

OUTER POWELL CONCEPTUAL DESIGN PLANIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE

Email

✓ Shelli Romero	ODOT- Public Policy & ^{Affairs Manager} Communications	
✓ Tom Barnes	Powellhurst-Gilbert N.A.	
✓ Tom Lewis	Centennial N.A.	
✓ Jim Chasse	East Portland Action Plan	
✓ Teresa Kerahi Soto	Representing OPAL	
✓ MARK WHITE	PGNA	
^{spoke} TOM LEWIS	CENTENNIAL COMMUNITY ASSOC.	GAMODATO@AOC.com
RONALD D MURRAY	9999 S.W. Wilshire Suite 202 Portland OR 97225	(503) 292-5353 rdm@ronaldcmurray.com
CANNY L. PIERSON (CMTS)	10177 SE POWELL BRID - PORTLAND OR	✓ ✓ ✓
✓ EDWARD J. SULLIVAN	Garvey subway d B4BR Morrison Bldg. Portland OR	
Nick Sauvie	5215 SE Duke 97206	nick@vosecdc.org

OUTER POWELL CONCEPTUAL DESIGN PLAN

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

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Jean DeMaister	12350 SE Powell Portland, OR 97236	jdemaster@human solutions.org

RONALD D. MURRAY, PC
ATTORNEY AT LAW

9999 SW WILSHIRE STREET, SUITE 202
PORTLAND, OREGON 97225-5023

E-MAIL rdm@ronalddmurraypc.com
TELEPHONE (503) 292-5353
FAX (503) 292-2206

June 7, 2012

VIA HAND DELIVERY

Mayor Sam Adams and Portland City Council
City Council Hearing/Chambers
@ On a temporary basis:
C/o
Portland Building
1120 SW 5th Ave, Second Floor Auditorium
Portland, Oregon 97204

Re: Resolution in Support of Outer Powell Conceptual Design Plan

Dear Mayor Adams and Council Members:

I represent Curtis family members, who are fee title holders of certain real property on SE Powell Blvd directly across from Ed Benedict Park and whose interests are affected by the Outer Powell Conceptual Design Plan.

Please provide me with notice of adoption of this resolution pursuant to ORS 197.615(4).

Thank you for your assistance.

Very Truly Yours:
Ronald D. Murray, P.C.



Ronald D. Murray



Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Transportation Region 1
123 NW Flanders St
Portland, OR 97209-4012
(503) 731-8200
Fax: (503) 731-8259

June 7, 2012

File Code:

36931

Office of the Mayor
City of Portland
1221 SW Fourth Avenue
Portland, OR 97204

Dear Mayor Adams and Commissioners,

The Oregon Department of Transportation (ODOT) is pleased to support the City of Portland adoption of the Outer Powell Boulevard Conceptual Design Plan.

We would like express our thanks for the dedication and many hours of hard work that east Portland community members put toward development of this conceptual design plan. There is tremendous enthusiasm for making the Outer Powell area safer for pedestrians, cyclists, transit users and drivers, as well as enhancing the community's sense of place.

ODOT supported the City of Portland's application for the Transportation Growth Management grant that paid for this conceptual design plan, and actively participated in the Citizen Working Group meetings. We also worked closely with the City of Portland and the community to resolve several technical issues that arose throughout the planning process.

ODOT has committed \$5.5 million of funding in the current Statewide Transportation Improvement Program for safety improvements on Outer Powell – a significant investment given today's financial limitations. Following adoption of the plan, we intend to initiate design and construction of improvements aimed at improving safety at high crash sites.

With revenue forecasts predicting further declines in transportation funding in the coming years, it will take substantial new revenues to fund the full build-out of major modernization projects such as widening Powell Boulevard. ODOT will continue to support the City and community in the pursuit of funding to improve Powell Boulevard.

Sincerely,

Jason Tell
Region 1 Manager





PORTLAND OFFICE

eleventh floor

121 sw morrison street

portland, oregon 97204-3141

TEL 503 228 3939 FAX 503 226 0259

OTHER OFFICES

beijing, china

new york, new york

seattle, washington

washington, d.c.

GSBLAW.COM

36931

G A R V E Y S C H U B E R T B A R E R

A PARTNERSHIP OF PROFESSIONAL CORPORATIONS

Please reply to EDWARD J. SULLIVAN
esullivan@gsblaw.com
DID 503-553-3106

June 7, 2012

Mayor Sam Adams and Members of the Portland City Council
City Hall
1221 SW 4th Avenue
Room 340
Portland, OR 97204

Re: Resolution in Support of Outer Powell Conceptual Design Plan

Dear Mayor Adams and Council Members:

Ron Murray and I represent Curtis family members, who are fee title holders of certain real property on SE Powell Blvd directly across from Ed Benedict Park. We have serious concerns over this plan and its impacts on our property.

We refer you to the map on p. 19 of the Plan. Our property is on the right side of the page and is characterized by the numerous trailers on the site. The Curtis family business operations have been a long-time member of the Powellhurst-Gilbert community, operating its family camping trailer sales, service and parts business for over 60 years. It is the largest business in the neighborhood and provides over 60 family wage jobs with medical and retirement plans. Because of this plan, our business cannot realistically plan for its expansion and now must consider leaving the area.

On the map on p. 19, there is a legend, found just under the photo, which says:

“Road alignment shifted to avoid park impacts.”

Briefly, what has happened is that ODOT desires a dedicated 76 foot right of way on SE Powell. Currently a 60 foot right of way exists for most purposes. The current plan would require that the entire additional 16 feet be taken from our clients' property on the North side of SE Powell Blvd. in addition to reservations of at least 14 feet. Thus, 16 feet of land would be taken from our property, and a further 14 feet from the widened road would be limited (i.e., no improvements would be allowed). That additional land could be taken in the future, even without centerline movement. If the centerline is moved, all of our property is subject to widening. However, if a “constrained corridor” (allowing private use of the site from a point 38 feet from centerline) were applied as we had previously requested, only an additional 8 feet of right of way would be taken (in addition to the 14 foot reservation). From a land use perspective, we wouldn't quarrel with the 8-foot proposal. However, the City Parks Department (much like any private property owner) doesn't want to lose any land to the widening of the right of way on SE



Mayor Sam Adams and Members of
the Portland City Council
June 7, 2012
Page 2

Powell. But unlike private property owners, the Parks Department is part of an entity which is both a landowner and a regulator and can implement its wishes by having its governing body simply move the centerline so that no land is taken from Ed Benedict Park for the widening. Rather, the whole of the widening would then be taken from the property across the street which is owned by my clients.

We object to bearing the full weight of the widening along SE Powell and have attempted without success to persuade the City to propose widening to be done equitably on both sides of Powell, or to allow a constrained roadway, which would not require as much right of way. In addition, we are concerned over the impact of this plan on the market price of property in subsequent acquisition of right of way efforts on SE Powell. If the plan is a criterion for permits, it will affect the value of the property.

We understand the transportation planning staff to respond that a general plan statement at p. 17 of the proposed Plan should put us at ease. This statement is as follows:

Additional Considerations for Project Development

In addition to the recommended plan elements described above, other key decisions to be made during the project development process are:

* * *

- *Minimize impacts to commercial businesses across from Ed Benedict Park* (emphasis supplied)

This statement does not put us at ease. First, it is a “consideration” and not a policy. Second, “minimize impacts” lacks the precision necessary to meet our concerns.

We further understand that staff to contend that the plan is a non-binding resolution and, by inference, has no impact on land use, road location, or land values. Indeed, the first paragraph of the proposed resolution states:

NOW THEREFORE, BE IT RESOLVED, that the City of Portland adopts the Outer Powell Conceptual Design Plan as Non-Binding City Policy attached as Exhibit A; and (emphasis supplied)

However, much of the remainder of the resolution appears to make binding City land use and transportation policy:



Mayor Sam Adams and Members of
the Portland City Council
June 7, 2012
Page 3

BE IT FURTHER RESOLVED, the Council supports Oregon Department of Transportation revisions of current property dedication requirements for transportation facilities to be consistent with the recommendations of the Outer Powell Conceptual Design Plan; and

BE IT FURTHER RESOLVED, *the Council supports the Implementation Strategy of the Outer Powell Conceptual Design Plan as a guide for the planning and project development on Outer Powell; and*

BE IT FURTHER RESOLVED, *that any new corridor improvement alternatives developed by future plans will address the same project evaluation criteria as those used to evaluate alternatives for the Outer Powell Conceptual Design Plan; and*

BE IT FURTHER RESOLVED, *the plan recommendations shall remain in effect for 10-15 years barring changes due to clauses referenced above; and*

BE IT FURTHER RESOLVED, *the Council directs the Portland Bureau of Transportation to prepare recommendations to update the City's Transportation System Plan consistent with the Outer Powell Conceptual Design Plan, including revisions to project #80015 in the major transportation improvements list with an updated project description or a multi-le projects as deemed appropriate; and*

BE IT FURTHER RESOLVED, *the Council authorizes the Portland Bureau of Planning and Sustainability and the Bureau of Transportation to further assess the impacts of future street improvements and consider City Code options to implement the setback recommendations of the Outer Powell Conceptual Design Plan based on land use compatibility, transportation needs and health aspects;*

* * *

(emphasis supplied)

These subsequent clauses are hardly non-binding. They appear to lock up the obligation to require at least a 16 feet of right of way from our property, instead of the 8 feet that would otherwise be required of other similarly situated property owners. That obligation also occurs without regard to movement of the centerline or relocating the highway further north if reservations become dedications in the future because of the location of Ed Benedict Park. As such it gives rise to future dedication or condemnation value conflicts, or both such conflicts. These clauses also appear to be applicable to future land use decisions in the area. As such and notwithstanding the "non-binding" recitation, the plan appears to be a land use decision for which notice and hearing must be provided under ORS 197.610 - .625 and ORS 227.186 and applicable City standards for adoption of plans and development regulations.

We would have preferred to work out our concerns with staff, but our efforts have been unavailing. We do not wish to be placed in the position of having to deal with the implementation of this plan under those subsequent clauses listed above and be told that we missed out chance to contest



G A R V E Y S C H U B E R T B A R E R

36931

Mayor Sam Adams and Members of
the Portland City Council
June 7, 2012
Page 4

them because we didn't raise the issue. We do not wish to be placed in the position of having to be told that a significant portion of our property is worthless because this plan has imposed setback or reservation burdens for which we will not be entitled to compensation. We do not wish to be turned down on a loan to improve our property because a loan officer reads these clauses so as to reduce our credit-worthiness.


We are the only property under this plan in the situation in which a public agency has refused to bear its burden for street widening and can make it stick by simply saying so. Until our concerns are met, we must oppose the plan now before you.

Thank you for your consideration.

Sincerely,

GARVEY SCHUBERT BARER

By


Edward J. Sullivan

EJS:kms

#670

06/04/2012

AUDITOR 06/06/12 AM 11:05

Dear City Council,

36931

I am writing to show my support of the Outer Powell Boulevard Conceptual Design Plan. My husband and I recently bought a home in the Powellhurst-Gilbert Neighborhood located between Powell and Division. We have been active in the neighborhood association, as well as in the various committees available to us here. We attended the open houses where we were able to discuss many different options for the improvement of Powell Blvd and vote on concepts that would best help our community. Through these open houses, the proposed plan was developed and is a direct reflection of the wants and needs of our community. This plan is a three lane configuration with a left hand turn lane. It includes sidewalks, swales, crosswalks and improved biking facilities.

Since we moved out here, we have seen East Portland as an area fighting for an identity. Stores have closed and there is limited opportunities for everyday shopping in the area. It is an area of high density, low income households. Many people depend on alternate transportation to get around which includes walking and biking. We have had to fight to get sidewalks put in so our school age children can walk to school safely. On the north boundary of Powellhurst-Gilbert is 5 lanes of Division Street which is intersected by 5 lanes of 122nd Avenue. These thoroughfares are not pedestrian or bike friendly due to high traffic speeds, limited crosswalks, as well as their aesthetic unpleasantness.

The proposed plan would create a throughway which would give our community a voice and show that we are a place where viable, environmentally friendly constructs would thrive. These types of street plans are being built throughout Portland and we would like to not be overlooked. We need Powell Boulevard to be improved for the East Portland communities and not despite them. The damage that a five lane road would do would be devastating for our community and the businesses here.

I urge you to take into account the time and effort the southeast community has put into developing the Outer Powell Boulevard Conceptual Plan. I hope that you keep in mind that the plan we have submitted is one that we believe will be the most beneficial for the unique demographics found in the East area. Please help us in creating a Powell Boulevard that we can identify with and that reflects our spirit in East Portland. Please help us build a Powell Boulevard that is safe for all and that we can be proud to use.

Thank you,

Jessica Zbiegien

3230 SE 109th Ave

Portland, OR 97266

#670

AUDITOR 06/06/12 AM 11:04

36931

Dear City Council,

I am writing to express my support for the Outer Powell Boulevard Conceptual Design Plan. My wife and I bought a home on SE 109th Ave, between Powell and Division, located in the Powellhurst-Gilbert Neighborhood, in October 2010. Before this, we resided in apartments in and around the inner SE Belmont/Stark area, where we were able to walk to meet all our needs within a reasonable space and time, to the point where it was unnecessary to drive.

Moving out to East Portland was a rude awakening to the fact that all of Portland is not made equal. We live in the most densely populated neighborhood in Portland, yet have some of the worst possible pedestrian and biking access in the city. In an area where 76% of the children in David Douglas, 61% in Centennial, 71% in Park Rose, and 67% in Reynolds School Districts require free and reduced lunches; and where both individual and project based Section 8 housing vouchers have concentrated in the last decade, driving is not something everyone can afford. We are surrounded by five lane monstrosities on Division and 122nd, where crosswalks are a luxury, and where the nearest grocery store may be several miles away, forcing families with young children to regularly dart across these streets out of necessity. Elsewhere, we've had to fight to get sidewalks put in so our children can walk to school safely, but are nowhere close to the basic sidewalk infrastructure needed to keep the rest of our community safe. With 75% of all of Portland's residential facilities in our neighborhood, you can drive down streets like Powell any day of the week, and see an elderly individual or someone in a wheel chair have to decide whether to navigate the rough, often flooded and muddy terrain framing Powell, or brave the bike lane, as cars fly by at 35 to 40 miles per hour. To catch a bus on Powell, you'll have to wait standing in a puddle of mud, which is what most bus stops look like, for 20 to 40 minutes. We should not then be shocked that East Portland dominates every list of top ten most dangerous and fatal intersections for vehicles, bicycles, and pedestrians.

Maybe more importantly than all of this, is this community's lack of cohesion and identity. I strongly believe this is due to the infrastructure we've put in place in East Portland. We are literally setting this community up for failure by building large throughways to accommodate traffic racing between home and work on either end of our community, simultaneously zoning everything in between a high density multi-dwelling zone, with little to no access to businesses or parks. At a time when the City Council voted to approve a \$169 million urban renewal area around Portland State University, neglecting to put the right improvements, infrastructure, and sustainable planning into place in East Portland starts to look like discrimination. Although I know this is not the intention, it doesn't make it feel any less true.

This community has worked very hard over the last two years, through open houses and citizen advisory groups, to push for an Outer Powell Boulevard Conceptual Plan which reflects what this area desperately needs. Please help adopt this Plan, and help get us closer to what the rest of Portland already has. Failure to do so automatically reverts us back to the old Plan of yet another five lane monstrosity, whose only purpose will be to compound an already oppressive situation.

Thank you,
Marek Zbiegien
3230 SE 109th Avenue, Portland, OR 97266

3 6 9 3 1

Moore-Love, Karla

From: Uwagbae, Grace
Sent: Monday, June 04, 2012 10:46 AM
To: Moore-Love, Karla
Subject: FW: Outer Powell Boulevard Conceptual Plan
 Item 670

.....
Grace Uwagbae
 Community Advocate
 Office of Mayor Sam Adams
 City of Portland
 1221 SW Fourth Avenue, Suite 340
 Portland, OR 97204
 P: 503-823-4740
 T: @GracieO_says
 E: grace.uwagbae@portlandoregon.gov
 W: www.mayorsamadams.com

> Hear my name

From: Adams, Sam
Sent: Saturday, June 02, 2012 5:45 PM
To: Uwagbae, Grace
Subject: Fwd: Outer Powell Boulevard Conceptual Plan

Sent from my iPhone

Begin forwarded message:

From: Mark White <markpdx@spiritone.com>
Date: June 2, 2012 12:33:24 PM PDT
To: "Adams, Sam" <Sam.Adams@portlandoregon.gov>, Commissioner Fritz
 <amanda@portlandoregon.gov>, Commissioner Fish
 <Commissioner.Fish@portlandoregon.gov>, Commissioner Saltzman
 <dan@portlandoregon.gov>, "Leonard, Randy" <Randy@portlandoregon.gov>
Cc: Mark White <markpdx@spiritone.com>
Subject: Outer Powell Boulevard Conceptual Plan

Dear Mayor Adams and City Commissioners,

6/4/2012

36931

Powell Boulevard is a crucial facility for the Powellhurst-Gilbert Neighborhood. The section that runs in Powellhurst-Gilbert starting at I-205 going East into the heart of the neighborhood is arguably one of the ugliest and most dangerous stretches of roadway in Portland.

I am writing to strongly encourage you to approve the conceptual plan. Should a new plan not be approved, the fall-back plan is for a 5 lane roadway that would devastate the neighborhood, possibly irrevocably. Considering the concentration of poverty and vulnerable populations that live in and around this major transportation facility, how we move forward on Powell Boulevard exemplifies our commitment as a city to resolving the pronounced and systemic issues of poverty and marginalization of vulnerable populations that exists in Portland.

The Outer Powell Boulevard Conceptual Design Plan was developed with a high degree of community involvement, including significant input from Powellhurst-Gilbert community members. The plan calls for a three lane roadway with enhanced bike lanes and pedestrian improvements. This meshes perfectly with the main street configuration that is highly desired by the community and is our best hope for creating the commercial and employment opportunities that are so desperately needed by the residents of Powellhurst-Gilbert.

I strongly encourage you to approve the Outer Powell Boulevard Conceptual Design Plan AND to aggressively pursue funding to implement the plan.

Please feel free to contact me with any questions.

Sincerely,

Mark White
President, Powellhurst-Gilbert Neighborhood Association
www.pgpride.org
503-761-0222



East Portland Action Plan

June 4, 2012

RE: Letter of support for Outer Powell Boulevard Conceptual Design Plan

Dear Mayor Adams and City Commissioners Fish, Fritz, Leonard, and Saltzman:

During the process of formulating the East Portland Action Plan we were fortunate to have ODOT Region 1 Manager, Jason Tell at the table to address issues regarding Powell Boulevard. As a result of this process the Powell Blvd. Transportation Growth Management study was funded and carried out over the last two years. The result of this study is the 'Outer Powell Boulevard Conceptual Design Plan'.

This Plan meets all the evaluation criteria set forth in the study and calls for a 3-lane cross section from the I-205 interchange to 162nd Avenue, and a 4-lane cross section from 162nd to 174th. It also reduces the cost of the improvements to Powell Blvd. from the approximately \$140 million estimated for a 5-lane facility called for in the 2003 Foster/Powell Corridor Study, to approximately \$70 million.

The 'Powell Blvd. Conceptual Design Plan' is in alignment with the City Council adopted (Resolution 36882) East Portland Action Plan, which "is designed to identify gaps in policies, services and improvements in the area and identify opportunities to address these gaps while complementing existing efforts" through the following Action strategies and items:

- Improved transit service throughout East Portland (T1);
- Increased safety and convenience of walking throughout East Portland (T2);
- Increase safety and accessibility of bicycling in East Portland (T3);
- Improve safety and multi-modal function of arterial and collector streets throughout East Portland (T4);
- Improve connectivity throughout East Portland (T6);

- Foster equity in transportation decisions and services (T7);
- Expand City of Portland and TriMet partnership linking sidewalk improvements with transit stop improvements (T.1.7);
- Review policy: prioritize adding sidewalk connections over expanding/widening existing connections (T.2.4);
- Develop complete and more well-defined bike system plan for East Portland, consider/incorporate safety innovations such as divided bike lanes, "bike boxes", and path systems (T.3.3);
- Institute policy and develop plan to provide accessible transportation options (sidewalks, streets, connections) for people with physical disabilities (T.6.5);
- Identify and implement low cost/high impact maintenance improvements on SE Powell Boulevard (T.4.1);
- Implement Powell Boulevard Safety Improvements: 122nd Avenue to 136th Avenue (T.4.2);
- Initiate Powell Boulevard street improvement planning, consider TGM grant to begin process (T.4.3);
- Implement 122nd Avenue Safety Improvements at high crash intersections (T.4.8);
- Advocate to make improvements to Powell Boulevard (US 26) east of I-205 a regional priority (T.4.15);
- Develop priorities for decision-making on transportation improvements (T.6.2);
- Identify and prioritize East Portland street improvement projects (T.7.2);
- Prioritize transportation safety improvements at high-crash intersections (T.7.3);
- Provide commercial and mixed use development opportunities throughout East Portland (CM.1);
- Provide commercial and mixed use development opportunities throughout East Portland (CM.1);
- Promote redevelopment in "centers" and along "main streets" (CM.1.2);
- Scope projects and support pedestrian infrastructure improvements in business districts (CM.2.3);
- Improve facilities that support multi-modal access to parks: bike storage, ADA-compliant and convenient paths, transit orientation (P.2.5);
- Improve facilities that support multi-modal access to parks: bike storage, ADA-compliant and convenient paths, transit orientation (P.2.5);

- Identify and prioritize commercial nodes and commercial street frontages suitable for storefront and/or "main street" improvements; consider other design and infrastructure improvements (EC.2.2);
- Upgrade and maintain public utilities and infrastructure systems throughout East Portland (I.2);
- Explore green infrastructure partnerships to maximize benefits (I.3);
- Consider opportunities to partner with PDOT and ODOT for multimodal improvements when addressing stormwater issues (I.3.2);
- Consider green stormwater solutions as part of transportation safety improvement projects on SE Powell Boulevard and NE Sandy Boulevard (I.3.6);
- Develop standards to maximize application of "green streets" to serve multiple neighborhood objectives: stormwater management, pedestrian safety, green space (NA.1.3); and
- Require incorporation of environmental sustainability practices for all projects receiving public funding (NA.4.2).

The 'Powell Blvd. Conceptual Design Plan' has overwhelming support from the community and the unanimous support of the East Portland Action Plan committee. We urge Council to Adopt this plan, so that we can move forward address funding measures to make these improvements real.

Respectfully,



Jim Chasse, East Portland Action Plan Powell Blvd. Representative



Arlene Kimura



Mike VanderVeen

East Portland Action Plan Co-Chairs

Cc: Tom Miller, PBOT Director of Transportation
 Jason Tell, ODOT Region 1 Manager
 John Gillam, PBOT
 Stuart Gwin, PBOT
 April Bertelsen, PBOT

EAST PORTLAND ACTION PLAN

www.eastportlandactionplan.org

East Portland Neighborhood Office 1017 NE 117th Ave. Portland, OR 97220
 503.823.4035 or lore.wintergreen@portlandoregon.gov

June 2, 2012

Mayor Sam Adams and City Commissioners
1120 SW 4th Avenue
Portland, OR 97208

Dear Mayor Adams and City Commissioners,

Powell Boulevard is a crucial facility for the Powellhurst-Gilbert Neighborhood. The section that runs in Powellhurst-Gilbert starting at I-205 going East into the heart of the neighborhood is arguably one of the ugliest and most dangerous stretches of roadway in Portland.

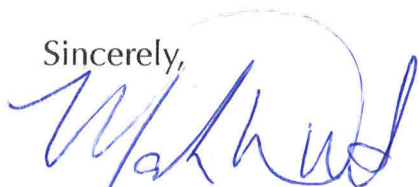
I am writing to strongly encourage you to approve the conceptual plan. Should a new plan not be approved, the fall-back plan is for a 5 lane roadway that would devastate the neighborhood, possibly irrevocably. Considering the concentration of poverty and vulnerable populations that live in and around this major transportation facility, how we move forward on Powell Boulevard exemplifies our commitment as a city to resolving the pronounced and systemic issues of poverty and marginalization of vulnerable populations that exists in Portland.

The Outer Powell Boulevard Conceptual Design Plan was developed with a high degree of community involvement, including significant input from Powellhurst-Gilbert community members. The plan calls for a three lane roadway with enhanced bike lanes and pedestrian improvements. This meshes perfectly with the main street configuration that is highly desired by the community and is our best hope for creating the commercial and employment opportunities that are so desperately needed by the residents of Powellhurst-Gilbert.

I strongly encourage you to approve the Outer Powell Boulevard Conceptual Design Plan AND to aggressively pursue funding to implement the plan.

Please feel free to contact me with any questions.

Sincerely,



Mark White
President, Powellhurst-Gilbert Neighborhood Association

Good afternoon and thank you for giving me the opportunity to speak.

I am Teresa Keishi Soto.

For the past two years I have been a volunteer with OPAL

-Organizing people activating leaders, environmental justice Oregon.

Environmental justice means that all communities deserve to be healthy and safe.

All people deserve to have clean air to breathe, affordable transportation to get to jobs or services, and safe communities with sidewalks, crosswalks, and bike lanes.

OPAL currently focuses on organizing bus riders and community partners to secure efficient, safe, reliable transportation especially for those who depend on the bus for our survival.

I live on SE 125th Pl and SE Powell Blvd. I represent OPAL and my community on the CWG because Outer Powell Blvd. is my community, and this planning process is critical to the safety and well-being of my community. .

We the members of the CWG have met with representatives of the City of Portland and ODOT in good faith. I am strongly in favor of the current plan to renovate Outer SE Powell Blvd. I urge you to accept and adopt our plan and to consider air quality and asthma concerns as we plan for future development. I mention air quality because I must constantly run the air filter in my apartment in order to keep myself from coughing up the congestion that builds up in my lungs as a result of the contaminated air that seeps into my apartment from the traffic on Powell Blvd. Our Citizens Working Group adamantly opposes expanding SE Powell Blvd. beyond three lanes.

I have lived in SE Outer Powell Blvd. for 9 years. Our community is made up of people of color, working-class families, lots of children and the elderly. The plan that we have collectively labored on represents our vision for a vibrant, healthy, safe Outer South East Powell Blvd. community.

I want to tell you how disappointed and how angry I feel every time you find funding sources for other parts of the community and you continue to turn a blind eye to our community. Some of the folks on our committee have been trying to get your attention for almost 12 years. Our community feels cheated and they have every right to feel this way. How would you like to wheel yourself down a street without any sidewalks or push your baby in her stroller through the puddles? Every time that I see parents walking with children on the side of the road I become scared for their safety.

ODOT doesn't live on outer SE Powell Blvd. They are not going to advocate for those of us who live there. We, the Citizens Working Group, need for you as the city council to adopt our plan and support the acquisition of funding to see sidewalks, crosswalks, and bike paths become a reality. It shouldn't be a matter of risking your life everytime you want to cross your street.

In closing, I urge you on the city council to listen and to give my community the same opportunity to thrive; to be healthy and to be happy.

Gracias

Moore-Love, Karla

From: Kalez, Jennifer
Sent: Wednesday, May 30, 2012 11:06 AM
To: Moore-Love, Karla
Subject: FW: Outer SE Powell Blvd Conceptual Design Plan

Karla, can you please enter this email into public comment record for this Council item, which is expected to be on the June 7 agenda?

Thanks!

Jennifer Kalez, MPA

Constituent Relations Coordinator
Office of Commissioner Nick Fish

www.portlandoregon.gov/fish

-----Original Message-----

From: Larry McClellan [mailto:larrymc@hevanet.com]
Sent: Sunday, May 27, 2012 10:34 PM
To: Commissioner Fish
Subject: Outer SE Powell Blvd Conceptual Design Plan

Mr White, head of our neighborhood association, has brought to our attention the upcoming vote on the Outer Powell Boulevard Conceptual Design Plan.

We attended the June presentation last year at Earl Boyles Elementary School and raised, along with many other attendees, serious concerns about elements of all of the plans presented. Since it seems that our concerns were not addressed, we cannot support, nor can we countenance support of, any of the presented options.

We live near the east end of Segment 1. The plan as presented would make it impossible for us, or for anyone visiting us, or providing emergency services to us or our immediate neighbors, to gain access to our driveways from the opposite lanes -- in our cases, since we live on the north side of Powell, from the eastbound lanes, of Powell.

The plan deals with an artery through a long-established neighborhood where most of the properties have driveways that open directly on Powell.

The plans for raised medians make most of these properties inaccessible from the other side of the street. I could cheerfully countenance medial left-turn lanes, as are common on many other streets in Southeast, but the raised medians are an imposition. Those already in use on Powell west of 92nd are frequently an eyesore and do not seem to offer any benefit, except perhaps gratification to anti-car interests. The cost of maintenance on them seems to be excessive, since it is not being done.

They also make it impractical, if not impossible, for traffic to pass a stopped bus, especially with the relatively narrow traffic lanes, creating traffic delays and driver impatience (always a hazard) as well as increased expense in wasted time and fuel for citizens.

My recommendation is to reject all the plans and send the teams back to propose designs with some reasonable constraints directed toward convenience of citizens who use the facilities and not the esthetic prejudices of a bunch of people who cannot be planning to use, much less rely on, the facilities proposed.

Yes, I am sending the same letter to each of the commissioners; I don't feel up to composing a separate diatribe for each recipient.

Also, I have run this by my wife and she concurs.

JL McClellan
11541 SE Powell Blvd
owner and occupant
larrymc@hevanet.com

3 6 9 3 1

Moore-Love, Karla

Subject: FW: Powell Boulevard Project
From: Uwagbae, Grace
Sent: Tuesday, May 29, 2012 2:41 PM
To: Moore-Love, Karla
Subject: FW: Powell Boulevard Project

For Council item on June 7th.

.....
Grace Uwagbae
 Community Advocate
 Office of Mayor Sam Adams
 City of Portland
 1221 SW Fourth Avenue, Suite 340
 Portland, OR 97204
 P: 503-823-4740
 T: @GracieO_says
 E: grace.uwagbae@portlandoregon.gov
 W: www.mayorsamadams.com

> Hear my name

From: Patricia Butt [mailto:pjbuttress@gmail.com]
Sent: Monday, May 28, 2012 8:48 PM
To: sam@portlandoregon.gov; Commissioner Fritz; Commissioner Saltzman; Commissioner Fish; Leonard, Randy
Subject: Powell Boulevard Project

Dear Council members,

My Name is Patrica Butt and I have been a resident of SE Portland for 34 years. My 6 sons all graduated from David Douglas HS. I am unable to attend the council meeting on 7 June, 2012. I would like you to seriously consider the altenative plan to the 5 lane Powell Bovd. model in favor of the 3 lines and the bike path. I feel this would be the most beneficial plan for the community.

Thank you for you consideration,
 Patricia Butt

6/4/2012