

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
 Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Steve Novick Commissioner **Leah Treat** Director

UPDATED
MEMO

March 2, 2016

TO: City Council Members

FROM: Andrew Aebi, Local Improvement District Administrator

SUBJECT: **NE 47th Avenue Phase I LID: Agenda Item #193 on 3/02/16**
Resolution of Intent– 9:45 AM Time Certain Agenda

Ordinance Title:

Declare intent to initiate local improvement district formation proceedings to construct street, sidewalk and stormwater improvements from north of NE Columbia Blvd to south of NE Cornfoot Rd in the NE 47th Ave Phase I Local Improvement District (Resolution; C-10052)

I. SUMMARY

This local improvement district (LID) was initiated by City Council prerogative in lieu of by petition. Eleven (11) stakeholders have provided written support of the project, which is attached.

1. Columbia Corridor Association
2. Columbia Slough Watershed Council
3. Cully Association of Neighbors
4. GWC Decorative Concrete at 6820 NE 47th Avenue
5. Metropolitan Service District
6. MPH Specialties at 4635 NE Crystal Lane
7. Pedestrian Advisory Committee
8. Portland Cement Association
9. Portland Freight Committee
10. Rose City Disposal & Recycling at 4441 NE Crystal Lane
11. Tri-County Metropolitan Transportation District of Oregon



II. RECOMMENDATION

It is the recommendation of the Local Improvement District Administrator that the City Council authorize initiation of local improvement district formation proceedings for the NE 47th Avenue Phase I Local Improvement District on March 2, 2016 by approval of this Resolution.

Respectfully submitted,



Andrew H. Aebi
Local Improvement District Administrator

PBOT

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Steve Novick Commissioner Leah Treat Director

March 1, 2016

TO: City Council Members

FROM: Andrew Aebi, Local Improvement District Administrator

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Andrew H. Aebi

Andrew H. Aebi
Local Improvement District Administrator

COLUMBIA CORRIDOR
A S S O C I A T I O N

29 February 2016

Portland City Council
1221 SW 4th Avenue
Portland, OR 97204

Dear Portland Commissioners,

The Columbia Corridor Association is writing in support of the NE 47th Avenue Local Improvement District (LID). This is a unique project in several respects. First, the majority of funds come from System Development Charges and a thoughtful contribution from the Parks Bureau—very unusual for a LID. Second, it supports the desire to provide separated bicycle lanes in freight districts—something the freight community has been advocating for years. Third, it creates a safe sidewalk between a bus stop and Whitaker Ponds—a complicated improvement in freight districts.

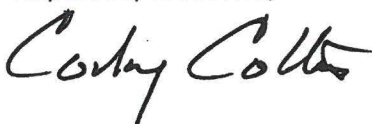
For the industrial businesses on NE 47th, there are tradeoffs to this LID. They will lose all their on-street parking, driveway access will become more difficult for large trucks, there will be more conflicts between industrial activities and bike/ped use, and the travel lanes will become narrower and more dangerous. However, we feel most these disadvantages can be minimized with good engineering design.

There is no system user that is more dedicated to safety than commercial drivers. Safety is woven into everything they do, all day long. As we design this new type of street, it behooves us to incorporate the safety needs of commercial drivers that are familiar with this particular stretch of roadway. Just as we should consult with bicyclists about new bike path ideas on an awkward block, we should consult with the drivers that best understand the needs on this block and use that information to improve our standard design.

CCA believes it's possible to build this project to provide long lasting freight access, give a quick boost to the steady increase of bike commuters to the Columbia Corridor, and significantly increase safety for children visiting one of the Corridor jewels, Whitaker Ponds. Assuming we design the roadway with the same level of safety that commercial drivers use, the PBOT LID program has scored another win.

Our thanks to the LID program, Portland Parks, BES, and the 47th Avenue property owners for their participation. And thanks to you for approving this LID project.

Respectfully submitted,



Corky Collier
Executive Director

COLUMBIA SLOUGH WATERSHED COUNCIL

7040 NE 47TH AVE. PORTLAND OR 97218

503-281-1132

WWW.COLUMBIASLOUGH.ORG



22nd of February, 2016

Mayor and Commissioners
City of Portland
1221 SW Fourth Ave
Portland, OR 97204

RE: Transportation Improvements on 47th Avenue

Dear Mayor and Commissioners:

Thank you for the opportunity to comment on the LID for the proposed improvements to 47th Avenue. The Columbia Slough Watershed Council is a group of diverse stakeholders whose mission is to foster action to protect, enhance, restore, and revitalize the Slough and its watershed. As part of our mission, each year we provide hands-on science education to over 6,000 students, host over 2,300 citizens at cycling, paddling and outdoor festivals, and coordinate almost 200 restoration volunteers.

Our office is located at Whitaker Ponds Nature Park on 47th Avenue. Many of the activities listed above including student field trips, paddling and outdoor festivals, and habitat restoration take place at the park. These activities bring thousands of people to the park each year.

The Council adopted its Watershed Action Plan in 2003 and park improvements were listed as a high priority project. These transportation improvements will create a much safer route for pedestrians and cyclists to attend our activities and simply just get to the park. We are especially interested to see that the sidewalk and bike path will be separated from the roadway. Elementary school students often come by public transportation. As the nearest bus stop is on Columbia Boulevard, they now walk from there along the side of the road, with lots of traffic including large trucks going by, to reach the park. Additionally, as the improvements include stormwater control and management, the water quality of the slough and ponds will benefit.

With changes and improvements to the park in process, the LID improvements to 47th Ave are very important for safe access for the community and our employees.

Sincerely,

Jane A. Van Dyke

Jane A. Van Dyke
Executive Director

March 01, 2016

Portland City Council
1221 SW 4th Avenue
Portland, OR 97204

Dear Portland Commissioners,

I am writing to express strong community support of the proposed NE 47th Avenue Local Improvement District (LID) at Whitaker Ponds Nature Park and the Cully communities appreciation for the exemplary efforts by PBOT, Parks, Metro, the Watershed Council to find creative ways to approach the funding and implementation of critically needed transportation infrastructure projects in the Cully neighborhood.

The Cully community is looking forward to this much anticipated and long awaited infrastructure improvement that will finally bring a continuously connected safe and accessible route for bicycles and pedestrians around the perimeter of the Whitaker Ponds natural area, a destination for school children and kayak enthusiasts from all over the city.

The 47th Avenue LID's unique funding model will also improve safe access to Cully's most utilized green spaces while improving access for freight carriers to multi-modal transportation hubs to the north, all without creating a financial burden that would negatively impact small business owners within the investment area.

There is also great potential of this project to serve as benchmark for the efficient, effective and equitable use of public resources in the creation infrastructure improvements that create transit, pedestrian and bike friendly connections from the underserved areas of NE Portland to both recreational areas and commercial corridors where community members may enjoy access healthy outdoor recreation and local living wage jobs.

The cumulative effects of this novel approach to an LID reach far beyond the creation of a single street improvement by providing long term collateral benefits in terms of community livability, recreational facilities, safe pedestrian, bike and transportation routes and vitally important connections to local median wage jobs.

I believe the spirit of cooperation between the PBOT, Parks, Metro, and Columbia Slough Watershed Council in concert with the enthusiastic support from a broad range of community advocates and supporters clearly demonstrates the unique opportunity being presented by the 47th Avenue LID.

Respectfully,

Laura Young
Cully Association of Neighbors, Transportation Chair

6624 NE Going Street
Portland, OR 97218
503-819-6302



Date 02/28/2016

Re: 47TH STREET IMPROVEMENTS

Property Location: 6820 Ne 47th Ave

To: Andrew Aebi

It has come to our attention that there is a proposal for upgrades on 47th that include sidewalks, new driveway approaches, stormwater areas and some asphalt improvements.

As one of the owners on the street that will be affected, the majority of the costs being paid by the city and our financial responsibility so low it only makes sense to take advantage of this opportunity.

Therefore I am in support of this action

Sincerely,

Gordon Carr

A handwritten signature in cursive script, appearing to read 'Gordon Carr', is written over a horizontal line.

Managing Partner Bamboo Enterprises and
President

Gwc Decorative Concrete



February 19, 2016

Andrew Aebi
Portland Bureau of Transportation
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204

Re: Northeast 47th Avenue Local Improvement District

Dear Andrew:

In 2014 Metro awarded Portland Parks and Recreation a \$422,667 Nature in Neighborhoods capital grant to improve the safety and aesthetics to the entrance to Whitaker Ponds Nature Park. These improvements will include a small play area, a new parking lot and sidewalk improvements along Northeast 47th Avenue in front of the property owned by the City of Portland. One of the goals of the Nature and Neighborhoods grant program is to help people, especially underserved populations, more easily and safely access nature in their own neighborhoods.

When the grant was awarded, Metro asked the City to explore ways to extend the sidewalk improvements to Columbia Boulevard in order to fully address the safety issue of children walking along the unimproved road. The proposed Local Improvement District along Northeast 47th Avenue will do just that.

The committee that reviewed the grant proposal suggested that the project team explore how these investments could help the Cully Neighborhood achieve broader social and economic benefits for the community by building on the successful models of local employment that have recently come out of the Cully Park project. With the unique collaboration between Verde, Hacienda CDC and the NAYA Family Center, known as Living Cully, Portland Bureau of Transportation has an opportunity to partner with an established group.

I want to thank PBOT and the Portland City Council for considering this Local Improvement District package. It greatly complements the investments that Metro and Portland Parks & Recreation are making to Whitaker Ponds to more comprehensively advance the neighborhood's vision and goals.

Best regards,

Kathleen Brennan-Hunter
Director, Parks & Nature

Cc: Mary Rose Navarro, Metro
Kim Ellis, Metro
Lake Strongheart McTighe, Metro
Allison Rouse, Portland Parks & Recreation

February 27, 2016

Andrew Aebi
Local Improvement District Administrator
City of Portland, Bureau of Transportation

Dear Andrew,

My name is Mark Hatten. I am a landowner and business owner in NE Portland near the north end of NE 47th. I'm sorry I missed the 1st NE 47th street improvement meeting in January. I was out of town.

I live in NE Portland in the Alberta Arts neighborhood and travel north including the entire length of NE 47th six days a week. I have done this every day for the past 19 years. Since I live so close to work my travel type takes many forms. I ride my bike, run or drive. Over the years, I have seen many changes on my daily commute. The corner of 47th and Columbia has been greatly improved, the bridge at NE Buffalo has been replaced and a sewer pump house has been recently completed.

Sometimes I work early in the morning or late in the evening and travel in complete winter darkness. NE 47th from Columbia Blvd is very busy with heavy truck traffic during the day. I see employees from Fed Ex, DHL, SAPA, and Waste Management hop off the bus on the corner of 47th and Columbia and walk north down unimproved NE 47th in all types of weather. I have witnessed multiple school buses park at the Pape' Caterpillar located on the corner of 47th and Columbia. The kids get off the bus and walk precariously down and around forklifts of Mr. Pallet on 47th to get to Whitaker Ponds Nature Area, a Portland City Park.

Remember, along NE 47th there are no sidewalks, no curbs, and not much of a shoulder. Many large trucks drive between 40 and 45 mph. I feel so sorry for the teaching staff trying to herd 50 or so preschool to 3rd graders walking the fog line for that 1/4 mile. It must seem like a mile to them. It is scary to watch. I personally have experienced some close calls driving south on NE 47th late on cold rainy nights not able to see pedestrians walking north.

My father-in-law is 81 years old. His address is 4659 NE Crystal Lane located on the corner of 47th and Crystal Lane. Until recently he lived a car-less lifestyle and would ride his bike south along NE 47th to catch the bus at Columbia. You may understand my concern. My auto repair business is located on Crystal Lane as well right next door to my father-in-law's. Many of my clients drop off cars and then walk south to catch the bus which always makes me nervous.

Since I have been personally invested and involved with our properties for the last 19 years it makes common sense that I would care about my surroundings and infrastructure. I have actively been cleaning up and promoting the neighborhood. I organized the neighbors to pool together to improve and pave NE Crystal Lane in 1999. I'm active in Columbia Slough watch. In 2004, I stopped Boeing from dumping airplane paint into the slough. I'm active in the slough bank re-vegetation programs.

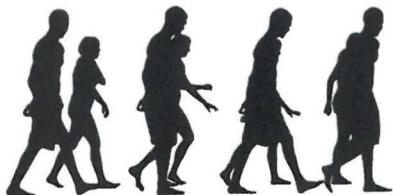
The proposed improvements on NE 47th including new curbs, streetlights, bike lanes, storm water retention swales, and repaving greatly intrigues me. There are no sewers along NE 47th and never have been. This means there is no sanitary sewer or storm sewer. All businesses and residences are on leach fields. In most of Portland this is illegal.

I was visited by City of Portland workers years ago who flushed die tablets down my toilet believing my drain field was leeching into the Columbia Slough. This proved untrue. If there was a sewer available I would prefer to have that option.

Recently, a new sewer pump house on NE 47th near Whitaker Pond Nature area was completed to pump the sewage from the low lying 47th area up to Columbia Blvd. It is very unusual for an incorporated part of the City of Portland not to have sewers. PBOT, BES, and other organizations may not be aware that there are no sewers to serve NE 47th, Crystal Lane or Buffalo side streets. It would be a HUGE oversight and very costly mistake to improve NE 47th and NOT install sewers.

Please take this into consideration.

*Thank you,
Mark Hatten
(503) 331-7132
www.mphspecialties.com*



Portland Pedestrian Advisory Committee

1120 SW 5th Avenue, Suite 800
Portland, OR 97204

March 1, 2016

MEMBERS

Chairs

Rebecca Hamilton, Co - Chair
Roger Averbeck, Co - Chair

Members-At-Large

Chase Ballew
Anthony Buczek
David Crout
Mandia Gonzales
Arlene Kimura
Doug Klotz
Scott Kocher
Brenda Martin
Rod Merrick
Eve Nilenders
Elaine O'Keefe
Suzanne Stahl

SUBJECT: NE 47th Avenue Local Improvement District

Dear Mayor Hales and Members of City Council,

The Portland Pedestrian Advisory Committee supports the proposed NE 47th Avenue Local Improvement District project.

This project, which will provide sidewalks to a section of road where pedestrians must currently walk along the fog line next to heavy freight traffic, will provide a safe and direct connection between a frequent bus service stop and two major employment centers. We especially appreciate the amount of physical separation that the project design provides between the roadway traffic and the pedestrian space and hope that more projects will be designed in this manner.

In particular, the PAC would like to emphasize our support for the inter-bureau collaboration and strategic funding plan that made this project financially viable. This kind of collaboration is a means of funding small projects that have a big impact on neighborhood livability and safety, yet so often have difficulty funded.

Finally, while the PAC understands that some of the pedestrian right-of-way will be reserved and constructed following redevelopment of the adjacent properties in accordance with the ordinance of redevelopment, we would like to express our desire for the City to follow up on this issue to ensure that construction does occur as that right-of-way is acquired so that the pedestrian space is built to the full available space.

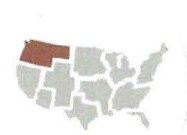
Thank you for your consideration.

Sincerely,

PAC Co-Chair

PAC Co-Chair

CC: Mark Lear
Shoshana Cohen



February 29, 2016

Mr. Andrew Aebi MBA
Local Improvement District Administrator
City of Portland, Bureau of Transportation
Portland, OR

RE: NE 47th Avenue LID

Mr. Aebi,

It has been my pleasure to visit and learn about upcoming City of Portland LID and local street improvement projects. Many cities and counties in the area are also spending their time and money to improve their local streets and roads in an effort to keep pace with new growth and maintenance requirements. Sharing stories and benefits, from both a local and national perspective, regarding Portland Cement Concrete Pavements (PCCP) can be useful to municipalities and City Councils as budgets and material choices are being determined. Below please find a few items for the City's consideration:

- The City of Hillsboro Oregon relies on PCCP for all arterial roads that will be carrying truck and/or bus traffic. After a year of utilizing Life Cycle Costs Analysis (LCCA) to calculate present construction and future maintenance costs, Hillsboro recognized significant financial savings of specifying a longer lasting, lower maintenance material for their arterials. Hillsboro no longer performs an LCCA, rather they move into the future as good stewards of their tax dollars with a City decision to utilize rigid materials for all arterials with higher traffic loads.
- The City of West Linn Oregon chose rigid PCCP to rebuild four residential streets in 2015. West Linn was interested in providing their citizens with new cul-de-sacs that would require almost no maintenance for 20 years or more. One week of construction impact with minimal future disruption to these residents was the goal. A quality street built to reduce future maintenance labor costs was the most effective way for West Linn to spend their limited dollars.
- Oregon Department of Transportation has chosen concrete as their pavement of choice for their last four major rehabilitation projects; I-84 through the Dalles; I-84 in Eastern Oregon; I-5 Anlauf-Elkhead Road (Southern Oregon); Hwy 97 through Bend Oregon.
 - ODOT explains the value they are providing Oregon taxpayers with this statement, "In an effort to reduce ongoing maintenance costs, the project will replace the asphalt road surface with concrete. While asphalt on interstate highways is usually repaved every 10 – 15 years, concrete is designed to last 50 years."
(<http://www.oregon.gov/ODOT/HWY/REGION3/Pages/Anlauf-Elkhead.aspx>)
- The Portland Cement Association has partnered with the MIT Concrete Sustainability Hub for over four years to research LCA, roughness and Pavement Vehicle Interaction (PVI) of rigid and flexible pavements. MIT's model allowed them, for the first time, to isolate and observe the interaction between a wheel and model pavement structure and directly measure forces (on the vehicle) based on deflection. Flexible pavements allow for more deflection and higher energy dissipation, contributing to higher fuel consumption, and greater CO₂ emissions. Stiffer



pavements minimize these impacts, especially under higher loads such as truck and bus traffic. (<https://cshub.mit.edu/results/pavements>)

- The City of Seattle WA utilizes concrete pavement almost exclusively for their pavement reconstruction projects.

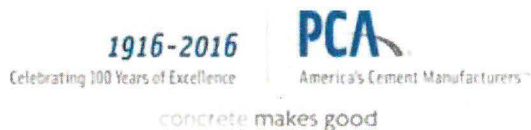
Concrete pavements are an environmentally and economically sound choice. Cities and Counties across the country and world are experiencing the numerous benefits of PCCP. Concrete streets that were constructed in the late 1800's are still in use today in many parts of the Northwest, as well as numerous 100 year old pavements within the City of Portland. When cities are managing their street construction and maintenance budgets, it can be beneficial to consider options that provide high quality, long lasting materials, at minimal increased initial cost. This can lead to substantial savings and reduced traffic disruption in the long term. One last item to consider, is that future financial risk is limited when concrete pavements are chosen. With rigid pavements, funds will not need to be funneled to overlay and chip seal projects. These dollars can be utilized to build new streets to accommodate growth.

From a business perspective, the Portland Metro area is home to four national and international cement companies, dozens of ready mixed concrete and aggregate suppliers, as well as numerous experienced concrete contractors.

Respectfully Submitted,

Diane Warner

Diane Warner, PE
Pavement Engineer
NW Chapter of the Portland Cement Association





PORTLAND FREIGHT COMMITTEE

March 2, 2016

Commissioner Steve Novick
 City of Portland
 1221 SW Fourth Avenue, Suite 210
 Portland, Oregon 97204

Dear Commissioner Novick:

The Portland Freight Committee (PFC) is writing in support of the Local Improvement District (LID) for the NE 47th Ave roadway improvement project. This segment of NE 47th Avenue serves as a key freight route for the wide range of industrial uses located within the Columbia Corridor and Airport Industrial Districts and the proposed LID the dilapidated road is redone.

The proposed street design and cross-section for this project was presented to the PFC on several occasions by PBOT Project Manager Andrew Aebi. The project presentation is one of the best we have seen. The PFC appreciates Andrew's efforts in reaching out to the adjacent property owners and users of this facility for their feedback to help inform the design process. While the PFC supports the proposed separation of bicycle and pedestrian facilities along major freight routes, several issues were raised about the proposed street design which will need to be addressed during the final design process:

- Provide adequate travel lane widths (13-feet) to accommodate large trucks turning into the adjacent properties. The city's engineers agree with 13 feet. Since this is the first project to have separated facilities in an Industrial area we need to benchmark for businesses being able to continue without any impact.
- Ensure adequate sight distance for turning vehicles (in particular large trucks) by minimizing the height and placement of trees or other vegetation that can obstruct the field of vision of drivers and create safety hazards for bikes and pedestrians traveling along this corridor.
- Minimize negative impacts on traffic operations during project construction by developing an access and circulation plan which also includes a temporary traffic signal at NE Alderwood and Columbia Blvd.

We thank you again for your outreach to the PFC and your continued attention to the critical need to maintain our streets.

Sincerely,

Pia Welch
 Chair

Raihana Ansary
 Vice Chair



February 29, 2016

RE: Proposed NE 47th Avenue Phase 1 LID Infrastructure Project_Memo

Dear Andrew,

As a third generation Portlander and someone who is a strong advocate for local small business, what you have been capable of putting together in regards to the 47th LID project is an example of how governments can practice Sustainability through their concerted efforts with other bureaus in order to create long terms prosperous outcomes. Given what I know about LID's, this project's approach to a financing model is not only outside the box but furthermore it exemplifies a proficient use of public dollars leveraged with private investments for public infrastructure. In order to provide the needed investments to an area that is extremely blighted and in dire need to public support, you have displayed true leadership by bringing together the right stakeholders to put our public dollars to work so that everyone can benefit from it.

With the amount of long term property owners and small business owners along NE 47th as well as others located off of NE Crystal Lane and NE Buffalo, this corridor is slated to become an attractive multi-modal area. All users of the street and different modes of transportation will appreciate the investments as these public dollars will create more efficient freight flow, minimize future maintenance costs and prevent the added risk of accidents, injuries and fatalities.

Given the lack of funding available for transportation improvements these days, PBOT's strategic approach to what I would refer to as a socially driven community enhancement project justifies how we must think outside the box if we plan to be a 21st century sustainable city that values its local communities, local economy and local environment. It is my understanding that these approaches municipalities take in order to make outside the box investments into public assets that our taxpayers share, is transformative and innovative. Innovative thinking comes from those who choose to be transformational leaders and I must commend you and your teams work on being innovative however it would have not come had you not taken that position to do something outside the box and be a transformative leader.

Thank you again for being a leader for small business, for the protection of our waterways and most importantly for our multi-modal transportation system!

Sincerely,

A handwritten signature in black ink, appearing to read "A. Simpson".

Alando Simpson
Vice President



Kate Lyman
Planner
TriMet Planning and Policy Development Department
1800 SW 1st Avenue, Suite 300
Portland, OR 97201

February 12, 2016

Andrew Aebi
NE 47th Avenue LID Project Manager
City of Portland, Bureau of Transportation
1120 SW 5th Avenue #800
Portland, OR 97204

Dear Andrew:

I am writing to you to formally demonstrate TriMet's support of the City of Portland's intention to improve pedestrian facilities on NE 47th Avenue north of Columbia Boulevard. These improvements will help improve access to our existing Line 75 on NE Columbia Blvd (with stops just west of the intersection at NE 47th). These facilities could also help improve access to potential future service on the Airport Way Community Connector, which is identified as a future transit service improvement in TriMet's North/Central Service Enhancement Plan. Thank you for your efforts to improve access to transit.

Sincerely,

A handwritten signature in black ink, appearing to read "Kate Lyman". The signature is fluid and cursive, written over a white background.

Kate Lyman
Planner, Project Manager for the North/Central Service Enhancement Plan

Aebi, Andrew

From: Nilana Gunasekaran <gunasen@georgetown.edu>
Sent: Wednesday, March 02, 2016 7:52 AM
To: Aebi, Andrew; philwupdx@mac.com
Subject: Testimony for city council today from Nilana Gunasekaran

Honorable city council members,

I am a family physician for Kaiser Permanente at the Interstate medical building in Portland.

I am also a mother of three school age children and a longtime resident of northeast Portland.

I have a background in community and family medicine. For the past several years, my primary care practice has been with Kaiser Permanente in Portland. I have also previously worked in community health clinics in Washington DC, Baltimore as well as in Gresham through the Multnomah county health department.

I have always enjoyed working with diverse communities. I care for patients and families of all ages, stages, genders, cultures and socio economic backgrounds. My mission has always been to advocate for my patients health, both in their immediate day to day needs as well as for long term preventative measures that can impact their future lives. I feel passionate about my job because I know the impact that good health has on individuals, as well as on families and the community at large.

There is an Arabian proverb that says: "he who has health has hope, and he who has hope has everything."

As a family physician as well as a mother who works and lives in this city, I am here to advocate for both the health and the hopes of our patients who will benefit from this proposal put forth by the Portland Bureau of Transportation to reconstruct NE 47th avenue between Columbia and cornfoot.

Kaiser Interstate where I practice is the primary care clinic for many residents in the northeast Portland area. Many of our members come to our clinic due to

its central location in our city. Many drive as well as use the max train and the bus to get to our interstate campus. We also have members who bike or walk to our clinic from nearby areas.

My patients range in age from 2 weeks old to a glorious 101.

Some have significant financial resources and longterm economic security, while others unfortunately do not, and may struggle to make ends meet day to day.

We have patients who have lived in our city for years. But we also have newcomers, brought here as so many do, yearning for the promise they hope to find in Portland.

Kaiser Permanente's goal for all of these patients is to bring the promise of good health into their everyday lives. We aim to educate our patients on small changes and behaviors that are easy but effective to help prevent or control chronic conditions like high blood pressure, diabetes, asthma, and depression. We hope to educate and guide healthy habits that affect how one eats breakfast, or gets to work, or exercises or even has fun.

When we talk about putting prevention into practice, we are talking about these very basic measures. These health practices in individuals are what define and affect change to bring about healthy and productive communities. This is why Kaiser invests in many different local community organizations as well as in community programs like Sunday Parkways. From experience, we know that the small changes that we promote on an individual level, will determine the success of change on a much greater scale. We know that we will all thrive together only when our city and our citizens thrive first.

Therefore, I would like to advocate on behalf of myself and Kaiser Permanente for the reconstruction of NE 47th avenue between Columbia and cornfoot to allow for side walks and bike lanes to enable safe and healthy transportation options for adults and children alike.

I have driven on this road to the airport in the past. This busy street gives access not just to the airport, but also to businesses nearby including retail

locations, as well as recreational and educational locations like the Whitaker ponds nature park.

Allowing individuals to have sidewalks and bike lanes allows safe, healthy and budget friendly transportation options.

First and foremost, when people feel that an activity is safe, they will opt for this in their daily practice. If they recognize the financial savings as well, they will continue this practice. And when they adopt this practice as a routine or scheduled habit, they are directly investing in their own personal health as well as the long term health of their environment and their city. From the perspective of preventative medicine, I am confident that this street reconstruction proposal is a hands down net positive for our community.

On a personal note, as a working mother, I have three children who walk and ride their bikes in northeast Portland. Their daily commute include destinations like school, local parks, homes of friends, stores and restaurants. Like most moms, I always worry a little about their safety, especially while I am away from home working.

But I feel comfort in knowing that my neighborhood has clear sidewalks, designated bike lanes, speed bumps and stop signs. I value my neighborhood and city because my city values the safety of my children. I know my city is investing in the longterm health and security of my children and this inspires me to invest in my city as well in return. It is most certainly a win win situation.

However despite this awareness, I know that not all neighborhoods in our city have these same benefits on their streets for their children. Specifically, I can not imagine allowing my children or even my husband to walk or ride a bike on this section of 47th avenue under the present conditions. My family has been to Whitaker ponds, and presently, our most reasonable mode of access to this wonderful park would be to drive primarily due to real safety risks that the street currently poses for pedestrians and bikers.

Therefore, in conclusion, as a mother and a physician, I urge you to be equitable to other neighborhoods and families like those near 47th avenue,

who may not be as fortunate as mine. Provide them with a safe and healthy option for transportation with side walks and bike lanes. Join Kaiser Permanente with this effort to promote real change in the health of our citizens. Please allow them to go out and thrive in these most basic ways, so we can all thrive together in this very special city.

Thank you.

Sent from my iPad

IMPACT STATEMENT

- Legislation title:** Declare intent to initiate local improvement district formation proceedings to construct street, sidewalk and stormwater improvements from north of NE Columbia Blvd to south of NE Cornfoot Rd in the NE 47th Ave Phase I Local Improvement District (Resolution; C-10052)
- Contact names:** Andrew Aebi, Portland Bureau of Transportation
Allison Rouse, Portland Parks & Recreation
- Contacts phones:** 503-823-5648 (Andrew Aebi) and 503-823-5598 (Allison Rouse)
- Presenter names:** Andrew Aebi & Allison Rouse

Purpose of proposed legislation and background information:

There have been longstanding community requests for pedestrian and bicycle facilities on NE 47th Avenue from NE Columbia Blvd. to NE Cornfoot Rd. A small portion was built in conjunction with the previously-completed reconstruction of the NE 47th Avenue & Columbia Blvd. intersection. Portland Parks & Recreation is embarking on a project to improve its Whitaker Ponds site, which includes 605 feet of half-street improvements (on the east side only) under a permit from PBOT. However Park frontage improvements on a “piecemeal” basis would be throwaway because the entire roadbed is in dire need of reconstruction. Reconstruction of the roadbed allows the appropriate grades to be engineered and constructed for stormwater drainage, which in turn allows the addition of bike lanes. This “throwaway” and the future need to reconstruct the street on account of its poor pavement condition index (PCI) can be instead be avoided by leveraging Parks resources with PBOT system development charge (SDC) resources to increase multimodal capacity on NE 47th Avenue for its entire 1,900 centerline foot length. The LID will deliver the right-of-way improvements that Parks would have constructed as part of its Whitaker Ponds project.

BES has agreed to be assessed the same abutting footage rate as Parks notwithstanding LID Code that obligates both bureaus’ automatic financial participation in the LID as a consequence of property ownership.

This LID is being initiated by directive of the Commissioner in Charge of the Portland Bureau of Transportation. Private property owners’ assessment rates are significantly less than Parks and BES (\$49.32 vs. \$2,326.76). The private property owners’ share includes the cost of contaminated media removal from the public right-of-way which it is felt that as a matter of LID policy and existing City Code, the City should not fund for non-City properties. The assessment formula also takes into account that most private property owners will have a future financial responsibility for nearby NE 46th Avenue, adjacent NE Buffalo Street and/or adjacent NE Crystal Lane, all of which are currently unpaved and would not be improved by this LID.

Because 95.3% of the LID will be paid by either City properties or properties with waivers of remonstrance, Council will retain the full prerogative to form this LID at the subsequent LID Formation Hearing if Council approves this Resolution irrespective of whether owners of properties representing the remaining 4.7% financial share of the project elect to remonstrate.

Financial and budgetary impacts:

All individual properties' assessments in private ownership are at or below \$18,495.39. The level of confidence is Low. There are no change to staffing levels. The project is not currently in the FY 15-16 5-year CIP. The project and 10% of the LID revenue (\$159,187.51) is to be added to the FY15-16 fiscal year budget in the City's Budget Monitoring Process. 90% of the LID revenue (\$1,432,687.56) will be in the FY16-17 fiscal year budget. PBOT system development charge (SDC) revenue (\$4,114,416.11) will be in the FY16-17 fiscal year.

Community impacts and community involvement:

Cully Association of Neighbors has a lower sidewalk coverage than the City as a whole and has been briefed on the project and is expected to testify in favor of the project.

The Portland Freight Committee has been briefed on this project and is aware that the pavement condition of NE 47th Avenue is among the worst 1% of nonlocal streets in the City. Reconstruction of NE 47th Avenue will result in less competition for scarce PBOT maintenance resources and will support the possible relocation of the U.S. Post Office to a site to the north and east of the planned street improvements to which a reconstructed NE 47th Avenue will be a key means of access.

Metro staff have been briefed on this project and are supportive of the project.

The Columbia Slough Watershed Council has also been briefed on this project. The Whitaker Ponds site at which they are headquartered is in a natural area. Most of Whitaker Ponds' educational and recreational constituents arrive at the site using alternative forms of transportation and will not rely on the planned new parking lot. This project will support safer multimodal options for pedestrian, bicycle and transit access to the site.

This project is consistent with the City's Vision Zero initiative of building safer transportation facilities for pedestrians and bicyclists. Currently pedestrians are walking and riding bicycles along the fog line of a busy truck street to access Whitaker Ponds and employment centers to the east in Cascade Station and at Portland International Airport, which will increase upon relocation of the U.S. Postal Service to a nearby site. Pedestrian safety will be significantly improved by this project, thereby enhancing the pedestrian experience.

TriMet has also been briefed on this project. This project will help provide pedestrian facilities for its riders to access frequent service line #75 which has a bus stop at NE 47th Avenue & Columbia Blvd., a short 242' walk from the southern project limit of this LID.

Budgetary Impact Worksheet

Does this action change appropriations?

- YES: Please complete the information below.
- NO: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 2-4-16