



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 17TH DAY OF AUGUST, 2011 AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, Leonard and Saltzman, 5. Commissioner Fritz left at 1:09 p.m.

Commissioner Fritz arrived at 9:34 a.m.

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

Council recessed at 10:44 a.m. and reconvened at 10:56 a.m.

Item No. 882 was pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS		Disposition:
865	Request of Barry Joe Stull to address Council regarding sow the wind, reap the whirlwind (Communication)	PLACED ON FILE
866	Request of Yelin Oh to address Council regarding Outdoor School and the funding cuts (Communication)	PLACED ON FILE
867	Request of Adam Rahmlow to address Council regarding problems facing Portland State University and Portland citizens (Communication)	PLACED ON FILE
868	Request of Anthony Stacy to address Council regarding thanks for including the veterans community in the Veterans Memorial Coliseum refurbishing project (Communication)	PLACED ON FILE
869	Request of Harley Wedel to address Council regarding thanks for including the veterans community in the Veterans Memorial Coliseum refurbishing project (Communication)	PLACED ON FILE
TIMES CERTAIN		
870	TIME CERTAIN: 9:30 AM – Safer PDX Project Progress Report (Presentation introduced by Commissioner Fritz) 45 minutes requested	PLACED ON FILE

<p>871 TIME CERTAIN: 10:15 AM – Nominate four projects for FY 2013-14 and FY 2014-15 Regional Flexible Funds for transportation projects (Resolution introduced by Mayor Adams) 30 minutes requested</p> <p>Motion to amend Resolution to dedicate funds from ODOT, grants, project savings and/or PBOT safety accounts for the Barbur Blvd project; and dedicate funds from grants and/or General Transportation Revenues for the Sullivan’s Gulch Trail project: Moved by Commissioner Fish and seconded by Commissioner Leonard. (Y-5)</p> <p>(Y-4; N-1 Fritz)</p>	<p>36876 AS AMENDED</p>
<p style="text-align: center;">CONSENT AGENDA – NO DISCUSSION</p> <p style="text-align: center;">Mayor Sam Adams</p>	
<p style="text-align: center;">Bureau of Planning & Sustainability</p>	
<p>*872 Authorize application to the Oregon Department of Land Conservation and Development for a periodic review grant in the amount of \$173,000 for the State fiscal biennium of July 1, 2011 to June 30, 2013 to update elements of the City Comprehensive Plan (Ordinance)</p> <p>(Y-5)</p>	<p>184807</p>
<p>873 Authorize an Intergovernmental Agreement with Portland State University in an amount not to exceed \$50,000 to conduct sustainability-related research and analysis services on the City's Solid Waste Management and Recycling programs (Second Reading Agenda 834)</p> <p>(Y-5)</p>	<p>184808</p>
<p>874 Consent to change in business organization of J&R Weisenfluh Sanitary Service, from a general partnership to a limited liability company (Second Reading Agenda 835)</p> <p>(Y-5)</p>	<p>184809</p>
<p style="text-align: center;">Bureau of Police</p>	
<p>*875 Accept a grant in the amount of \$290,304 and appropriate \$145,152 for FY 2011-12 from the Oregon Department of Transportation, Transportation Safety Division 2011-13 Work Zone Enforcement Program for sworn personnel overtime (Ordinance)</p> <p>(Y-5)</p>	<p>184810</p>
<p>*876 Authorize an Intergovernmental Agreement with Multnomah County in an amount not to exceed \$125,000 to fund a Deputy District Attorney (Ordinance)</p> <p>(Y-5)</p>	<p>184811</p>
<p>*877 Authorize application to the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance for a grant in the amount of \$310,000 for the FY 2011 Gang Resistance Education and Training Program for the West Region Training Center (Ordinance)</p> <p>(Y-5)</p>	<p>184812</p>

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<p>*878 Authorize application to the U.S. Department of Justice, Office of Justice Programs, Bureau of Justice Assistance for a grant in the amount of \$50,000 for the FY 2011 Gang Resistance Education and Training Program (Ordinance) (Y-5)</p>	<p>184813</p>
Bureau of Transportation	
<p>879 Amend Intergovernmental Agreement with TriMet, for Fareless Square Extension, adding 1.30% to reflect the change in Consumer Price Index for Portland during 2010 (Ordinance; amend Contract No. 51564)</p>	<p>PASSED TO SECOND READING AUGUST 24, 2011 AT 9:30 AM</p>
Office of Emergency Management	
<p>*880 Authorize application to the Oregon Military Department, Office of Emergency Management for a grant in the amount of \$221,362 for the implementation of state and local homeland security strategies (Ordinance) (Y-5)</p>	<p>184814</p>
Office of Management and Finance	
<p>*881 Authorize an Intergovernmental Agreement with the Portland Development Commission for economic development activities (Ordinance) (Y-5)</p>	<p>184815</p>
<p>*882 Authorize a competitive invitation to bid for storage area network hardware, software and services (Ordinance) (Y-4; Fritz absent)</p>	<p>184824</p>
Commissioner Dan Saltzman Position No. 3	
Bureau of Environmental Services	
<p>883 Authorize Intergovernmental Agreement with Clackamas County Service District #1 for construction of sanitary sewers and cost-sharing of common facilities (Second Reading Agenda 845) (Y-5)</p>	<p>184816</p>
Commissioner Nick Fish Position No. 2	
Portland Parks & Recreation	
<p>884 Authorize Intergovernmental Agreement with Oregon Department of Transportation for Willamette Greenway Trail: North Columbia Boulevard - Steel Bridge (Second Reading Agenda 854) (Y-5)</p>	<p>184817</p>
REGULAR AGENDA	

<p>Mayor Sam Adams</p>	
<p>Bureau of Planning & Sustainability</p>	
<p>885 Revise residential solid waste and recycling collection rates and charges to address new collection services, effective October 31, 2011 (Second Reading Agenda 830; amend Code Chapter 17.102)</p> <p>Motion to amend to add Commissioner Fish aye vote: Moved by Commissioner Fish and seconded by Commissioner Leonard. (Y-4; Fritz absent)</p> <p>(Y-5)</p>	<p>184821 AS AMENDED</p>
<p>Bureau of Transportation</p>	
<p>*886 Authorization to amend contract with Tri-State Construction, Inc. for landslide mitigation on SW Sam Jackson Park Rd to include additional emergency landslide mitigation work on nearby SW Broadway Dr (Ordinance; amend Contract No. 30002144) 10 minutes requested</p> <p>(Y-4; Fritz absent)</p>	<p>184822</p>
<p>Office of Management and Finance</p>	
<p>*887 Execute a labor agreement with Laborer's Local 483 for terms and conditions of employment of represented employees in the Seasonal Maintenance Worker bargaining unit (Ordinance) 10 minutes requested</p> <p>(Y-4; Fritz absent)</p>	<p>184823</p>
<p>888 Authorize gas tax revenue bonds to finance transportation capital projects and to refinance outstanding gas tax revenue bonds (Second Reading Agenda 857)</p> <p>(Y-3; Fish and Leonard absent)</p>	<p>184818</p>
<p>Commissioner Dan Saltzman Position No. 3</p>	
<p>Bureau of Environmental Services</p>	
<p>889 Amend contract with CMTS, Inc. to increase compensation for temporary construction management, inspection and project support for Combined Sewer Overflow Program (Second Reading Agenda 859; amend Contract No. 37903)</p> <p>(Y-3; Fish and Leonard absent)</p>	<p>184819</p>
<p>Commissioner Randy Leonard Position No. 4</p>	
<p>Bureau of Water</p>	
<p>890 Amend contract with Stettler Supply Company to increase compensation and scope of work for Columbia South Shore Wellfield Improvements (Second Reading Agenda 861; amend Contract No. 30001041)</p> <p>(Y-3; Fish and Leonard absent)</p>	<p>184820</p>

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At 1:19 p.m., Council adjourned.

LAVONNE GRIFFIN-VALADE
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

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

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WEDNESDAY, 2:00 PM, AUGUST 17, 2011

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

August 17, 2011

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: ***** means unidentified speaker.

AUGUST 17, 2011 9:30 AM

Adams: Good morning Karla, how are you?

Moore-Love: Good morning, I'm fine.

Adams: [gavel pounded] City council will come to order. It's wednesday, august 17th, 2011. It's 9:30 a.m. Can you please call the roll. [roll call]

Adams: And commissioner Fritz is --

Fritz: Here.

Adams: All right. We'll begin with communications. We have five people signed up. Come up one at a time. Rules of the house is that if you're here representing an organization or business, and acting as their lobbyist, you disclose that. First and last name. We do not want your address and the clock will help you count down your three minutes. With that, read the title for item 865.

Item 865.

Adams: Welcome back.

Barry Joe Stull: Hi.

Adams: Go ahead and start.

Stull: Difficult conditions, so you get to meet my alter ego. He's a holy man. Brother kenneth english. Hi. Hi.

Adams: Barry, You got to keep your shirt on.

Stull: Looks like I got shot, doesn't it?

Adams: Barry, you have to put your shirt on.

Stull: Hey it's my communication, don't interrupt me.

Adams: All right.

Stull: The most corrupt city in the world and you're taking my time. You took my bathroom to have your affair with your boyfriend, so don't interrupt my communication. I'm performing.

Adams: You get to finish your remaining two minutes or i'll have you removed.

Stull: I have a federal lawsuit against you right now, because you, please, commissioner, are a crook. The way we do business in the city of Portland, you're a bully. Amigo, in broken english. My country tis of thee, sweet land of liberty. Should have a torch. Portlandia has a trident. I choose -- you're a bully. Man's a horse, a girly horse, a donkey, called a jackass, they make them mulatto. A mule. It's half horse and a donkey half. I think you know what I mean. And I have some acting to do here and I don't like you to interrupt me, because I filed a law against you, a lawsuit, because you have sit-lie and you're a bully and it's a bull sit-lie. Like a dance. Except for the police, they are a little different. One bride, two brides, three brides, kickback. Grind head on pavement, break ribs. Shoot taser, lie, get promoted. You know, once upon a time, there was fella who was a horrible man, bad criminal, came to town. I'm not talking about you. I have a present for you. Sorry about your loss. Water bureau, I took the land over there, starting with native plants. Yeah, try that. Remove invasive plants. I think you're a nice guy but if you're a water bureau guy you shouldn't have things that the environmental services say are noxious weeds.

Adams: Your time is up.

Stull: Bully man, are you going to have me arrested? Good day for it. I'm ready to go.

Adams: Your time is up.

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Stull: Hi, hi.

Adams: We'll now proceed to the next item.

Stull: Mcdonald's, sprite, eechi man.

Adams: You can get up now. All right. Please read the title for communications item number 866.

Stull: It's funny, the Fishy man comes from -- [inaudible]

Adams: Your time is up.

Stull: He has a hamilton Fish and nicholas Fish, I think it's a Fishing cycle. Carpetbaggers that are --

Adams: Good-bye.

Stull: You won't see me again. Bye-bye.

Adams: Please read the title for number 866.

Item 866.

Stull: You don't know where i've been. I know where you've been. Filing with the ada. Retaliating against me when i'm trying to communicate.

Adams: Hi, welcome. Glad you're here.

Stull: Everybody knows you're a jerk.

Adams: Come on:

Stull: [inaudible] with a little boy.

Adams: All right.

Stull: [inaudible]

Adams: You're done. Sorry for that. Glad you're here. Welcome.

Yelin Oh: Thank you.

Adams: This is democracy. For three minutes people can say whatever they want, and they do. [laughter]

Leonard: He's actually a retired city commissioner.

Adams: Oh, that's what happened? I wanted to clarify that.

Oh: Hello, my name is yelin oh, a recent graduate of lincoln high school. Today i'm here to testify about one educational and leadership program that's shaped the lives of many in Portland. Outdoor school takes sixth graders from the classroom to the outdoors for one week where they learn environmental science from and are taking care of five leaders and adult staff members. I was a sixth grader at outdoor school and five-time student leader and I can tell you that outdoor school is one key things that makes Portland the unique city it is today. Why? Well, for a sixth grader, outdoor provides endless opportunities. It allowed me, a kid from the suburbs to interact with students from the inner city. Not only did I make unique and valuable friendships, but I also developed a social and cultural awareness. Outdoor school allowed jonathan, a student in 2007 who was described as not the sharpest crayon to be successful in school for the first time because he can feel the rock he's learning about and scream at the top of his lungs. At the end of the outdoor school, jonathan told his teacher that he'd been taught more than he thought he could learn. Outdoor school provided andy with an unusual three meals a day and gave melinda the experience of being outdoors for the first time. And outdoor school changes the lives of high school student leaders. My experience had me realize the importance of community and now my future plans do not revolve how much income I can make but how much change I can evoke. Once shy, find their leadership, voice and confidence as a student leader at outdoor school. And lastly, many student leaders plan to study education and become a teacher because of their experience and we all know that teachers are some of the most important people in our society. For more information, you can find it in the term we've provided for you. Now, I want to ask you for your support and not let this valuable program be caught from the lives of our student. First, you can give active support. Make sure that the board, the school boards and the superintendent know that you are support us. Supporting outdoor school is a way for the city to support meaningful effective education. Two,

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you can look at ways outdoor school can be supported by city bureaus. We support goals that include environmental education, youth development and the celebration of diverse communities and three, include it as a part of the cradle to career framework. And four, you can make a donation at friendsofoutdoorschool.org. \$360 for one week. Thank you for your time.

Adams: Thank you, well done. Appreciate it. We'll hear communications item number 867.

Item 867.

Adams: Hi, welcome.

Adam Rahmlow: Good morning, members of council. Thank you for providing us a time to do this democratic process. Not going to speak of donkeys or anything else. We're through the hardest part. I'm adam rahmlow, the student body president at Portland state university. I'm here to speak about two things. One, as a position as an ambassador at Portland state and as an ambassador for my generation. I'm 22 years old and one. Things we find is that our generation is facing the exact same problems as your generation and the generation before it and the generation before it. Certainly, this is true in our education city. An article reported that the average college debt was over \$24,000 in 2004 and 1993 that number was less than a third. Only \$8,000. Rising tuition and costs are what all students in Portland's education face and psu is not the only education institute. With pcc and mount hood community college there are over 100,000 student that's go to school and that's over 100,000 citizens of the city. I worked as the tennis club president and on the student fee committee and finance committee chair and one of the things i've experienced is the creative nature and the motivation that students have at Portland state and the community colleges and we maintain at Portland state and at the student government that creativity and its companion of failure are underrated in our education system. We want to be more creative and fail more often. The strength of the u.s. Economy lies in creativity and 10% small business failure every year as evidence to the benefits of creativity. So today, i'm here as an ambassador for the students of Portland state university and also my generation. To ask of you, please honor our generation's need and right to a high-quality affordable public education. What we require now are creative solutions toward this end from our city, state and leaders and parents. Please be swift, bold, and courageous and above all, creative with your policies addressing the issues facing our students. I'd like to thank commissioner Fritz, commissioner Fish and the mayor for your time in addressing these solutions.

Adams: Well said. Appreciate it. Can you please read the title for both 868 and 869.

Items 868 and 869.

Adams: Unless objection from council, waive the rules to allow these folks to be at the podium at the same time. No objection? Please proceed.

Harley Wedel: Thank you very much. Good morning, mr. Mayor and commissioners. We as the representatives for the veterans' community would like to thank you for this opportunity to address the council today regarding the veterans' memorial gardens project. I have a short message I would like to read for the record. We feel it's time for a progress report to be made regarding what's happening at these gardens, dedicated to the statewide comrades friends and family who failed to return from our country's various wars. Presently, we feel everything possible is being done to properly honor the memories of these men and women at Portland's veteran's memorial coliseum. For the opportunity to jump-start this project, as the veteran as community representatives, we wish to thank of the folks we're seated in front of. Without in council's blessing and encouragement, this project likely would never have been properly pursued. Or if pursued at all, who knows how long it might take. As a final comment, for cultural opportunities, and the veterans as communities interests, we would like it to be known that the Portland mayor and city council have accomplished something historically significant. By stepping forward and permitting this monument to be brought back to its former glory. Once again, we thank you. On my left is chris huskenson and right, tony stacy and for this opportunity, once again, thanks.

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Adams: I want to thank you, all of you for your participation in the process thus far and the work yet to come. We really appreciate it.

Wedel: Thank you.

Adams: That gets us to the consent agenda item. Anyone wish to pull any items? Hearing none --

Moore-Love: 882. Your office requested that be pulled for discussion.

Adams: 882 is pulled into the regular agenda. And otherwise, please call the vote on the consent agenda.

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

Adams: Aye. [gavel pounded] consent agenda is approved. We will proceed with the 9:30 time certain, which is an important presentation. Can you please read the title for 870.

Item 870.

Adams: Commissioner amanda Fritz.

Fritz: Thank you. It's my pleasure to present a midway report now known as safer pdx and unlike most project names, safe does not stand for anything. It's not an acronym. It's what we're hoping to see and intend to see. The goal of the project in simple term, to reduce the numbers interactions between police as first responders and people experiencing mental illnesses on the streets and homes in Portland and it's an issue we all share and the group that needs to -- meet, to on this project is collaborative and we recognizes this our problem as a community, it's no one person's job. It's all of our responsibility to work together to figure out better solutions. So we wanted to tell the council and the citizens of Portland what we're doing on this project and it's my honor to invite up to speak dr. Maggie bennington davis, a behavioral -- cascadia behavioral medical director.

Captain sarah west brook from the police bureau and melanie payne from the bureau of emergency communication. We'll give a short presentation and then we have comments from others as well.

Joanne Fuller: Thank you, commissioner. I brought along with me the honorable judge julie franz, the chief criminal court judge in the Multnomah county circuit court. We're going to -- before we turn it over to dr. Bennington davis, we're going to talk briefly about the work that proceeded the project, the local public coordinating council's work on the intersection between the mental health and the criminal justice system. These two projects fit together nicely at under the leadership of the mayor and commissioner judy shiprack, judge franz and I co-chaired a group that has looked at all of the different intersecting points between the criminal justice system and the mental health system. And in this process, we've taken the recommendations that came from the taskforce that was originally co-chaired by ted wheeler and then mayor tom potter, and done several things to try and improve that intersection. One is the creation of a mental health court which judge franz will talk about briefly. Secondly, it's better early identification of people who are brought to our jail, who may have mental health problems, one of the things that we found in a study of those individuals that had been frequently booked in our jails, not only do those folks have significant mental health problems but many of them have five or six physical health diagnoses of chronic physical health issues and multiple homeless challenges and multiple contact with many, many systems and one of the things that we really need to tackle is how we create better communication between those systems that these folks are interacting with on the outside of the jail and then as they come into contact with the police, move into the jail and how we can better address those issues to try and keep them from ever winding up in the jail to begin with. We are -- our committee's been working for a couple of years now to try and hone in on those communication issues and one of the things that's interested about this work is that it is -- it's very tedious, it's like all of these tiny connections between the different systems and you have to make those systems work in order to get the result you want to get and that's the work of our committee to really try to address those issues. The other thing i'll point out and then i'll turn it over to judge franz to tell but the mental health court -- the other things that's been a part of our work that dr. Bennington davis is going to talk about with safer pdx, we've been partnering in a different way in the last few years with the

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advocacy, the mental health advocacy community and people experiencing mental health issues themselves and trying to do a better job of bringing those folks into conversations with the criminal justice system and the mental health system instead of doing things to people, to engage with them to figure out what it is that people need and how can we do a better job. Thank you.

Julie Franz: I might take a moment. I'm Julie Franz, the chief criminal judge in Multnomah county circuit court. In 2010, the 30 most frequently booked people in our jail system were reviewed and turned out 20 of those had significant mental health issue. We thought that was the -- that was stunning and at the same time, not surprising in our experience. And as Joanne mentioned, many have serious physical illnesses and involved with many treatment modalities in the community and incarcerated numerous times and this is a population on who we need to focus. Moving to the mental health court. After a better part of a year, with the criminal justice getting together numerous times a week, we launched a mental health court in 2009 from a -- from my perspective and the others agreed that unless we could provide those who could connect those who have mental illness with the services in the community that, a mental health court would not be successful. In setting up the mental health court, we were able to hire with money from the legislature, for diversion, three professionals who could connect the people to the services in the community. Under the supervision of a judge who meets with those in a court, those suffering from a axis one diagnosis, screened by the district attorney's office as eligible to participate in the parallel tract with the criminal justice. Still under the umbrella of the criminal justice system. Most on probations and references come from d.a.'s and charged with low-level offenses and misdemeanors but as the program has grown, we've been able to incorporate low-level offenders who have been charged with low-level violent crimes. Aiding in assisting in a low-level felony. The hope is that through the intense interaction with the presiding judge and the continued involvement with the mental health advocates who are the connectors in the community and with the resources available in the community that these individuals will be successful in maintaining treatment. Going to therapy, taking their medication. Become successful members of our community and not victimize others or become victims themselves. We have 42 in the program and the capacity for a dozen more and successful with a few notable graduates. Thank you.

Fritz: Thank you for taking the time to come this morning.

Adams: Can I ask a foundation clarification. When you -- you did not mention the word addiction. How is that -- you mentioned the criminal element, how is the effort to look at addiction issues?

Fuller: First off, when we did the study of the frequent flyers in the jail, most chronically booked, they were diagnosed with addiction and mental health issues. When the police have contact with folks that wind up in real crisis, oftentimes, even though we're identifying those people as having mental health issue, often too they are dually diagnosed and have drug and alcohol involvement at the moment of their involvement with the police. The mental health staff who work with the judge in the court have training in both mental health and addictions and they're able to tackle those issues. A challenge in the treatment community has been that a lot of people in the mental health system, treatment people, don't recognize how much drugs and alcohol may be influencing the behavior of the people under treatment to them and so we under-diagnose people who have dual diagnosis issues and consequently, people have difficulty getting their treatment under control.

Fish: Can I follow up, mayor? Joanne, there's a big debate in the community and a related piece has to do with housing and how you treat people with both mental illness and addiction. It's characterized as wet housing, dry housing. And I know we do both in our community, but could you speak just a moment, could you address the question of the need for flexibility in how we address the substance abuse issue if we're also going to be successful in getting at the mental health issue? There are some who say until someone has become clean and sober, we're not going to address the other needs in their lives. Which seems to me gets us nowhere. But also could be seen as rewarding bad behavior. Your thoughts?

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Fuller: First of all, we're dealing with an under-funded drug and alcohol system. If we had treatment on demand, I think there'd be a lot less of a debate before people had to wait to get clean and sober. They could have treatment on demand. That's a issue backed up from the issue you're talking about. When you -- the issue you're talking about, two things, I think we've learned that low no barrier housing, what is called wet housing, is really important to have in the community, because people can't get their act together to get clean and sober before they get housing. The challenge comes when -- so the whole principle of that, as you know, is to try to, then, entice people into better behavior once they've gotten access to housing. I think one of the challenges we have, people are chronically in that housing for years and years and we can't entice them no better behavior, they become a problem for the others in that housing who are trying to get their act together. So it's a struggle to figure out where is the right place and I think that i'm -- the older I get, the less of a purist I am and I think that we need to have -- need to not think there's one magic answer to the complex problems and we have to create an array and move people toward the best outcome we can get them toward by nudging them with incentives and accountability at the same time.

Fish: And i'll say that last week we learned that governor kitzhaber had selected margaret van vliet to be the -- margaret van vliet to be the new director of the housing. And it's a loss for us and what I was encouraged in reading the governor's statement in the press, the governor is of the view that you must marry housing and services to be successful with outcomes and he understands that's a cost effective long-term strategy and if we don't find a way to link healthcare and housing, we'll end up paying much more. I'm delighted he sees that and given the work that you and margaret have done in aligning the city and county and resources, i'm optimistic we'll make progress on that.

Fuller: Me too.

Maggie Bennington-Davis: I've got a power point presentation, do you have it in front of you? Great. Mayor Adams, commissioners. Thank you for in opportunity. I'm maggie bennington davis. I serve at cascadia behavioral healthcare. It's a privilege to be able to present this to you and I think that commissioner Fritz and even commissioner Saltzman was involved at the get-go. Joanne fuller, captain westbrook, any of them can present this equally as well as I will and i'm glad it gets to be me. I'm back from Washington d.c. where I presented it to the bazelon center for mental health law. And the department of justice and everyone is really, really there has their eyes on Portland and this particular project. So it's a unique and exciting project for Portland: I want to take you back to the 1960s when the dream of community mental health was born. It was seen at that time as the mental health counterpart to public health, to be a preventive system population based way to help people be well mentally as well as physically and also meant to be the main place that influenced mental health policy. As you know, the cream was not realized and instead, what we have, not only in Portland, but nationwide, is a system that's truly in crisis and its behaving like a system in crisis. Very reactive system. A system that's constantly trying to catch up with its own self and we're seeing all of the hallmarks of a system that's reactive rather than strategic. And I think we're either in our 11th or 12th year here in Portland of cuts to the mental health budget. 11th or 12th. 12th consecutive year of cuts and the community mental health under-funded from the beginning, never ever been funded adequately so what we've got is late stage intervention. And left other social and public safety agencies trying to fill the gaps that have emerged and we find that our bureaucracies are often working at cross purposes in this starved system and with the assist lenses we look at the population with. So interestingly, from an anthropologic point of view. The lack of community mental health resources has increased not only in Portland, but throughout the nation, it's increased involvement of law enforcement with people in emotional crisis and no other healthcare crisis engages law enforcement the way that a behavioral crisis does. That's an editorial comment that I think is interesting. The bazelon center is the premiere group for a allow law group that cares about the sieve rights of people with mental health issues. Including the -- including

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them in the americans with disabilities act a long time ago and their interest in this situation is this constant contact between police and people in mental health crisis and wanted to analyze what's going on to understand what the key services are missing in order that that winds up happening and ultimately, is interested in getting community mental health back to their intended roll. There are five pilot projects. And it's known nationwide as the bazelon project. And I think that safer pdx is becoming a national name and takes interaction between people in mental health crisis on the street and their interaction with police and uses that as the moment of defining there's been a failure in our social system. In order for that to occur in the first place and analyze the heck out of that encounter to be able to move upstream and identify what services could and should be in place. Not at an additional expense but instead of the other ways we spend money. So each of those five cities was chosen for a different reason and we're not -- we're not exactly sure why Portland was chosen. But one of the reasons we believe that Portland was chosen was something that joanne fuller alluded to. We've had a lot of effort to understand our system and ourselves and a lot of collaborative efforts and the group she referred to, definitely is a precursor to this effort and we're able to build upon that. Also, you know, I think Portland is ripe to go deeper and further than just trying to understand ourselves. And there have been -- one of the great -- we're about a year and a half into what will be a three-to-five year project. One of the amazing things about the project are the offshoots coming as a result. Not necessarily under the umbrella of safer pdx, but because that group has been meeting and the mobile crisis unit with the police is very much attached to the work we're doing. The way 9-1-1 thinks about incoming calls, the Multnomah county crisis call center has really begun doing a lot of introspection --

Fritz: You're going to talk about the mobile crisis unit?

Bennington-Davis: I will in a minute, yeah. The unprecedented partnerships across bureaucracies into the business community and advocacy community. And that has been an inspiring and really thrilling kind of work. And I want to thank many of people in this room for participating in that effort. The head of the medicare and medicaid services in walk Washington has a quote: Every system is perfectly designed to achieve exactly the results its achieved. And, in fact, this project is founded on that quote because when you have inadequately funded addiction and housing services, you have increased imprisonment and increased homelessness. And that's the system we have and in order to change that. We have to start some place. We're starting with partnerships and shared values of the city and looking at the way we deploy the resources we do have. And then ultimately changing policies. There are three teams -- three groups on this. The work teams does the analyses and those people are in the room today and the steering committee. And the -- the steering committee and then the advisory board who will be tapped to change policy. The steering is unique in that it does cut across many bureaucracies and the business community and the advocacy community and so that committee meets once a month for two hours. Basically the work is that -- takes a situation, police intervention in mental health crisis, the workgroup aggregates the results and the steering interprets the findings and the advisory board influences policy. This is a busy slide to show you the work of the work team. They analysis the event as much as they can. The first year of information, the root causes why people are in crisis and draw police tension on the streets. I would -- attention ton the streets, I would have predicted addictions, I was wrong. Those are four and five the number one reason, the preventable reason, when people enter into crisis, information about them that could potentially help them is not shared across systems. And I could talk more about that if you're interested, but it's a fascinating finding. The number two reason is not having access at the time and three reason, police are used to transport people to various levels of care from the streets and four and five are homelessness and addictions. Joanne alluded to the tediousness of the work of connecting systems and that information sharing is really largely a result that we work in silos and it's not an efficient thing to do. Especially in a starved system. To work in silos means redundancies or gaps in the system and that's what we're finding and the steering

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committee group is so important because the right people are at the table to try and break down the silos. We've done in-depth analyses of the -- analyses of the Multnomah county call center. The cascadia project respond, 9-1-1 and the calls they handle every year and then Portland police. And so here we are a year and a half into it. We're getting into phase two and we're really at the point in time where -- when people are involved with someone, first, they get involved late in the cycle and then try to find resources for the person, which is very daunting. So what we're trying to do is move upstream and one. The ways we're doing that is the mobile crisis unit. A co-located police officer and a crisis mental health worker in a police car and using that as a vehicle to move the safer pdx project forward and we're hoping that car will be deployed to people who have been using a lot of crisis mental health services and tracking the attention of police but hopefully before it gets to a crisis period. Those people will try to attach that person to services, regardless of ability to pay. In order to see if we can actually derail the path they're on into -- no an actual full-blown crisis. And that car is up and running a little over a year and gone through some iterations of what it's defined to do but I think in this coming year, it's going to be an incredible valuable resource to understand what we can do to move upstream so people don't wind up in full-blown crisis, really in the hands of the police. And that's really all I have to say about the project, obviously, there's tons of information about the project. I'd be happy to take questions and there's several others in the room who can answer as ably as I can about the project. Thank you, commissioner Fritz, for your support of this project. You've been awesome in the steering committee.

Fritz: Thank you. I suggest we continue with the rest of our presenters and then take questions.

Captain Sarah Westbrook, Bureau of Police: First, I want to tag on to what's been said, the safer pdx project. We're excited to be participating in it. All of this collaboration is percolating some wonderful ideas and i'm going to go over some of what the police bureau is trying to put into place. One of the issues that came up is how -- the calls that come into 9-1-1, how do we they get sent out to other organizations, right now it's primarily sending police and fire or medical to calls. So commissioner Fritz held a meeting and many of us at this table attended and including the 9-1-1 people and i'll let them talk about that in a moment. But out of those meetings, talking about what else can we do with a call for people in crisis. And we're moving on pulling in Multnomah county crisis line as a partner and starting to transfer more of the calls there that belong there. To get the police out of the business of mental health and handing it over to people who are professionals at dealing with those calls. And then kind of another piece is calls of suicidal people. What we're doing, we've instigated a new protocol, when the police are responding to someone who is inside their home, no one else there and if they're threatening to harm themselves with a weapon or harm the police, if we try to make entry into the home, then we're being more thoughtful about if we're going to do that. We've come to realize often what we're doing is adding pressure to a situation that -- and that pressure by our mere presence isn't as helpful as -- well, just isn't -- it can end up making it worse. So often we're just leaving the situation and contacting mental health, having other people, by phone, contact the person inside and often through just the -- letting time be a healer and talking with someone, we're making less entries into homes, forcing less of -- those encounters are not in the middle of crisis and working on follow-up later and that's a significant change of patrol for the police. And I think we're doing a good job. We're going to do more and making sure we're communicating with the county crisis line about when we're doing that so that all of the other workers out there from the housing authority to project respond to make sure that they're involved in that knowledge. As was said, the information is a huge gap in the system and we're trying to make sure we're sharing more of that information. That we have, and we're very interested to make sure we're fulfilling the role we can fulfill. Let me speak momentarily about the mobile crisis unit, the car. It's a 40-hour week, they're trying to find the folks not fitting into anybody's systems and then that's who we'll be studying during the next year in the safer pdx project, but in the meantime, seeing if we can get them as much help as we can. So this is just a very exciting project for us. As

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you know, we have all of our police officers and sergeants working patrol go through our 40-hour crisis intervention program. Everyone who gets hired gets trained and looking at further training that is going to happen in our in-service and make sure that everyone is up to date on the changes and the information is fresh. So I wanted to thank commissioner Fritz for all of her work on the council. And the -- with the safer pdx project and also just your leadership on that committee we met with 9-1-1 and changing some of those protocols.

Fritz: Thank you.

Fish: May I? I also want to thank commissioner Fritz for the leadership she's shown on a host of related issues, including just the unfolding tragedy of too many people call the streets their home and not receiving the services they need. One thing we often get in the office is phone calls or emails that say we're visiting or come in to shop and encountered someone by any objective measurement - - i'm not a medical person, this person says, but the person appears to be in a very bad place. Maybe talking to themselves, carrying their life's possessions in a cart. Maybe not -- not having access to showers and toilets and things. And adding it up and the kind of things we encounter regularly in the city where your heart stops and say, what kind of country allows someone like this to be? We call one of our partners, nonprofit partners and there's a kindly intervention to try and get somebody to a better place and I think what's hard to explain, there are limits to our legal authority to take action unless someone meets a certain threshold. And people say, you're a hair splitter, playing the lawyer. But I think it's important that we acknowledge this, there's a clear standard that the courts apply someone being at risk of harming themselves or imminent harm of some kind -- and it's a gray area. We -- we understand the appeals people make and a -- in a perfect world, nobody in these situations would be on the street. But what happens is these things get challenged in court and we -- we have to observe what the rules are. And it's -- what the rules are. And it's not necessarily just having resources. Sometimes effective in getting -- effective in getting a person into a better place and they're right back to where it was familiar to them. There's no good answer. But to those who think we're dropping the ball, or not showing compassion. It's important to recognize this set of system is broken but there's legal issues that prevent us from just suspending the laws and taking action. We can induce and encourage and bomb people with services, but we can't strip them of their civil rights in these situations and it's an ongoing struggle. But I appreciate that commissioner Fritz has made this a priority and it's a good partner in the work we're doing. Thank you.

Fritz: Thank you. I'm going to ask the last three presenters. Margaret and melanie and terry to come up. Part of -- as they get seated. Part of the strategies we're going on is how can technology help in the information sharing and coordination, and part of that is the new computer-aided dispatch and the police use as well and ask them to come and speak about what boec is doing.

Melanie Pain, Bureau of Emergency Communication: I'm Melanie Pain, the training development officer at boec, 9-1-1. We've enjoyed working on the safer pdx project because we see an immediate benefit how we process calls and we adopted a new cad, computer aided dispatch program in april, this year. And gave us opportunities that we did not have in the past. The program is much more robust and for example, we can do searches based on the caller's name and also do searches based on the study code, that is officer, responders, any type can put a study code or indication about following up on a call and we can now do that search. We weren't able to do that before. So we can provide more information when responders need to know what's happened at a particular location or if they want to get a history of what's happened with a particular caller. We have also discovered areas we can do more and better training for our call takers and dispatchers to better handle people who are in a mental health crisis and that's a direct result of the work we've done with safer pdx. So we really appreciate being a part of this. Our call takers and dispatchers work seamlessly processing about a million calls a year and anything we can do to improve the receives we give to the community is something we're invested in doing.

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Fritz: Thank you for your partnership, and I especially appreciate how you are working with Multnomah county crisis line and project respond. And the project is only in the middle, as we continue to look at the root causes and what works and what doesn't work. I think there's more that the 9-1-1 dispatchers with their expertise to be able to sort of calls more efficiently while recognizing that real mental health care providers are at cascadia and Multnomah county crisis line and project respond and shouldn't be trying to duplicate services. Thank you for your work.
Margaret.

Margaret Brayden: I'm going to defer to terry first.

Terry Walker: I'm terry walker with nami Multnomah. I was on the bazelon steering committee and I wasn't part of the planning process but at the meeting. I found online that bazelon's performance improvement project, pip, was designed to prevent encounters with the criminal justice system. We've been talking here about the criminal justice system in Portland and communication issues. The complexities and details to see why and how encounters happen. The pip's original goal is for communities to take a proactive and cost-effective approach to -- most expensive during an emergency and we see the value in preventive care. Nami suggests noticing how early interventions are impacted by the gaps in our systems and what creates barriers to early and effective treatment, we'd like to move upstream even further beyond the mobile crisis team to other community funding for preventive care. Bazelon says their pip project is beyond the calls between mental health and justice agencies and retrains with encounters with police as a failure and shifting the accountability back. I think we saw that in what maggie presented to community care funding and want to look at sustainable preventive care, alternatives to the over-use of emergency rooms and other crisis situations. Some of the things i've personally seen through attending the crisis intervention training sessions on the advisory board, the police would like a place they can drop people off without having to take them to an emergency room and wait while a doctor has a hold. Or more readily available sub-acute care. The 24 -- well, the -- I don't know if cascadia is currently 24/7 drop-in center is available, but at times it's not been and it's been a problem for the police. Um, barriers include timely access to providers that can include lack of insurance or lack of funding, no evening, weekend, holiday access. Follow-up after er discharge is low and insufficient community care is available. So instead of pouring funding into under-staffed e.r.s and other crisis situations we would like to see the community to fund community-based services. That's all I have.

Fritz: Thank you for being here --

Walker: Actually one other thing. For my family member, i've had to call police to get him help. To get him to the hospital in the past, this has been going back maybe 10 years and so i'm familiar with the systems and difficulties in the community. Since I have been able to get him supportive housing in a different county, actually, because it was more easily accessed there, there have been zero police calls for him. That's all I have.

Fritz: Thank you very much.

Margaret Brayden: Good morning, i'm margaret brayden with nami Multnomah, and a parent of a son with schizophrenia. The police intervened about four times in the past month. So I know how the system works and what works and doesn't work. I think one of the things that i'm feeling as we talk about the crisis intervention, what do we do to prevent the crisis in the first place? My involvement with nami has helped me see a lot of what does work. This past year, there's been over 7,000 encounters with people providing support and education. One of the biggest gaps in the system is early identification and intervention in the schools. And when education of families about what mental illness is. And one of the things that we don't have and clackamas county is doing, is a big campaign about education about mental illness and we need funding to support that. The more we can break down the stigma, the more people get help. We have educational classes that change people's lives and i'm not here just to do an ad for nami. What i'm here to do is talk about the -- we

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have nine support groups a week. Everything is free and volunteers. There's no waiting three weeks to get an appointment. But what I'm seeing -- and I get to see every day, the benefits of proactive support. We have the north star clubhouse and we have 57 members and started a year ago on a thread, we have a little apartment that providence gives us and these people are receiving rehabilitation. Getting job help, housing help. We also have a program we spend individual, two hour on appointments helping people get connected to housing, to services. These are the things that prevent calls. People can come to north star at any time. They're always welcomed and they're getting peer support services. We received a county contract to train 46 peer support specialists and what I'm -- peer support specialists and what I'm saying we need more funding for, well, crisis respite, but not getting to that point by having these community services. We do need mobile crisis teams. I had a case the other day where a mother was in desperation, the guardian of her child. Called the Portland police and they refused to take the person to the hospital because they were not of -- not an imminent threat of danger and my interpretation is that you're going to have to die within 48 hours. We need more act teams. I've seen where act teams have prevented the police coming out. It's a much more -- it's a more appropriate way of encountering with people and I have family member who have had that service and it makes a difference in their lives. Home and community-based services, peer support, and expand the mental health court. I had a story of a case where a man went to e.r., he was extremely agitated had to wait six hours to be seen and before he got seen, he ended up punching someone and the police came and took them him to jail. So again, spending the money on crisis and intervention, put some money into community-based supportive services. Last year, nami again had over 7,000 encounters. We teach classes to families and to peers how to stay in recovery. We have peer-to-peer support and peer-to-peer volunteer groups that are mentoring people. But we have a hard time getting funding. This card we're passing out is crisis communication. And principles of support for people with mental illness. We'd love to get support on that from the community. I'm going to leave you with the north star newsletter and the north star fact sheet. It couldn't costs \$3,500 a year to have a member of north star. They're having -- it only costs \$3,500 a year. And when you look at \$3,500 a year and look at the cost of a 9-1-1 call. Or a police encounter, to come out. I did have the need to call the police at nami one day, the ambulance came, the fire truck came, the police came, three policemen. The crisis response team came. That's the only person that the person would talk to and they handled the whole thing. All of the other people standing there, all I could see was dollars running up. And lastly, when we have a police encounter, when there's a crisis and it's necessary for the police to pick someone up on an hold, they don't have to send 15 policemen. To pick up a person. And there was a case where the person could have been tasered but thank goodness there was a social worker there and she was able to calm the person down. It's a lot of money, 15 police to show up for one pickup. So -- thank you for this opportunity, and amanda, I want to thank you for your initiative and all the work you're doing to support mental health awareness.

Fritz: Thank you all for being here. We're spending a lot of money on police services and they're not the trained responders who can best serve the people in crisis in our city. That's one reason the council has designated significant funds under mayor Adams' leadership in funding the mobile response vehicle and providing support to project respond and people question why the city is spending money on what is seen as a county issue. Because our police and fire and 9-1-1 are called out. Oh, you have a question?

Saltzman: I have a question. Congratulations on the north star -- is it call the north star club?

Brayden: North star clubhouse.

Saltzman: It's a kind of drop-in --

Brayden: No, not at all. And thank you for taking the time to delve into that more. It's a recovery program and it's an icc model. There are 28 clubhouses in massachusetts. None in Oregon. And it really provides supportive employment. Several people have gotten jobs as peer support specialists

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already and they have a daily work-ordered day, learning skills to go out and get jobs and they're also supporting one another. So --

Saltzman: It's not residential at all?

Brayden: No.

Saltzman: You mentioned \$3,500 a year. What was that number again?

Brayden: Only \$3,500 a year per member.

Saltzman: Per member?

Brayden: Per member. For the whole year and we're having an open house by special invitation and having several things and I really invite you to come.

Saltzman: Please make sure we all get an invitation. Congratulations.

Brayden: Uh-huh, yes.

Walker: In other states, this model is the system of care in the state and we have supportive residences as well. I went to a training in st. Louis, they had a large training center with a flower shop and another business downstairs where members could actually work.

Saltzman: Sounds great.

Adams: I want to laud the leadership of commissioner amanda Fritz on this issue and the expertise and passion she brings to the issue and I want to thank everyone involved from the police bureau and everyone else as well. We -- we're in the midst of the investigation by the u.s. Department of justice on this very issue and so your work is, I hope, going to get in front of them. So that they can give us their advice on how to best continue it. And expand upon it. We -- for those who aren't used to hearing the statistics, the statistics given to me by the bureau, it wasn't that many years ago where calls for receives that end up being related to mental health, someone experiencing mental health issues were seven to eight a month. The calls for service now are on average, seven to eight a day. We in the police bureau, as police commissioner are seeking to be responsive with that reality and sadly, looking at the federal and state and how it trickles down to the county level could get even worse in terms of calls for service that involve folks with mental health. So we welcome the federal investigation and we're enthusiastic about your work because we have to figure this out.

If I -- if -- if I could, I would have the police bureau not responding to calls for folks in mental health crisis, where life safety is not an issue. But that's probably not realistic in the short term. So we are determined to be better prepared and to do the best we can. I want to -- having been on a number of ride-along, I want it take the opportunity to laud the hard-working men and women of the Portland police bureau who strive every day to keep the peace and keep people safe and your work will help them. Thank you. All right --

Moore-Love: Mayor, we have one person who signed up to testify.

Adams: Sorry.

Moore-Love: Dallas saler.

Adams: Dallas saler?

Saltzman: Are we voting.

Adams: No.

Fritz: Did you want to make a comment?

Saltzman: I do want to make a comment. Dr. Bennington davis revealed to me, maybe all of us, alarming thing. It isn't housing or addiction as the number one reason that people end up on the streets, but it's the lack of information sharing across all of the people who interact with these individuals. And that is pretty startling. That's the number you one -- number one reason why people require an intervention from the police or end up on the streets. I'm sure that the bazelon project, since they've identified it, i'm sure they'll try to analyze it more. And i'm sure it's frustrating because of the issues around patient privacy, and things like that, but I hope the project will tackle what seems to be the number one reason. That's a very alarming statistic or fact that's come from this process so far. I thank commissioner Fritz and the bazelon commission for their hard work.

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Fritz: Its worth emphasizing when you look at the data, what you thought might have been the case before isn't the truth. That's why the process has taken three years. We have to wade through it. It's a deliberative approach. But it ties in with other research and ground breaking work by dr. Maggie bennington davis. With a model that's becoming pervasive throughout the psychiatric in-patient system. I was introduced when I worked at ohsu. But what was said about the approach to folks in crisis in their homes. If no one else is in danger, there's benefit to giving the person a little space and time and the help of a mental healthcare provider and may -- but again, using this deliberative and collaborative approach and I appreciate everyone being here and giving this interim report and hope when we come back in a year and a half with the final report we'll be seeing improved outcomes. I think we have improved outcomes in the fact we're talking and working together and recognizing this is a community problem and needs a community solution. Thank you for being here.

Adams: All right. Thank you all very much. We'll take a quick three-minute recess. Those who are here for this project, you can stay or leave. [gavel pounded] and then we'll proceed on. [recess] [gavel pounded]

At 10:44 a.m., Council recessed.

At 10:56 a.m., Council reconvened.

Adams: On the second readings, we only need three votes, right? Karla, let's do the second readings. While waiting for commissioners Fish and Saltzman to come back. Can you start with item -- please read the title and call the vote for item 874.

Fritz: [inaudible]

Adams: Sorry, there's another one back there somewhere. Can you please read the title and call the vote on 888.

Item 888.

Saltzman: Aye.

Fritz: Aye.

Adams: Aye. [gavel pounded] approved. Can you please read the title and call the vote, second reading, item number 889.

Item 889.

Saltzman: Aye.

Fritz: Aye.

Adams: Aye 889 is approved. [gavel pounded] can you please read the title and call the vote for second reading item number 890.

Item 890.

Saltzman: Aye.

Fritz: Aye.

Adams: Aye. [gavel pounded] 890 is approved. Let's see -- are we all good on this? Ok. Can you please read the title and call the vote for 885.

Item 885.

Saltzman: Well, I think that Portlanders embrace recycling as was said last week, I think probably one of the -- probably our first or second most popular service the city provides through our haulers is the recycling program and we've evolved over the last 30 years from starting out with the yellow bins, moving now to the blue and green bins, one for yard waste and the other for recyclables and being able to commingle the recyclables, and being able to recycle certain types of plastics and it's time every few years, every five, six years, it's time for us as I city to push ourselves a little harder to do right by our environment and keep up an ethic that was an as city are proud of and the time is now to move ahead with a food waste collection program that will not only reduce environmental

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negatives, including methane gas creation, when it sits in a landfill and provide a reusable product in the form of compost and provide us an opportunity to, once again, keep pace with other cities and what I think we expect ourselves to accomplish and so i'm very pleased to support this program and I know thinking about it in the last week understanding my own house, I realize it's going to be a challenge for me and for all of us to adapt to the new small bins to put our food waste in there, to keep my every other week collection, to keep that from overflowing, but i'm eager for the experiment and the challenge. I'm curious to see once how when I take out food waste, how it will create space in my trash can. As one gentleman testified. You might have to hold a bag of plastics for one extra week. But i'm prepared to adapt and learn and do better by our environment and take something that's going to our waste stream and make it into a reusable product that supports local jobs, i'm pleased to support this program and I thank mayor Adams and the department of planning and sustainability and the haulers for really, you know -- without the haulers, this wouldn't work at all. I want to thank our haulers for being really constructive participants at every step of the way as we ever boost our recycling rates in the city and our ethics. Pleased to vote aye.

Leonard: Aye.

Fritz: Thank you commissioner Saltzman for your leadership in starting the office of sustainable development, and then Mayor Adams, for continuing the good work. It is important for multiple reasons that we do what the councils directed in 2007, which was to work on this program to do a pilot project and if it worked to go to this alternative collection system. The city perhaps could have done a better job in publicizing that this was coming down the pike for those who had not been part of the pilot project. But I did hear from many people who did participate in the year long pilot who were very satisfied and indeed their concerns were high at the beginning and then tapered off. I have heard from many Portlanders who are very worried about the new every other week trash pickup. My family of 5 has been doing monthly pick up for the last 19 years and have not had a problem with being able to keep the – my colleagues are muttering here about “that’s impressive”. I have to say my spouse is not as committed to recycling as I am. So it does take me fishing things out of the garbage or elsewhere to put in the appropriate place. My favorite was after I had carefully washed yogurt containers and he still put them in the garbage after that. You know, it's a learning process, and some people are more committed than others. One of the participants in the pilot project explained how, with a family of seven, they were invited to share a half-full container with a family of two on the block, and this is a place where we can build community by looking to help each other out. There have been lots of concerns expressed about odor and vermin getting into the food recycling. I find it very difficult to open my green composting can with my elbow when I have an armful of yard debris, so I find it really hard to imagine how a rat would climb up and open it up. Indeed the current system of putting trash out in plastic bags and open garbage containers, this may indeed reduce problems of odor and vermin. Change is often difficult. We are not going to have inspectors and fines. There was a rumor going around that we would be looking into people's garbage and fining them if there were food scraps. I did hear that is going to be the case in the seattle pilot, another reason we can be very happy we live here in Portland. There is assistance available, training for folks knowing what goes where. As is mentioned with commingling, it's much easier to know what goes where. With pizza boxes now able to be put in the yard debris rather than garbage, that will be really helpful, for my family at least. There is assistance if you call 823-2000, our referral line. My specialist in the office of neighborhood involvement will be happy to direct folks to get their questions answered. You can also go to my website on Portlandonline.com, slash, Fritz. I posted on the what happened page the full list of options and charges in the new rate system which will go into effect in october. There are actually a lot more choices for people to tailor their pick-up needs and rates than under the current system as far as I can see. First the council did respond to somebody who came in last week to address the issue of monthly pick-up, and we took care of some of that, but there are also other options for getting

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recycling only or yard debris only or on call that you could just get your trash picked up when needed rather than on a particular schedule. There are outreach workers and phone assistance, including people who speak other languages than english, for help. In october, when it starts, we can see how it works. If it does turn out it poses massive problems, we can take another look at it. But I do think Portlanders will be able to adapt to this new system and that it provides an important step forward. Thank you, mayor Adams, for your leadership on this. Aye.

Adams: Well, I liked a member of the public who testified last week that -- it took me a minute to figure out what he was saying. He said the second rat gets the cheese, speaking of rats. I was thinking, what are you talking about? Obviously referring to a rat trap. We are one of 90 cities across the united states who have food waste composting, and again that exotic far-away city of olympia, Washington, has every other week with food composting. We've had the opportunity to learn from all of that earlier innovation, and I think my colleagues have been amazingly articulate. This is a change. It will be annoying at first, but we will get used to it, and we will benefit a lot from making this change. I want to thank commissioner Saltzman, whose composting effort stands on his shoulders, having the policy approved through council, the great team at the bureau of planning and sustainability, my planning and sustainability team with lisa libby, rihanna, and jonna and everyone else who's worked on this. Pleased to get it going. Aye. So approved. Please read the title for resolution item number 871.

Item 871.

Adams: Thank you all for being here today to discuss this important issue. We've been fighting for more resources for safe streets and roads for a very long time. Three years of lobbying the state legislature to increase the gas tax, which resulted in-house bill 2001. Today we're talking about regional flexible funding package, which is federal money that flows through metro's decision-making process. Each of these funding streams that come from the federal government, come from the state, come with strings attached. This one is to advance freight so advance the movement of freight from a walking, bicycling, and access to transit. That is the specific sort of spigot of federal money for this item. Could we use this item for filling potholes and maintenance of which we've got a maintenance backlog? No. That is why some of us fought for so long to get gas tax allocated to the city. That was intended and is being used a lot for basic maintenance. The process for allocating these funds have changed this year. In previous years, we've consulted with stakeholders and forwarded our recommendations to metro. They make the final determination. This time around, it's coming through the city council, and i'm recommending today that we fix a major freight safety hazard in saint johns, invest 4.5 million to create sidewalks and safe crossings and provide seed money for a program that would provide a new transportation option for Portlanders that are safe, convenient, and transformative. Their transportation priorities have changed a lot since I became Portland city commissioner. In 2006, the year that I took over as transportation commissioner, the city had in its budget for sidewalk infill \$50,000. In the last two years, I directed \$18 million specifically to fund sidewalks, infill, and crossing safety projects in east Portland and southwest. These are areas of what are now the cities that were subdivided and developed outside of the city and therefore under county regulations were not required, developers were not required to put in sidewalks, curbs, gutters on the streets. So we are doing everything we can to make up for that poor previous policy said and to make up for lost time. The way we have sought to prioritize and proceed with safe, sound, and green, that was looking at if we had more money where would we prioritize, and out of that came a set of specific priorities that came from the community that have continued to grow and evolve based on other changes in the system and the availability of money for specific kinds of projects. Again, this irk is incredibly confusing to the public. I understand the public wants to know why we're spending money on streetcars when we don't have sidewalks in part of the city. You can't bait and switch on a lot of this money. There is some flexibility but, on a lot of stuff, the strings can only be used, for example, on some of the streetcar

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funding. We either get it and use it or it goes to another city. We have identified 10 high-crash corridors. And I'll pass that out to the city council. It's been on the website and to the public. 10 high-crash corridors where more than 25,000 crashes have occurred on these corridors in the past 10 years. The money has been so tight and the carnage so gruesome, we have toed a dress the most dangerous places. 82nd avenue, sandy, west burnside, 122nd, division on the east side, powell, foster on the east side, thousands of crashes. The three corridors with the lowest number of crashes within the highest 10 were marine drive, barber, and beaverton-hillsdale highway. We know that southwest has as incomplete of streets and transportation infrastructure as parts of east Portland. There's no question about that. The fact that crash numbers and injury numbers in southwest are lower is in part because things are so dangerous, people don't even take the risk of walking or riding a bike. And so I want to be clear of the fact that the crash rate is lower in southwest because the system is just so incomplete people don't even try to make the effort. It's a tough trade-off between strings attached, where the money comes from, what it can be used for, and then to make sure people are treated equitably as possible. I have, over the years, although you might recall the front page of the "oregonian" and the dust-up on the replacement for the sellwood bridge money I asked for, because the project was going to be delayed for a number of years -- I asked that \$18 million of that delay go to streets and sidewalks. After some arm wrestling, we got that. We also got \$2 million from the federal stimulus, one of the few cities to get federal stimulus money for sidewalks. East Portland and southwest each get \$9 million regarding the poor shape of their complete infrastructure. I'll be very blunt. I have, over the years, put more money into east Portland than into southwest, because that is where the greatest carnage is happening. It's been a tough decision. I have not made everybody happy over the years, but I stand by that decision, right or wrong. My goal has been to save lives and reduce injuries. The 30% -- 70% goes to safety. 30% goes to the bike-sharing project, asked for by some bike advocates for the entire time that I have been transportation commissioner. More cities have done this across the world during that intervening time, much like food scrap composting, my comments there. I've waited. I've waited to bring this issue before the city council, because I wanted to learn the lessons of having to pay the price of every city has rolled this out and what has worked and what has not worked. The delay in me bringing this forward has been to the benefit of the effort. 12 cities in the united states wild successes in cities like Washington, d.c., minneapolis, and denver. It's the cheapest form of public transit available. Year-long memberships can be anywhere from \$25 to \$80. It will provide 30 to 40 long-term jobs in the city of Portland. We have to get it matched with the private sector for it to go forward and private sector contributions to the annual subsidy. Some of the other locales that has implemented bike sharing have done so with federal money as well. I'm not going to say that the list in front of us is absolutely perfect, so I am open to amendments and look forward to hearing the testimony after a brief presentation from staff.

Fish: Mayor, is this an appropriate time to do amendments? I appreciate the discussions that we've been having with the community and with my colleagues about how to move forward on this recommendation. A little history. I was, I guess, the alternate knight that took up the question of what should be the appropriate split, and there was a strong push to flip the percentage so that more money would go to freight mobility than active transportation. There was a robust debate and discussion at jpac, and I found myself in the unusual position of being at my first meeting and also the deciding vote. I think it was important to carve out the 75%. I also think it's important, mayor Adams, in the recommendation that's coming to council, that you're proposing to spend 70%'s active transportation dollars that are to be allocated in the places and neighborhoods where there are enormous safety concerns. I think 70% is a good starting point. As I looked at the applications and read them, I think sullivan's gulch, which is a game changer if successful, and barber boulevard streetscape are equally, if not more compelling. We have, however, with bike share, a unique opportunity, it seems to me, in that the dollars we get through this process can be leveraged with

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natural dollars from other sources. That's not necessarily the case with all the other proposals. The fact that two could become four is compelling. That certainly, I think, is something we need to consider since scarce dollars do need to be matched. However, in a perfect world, I would bring sullivan's gulch and barbur boulevard up to their full asks. There just isn't enough money to do that.

Cognizant that the council has a lot of differing opinions on this, i'm going to offer two amendments for discussion. If these carry the day, fine. If they are tweaked, i'm certainly open to other suggestions, but let me get the ball rolling with two amendments. They would both be further resolved added as follows. Be it further resolved that the council directs pbob to dedicate \$750,000 for safety improvements at pedestrian crossings on barbur boulevard between southwest 19th avenue and southwest 26th avenue with the source of the funds being odot grants, project savings, and/or pbob safety accounts. And second be it further resolved that the council directs pbob to dedicate \$500,000 from grants and/or general transportation revenues for design and/or construction of segments of the sullivan gulch trail on existing public right-of-way. I would ask for a second and a chance to just explain a little more.

Adams: Been moved and seconded.

Fish: Mayor Adams and colleagues, one of the questions that i've asked staff and discussed with you, mayor, is what are the highest priority safety measures along barbur boulevard, and my understanding is that this would target the areas that have the greatest safety concerns. Given the deaths and the harm that's been caused, I think they are the most urgent. The \$500,000 for sullivan's gulch is below what was asked for in the application. But since i'm the coconvener on that process, I will say that one of the challenges we have is bringing in a reluctant third party into the discussions to make this sing, and it's going to take some cajoling and work. Provided I have the sense of the council that sullivan's gulch will continue to be a priority and would be among the first to be considered for the next round of funding in this area, likely to occur when we've ironed out some of the logistical problems, my amendments would commit the council and pbob to taking new dollars to fund these two priorities while preserving the proposed split, and that's my initial proposal.

Leonard: We vote on them one at a time or together?

Adams: Together.

Saltzman: Aye.

Leonard: I appreciate the thoughtfulness that commissioner Fish brings forward with these proposals which, as I understand it, allows the mayor's proposal to proceed but commits the council to future funding, which I think it an appropriate mechanism by which to get all of the projects that people have raised concerns about on the table and, if not addressed immediately, committed to be addressed within the next fiscal year. Aye.

Fritz: I appreciate the direction of future funds to these two projects. It doesn't address the problem that we have funding from the federal government now and don't know where the other funding is coming from or what else will not get funded. I do, however, support these two projects, and so i'll vote aye on the amendment.

Fish: I want to thank the mayor and his staff for coming up with a creative option at this point. I appreciate very much the mayor's commitment that, if these amendments do end up surviving into the fine legislation, that this will in fact be final. Aye.

Adams: I appreciate commissioner Fish and his work on this. To be clear, these aren't "may be funded." these are "will be funded," and we will identify the sources of funding so people are assured they're being taken from cost savings if they exist other places in the bureau, working with odot so new money coming into various parts of town will return with the funding plan for the council to review. We'll have that done by the end of the calendar year and hopefully especially on the most dangerous crossings getting done this this construction season. I appreciate commissioner

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Fish for pushing us in the bureau of transportation and support this. Aye. Let's go to presentation.

Paul Smith, Bureau of Transportation: My name is Paul Smith. I'm the planning manager of the bureau of transportation. With me is Dan Bower, who's the acting manager of the transportation options division. These funds will be allocated to this region every two years. There are two categories of the regional transportation funds being discussed right now. The first is called active transportation and complete streets. At the regional level, the joint policy advisory committee on transportation, JPAC, has allocated \$16.875 million for that category and 5.125 million regionally for green economy and freight initiatives. These funds are not available until 2014/2015. Out of those two regional allocations, there is a sub-allocation to the city of Portland. \$6.6 million for active transportation, 2.36 million for freight. We started a process in January of this year after the final direction came from Metro and JPAC of how these funds would be handled this particular cycle. This happens every two years. So I'm sure you all know that we have three standing advisory committees in the city that come into play in this particular funding opportunity. We have a pedestrian advisors' committee, a bicycle advisory committee, and a Portland freight committee. Since January, they have been looking at the most difficult problems to face the city in the areas that they advise us and have been recommending projects to us and have projects that process has been entered in. In the middle of May, we suggested five candidate projects, three for freight. We called a public meeting, provided in advance the summary of each of those five or eight projects so people could read them, understand them, and we conducted a public meeting on June 1st for active transportation. June 2nd, we had a public meeting following the new meeting of the Portland freight committee at city hall. We've more recently received letters of support. As of early this week, we transmitted records of all of this public input into every member of the city council. What Metro is requiring of city of Portland is to have the council itself nominate the four projects that are in exhibit A and have had to narrow from the eight projects to four projects. The projects that the resolution calls for allocating the funding, again there's 6.6 million in active transportation. That federal funding would be allocated, 1.225 million to the Foster Road safety enhancement project, 3.36 million federal to the East Portland active transportation to transit project and 2 million to the bike program. Just to quickly go over the four projects so you know a little more about them, the first project would widen North Burgard Road and provide left-turn lanes onto Time Oil Road. The project reduces freight delay, improves safety and access to the Rivergate industrial district. The project supports the Saint Johns truck strategy, trying to lessen the number of trucks going through the residential area of Saint Johns. It is identified as a tier 1 project in the city's freight plan. This slide shows the curve on the freight route, which is sometimes called around the horn. In the next slide, you'll see a bit of a close-up. On this curve is a major access to part of the Rivergate industrial area, and you'll hear a little bit about this, a little more detail from the chairman of the freight committee who will testify in just a minute. The second project is bike share, and Dan will talk a little about that.

Dan Bower, Bureau of Transportation: The first active transportation project we're proposing today is a large-scale bike system share. I think a lot of people haven't experienced bike share firsthand, and we don't have any examples on the West Coast where you can really get an idea of what bike share can do for a community. The city of Minneapolis has had bike share in place for two years now. It does a much better job of showing what bike share is about than me telling you. So with your permission, we'll show a short video.

Video Audio: We are a public bike share system. We started last year with 55 locations and 700 bikes. We are expanding it already, so we'll end up this year with about 160 stations, about 1200 bikes. Annual subscribers get a key that looks like this one. You just walk up, take it right in there. You can take this bicycle from this station or any other station and return it. The other way is a 24-

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hour subscriber who will walk up to the pay station, put in the credit card, and then you'll have access to the system for 24 hours. You use buttons to access the bike.

Audio: This has far exceeded everybody's expectations. You can go out at lunchtime, hop on a bike, go across the river. Getting to my meetings downtown without having a car, it is a phenomenal, easy to use system.

Audio: The locations are based on whether they'll be successful, but we also have some business that are leaders.

Audio: I was excited to have the opportunity to have a nice ride.

Audio: It makes that much more open, much more noticeable to people driving by. It's more fun for people because there aren't cars pulling up and driving off in their faces. People will say, so where did you get this bike from? Oftentimes they're downtown, and you can take a nice little ride up the river, have a great spot to stop and have lunch.

Bower: The point we're missing there by not watching all the way into the fourth minute is the mayor saying go big or don't go at all. Bike share is extremely important to have extremely dense network of stations. What he says later on it's like being on a trapeze. You don't want to take off on a trapeze unless you know there's another one to grab onto. The proposal for funding today calls for \$2 million in federal funds to be matched by what we think will be \$2 million in private investment. This model has worked across the globe, and we have reason to believe it will work here in america. Over 230 other cities have bike share today, and we are in the position to implement the best practices from each of those systems. Many issues that plagued systems in the past have been addressed. The bikes are sturdy, releasable, and well maintained. The user interface is extremely intuitive. And what we've seen in other cities is a dramatic and immediate increase in bike ridership. In winter months in Washington, d.c., the system supported over 600,000 trips, and a vast majority of those are under 30 minutes. As we know from the video, each trip under 30 minutes is free. Major, major benefit to the cities and visitors. We have not decided on a pricing structure, station location. That will come after. Bike sharing is called for in the bike plan for '23, and this is a great opportunity for engaging the private sector. We expect the system to support up to 300-500,000 trips and significantly reduce the amount of travel for carbon emissions. Since we started talking about the project in earnest nine months ago, we've received support from a lot of constituents. You'll see letters of support from organizations like the Portland business alliance, new avenues for youth, owners and managers association, all individuals who have made a link between bike share, job create. Regence healthcare is here, the prime sponsor for the minneapolis system. They'll talk about their involvement in the project. You'll see letters from omsi, travel Portland. Finally Portland state university, the largest transit destination in the region, is a major supporter of bike share.

Smith: The third project is the foster road safety enhancement. This project would implement elements of the foster road transportation streetscape plan of 2003, focus on pedestrian and bikini crossing safety improvements. Those crossing improvements would be in three general locations, the heart of foster business district between southeast 63rd and 67th. The green link at southeast 72nd, the crossroads district between -- southeast 80th and 84th. I'm sure you know there will be no earmarks. Because this project was endorsed by you, we're putting it forward. Metro has put out an equity analysis putting out where to allocate funds for these projects. The 2010 is now available at what's called a block group level. You'll see the foster road project, three rectangular boxes on foster which are the three locations I just mentioned. The top drawing shows the concentration of low-income residents. The darker the color, the higher concentration. The project does serve low-income populations. The second drawing shows concentration of black, asian, and hispanic populations this show as high concentration, regionally significant, of asian-american population, two and half times the regional average 70% of the active transportation funds this, project and the next i'll mention, would benefit low-income and minority populations. The last project, we have

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been working with these Portland communities for about a year on Portland in motion. It's an outgrowth and also part of the east Portland action plan, there and has been a tremendous amount of involvement with the community in outreach, including to disadvantaged community. This project is the largest outlay involving street improvements that has occurred in the last five years, and so there are major components I need to describe briefly. The first would fill in gaps on division street between interstate 205 and the city limits with Gresham. It would improve safety crossings for pedestrians and others crossing division so that, among other things, it will improve the safety of transit riders who any transit rider who makes a round trip to or from outer division is going to have to cross outer division either going or coming. These safety improvements at the crossings are very important. The project includes what we call neighborhood greenways, bicycle and pedestrian safety improvements, first on a north/south out in the 130s and east/west route along Pacific, Oregon, and Holladay which feeds the Gateway station. Those have significant crossing improvements. The third component is a shared-use path on a stretch of Holgate, and the fourth is a bicycle lane on division. Those four components, which I'll show you on a map in just a second, constitute what we call the safety and mobility improvements of this project. This is really the core.

We have to improve the facilities for safety and for mobility. Secondly, we have some supporting facilities and programs. The first is our award-winning smart trips encouragement program. Once the facilities book before and after, there will be marketing of all the households that are served by these projects so they begin to know what is out there, how to use it. We would also add bicycle parking at Holgate and division light rail stations, so the totality of the network that you see, if you can see the detail, I was the improved facilities east-west feeding Gateway, division, and Holgate. And then the north/south facility in the 130s. Again, like the Foster Road, this shows this entire area has high concentrations of low-income and very low-income population. The next slide also shows the high concentrations of minority populations, specifically shown. The purple is concentrations of African-American population, green Asian, blue Hispanic. A couple things in summary. The four projects represent a total investment of \$14.34 million. Out of that investment, the city would be investing 1.08 million in general transportation revenue and 2 million in urban renewal neighborhoods from the Lents area. It would leverage \$11 million, 9 million from the federal government and 2 million from the private sector. When we look at active transportation, half the money is going into the east Portland project, the last project that I mentioned. And then again looking at just active transportation, 70% would benefit low-income and minority populations. The next steps are that we would submit project narratives which are longer descriptions, more up-to-date reflecting council action as well as the I know put that we've gotten since June when we submitted our original summary. Then Metro will put all the narratives together for all the short list projects. JPAC, the joint policy advisory committee on transportation would take final action and then Metro Council would ratify the action. The earliest these funds would be available is 2014.

Thank you.

Fritz: Cary Watters on my staff. My understanding was that the Sullivan Gulch trail was preferred by the bicycle advisory committee rather than the bike share. How did it leap over Sullivan's Gulch?

Adams: That's why I think that amendments brought forward by Commissioner Fish are apropos. We all want Sullivan's Gulch to move forward, the north Portland greenway as well. It's a matter of funding and eligibility for federal money.

Smith: The bicycle advisory committee actually dealt with this recommendation the earliest of anyone. At their January meeting, our bicycle coordinator simply gave them a list of about eight projects, some of which -- there were some candidates that went forward in May that they didn't even act on. They expressed support for the east Portland project you just saw, bike share, and Sullivan's Gulch, which so those were all high ranking in their recommendation.

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Fritz: I believe sullivan's gulch got more votes than the bike sharing, so how did you decide, based on that recommendation from the project advisory committee, to put the federal funds to bike share rather than to sullivan's gulch?

Smith: I'll just simply say that we worked with three different advisory committees as well as with the community and with other bureaus. Because these funds are not solely bicycle funds, we took all of that input.

Adams: You can blame me.

Saltzman: On the bike share, it talks about a \$2 million match. In discussions i've had with you and others earlier this week, you say it's a little less clear about 2 million or a match, but I guess two questions. First of all, you gave me assurance that none of those city dollars would be used to operate the bike share program.

Bower: Well, that's the current plan.

Saltzman: I want to get that on the record, I guess.

Adams: That's on the record.

Saltzman: I'd prefer a yes or no. That makes a difference to me. So we're talking about 40 to 50 employees in minneapolis. It's no intent that those be public employees?

Bower: No.

Adams: The short answer is no public funding for operating-- the annual operating for the system.

Saltzman: No gas revenue, no general fund, urban renewal?

Adams: No. Having said that, we actually have to return to you with the actual plan. This gives us credibility to go to the private sector and get a private match, but nothing goes forward. We have to come back for the authorization of the rfp, approval of council with the actual plan. The vagueness is not around assurances that you sought and received. We've got to go out, do an rfp, and then find the private sponsors.

Saltzman: Who finds the private sponsors? Us?

Adams: We do.

Bower: The plan we're moving with right now, which I think is a good one a model that has been used around the world, we use our seed money, \$2 million in this case to, say city of Portland wants a bike share system. We're willing to put \$2 million into it. You guys, private sector, tell us how you can bring one to us, and that includes finding a private investment. Our rfp will say we want a bike share system. Tell us how you can do it. If they can find \$2 million, we'll have four. \$3 million, we'll have five. That was the vagueness on the 2 million. That will be fleshed out during the rfp process.

Saltzman: What if it's \$500,000?

Bower: That changes the project for sure.

Saltzman: Is 2 million the minimum in private investment?

Bower: Bike share is a scalable project. You can implement a small bike share system, but lessons learned from the other cities is you need to go large. What we've seen in our general assessment of north american cities, montreal and d.c. and minneapolis, denver, and boston, is we think the \$4 million mark will get Portland what it wants.

Saltzman: And so 4 million -- tell me how much of that goes for capital costs and how much goes for operating costs.

Bower: That's capital. That's all capital. The annual operating will be covered by user fees and by sponsorships. Most of these systems have what they call a title sponsor or naming rights or those advertisements on some of the things that aren't in the right-of-way, uniforms or whatever else for the employees. So there's ways to recoup that revenue.

Saltzman: The operating cost is privately funded. That's our goal. No public employees. Private employees.

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Bower: Right.

Saltzman: Those would be nailed down at the rfp evaluation stage. Proposals on the rfp need to have x hundred thousands of dollars of annual operating costs assured through either advertising revenues, sponsorships, whatever.

Bower: Um-hum. The employee number is an important one, not public employees. In d.c., they have 40 employees who basically rebalance the system. They maintain the bikes. Too many bikes in one station, they move them to another one. They spend 18 hours a day rebalancing the system. They have a crew of 40 employees that are private sector employees sponsored by private sector dollars.

Adams: In some cities, I saw the name of either a for profit or nonprofit entity?

Bower: There's several models. Somebody would form a nonprofit, run the bike share operations or there are for profit companies that run bike share operations so you could go either way.

Saltzman: What is the annual operating cost in minneapolis or d.c.?

Steve Hoyt-McBeth, Bureau of Transportation: I'm a bike-sharing specialist with the bureau. Again, it really depends on the model you're looking at. Minneapolis where they have a nonprofit running this, it's \$1250 per bike per year for the entire system, which would translate to Portland to be you would have about \$300,000 to make up in sponsorship dollars. In Washington, d.c., you have a private operator with higher costs but also higher demands in terms of performance standards to meet. And those costs are about 1.5 gross, translating to Portland, after revenue. We think it would be around \$750,000 to a million in net operating costs.

Saltzman: In d.c., the total operating costs are 1.5 million a year?

Hoyt-McBeth: Yes. I'm translating this to the Portland scale of what we're proposing.

Saltzman: You don't have to translate it for us.

Hoyt-McBeth: Apples to apples, it would be the gross cost at 1.5 in d.c. and about 750,000 in minneapolis.

Saltzman: So those are the operating costs that would be borne by a proposer and sponsors?

Hoyt-McBeth: And recaptured through rider subscriptions, rider revenue fees, and through sponsorship attribution, which has been a very dramatic amount of money that's been raised. Minneapolis in their seventh year of operation.

Fritz: There have been other cities that have had some problems with this kind of project. Is that right?

Hoyt-McBeth: I'm not sure which part you're referring to.

Fritz: The bike share.

Hoyt-McBeth: With bike share in general, well, if we go to -- in montreal, if you're referring to what the operator -- the public bike system that operates the system, there have been some issues related to their financing plan within their city government, and they were because it's essentially and outgrowth of the city that's not a city entity, and yet the city backs the bonds on their ability to raise money, so that was where the issue was in montreal was with the actual operator, because montreal is in this very unique situation where they actually grew their own bike-sharing company.

Fritz: Will we be the owner and operator of this bike share project?

Hoyt-McBeth: This really depends upon which model we choose. We have chosen as a bureau to put forth the opportunity for different vendors to show us different ways to make bike-sharing possible.

Fritz: Would we be liable if somebody uses one of these bikes without wearing a helmet and has an accident?

Hoyt-McBeth: We would do the same protocol we do with our other sort of city contracts for private vendors in which we ask for a generally ability waiver of a certain amount if the city has written off that, no, we are not the ones liable.

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Fritz: How would we educate riders?

Adams: I'll take that. We need operation, engineering, education, and enforcement. As we move forward on this, before we move forward on this, we will come back to you and the city council with how we will address that. It is illegal to ride your bike on the sidewalk and most places downtown. You've raised the issue appropriately so, and we'll get back to you within the next three weeks with a thoughtful plan on how to do that enforcement.

Fritz: Thank you.

Saltzman: I'm still hearing some shades of difference here, Steve your saying we haven't decided what model in terms of who pays for operating costs. I'm trying to get a commitment from dan that we're not paying operating costs. Is this all up in the air still?

Steve: I understood the question as who would own the system. There are a lot of different models in terms of whether the city would actually contract out, they would own the system and then contract out to the operation of that system or whether the city would have a service contract where we would pick a vendor and that vendor would operate and own the system. We have not decided on a model and are looking for the rfp respondents to show us their different business plans and then make a determination of which is accurate.

Adams: The losses would be borne by the vendor.

Hoyt-McBeth: Correct.

Saltzman: Employees would be employed by the vendor.

Hoyt-McBeth: Correct.

Leonard: Maybe i'm misunderstanding something here. The actual resolution says we nominate four projects, and I thought you asked and answered. The next step in the process would require an rfp assuming these projects are approved by metro that the council then weigh in on.

Adams: yes.

Leonard: We're not deciding what to do today other than nominate four projects that may or may not be approved. The next step, you would have to come back with us with a detailed plan that we could weigh in on at that time as to whether or not we supported various aspects or not. Did I understand that right?

Bower: Yes.

Fish: Let's assume our nominations are approved by metro, we put out an rfp and a year or two from now, the bike share world is turned upside down and no one responding for whatever reason. As a transportation tool, it no longer works. What would happen to the allocation for this purpose?

Smith: Jpac would amend the list, if you will, if that happen as year or two from now. There have been occasions that that has happened and those funds are redirected by the recipient. So the city of Portland would be the recipient of those funds, and we would have the latitude to substitute another project.

Fish: They stay with us. The second is just a comment.

Adams: In the past, once it gets out of jpac and the funds are available before they're actually awarded, I just want you to know that we would be pursuing, subject to council approval, early funding for advancing local money early for all of these projects, and we've done that before. The lives saved in east Portland, again this is with the federal funding. We want to move forward quickly on that. I want you to know that it is possible for us, once the federal government signs off and they have the money and it's going through the process, that we would advance the money. On the locally funded projects that are subject to your amendment, those would move forward even quicker.

Fish: I want to comment on something commissioner Fritz said, 'cause I really appreciated her support for the sullivan gulch trail project. In a perfect world, I would like 1.25 million even if we knew we couldn't spend it in the next year or two, but the reality is this is going to get phased and

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there are very complicated negotiations which have to be resolved for us to make too much progress here. It'd is clearly my prerogative to come back to council and seek additional funding vas it is within our power at both bureaus to seek additional grant money or other dollars that would be available. This would not prevent us from moving ahead on the current timeline? I think it does reflect the reality of some complications we have to work through still in terms of phasing. We will at some point need more money, and we will come back at the appropriate time.

Adams: Any additional initial questions? All right, next on the list I'm working from is, we can do four at a time?

Jennifer Elliott: My name is jennifer elliott. I'm the vice president of marketing at the regence grove. Thank you for your time today, council. There are several reasons why regence would be potentially interested in sponsoring a bike-share program. First sustainability, building healthy communities, and supporting healthy lifestyles are all very close to regence' core cause and values and all things that a bike-share program would support in our community, so that's the first reason why we're very interested in this program. Secondly, as one of the largest employers downtown, this would provide healthy commuting options for our employees. From a business development and recruitment perspective, having a bike share program reinforces the city of Portland brand as a vie bram and progressive and sustainable place in which to live and work and grow a business. In addition, as we saw in the video that dan and others shared, another plan, just to clarify, another blueshield/blue cross licensing in minnesota has had great success. We got insight from that was very positive around the public/private sponsorship.

Adams: Thank you.

Jeff Swanson: I'm jeff swanson, the vice chair of the Portland rate committee. Corky extends his regrets. He had another event he had to leave for. The Portland freight committee underwent a long thoughtful pro jess and drive three high-quality projects and ranking them in order of reference set forth by metro. The project attaining top ranking is on a key route connecting highway 30 to rivergate, the industry district, and to interstate 5 and affects the freight movement of port facilities and several other businesses in this area. The number of good projects to be done in the area I think clearly demonstrates a she'd for greater and more consistent funding specifically for freight projects. It was important to discuss our options with the community representatives and with the bicycle transportation alliance. Our recommendation should be noted we'll also add two six-foot-wide bike lanes, meshing nicely with some other projects designed to remove trucks from north fessenden street in the saint johns area. For these reasons as well as the freight needs, we ask for your support of the burgard project. Thank you.

Adams: Mr. Miller.

Randy Miller: Randy miller, a local Portland resident. I'm here to also support the bike-sharing initiative. I think the presentation was really complete. I don't think there's more to add in terms of the benefits and consequences of what they can do to impact positively this community. I lead these best-practice trips from all over the world. We take a look at these communities because of their public policy decisions and where they've been and some of the achievements they've made as well as some of the failures so we can learn from public discussions and bring them back here. Looking at all of the cities that have adopted this bike sharing, more so in europe than here because they're relatively new here, have a huge degree of vibrancy in their downtown cores. In some ways, they're already attractive and they about build this wonderful infrastructure to attract more or do some of them build a bike sharing so they can then attract? All of them have had problems in the past, these cities, and they've been able to revive themselves into a tremendous community, generating a lot of investment. These cities around the world that have adopted this have not only had investment like this but huge development, and they become even more attractive and attract more tourists. Frankly, we need the marketing opportunity here. Everybody's trying to catch up with Portland for a lot of these issues. If we can continue to market this community as having this

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bike sharing, we're going to attract more, and it's a great opportunity. The other thing was the health deal. Cycling is contagious. We all know the health problems that exist in this country. It is probably the single most benefit to get people off their butts and exercising in some way so they can help avoid a lot of the problems that healthcare cannot seem to address relative to lifestyle. This makes it more easy. I kind of see, as we do this, that in this core area where you get adults riding it, it's going to impact the kids. If mom and dad are doing it because it's easy and they can ride around town this way, the kids will ride, too. So I see a huge advantage there as well. You've got a partner in the Oregon sports authority in granting money. This thing can really expand tremendously, so I urge your support.

Adams: Thank you.

Saltzman: Is regence contemplating helping with operating costs?

Elliott: After the rfp is issued and we see the form of what that sponsorship opportunity might look like, then we can determine where and at what level regence would support.

Saltzman: In the form of an annual contribution, not a one-time capital contribution?

Elliott: Until we see the rfp, I think we should consider either. I'm sorry to be vague.

Saltzman: Bluecross in minnesota, what's the nature of their sponsorship, whether it's annual contribution and how much?

Elliott: I believe it's an annual contribution. I'm going to look over my shoulder at my expert on that. Annual match as well as start-up costs, but i'm not sure of the amounts.

Adams: Next? Welcome back. I'm glad you're here.

Christian Smith: My name is christian smith. I'm the share of the foster powell neighborhood association, and I want to tank you all for the opportunity to come down here and advocate on behalf of the package of improvements for southeast foster road. I would especially like to thank mayor Adams and commissioner Fritz for coming down to our foster road town hall event that representative cannon hosted for us last year at about this time. You may recall that we had a great turn-out, stakeholders, elected officials, neighbors and other folks who gathered together to begin to find a solution to the problem of traffic safety on foster road. Our neighbors envision a place where everyone can walk, bike, and take mass transit transportation safely and easily. The neighborhoods are some of the most diverse and dynamic in the entire city. The people who live and work in these neighborhoods care very much about the future direction of our community. One of the most urgent and pressing concerns in our community I was the high speeds and unsafe conditions created by the traffic that passes through our neighborhoods every day. Major accidents on foster road are constantly in the news, but what the news doesn't include is the hundreds of close calls and near misses that are part of everyday life in our area. The money will make a real difference to pedestrians, bicyclists in our neighborhoods on Foster Rd. and in our neighborhoods. Thank you for letting me come down here and advocate for us again.

Fritz: Thank you for your good work with the neighborhood, you've really been a great leader.

Smith: Thank you commissioner Fritz.

Adams: That was a great forum

Katie Larsell: I'm here to speak about the east Portland active transportation transit project, and i'm speaking as one of the co-chairs of the east Portland action plan. It's a joy to be here in front of council. As you know, when I say east Portland, I have a very exact definition of that, and that means not -- east Portland begins at 82nd avenue. This project is a subset of the east Portland active transportation plan which you'll be seeing the whole of later this fall. The elements you saw here are a balanced and positive approach. When I say balanced, it's because they involve better bicycling facilities but also safety crossings and sidewalk infill that benefits pedestrians and transit riders. East Portland has a broad range of needs for safe, active transportation, and no one mode or constituency is put ahead of another here. When the planners came out and did their research, they convened at schools and at churches and key organizations to make sure they got a broad cross-

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section of east Portland residents who maybe wouldn't be found at a typical open house. The planners heard about difficulties with cycling in east Portland, but they also heard about missing sidewalks and inaccessible bus stops from people who may never cycle. The result is that active transportation improvements in this plan became a mix of all three, cycling, walking, and crossing to transit this cycling route, called a greenway, does multi-duty for cyclists, walkers, and it increases neighborliness. It provides crossings for cyclists and walkers alike. This greenway has two spurs that connect cyclists to the green line, to division, and through neighborhood of gateway. All the improvements on division is like a safety makeover for that street. The safety crossings will be a boon to transit riders. Service number 4 comes by every five minutes, a lot of people moving along that street. It makes me feel so good when I hear that all these different committees have put this project at the top of their list. They maybe don't live in east Portland, but they understand the problems. It makes me feel really good.

Adams: Like you're part of a single city. [laughter]

Larsell: Exactly.

Adams: Thank you for your amazing advocacy. Commissioner Fish?

Fish: Thank you, mayor. I'm going to defer my comments and recognize Chris Smith.

Chris Smith: Chris Smith. Although all the opinions you're going to hear today are my personal opinions, not my role as a member of the planning commission, we're in an interesting place. As a community of active transportation advocates, we've been very used to being unified and usually arguing for our projects in competition with other projects we think are not nearly so worthy. This is the first I can recall where we've had a split where potentially we were going to be taking potshots at each other. I hope that's not going to happen today. I am strongly supportive of commissioner Fish's amendment that would allow all of these to go forward, because there are no unworthy projects on this list. Since there are only four slots at metro, we need to be creative, and I appreciate the creativity. When I started, we had nine buckets, and very often jurisdictions submitted their proposals at a staff level, and there's not even any sunshine at the governing council level. I want to thank our mayor. It's kind of good news that we're here having this argument. And I am, myself, of conflicted loyalties. I'm the planning commission representative for both the barbur concept plan and to the central city transportation effort, so I have horses in both camps here. I believe in this. I'm advocating for this most strongly not because it will increase bike mode share, which it will, not because it will improve our health, which it will, not because it will support tourism, which it will, but because I believe it is a vital investment for the health of our economy. To retain the position of our central city in region we believe we need to increase trips by about 50%. It's going to be principally transportation and cycling, and bike share is an easy way to pick up many of those increased trips within the central city. As the system is phenomenally successful, we expand that to neighborhoods that will capture trips into the central city. It will be a key tool to make the 20-minute neighborhood concept workable in connecting those healthy neighborhoods. I urge you to support the amendment and this addition to metro.

Adams: Thank you all very much.

Stephanie Routh: My name is Stephanie Routh. I fervently agree with Chris Smith that I would love -- because we also overwhelmingly agree in the active transportation community and want to see everything funded. I want to thank Mayor Adams for helping us with the funds for our sidewalks, a development of a neighborhood greenway system. As a person who grew up in east Portland and rides a bike every day, it's incredible news. And also the lost control of speeds is incredible. Thank you so much. Just because I love stories, last year there was a grand opening on 130th and Glisan for the crosswalk and for the sidewalk infill, and it bridges the generation gap, this crossing, and it has a Providence elder care on one side, Merlot elementary school on the other side, and I had taught pedestrian safety education through safe routes to school the year before at Merlot and had an incredibly difficult time finding a route to take kids on the second day, because it's a

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really challenging area. There was a poem created in red on behalf of the sidewalks, people looking forward to volunteering more now that they could actually get to the elementary school. These things connect community and residents in a new way. Thank you, mayor Adams. Just to say we have before us five projects that will all promote active transportation, and we're only too keenly aware there isn't enough funding. If we weren't aware before, we certain are reminded on days like today when we all agree and we're trying to find a way to fund it all. I know a lot of work has gone into creating criteria for the metro regional flexible funds. We hear it's improving access to and from priority destinations, increasing safety, and better serving underserved communities in units near the major arterial streets. East Portland and foster project do an incredibly great job of meeting these criteria, and I am excited to see these in the original proposed resolution. The barbur boulevard proposal also meets these criteria, and I would hope that they can be included with east Portland, foster, and bike sharing and would absolutely support a resolution that can bring additional funding to barbur and still maintain the other three.

Adams: Thank you for your great work on behalf of active transportation. Next four. Welcome back. Glad you're here.

Heidi Guenin: Good afternoon. My name is heidi Guenin, the transportation policy coordinator and also a citizen member of tpac. I want to echo a "thank you" for all the hard work that's been done already. I'm grateful for your work on trying to understand the inequities throughout the city. All five projects are going to promote better public health outcomes in Portland, and we would love to see all of them funded. We'll continue to work with other partners to advocate for bigger and new funding as soon as we can. Safety and access, and each project needs to serve underserved populations. We support the amendment to try to fund all of those projects. Currently the proposal is a little weaker on those. From the controversies we've had with staff, we're looking forward to the community engagement process that is planned in the future and really it doesn't have to be weak, and we're really looking forward to making sure the bike-sharing program also promotes a safe and accessible and equitable transportation option for all of Portland. So we're asking that you do support the amendments that were put forward.

Adams: Thank you very much.

Marianne Fitzgerald: Marianne fitzgerald, the president of southwest neighborhoods, inc., a coalition of neighborhood associations. The board of SWNI, 27 members, strongly supports the construction of improvement in the bar burred streetscape plan, and I should mention there are four current board members and two past presidents in the room today. Metro's criteria are to support projects, to prioritize infrastructure that create as safe environment for all users and encourages walking, bicycling, and access to transits. I just want to show you this map. These are the busy arterials. These are not local streets. These are busy streets. And this doesn't even include barbur. We have over 50 streets that need sidewalks, and our bike lanes are so dangerous the city does not have sunday parkways in southwest for that reason. We believe that we need safety improvements that help build 20-minute neighborhoods and communities throughout the entire city, including southwest Portland. The project was adopted back in 1999. Commissioner Saltzman was on the city council at the time, and it was in response to those two decades that we've been looking for these improvements and waiting. We did get some stimulus funds for some sidewalks on barbur, but this demonstration area is where there's a commercial node with senior citizens, the parks, three schools with frequent bus service, a safeway store a fred meyer store, lots of services that have all the ingredients of a 20-minute neighborhood except sidewalks and bike paths. We're not aware of any public meetings that were held to discuss this. We're urging you to support the 20-minute neighborhood concept and improvements that deal with some of the infrastructure that we need citywide.

Adams: I wish we had a marianne fitzgerald in every part of town, and thank you for your advocacy. Could you give us quick update of decisions in the neighborhood.

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Fitzgerald: Last October, we sent Ms. Gill a letter, and we prioritized tier 1, 2, and 3 projects. Barbur, Capitol Highway, and the trail. Number 2 includes Spring Garden and Sunset. Each of those projects is really expensive because of the need for storm water improvements. There's multiple benefits in the right-of-way, but they're really expensive, so we have submitted our priorities. The only one we know has been funded is Multnomah Boulevard because of the sewer project already under way.

Adams: Thank you very much.

Roger Averbek: I'm Roger Averbek, a frequent bike commuter, also bus commuter out on Barbur Boulevard. I rode my bicycle today on Barbur Boulevard to get to this hearing. I'm a member of both of the city's pedestrian and bicycle advisory committees, although my comments today do not reflect any positions taken by those standing committees. Barbur Boulevard is a high-crash corridor. Most people are probably familiar with the existing problems out there. I'll mention, though, that there were two pedestrian fatalities resulting from vehicle crashes on Barbur in 2010. As we know, it's a high-speed, high-volume arterial. Even though Barbur may have less crashes total numbers, it actually has a higher percentage of the other crash corridors in terms of turning and angle crashes which often result in serious injuries, and that's partly due to the lack of access management, the design of the driveways, and also as a result of neighborhood street grid intersections which aligns with Barbur at a high angle. So there are also many other deficiencies long distance between safe crossings, bike lane gaps, sidewalk gaps, as we're well-aware of. There is a clear and compelling need for safety improvements in this street segment so I do appreciate the amendment that was offered today. I would like to very politely and quickly disagree with the mayor's statement made on the news on Monday night, that we shouldn't construct improvements on Barbur because it might be torn out in the future, 12 to 15 years from now, due to high capacity transit (HCT). For the following reasons, I'll be there as a volunteer member of the community working group on the Barbur concept plan. And we know that future HCT modes and alignments, the station areas and funding are all very uncertain. And the Barbur concept plan will actually be completed by 2013, prior to the funds being available through the flex funds project. It's likely that I will inform those decisions. And then finally, an emerging HCT corridor really needs to be increasingly multi-modal oriented, prior to the actual construction of high-capacity transit. So building the transit ridership and pedestrian and bicycle use on the corridor is an essential first step in creating a successful project so I appreciate your support for funding for improvements on Barbur Boulevard.

Adams: And also, the manner in which Commissioner Fish put forward his amendment, I'm sure that the improvements we would put in would have a good useful life during the time that they're in and low likelihood they would have to be dug up for any high-capacity transit. The form of his amendment speaks to our mutual concern.

Averbek: Thank you.

Adams: Sir?

Jim McLaughlin: I'm the vice president of SWNI and the neighborhood chair for the West Portland neighborhood. I want to thank Commissioner Fish for the imagination shown in the amendment you proposed. At the same time, I want to suggest there are some historical precedents here you may not be aware of. And Commissioner Saltzman was on the council at the time. Back in December of 1999, an ordinance -- sorry, a resolution, 35458, council adopted what is now the Barbur streetscape plan. And that adoption, one of the resolutions, staff is directed to engage in activities aimed at implementing the improvements described in the streetscape plan and funding them. There it is. The resolution. The dollar amounts in your amendment sounds identical to what happened -- your amendment sounds identical to what happened in 1999. 12 or more years later, no improvement, no implementation. As I say, I love the idea of the concept you've come up with, but our experience with respect to Barbur, we get many, many promises and very little actual funding

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and i'm concerned that given the funding sources identified in the amendment you've proposed and again, I love the idea of the amendment, but the funding sources are not concrete enough. We don't know what we're going to get, if anything. And it's a real concern. Sounds like a repetition of what happened 12 years ago.

Fish: Sir, let me say, I was not on the council 12 years ago.

McLaughlin: I know, I made that point.

Fish: I appreciate that, the language you've alluded to was an admonition to staff to take certain actions. The mayor at beginning of council made a commitment as mayor and commissioner in charge of the bureau that this money would be identified and spent and invited us to hold him accountable on that. That's a difference but I take your admonition seriously.

McLaughlin: It's a long-term trust issue. One of the points, the context of the display that mr. Fitzgerald put up on the arterial sidewalks, something important to remember, 48% of the mileage of un-sidewalked arterials, 48% in the city, slightly over 50 linear miles is in southwest. It's not, with all respect to the friends on the east side, it's not in east Portland, it's in southwest and it's in there in southwest for many, many years. I appreciate the opportunity to address council today. Thank you.

Adams: Thank you very much for your testimony and your advocacy. We appreciate it very much. Next four.

Adams: How many more have signed up?

Moore-Love: Five more.

Adams: So one more panel. Good morning, welcome back. Would you like to go first, sir?

David Hampsten: Yeah, i'll be happy to do so. Thank you very much, i'm david hampsten, the representative to the pbob transportation budget committee and a renter who gets around entirely by transit or bike. Because i've never learned how to drive.

Adams: Really?

Hampsten: Really, and i'm from north dakota.

Adams: You and mayor katz could --

Leonard: What?

Adams: Ride the bus together, commiserate, take driving lessons, I don't know.

Hampsten: It's beyond me.

Adams: Sorry sir. Back up his time.

Hampsten: I thank of the pbob staff for helping to put together the motion report. As part of the active transportation transit project, the 130 greenway is directly connecting to four elementary schools and the middle school and the largest high school in Oregon and creates a major north-south conduit of family friendly bikeways and walkways and connects to east-west transit services including the max blue line and connects a full cross-section of east Portland's population with over 30,000 people within half a mile of the route as well as the social and cultural diversity of the neighborhoods. It will enhance crossing along that busy expressway. In fact, on a personal note, I think it's a huge benefit getting the crosswalks on division that I would encourage you to support similar projects along inner foster and along barbur and southwest Portland. As a tremendous tri-met director once remarked, the best transportation improvements help pedestrians and bicyclists and transit users all at the same time. And a thank you very much for your support on this project.

Adams: Thank you, sir?

Walter Leysch: My name is walter leysch, I would like to thank the council for allowing citizen input and pbob to bring it forward and i'm here to encourage the active -- living in the hazelwood district for over 30 years, I personally see and experience these infrastructure deficiencies every day. I participate in the east Portland civic flight by way of the east Portland action plan and citizens' advisory council. And this weekend, I took one. My grandsons to the bridge pedal and wanted to pedal from my home near halsey to the max stop and keeping in mind, i'm dealing with a

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12-year-old who -- safety and personal longevity just haven't reached him and I had no good safe choices for getting him there. Now, we worked our way through it, but it would have been much nicer if I had had good safe streets and safe paths to take with him. As it -- as a resident of the area, I have observed the regular increase over the years of the number of pedestrians in the area, and the number of bicyclists. And this is without regard to season, whether it be the dead of winter with our rain or bright sunny days like today that are just -- there are just more and more bicyclists and more and more pedestrians and a great demand for improved transportation infrastructure in the community. As a member of east minister church and our partnership with human solutions we've opened a warming center and i'm very familiar with this group of needy people who cars are just not something they think of. They get to where they need to go by walking, by public transportation, and in many instances, even bicycling. So I would like to thank the council for this opportunity and encourage to you support our plan.

Adams: Thank you, sir. Sir?

Ian Stude: Mayor Adams and city council, my name is ian, the transportation options manager for Portland state university. I've been asked to speak on behalf of Portland state university to express support for the collusion of Portland's bike sharing program. For the students, residents and employees and visitors bike share will bring a healthy and clean transportation choice want central city and hopefully beyond as the program grows. In much the same way that Portland took a bold and controversial step to invest in the light rail line that would transform the way we perceive transit, bike sharing has a way to change the city think and active with bicycling as a normal and accepted form of transportation. For Portland state universities are, with over 30,000 students and 4,000 employees, the bike sharing has the potential to minimize impact on central city circulation while enhancing connectivity to adjacent neighborhoods and destinations. And provide psu employees and students and visitors with a sustainable way of traveling to and from the south waterfront where we're about to break ground with a project with [inaudible] known as the collaborative life science building. And including a 500-person lecture hall for undergraduate biology and chemistry classes and as you can imagine, this new development will generate a significant increase in the number of trips between the university district and south waterfront. A Portland bike sharing program will may an role in making sure that those trips are healthy and carbon neutral as possible. And bike sharing stands to make a significant contribution to reduce or carbon footprint and meet our climate action plan which calls for bicycle trips to and from campus to grow from their current level of 12% to a minimum of 20% by 2030. In the past, psu students and faculty worked closely with the city to provide key research like the Broadway cycle track and bike boxes at intersections and as Portland's leading laboratory, we welcome the opportunity it add bike sharing to the list. To help funded capital costs and we look forward to a.net network of public bikes for the transportation needs of visitors and Portlanders.

Adams: Congratulations on the opening of electric avenue.

Stude: Thank you.

Adams: I have that song stuck in my head, like a nightmare. Mr. Parker.

Terry Parker: My name is terry parker. Fourth generation Portlander. Speaking on my own behalf today. Hardcore bike advocates want to showcase Portland as -- but bicycles display their defiance of traffic laws while wanting to dictate how transportation dollars are spent. The routinely stacking the deck with special interests representatives on citizen advisory committees and then proclaim community support. Bicycling safety start with the bicyclists themselves. Wearing helmets and abiding by the rules of road. Not blaming the motorists. Portland officials like to boast that Portland is a sustainable city. Providing bicycle infrastructure is not sustainable because providing specialized bicycle infrastructure does not include self-sustaining bicycle user fee. In addition to currently subsidizing other modes of transit, and with the road users taxes on motor fuel. Presently any promotion that encouraging driving less is actually reduces the overall amount of

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funding for transportation projects. One of the reasons that this country has a large deficit problem is because of the special interest spending on programs like bicycle sharing that require ongoing expenditures and or do not pay their own way. Without reimbursing the upfront costs from the highway trust fund and else where, it's not sustainable. In Portland, pbot has a spending problem that's not sustainable. Motorists may roadway dollars that should be used to maintain city streets are siphoned off for bicycle infrastructure. The city has a huge backlog of street maintenance. Instead of spending what is sure to be a shrinking supply of federal dollars on bike share, a more responsible distribution would be to use the same dollars citywide to construct sidewalk where is they're needed and pave streets that are long overdue for an overlay. In closing, equity require that is any bike share program needs to be financially self-sustainable before proceeding and that bicyclists should help to pay for bicycle infrastructure directly. Thank you.

Adams: Thank you, mr. Parker. Thank you all very much, we appreciate your testimony.

Adams: Is that the end -- sorry, one more after that? Why don't we have the fifth one pull a chair up and we've got the roving microphone. Ok. This will be the last panel. Welcome, sir. Would you like to begin?

Adam Simmons: Thank you for having me. Mayor and commissioners, my name is adam simmons, the vice -- simmons, the vice chair of the urban advisory committee. In december 2009, a transportation taskforce determined how tif funding would be used for projects in the lents ura. The 2003 foster road plan was ranked as a tier one priority. The taskforce did not make a recommendation what elements of the foster road streetscape plan should be funded. There was a general consensus safety and aesthetics needed to be addressed for the health of the community and economic development but based on overall recommendations, on the overall recommendation of the lents town center urban renewal advisory committee transportation taskforce, that was adopted by the lents town center urban renewal advisory committee, I can state we support promoting the safety project as a candidate for the regional flexible funds with the understanding that the total \$3.25 million project gets us halfway to our goal and that additional funding should be pursued to enhance and beautify the streetscape to make foster road look what it is. An historic artery, a crucial part of the city of Portland transportation system. We general support any improvements and support the application of regional flexible funds toward the project to help break the barriers to walking, biking and accessing transit in east Portland and to keep people in our neighborhoods supporting the economic health of our neighborhoods and commercial centers and corridors. Thank you.

Adams: Well done, we appreciate hearing from you and the great part of Portland you live?

Gerik Kranksy: Mayor Adams, Portland city commissioners, i'm the advocacy director with bicycle transportation alliance and I would like to thank you for the opportunity to testify today in support of resolution 871. I'd like to express our support for the amendments put forward by commissioner Fish. Sounds like a fantastic opportunity to move all of these projects in some way, though it's clear as we make these decisions there's not enough funding available for all of the crucial sidewalk, bike lanes and transit station improvements we want to make so being creative is key. And I see that happening with that amendment so I very much appreciate that. I definitely want to call out my friend and colleague jeff swanson for the hard work he's done reaching out, to reduce conflict between freight and bikes. It's a key ally we have there. Part of the reason Portland -- sorry, part of the reason the bicycle transportation alliance is so excited about bike sharing is because of the limited funding available. We see the opportunity to bring federal funds into the community, matched with private investment as a great way to increase the amount of investment we're making as a city in increased safety for all users. As we have conversations with community partners i'm pleased to report we have 1,124 signatures of people excited to see bike sharing come to Portland. Each of you should have that list in your in box and personalized comments from people who've had experience in paris and Washington d.c. and elsewhere. And excited to see it

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here. Other conversations include with community ppa partner, new avenues for youth. At-risk job training partner in downtown that's excited to see an equity component to the potential rfp released by pbot and be involved in the job training. Excite to see their support. As well as the Portland business alliance who signed on in support of bike sharing and excited with the mobility without increasing congestion and travel Portland excited to see this bike sharing program accessible to those who come to see the bike friendly nature of Portland. Getting from point a to b and the support of the Portland metropolitan building owners and managers' association who are interested in how the bike locations are downtown but -- and we have a letter of support from omsi, working with tri-met to ensure there's an option for expansion of bike sharing along the new Portland-milwaukie light rail line and the support of several other, including Portland streetcar and others. So the standing with these partners i'm very happy to be here encouraging you to support bike sharing in the city of Portland.

Adams: Thank you. Hi, welcome back.

Tom Puttman: Thank you. Mayor Adams, commissioners, i'm tom puttman, representing the Portland sustainability institute to share our support for the program. Founded by the city of Portland and Portland state university, it exists to develop -- we strive to bring together the sustainable leaders to identify and analyze and implement and replicate scalable urban sustainability projects and the proposed bike sharing program is one of these next generations strategies. We've collaborated with city staff and private businesses to bring pike sharing to Portland. From france through our research and programs in france and australia and u.s. cities like Washington d.c., boston, minneapolis, we've identified a number of benefits related to bike sharing. Clearly transportation benefits are at the top of the list: Creates new options for short trips and helps with the mobility around the city and a couple of significant if you goes of a review we did for programs in barcelona, paris, leon, london, an 8% decrease in auto trips through the bike sharing programs and the capital bike share program and 1100 bike program created one million bike trips within the first year. And these trips deplaced -- reduced gas consumption by 15,000-gallons. And carbon emissions by 300,000-pounds. Important, though, outside of the transportation benefits, are the economic benefits and commissioner Saltzman, I appreciate your questions early on. As we looked at the innovative financing strategies we can bring to cash-strapped cities, what are the innovations of the future? Looking at the public-private partnership blending federal funds with private funds to get the program of the ground and looking to carry the partnership through the operational costs and looking for underwriters or advertising strategies. And I think something has been mentioned, depending on the model explored, are there revenue opportunities for the city of Portland, depending on the partnership or level of involvement with the program. As an example, the 20,000 bike paris program earned over 30 million euros and operational costs already covered by an advertising contract, all of the money [inaudible] how do we pay for the public services through an infrastructure is something we have a passion for and look to support the city of Portland in finding these opportunities. Outside of that, people mentioned before, job creation, the paris program created about 400 full-time, part-time jobs and d.c., about 40, and people mentioned the public health benefits related to the increased bicycling and then the Portland brand. How do we continue to push to be a leader? The Portland sustainability institute is here to help find the best strategies and experimentation and export strategies to benefit our local institutions and residents and also bring the best globally to the city. So we recommend your support on this proposal and thank you.

Adams: Thanks for the Portland Oregon sustainability institute on a number of innovative things. Rfi is out for a ecodistricts and that's exciting and thank you for your work.

Dave Northfield: I'm dave Northfield from kaiser permanente. Mayor Adams and commissioners good to see you again. If we want people to be physically active and increase physical activity we need to make it easy for them to be physically active, bike sharing does that. Kaiser permanente has

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been a supporter of building healthy communities throughout our city and region through our support of the community health initiative and healthy eating and active living efforts and through our support of funded -- Sunday parkways. 30,000 people have shown up on Sundays and people are hungry for innovative, safe creative ways to be physically active in ways that are fun. This is perfect for the city of Portland. We support bike sharing.

Adams: That gives me a chance to laud Kaiser and your work on the Sunday parkways. Every year I think it's as big as it can get, and then it's bigger.

Northfield: Southeast Portland the end of the month.

Adams: We'll make our way to southwest, somehow. I expect to see you out on a bike.

Moore-Love: One more person. Grace Baily.

Adams: Hi, welcome.

Grace Baily: Hi, good afternoon. I'm Grace Baily. And I'm here today to support the East Portland active transportation -- the access program. And I would like to thank Commissioner Fritz for the edge gauged program that got me started to get involved with the city business. This is my first appearance here. And I'm a property owner, rental property owner in Northeast Portland and the Northeast -- the North. Has a higher concentration of minority and low-income population, as you know. And I also think that the public transportation is a very important element in people's lives and it makes me sad to hear in the news that bicyclists or pedestrians get killed because they're riding bikes and crossing a street. So I think the program, Mayor Adams advocated for the safety process, that was very important and I really appreciate it. Thank you very much.

Adams: Thank you, it's great to have you here. Really appreciate it. All right. Ready to move to a vote. Karla, please call the vote. And before we do that, so that folks at home know, the most dangerous street in the city of Portland is the corridor of North-Northeast Marine Drive. Starts in North Rosa Parks Way and ends at 185th. We had 15 fatalities. So please be careful on North and Northeast Marine Drive.

Saltzman: Well, I'm pleased to support these applications for flexible funds. I think it's important freight investments and important investments in safety in East Portland, particularly Division and -- I forgot the other street. Holgate and Foster. Yeah, and Foster. These are critical public investments in getting people around safer on a bike and pedestrians. I do support the bike share, but only with the caveat that probably will come as no surprise given my earlier line of questioning. I will be expecting in the RFP a statement there will be no public operational subsidies and that the expectation is that it will be entirely privately operated. The operating costs entirely privately operated and privately bring provided by private sector employees. I will not support any public operational subsidy, whether it's transportation revenues or general fund revenues. We heard a compelling presentation today about crisis in community mental health, all things equal, an investment in our community mental health system to me is far more important than an investment in bike sharing operational costs and further, if the operating costs are not covered, I through fees or fares and sponsorships, it tells me something is wrong with the program model and business model and we ought not to be doing it. So again, I'll be looking for that in the RFP and certainly not support an RFP that's ambiguous on that and in awarding it, I'll continue to look for the same things. Other than that, I'm pleased to vote aye.

Leonard: I too, support the application but I'm particularly impressed with the bicycle sharing proposal in that it does bring private sector matches and a point that hasn't been emphasized enough, actually creates -- emphasized enough, it creates jobs, full time and part time and puts income in the pockets of people who most probably would be unemployed. I'm less concerned about what this proposal may include as it comes back to us, and more impressed with the goals it seeks to achieve and the stimulus it appears it will create and I'm impressed with it. And I appreciate particularly Commissioner Fish's amendment and I always appreciate working with colleagues who -- who might otherwise not support a proposal, but rather see an opportunity to

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advance their own agenda and that is a tell tale sign of a success of politician. I appreciate his thoughtfulness in seeking an opportunity to not just support this, but to promote issues that he feels strongly about as well, and I will support in the future. Aye.

Fritz: I strongly support the freight projects and the division and foster improvements and thank you for those who came to testify about those today. Thank you for those who participated in the process. I, unfortunately, cannot vote for this, despite the amendment to get barbur on the priority list, however, there's no new money and if we had \$1.2 million from grants and hope we would have done that and the mayor has gone after a lot of federal money and has been innovative and directed \$18 million to the sidewalks, more than any other mayor. And as a reality check, one mile of sidewalks on a major transit street in southwest Portland on capitol highway between barbur and Multnomah costs \$19 million and is not funded and we don't know how we're going to fund it. This proposal prioritizes \$2 million for a bike sharing program which if it's a good idea, I don't know why the private sector hasn't done it. And prioritizes that for those who already have sidewalks and the basic safety improvements of crosses, rather than putting it into dirk sidewalks or crosswalks or lighting or other basic services in our neighborhoods. We have so many needs in our neighborhoods and it makes me very uncomfortable to hear about increasing transportation options for those who already have them and when I can't get off the bus a stop sooner than I would take because there's no sidewalks along barbur in order to walk further and get more exercise. There's a lot to like in this proposal, but that particular \$2 million. We have hundreds of millions of dollars worth of sidewalks and crossings needed on major transit streets in Portland and if we don't plug away with them every opportunity we have, we're not going to have them funded in my lifetime and I -- i'm sorry we're not able to do that, because this is the first time that the council has had such a definitive role to allocate flexible funding and unfortunately, I can't support this. No.

Fish: Well, in a perfect world, we would have significantly more regional flexible funds to allocate. As this process has revealed, the demand greatly outstrips the supply. And regrettably, reading the newspaper, it appears there are some in Washington who would like to take a meat cleaver to our federal funds across the board which will make it harder for us to fund any of our most compelling needs. We don't operate in a perfect world and my amendment was designed to signal we would make a substantial down payment on two projects which I think warranted, if the funds were available, full funding. The sullivan's gulch trail and the barbur boulevard streetscape. This is a compromise. Some would advocate we should allocate more, I would not quarrel with them, but we're trying to get a balanced package. This is a discussion of compromise and moves the ball and what should not be or secured we've had no controversy in the community how we're spending the 25% piece and the 75% piece we fought for at metro and we have the luxury of allocating, that may not have happened, my math, in expanding the pie through the amendments, allocating 75% of the dollars outside of the downtown corridor. In -- in -- in any way you look at it, that's a good split. Although there are compelling needs and claims on our dollars in the neighborhoods throughout our community. And we have to be vigilant in finding creative ways to fund those compelling needs. So with the amendment, I am pleased to support this resolution and I think -- thank everyone who spent time educating me about this matter. Aye.

Adams: I want to thank the city council for their support. Commissioner Fish, for his amendment. A big thanks to dan and steve and mark and april and paul and denver and Catherine ciarlo and i'm sure there are others. But this is not the academy awards. [laughter] so for all others, thanks. And the citizens who have weighed in. I continue to be inspired by folks in every neighborhood. But the folks in southwest and east Portland do a fantastic job of fact based accountable advocacy and partner shipping, I appreciate that. In terms of the bike share program, which was controversial, I don't -- you know, it's important that folks understand that these things generally start in the most dense part and around universities and with the success, they have the ability in concentric circles or satellite, move further out. In our case and maybe this isn't true in other cities, we have a

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significant level of concentration of low-income folks. A map we passed out up here, significantly above the citywide average based on 2010 and being able to provide them opportunities to expand their mobility and access and make transit that last mile after transit even more helpful. I look forward to. And I also look forward to looking at the opportunities, for example, on the yellow line, the killingsworth stop and Portland community college, a good 15 minute walk or three minute bike ride. Opportunities between hillsdale and Multnomah, once you get up there it's a great place and it would be nice to have more mobility up there. And there are other places we look to experiment and learn outside of the central city with the bike share. I appreciate the effort, the discussion and pleased to vote aye. [gavel pounded] thank you. We have two quick things.

Item 885 (reconsidered).

Fish: Would you humor me and entertain a motion to reopen record of the vote in agenda 885 so I can cast my vote.

Adams: Motion's been recognized. Is there a second?

Leonard: Second.

Adams: Second. Karla, call the vote on reopening the vote for item number 885.

Moore-Love: Who seconded?

Leonard: I did. I was muted.

Adams: Commissioner Leonard did.

Saltzman: I'll second it.

Adams: Thank you.

Leonard: I want to know how he's going to vote first.

Adams: Yeah, really. He's got to dig it out again.

Saltzman: Aye.

Adams: We have to vote on whether --

Leonard: Aye.

Fish: Aye.

Adams: Aye. [gavel pounded] motion approved. All right. Can you please call the vote for second reading -- yeah, did you read the title?

Moore-Love: No.

Adams: Read the title, and call the vote, for second reading 885.

Leonard: We don't want to exclude commissioner Fritz. Maybe we could just add -- [inaudible]

Fish: Commissioner Fish votes aye.

Adams: Let the record show commissioner fish votes aye. [gavel pounded] close that. Read the title for emergency ordinance 886. We need to be quick on these.

Moore-Love: Ok.

Item 886.

Adams: We have an emergency. This is for council -- before council earlier. We have learned more and need an adjustment. What is the nature of the adjustment?

David OLongaigh, Bureau of Transportation: Thank you, mayor Adams and councilmembers. David OLongaigh, City bureau of transportation. I was here a few weeks ago regarding the landslide at sam jackson park road which we've almost completed and a quick summary. But we're also taking this opportunity to fix another landslide that has not yet happened but will soon. It's another landslide mitigation on it's on Broadway drive. It's been a wet winter and we're paying the costs for that now.

Adams: Commissioner Leonard is floored.

Leonard: We're planning ahead to avoid a catastrophe?

OLongaigh: Yes, the city that works.

Adams: Move quickly, if would you.

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OLongaigh: Thank you. This is sam jackson, this is the before crack, the crack running through the street that we're mitigating and started. This is the hole on sam jackson and this is how deep we got. 250 feet by almost 40 feet deep on sam jackson. And then we start importing the fill material. Recycled concrete crushed by our city forces. It was a blessing for them to get rid of this material that they were stockpiling and they gave it to us cheap and we were happy to accept, of course. And this is where the photograph was taken two days ago, completely filled the hole and placing reinforcement to pave. We're making sure it never happens again, ever. And this is a side view showing the wall that's holding up the ground on sam jackson. Most of the wall is buried in the ground. We back-fill against it. So the project on sam jackson is on schedule and completed by labor day. God willing, and it's on budget. And we have spent a fortune minimizing the disruption through the marquam hill facility. No one is disrupted because of this project. But we want to jump from that project to the next, which is close by. It's on broadway drive. And as soon as we finish the sam jackson, almost the next day we want the contractor to start on broadway thrive. A earth movement occurred in december 2010. And the city carried out repairs but the earth continued to move. Even though -- you can see two cones. One is a foot below the pavement. You see that? That cone should be actually at the pavement elevation. That's how much the shoulder sunk, almost overnight, one foot. So the movement occurring below the pavement and it's bulging out below the stone wall that's holding up the road. This is a shot of the stone wall. Like when you tighten your belt and your tummy squeezes out. It's similar here. When the road settle, it squeezes out and there's a bulge in the ground below the wall. We had a geotechnical report which report fire department we don't fix the wall and roadway this winter, most likely it will fail. Assuming we get a reasonably wet winter. Not unusual. We're trying to be proactive if solving it before it occurs. The area in question is in red on broadway drive. It's a very densely populated realize area, mostly used by residents, homeowners and the slide is located right in front of a number of properties. And i've been -- i've been contacting the property owners to let them know we have a brief period of pain and suffering but we're here to help them and build temporary access at their driveways if we need to to make sure they get to their homes.

Adams: How much do you need?

OLongaigh: The slide detour is huge. We couldn't have started this anyway until we finished sam jackson because it's part of the detour route. We think the cost is about \$250,000 to \$400,000. It's cheaper than sam jackson because it's pretty much half the size and we have material left over from sam jackson so we can reuse the same --

Adams: When is all-hallows eve?

OLongaigh: Thank you for noticing that piece of humor. That's halloween. One has to have humor at work.

Adams: All hallow's eve.

OLongaigh: We hope we finish by the end of October, because that's when the rains come.

Adams: They'll have to work fast. That's why it's an emergency.

OLongaigh: They're really very good contractors to work with. And although he's not required to, the superintendent does get three bids on every subcontractor to make sure we get the mwesb, but we get the cheapest one too.

Adams: Ok. Questions from council. We have an emergency opportunity. Hearing no questions, is there anyone who wishes to testify on this matter? All right. Karla, please call the vote.

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

Adams: Aye. [gavel pounded] so approved. Can you please read the title for emergency -- our last item.

Adams: Thank you. Last emergency item, 887.

Moore-Love: We have 882 pulled from consent. 887 --

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Adams: I think every council office has been briefed on this. Commissioner Fish, do you have anything you would like to say?

Fish: No, thank you mayor.

Adams: Any questions from our good staff. Anyone who wishes to testify on 887? Karla, please call the vote on 887.

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

Adams: Aye. [gavel pounded] thanks for your good work. Please read the title on emergency ordinance 882. This is our last item.

Item 882.

Adams: What are we looking at here?

Paul Rosy, Bureau of Transportation: Hello, i'm paul with the bureau of technology services here to speak to this. This item was mistakenly put on the consent agenda. Thank you for moving it to the regular agenda so we can have discussion. The city residents extensively on a network that houses about 90% of the city's electronic data. Sap, police data systems and others. Operational risk increases as service contracts cannot be renewed and parts become scarce. The city's electronic data storage needs continue to grow and with the collection of increasing full of data point, large technology upgrades and automation of manual and paper-based systems such as in bds, with that, bds and procurement services prepared an invitation to bid seeking pricing for software and services. This issue will come back to council at a future date for approval of an award to the lowest responsive bidder. With that, I would entertain questions you might have.

Adams: Questions? Anyone wish to testify on emergency ordinance 882? Karla, please call the roll on the emergency ordinance.

Saltzman: Aye. **Leonard:** Aye. **Fish:** Aye. **Adams:** Aye. [gavel pounded]

Leonard: Did we do 890? [gavel pounded]

Adams: Yes. Thank you, good work.

At 1:19 p.m., Council adjourned.