giving the pedestrian a false sense of security. That's the last thing we want to do. Thank you, everybody, look forward to the testing period and most importantly, i'm really pleased we can move forward on this major, major north-south safety improvement. Aye. [gavel pounded] we're adjourned.

At 4:22 p.m., Council adjourned.