

Sam  
Adams  
Mayor

Tom  
Miller  
Director

**North Williams Traffic Operations and Safety Project  
Stakeholder Advisory Committee Meeting No. 11**

January 10, 2012, 12:00 – 2:00 pm  
Oregon Red Cross, 3131 N Vancouver Ave  
Training Room 11

**Summary of actions taken or planned in this meeting:**

- Ellen edited the finalized Guiding Statement, and sent it to the Committee and public. (The final version is attached.)
- Ellen set up an “ABC” ranking exercise for the Committee to apply to the Outcomes list, and sent it out by email. Twenty members of the Committee participated. (The results are attached, below.)
- Ellen will send the notes taken in small group discussions at the November Community Forum out to the Committee by email.
- Ellen will set up meeting times for the two new working groups.
- The City will give the Committee an update on traffic impacts and fees expected with the New Seasons Market development.

**Meeting attendance**

**Committee members in attendance:**

Debora Leopold Hutchins, Chair  
Allan Rudwick  
Ben Foote  
Caitlin Wood  
Diana Moosman  
Gahlana Easterly  
Irek Wielgosz  
Jana McLellan  
Jazzmin Reece  
Laurie Simpson  
Melissa Lafayette  
Michelle DePass  
Mychal Tetteh  
Nathan Roll  
Noni Causey  
Pamela Weatherspoon

Paul Anthony  
Shara Alexander  
Steve Bozzone  
Susan Peithman

**Committee members absent:**

Dwight Terry  
Jerrell Waddell (excused)  
J.W. Matt Hennessee (excused)  
Jrdn Freeauf  
Karis Stoudamire (excused)  
Kenneth Doswell (excused)

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**Members of the public in attendance:**

Amy Lubitow  
Ed Abrahamson  
Nicholas Conti  
Amy Brown, New Seasons Markets  
Lisa Sedlar, New Seasons Markets  
Elizabeth Nardi, Fargo St. neighbor and  
New Seasons Markets  
Claudia Knotek, New Seasons Markets  
David Lee  
Russ Willis  
Scott Lieuallen  
Steven Cole, Northeast Coalition of  
Neighbors  
Paige Coleman, Northeast Coalition of  
Neighbors  
Joe Clinkenbeard

**Media in attendance:**

Jonathan Maus, BikePortland.org  
Bill Donahue, Bicycling Magazine  
Cornelius Swart, Oregonian

**City and project staff in attendance:**

Ellen Vanderslice, Portland Bureau of  
Transportation, Project Manager  
Joan Brown-Kline, Public Involvement  
Consultant  
Michelle Poyourow, Public Involvement  
Consultant  
Rob Burchfield, Portland Bureau of  
Transportation  
Sarah Figgliozzi, Portland Bureau of  
Transportation  
Dan Layden, Portland Bureau of  
Transportation

**Detailed meeting notes**

**1. Welcome, introductions (Committee Chair Debora Leopold Hutchins)**

Debora called the meeting to order at 12:10 pm, welcomed everyone, and facilitated introductions.

**2. Check-in (Debora)**

- a. Review agenda

Debora solicited comments or questions about the agenda. There were none.

- b. Questions, announcements and comments by SAC members

Pamela Weatherspoon Reed announced the opening of the Randall Children's Hospital next month, and the celebration on February 11th.

**3. Public outreach update:**

- a. Report on focus groups (Joan Brown-Kline)

Joan Brown-Kline summarized the themes she heard in the Church and Non-Profit focus groups she led in December and led the Committee through the detailed results. (Joan's written reports

had been circulated to the SAC by e-mail prior to the meeting and will be attached to the final minutes.)

Allan Rudwick asked her if she thinks the ministers have the same perspective and feelings as their congregants. Joan and Committee members responded that they do believe the ministers' perspectives are very close to those of their congregants.

b. Summary of input from North Williams Community Forum (Michelle DePass)

Allan Rudwick distributed a copy of the subcommittee's report on the November Community Forum survey results prior to the meeting. (An electronic version will be made available on the North Williams project website.)

Michelle DePass introduced the report to the group. She said that they got 55% response rate to the surveys distributed at the Community Forum. Respondents were asked what their "relationship to the North Williams project" was, and they were allowed to choose as many roles as they liked. 60% said they were "commuters," 59% said they were "neighbors," 36% said they were visitors or worshippers. People were allowed to self-define, so there was even one "neighbor" who lives on NE 33rd.

Michelle reported that the survey results suggest that walking is the most poorly-served mode on or across North Williams. She pointed out the chart showing how many times each intersection was mentioned as dangerous by respondents; the peak is clustered around North Williams and Fremont.

Allan pointed out that other intersections outside of that peak are problematic, and once those top problem intersections are dealt with we will start to hear more about the others.

Shara asked if the finding that walking is the most poorly served mode is scientific. Michelle responded that it is not, that this is based on self-reported observations, not accident data.

Ellen Vanderslice told the Committee that the small group discussion notes from the November Community Forum were transcribed, and she asked whether she should send them out to the whole Committee. Michelle responded that she should.

#### **4. Guiding Principles (Debora Leopold Hutchins and Susan Peithman)**

Susan Peithman walked the Committee through recent edits to the Guiding Principles document.

Jana McLellan said that the title of this document threw her off, and when she reads it she doesn't find any principles, and the headers don't draw her to them. To her this document sounds more like recommendations.

Ellen suggested that the document could be called a "Guiding Statement." Debora asked the Committee if they liked that title, and heads nodded.

A number of Committee members suggested grammatical and content edits, which Ellen noted down on the large notepad.

Susan proposed that the Committee adopt the Guiding Statement with the edits that Ellen had written on the notepad. Laurie Simpson seconded Susan's proposal. Debora asked if there was discussion of the proposal. Hearing none, she asked those in favor of the proposal to raise their hands. All Committee members did (excepting Paul Anthony, who abstained as he had just arrived and hadn't had a chance to review the document.)

Ellen enacted the edits and sent a final version of the Guiding Statement to the Committee Members that afternoon.

## **5. Next steps (Ellen Vanderslice)**

- a. Project outcomes and how to measure them (see "Draft outcomes and measures" table)

Ellen asked the group if they could agree on a set of outcomes as a platform for this project. If there were outcomes that they could agree to, the next step would be to set actual measures for those outcomes that they want achieved by the project.

To start, Ellen read through the list of outcomes to find those that the Committee already agreed were important, so that discussion time could be spent just on those on which the Committee didn't already agree. (See "Outcomes and measures" list, below.)

Every Committee member in attendance agreed that the following outcomes should be included:

- "Stakeholders are satisfied"
- "Access and operability for TriMet LIFT vehicles and private lift-equipped vans is maintained"
- "The risk of cyclists being struck by opening vehicle doors is reduced"
- "Access to existing driveways is maintained"
- "Ease of transitions is maintained or improved for bicyclists making turns"

Ellen then suggested the group start discussing those outcomes that they didn't all agree on outright:

- "Incidence of motor vehicles speeding is reduced"

Allan pointed out that in the past the Committee has talked about reducing speeding or speed, as separate issues. Ellen suggested that they could make this one into two separate outcomes. Diana asked if the Committee would want to reduce the speed limit in order to reduce speeds, not just speeding. Someone replied that they might want to, that's what they should leave room for in their choice of outcomes. Ellen pointed out two other outcomes – relating to travel time and congestion – that relate to vehicle speeds as well.

Steve Bozzone proposed that this be made into two outcomes, so that it is not just about speeding (driving over the speed limit) but also about speed, regardless of the speed limit, since reducing speeds even under [the speed limit of] 30 mph have a proven impact on safety.

Paul Anthony agreed that speeding and speeds are separate outcomes. If we reduce speed, he said, we'll also have fewer people driving on the street as an alternative to another route, so it could reduce congestion.

Mychal Tetteh pointed out that reducing the speed limit doesn't impact travel time at peak hours if the street is congested then anyway. He added that Steve's point was well taken.

Ellen asked if she should add another outcome that motor vehicle speeds are reduced; one outcome would be for the incidence of speeding, or driving over the speed limit; another separate outcome would be that motor vehicle speeds are reduced.

Shara Alexander said that because there are two lanes on Williams she has witnessed speeding in the "passing lane" even at rush hour, at least around Tillamook.

Allan asked the group if they care about speeding or if they just care about speed? He said he doesn't care what the speed limit is and whether people are breaking the law, he just cares that people go slower.

Shara pointed out that 50% of cars are going over the speed limit. Jana said that Port City Development serves 145 people with disabilities accessing that area every day, so speeding is a very key issue for them.

Someone asked if the speed limit could be lowered on Williams. Ben responded that lowering the speed limit is a tactic, not an outcome. Rob Burchfield added that it is not a particularly effective tactic at that. Steve said that is why we should focus on the design of the street to slow traffic.

- "Conflict between bus and bicycle operations is reduced"

Mychal said he thinks this is a great outcome. He would like to have language in there that addresses conflicts between all of the modes. He suggested refashioning this outcome so it captures all of those modes, or breaking out each of those potential conflicts as their own outcome.

Michelle asked about reducing conflicts between buses and bicycles, bicycles and cars, pedestrians and cars. Mychal agreed, but suggested that for the sake of brevity they could reword that outcome. Debora asked if the outcome should simply address "conflicts among all modes." Ellen pointed out that it would be harder to figure out the measure for that outcome if it referred to all modes.

Ben asked what would be the utility of this document. Ellen responded that she will be looking for volunteers from this Committee to work with staff on measures for each outcome. Ben asked what those measures would be used for then. Ellen responded that the Committee would use them to evaluate potential alternatives for North Williams in their future meetings.

Michelle suggested a matrix ranking outcomes relative to one another.

Allan suggested that they keep bike/bus conflict as a separate outcome, since it's a City priority for this project, and have another outcome for all modes' conflicts.

Debora asked how these outcomes would be quantified. Rob Burchfield said that they won't all be measurable, but some are good outcomes anyway.

Mychal said he was satisfied with having two outcomes: one for reducing bus/bike conflicts, and one for reducing conflicts among all modes.

- "Pedestrian opportunities to cross Williams are increased"

Susan suggested that "safe and comfortable" be added to this outcome. Mrs. Easterly didn't like "comfortable." Susan suggested "convenient," and they agreed to that.

- "Motor vehicle congestion in the corridor is not significantly increased"

Shara said that if there's a temporary increase in motor vehicle congestion as a result of this project, that's part of the game. In order to shift behavior, she said, we might need to increase congestion temporarily.

Steve asked if they can define congestion, in terms of how many two hours of the day. Michelle asked if they didn't already have statistics showing that the street is not at full capacity. Ellen confirmed that, and said that at afternoon peak it's at 38% of its capacity. She pointed the Committee to the colorful Existing Conditions printout in their binders.

Jana asked what would happen if they just took this outcome off the list. For her, out of all of the outcomes, she would rather see other outcomes achieved and let this happen as it happens. Instead of trying to control congestion, she said, let's just let it happen and control the others, about speed and accessibility. Ellen replied that, yes, they can take this one off the list if they want. Jana added that maybe in a three year project this would be an outcome she'd want to see in year two, but not for year one. Rob Burchfield pointed out that another possibility is to monitor it.

Mrs. Easterly asked if, when they speak of congestion, they are talking about cars moving or being present.

Ben asked if the City uses “Level of Service” as a measure of congestion. Rob said that the City does look at Level of Service, but also looks at broader measures of service when making decisions about how to manage streets.

Mrs. Easterly asked if new development is evaluated in terms of Level of Service. Rob answered that as part of the City’s land use law they do have to evaluate new developments for their impact on congestion. Mrs. Easterly said that when she found out that New Seasons will build a market on Williams, she was concerned about congestion. When she heard there would be another residential development between Mason and Skidmore, where the street is like the Indy 500 with speeding, she was also concerned. She expects that North Williams is to see increased congestion, and parking supply problems.

Shara agreed. She pointed out that some things are going to change regardless of what is done in this project, and it will be hard to separate the effects from the different changes. How can congestion be listed as an outcome for this project when it might change naturally, because of other factors outside of our control?

Ellen asked if people were interested in removing it from the outcomes list. Some people confirmed that. Diana objected, saying that this issue of increasing congestion has been important to many people, including the two pastors who weren’t in attendance. Diana suggested that they could commit to monitor it, or make it a longer-term measure; but that it is important to some people so it is needed.

Michelle pointed out that new development on Williams is going to affect on-street parking. She used as an example a new development recently finished in which 70% of residents own cars, but no parking was supplied. It is hard, she said, to look at these outcomes without thinking about the larger forces outside of this project.

Mychal said that this project doesn’t happen in a vacuum. The extent to which these outcomes can be aspirational shouldn’t be understated. Just because we make these things so, he said, doesn’t mean we can’t monitor them or do the best that we can. He urged the Committee to not drop things that seem inconvenient or unattainable.

Allan suggested that they could also leave it on the list and decide what its relative priority is later.

Susan said that it seems there is overlap between this congestion outcome and the travel time outcome. Are these two different points describing one issue?

Debora asked who was in favor of keeping this as an outcome. Ten were in favor. Eight were not in favor.

Ben and Jana suggested that maybe the Committee members should each rank these outcomes as A’s, B’s and C’s. Then the discussion can focus just on the B’s and C’s.

Steve asked what the roadmap to completion was for this project. Ellen responded that project staff is working on that. Diana asked what will happen at the next meeting, and whether they could still get to a recommendation by March. Ellen responded that at the February meeting staff will present a shared set of outcomes and measures for the Committee to finalize, and then they can talk about different tactics and tools for achieving them.

Jana pointed out that January is a good month to do work, as anyone on an annual budget cycle would start getting busy with that in February and March. She said she would rather go to weekly or biweekly meetings now than end up with a February 14<sup>th</sup> meeting, and people are surprised that she can't make it.

Ellen asked if the Committee wanted to schedule another meeting now before the February meeting. Jana recommended that in two weeks they get together in this room, at the same time, and make it a Work Session in which they spend time only on the outcomes.

Ellen agreed to set up the A/B/C ranking via email the following week; she also asked Committee members to think of any outcomes that are missing from the list, and send them to her.

b. Discuss forming working groups (Debora)

Debora asked the Committee if members would be willing to serve on Working Groups that would meet between regular SAC meetings. One of the Working Groups suggested by Ellen would work on how to honor the history of the North Williams area through elements of this project.

The following people volunteered to be part of this working group: Mrs. Easterly, Irek Wielgosz, Laurie Simpson, Melissa Lafayette, Michelle DePass, Mychal Tetteh, Susan Peithman, Paul Anthony, and Debora Leopold Hutchins. Ellen will work on finding a time for this group to meet.

The other Working Group Ellen suggested forming would work on defining measurements for the outcomes (for those that are measurable).

Committee members who agreed to serve on the Outcomes Working Group were: Kenneth Doswell, Diana Moosman, Allan Rudwick, Nathan Roll, Mychal Tetteh, Susan Peithman, Paul Anthony, Laurie Simpson, Shara Alexander, Jana McLellan, Noni Causey and Gahlana Easterly.

This Working Group would meet, as Jana suggested earlier, in two weeks, on Tuesday, at lunch. (That group met on January 24<sup>th</sup>, from noon to 2:00 pm in MOB West at Emanuel Hospital.)

## **6. Public Comment**

### **Lisa Sedlar**

Lisa Sedlar is the CEO of New Seasons Markets. She thanked the Committee for the work they have done, making this city the progressive city that it is.

She told them that they moved their store support office to the Eliot Neighborhood years ago. They have lots of staff who bike to work and drive too, so safety on North Williams is near and dear to their hearts.

When they go into a new neighborhood they partner with the Neighborhood Associations and listen to what the neighbors want and need, and they work with the City on local improvements. She said she heard people in this meeting refer to some System Development Charges that may be involved in this store development, and there will be SDCs. It's not clear yet between the developer and New Seasons where that funding is all going to come from, but the intention is that those SDCs will benefit the neighborhood.

Lisa also mentioned that they saved some bricks when they renovated the building for their store support office, because those bricks were part of the building that housed the first African American newspaper and printing press in Portland. She would love to find a way to reuse them, so she'd like to talk to the historical memorial Working Group about that.

Debora asked Lisa what the impacts on on-street parking would be after the new store is completed. Lisa said that they would be leaving six spots on either side of North Williams. She also said that they were expected to work with the city on making the Fremont intersection safer, with signal improvements and a deceleration lane for left turns. Slowing traffic is a big priority for New Seasons, as they see people going over 40 mph at times in that location.

Mrs. Easterly asked if the store would be hiring within the neighborhood. Lisa responded that they hire from within the neighborhoods every time they open a new store. They'll have a job fair in the neighborhood.

Shara said that New Seasons doesn't have big parking lots but they are some of the best in terms of their design, with shade and live plants. She likes them small and alive.

### **Joe Clinkenbeard**

Joe thanked the Committee members for putting in long hours on this project. He is happy to see the data from the survey showing that pedestrian concerns are a really big problem on Williams. That foot traffic is the least served in this corridor is no secret. Two elements in the Outcomes he noticed that are missing are increased visibility for pedestrians – that could be signs, lighting, signals – and the preservation or expansion of the public right of way as sidewalks. Diagonal corners at intersections are not in the New Seasons plan, for example, yet there are many line-of-sight issues where buildings are too close to intersections.

### **Paige Coleman**

Paige introduced herself as the Executive Director of the Northeast Coalition of Neighbors (NECN). She thanked the Committee, commended them for their work on difficult conversations, and acknowledged their courage. The work they are doing now, she said, is building upon years of community conversations around Vancouver and Williams. Over the years committees that have worked from the three neighborhoods, not just Neighborhood Associations but other types of community committees and members. This project is a recent iteration of community involvement around these two streets.

She said that maybe people are looking forward to the sunset of this Committee, that they'll get some free time back. Or maybe they lament, and wonder who's going to be monitoring the impacts of this project? She said she knows that some of the Neighborhood Associations will do that, but it's going to take a lot of minds and hearts and eyeballs to carry those values and principles forward. She has a solution to propose – at NECN they have a community committee that looks at land use and transportation issues throughout neighborhoods including around Vancouver and Williams. There are seats open for community members at large. Most seats are filled by the twelve Neighborhood Association representatives (including Allan, Paul and Laurie), but she offered that to Committee members as a way to carry forward these conversations.

For the future, to recognize the history of this neighborhood, at NECN they support community-driven solutions, and they do have some money and resources that can be invested there.

### **Mychal Tetteh**

Mychal affirmed what Diana and some others had said earlier. He supports building a pyramid of consensus that focuses on solutions they can all agree on. They can leave aside contentious things. He told his fellow Committee members that it is great to work with all of them, and he thinks there is a lot of consensus in the room.

### **Russ Willis**

Russ said that he was very glad to see the two work groups that have stepped forward. When they work on outcomes, he urged them to treat Ellen's list as a brainstorming starting point. Respecting the history of the neighborhood, if the only honor given was a plaque or an obelisk he'd be sorry, because this neighborhood has been the victim of transportation development many times – I-5, everything down in Lower Albina in connection with the Convention Center and the Coliseum, they have had a large role in destroying this neighborhood. A way to honor the history would be to create opportunities for local black-owned businesses to revitalize this neighborhood, rather than outside investors.

Russ asked about the funding for this project, how much remains and when it is going to run out. Ellen responded that about \$270,000 will be available to implement this project. He also asked if any consideration will be given to transportation impact fees for the New Seasons development, since development has impacts on Williams traffic. Rob responded that the City could come back to the next meeting with an answer about traffic impacts and fees.

**7. Next meetings (Debora):**

The next SAC meeting will be on Tuesday, February 7th, 2012, from 12:00 to 2:00 pm, at the Red Cross in Training Room 11.

The Outcomes and Measures Working Group will meet on Tuesday, January 24<sup>th</sup>, from noon to 2:00 pm in MOB West at Emanuel Hospital.

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**Guiding Statement for the North Williams Avenue Traffic Operations Safety Project**  
*Developed by the North Williams Stakeholder Advisory Committee; adopted January 10, 2012*

**History**

We honor the many people who have been residents, visitors, workers and business and property owners in the historically Black community (Albina) made up of the Boise, Eliot, King, and Humboldt neighborhoods;

We honor the descendants and the collective memory of the community and all those who have suffered or watched their families or businesses suffer due to systemic processes of racial residential segregation, and housing condemnation to make way for urban renewal, and institutional disinvestment, when governmental or institutional goals collided with neighborhood dreams, goals, and hopes;

We understand the legacy of these processes and we're deeply sorry for the history of insensitivity that has taken place as it relates to neighborhood change. We understand now that these actions were malicious.<sup>1</sup> We vow to do everything in our power to reverse that legacy and intentionally use this project to begin the healing process.

We not only hear the passionate and sincere outpouring of our community members, we feel the pain endured by the family members who may have lost their largest asset during this process of urban renewal. We respect those voices as they represent those who can no longer represent themselves because they are no longer able to do so.

We understand that the members of the community are the experts in their neighborhoods, and that the City has expertise in traffic planning and engineering.

**Project Foundation**

Our Committee has assembled to address safety and traffic concerns on North Williams Avenue. We have agreed as a Committee to make our best decisions with an understanding of the safety issues, while at the same time acknowledging past planning processes, and those who have been hurt. We have agreed to do this in a way that is inclusive, safe, considers all voices, and has positive impact on the entire community.

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<sup>1</sup> "Bleeding Albina: A History of Community Disinvestment, 1940-2000." Gibson, Karen J., 2007. *Transforming Anthropology*, Vol. 15, Numbers 1, pps 3-25. ISSN 1051-0559, electronic ISSN 1548-7466. All rights reserved.

**(Project Foundation, continued)**

We will use the adopted guiding statement for project decision-making and provide it as context to the process when making decisions as to the outcome of the project, and communicating to the public and decision makers such as City Council, City Commissioners and the Mayor about the project.

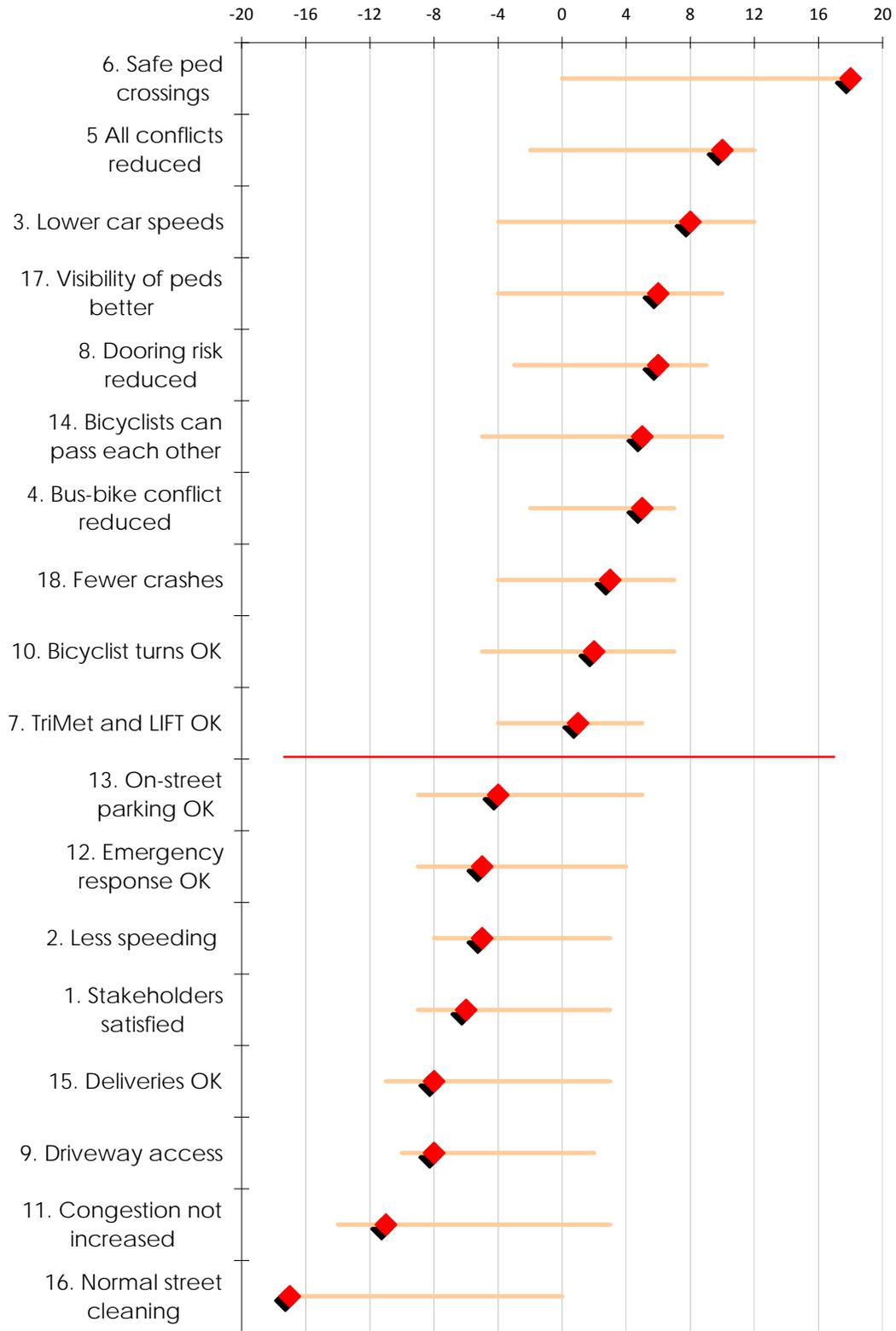
We are committed to our role as the North Williams Avenue Traffic Operations Safety Project Stakeholder Advisory Committee specifically tasked with recommending transportation solutions that balance the needs and concerns of all users of the corridor including neighborhood residents, businesses, religious institutions, pedestrians, bicyclists and motorists. We will strive to hear the needs and concerns of all parties involved, while being cognizant of the history of the area. We will make decisions with compassion, and integrity within a contextual framework. We understand that the technical expertise the City of Portland provides will help us make balanced and sustainable recommendations.

The Stakeholder Advisory Committee will share this Guiding Statement with the neighborhood, and solicit input from interested parties, particularly those who have suffered past injury, to ensure we've captured the essence of the spirit that will foster respect, honor, and compassion in our decision-making processes.

**Future Request**

- We strongly recommend that the City of Portland critically evaluate its public participation efforts and stakeholder input processes to determine who in a particular community is not being heard in the process and ask why they are not being engaged, and furthermore to question how those with little power can be more actively engaged.
- We strongly recommend that the City start future projects from a place of community need with early input and guidance. The City needs to be responsible to all communities, especially those which are under-served communities, or culturally disadvantaged communities, when considering project sites, and that the history, land use, and prior planning efforts be considered and questioned while engaging in these projects.
- We strongly recommend that the City right past wrongs by studying the North Williams Transportation Operations Safety Project, its success and failures, utilizing a formal facilitated evaluation process, to guide new policy on engagement processes that ensure that all voices are heard.
- We strongly recommend that the City recognize the opportunities and challenges inherent in planning efforts, and to strive for an outcome that is truly sustainable.

## SAC Outcomes Worksheet Results



To create this chart, values of 1, 0, and -1 were assigned to the A, B and C votes. The diamond point represents the sum of votes. The orange lines show the range from number of C votes to the number of A votes.

**CORRECTED SAC WORKSHEET: Outcomes Scoresheet**  
**Reported January 18, 2012 – CORRECTED January 19, 2012**

Responses received: 20 of 26 stakeholders

For this exercise, a vote of 'A' represented the outcomes that are most important, and 'C' the outcomes that are least important, to each stakeholder. Stakeholders were asked to make a forced choice and equally assign the A, B and C votes (6 of each for 18 outcomes).

<b>A</b>	<b>B</b>	<b>C</b>	<b>RANK</b>	<b>ID no.</b>	<b>Status</b>	<b>Outcome</b>
3	8	9	<b>14th</b>	1	Agreed	Stakeholders are satisfied
3	8	8	<b>13th</b>	2	Agreed	Incidence of motor vehicles exceeding the speed limit is reduced
12	4	4	<b>3rd</b>	3	Agreed	Motor vehicle speeds are reduced
7	11	2	<b>7th</b>	4	Agreed	Conflict between bus and bicycle operations is reduced
12	6	2	<b>2nd</b>	5	Agreed	Conflicts between all modes is reduced
18	2	0	<b>1st</b>	6	Agreed	Convenient pedestrian opportunities to safely cross Williams are increased
5	11	4	<b>10th</b>	7	Agreed	Access and operability for TriMet LIFT vehicles and private lift-equipped vans is maintained
9	8	3	<b>5th</b>	8	Agreed	The risk of cyclists being struck by opening vehicle doors is reduced
2	8	10	<b>16th</b>	9	Agreed	Access to existing driveways is maintained
7	8	5	<b>9th</b>	10	Agreed	Ease of transitions is maintained or improved for bicyclists making turns
3	3	14	<b>17th</b>	11	Discuss	Congestion and average travel times for motor vehicles are not increased significantly in the long run
4	7	9	<b>12th</b>	12	Discuss	Access and travel times for emergency response vehicles is maintained
5	6	9	<b>11th</b>	13	Discuss	The supply of on-street motor vehicle parking in project corridor is maintained, or at least not significantly decreased
10	5	5	<b>6th</b>	14	Discuss	Bicyclists are able to pass each other without entering travel lane
3	6	11	<b>15th</b>	15	Discuss	Access for business delivery vehicles is maintained
0	3	17	<b>18th</b>	16	Discuss	City maintenance crews can employ normal street cleaning operations
10	6	4	<b>4th</b>	17	Discuss	Improve visibility of pedestrians
7	9	4	<b>8th</b>	18	Discuss	Reduce all crashes in the N Williams corridor

**For more information:**

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