

Portland City Council Agenda Written Testimony
Document Number 2025-095

	Name or Organization	Position	Comments	Attachment	Created
1	Kevin Morgan	Support	I'm really happy to see this, thank you Councilors Green and Smith! I would love serious investments in filling in our missing sidewalks. I live in District 1, and the lack of sidewalks is a real problem in my neighborhood. I would like to encourage Council and PBOT to use this opportunity to make careful choices about how much pavement we really need. Every time a redevelopment occurs in my neighborhood, they're forced to widen the street before they set the curb line and build sidewalk. If we follow this model throughout the city, we're adding more and more pavement that we have to pay to maintain, while we're giving cars more space to drive faster and park for free. If we're spending \$100 million on sidewalks, make sure it doesn't add millions to our street maintenance budget just because PBOT has outdated rules about right-of-way cross section requirements. It's ok to make streets narrower sometimes! They don't always have to get wider and wider forever! Thank you for reading, and I appreciate your work on this!	No	03/21/25 11:50 AM
2	Keith Liden - SW Portland resident	Support with changes	Keith Liden comments are attached.	Yes	03/22/25 11:30 AM
3	Kate Walker	Support	Every home and business in Portland should have a safe sidewalk in front. Walking is economically and ecologically friendly and the foundation of a good neighborhood, and some of our neighbors have been waiting far too long for this basic transportation infrastructure.	No	03/23/25 8:13 PM
4	Anonymous	Support	Thank you Councilors Green and Smith for bringing forward this resolution. Launching a dedicated program to build sidewalks where most needed across the city, especially in Districts 1 and 4, will be truly transformational for Portland. Your visionary leadership is appreciated. Sincerely, Marita Ingalsbe	No	03/24/25 2:55 PM
5	Anonymous	Support	Thank you Councilors Green and Smith for bringing forward this resolution. Launching a dedicated program to build sidewalks where most needed across the city, especially in Districts 1 and 4, will be truly transformational for Portland. Your visionary leadership is appreciated. Sincerely, Marita Ingalsbe	No	03/24/25 2:57 PM
6	Anonymous	Support with changes	If this gets funded, please fund the entirety of the project and the additional impacts (water, sewer, stormwater), not just the PBOT concrete and curbs.	No	03/26/25 11:02 AM
7	David Reese, Vice President, on behalf of Lewis & Clark	Support	Please see attached for a letter of testimony from Lewis & Clark, one of the larger employers and educational institutions in Southwest Portland.	Yes	03/29/25 5:44 AM
8	Portland Metro Chamber	Support		Yes	03/31/25 8:47 AM
9	Anonymous	Support with changes	Please ensure that this doesn't become an unfunded mandate for other bureaus when sidewalk improvements trigger or require improvements to water, sewer, or stormwater.	No	04/11/25 9:09 AM
10	Anonymous	Support	I strongly support investing in pedestrian safety improvements in SW Portland. There are so many old farm roads in SW Portland with no room for people walking. There are so many critical gaps, some not even very long, that could make a significant different if they were improved. The PBOT SW In Motion Plan has documented many of these critical gaps.	No	04/13/25 7:33 PM
11	Anonymous	Support	80% of SW Portland roads do not have sidewalks. Walking promotes positive health, peace of mind and would meet the growing needs of residents living in SW Portland	No	04/14/25 8:51 PM

Transportation and Infrastructure Committee
March 24, 2025
Document # 2025-095
SIPP - Sidewalk Improvement and Paving Program

Testimony from Keith Liden
4021 SW 36th Place
Portland, OR 97221

I support the proposed SIPP (Sidewalk Improvement and Paving Program) proposal. However, it should specifically include bicycle facilities in addition to pedestrian improvements. With approximately 1/3 of the planned bicycle system completed in SW Portland, this area of the city is dead last. While some bike facility improvements will be expensive, many are not. In addition, the SW Portland bicycle network is plagued by gaps – many of which would be relatively easy to fix. ***I urge the committee to broaden the purpose of this program to address bicycle system completeness***, especially when bicycle improvements can be efficiently added to other pedestrian and street improvements that are funded by SIPP.

I propose the following amendments to the draft resolution with the proposed **additions** and **deletions** highlighted. Thank you.

Resolution

WHEREAS, the City of Portland has critical need for improved infrastructure, particularly in underserved neighborhoods, to enhance safety, accessibility, and community development; and

WHEREAS, the City has determined that over half of busy streets in Portland are rated in “poor” or “very” poor condition and almost two-thirds of local streets are also rated “poor” to “very poor”; and

WHEREAS, of all streets lacking proper sidewalks or pedestrian access, over half of those streets are located in East Portland and Southwest Portland; and

WHEREAS, the Sidewalk Improvement and Paving Program (SIPP) aims to address sidewalk and pavement deficiencies, create safer pedestrian **and bicycle** facilities, and improve roadway conditions; and

WHEREAS, prioritizing investments in Districts 1 and 4 will ensure more equitable access to vital pedestrian pathways, **bicycle facilities**, enhanced climate resilience, and increased safer road conditions for all residents; and

WHEREAS, the sponsors of this resolution intend to seek funding for SIPP from a variety of sources including issuing bonds and allocating funds allocated to PBOT for sidewalk

construction and improvements; federal funding from the Safe Streets for All (SS4A) program; funding from the Oregon Department of Transportation (ODOT); and funding from the Portland Clean Energy Community Benefits Fund (PCEF) as appropriate; and

WHEREAS, SIPP will establish a system-wide effort that could serve as a model for similar construction and renovation projects across the City of Portland; and

WHEREAS, the anticipated benefits of the SIPP include:

1. Improved safety for pedestrians, **cyclists**, and motorists;
2. Environmental benefits from increased greenery and tree canopies (such as placing trees along sidewalks and walking paths), enhancing air quality, and reducing temperatures to provide cooling corridors in key locations throughout Districts 1 and 4;
3. Enhanced accessibility for residents, allowing better access to schools, businesses, and public spaces;
4. ADA compliant corner and midblock pedestrian ramps;
5. Economic growth through improved walkability, attracting local businesses;
6. Job creation through construction and skilled labor opportunities for residents and youth by increasing funding for SummerWorks programs and additional apprenticeships;
7. Increased independence for individuals with disabilities;
8. Reduced risks of falls and accidents, contributing to enhanced safety for **children pedestrians, cyclists**, and transit users **of all ages and abilities**; and *[change to cover all persons who are young, elderly, and/or have physical disabilities]*
9. Opportunities to demonstrate the use and effectiveness of new and emerging green technologies and sustainable materials in transportation networks such as solar sidewalks and green cement.

NOW, THEREFORE, BE IT RESOLVED that the Portland City Council directs the Portland Bureau of Transportation (PBOT) to evaluate a full suite of options available to effectively deliver the program objectives, ensuring flexibility to accommodate varying community characteristics across prioritized geographies and active transportation corridors.

BE IT FURTHER RESOLVED that PBOT shall engage in neighborhood-specific community engagement exercises to communicate program objectives clearly **and encourage** community input on localized projects—with a tiered approach based on the potential scale of changes.

BE IT FURTHER RESOLVED that PBOT will partner with small business and contractors who are members of NAMAC and/or COBID-certified business.

BE IT FURTHER RESOLVED that PBOT is directed to develop a comprehensive 4-year project list and propose a project delivery framework, including scope, schedule, and budget for individual projects or clusters of projects, along with the recommended methodology for project delivery (in-house or through consultants).

BE IT FURTHER RESOLVED that PBOT staff shall utilize existing plans (e.g., PedPDX, area plans, 'In-Motion' plans, etc.) and the PBOT Equity Matrix to inform project prioritization.

BE IT FURTHER RESOLVED that PBOT is directed to create a public-facing program website and dashboard that details individual project objectives, components, schedules for delivery, and points of contact for inquiries and concerns.

BE IT FURTHER RESOLVED that this initiative exemplifies the City of Portland's commitment to fostering urban equity, enhancing community safety, and building infrastructure that supports all residents in navigating their environment with dignity and ease.

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March 28, 2025

As the Transportation and Infrastructure Committee addresses increasing safe transit, Lewis & Clark appreciates the opportunity to submit testimony regarding the need for safe transit for pedestrians, bicyclists, and public transit users in Southwest Portland. This testimony reflects our position as an employer concerned about safe commuting for our workforce; as an educational institution concerned about equitable access for our students and members of the public participating in our programs; and our commitment to addressing climate concerns and to making Portland a city where everyone can thrive.

One particular concern we wish to address involves the need for short- and long-term bicycle access for Southwest Portland. A decade and a half ago, River View Cemetery, Lewis & Clark, the City of Portland, and other stakeholders worked to create a marked bicycle route through River View Cemetery. This route has been an invaluable way for bicyclists to get to and from a large part of Southwest Portland, thereby reducing motor vehicle traffic to and through residential neighborhoods and on an already heavily congested portion of I-5, as well as other increasingly congested streets and roads in Southwest. Continuing and increasing bicycling as a viable alternative to motor vehicles is key to meeting Portland's and Lewis & Clark's climate goals, including

We know how important this route through River View Cemetery is for bicycle commuters, including people coming to work and to learn at our three campuses, as well as our Southwest neighbors who bicycle from this area to work, school, or other destinations in different parts of Portland. It has also been the safest route for individuals and families on recreational rides. However, this route only exists as long as River View Cemetery, as a private entity, chooses to provide access to their grounds. These are the very reasons Portland needs a solution that recognizes that a private entity should not be expected to continue to carry the full responsibility of providing safe bicycling and walking routes to the public.

Recently, River View Cemetery has begun to curtail access through their property, in part due to concerns about liability. These changes have already had an impact on bicycle commuters, underscoring the need for Portland to create a viable alternative, while also addressing the cemetery's concerns regarding continued use of the current marked route until a viable alternative is in place. Given our long, positive history of collaboration, Lewis & Clark looks forward to engaging with River View Cemetery and the City to forge a viable long-term solution to ensuring bicyclists and pedestrians have safe routes in neighborhoods like ours, where there is often little or no infrastructure for non-automotive travel. We also believe collaboration, creativity, and goodwill can support interim access, while Portland demonstrates progress on creating a permanent solution.

Lewis & Clark

Please do not hesitate to reach out to either of us on behalf of Lewis & Clark, if you have questions or if we can assist in any way.

Sincerely,

David Reese
Vice President, Chief of Staff
General Counsel and Board Secretary
reese@lclark.edu

Lois Leveen
Director of Public Relations
loisleveen@lclark.edu

Page intentionally blank to separate written testimony attachments



March 24, 2025

Re: Support for SIPP for agenda item 3 – resolution directing the Portland Bureau of Transportation to urgently prioritize paving and repairing sidewalks and streets in Council Districts 1 and 4.

Honorable Chair Clark, Vice Chair Morillo, and members of the Transportation and Infrastructure committee,

It is my honor to submit this written testimony on behalf of the Portland Metro Chamber in support of the Sidewalk Improvement and Paving Program and agenda item 3 resolution calling for the prioritization of paving and repairing streets and sidewalks in council districts 1 and 4.

The Portland Metro Chamber (The Chamber) is greater Portland's Chamber of Commerce and represents the largest, most diverse network of businesses in the region. The Alliance advocates for the health of our economy at all levels of government to support commerce, livability, community, and the region's overall prosperity. We represent more than 2,200 members, from 27 counties, 13 states and virtually every industry sector. More than 80% of our members are small businesses.

This is an historic resolution that aims to finally rectify one of the most embarrassing and unacceptable inequities in our city. It is simply unacceptable that half of busy streets in Portland are rated in "poor" or "very" poor condition and almost two-thirds of local streets are also rated "poor" to "very poor". And of all streets lacking proper sidewalks or pedestrian access, **over half of those streets are located in East and Southwest Portland.**

For decades, city leaders and elected officials from all local governments have been pledging to remedy this unacceptable lack of investment in our basic infrastructure but have failed to follow through. The Chamber strongly supports this resolution as the first clear and direct action taken by the city council to finally address this inequity once and for all.

This resolution also recognizes that the city has numerous untapped or underutilized financing tools that allow the city to move forward with repairing the city's basic infrastructure without new or higher taxes. And finally, The Chamber greatly appreciates the clear language in the resolution recognizing that well maintained streets and sidewalks are critical to the success of local small businesses and economic opportunities for all Portlanders. Accelerating the maintenance and repair of streets and roads will create jobs and produce a strong return on investment as city revenues grow from this increased economic vitality.

For these reasons, The Chamber strongly urges your support. Thank you for your time and consideration.

Jon Isaacs

Executive Vice President, Public Affairs

PORTLAND METRO CHAMBER

p: 503-224-8684 jon@portlandmetrochamber.com

Name or Organization	Position	Comments	Attachment	Created
12 Stephen McLandrich	Support	<p>Dear Councilors Deciding our Investment Priorities,</p> <p>I am writing to ask you to move forward with beginning a sidewalk program that aims to address some of our nagging and persistent right-of-way (ROW) issues, mainly the lack of safe ways for pedestrians to access our parks, schools, and commercial districts in our neighborhoods. Here is a brief list of reasons I would support this and you should too.</p> <p>Safety - You can see in the attachment a photograph (Need for sidewalks.PNG), there are conflicting uses of our ROW. The person in the wheelchair has a child sitting in their lap. You can make out the kid's head. This is the typical scene on SW 35th Street, just south of its intersection with SW Multnomah Boulevard. My wife snapped this picture from the most (or one of the most) popular food cart pods in Southwest and it shows a bustling vibrant city! This street is classified Neighborhood Walkway AND is located in a pedestrian district. If you think this kind of occurrence is rare, you haven't put in the time to understand the problem. The same stretch of road shows 9 people using the car portion of ROW in the attached Google Street View (also attached) with one child being held by a parent.</p> <p>Culture/Livability/Community - I recently read an article about the US slipping further in world rankings of happiest countries. The study cited offered trust in your neighbors as an influential factor and how sharing meals with neighbors is one of the foundational blocks of trust in a community. It reminded me of a broken conversation with a neighbor on that same road (SW 35th Avenue a block further south) after the Halloween trick-or-treating in Multnomah Village. I was with my 4 year old son who was hopped up on too much sugar and she was with her 3 year old son in a similar wiggly state. I asked her how she was and just as she was going to answer me, a car approached. We both carefully boxed out our children up against the line of parked cars until the threat was gone. "Sorry you were saying..." And then another car drove by and instead of a conversation, we just kept keeping our children alive. The cars kept coming and coming and the conversation never got off the mat. This stretch of sidewalkless SW 35th Ave sees on average 4300+ cars a day (this number is published on PBOT's website) and there is likely many more during an event like Halloween. We eventually agreed to catch up another time. Not having a safe place to talk with our neighbors is detrimental to building community.</p> <p>Not Every Street in Southwest Needs a Sidewalk - Let's be real, each block of sidewalk is going to cost \$300k to \$500k or more in Southwest. And in many places, there aren't many cars or a high pedestrian demand that would even warrant that kind of investment. BUT in some places, there is both high pedestrian demand and high car demand. New sidewalks must be targeted to balance needs with costs. One particularly problematic area is illustrated briefly above on streets such as SW 35th Avenue just south of Multnomah Boulevard. The fact that these sections haven't been dealt with yet is mind boggling and revolting. It's even more sickening knowing that this failure of our parents generation will soon be the failure of OUR generation.</p> <p>Your support on this sidewalk moonshot can work and really move the needle on the safety and livability of our community.</p> <p>Thank you.</p>	Yes	04/14/25 10:15 PM
13 Aaron M	Support with changes	<p>SIPP represents a critical opportunity to address our infrastructure backlog, but requires these adjustments to maximize taxpayer value and community benefit. I urge three critical refinements to maximize impact and cost-effectiveness:</p> <ul style="list-style-type: none"> - First, expand geographic scope to include District 3 east of SE 82nd Avenue. This area faces similar sidewalk deficiencies and pavement deterioration as the currently prioritized districts, yet remains excluded from the current proposal. - Second, leverage PCEF funding to achieve greater impact faster. Quality sidewalks increase transit accessibility and non-vehicle transportation options, while proper pavement maintenance improves vehicle efficiency—both directly supporting our climate goals. - Third, dramatically improve operational efficiency through: Program and Planning consolidation. PBOT operates dozens of programs, planning functions (including over 130 FTE), and committees. We know the repair work that needs to be done. Shift resources to delivering outcomes not process. When crews are in a neighborhood, they should complete multiple projects simultaneously. The current practice of addressing one issue and returning months later for another is inefficient and disruptive. A curb cut is useless if it leads a pedestrian right into a massive untreated pothole. 	No	04/16/25 6:24 AM


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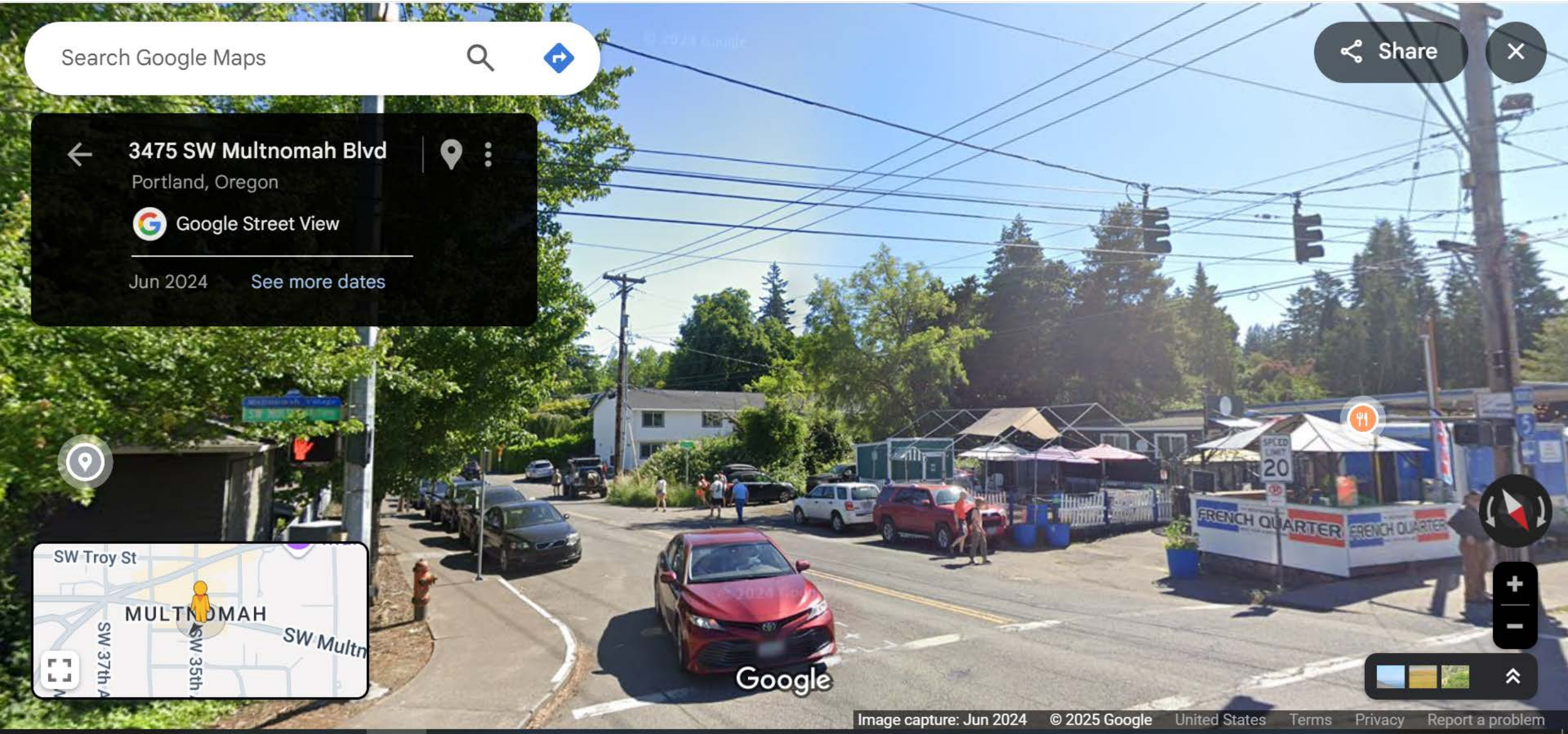
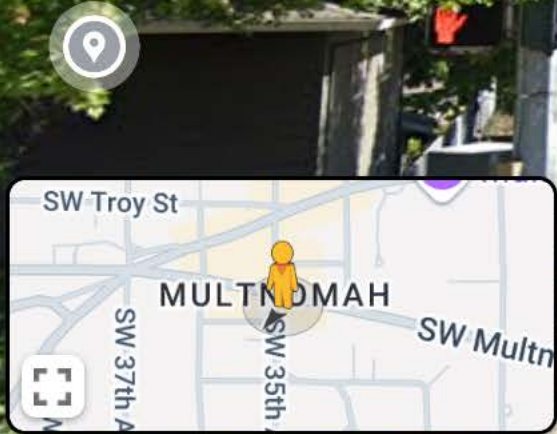
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3475 SW Multnomah Blvd

Portland, Oregon

 Google Street View

Jun 2024 See more dates





	Name or Organization	Position	Comments	Attachment	Created
14	Portland: Neighbors Welcome	Support with changes		Yes	04/16/25 7:37 AM
15	Lewis & Clark College	Support	Lewis & Clark College, a major employer and educational institution in Southwest Portland, submits the attached testimony in support of 2025-095.	Yes	04/16/25 9:08 AM
16	Alissa Cattone	Support	I wholeheartedly support and encourage the Portland City Council to direct PBOT to construct sidewalks in much needed areas of District 1 and 4. As a District 4 resident, I know firsthand the dearth of sidewalks in our community and the safety implications this has. Particularly, a priority should be for PBOT to construct a sidewalk along 0.4 miles of SW Shattuck Road from SW Pendleton Court (where the proposed sidewalk along the span where the new 263 homes of Raleigh Crest development will end) to SW Martha Street/Boundary Street. This will complete a much needed and accessible path along SW Shattuck Road from SW Vermont Street to Beaverton-Hillsdale Highway/OR 10, which will help area residents, employees (including those that work at the care facility Marquis Vermont Hills on SW Shattuck Road), people with disabilities, children, and others safely access transit, services, school, parks, and businesses. Additionally, building a sidewalk on SW Shattuck Road will help take dependence off vehicles, and reduce greenhouse gas emissions. In November 2022, a traffic study measured 3,585 vehicles per day on this area of SW Shattuck Road. The upcoming Raleigh Crest development will add an estimated additional 2,252 daily car trips. Further, PBOT has reduced the speed limit on SW Shattuck Road in this area twice in recent years, but traffic studies have shown that the majority of cars are still going well above the speed limit. It's currently not safe to bike or walk on this road (as you can see in the attached photos). Sidewalks are sorely needed on major roads in our community (like SW Shattuck Road). Please direct PBOT to improve safety and accessibility for all Portland residents through the Sidewalk Improvement and Paving Program!	Yes	04/16/25 3:28 PM
17	Anonymous	Support with changes	Please figure out funding for all of the needed improvements so that this doesn't turn into an unfunded mandate for Parks, BES, and Water	No	04/16/25 5:43 PM
18	Marita Ingalsbe	Support	Dear City Council, Many major thoroughfares in SW Portland are not walkable. SW Shattuck Rd, SW Vermont St, and SW 45th Ave in the Hayhurst neighborhood do not even have shoulders in some sections. Community members want to walk and bike to school, work, to shopping and services, and to public transit. Thank you for your consideration of this timely and innovative proposal.	No	04/16/25 8:29 PM
19	Doug Rogers, Hayhurst Neighborhood Association, and SWTrails	Support	As a resident and member of the HAYHURST Neighborhood Assn., and being a daily walker on its streets, I know the hazards we all face while walking streets with no sidewalks, and no crosswalks. I'm also a long-term member/volunteer of SWTrails (Board President for 5 years) and we worked closely with PBOT to advocate for safety improvements for our SW neighborhoods, where 80% of our streets have no sidewalks. SW Shattuck is a prime example of this dilemma -- no shoulders and no sidewalks -- very dangerous. And now we have one of the largest housing developments in Portland starting for 262 new homes on the old Alpenrose Dairy property along SW Shattuck--NOT SAFE for the 1,000 new residents in our old neighborhood. PBOT can't solve this problem until our City government provides the direction and resources to bring this street into the 21st century. We must support our Council members in their efforts to improve the safety of our neighborhood residents -- both new and old!	No	04/16/25 9:57 PM
20	Anonymous	Support with changes	Please ensure that the program identifies how the entire project scope will be funded, so as to not create unfunded mandates to other bureaus. See the comments on this article that discusses the potential costs borne by other bureaus: https://bikeportland.org/2025/03/24/billion-dollar-sidewalk-funding-program-passes-council-committee-393554	No	04/21/25 8:19 AM
21	Anonymous	Support	I walk daily from my home at 5534 SW Pendleton St to the Trimet stop at SW Beaverton-Hillsdale & Shattuck, where I take the #56 to work at OHSU in the mornings, and the reverse when I return home at the end of the day. Because there is no sidewalk on Shattuck between Cameron St and Martha/Boundary, it is very dangerous to walk that segment, so I need to take a detour along 54th Ave and Martha St, then cross Shattuck at Martha/Boundary. This is also very dangerous, especially in the evening and during rain, as one cannot see the northbound traffic on Shattuck, we have to rely on sounds and car lights, and cars are often speeding. Furthermore, just south of the bus stop one needs to walk between the road and a ditch just west of the road, as there is again no sidewalk in that stretch. Completing the sidewalk along Shattuck, and/or providing pedestrian crossings at key points, would be critical to ensure safe access to the Trimet buses, which could increase use of public transportation, as well as local commerce. Having a safe sidewalk and pedestrian access to these resources will be especially important given the expected impact of a large number of new residential units at the former Alpenrose Dairy Farm location.	No	04/22/25 5:53 PM



Housing is a Human Right

let's make it real

Date: April 13th, 2025

To: Members of the Portland City Council

Portland: Neighbors Welcome is a pro-tenant, pro-housing abundance organization. We believe our ability to make Portland a thriving and affordable city is by making housing a human right.

Our organization advocates for vibrant, dynamic and *walkable* neighborhoods. Many Portland neighborhoods lack sufficient sidewalks or have sidewalks in disrepair, impairing their use by people on foot. Historic patterns of underinvestment have contributed to this problem.

The Sidewalk Improvement and Paving Program (SIPP) addresses this need. Improving and building sidewalks will enhance safety and encourage housing investment in under-served neighborhoods.

Given the current financial reality of the City of Portland's revenues and liabilities, including maintenance for existing roads and sidewalks and prior debt obligations, our members have some questions and concerns about the use of bonding or one-time grants. New revenue *will* be needed to pay for any new debt and new sidewalk maintenance. Otherwise, the City will only be expanding long term obligations and limiting our potential to invest in new innovative programs in the future.

If possible, the SIPP could be combined with revenue solutions such as expanded city-wide parking permit districts, increased housing density, and congestion pricing. Furthermore, some streets could be "pedestrianized" to remove most or all car traffic (using existing pavement as a sidewalk) or some streets converted into low-cost cul-de-sacs.

Portland: Neighbors Welcome hopes the City of Portland will strive to be equitable, ambitious, *and* financially resilient to ensure all Portlanders have access to housing and complete transportation networks that include sidewalks. The SIPP will play a role in achieving that outcome.

Thank you,

Dave Peticolas

On behalf of Portland: Neighbors Welcome



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April 16, 2025

As the City Council addresses increasing safe transit, Lewis & Clark appreciates the opportunity to submit testimony regarding the need for safe transit for pedestrians, bicyclists, and public transit users in Southwest Portland. This testimony reflects our position as an employer concerned about safe commuting for our workforce; as an educational institution concerned about equitable access for our students and members of the public participating in our programs; and our commitment to addressing climate concerns and to making Portland a city where everyone can thrive.

One particular concern we wish to address involves the need for short- and long-term bicycle access for Southwest Portland. A decade and a half ago, River View Cemetery, Lewis & Clark, the City of Portland, and other stakeholders worked to create a marked bicycle route through River View Cemetery. This route has been an invaluable way for bicyclists to get to and from a large part of Southwest Portland, thereby reducing motor vehicle traffic to and through residential neighborhoods and on an already heavily congested portion of I-5, as well as other increasingly congested streets and roads in Southwest. Continuing and increasing bicycling as a viable alternative to motor vehicles is key to meeting Portland's and Lewis & Clark's climate goals, including Lewis & Clark's Transportation Demand Management Plan, which was developed in collaboration with the Portland Bureau of Transportation.

We know how important this route through River View Cemetery is for bicycle commuters, including people coming to work and to learn at our three campuses, as well as our Southwest neighbors who bicycle from this area to work, school, or other destinations in different parts of Portland. It has also been the safest route for individuals and families on recreational rides. However, this route only exists as long as River View Cemetery, as a private entity, chooses to provide access to their grounds. These are the very reasons Portland needs a solution that recognizes that a private entity should not be expected to continue to carry the full responsibility of providing safe bicycling and walking routes to the public.

Recently, River View Cemetery has begun to curtail access through their property, in part due to concerns about liability. These changes have already had an impact on bicycle commuters, underscoring the need for Portland to create a viable alternative, while also addressing the cemetery's concerns regarding continued use of the current marked route until a viable alternative is in place. Given our long, positive history of collaboration, Lewis & Clark looks forward to engaging with River View Cemetery and the City to forge a viable long-term solution to ensuring bicyclists and pedestrians have safe routes in neighborhoods like ours, where there is often little or no infrastructure for non-automotive travel. We also believe collaboration, creativity, and goodwill can support interim access, while Portland demonstrates progress on creating a permanent solution.

Lewis & Clark

Please do not hesitate to reach out to either of us on behalf of Lewis & Clark, if you have questions or if we can assist in any way.

Sincerely,

David Reese
Vice President, Chief of Staff
General Counsel and Board Secretary
reese@lclark.edu

Lois Leveen
Director of Public Relations
loisleveen@lclark.edu

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5499 SW Shattuck Rd

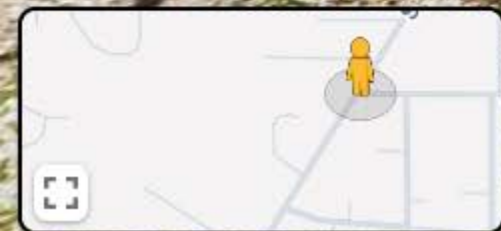
Portland, Oregon



Google Street View

Jun 2024

[See more dates](#)



Google





5450 SW Shattuck Rd

Portland, Oregon



Google Street View

Jun 2024

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STOPPING
IN THIS
BLOCK

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DRIVE



Image capture: Jun 2024

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5367 SW Shattuck Rd

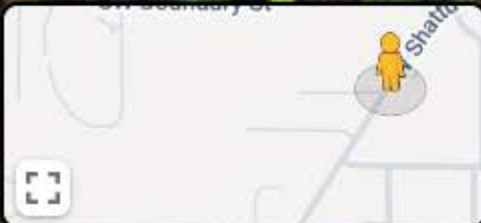
Portland, Oregon



Google Street View

Jun 2024

[See more dates](#)



Google



	Name or Organization	Position	Comments	Attachment	Created
22	Lynelle Macauley	Support		No	04/22/25 6:03 PM
23	Anonymous	Support	Please see attached comments on the need for community input into SIPP.	Yes	04/22/25 8:07 PM
24	Beth Blenz-Clucas	Support	It's crucial that the city improve on one of the core duties of any municipal government -- maintenance of sidewalks, and providing safe pedestrian access along city streets. Sadly, several main thoroughfares in Southwest Portland (D4) have no safe ways for pedestrians and bicyclists to share the road with cars. Kids have no safe route to school. People in wheelchairs and parents with strollers can't get to the grocery store. It's time to start at least making plans for sidewalk improvements on streets such as SW Shattuck Road, which will soon be serving 263 new households -- with a significant impact on several local roads with no sidewalks. Even if there is no money to build out everything right away, we need to start planning for the future now. Let's make our streets walkable and accessible to everyone!	No	04/22/25 8:22 PM
25	Rob Hertert, Chair, Far Southwest Neighborhood Association	Support	The Far Southwest neighborhood is encircled by two main roads: SW Lesser Road, beginning at the Clackamas County line, and becoming SW Capitol Highway ending at SW 49th street, with both roadways lacking sidewalks. There are some very short sections that have sidewalks but 90% of these two streets do not. Pedestrians and cyclists still try to use the roadway but it is truly dangerous. The safety situation is aggravated by speeding, and any sidewalk solution would need to include traffic speed reduction. A third street, SW Pomona, from SW 49th to SW 53rd is steep and has fast traffic. Our neighborhood association has asked for PBOT's help with traffic counts and hazard assessments, but we lack the experience to properly engage the City for help. We request these streets to be included in the inventory of sidewalks projects being considered by the City.	No	04/22/25 8:56 PM
26	Mary Anne Cassin	Support	We have waited literally decades for basic sidewalk infrastructure in SW Portland. Except for a handful of substantial improvements, like Capitol Hwy, sidewalks in this part of the city remain woefully inadequate. We live on SW VERMONT, a collector and bus route. We lobbied hard about fifteen years ago to get sidewalks on just one side of the street. The number of pedestrians and cyclists dramatically increased practically overnight. These days I lead a walking school bus for kids on my block. We walk one mile to Hayhurst elementary. Except for Vermont Street, we have to walk in the street. Every time I get these kids to school safely I praise my good luck fates. It shouldn't have to be this way, especially given what we pay in taxes.	No	04/22/25 9:04 PM
27	Kevin Goldsmith	Support	I have an informal petition sign on Shattuck Road for "sidewalks on Shattuck" Attached is the response download from our community. Please realize these people want sidewalks on Shattuck road. The Alpenrose development will add 200+ houses and will turn our little road into a dangerous one.	Yes	04/22/25 11:07 PM
28	Claire Coleman-Evans	Support		No	04/23/25 9:01 AM
29	Anonymous	Support with changes	Please add language clarifying that PBOT must be better stewards of our sidewalks and roads. Please cut all non core, basic services until this city can deliver on basics.	No	04/23/25 11:40 AM
30	Unite Oregon	Support		Yes	05/07/25 8:14 AM
31	Marita Ingalsbe	Support		Yes	05/07/25 9:38 AM
32	Michele Gila, Portland Metropolitan Association of Realtors	Support		Yes	05/07/25 10:48 AM

Date: April 22, 2025 Happy Earth Day
To: Portland City Council
From: Marianne Fitzgerald
Regarding 2025-095, Sidewalk Improvement and Paving Program

On February 24, 2025, many people pointed out the lack of safe sidewalk and bicycle infrastructure in SW Portland. I support the city council resolution, Agenda Item 2025-095, before you on April 23, 2025, but there hasn't been time since the SIPP was first proposed on March 24, 2025 to review or discuss details with community members. Here's a few suggestions:

- The resolution language must include bicycle facilities along with the sidewalk designs. We need both in SW Portland, and if bicycles are not considered in the initial design, we have learned the hard way how much more expensive it is to retrofit the streets in the future.
- Safe sidewalks and bicycle facilities are most needed on more than two dozen busy streets near centers and corridors to access transit, shops and services. They need to be safe for people of all ages and abilities. PBOT has developed some "alternative designs" that would not be safe for, say, a first grader to ride a bike on, or a senior to use a walker on these busy streets.
- As PBOT is developing its suite of options, it needs to consider what projects will be most likely to encourage behavior that will meet the anticipated benefits of the program. These are not necessarily the cheapest projects.
- "Alternative designs" are not always safe and do not necessarily encourage people to walk and bike in SW Portland.

- Stormwater requirements need to be factored in as a BENEFIT, not a COST, in this program. We know how expensive it is to meet stormwater requirements in SW Portland. We hope this program can leverage infrastructure investments, such as was done in the recent SW Capitol Highway project, to make them more cost-effective.
- My home in the Ashcreek-Crestwood Neighborhood has a “walk score” of 35 and a “transit score” of 36. According to Walkscore.com, Ashcreek ranks 75th in the City of Portland and is very car-dependent, yet we are experiencing infill without infrastructure today. The neighborhood has not had any city-funded investments in street or stormwater infrastructure in decades, and has prioritized several needed projects for the SIPP.
- My neighborhood includes the West Portland Town Center that needs a number of infrastructure improvements to meet the level of development envisioned in the West Portland Town Center Plan. Our community members strongly advocated for funding the “Outer Taylors Ferry” pedestrian and bicycle safety project twice in the last 6 years, yet the city decisionmakers did not recommend funding it.

I hope you will include input from people in the community when developing the proposed SIPP program and specific project designs. This new program needs to be built from the ground-up, with community support.

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Timestamp	Enter your name here:	Other comments						
1/6/2024 21:58:51	Kevin Goldsmith							
1/6/2024 21:59:46	Gibson Goldsmith							
3/24/2024 20:32:20	susan parter							
3/24/2024 20:39:45	Bev Snow-Kuehn	Sidewalks are a must on SW Shattuck Road from Beaverton Hillsdale Hwy to SW Vermont and from SW 52nd and SW Vermont to SW Oleson Road						
3/24/2024 20:40:25	fn nw	I'd also like to see a rest area with a table and gravel floor . Thanks!						
3/24/2024 20:43:11	Justin McLean							
3/24/2024 20:56:15	Vivian Feldman	Important safety issue!						
3/24/2024 20:59:52	Janice Silver							
3/24/2024 21:01:24	Eugene Silver							
3/24/2024 21:28:04	Anne Moltchanoff							
3/24/2024 21:49:43	Katherine Aromaa	Safety First! This can be a very difficult road to navigate as a driver, biker or walker already. Adding a whole new development will increase all foot, bicycle and vehicle traffic.						
3/24/2024 22:23:39	Michael Mehlman							
3/24/2024 22:26:51	Rena Fox							
3/24/2024 23:07:26	Karen Henell							
3/24/2024 23:29:23	Laurie wakefield	Please provide a safe way to walk before someone or someones's little boy or girl gets killed. This is for the community good, as a good community partner.						
3/24/2024 23:55:44	Georgia Bosse	Sidewalks have been needed here for a long time. If more housing is being built the need for sidewalks and bike lanes is even greater.						
3/24/2024 23:55:53	Effie Greathouse	With the growth that the Alpenrose development will bring, this is a key safety issue. We already have frequent walkers going down to the more reliable bus service and businesses (grocery store, pharmacy) on Beaverton Hillsdale Highway, and they are doing so on a						
3/25/2024 0:42:39	Elissa Morris	How can the city expect people to use public transportation if there is a safe way to walk to the bus stops? Sidewalks are necessary!						
3/25/2024 4:06:52	Jadene Stensland	Preserve Alpenrose dairy community memory using interpretive signage in development parks and trails.						
3/25/2024 5:34:28	Gregory Benison							
3/25/2024 6:12:27	Aaron Howard	There will certainly be pedestrian deaths on shattuck if sidewalks and a proper crosswalk are not installed.....just a matter of time.						
3/25/2024 6:16:42	Chelsea Goldsmith							
3/25/2024 6:28:35	Lynn Joyce							
3/25/2024 6:40:05	Tasia N. Watson	Pleae make sure the sidewalk is adequate and visible. A bike lane would be great too!						
3/25/2024 8:03:09	Connie Johnson							
3/25/2024 8:24:23	David Martin							
3/25/2024 8:25:16	Sean Gordon							
3/25/2024 8:41:15	Holly V. Welch							
3/25/2024 8:44:05	Andrea Seger	A sidewalk is needed for safety. People walk on the narrow road with cars and it is very dangerous?						
3/25/2024 8:59:58	Eartha Green	Have the foresight to have continual sidewalk from Vermont to B-H Hwy. Thanks!						
3/25/2024 9:58:09	Jon Duncan	The entire length of Shattuck Road from Vermont to Patton should have full width sidewalks and bike lanes. Currently no one can walk or bike that stretch safely. It's ridiculous! Make it look like the upgrades just made to Capitol highway from Multnomah village to Tayl						
3/25/2024 10:03:43	Nancy kraemer	We've needed a safe walkway along Shattuck for some time. Please consider this as a neighborly gesture for all folks' safety thanks.						
3/25/2024 10:05:22	Susan Huntley							
3/25/2024 10:07:10	Jim Baucom	In Sw portland there are few roads that connect to other roads. Shattuck is one of them & it is very unsafe to walk along it. If you are increasing the density by developing Alpenrose, how will people travel to shopping without a car? You can walk to Albertsons but it is						
3/25/2024 10:28:07	Portia England							
3/25/2024 10:57:37	Martha Reynolds	Sidewalk on Shatuck Road Yes						
3/25/2024 11:01:01	Bruce Schacht	This is looooong overdue. Now the new City of Alpenrose will hugely increase the need for sidewalks and bike path along Shattuck Rd. The developer should be forced to pay for this.						
3/25/2024 11:11:35	Janet Hummel	There is no longer #1 bus service in the area of Alpenrose. How are the children in the new development to safely get to Beaverton-Hillsdale Hwy to catch a bus? We in the neighborhood have been risking our lives for decades, but with over a hundred kids from the d						
3/25/2024 12:01:40	Alex Knoll	That area on Shattuck is scary for pedestrians. We need more access for normal people						
3/25/2024 12:06:35	LINDA ZAPP							
3/25/2024 12:15:24	Robert Stitzel	I live off Shattuck on Gillcrest. I've witnessed a jogger getting hit by a car on Shattuck because there are no sidewalks. I've seen at least 10 car accidents outside my house on Cameron and Shattuck. This is not a safe road to drive on let alone walk.						
3/25/2024 12:15:58	Marita Ingalsbe							
3/25/2024 12:17:23	Karen L. Miller							
3/25/2024 12:32:29	Teresa Yawn	NA						
3/25/2024 12:45:52	Amy K. Robertson							
3/25/2024 12:51:15	Cameron Benner	with new development comes opportunity to improve access and infrastructure. This busy neighborhood thoroughfare is in need of a safe solution for pedestrians and cyclists. I support a sidewalk connecting Beaverton hillsdale to Vermont street.						
3/25/2024 12:53:01	Mary Hill	No sidewalk. No way to walk safely in and out of that development, via Shattuck? What?						
3/25/2024 13:06:50	Susan Kuznitsky	Must have a safe way to walk down Shattuck!						
3/25/2024 13:08:33	William Frederick Hahne							
3/25/2024 13:43:49	Brynna Klamkin-McCarte	As a mom of two small children, the fact that there is no safe way for pedestrians to get from Vermont to Beaverton-Hillsdale is very concerning. I've seen neighbors with small kids walking and on bikes struggle to get across traffic to get to preschool, church, or to the						
3/25/2024 14:21:45	Ellie Moeller							

Timestamp	Enter your name here:	Other comments						
3/25/2024 14:22:34	Kay Sanderson	Please add a sidewalk. For once I'd like to feel safe while walking by my house. With all the potential homes being added off Shattuck, it will result in accidents if there isn't a sidewalk added						
3/25/2024 14:27:52	Jean Marie Kolb							
3/25/2024 14:44:29	Anthony White							
3/25/2024 15:48:46	Gwen Librach	This is so important for our safety!						
3/25/2024 15:49:10	Scott Zellmer	So essential!						
3/25/2024 16:46:48	Mende Smith	Please make this transition an equitable one. BUILD A SIDEWALK.						
3/25/2024 18:08:33	Leigh Metzger	Shattuck is already so busy. With the added 192 dwellings proposed, the traffic will only increase. A sidewalk is imperative.						
3/25/2024 18:26:47	Edna Kovacs	Install a sidewalk on Shattuck to BHH						
3/25/2024 18:33:01	Robynn Schillace	Sidewalks are a requirement for any new development in Portland. They are changing perfectly good intersections to add ramps to existing sidewalks all over portland and tigard. I seriously don't understand how this even needs to have a petition. Developers have f						
3/25/2024 20:36:27	Lisa Berglund	Safety before profit						
3/25/2024 22:23:52	Priscilla Popenuk	Please add sidewalks to Shattuck: Vermont to Hwy 10.						
3/25/2024 22:40:58	Melissa Burkee							
3/25/2024 23:01:24	Martin Jennings							
3/25/2024 23:14:20	Hannah Dodd							
3/26/2024 0:47:07	Kayla Dolce							
3/26/2024 1:50:52	Adeline Andres							
3/26/2024 1:52:45	Ann Guerrero							
3/26/2024 4:02:24	Theodore Seeber	With adding the Red Electric Walking Path, and such a walkable neighborhood, a path down the hill to the businesses on Beaverton Hillsdale Highway just makes sense.						
3/26/2024 9:01:07	Carol Cryder	Shattuck Rd is not a safe road for walkers. With the added density of human beings from the new development it will be even less so. The city is encouraging density and pedestrian safety. Let's walk the talk and require sidewalks from the development to Beaverton f						
3/26/2024 9:36:03	Janis Wallace							
3/26/2024 12:06:26	Stephanie Hovden	We need sidewalks to safely walk in our neighborhood!						
3/26/2024 12:40:41	Dan Schlesinger	Yes, please!						
3/26/2024 12:42:01	Bernie Colasurdo	Shattuck road will also need to be widened!						
3/26/2024 13:06:39	Chris and Traci Michaud	Even clearing the shoulders on the east side of the road would help provide a safe place off the pavement for pedestrians and cyclists. Crest of the hill is treacherous even for adults. How will all the kids in these new homes get to BHH safely? Someone is going to b						
3/26/2024 14:24:47	Linda and George Watso	Maybe they should not consider whether they are legally responsible but morally responsible to put in sidewalks since they are building so many homes and increasing the population so dramatically in the neighborhood.						
3/26/2024 15:32:58	Kelley Duilio							
3/26/2024 15:55:02	Camber Strom							
3/26/2024 16:45:36	Kelly Skelton							
3/26/2024 18:33:21	Martin Krueger							
3/26/2024 18:43:36	Leslie							
3/26/2024 19:30:37	Lisa Newlyn	For safety this needs to be done.						
3/26/2024 21:22:20	michele dickson							
3/27/2024 8:56:44	Nicola Corl	Walkability of a neighbourhood is key to community. There are so many beautiful areas in SW portland that are hard to walk, especially with kids. Please consider sidewalks all the way along this road as a way to make this neighbourhood accessible to all. Now that Al						
3/27/2024 10:08:26	Amy Starke	We need a sidewalk from SW Vermont to SW Beaverton-Hillsdale Highway. If the city is serious about public transit, the new residents of Alpenrose will need a way to walk to Tri-Met buses 54 and 56 on B-H Highway.						
3/27/2024 19:09:59	Tom Powers	Sidewalk yes!						
3/28/2024 9:25:58	Barbara Linssen	Basic ADA laws are being ignored. We need basic facilities and connections. It's been City property for over 50 years. Past Due!						
3/28/2024 10:37:28	Katherine Hoffman	I strongly support sidewalks on the full length of Shattuck. It is already unsafe for the many people who must walk it, but added traffic from the new development will make it a new hub for pedestrian accidents.						
3/28/2024 19:49:33	L. Meuser	I believe the city made St Luke Church on Vermont across from the SW Community Center construct sidewalks along SW 45th even though the church didn't own property along that whole section when the church constructed an addition. So the City should require th						
3/28/2024 22:55:34	Hannah Sauer							
3/29/2024 6:50:52	Pampha K Monger	I have to walk to bus stop from work pls I need proper side walk						
3/29/2024 13:19:18	Matt Bugbee	We really need this sidewalk						
3/29/2024 20:55:08	Amanda Wood							
3/29/2024 20:55:40	Michelle Wood							
3/29/2024 20:56:05	Phillip Wood							
3/30/2024 15:04:19	Abigail Wood							
3/31/2024 13:40:08	Maury Brown	This should be part of the traffic study tied to the Alpenrose development. That development will have sidewalks from Vermont to SW Pendleton Ct but does not cover to BH-Hwy where the most direct bus lines are as well as the closest grocery store (Albertsons). It's						
3/31/2024 14:58:24	Deborah Scott	While the developer may not be required by law to add sidewalks from property to Vermont and BHH, the added auto/truck (passengers, services, deliveries) traffic to such a large development creates more of a safety hazard on Shattuck than was there before. I urge the City to add a multimodal path to their/our commitment. Otherwise we'll be fixing the problem(s) a						
3/31/2024 15:02:13	Mark Astor	There is an obvious need!						
3/31/2024 16:35:23	Kathleen Pate	Sidewalks are so important to safety.						
4/1/2024 15:29:51	Lisa Bugbee	SW Shattuck is very narrow with no safe way to walk on. Installing a sidewalk on the west side of the road will enable many residents to walk to the bus stop and grocery store. The city of Portland needs to invest in the walkability and safety of its SW Portland residen						

Timestamp	Enter your name here:	Other comments						
4/1/2024 16:02:11	Oliver Doran	1. I'm only 15, so I'm not sure I make a legal difference, and 2. This would much help my commute, so let's hope this goes thru. At least remove the blackberry would be much appreciated. Merci.						
4/1/2024 20:26:30	Gary Parr	The safety of the neighbors and workers who walk the hazards of Shattuck Road needs to be addressed. With the increase of traffic when the Alpenrose property is developed, Shattuck will turn into an accident waiting to happen. Please be proactive in the safe devel						
4/1/2024 20:37:30	Mary Reed							
4/2/2024 8:07:13	Peggy Lickert	As a resident of Illinois St, having a sidewalk on Shattuck would increase safety, slow traffic and improve our carbon footprint as people could walk even down to the grocery store.						
4/2/2024 20:37:53	Paige Parr							
4/3/2024 7:19:23	Bev Snow-Kuehn	Yes sidewalks on Shattuck Road, both north and south, from Vermont to Patton. Sidewalks on SW Vermont from 53rd to Oleson Road too. Building on the Alpenrose property will be brining in more residents and cars, sidewalks are a must for the increase of pedestria						
4/3/2024 15:20:23	Sarah Pitzman	I feel it is a huge safety concern to not have sidewalks or crosswalks along Shattuck road. Please install both!						
4/3/2024 16:06:30	Eric Mick	I don't necessarily support making the developer pay for sidewalks all the way from Vermont to BHH but it definitely needs to happen.						
4/3/2024 17:23:37	Caleb J. Emmons							
4/3/2024 19:42:07	Casi Chen	This road is so dangerous for pedestrians - please add sidewalks as part of the Alpenrose Development.						
4/3/2024 20:16:02	Aletha Foster							
4/3/2024 20:17:06	Colton Foster							
4/3/2024 20:17:23	Flynn Foster							
4/3/2024 20:22:24	Jennifer M. Podichetty							
4/3/2024 20:55:51	Lincoln Foster							
4/3/2024 21:39:19	Linda Nelson							
4/3/2024 22:09:08	Sarah Silkie							
4/3/2024 22:34:18	Celina Rebolledo							
4/3/2024 22:44:34	Albert Kaufman	Please put a lot of thought into the design of this community. There should be many ways into the development. There are great examples of how to do this type of building - don't just let the developers decide - get in there and make this fantastic, please.						
4/3/2024 22:48:28	Mandy Santiago	Also, to whoever is doing this petition - change it to collect email addresses so you can start building some movement with this for your neighborhood. If you want a hand, reach out to me - albert@albertideation.com = here's an example of what one can do with email						
4/3/2024 23:28:32	Mercy Rossi	Yes, please!						
4/4/2024 5:12:19	Micheline Craw							
4/4/2024 8:59:38	Laura Bernards	Shattuck is a dangerous pedestrian through way connecting the neighborhoods of Hayhurst, Maplewood, and used still by public transportation commuters connecting to the bus lines on Beaverton Hillsdale Hwy. There are NO shoulders and traffic comes fast - 30 mp						
4/4/2024 9:51:54	Larissa Vaughn	Please consider adding a safe place for pedestrians on Shattuck Road. Thank you!						
4/4/2024 17:07:52	Sara Cade							
4/4/2024 18:22:36	Elizabeth Kleffner							
4/4/2024 18:48:11	Jennifer Niemeyer							
4/4/2024 21:02:43	Lee Perry							
4/4/2024 21:08:08	Maureen Baldwin							
4/5/2024 5:59:04	Larkin millar	Please add sidewalks for a safer neighborhood!						
4/5/2024 12:23:32	Gayle McLernon							
4/5/2024 12:43:37	Erik Strandhagen	Sidewalk is needed before the development of Alpenrose was planned. Adding more cars to this road only increases the need for sidewalks						
4/5/2024 14:27:37	Jaden Johnston	More sidewalks will help our community!						
4/5/2024 18:08:58	Lin Peng	Very dangerous along Shattuck and a sidewalk is a must if there's a development with more than 300 houses						
4/5/2024 20:01:27	Candice Rutherford	ghen318@gmail.com						
4/6/2024 9:48:43	Nick Wusz	Yes! It's needed.						
4/7/2024 9:44:58	Tamara Dib	Please do this!						
4/7/2024 14:20:51	Joseph and Shasta Cafarelli							
4/7/2024 16:37:50	Sarah Morse							
4/8/2024 7:50:12	Justine Bonner	I have wanted to be able to walk on the road instead of assiduously avoid it for many years.						
4/8/2024 7:52:27	Hilary Tarner							
4/8/2024 7:57:47	Eric	Please DO NOT put sidewalks on this Shattuck road!						
4/8/2024 8:28:06	Thomas Wood	This is much needed!						
4/8/2024 9:38:06	Christine	Request to add a sidewalk on one side of SW Shattuck from SW Vermont to Beaverton Hillsdale Highway. This is essential for access to major bus lines on Beaverton Hillsdale Highway there are no other remotely direct or safe routes for foot traffic and Shattuck is ab						
4/8/2024 14:04:12	Vikki Obuhanych	The least you can do for the neighborhood. Please?						
4/8/2024 16:57:04	Teresa Slaughter	There needs to be a constant sidewalk on Shaddock to Vermont and then to Oleson, the edge of the road drops directly into a ditch. I see children having to step into the ditch when cars pass while they are trying to get to the city bus during Morning hours to go to sch						
4/8/2024 17:35:54	Erik Naylor							
4/9/2024 8:38:23	Kyle Liljegren							
4/9/2024 8:53:26	Allison Graham							
4/9/2024 10:16:48	Jane Chausova							

Timestamp	Enter your name here:	Other comments						
4/9/2024 10:18:16	Oleg Kaganov							
4/10/2024 11:00:31	Audrey Burkhardt	Let's not have kids walking alongside of a busy road, build sidewalks!						
4/11/2024 16:22:37	Amy Blumenberg	Our Hayhurst area neighborhood streets have become more dangerous for those of us who walk to school, walk our dogs, and ride our bikes in the neighborhood. The lack of sidewalks, speed bumps and other traffic-calming measures is already a problem but with e						
		Denisekw@gmail.com 5809 SW Idaho St						
4/11/2024 17:21:30	Denise KossoverWechte	A complete sidewalk on Shattuck would be very desirable Walking down down to BHH is currently not safe						
4/11/2024 17:24:24	Steve Jack	Long needed. It's a very dangerous road to walk without sidewalks.						
4/11/2024 17:30:33	Joe Dinsmore	Sidewalk for safety						
4/11/2024 17:37:18	Sanghee Lee	We need sidewalks! It is not safe enough for kids!						
4/11/2024 17:37:29	Patricia Fryer							
4/11/2024 21:10:42	Kristin Walker							
		Even more important with Alpenrose being developed.						
4/12/2024 10:55:25	Kirsten Nielsen							
4/12/2024 13:00:10	Kathryn koback							
4/13/2024 12:37:00	Claudio V Mello	We also need pedestrian crossing between the planned red electric trail and alpenrose						
		Yes for the sidewalk from Vermont to Beaverton Hillsdale Hwy. melloalucia@gmail.com						
4/13/2024 13:45:48	Ana Lucia M Mello							
4/13/2024 20:54:09	Zoe Orcutt							
4/13/2024 20:54:34	Ryan Bestwick							
4/14/2024 0:46:02	Nick Dudley	5615 SW Pendleton						
4/14/2024 8:40:31	Debra Hornbecker							
4/14/2024 12:35:40	Beth Blenz-Clucas	pedestrian crossings at SW Illinois and Bertha (and Cameron if possible) would be very smart, too.						
4/14/2024 15:13:45	Claire Coleman-Evans							
4/14/2024 17:29:57	Janet Hummel	The shoulder on SW Shattuck Rd from SW Vermont St to SW Beaverton-Hillsdale Hwy (and North) is a DITCH NOT A SHOULDER. The DITCH is too narrow to jump down to and walk along.						
4/14/2024 17:36:32	Andy Singer	3825 SW Scholls Ferry Rd						
4/15/2024 8:27:41	Shelley Molinaro							
4/17/2024 16:27:47	Peter Seaman	I run, walk, and cycle regularly on Shattuck. Shattuck needs not just a sidewalk on the west side but also a bike lane on the east side so cyclists have a climbing lane. When riding uphill from Vermont, a cyclist can feel very exposed and unsafe - you certainly wouldn't						
4/18/2024 6:56:26	Osha Roller							
4/18/2024 6:56:51	Justin Roller							
4/18/2024 6:57:12	David Moss							
4/18/2024 6:57:25	Tony Staser							
4/18/2024 6:57:40	Joy Ann Moss							
4/18/2024 6:57:52	Lily Roller							
4/18/2024 6:58:04	Anya Roller							
4/19/2024 10:07:48	Scott Bennett	Many members of the Hayhurst community would love to walk along Shattuck Road, but cannot currently safely do so. Please ensure that a new sidewalk is built continuously from Vermont St to Beaverton-Hillsdale Hwy.						
4/19/2024 11:07:43	Monica Iglecia	This is an opportunity to improve quality of life and safety in the neighborhood as the neighborhood grows.						
4/20/2024 9:10:49	Celia Crittenden	Traffic is going to get progressively worse, pedestrians deserve to feel safe!						
4/20/2024 11:00:16	Julie Putney	We need sidewalks on Shattuck Rd.!						
4/20/2024 13:10:45	jane ayotte	One side only						
4/20/2024 16:01:15	Katie Ray	Thank you!						
4/21/2024 21:19:16	Rev stephanie ahn mathi	Sidewalks would be wonderful. We offer temporary housing for refugees at west hills covenant church off of shattuck and having sidewalks would grratly help refugees to be able to walk to Albertsons and rite aid for groceries and medicine.						
4/22/2024 8:22:58	Seth Yonker							
4/23/2024 17:05:14	Sam							
4/23/2024 18:56:21	Aiden Winn	I'm always looking over my shoulder while walking on the edge of the road. Not ideal						
4/25/2024 12:28:08	Allahna Davis	Needed						
4/25/2024 12:28:42	Vince Davis							
4/25/2024 12:28:54	Venita Davis							
4/25/2024 12:29:05	Steve Murvine							
4/25/2024 12:29:16	Amy McQueen							
4/25/2024 12:29:31	Krista Weaver							
4/25/2024 17:21:44	Michael Stout							
4/25/2024 17:22:08	Owen Stearns							
4/25/2024 20:21:01	Matt Cato	SW Idaho Terrace						

Timestamp	Enter your name here:	Other comments						
4/27/2024 16:02:32	Michael Schuller							
4/27/2024 16:08:17	Mike ostertag							
4/27/2024 16:13:45	Sarah Read	I live on the Pendleton cul de sac off of Shattuck. It is not possible to walk out onto Shattuck as it is unsafe. There are also Trimet bus stops used by PPS kids on Shattuck that are effectively in the ditch. Kids have to walk along a very narrow shoulder to get off of Sha						
4/27/2024 20:14:46	Jed Schneider	If we can't have continuous sidewalks, we should ensure Shaddock is one way and there is enough room to support multimodal travel both directions.						
4/27/2024 20:33:23	Theresa Thom	No one follows the speed limit and with limited visibility, sidewalks are needed to help keep pedestrians safe and maintain accessibility for people in this residential area. Sidewalks would help people safely reach the bus stops in this area too.						
4/28/2024 17:40:40	Kris Alman	The developers of Alpenrose have created a nightmare for people trying to avoid this dangerous road.						
5/2/2024 19:21:54	David biles	Critical safety issue, especially if more traffic is expected with the development of old alpenrose property						
5/2/2024 20:33:48	Samantha Biles	samvant@gmail.com 5707 SW Pendleton St						
5/4/2024 10:35:54	Sharon Whitehill							
5/4/2024 13:28:10	Lisa Cato	Walked it today. Lucky to have survived!						
5/6/2024 14:53:28	Zach Scheele							
5/6/2024 15:20:35	Michaela Sinrod							
5/7/2024 13:53:47	Kaenkeo Clarkson	SW BOUNDARY ST						
5/7/2024 14:14:27	Erica Geer	5828 SW Boundary St Erica.geer@gmail.com						
5/7/2024 15:12:15	Nikolas Davis							
5/7/2024 16:00:23	T clarkson							
5/7/2024 19:37:54	Bruce Schacht	The inevitable added traffic burden from the Alpenrose development is like the straw that broke the camel's back. The developer should be willing, and should be required, to support this improvement. A sidewalk and safe bike lane are looooooong overdue. This sho						
5/8/2024 18:25:30	Levi Patterson	Cameron Rd						
5/10/2024 14:25:25	Priscilla P.	There is an absolute need for the safety of a sidewalk on Shattuck.						
5/10/2024 14:37:35	William Smith							
5/10/2024 15:00:29	Bruce schacht	This is looooong overdue. It should be paid for by the developer for the new City of Alpenrose, in view of the traffic increase that will inevitably result from that development.						
5/10/2024 17:01:51	Judith Lienhard							
5/10/2024 17:15:27	Renner Link	PLEASE PLEASE DO THIS						
5/10/2024 18:20:17	Julie Blackman							
5/10/2024 18:49:09	Mike Charles							
5/10/2024 19:15:40	Janna Stacey							
5/10/2024 21:15:44	Autumn Dudley	We need a sidewalk on this extremely dangerous road!						
5/10/2024 21:28:48	Andrea Seger	Please add a sidewalk. It is really dangerous for people walking on a winding road with cars.						
5/10/2024 22:23:47	David James Martin	PBOT needs to fund the sidewalk.						
5/11/2024 0:04:46	Michael Stocks							
5/11/2024 7:02:25	Beth Elliot	belliot66@yahoo.com 7425 SW 25th Ave. Portland, OR 97219						
5/11/2024 8:40:30	Judith Filsinger							
5/11/2024 8:55:14	Barb Casey							
5/11/2024 10:31:50	Brian Foulkes							
5/11/2024 11:13:55	Nancy Carlin Casey	Sidewalk please!						
5/11/2024 11:44:15	Julie Saugstad	Please put a sidewalk on Shattuck!						
5/11/2024 11:52:58	Danielle brooks							
5/11/2024 11:53:47	Karen L Hicks	Please!						
5/11/2024 12:27:41	James Hicks	I have visited and that is a dangerous street for pedestrians.						
5/11/2024 13:49:16	Henry Dudley	My cat died on this street.						
5/11/2024 15:11:26	Matthew Fogle	Maybe at least a speed. Bump						
5/11/2024 15:14:20	Celia Crittenden							
5/11/2024 17:07:31	Nancy Curtin							
5/11/2024 17:30:18	Jennifer Houle							
5/11/2024 19:03:44	Candy Wells							
5/12/2024 11:45:06	Cassandra Lawrence							
5/12/2024 12:37:55	Hannah Verbeke							
5/12/2024 17:02:58	Stacy Harris							
5/18/2024 18:37:37	Ken Vincent	I almost killed somebody a couple years ago on this street! Rainy winter night with bright headlights from oncoming traffic. A figure all in black walking in the street because there is NO SHOLDER!! I saw his light colored soles of his boots at the LAST SECOND and						
5/26/2024 19:16:46	Madison Stewart							

Timestamp	Enter your name here:	Other comments						
6/8/2024 8:14:14	Yes	We should have it long time ago! Major safety issues						
6/9/2024 6:06:42	Barb Johnson							
6/9/2024 20:06:08	Claudio Mello							
6/12/2024 12:37:57	Phillip Barron							
6/12/2024 15:23:07	Ryan Malia	We need to have better infrastructure for pedestrians in our neighborhood.						
6/13/2024 23:26:39	Huzaifa O Zeidan	Must there be sidewalks for pedestrians with better public transportation too						
6/23/2024 16:34:35	Fiona Vanderwal	Can't count how many times I've almost been hit on this road. Sidewalks are necessary for kids' safety!						
6/28/2024 20:51:15	Wally Tonra							
7/7/2024 14:23:58	Kasey Beckley							
7/7/2024 14:24:37	Kelly Beckley							
7/8/2024 19:29:51	Claire Beckley							
7/8/2024 20:17:03	Riley							
7/10/2024 2:13:31	James Gordon							
7/12/2024 19:05:32	Johanna Anderson							
7/19/2024 14:18:30	Marni Tapscott	Having once lived on Shattuck and having to walk up and down the hill for the bus on Beaverton Hillsdale, I can attest to how incredibly dangerous that road is for pedestrians. If you want to limit car use and reduce carbon emissions, we need safe access to public tra						
7/20/2024 10:10:38	Angela Jennings							
7/24/2024 11:23:44	Marla J Simon	In Southwest Portland, every sidewalk that has been put in immediately has walkers on it. Makes walking so much safer and brings out more people getting some healthy exercise & fresh air!						
7/25/2024 8:11:17	Vicki Cohen							
7/25/2024 11:05:04	Trenton McKinney							
7/31/2024 10:50:20	Erik Strandhagen	Keep me informed ers_carto@yahoo.com						
8/2/2024 14:33:37	Kerry Arkell							
8/2/2024 14:37:19	Nigel Arkell							
8/2/2024 18:04:50	Gregory Lambert	5512 SW Shattuck rd, glambert2010@icloud.com						
8/2/2024 18:14:36	Jessica Lambert	Sidewalks for Shattuck						
8/11/2024 8:55:26	Janet Hummel	The "shoulder" on Shattuck is an DITCH (which is too deep and too narrow for a pedestrian to jump off the road - To quickly jump out of the way of a speeding car, they'll break bones dropping into the ditch)!!!! People drive fast, limited visibility most of the road SW Ve						
8/13/2024 9:42:02	Dick King							
8/14/2024 11:39:41	Raphael Goodblatt	Yes yes yes!!						
8/30/2024 8:27:01	Jim Peerenboom							
9/4/2024 11:19:54	Laura Richardson							
9/7/2024 12:59:02	Amy Starke							
9/9/2024 19:28:31	Benjamen Lemus	Help keep pedestrians safe, we need a sidewalk!						
9/13/2024 11:25:55	Ali Livolsi	Ali@compass-pr.com						
9/22/2024 11:45:55	Melanie Bostrom							
9/22/2024 11:46:18	Aaron Brown							
9/25/2024 8:50:14	Megan McMillan	There is no safe route for running and biking on this road currently. Additionally, we partake in music classes at the church on Gilcrest and it would be lovely for this to be walkable to the surrounding neighborhoods. I especially feel for those who use public transport a						
9/27/2024 15:21:43	Scott Taylor	safety please!						
9/28/2024 15:05:05	Tristan Flores	Portland city resident of district 4, rode down the street on my bike when a car ran passed me and forced me into the shrubs and it just drove away						
10/8/2024 16:40:22	Mary Grumbles	Full support for this measure!						
10/8/2024 16:55:45	Jonathan Grumbles	j.grumbles@hotmail.com 5441 SW Hamilton St						
10/13/2024 15:02:07	Christopher B Brown							
10/18/2024 11:39:10	Blake Overman	SW Dosch						
10/19/2024 12:43:58	Julian.heninger17@gmai	This is absolutely needed! With the ravines and creeks blocking most cut through roads/paths, pedestrians are forced to use main roads with no shoulders or sidewalks						
10/20/2024 13:34:06	Wendy Wray	I support the sidewalk on Shattuck!						
10/20/2024 14:37:10	Carter Wray							
11/7/2024 15:35:36	Killian Fitzpatrick							
11/7/2024 15:35:55	Briana Jacobs							
11/8/2024 15:49:03	Sylas Williams	I'm a 13-year-old boy who has a commute through this road? And it is a nightmare not having a sidewalk. I have almost gotten hit over five times and that is unacceptable. In intense that road is so long people tend to go super fast.						
11/10/2024 15:15:32	Ashley Simmonds	And all we need is a sidewalk						
11/11/2024 8:34:28	Kathleen Taylor							
11/12/2024 16:44:10	emery-08grocers@icloud.com							
11/18/2024 11:09:52	Kara Scheu							
11/18/2024 15:13:43	Claire Coleman-Evans	Landuse rep for Bridlemile Neighborhood Association would really like to meet and talk 503-740-7460.						

Timestamp	Enter your name here:	Other comments						
11/20/2024 19:49:19	Lisa Donaldson							
11/20/2024 19:51:41	Alex Donaldson							
11/20/2024 19:57:33	Mikaila Donaldson							
11/23/2024 15:45:27	Madison	Sidewalk please!!!						
11/24/2024 11:01:49	Gabrielle Donaldson							
12/27/2024 10:49:15	Abbi Riechers	We absolutely need sidewalks and preferably bike lanes as well on Shattuck. It's a huge safety concern for both motorists and pedestrians.						
12/30/2024 12:14:54	Aureliana Circota	We need a sidewalk from Vermont to Beaverton Hillsdale for safety						
1/19/2025 12:06:19	Ian Miller							
1/24/2025 14:56:15	Devyn Barker							
1/24/2025 14:57:37	Devyn Barker							
2/9/2025 8:49:37	Marlys Petersen	This road definitely needs a sidewalk						
2/26/2025 14:47:29	Kirsten Bosnak							
3/2/2025 10:53:11	Joseph Kallmeyer							
3/7/2025 9:53:11	Mary Jo Prudhomme	Please add a sidewalk to keep us safe while we are walking in the neighborhood. Thank you.						
3/7/2025 9:53:48	Cassie Bent	I live near here and I am constantly frustrated by the disconnect between our neighborhood and everything trapped by BHH, Oleson, and that five-point Death Star. The sidewalk on Shattuck may be a good step towards helping create a more walkable neighborhood &						
3/7/2025 9:58:04	Natasha Carmichael							
3/7/2025 10:03:24	Lynn Bent	Please proceed with this sidewalk. I live in the area and walk many places for all my errands, to connect with family, church and friends and enjoy everything the local area has to offer. Thank you very much!						
3/7/2025 10:14:16	Celina Rebolledo							
3/7/2025 10:54:57	Samuel Bent	A sidewalk and separated bike lane along this route would be ideal, but any measures that can be taken to reduce car dependence are an absolute must. We live in Hayhurst and trying to get anywhere west of Shattuck Rd by bike or walking is extremely dangerous.						
3/7/2025 12:53:39	Raquel Kahn							
3/9/2025 12:40:31	Susan E Vincent							
4/2/2025 0:18:55	Christopher Meek							
6/29/2024 15:14:20	George Slaughter	Hayhurst resident						

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Testimony in Support of the Sidewalk Improvement and Paving Program (SIPP)

Dear Council Members,

Yesterday, as part of a SWEC (Southwest Equity Coalition) tour, I walked the streets of West Portland—a neighborhood often stereotyped as affluent and homogenous—and what I saw challenges that narrative entirely. Along the route, I saw crumbling pavement, missing curb ramps, and streets designed for cars but not for people. This experience crystallized why the Sidewalk Improvement and Paving Program (SIPP) is urgent—not just for East Portland, which rightfully demands investment, but for **all** neighborhoods, including West Portland, where immigrant & refugee communities thrive but infrastructure fails.

The resolution before you recognizes that equity cannot be selective. While East Portland's underdevelopment is well-documented, West Portland's challenges are too often overlooked. The data confirms this: about 120 miles of Portland streets lack sidewalks – and most of them are located in District 1 in East Portland and District 4's Southwest neighborhoods, areas where immigrants, refugees, and low-income families reside. These communities deserve more than survival—they deserve dignity. A grandmother walking her grandchild to school shouldn't have to deal with sidewalks that drop off suddenly. A person using a wheelchair shouldn't be trapped by missing ramps.

SIPP is more than infrastructure repair—it's a commitment to justice. By prioritizing ADA-compliant ramps, tree-lined cooling corridors, and walkable pathways, this program could:

- Protect vulnerable residents: Reducing falls, improving transit access, and ensuring children reach school safely.
- Combat climate inequity: Green infrastructure in heat-affected neighborhoods can save lives during extreme weather.

Critics may argue that “wealthy” West Portland doesn't need investment. But this ignores the reality of families Unite Oregon serves in West Portland—families who face the same systemic neglect as East Portland but are rendered invisible. My hope is that SIPP's equity matrix and community engagement process will ensure resources flow to where they're needed most, breaking cycles of disinvestment.

This resolution also supports Portland's climate goals. By creating safer walking paths, we empower residents to choose sustainable transportation, reducing reliance on cars. Pairing this with green technologies (e.g., solar sidewalks, sustainable materials) through the Portland Clean Energy Fund could make Portland a national model for equitable climate action.

Finally, SIPP's focus on job creation, from SummerWorks apprenticeships to contracts for minority-owned businesses, ensures that economic opportunity flows back into the communities most impacted by neglect.

In closing: I urge you to pass this resolution. Let's replace the myth of "wealthy West Portland" with the reality of a city that invests in **all** its people. Our sidewalks are more than concrete- they're pathways to dignity, safety, and belonging.

Thank you.

Je Amaechi

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It's Time to SIPP and SWIM

Marita Ingalsbe
Hayhurst Neighborhood
SW Portland

May 7, 2025

Testimony on 25-095

Thank you Mayor Wilson and Portland City Councilor members for this opportunity to speak in support of the Sidewalk Improvement and Paving Program. I would like to share with you a couple of photos of the streets in our SW Portland neighborhood.

Current residents cannot safely walk or bike on these streets, and neither will the residents of the 263 new homes being built on the former Alpenrose Farm property, resulting in over 2,000 more car trips daily.

Improvements to these streets are in the Southwest in Motion (SWIM) plan that was adopted by City Council in early 2019.

It's time to SIPP and SWIM.

Marita Ingalsbe

Hayhurst Neighborhood



SW Shattuck Road, north of Raleigh Crest (formerly Alpenrose)

SW Vermont St, east
of Raleigh Crest



The 2019 Southwest in Motion Transportation Plan includes several Shattuck Road improvements, such as SS-01 for a Safer Shoulder, which are not funded.

FACILITY TYPES

SAFER SHOULDER

A Safer Shoulder provides a separated place to walk and bike on a roadway, out of the path of moving traffic.

Why this design treatment?

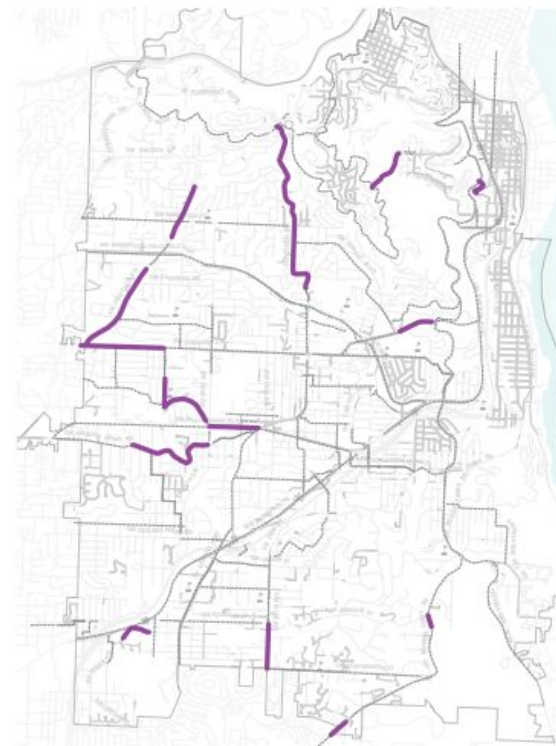
On local streets with traffic calming, a painted-only shoulder may be sufficient to separate people walking from moving traffic. In areas with higher speeds and volumes, a shoulder with physical separation can provide a secure place to walk or bike. In both cases, this can be a cost effective, interim investments can provide a safer, more comfortable place to walk.

On streets with significant slopes, safer shoulders should be provided on the uphill side.

This treatment works best on streets with:

- shoulders that see significant pedestrian demand.
- excess paved space that can be reconfigured.
- the need for shoulder widening as important interim step toward full sidewalk construction.
- adequate street lighting.

Where does **SOUTHWEST IN MOTION** recommend this facility type?



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May 7, 2025

To: Portland City Council

Re: Sidewalk Improvement and Pavement Program (proposed Resolution 2025-095)

President Elana Pirtle-Guiney and Members of the City Council,

On behalf of the Portland Metropolitan Association of Realtors® (PMAR), representing over 7,500 real estate professionals dedicated to promoting homeownership in the metro area, **we urge you to support the proposed Sidewalk Improvement and Pavement Program (Resolution 2025-095).**

Realtors® understand that great homes depend on great neighborhoods. Safe, connected streets and high-quality sidewalks are not amenities—they are the foundation of livable communities and resilient property values. SIPP’s focus on long-neglected corridors in Districts 1 and 4 speaks directly to our association’s commitment to equitable investment across Portland.

Why PMAR supports the Sidewalk Improvement and Pavement Program:

Safety first. 58 Portlanders lost their lives in traffic-related incidents last year, with nearly half of those tragedies occurring in East Portland—and 22 pedestrians among them. Filling sidewalk gaps, calming traffic, and repairing pavement will save lives and reduce injuries for people walking, biking, rolling, and driving.

Walkability and livability. National research—and our daily experience with buyers—shows that homes in walkable neighborhoods are more attractive to families. Sidewalks encourage active lifestyles, connect residents to schools, parks, and small businesses, and foster the sense of community that makes people proud to call a place home.

Economic vitality. Well-maintained streets spur private investment. Neighborhood foot traffic helps local businesses flourish, and commercial districts thrive when sidewalks invite outdoor seating and window-shopping. SIPP’s proposed jobs pipeline, apprenticeships, and use of local contractors will multiply these benefits in the very communities that need them most.

Responsible financing. The program’s funding strategy—blending federal Safe Streets and Roads for All grants, state partnerships, limited-tax revenue bonds, and targeted Portland Clean Energy Fund dollars—leverages outside resources while limiting burdens on the City’s general fund.

PMAR applauds Councilors Smith and Green, Chair Clark, and the Transportation & Infrastructure Committee for advancing this thoughtful, data-driven proposal. We are

particularly encouraged by the directive for a transparent four-year project list, a public dashboard, and robust community engagement—best practices that will build trust and ensure funds reach the streets and neighborhoods that need them most.

Every Portland resident wants to live in a neighborhood that is safe, connected, and welcoming. SIPP is an essential step toward that vision, and we urge the City Council to adopt it without delay.

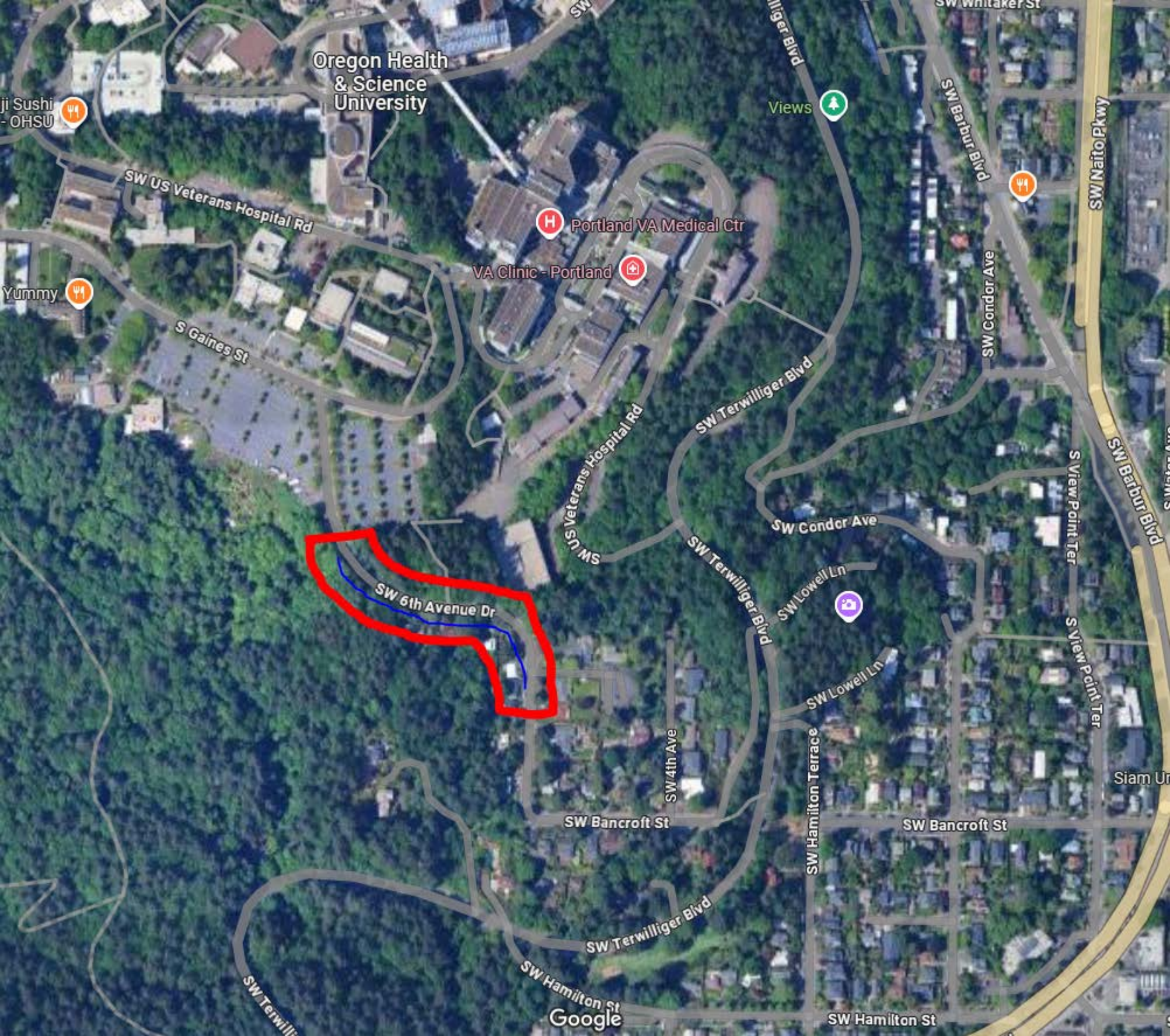
Thank you for your thoughtful consideration.

Sincerely,

Michele Gila
Director of Realtor® Advocacy
Portland Metropolitan Association of Realtors®

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Name or Organization	Position	Comments	Attachment	Created
Anonymous	Support	<p>I work at OHSU and to avoid driving to work since there is limited parking (OHSU encourages employees to take alternative forms of transportation), I walk to work, and I walk on SW 6th Avenue Drive (behind CDRC Building and where the Saint Elizabeth of Hungary Catholic Church is). There is a corner and a long stretch of the road that is dark and there is no sidewalk on either side of the street. Lots of cars drive above the speed limit and now with the roadwork, ambulances come by as well. The speed bumps have been removed (although they did not help much), and it can be very dangerous, especially early in the morning and later at night (ESPECIALLY in the winter). The cars coming around the corner don't even see you until they are face to face with you and need to swerve away from the edge of the street to avoid hitting you. There is also a steep drop off on the side of the road. Lots of people use this road to bike or walk to and from work. Lots of employees who drive on this street drive over the speed limit as well. Everyday I walk on this street, I'm worried about being hit. I also live on this street, and walking my dog can be scary because there is no sidewalk to keep us both safe, and we've had plenty of near hits.</p> <p>Could there be a plan to create a sidewalk, or increase the street lighting in this area? There is a stretch of this road that has NO street lamps and it is pitch black with no sidewalk at night, or during the winter. OHSU commuters, or people who live in the neighborhood who walk are forced to walk on the road, and next to a steep drop off as cars speed by.</p>	Yes	05/08/25 8:16 AM



Portland City Council, Transportation and Infrastructure Committee
March 24, 2025 - 9:30 a.m.
Testimony List

	Document Number	Name
1	2025-095	Marianne Fitzgerald
2	2025-095	Zachary Lauritzen
3	2025-095	Mackenzie Springer
4	2025-095	Brett Johnston

Portland City Council Meeting
April 23, 2025 - 10:00 a.m.
Testimony List

Name	Document Number
1 Lisa Caballero	2025-095

Portland City Council
Wednesday, May 7, 2025 - 9:30 a.m.
Testimony List

Name	Document Number
Marita Ingalsbe	2025-095