



CITY OF  
**PORTLAND, OREGON**

OFFICIAL  
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **12TH DAY OF MAY, 2010** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish and Fritz, 3.

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

<b>DUE TO THE ABSENCE OF TWO COUNCIL MEMBERS NO EMERGENCY ORDINANCES WERE CONSIDERED AND ITEMS WERE NOT HEARD UNDER A CONSENT AGENDA</b>	<b>Disposition:</b>
<b>COMMUNICATIONS</b>	
<b>644</b> Request of Randy Toole to address Council regarding activism and social justice (Communication)	<b>PLACED ON FILE</b>
<b>645</b> Request of John Blair to address Council regarding activism and social justice (Communication)	<b>PLACED ON FILE</b>
<b>646</b> Request of Nate Looney to address Council regarding activism and social justice (Communication)	<b>PLACED ON FILE</b>
<b>647</b> Request of David Regan to address Council regarding activism and social justice (Communication)	<b>PLACED ON FILE</b>
<b>648</b> Request of Lew Church to address Council regarding activism and social justice (Communication)	<b>PLACED ON FILE</b>
<b>TIMES CERTAIN</b>	
<b>649</b> <b>TIME CERTAIN: 10:00 AM</b> – Mental Health Month (Proclamation introduced by Commissioner Fritz) 15 minutes requested	<b>PLACED ON FILE</b>
<b>REGULAR AGENDA</b>  <b>Mayor Sam Adams</b>	

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<b>650</b> Authorize Intergovernmental Agreement with TriMet for transfer of artwork on Portland Transit Mall (Second Reading Agenda 611) (Y-3)	<b>183755</b>
<b>Bureau of Transportation</b>	
<b>651</b> Authorize an Intergovernmental Agreement in the form of a permit from Multnomah County for location of an advanced parking information sign (Ordinance) <b>Motion to amend title to delete the words “90-day temporary”:</b> Moved by Commissioner Fish and seconded by Commissioner Fritz. (Y-3)	<b>PASSED TO SECOND READING AS AMENDED MAY 19, 2010</b>
<b>652</b> Grant revocable permit to Pacific Real Estate Development Group to close NW Couch St between NW 11th Ave and NW 12th Ave from 12:01 a.m. until 10:00 p.m. on July 29, 2010 (Second Reading Agenda 616) (Y-3)	<b>183756</b>
<b>653</b> Grant revocable permit to Pet Cross to close NW Park Ave and NW 8th Ave between NW Davis St and NW Everett St from 7:00 a.m. on July 16, 2010 until 11:00 p.m. on July 18, 2010 (Second Reading Agenda 617) (Y-3)	<b>183757</b>
<b>654</b> Authorize the Marquam Hill Meter District Revenue Allocation Plan, which includes a parking meter rate increase (Second Reading Agenda 638) (Y-3)	<b>183758</b>
<b>Commissioner Nick Fish Position No. 2</b>	
<b>Portland Parks &amp; Recreation</b>	
<b>655</b> Designate a Trail Easement over City property currently assigned to the Bureau of Transportation and assign to the Bureau of Parks and Recreation to be part of the Columbia Slough Trail (Second Reading Agenda 627) (Y-3)	<b>183759</b>
<b><u>EXECUTIVE ORDER</u></b>	
<b>655-1</b> Assign Mayor Adams commissioner in charge of the Bureau of Police (Ordinance)	<b>183760</b>

At 10:21 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,  
OREGON WAS HELD THIS **12TH DAY OF MAY, 2010** AT 2:00 P.M.

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

Commissioner Saltzman arrived at 2:03 p.m.

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

<p><b>656</b>    <b>TIME CERTAIN: 2:00 PM</b> – Accept Conceptual Design Report for Portland-Milwaukie Light Rail Project and provide Jurisdictional Findings (Resolution introduced by Mayor Adams) 90 minutes requested</p> <p>(Y-4)</p>	<p><b>Disposition:</b></p> <p><b>36786</b></p>
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At 3:30 p.m., Council adjourned.

**LAVONNE GRIFFIN-VALADE**  
Auditor of the City of Portland

By Karla Moore-Love  
Clerk of the Council

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

**May 12, 2010**  
**Closed Caption File of Portland City Council Meeting**

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

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

[The following text is the byproduct of the closed captioning of this program]

**MAY 12, 2010            9:30 AM**

[gavel pounded]

**Adams:** Good morning. Today is wednesday, may 12th. 2010. It's 9:30 in the morning and the city council will come to order. Good morning.

**Adams:** Karla, how are you? How did you sleep last night.

**Moore-Love:** Good.

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

[roll call]

**Adams:** We have a very special guest today who is whose appearance will be guided by commissioner nick Fish.

**Fish:** Thank you, mayor. May is national older americans month and we're delighted to welcome a colleague from elders and action and then you issued a proclamation declaring may older americans month here in the city of Portland. It's my pleasure to announce to come forward. Welcome back to the city council chambers.

**Judy Shiprack:** It's always a pleasure.

**Adams:** Good to have you.

**Shiprack:** The Multnomah county [inaudible] honored by the [inaudible]

**Fish:** Is the mic on? Try that.

**Shiprack:** How's that working. Oh, my goodness.

**Fish:** There you go. Why not start over?

**Shiprack:** I can do that. First, mr. Mayor, how did you sleep last night?

**Adams:** You know, it was -- [laughter] -- it was ok. It was ok.

**Shiprack:** Oh, good. Well, I wanted to thank commissioner Fish for his appearance at the Multnomah county board last week to pass our proclamation for older americans month. And the team of the -- the theme of the proclamation and the theme of the older americans month is live long, age strong. So I want to also thank elders in action for their support for this proclamation, and loaves and Fishes. One of the partnerships that is really crucial for all of us in addition to the Multnomah county-city of Portland partnership and the Multnomah county-city of Portland-loaves and Fishes partnership which together with the elders in action is taking a very close look at the issue of hunger and food access for our senior population. So once again, I just want to thank you. I within the to say it's always a pleasure to be here. It was a pleasure to be here last year for the same proclamation. And I want to introduce augusta hider from elders in action.

**Augusta Heider:** Good morning, mayor Adams. Commissioner Fish.

**Adams:** Welcome.

**Heider:** Commissioner Fish. My name is augusta heider and i'm a member of the elders in action commission. And the vice chair and also a member of the senior and hunger poverty workgroup. Elders in action has always believed that age does not define who a person is. And we've -- we have many different parts to our elders in action commission. There's a speakers' bureau. Our elder friendly shoppers, which is our mystery shoppers that go into businesses and ascertain whether or

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not they meet standards that would make their business easy for seniors to access. We also work with the -- different district centers and their advisory councils to see that seniors receive all of their needs and that they're met. And one of the most important things to us at this time is making sure that all seniors are able and capable of getting food they need to live nutritiously and eat nutritiously and that their health could carry them so they can live in their own homes healthy.

**Fish:** Thank you. If I may, i'm going to read the proclamation that you graciously issued for this event. But I want to first say that it is a singular honor to be the council's liaison to elders in action and for anyone who doubts the power of this organization, I would refer you to the budget forum of last year and I think i'm right on this, mayor, but I believe the only significant change that was made in the mayor's budget between proposed and final was an adjustment brought to our attention at the final hearing and that was for us to maintain our commitment to fund senior rec programs and a pass-through to the county and we were pleased to be able to juggle the budget to honor that commitment. And it was of great help to us that a small army of elders in action leaders came to the forum often brought that to our attention. But beyond that, we're grateful for the service in all of the work you do standing up for the older adult in Multnomah county and I want to acknowledge george hocker, who is my liaison in elders and action, and goes to all the meetings and keeps me apprised of. I want to preface the proclamation by saying this council is committed to ending hunger in our community and our focus is children and older adults and ranges from what the commissioner alluded to, the wonderful partnership we have with loaves and Fishes and we have three programs that operate within rec centers and built into the actual physical space and that's a good start. We need to do more. We're working with our friends at the county to greatly expand the community garden programs and maintain senior rec programs and expand trails and recreational opportunities indoors and outdoors and through the mayor's budget hopes to restore monies to vital programs for teens and playground programs where we have federally funded programs. And too many people go to bed hungry every night and that's a disgrace in our great country. And with that, i'd like to read our proclamation and then present it to you, augusta, for safe keeping, the original. Whereas, may 2010 is national older americans month and whereas, this year's theme is -- age strong, live strong and there are residents aged 60 and older and whereas, the city of Portland recognizes the diversity and vitality of today's americans and the choices that able them to contribute to our community and the city is committed to allow them to age in praise, by supplying accessible and affordable housing and program that is provide locks and smoke detectors to seniors and whereas, the city is working to end homelessness which increasingly impacts older adults at an alarming rate and the city promotes meant and physical wellness and provides open spaces and natural areas to offer healthy outdoor recreational opportunities for seniors and whereas, the city is building community gardens, so that all generations have increased access to healthy food. And whereas, our community is committed to maintaining the dignity and independence and self-determination of older americans to ensure they will, quote, age strong and live long. Now, therefore, I -- and on behalf of our mayor, sam Adams, mayor of the city of Portland, city of roses, hereby proclaim may 2010 to be older americans month and encourage all to honor that celebration.

Mayor, can we get a picture?

**Adams:** Absolutely. [applause]

**Fish:** Here's the original proclamation signed by the mayor.

**Adams:** All right. We will now consider -- or, take the communications items. Karla, can you please read communications item no. 644.

**Item 644.**

**Adams:** Mr. Toole.

**Moore-Love:** He's not able to make it.

**Adams:** Ok. Please read the title for communications item 645.

**Item 645.**

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**Moore-Love:** He may not be here also.

**Adams:** Ok. Can you please read the title for 646.

**Item 646.**

**Adams:** Mr. Looney? All right. Please read the title for item no. 647.

**Item 647.**

**Adams:** Good morning, welcome back.

**David Regan:** You guys take this communications agenda real seriously. Two out of five. That's all right. We're here. Mostly wanted to talk to nick and I don't want to feel i'm talking behind his back, but even when I talk to him, he just smiles and pretends like he hears me and dismisses it. Difference does it make. I want to urge you, and you amanda to open up more transitional housing projects that don't cost as much as the permanent supported housing projects do. Center city concern is spending -- \$23,500 per individual per year and I understand these are higher needs, and you lower functioning people. And to lower the crime rates and stress that a small number of people can put on emergency services. This is a good approach, but the homelessness -- the homeless population is growing by leaps and bounds in this city and unless you come up with lower appropriates to help more people, including working class people -- good, you're back. I was just complaining about you.

**Fish:** Why should you be any different?

**Regan:** Well, you're a shoe-in for election and i'm disappointed there may not be any airing of these issues in a public forum. You've got a huge human homeless population. Now kgw, your friends in the press are not going to cover it as well as they should.

**Adams:** [inaudible]

**Regan:** They don't want to rock the boat. The corporations that own these places, these outlets are status quo corporations. They don't want to rock the boat too much. They don't want to say, oh, my god: We've got a crisis. Then they'd have to shake things up. In the "mercury" you were saying you don't want to lower the standard of the city by having camping all over the place. The police are definitely against it, bullies. The police department are often mistreating the homeless. And there are a lot of good cops but there's a lot of bad ones and i'm worried when you do get this pilot project camping thing going, all it takes is cops making up stories or believing the complaining neighbor no matter what and -- boom -- you've displaced people who may have established a stable camping situation with a church or a business. So i'm going to urge you, nick, please, when that project comes along, give the benefit of the doubt as often as you can to the homeless and their sponsors the church or the business. Because there's always some miss kravitz who's going to say "ahh" and the cops are going to say get them out of here: These scum: They're -- there are a lot of bullying cops here. The poor people, they know they don't have lawyers. Randy toole, a central city concern resident, came here in late march along with three others and alleged possible fraud by central city concern for not following up and for certifying everything was kosher in our buildings when they weren't following up on all kinds of complaints of violence and drug abuse and such. And now he's being evicted. It's stinks of retaliatory eviction. There's all kinds of incidents -- may I have 15 more seconds on the subject?

**Adams:** You're time is up. Thank you.

**Regan:** I like you too.

**Adams:** Please read the title for 648.

**Item 648.**

**Adams:** Hi, lew.

**Lew Church:** Hi. I was glad to see dave come and talk to you. Randy is in court, randy toole, that dave alluded to. He's not here to talk first. Some of the tenants went with randy for solidarity. We do believe it's retaliation. But I wrote up remarks but we have a small group today so i'm going to try and skim them. In terms of the progressive student union at Portland state and transit righters

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union are the primary focus' -- or foci, we think retaliatory eviction is a common response to tenant organizing. I was happy it hear elders in action speak this morning. They sent a speaker to a tenant rights meeting and we asked tenants right to do a workshop april 15<sup>th</sup> at reed college to undergrads. Unfortunately, a couple of landlord goons from central city concern tried to disrupt the workshop. We continued and they did not succeed in disrupting it. What else do I want to mention in? Terms of a safety net, housing, food, things mentioned by elders, the tenants right project, transit riders union, came to the these meetings -- on various experiences. I raised \$330,000 in two years, and coordinated second wind, cans film festival, fast for the hungry as a vista volunteer in georgia working on tenant rights and housing. One of the things I wanted to mention is some of us listened to the unanimous city council vote to implement sit-lie ii. Richard walden, a staff person from sisters, one of the people who talked at that hearing and mentioned the words, Portland business alliance. And at some point, amanda suggested to sisters' speakers not to mention pba. I want to -- maybe it's not true.

**Adams:** It's not true.

**Church:** I didn't hear amanda say that.

**Adams:** Just heard her say it's not true.

**Church:** I didn't hear that. I heard you say it. But anyway, one of the things we've been able to do is a picture of pba. Portland business alliance seems to be similar to the national chamber of commerce in terms of right wing politics in attacking workers and poor people. We'd like to see their influence less in Portland and the influence of workers, the poor and others more influential.

**Fish:** Mayor, not apropos of that comment, but in case anyone is listening and interested in how your budget addresses these urgent issues of housing and homelessness, I want to thank you for putting \$3.8 million above the base budget for housing to cover the safety net and that's in a year where you asked all bureaus to take between 2% and 4% cuts. I'm not sure how you got that figure, but it's vitally important that that money be used to protect the safety net. I want to thank you for prioritizing that in your budget. The clear winners are those experiencing homelessness and housing challenges and I appreciate the commitment in your draft budget.

**Adams:** I appreciate that. It's amazing to me that -- that -- it's amazing to me that some folks think that repeating something over and over again, and not the quality of the argument, is effective. But in our particular case, we work really hard under your leadership to do what we can to with a statewide and national problem and I want to thank you for your leadership. I in part proposed funding the amount of resources towards hunger, homelessness and housing, because the state is looking at another \$2.8 billion cut. That will -- that will flow down to the county, and will impact services that people will see show up on the streets. So we're -- we're not -- I appreciate your kind words and I have to say that, you know, we're not even treading water because of the bigger picture.

But we'll do what we can. All right. We will consider the -- there's no consent agenda today. So --

**Fish:** We're about eight minutes ahead of time, do you want to do a couple of regular agenda items.

**Adams:** That would be great. Can you read the title for item 650.

**Item 650.**

**Adams:** Please call the vote.

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

**Adams:** Aye approved. [gavel pounded] can you read the title number and call the vote on 652.

**Item 652.**

**Adams:** Please call the vote.

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

**Adams:** Aye. [gavel pounded] can you please call -- or please read the title for item no. 653.

**Item 653.**

**Adams:** Please call the vote.

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

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**Adams:** Aye. [gavel pounded] so approved. Can you please read the title for item no. 654.

**Item 654.**

**Adams:** Just to clarify, this is a increase in the current fiscal year that's been previously planned. Can you please call the vote.

**Fish:** Mayor, I was struck in our hearing last week that all of the various stakeholders impacted by this proposal, including the neighborhood association, the largest employer in the district, and the relevant government bureaus and members of the public who came to testify all supported this proposal and the allocation of the additional resources. It will be generated, it seems well considered and proportionate and pleased to vote aye.

**Fritz:** This is another great example of the community and city working collaboratively to improve problems and having worked at ohsu for 22 years, i'm aware of the challenges that the neighborhood faces and I think the parking meter installation and setting of the prices has been done thoughtfully and carefully, thank you to mayor Adams and the team. Aye.

**Adams:** Aye. [gavel pounded] can you please read the title for item no. 655.

**Item 655.**

**Adams:** Please call the vote.

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

**Adams:** Aye. [gavel pounded] so approved. Let's do the first reading -- hearing on -- please read the title for 651.

**Item 651.**

**Adams:** Do you want to come forward, ellen?

**Ellen Vanderslice, Bureau of Transportation:** Good morning, i'm ellen, the project manager with the bureau of transportation. And the first thing I have to ask you is to amend the title of the ordinance because inadvertently, the words "90 day temporary" were inserted but this is not.

**Fish:** I have the amendment in my packet. So moved.

**Fritz:** Second.

**Adams:** Moved and seconded. Karla, please call the vote on the amendment.

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

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

**Vanderslice:** The purpose of this ordinance is to enter into an intergovernmental agreement with Multnomah county in the form of a permit to retain a sign that we -- that the city currently has located at the foot of the morrison bridge. It sits in the parking lot that is owned by Multnomah county and they charge us \$130 a month, which is the price of a parking space, to keep the sign there. We placed the sign there in december of 2007 as part of the keep Portland moving project to make downtown vital and accessible during the rarely construction and it -- we -- during the light rail construction and determined it was a good thing to keep it there and it displays -- I have a picture of the sign if Karla wants to put it up. It displays the number of parking spaces available and three smart park locations.

**Adams:** It's ok, it's a good sign.

**Fish:** The sign flashes no input signal. It's confusing.

**Adams:** Budget cuts.

**Vanderslice:** We placed the sign there originally under a 90-day temporary permit that was extended and expired may 30th. 2008. So for two years we've not been able to pay Multnomah county because we didn't have an agreement. As we hammered out the details of a longer term agreement. This is the ordinance that will ok that agreement and it's \$130 a month. We're in arrears by \$3,120 and we'd like to pay up and Multnomah county would like us to pay up and the revenue from smart park will pay for this.

**Fish:** Mayor, may I make one comment? The sign -- there's more than one sign in downtown like that?



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**Vanderslice:** This is the only advanced parking information. As part of the pilot project, we installed signs on the garages themselves --

**Fish:** Tell me how many vacancies?

**Vanderslice:** Yes.

**Fish:** One comment about that particular parking lot for what it's worth. That's a very congested lane, as you're going east-west as you know. As you get off the bridge.

**Vanderslice:** Yes.

**Fish:** And the parking lot is often at capacity, which means the person trying to turn in creates a blockage and blocks the left line.

**Vanderslice:** I think you're talking about a sign that's on the garage, rather the one at the foot of the bridge. Because you can't make a turn from there.

**Fish:** People regularly do off the inside lane comes off the bridge and I get stuck behind them on a regular basis when i'm taking my daughter to school. I'll follow up with you.

**Vanderslice:** Sure.

**Fish:** It's an unusual situation where someone on a lane of that significance not knowing that the lot is full or waiting for an attendant.

**Vanderslice:** I'd be happy to follow up with you afterwards.

**Adams:** All right. Unless -- anyone here to testify for item 651? If there's no additional council discussion, moves to a second reading next week. That gets us to our time certain.

**Item 649.**

**Adams:** I'd recognize commissioner amanda Fritz.

**Fritz:** Thank you, mayor. And i'd like to invite our invited guests to come up. Margaret, if you would like to come up. I was a psychiatric nurse for 26 years. I'm now a retired nurse.

**Adams:** There's still plenty of psychiatry.

**Fritz:** Psychiatry nursing is different. I've worked with people experiencing mental illness for a long time. I greatly admire and respect the work that nami does in our city and state and country and you continue to educate the world and provide resources. Whereas, more than cancer, diabetes and hard deacease and the world health organization reported that four of the leading causes of disability in the united states and other developed countries are mental disordered and whereas, by the year 2020, mental depression illnesses will be the leading cause of disability in the world for women and children. And whereas, the u.s. Surgeon general report that is 10% of all children and adolescents in the united states suffer from serious emotional and mental disordered that cause functional impairment in their day-to-day lives at home and school. And whereas, mental health problems can be socially painful for children and adolescents and can feel rejected, isolated and shamed. Whereas, serious mental illnesses have been proven to be highly treatable and scientific research is producing breakthroughs in understanding of mental illnesses resulting in more effective treatments that allow people to reclaim full and productive lives and between 70% and 90% of individuals suffering from a mental illness have a significant reduction of symptoms and improved quality of life and education can help parents and friends and community members to recognize mental health problems when they occur in children and adolescents and friends and family. And now, therefore, sam Adams, mayor of the city of Portland, organize, the city of roses, do hereby proclaim the month of may 2010 to be mental health month in Portland and encourage all residents to observe this month and educating themselves and reaching out to their loves ones and neighbors who may be in need.

**Margaret Brayden:** Thank you, amanda. I'm margaret, the executive director of nami, Multnomah. We provide direct services to people in the community. Last year, over 4800 people attended our support groups. Over 200 people attended our classes. We had over 10,000 volunteer hours to support these initiatives. What i'd like to say is thank you so much for this proclamation and amanda, your involvement in the walk that's coming up. And the recent event, i'm also the

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mom of a child that presents with schizophrenia who is currently living under the burns bridge and I know the -- the burnside bridge and I know the things that are being done to help people with mental illness. I want to mention before our guest speaks, we must continue to build a healthy community by supporting mental intervention, treatment, and most importantly, ongoing support. Ongoing support is what will prevent relapse and we can do that through psychiatric rehabilitation. Just like in any other illness. It's treatable. People can receive rehabilitation. Right now, the people that are on the street have no place to go all day. They have to literally stand around and many times, their symptoms just keep deteriorating. So your support will reduce relapse and expensive hospitalization. And improve the quality of life. So we appreciate your support. And now I'd like to introduce don moore, who is co-chair of our advocacy group for nami.

**Don Moore:** Thank you, margaret. I'm don moore, I have a daughter who has schizophrenia and sometimes it's helpful to put a face on what you have as a disease. I'd like to tell you the story of yesterday, I received the following email. It said: Hey, I have a question. Is the video you posted nami walks with tracy moore, what's the song playing? It's really awesome and I'd like to know if I can don load. It's from blondie 3933. Reminded me of two ideas when should keep in mind. First, each person who suffers from a mental illness is above all, a person. Many of these people have special talents that can bring happiness and joy to others in spite of their condition. Second, the video that the writer wrote about was a process motion for the annual nami event to be -- registration begins at noon. Please be there and recognize the efforts of all who deal with mental health challenges and show your support for their efforts. Helping to show support will go a long way in helping those like tracy who in spite of her condition can create art that touches someone's lives, sometimes in a really awesome way. Thank you.

**Brayden:** Thank you, don. And then I'd like to introduce jerry walker, the president of nami Multnomah.

**Terry Walker:** Hi, I'm terry walker. I have a son who has currently -- well, recently been a pcc student with a 3.9 average. A wonderful person with a lot of friends who like to see him when they can. He's been ill for about -- he's had an episode for about nine months now. And he is currently living in clackamas county because there was no appropriate housing for him, a group home that would fit his current level of care. One of the things that we've been working on and he actually was instrumental in starting, we have a workgroup working on creating what we call north star house. Which is a supportive employment program for young adults who want to work. One of the things when project respond came to my house and asked my son, how can we help you? He said I want a job. That's a consistent theme. When you think about what a job can provide, it's a place to go. Meaningful employment. It's meaningful relationships and those are the things that an icc certified clubhouse can provide to a lot of young adults who experience their first illness when a lot of them are valedictorian at a college or a student at a local high school and they become separated from their friends and life goes on and for them to be able to catch up, they need peer support and people around them that understand them and they can recover. They can go back to school and pick their lives back up again. Recently, we had three of those in the group who are hoping that north star house will be their clubhouse. They actually did a pilot project with a local restaurant, a wonderful dell eye and provided -- deli, and provided catered set of refreshments to the last mental health first aid meeting we had last wednesday. They were proud of their work. I have pictures here if you want to see them. And it could change the lives of many. Thanks.

**Brayden:** Now, I'd like to introduce jim caan.

**James Caan:** My name is james, and I'm a mathematical social psychologist and I study health policy but here as a concerned citizen like everybody else here at this table has faced first hand the problems in this neighborhood and in this city regarding mental illness. I could talk at length about how we're full of cracks and how we can fall through the holes and the serious problems that exist. But instead, I'm going to talk about why I'm optimistic. There are several overlapping efforts taking

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place today that individually and collectively have a lot of promise. I'll mention some of them. First the city club of Portland is conducting a study of the provision of mental health services in Multnomah county and that's a group of serious people looking at ways in which they can provide constructive recommendations for the county for improving the provision of these services and i'm hopeful that these recommendations will be listened to and adopted. Second, cascadia is the host of one of five sites throughout the united states where the bazlon foundation is looking at reducing police involvement with issues having to do with mental health and commissioner Fritz, I know you're on that committee.

**Fritz:** It happens when --

**Caan:** No longer on wednesday, just to make that possible. This effort involves not only cascadia, but people from the political sphere and the legal sphere. And people from the professional community and they're all focused on how can we get the cops basically not doing what they're not trained to do. That is, take care of people who present with mental problems but do what they're trained to do. Help to protect public safety. Third, and associated with this, there is a crisis team advisory board that serves the Portland police bureau and they are looking seriously at efforts without taking sides, without creating a police versus community confrontation, in which the police can directly improve those times when they have no choice but to confront mental illness. I was on a ride-along last week and my casual observation is 90% of the people policemen meet could be said to have mental issues. Fourth and foremost, the people who are around me here. There are advocates in this town actively supporting all efforts and who are creating a pressure to move to improving the situation. I'm optimistic.

**Fritz:** Thank you very much. Thank you for being here and your partnership in working with commissioner Saltzman and me looking at the issues. Even five years ago, I don't think we had the awareness in our city, amongst our citizens of the importance and relevance of taking care of people in a more constructive manner. Since the tragic death of james chase, we've looked hard at taking care of people. And you've been helpful and the report we've put out recently and continuing to move forward. The mayor put money into the proposed budget to provide more services and looking at ways we can continue to do that. I -- there's a huge -- there's many opportunities and for your optimism. The baslon project is a way to look at services and I think we've come to recognize why the city needs to be involved as well as the county. And there are first responders that we fund at the city that we want to make sure they take care of the citizens of the community and find a time we can all be there at the meetings. The nami walk, sunday the 23rd, and there's been a lot of outpouring of support for people with mental illnesses in Portland. There is a positive way that people can support -- show their support. They can in three ways -- obviously, the best is to come to the walk and participate and raise money that supports nami. If you go to my website and register on my team, the money goes to nami Multnomah. I would appreciate that. That's the best way. If you can't walk, you can still register on the team and give a donation. And if you can't give, you can still register and walk with us to show solidarity. There's a way for everybody to participate in showing not only that we're concerned about some of the bad things that are happening, but we're with you in your work in the community, with the providers and those who are experiencing mental illnesses and the families and bringing us all together to do things better and make things better. As I read if the proclamation, we are making huge strides. When I think back to when I did my nurse's training 30 years ago, the tools available to us in psychiatry and outpatient psychiatry were so far removed from what we have available today and we have huge progress and we're still lagging behind in understanding and that's why we want people to be involved in national mental health awareness month and the nami blog. Thank you for being here.

**Adams:** Thank you for your advocacy thank you. We have some special -- yeah, sure.

**Fish:** Can I make one comment, mayor? I just wanted to publicly acknowledge the work commissioner Fritz has done on this and other issues involving people's health and well-being. My

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mother was a nurse and I had the experience of growing up with someone in that caring profession. And it's one of the reasons I still have my tonsils. How many of the young people here still have their tonsils? And I appreciate the perspective that amanda brings to these issues and appreciate the fact that our honored guests this morning shared personal stories to help put a human face this. I wanted to acknowledge for many years when I was growing up, I had a first cousin once removed. My father's first cousin but then we skip a generation, and it's my once removed. And I knew him as uncle peter. And I knew as an adult man who lived off the kitchen of his sister for his entire life and he died a few years ago, in his late 60s. And struggled with mental illness. And he had the benefit of a family unit that could incorporate him into their daily activities. And when I got my first job out of college, I worked for someone who was his congressman and the first thing my boss did, give me a file. Peter used to write a letter every day to his congressman railing about some issue. And I was asked to respond. A lifetime's work. But when I was growing up, I never understood the challenges that peter was dealing with and now as an adult, I have a deeper understanding and as the housing commissioner, who is trying to work with my colleagues to end homelessness, I have an even more profound understanding because so many people on the street are struggling with mental illness and drug addiction and other challenges. I was not aware that the city club is looking at doing this study and we're going to weigh in on that because the truth is as sam and I talk frequently, the old resolution a doesn't make a lot of sense anymore in this area. The idea that the county is responsible for something and the city, you know, it's meaningless. Tell that to the sheriff and the police officer. Tell that to the -- tell that to joanne fuller and the housing bureau director. We're all dealing with this crisis at different levels of capacity. It's time to revisit resolution a and think strategically how a community deals with these challenges. And I wanted to laud commissioner Fritz, she's brought a lot to this council and making her mark in the area of health and we very much appreciate it.

**Adams:** Hear, hear, everything he said and a big thank you.

**Fritz:** The walk.

**Adams:** We're adjourned until 2:00 p.m. today. [gavel pounded]

At 10:21 a.m., Council recessed.

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**Closed Caption File of Portland City Council Meeting**

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

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

[The following text is the byproduct of the closed captioning of this program]

**MAY 12, 2010            2:00 PM**

**Adams:** It's may 12th, 2010. It is 2:00 p.m. And the city council will come back from recess. Karla, can you please call the roll?

[roll call]

**Adams:** We have a 2:00 time certain. And Karla, can you please read the title for item no. 5 -- sorry, 656.

**Item 656.**

**Adams:** I'm pleased today to submit for council consideration, the conceptual design report for the Portland-milwaukie light rail project. This project is important to our region and it completes another leg of the south end of the regional rail network. Also very important to the city. A \$30 million investment to the project will further Portland's goals around mobility, environment, sustainability, fiscal responsibility and jobs. Today we've reached a project milestone. The conceptual design report is before us. 30% design is now complete. And we're poised to obtain the necessary federal approvals and funds to start final engineering. Two years ago, when the project approved the locally preferred alternative alignment for the project, we asked tri-met and city staff to look critically at the design issues. Since then, we've discussed our interest in the quiet zone and elements of the new willamette river bridge and today we'll hear about the progress that's been made and the issues important for the city. My colleagues and I will highlight items to take action on. And asking for a report back on the tasks prior to start of the construction. Before we begin today's presentation, however, I want to take a moment to acknowledge a frequent visitor to these chambers. As you all know, fred hansen will be leaving tri-met after 37 years as general manager. [laughter] 11 years as general manager. But I think there's like general manager year, you know, like -- dog and cat years. And it's -- today's council action is a fitting place to reflect on your enduring legacy, fred, you'll leave on Portland. You've been a strong visionary leader and you leave this region phenomenally in better shape than you found it. And hopefully, you won't go far. You can come forward if you want. Um -- [laughter] go ahead. Go ahead, go ahead. So because of your support for numerous modes, i'm sure you'll get a number of these lifetime passes, but this is a lifetime pass -- no, not on the aerial tram, but on the streetcar. So we're happy to give you a lifetime pass on the street. Congratulations. And i'm pleased to read the following proclamation. It's long, so you might want to sit down. [laughter] after serves at the helm of tri-met for 11 and a half years, general manager, fred hansen is going to leave a enduring legacy for the agency, region. And during -- ridership has passed the 101 million rides a year as the transit system has grown and now seventh per capita in the nation and whereas, tri-met opened the first commuter rail line and three light rail lines and in the planning design of the Portland-milwaukie light rail project, whereas, tri-met grew from four to 16 frequent bus service lines and whereas, tri-met developed the ward-wins dbe program, including contracting and workforce opportunities and whereas, sustainable transit opportunities and practices became a guiding principle of the agency and approved the customer experience with new signage and buses, and award winning website and built strong and effective partnerships with the city of Portland, other cities and regional governments and the region has

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gained national distinction for creating livable communities. Now, I, Sam Adams, mayor of the city of Portland, proclaim Wednesday, May 12th, 2010, to be Fred Hansen Day in Portland and join all residents to join in honoring the work of Fred Hansen. Thank you. [applause]

**Fred Hansen, Tri-Met:** Thank you, I'm honored. And it's as I think all of us know, I'm -- it's great to be able to lead an organization and be able to have a lot of accomplishments but they're able to be done only because of a lot of other people. Certainly, first and foremost, the team at Tri-Met. Who I am very, very proud of and proud to have been a part of. Second, is the partnerships that we have with obviously right here, the city of Portland. Our key partnership, but throughout the whole of the region to be able to accomplish what we do. I'm honored and thank you very, very much.

**Adams:** And you -- are you making remarks now about this project or do you come later or you're not talking at all? [laughter]

**Hansen:** I'm prepared to make comments on this, but I think it's when you have a first panel, as I understand.

**Adams:** Ok. All right.

\*\*\*\*\*: You can become part of the first panel.

\*\*\*\*\*: All right.

**Adams:** This is a quick overview of the project. The design considerations of the project, is that right?

\*\*\*\*\*: Yes. It is. And we actually would like to start with Fred.

**Hansen:** I will be brief, but it is an opportunity to be able to say again -- once again, thanks for the opportunity to be able to speak on Portland Portland-milwaukie light rail project. This is the fifth project that really has come about because of the partnerships with the city, Mr. Mayor, you noted three most recent, but if you think also about the Banfield and certainly the west side, it's been obviously very key, the partnership with the city of Portland. Those partnerships really do make us come together. And by the way, it is one of the things if you think about it from the standpoint of the national level, it's a set of partnerships very different from other places. It tends not to be the kind of community approach that we have here. In fact, if you think much about how transit is done in other parts of the world -- parts of the country, I should say, it really is utility. Provides a method of transport from point A to point B. Here we think of our system as being a part of a community asset. A part of what makes and defines this very region. In fact, I've always maintained it's a part of what the signature of the greater Portland region is. This project has lots of opportunities. First, it can't help but in this economy realize how good of an investment from a jobs standpoint. We're expecting this project will create 12,000 jobs and generate nearly \$500 million in personal earnings. Something that we wish we could begin construction immediately. Something that's not allowed for under the federal process but there's that jump start to the economy that I think we'd all welcome. And also, we mentioned this before, and I think that Commissioner Saltzman is particularly been focused on this, if you think about the leverage, the city of Portland investment makes in this project really is a surprise for every one dollar of the city of Portland's contribution to this project, leverages \$47 from local, state and federal sources. And pretty good payback in terms of investment. And each of us, who are participating financially in this project can see some of those same multipliers. If we completed the first major step in the process on March 31st, that is the completing of what's called preliminary engineering. These are terms used within the federal transit administration and hoops and improvements that must be gotten to move on to the next step. We've submitted our application to the federal transit administration for final design. That we hope comes next October, allowing us to be able to enter into what is the formal contract, the full funding grant agreement and literally be starting construction at the beginning of the Fish window. That is July 1st of next year. That allows us then to be able to stay on schedule to be able to open in 2015. Part of the reason why it's so important to be able to make that Fish window, as you know, you can only be in water activity at certain times of the year. And if we, in fact, missed this Fish window, it sets

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off a whole year additional delay in the project and that means about 60-plus million dollars of extra cost and so it is going to be obviously very important. I will be, along with Neal McFarland, our new general manager, who will be taking over on July 1st, he and I will be in Washington next week meeting with the administrator of the transit administration and hoping to make the progress we need to be able to stay on schedule. With that, I would say thank you again for your continued support. I appreciate the efforts. Obviously, as we start going through the conceptual design report and others, there will be continual refinements but to be able to see the progress we've made to date has been amazing and if you look at something like the bridge, the initial design, that the former mayor, Vera Katz, is chairing that effort to be able to see 14-foot wide pedestrian and bicycle passages on each side of the bridge and be able to see it as a bridge that will carry light rail, streetcar, buses and pedestrians and bicycles and nothing more, I think it will be a very real and important signature for the greater Portland area. Thank you.

**Adams:** Thank you.

**Teresa Boyle, Bureau of Transportation:** Good afternoon, I'm Teresa Boyle with the city's bureau of transportation and with me is Art Pierce, who will be chatting about the conceptual design report itself and there's some public testimony involved and we know you may have questions as well. So first, the preamble, what is a conceptual design report, a CDR, and why do we have one? The use of a conceptual design report is a tool to capture the design and basically is a narrative of light rail project. It's something we have done for all of our light rail lines and it's a way to inform the public and to capture in one place decisions that have been made about design elements, things that aren't necessarily easy to glean from the engineering plans. When the council adopted the local alternative in 2008, you had a list of issues --

**Fish:** Is there something you want us to be looking at?

**Boyle:** I can see a power point presentation.

**Fish:** We have a blue screen.

**Boyle:** We'll fix that. But I can talk in the meantime, it was a simple graphic that said when we adopted the locally preferred alternative --

**Saltzman:** There we go.

**Boyle:** Got it? Great. You requested the development in the 30% plan look at a number of issues, look at opportunities, and prepare a report. This report. And asked that TriMet come back to the planning commission, come to the design commission, come to the PDC board and council with the report. So what we have -- what I have in hand and what many have seen throughout time is the conceptual design report for the project. So we've been hard at work. It's been about -- I think we had about a 13-month --

**\*\*\*\*\*:** Uh-huh.

**Boyle:** -- time for preliminary engineering for an alignment that is longer than Interstate Avenue's was and for Portland, represents unique challenges because unlike Interstate Avenue or the Mall where we're in an already built environment, this project cuts a swath through portions of downtown that are either emerging development like South Waterfront or it's adjustment to heavy rail through much of Southeast Portland and it's presented some really interesting challenges for us. It's a very different project. I think we are all speaking for our project team, certainly, we are really happy with the work that's been done to date on the project and TriMet's gone really quite a long way to address the -- a long way to address concerns and we're here to report briefly on each of the stations within the Portland area. We can do that now.

**Art Pearce, Bureau of Transportation:** I'm going to talk briefly about some of the segments. We've -- TriMet divided the light rail alignment into a series of segments of the line and stations that have similar character. The first area, heading out from PSU is thought as Portland Innovation Quadrant. And there's key areas that I'll walk you through. In the PSU and Southwest Lincoln area,

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that area is emerging and we're becoming more cognizant that it's the halprin district and a key consideration is how to grate the light rail into the halprin design.

**Fish:** This made randy greg's day.

**Pearce:** He's here. And another key part of the alignment is the harbor drive structure. As the light rail leaves the -- leaves lincoln street and heads to south waterfront it's on a structure through that area and that will be a pretty visible introduction to the landscape. I heard a lot of comments about making sure we get that design right. That's a key element there. And the next area which is the south waterfront area which you know you're familiar with, this is significant to the north district of south waterfront and making that district really go and work. So for both, ohsu and zidell, I think there's representatives from today. It's significant that area. The reconstruction of moody avenue and we were successful in getting \$23 million of grant funding to go toward that and starting construction later this year on that project. That's an exciting step. Another key part, both here and south waterfront as well as on the other side of the river is this -- the new bridge and the introduction the light rail creates a great opportunity to further the street loop and connection. That's another key element on south waterfront on the other side. And another key element is the connections of the bridge to both the planned greenway on the west side and the existing greenway on the east side of the character, what to build now versus what to plan for in the future and the -- connect with the bridge is a key part of the conversations as well. So the bridge, which I know we've had specific discussions on, and fred just acknowledged that's going to be a key element within Portland's landscape. We're really encouraged by design that's come out of the process that was chaired by mayor katz. And certainly from the bicycle and pedestrian advisory committee perspective, the agreement to go ahead with a 14-footpath is a great achievement in terms of something this project is offering. One of the key parts of the conversation is, well -- as well is the mitigation required based on the impact of the introduction of the bridge to the river and our environmental bureaus are actively involved in discussing that mitigation and making sure it's directed into the best place possible. So I think that conversation is going well but definitely a key part of the effort here. Lastly, from my section, is related to omsi. So a lot of conversations going on with omsi and Portland opera. Related to the expansion of their sites and commitment from a number of parties to see water avenue relocated to sort of the edge of the district. To allow for a better development right adjacent to omsi and opera. And we haven't figured out all the answers, but that's a key element.

**Fish:** Can I ask a question off the slide. Where it says no. 5, even with my bad eye sight, I think can read that. That's cooperated with the future -- coordinated with the rail museum.

**Pearce:** Correct.

**Fish:** When we talk about integrating that exciting development, which people may know the city has given them a substantial loan out of an sdc fund to create a future home of a couple of historic locomotives. What does it mean to integrate that into that development? What are the pieces?

**Pearce:** I think one of the key elements is water avenue. By giving a street frontage adjacent to the future development that creates a better place for that. Tri-met is working hard to create a site that will work for the future needs and that's part of what's being worked on; how to assemble the various pieces of property located between the 5 and create good connections to the light rail and also to adjacent area where is there might be parking and the like.

**Hansen:** I can add one thing. The challenge is also with the u.p. Line, how to accommodate where the museum will be in relationship to both light rail and also that u.p. Line and making sure that the properties line up. So it's been a puzzle that I think all the pieces are about put together. At least conceptually.

**Fish:** Thank you. And I -- as the commissioner in charge of parks, we have a continuing interest in following that piece and being as helpful as we can to successfully relocate them to that site.

**Pearce:** Great.



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\*\*\*\*\*: Thank you.

\*\*\*\*\*: Maybe one other -- presenting anymore?

**Hansen:** In terms of that particular site, the act -- the transportation commission jonathan nicholas chairs, but how to make this the work in this area, really be something that is in his words, iconic, is an opportunity I think we're still wanting to be able to see as we go through the final design process.

And I think those are still challenges that are out there for that. But I think the opportunities are great if you really think about that space, being close to the water and close to the esplanade and how it connects in a way that's very, very attractive. Both for pedestrian and bicyclists along what would be a heavy industrial area.

**Fish:** And that's before each even gotten to the planning for bringing the highway down.

\*\*\*\*\*: Uh-huh.

\*\*\*\*\*: One thing at a time.

**Fish:** The earthquake.

\*\*\*\*\*: In lieu of the federal funding, yeah.

**Boyle:** All right. Well, moving along from there. Once we leave the omsi station at the alignment heads east, it begins adjacency to the u.p. Main line and our first grouping of stations to the east are clinton, rhine and holgate. Along s.e. 17th. Clinton is adjacent to s.e. 12th. One of the concerns that we had heard early on and a concern actually that the council had expressed is with regard to desire to achieve a quiet zone in that area. Residents of the neighborhoods there have long been plagued with train horn noise and because of the gated nature of the crossings along that portion of the alignment, there will be more frequent bells -- there would be more frequent bells so tri-met has undertaken a significant amount of design work to especially in the have a sin sit of -- vicinity of clinton to design the crossings that we're feeling good about our ability to achieve quiet zones. How this works is when we have 60% plans, that will be the point we can trigger a request to the -- the federal government to evaluate and approve quiet zone for us and the intent in the schedule will be to have the quiet zones in place by the time we open.

**Fish:** May I ask, fred. No. 3 has to do with art installation and a project this with so many different funding sources what percentage do you allocate for art.

**Hansen:** Overall, it's 1% of the construction part of the project, not the vehicle purchase, for example, or other land acquisition, but 1%. It will mean a significant budget to be able to achieve what we think really will be signature artwork.

**Boyle:** And so at clinton, you noted the art as an opportunity, down in the challenges portion, one of the things that we're hopeful that art can do is the station itself is set back a little bit from s.e. 12th avenue due to the requirements for the track. And so we will be looking for ways to make the sense of that station more visible to people from the area. Call out that the station's there and art can be a way to contribute with that. One of the other things that has come up for the clinton station is a desire for stronger connections -- more direct connections for pedestrians and cycles between the clinton station and the river. This is something we've done in preliminary engineering and would like to continue those conversations during final engineering and there's a question about a pedestrian overcrossing at the clinton station over the freight rail tracks to the east of 12th and where that will line up. So the other thing to mention, at clinton, through rhine and holgate, we're hopeful of achieving a grant to do station area planning and starting that this fall so we can address the zoning and connectivity and making sure these areas are as well planned, if you will, as possible to support the stations coming. The next station up is southeast rhine. It's located to the south of powell boulevard. Adjacent to the pge site. So once you reach 17th, brooklyn neighborhood is on the west of the trackway. And industrial -- an industrial zone that encompasses pge and ultimately brooklyn yard dollars on the east side. One of the keys is looking at the replacement of the existing pedestrian structure that the u.p. Currently owns that's a crossing over their tracks. The light rail project will be replacing that crossing and helping enhance and connect people from the fred

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meyer's headquarters and cleveland high school and that area into using transit. The next station on 17th is southeast holgate. With this station, it's located adjacent to tri-met. Tri-met property at 17th and holgate. And this is an area where we are very hopeful of getting some of the stationary planning efforts to help inform us about changes perhaps that could be made along holgate avenue. There are -- there are some redevelopment sites adjacent to holgate and some small properties that are going to -- to remain what currently is existing employee parking on 17th that will be -- we need to widen the street somewhat and so we'll be taking some of that. So there will be interesting conversations to have about what happens with those lots. This neighborhood has raised questions and concerns about potential for a tri-met employees parks in the neighborhood and so tri-met is looking to do a replacement parking plan. Part of the conversation here as well.

**Fish:** Do you mind if I ask about no. 4?

**Boyle:** Put on my glasses.

**Fish:** On underutilized sites, the city through its housing policy is interested in locating housing near transit sites. That's property that you own? The project --

**Boyle:** So that will be -- I believe the intent of that, that will be with the property purchases that are happening as part of the property in order to widen the alignment. Then trying to turn and look at what could be done with those.

**Hansen:** And we, tri-met, will be the purchaser of those properties.

**Fish:** And so, fred, how would that play out if the city, through its Portland plan and comprehensive plan on housing, we're looking to make investments, as a practical matter, how do we do joint long range planning for makes investments in sites like that?

**Hansen:** That's exactly the work that's being done now is being to identify. We're working closely with the city on being able to identify how can we, in fact, maximize those sites because it works not only best for transit and housing and it's exciting to be able to see the federal administration make those connections even stronger and the ability to have the possibility of other federal grant funds to assist I think is very real because of the connections with between hud, transportation and epa.

**Adams:** And the interesting thing about this particular leg is the degree to which the stops -- the higher degree than other legs of light rail that the stops are surrounded by industrial zoning. And so the opportunity for affordable work or affordable live-work, if we make tweaks to the zoning -- we'll want to work very closely with you and your bureau.

**Fish:** Without making unnecessary work for people. At the point where you have this mapped out with those opportunity sites, if we could get a briefing at housing so we can begin to look at funding sources five-year projections. Tweaks to the existing tax abatement programs we have and other things. To be able to fully weigh in on that, we would welcome that opportunity.

**Hansen:** Absolutely. And we've been in close contact with hap and others to try and make this -- start to make it all come together in a way -- I think we -- if we look at interstate max project and even the green line, we really do see lots of opportunities. We, the contractor, the purchaser of the properties, really see those as construction staging areas that get to be turned in something that really is transit oriented for the future. And that opportunity is even multiplied here because of, as teresa mentioned, the widening of 17th means we'll be able to pick up property that's right next to the brooklyn neighborhood and, therefore, is a perfect setting. So, yes, the answer is we would love to be able to work more closely. Although I think a lot's been done already.

**Boyle:** Make sure that happens. Our last grouping of stations within the city of Portland limits are considered to be the neighborhood slash recreation theme. The properties -- the station that are along mcloughlin and a station at bybee and at tacoma and at tacoma, there'd be a park and ride. I don't have a station area slide for harold itself. A note for harold, some things need to happen and ripen in that area for harold to become a fully viable station. And part of what we did in preliminary engineering is start identifying some of the triggers that would make harold become

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that -- that -- that viable station, the one that needs to be opened kind of now. One -- one need would be for a connection to the east over toward reed college. And that seems to be a really important part of the puzzle in order to help attract the ridership that's necessary. Focusing on the bybee station, so at this point, light rail is running underneath the bybee structure -- will be running under the bybee structure. And what that means for bybee, because there's no immediately adjacent areas for people to park, this is definitely one the stations where we are relying on people walking to the station, biking or taking the bus. So when you're looking at those sorts of modes of connection, it becomes absolutely critical that we provide as much connectivity as possible. And, therefore, the first -- we'll start with the bus mode. We'll be widening the bybee bridge to provide but the pullouts on both sides of the bridge and providing that immediate connection down to the station area. This is something that bybee's a new bridge of ours, it's a beautiful bridge, and we'll be spending a lot of time -- the project will be spending a lot of time during final engineering looking at continuing the character and nature of the existing bridge with the widened elements. So definitely a design involved. Some of the other things we've heard as part of the outreach for the project at conceptual design report concerns about visibility of the station itself. Making sure that the design elements are placed in such a way that people don't feel isolated and that the lighting is -- is strong there. Next is the tacoma station. And the tacoma park-and-ride. An 800 space park-and-ride. And this site is somewhat challenging. We have johnson creek going through the area and its own requirements for pervious nature and light rail needs to cut through the site. Near mcloughlin boulevard and to go to the springwater corridor and we're managing to fit a park-and-ride there as well. It's a challenge in terms of orientation and the feedback, a desire for more work and effort to look further at the park-and-ride and what it's going to look like and how the site is going to work. Tri-met did an evaluation about redevelopment potential on that site. And this is one of those places where the city of Portland's boundary ends at the springwater corridor and the most readily apparent redevelopment opportunity is immediately south of there potentially with the pendleton woolen mills site. That's within the city of milwaukie and we won't be talking about that in particular more today. The last thing I wanted to mention about tacoma, because it's an item of interest, is with the addition of traffic to tacoma that results from the park-and-ride. Our traffic modeling shows that without some additional traffic signalization on the adjoining roadway, we could have a problem with the vehicular backup on mcloughlin ramps in 20 30, which is the sunset for this project. The project is proposing to and will be installing a travel signal on s.e. 32nd on johnson creek boulevard. And that's actually the end of our alignment and our official comments. If you have -- on the stations if you have any comments about or questions about those. Before we move into some of the feedback. We can take those now or -- no? Ok.

**Pearce:** Like any process, but mostly, I think it is important to note that tri-met in terms of public involvement, do a remarkable job with involving a wide range of community members and for the conceptual design report list, this report made a serious road show through the neighborhood associations and district coalitions and various interest groups and so through that process, we were able to collect a lot of feedback both from the bureaus and from community groups. So a couple of highlights in terms of that. One of the things we've found universal is an interest in the greenway. And the connects, it's common within the all of the bureaus within the city and found that the environmental mitigation, specifically, something that a lot of shared interests within the various bureaus and an interest in seeing the stationary planning move forward on the east side and a key commonality and support for the quiet zone and also pedestrian bike connections for bureaus that aren't oriented to bike connections that's come out in a lot of commentary. Those were key highlights that jumped out at us during that process. In terms of feedback, as the slide shows, we made it to talk to anyone and anyone who would talk to us and I do think we've accomplished good feedback and comprehensive understanding of the community's interest in the project. So I think this --

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**Boyle:** Lastly, this won't be the only time you see, probably either art or myself over the next couple of weeks. We have some upcoming actions next up -- next week will be an iga between pdc and transportation to -- this has to do with the \$10 million of the city's \$30 million share of our project financing. And that's coming up. We'll have an action that is called net rise and i'll chat with you individually about that and explain it. It's lengthy and laborious to go through here and talking about the darigold too. One of the items is dated today, the Portland pedestrian advisory committee has comments on the conceptual design report. They've already provided much of the feedback informally to tri-met at the last two times we've met with the committee and they chose to want to formalize those comments and provide them to you. And we'll enter that into the record.

**Adams:** Just so -- I want to make sure you're done.

**\*\*\*\*\*:** I'm done.

**Adams:** Want to make sure that council and the audience know and the viewers that this is the first airing out of these design considerations. With the city council. It gives them and others an opportunity to comment and raise issues that need additional work but they'll have the opportunity - - this isn't a decision on the final design. This is the direct, a mile post, not the finish line. Wanted to make sure everyone knew. Additional council discussion? Anybody --

**Hansen:** Just before leaving, let me leave with two comments. One, we're talking here about something that obviously doesn't begin construction until '11 and open until '15 but it's inevitable that people ask during a tough budget time, certainly, we're facing a reduction in our budget. You are as well. That means service reductions and other things. And the question becomes why -- why are you looking at -- at this? And the answer, of course, has to be that we have to continue to plan for the future even in the worst of economic times. Any business, it's their research and development that provides the opportunity for their future growth and in a similar vein, this is our research and development type of effort. Planning and putting in place and beginning to be able to move forward. Second, I wanted to be sure it's clear that dollars expended on this are the result of a successful effort that you helped us with, but certainly olivia clark of our staff, achieving \$250 million lottery-backed bonds from the state to be able to seed this project. Those are the dollars being expended and from time's standpoint and I believe probably pretty close from the city's, the actual expenditure of our local funds will not occur until 2012. So those dollar expenditures are not affecting our current picture in relationship to the budget it. Obviously is a tough time for all of us and we understand that. I wanted to leave you with those two thoughts.

**Adams:** Thank you. Thank you all very much. How many people have signed up?

**Moore-Love:** 10 people signed up.

**Saltzman:** I thought we were going to have a presentation about mitigation planning around the bridge or was somebody --

**Boyle:** We don't have -- we don't have a planned presentation about the mitigation. Tri-met is working right now to -- on a couple of fronts. With regards to the in-water mitigation, tri-met is at this point actively collaborating with the parks bureau to look at working to assist with the development of the park in the central part of south waterfront. Tri-met's made a number of proposals with regard to the willamette river as opposed to the mitigation on the other portions of the alignment. And it's still in negotiations with noaa and others about how that's going to land. I would expect within the next month-ish, we should have a much more solid idea of that. Otherwise the light rail is collaborating with parks for work at westmoreland --

**Saltzman:** How does working on the south waterfront neighborhood park or westmoreland park respond to in-water mitigation?

**Boyle:** I'm sorry --

**Saltzman:** I don't see a connection there.

**Boyle:** I wasn't clear. This is what I get for talking off the top of my head. There are a couple of mitigation needs for the project. That happening over near westmoreland, have to do with impacts

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to crystal springs. That's one bucket of mitigation. The other with regard to the willamette river bridge and the in-water mitigation, we're holding to trying to find mitigation opportunities close to the source as possible. And tri-met has been negotiating with noaa on what those may be and had made proposals to remove piles and do other things and it appears that the information we're getting from noaa and somebody correct me if i'm wrong -- that looking toward furthering the development of the park in the central -- the greenway, excuse me, which involves removals the soils and etc. Sorry, wrong word. I'm a transportation engineer. I'm sorry.

**Hansen:** Dave of our staff is here who has been doing most of that negotiation with nymphs and others -- nmfs and others if you would like to hear more.

**Saltzman:** I think that's satisfactory.

**Hansen:** I asked brian newman to come, from ohsu, I know he has a commitment at 3:00. Would it be ok if he testified first.

**Adams:** Sure, he was once an elected official. Any other one-time elected officials? That's ok.

\*\*\*\*\*: What a way to clear a room.

**Brian Newman:** Mayor Adams, members of council, brian newman, representing ohsu. Planning and development director. I want to introduce toya, she's a member of the public relations team. This is her first city council meeting and just joined us from Washington d.c. Where they worked for an education advocacy group and before that, senator clinton's staff.

**Adams:** Welcome.

**Newman:** I wanted to offer our support of the project. We've been a long-time partner in it and we're very happy to see it progress specifically along these design issues and I wanted to thank the city staff, metro staff and also tri-met staff for their diligence and hard work. I know we've had a lot of issues that we as a stakeholder have worked through and worked through them successfully and happy to be here. Two-thirds of the city's contribution to this project comes from the south waterfront district in the form of tax increment financing, as well as the tsdc you adopted. We've contributed an in-kind -- assessed at \$15 million, both as land as a fee donation for permanent right-of-way for the project and 10 acres tied up by time for a little over four years for -- by tri-met for staging. And we're coordinating with them on the moody street reconstruction and as it representatives to the design issues, it's not just about moving people, it's shaping growth and building communities and that's what we're very interested and engaged in when it comes to the south waterfront and our new schnitzer campus. We're working on the ohsu-osu collaborative. Instead of seeing a big brownfield with a parking lot, you'll see a beautiful new building of 300,000 square feet that's going to house -- in partnership with psu and osu and u of o, house our first two years of medical school and dental school osu school of pharmacy and the psu chemistry departments and their biology programs as well. And so this is truly in the spirit of collaboration, not just between us and the city and our other partners, it's partnership with our higher ed partners and it won't happen without this project and we're excited about partnering with the city to make this happen. It's not just the rail, it's the community around it. On the design issues, we have nothing to add. We're satisfied with where they're at right now and here just to speak in support of the project.

**Adams:** Anything you'd like to add?

\*\*\*\*\*: No, he did a great job.

**Adams:** How long have you been in town?

\*\*\*\*\*: About a month.

**Adams:** Working with great folks.

\*\*\*\*\*: Thank you, mayor.

**Adams:** Thank you both. Next three, first three.

**Adams:** Good afternoon, gentlemen the welcome.

\*\*\*\*\*: Greetings.

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**Adams:** Glad you're here.

**Randy Gragg:** Thanks. So it's a tremendous opportunity, this project. Especially the sort of macro way, but I wanted to bring you to the fine grain detail with the particular sites at the so-called halprin district. In lincoln avenue. My name is randy greg, with the halprin landscape conservancy.

A group devoted to the preservation and enhancement of the lawrence halprin's legacy of plazas. And everybody knows keller, pettygrove and lovejoy fountains. And the one that hardly anyone knows and in the pathway of this project, the source fountain, which i'll show you a picture of in case you need a little refamiliarization. It's the little brick fountain. I think everybody but amanda has heard my dog and pony show about this. So if --

**Fritz:** Probably saw --

**Gragg:** These plazas are the first by the Portland development committee and influential work. Landscape work changed as a result of them and despite this being a part of the battles, days of urban renewal, you know, I think it's good to remind ourselves that this is probably one of the most successful urban renewal districts in the entire country. The housing has been maintained and always rented for market rate and converted beautifully to condominiums there. And a lot of urban renewals in other american cities did not fare as well. And a reason this has remained structurally and socially solid is because of these plazas. That you are powerful statement appearance enchanting to the city as a whole. But also been suffering, you might say a death by a thousand cuts through deferred maintenance and gradually as some of the sites around them have been redeveloped the village at lovejoy, the city's own building and the details have not always been good. Buildings turning their backs to the plaza. A parking garage and the plaza. Historic fabric torn out but for our intervention, the -- is it three minutes already? I guess I better hurry up. The bottom line, the reconstruction of lincoln avenue as a light rail line is a tremendous opportunity because it goes adjacent to the entry to the fountains and we hope a great deal of care will be taken from the finer points of the design to really create a gateway into the halprin district and plazas and --

**Adams:** Do you have any substantive idea around that? Doing that would mean?

**Gragg:** Well, I think mainly, the thing is to kind of keep stuff out of the way, you know? There's a lot of switch boxes and little things like this that can really mess up how something looks. I think there's an opportunity through careful attention to the paving partners, to the tree plantings and possibly even the landscape design to kind of integrate the station. In a way that keeps the historic fabric of the surrounding area around the source fountain and creates a physical invitation into what was thought of as a sequence of interconnected spaces. We've been invited to be at the table in an urban design workshop around it, and that's good. But there's lots of fingerprints on these projects as we move along and i'm here to ask your diligence.

**Adams:** I think the council will be focused on that. Among others. Thank you for your testimony.

**Paul Carlson:** I'm paul carlson, senior vice president with the Oregon museum of science and industry, omsi. And i'm delighted to be here to speak to the Portland-milwaukie light rail project. It is extremely important to our future growth. I think it's incredible to think that omsi has been at its east side location for almost 20 years now. We've weathered some difficult times over the last 20 years. The food comes to mind. Some financial challenges. But -- the flood comes to mind. But financially, omsi is as strong as it ever has been in its history. You may know that omsi purchased six and a half acres south of our current location about five years ago. And it turned out gratuitously this would be the nexus of two major transportation projects, the Portland-milwaukie light rail project and the streetcar loop project. And we believe that these two projects in combination are going to be extremely important, not only for the future of omsi, and the educational opportunities that omsi can bring to the community, but also for the district as a whole. In order to support the growth and I might just mention that we're looking at adding over time approximately a million square feet of development on that property. But in order to support that

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growth, we're counting on a 30% mode with transit projects, that implies about 1400 visitors to omsi alone -- 1400 visitors to omsi alone. The need for new alignment for water avenue. Which you've heard about. Earlier, in testimony. And to ease transit through the area. And the second factor that is important for our growth is additional parking. Parking is already a limiting factor for us. And will become more so with growth in the area. Even with these transit projects in place. So we're fully supportive of the projects and we have hosted regular meetings at omsi for district property owners and the construction coordination meetings with tri-met, the city agencies and especially the Portland bureau of transportation. So we are here just to express our support for the projects and we look forward to their completion.

**Adams:** Thank you. Thanks for your testimony. Commissioner?

**Chris Smith:** Mayor, members of council, i'm chris smith, appearing here representing the planning commission and since the transmittal letter concerns the -- addresses the denver concerns are the design commission -- some design issues, halprin issue has been mentioned. The halprin district now becomes kind of a linkage between two rail lines. This project on one end and the streetcar on the other and that's probably an opportunity worth looking at and also we note there is some removal of trees at the station, the halprin district that we would like to see addressed, restoring canopy in that area. At harbor drive, there's a significant structure that will take the light rail across harbor drive. Anything that can be done to lighten the appearance and visual impact on that would be important. The trail connections on both sides of the river have been mentioned. Omsi to the springwater corridor is important. And in the clinton station area, the station design should recognize the industrial-mixed use character of that area. Along mcloughlin, like to see the tree line boulevard that mcloughlin is and maintain the bicycle connectivity through that area. At bybee, I think we have a number of concerns about the fact we have a split level station there. There's discussion of the challenges and connectivity to that station. We'd love to see a creative address of those problems, maybe produce a unique and helpful solution to that problem.

**Adams:** If I can pause you. One of the friendly challenges i've made to the design crew is the potential for live-work on the actual station itself. Trying to -- and if we can solve it for the potential bybee station, then we can also solve the isolation issue for 82nd avenue and powell and a whole bunch of other stops on the light rail.

**Smith:** So design type, we need to understand and have better answers for.

**Adams:** Yep.

**Smith:** And the tacoma station, we echo the thoughts that that -- the layout of the park-and-ride needs for thought. We think we can do better and glad to hear that the planning will continue. At planning commission, we heard testimony. The first is we heard concern from citizens, it's difficult to understand the funding plan for this project. Big capital transportation projects are complicated in funding strategies but we heard the funding was somewhat opaque and a specific concern you may hear in testimony today that tri-met makes its contribution to this project by issuing bonds which i'm told on the order of \$39 million and the revenue, \$3.2 million a year, are revenues also eligible to be used for operations. We're essentially trading off future transit operations against providing the capital for this project. That's concern to people who are suffering from bus cut backs and light rail cut backs and we'd love to see a way to fill that budget. And finally, a opportunity, the fta is pretty radically changing the way it allows bicycle and pedestrian components to be included in transit projects. Looking at a tight radius, they're proposing a three-mile radius. It may be too late to factor that into this project, but we should start thinking as we want to build out our bicycle plan and connect that with transit capital projects. Thank you.

**Adams:** Thank you all very much. Appreciate it. Ms. Pearce, you're up first.

**Susan Pearce:** I'm susan pearce, a member of the hosford avenue neighborhood association and representative from that group to the light rail citizens advisory committee. I want to talk about several things that our neighborhood is affected by this for the most part. I think we have -- we're

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very excited. Some of the things we're going to be talking about are the quiet zones. Opportunities to approve ped and bike connect itself between the neighborhoods and the river. And also touch on the concerns we have. About changes in the neighborhood. The first thing I want to do briefly is to thank the city of Portland and tri-met for their responsiveness to the concerns voiced by the neighborhood regarding train noise and how a solution has evolved from that. The train noise was already a problem for us and was going to get worse if the light rail came through the neighborhood. And I wanted to mention that because I sit on a lot of citizen advisory groups and it's not always so [inaudible] another thing I wish to thank tri-met is the purchase of sufficient property across the north edge of -- northwest natural property to allow ped-bike routes through this. Even though it is unfunded. At this point. At least we have the space. And there's some hope that in a recent conversation with roger geller from the -- the bicycle guy from pbob, we're hoping perhaps we can reallocate some funding that was coming to us from bureau of environmental services as part of the citizens -- citizens benefit opportunity grant. Because of the pipe project. For -- I mean, clinton, 11th and 12th, that act ward intersection there. These will not longer be needed because of the reconfiguring of the intersection. A map, the reconfiguring of that intersection with the changes in the intersection and the signaling of that intersection. So what we're hoping is maybe bds would be willing to use that fund for that path. The neighborhood, this has allowed us an opportunity to work with brooklyn, our neighborhood to the south and as well as the neighborhoods -- the -- is that the end?

**Adams:** Please finish your thought.

**Susan Pearce:** So we have been working with them on a number of issues and one is the connectivity between the neighborhoods, powell boulevard is a big divide. Part of this -- solves some of the problems because of the ped-bike route that's going to be included in crossing the powell. One of the dilemma is whether to have a replacement bridge over the light rail plus u.p. Rail at 16th ran 14th. It's a little -- 16th and 14th, it's complex. The pluses and minuses of either of those.

**Adams:** Well, thank you. And we'll continue obviously, there's a myriad of details we have to work on. And on something like this, the details matter. So thanks.

\*\*\*\*\*: Thanks.

**Linda Nettekoven:** I'm -- oh, mayor Adams and commissioners. I appreciate the opportunity to speak with you about this today. I'm excited and ready to go. I want to make sure i'm not speaking on behalf the neighborhood association today. But I say "we" a lot because my comments reflect many conversations with the neighbors over the years. So -- I want to stress how excited we are to be involved in this process where the unique characteristics of our neighborhood, we're close to the river, industrial and realize, are coming to the forefront and being emphasized in the design of this light rail station. We're clear we're not trying to turn this into a christmas tree project, but trying to be smart to combine resources, public and private to do innovative things. A priority is to avoid the displacement as much as possible. The businesses that have to move because of the actual construction. We hope we can capture for the central east side and keep them there. And hoping to grow nor. Philosophically, where a lot of us stand on this. We're trying to -- as an example of this, we're working for the second year with a group of urban design students, to try to help us think outside the box on mixed use, what does that mean in an industrial-residential zone. And we're continuing to be active partners. We can't bring land to the table but we can bring the good ideas we can gather. On to a couple of things that we're not so excited about. We're concerned about the old park-and-ride issue. We're already blessed with four bus routes that go east and west in our neighborhood. People already use our neighborhood as a park-and-ride because the bus route. We're concerned about that increasing, so we want careful thought and study about what we can do besides having the parking permit system but also think of other options. Another concern is the traffic flow on 11th and 12th. We're really concerned that the light rail station, the light rail line



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enhance transportation in our -- in this part of the city, not sort of tie it up more tightly. Because we already flow with the flow because of the u.p. tracks on 11th and 12th. Some of us have been working on redoing division street for eight or nine years and if the flow on 11th or 12th starts to back up on division or sending traffic across 20th instead of 26th, a lot of our plans kind of go out the window. So we want to make sure we're looking at those traffic projections carefully and design mitigation possibilities and I guess since i'm almost out of time, I want to add my thanks to the planning bureau, who has been helping our ad hoc study group. And also the folks from tri-met and pbot. So thank you.

**Fritz:** What is that?

**Nettekoven:** Construction excise tax the money from metro.

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

**Mat Millenbach:** I'm matt, the land use chair for the -- and i'd like to thank for the opportunity to speak today. The efforts the city staff and tri-met staff involving our neighborhood and in particular, our neighborhood association have been excellent. As art pearce mentioned in his testimony, the -- there's been a large outreach project on the part of both the city and tri-met to keep us informed and I have to say they've been very responsive to a lot of the suggestions and concerns that we raised in the past. So i'm not here were a long list of complaints but I do have a few suggestions. First of all, we have three stations which affect our neighborhood. The part of the plan that talks about neighborhoods and recreation. The tacoma and bybee and future harold stations affect the sellwood moreland neighborhoods. I think the planning for the tacoma and bybee street station are going quite well. There are a number of issues having to do with design factors in both stations and traffic issues on the tacoma street station are something that needs to be worked on. There's a large degree, concern about traffic backups and so forth in that area and it's something that we need to pay particular attention to in the future. Our neighborhood association will be working with the johnson creek watershed council to try and come up with a mitigation plan for the routing of johnson creek through the tacoma street station and we think this is a positive step on the part of the watershed council and we'll work with the city and tri-met staff on that as well. The future harold street station has left us in somewhat of a quandary. The northwest moreland, the zoning was changed to provide for denser residential use in anticipation of a light rail stop in the future. That has not happened, I think, to the degree people thought it might and in places where it has, what we found is the development of small lot, 50-by-100 and multi-family development which has turned out to be controversial for the people who live in these single-family house neighborhoods so we're faced with a chicken and egg problem. Trying to figure out way to develop the neighborhood so we can accommodate more dense growth but the rationale, the original rationale in the late '90s so do that has been taken away and it's difficult for us to explain to people why they should accept for dense growth in their neighborhood. So this is something we'll be working with the city on and the Portland plan to figure out ways to accommodate that planned growth.

**Adams:** The thank you very much. Appreciate your testimony. Good afternoon. Welcome back to city council or welcome to city council.

**\*\*\*\*\*:** Thank you, mr. Mayor.

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

**Tim Ramis:** Tim ramis for the record. I'd like to begin and join in and thanking fred hansen for 11 years of remarkable service to our community. And i'm certain there are suburban city councils who would appreciate him coming out on to those councils to engage in dialogue about the future of transit in our region. And this project that you're considering today is one of the fruits of that dialogue. I know, also, that my client, jay zidell, very much appreciates fred's work in encouraging a partnership between tri-met and the zidell companies. I am very pleased to be here representing jay zidell and the zidell companies in support of the land before you. Since the 1920s, zidell

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companies have owned or leased land where light rail is going to bisect the property on the -- bisect it on the west side of the river. Where families in Portland have been able to find family-wage jobs in steel reclamation and manufacturing and large manufacturing and other at this time. This project will be a catalyst to transform that property into something modern, mixed use and transit-related and allow the property to serve the community in a different capacity into the future.

The light rail project we support today is critical in transforming the property and the coordination with TriMet and the city is very much appreciated by the Zidell companies. The concept plan is part of a larger effort to align private and public sector planning in investment, to try and achieve a new vision for this region. Zidell has attempted to -- Zidell has attempted to contribute by working together with connections to the greenway, coordinating construction mitigation planning and in collaborating with TriMet and the city on a substantial financial gift to the project. When that is finalized, they'll donate \$7.1 million out of the city's \$30 million committed match and that will be in the form of land. And it's donated for purposes of making sure that the match is achieved and the project vision is accomplished. While there's contingent contingencies that remain to be worked out, the essence of the agreement are now in place. We thank all those who worked so hard and join with them in urging you to accept it today. Thank you.

**Adams:** Thank you very much. Hi. Welcome to council.

**Shannon Olive:** Good afternoon, mayor and council members. My name is Shannon Olive, community organizer with Opal, an environmental justice group here in Oregon. It advocates the -- low-income and communities of color to engage in environmental justice and work is focused primarily in east Portland, Multnomah county. And also a life long resident of northeast Portland who moved to east Portland, Multnomah county from rapidly rising rents and gentrification. We rely on -- Opal has questions and concerns. We support our transportation options and public transportation improves our physical health and provides green jobs and reduces toxic emissions and supports our most vulnerable communities. TriMet has stated there's a \$27 million budget shortfall and I and the bus riders are footing the bill. My question is how would the east Portland residents benefit from this? When there was a community outreach to find out how we felt about that, they didn't come out to east Portland and allow our voice to be heard in the process. But decisions were still being made. We've been listening to the experiences of bus riders over the past movement learned several things. [inaudible], overcrowding is increasing on the bus or forcing people like the elderly to stand. And more incidents where the buses leave waiting passengers and bus conditions need improvement, including benches and schedule information and garbage cans and lighting to meet appropriate cleaning and safety standards and ask that you prioritize the needs of our most vulnerable and we would like to know how to get information about revenues and call for the proposed original line and commitment to develop a policy to ensure minimum adequate revenue for bus service to our community. Thank you.

**Adams:** Thank you very much. Really appreciate it.

**Robert Pickett:** Good afternoon, mayor and members of the council. I'm Robert Pickett. Here as the vice chair person of the bicycle advisory committee and speaking on behalf of the committee today. I want to add to the echo which bounces around in here. Lauding TriMet's project group for their outreach to the community. They've been diligent and patient in scheduling multiple opportunities for us to review this project. Our last chance to review was in March, and we're very much in support of this project. It's excellent. But we have a few specific locations where we still have concerns about the connections to people riding bicycles. We put this together in a letter which I think you just received and you can read so I'm not going to go through every point but I do want to highlight three pick points. The first one is -- particular points. S.e. 17th to Southeast Harold, we understand the original design included a trail connection between 17th and Harold. And just to the north of Highway 99. Our understanding that important connection has been removed possibly because of a requirement for a flyover for the railroad to go over Harold. We would like -- we think

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it's very important not to build the structure in a way that precludes the addition of a trail in this location in the future. Our second point we want to highlight was southwest clinton to the willamette river bridge, the new bridge they're going to build. This is extreme concern. Chapter street is a bicycle boulevard. From points from southeast Portland to the central east side and downtown. It's imperative they have a efficient connection interest their neighborhoods to the river.

We're excited about the prospect of a multi-use path that may connect southeast ninth and 12th. And it was mentioned and talked about alternative ways to get funding. We're excited about that. However, the plans we saw in march, of the clinton street station area, particularly where eighth and ninth meet division place, combined with the increase in puss traffic may make the conditions for people riding bicycles worse than they are now. Our last concern is the connections from the willamette river bridge to the springwater corridor, slash, east bank esplanade. It doesn't yet reflect the values of excellence that tri-met traditionally strives for is also a concern for us. I understand we're still in the design process and we wanted to highlight our concerns in these locations and offer our continuing support and cooperation as tri-met planners and pbot staffers continue to work on these and thank them for their excellent earnest work on this project.

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

**Moore-Love:** That's all who signed up.

**Adams:** Additional council discussion? This is a resolution, Karla, please call the vote.

**Fish:** I want to add my comments to the comments of the mayor and thanking fred hansen for his service, and one the -- there's lots of things you can point to as legacy pieces but I think there's -- there's a reach, housing development on interstate that may been among the most complicated projects you worked on but I had the pleasure of being at you at the ribbon cutting and I drove by that cluster last night, we have ifcc, city park and the beautiful reach development. And it's a model of what we can do in transit-oriented development and I know how challenging it was and it would not have happened without your leadership. Thank you for that and for all the courtesies you've extended to me during my brief service. And this is an slept discussion. I've learned a number of things and particularly interested in working with the tri-met and the mayor and pdc, pbot, a number of the other entities to look at the housing opportunities. And one of the things that keeps coming up in the housing bureau is that as we expand out our system of colleges and universities, people don't know where to put student housing and it creates some unique opportunities for potentially partnering with some public institutions that may have bonding capacity to build out some housing.

As we go through the exercise of looking at all of the -- we're going through a exercise, we call the big look on all tax abatement policies and looking at tod programs and ways of tweaking. I think we'll look to see what's in our existing toolkit and ways we can exploit this incredible opportunity. I'm sorry I wasn't here when randy greg spoke but I want to sank thank the mayor for driving the halprin district and various things that can come off of that. The city agreed to work with parties to get historic status for the halprin fountain. It's complicated. I have the fountains and the mayor has the connections and randies the water -- you have to get a lot of people aligned. But thankfully randy greg has been a driving force and by the way, probably would never had happened had pica not done a public art piece on the site to introduce a lot of us, including me to the importance of halprin. Public art, now the halprin district has the potential to be a significant destination in the city. I want to thank everyone who has presented. I'm not a transportation guru like my colleagues. I'm in my -- I still have my -- my training wheels on my vehicle. If you will. But this is very exciting and the possibility to activate development along the way, connect the region and provide more options for people is terrific. And I -- I wrote down the one keep coming back to. One-to-47, which is the leverage. We wish everything we invested in generated those kind of benefits. So thank you to everybody and pleased to vote in support of the resolution. Aye.

**Saltzman:** Well, I also want to acknowledge fred hansen for being a great leader the tri-met and environmental quality before that and the epa in Washington wag. I forgot that one. And he's been

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a true public servant and has led this agency to new heights and this project that we're approving conceptually today in design is really the -- this new height of excellence. This is going to provide not only a way for people to get to and from, without having to rely on the automobile, but is done in a manner that's going to promote bicycle-pedestrian access and provide new opportunities for people to live and get to work. Without relying on the automobile. I still do have concerns about the mitigation. From the bridge, and we will continue, although I'm encouraged by the discussions that have been occurring so far. But I want to make sure that we're doing right not only by the federal agencies that have quite a bit of control over those decisions but doing right by making sure we restore as much of the willamette river bank to its natural state as possible. For people and Fish. Thank you all and pleased to vote aye use thank you, Fred, for your service to the citizens of the metro region and to tri-met. Thank you to all the staff who've been involved in this. It continues to be a good project. It's always nice to hear multiple different sections coming in and saying they appreciate the outreach and that it's done well. I would be interested in discussing with your successor a more equitable funding for tri-met and appreciate the concerns about bus riders subsidizing the construction with bus money. So I think we need to have that discussion as a region to make sure we do have a transit system that everybody can use and equitably funded and [inaudible] standing on my heels which is difficult. I share commissioner Saltzman's concerns about mitigation and appreciate the information I was given on that and the funding for the greenway trail and there are a lot of different pieces that the team is following and making sure you're taking care of. The bridge design, particularly the pathway and the separation between pedestrians and bicycles continues to be of concern and the pathways off the bridge and making sure that there's room for both pedestrians and bicycles to coexist peaceably and safely is important to me. The Brooklyn neighborhood pedestrian connections to the river as well as to the stations are very important and something we should do as part of this project in collaboration with the city funding. I do appreciate tri-met having an ongoing to do list -- or the project. A couple of things I added after the briefing, including the office the healthy working rivers in the planning and continue tri-met's good work in abatement. I appreciate your -- graffiti abatement. And taking care of that throughout our system and want to continue partnering with you on that. I encourage us to think about doing platforms as a destination as well as for passengers to rest. It was interesting that the testimony about OMSI starting 20 years ago, when my family were little, we started to going to OMSI by the zoo and then switched and actually taking a day trip on the Max to Gresham, which opened, we would take the bus downtown and take the Max to Gresham, go to the library and then go home again. We should be thinking about our transportation system for the only for busy people to get to work on buses and other ways to get to where they need to be, but we are developing a system which is enjoyable to be on and we should recognize that and we have all different kinds of transit and was an kind this wonderful new bridge and system, we should recognize there are people that want to take it just for fun. Having a area where you can have a picnic and perhaps go back where you came from. Wonderful new piece of infrastructure, which is going to be something we'll proud of for generations to come. Thank you for your work. Aye.

**Adams:** Again, thank you and your entire team at tri-met. Thanks to Teresa and Art, we're at 30%, 70% to go. Aye. We're adjourned.

At 3:30 p.m., Council adjourned.