

## **The Oregonian**

# **Portland approves buying \$800,000 house in Gresham area for planned water plant**

*By Everton Bailey Jr.  
October 30, 2019*

The Portland City Council on Wednesday approved buying a large Gresham-area home near a planned water treatment plant for \$800,000.

About a dozen residents who live near the 1.87-acre property on Southeast Carpenter Road held up printed signs advocating against the purchase as the council voted 4-0. Mayor Ted Wheeler wasn't at the meeting because he was in Japan visiting Portland's sister city, Sapporo.

Commissioner Amanda Fritz said the city is buying the home for the land, which could provide pipeline or construction access to the plant Portland officials say they must build to meet federal water quality mandates. She said there is still a possibility that the house and garage on the property may be preserved if the Water Bureau finds a way to tunnel under the home. The city is considering renting the house until construction is slated to begin in 2022 and could sell the property after the filtration plant is constructed in 2027 if the city no longer needs it, Fritz said.

Commissioner Nick Fish said he had concerns because Water Bureau officials originally estimated the plant would cost about \$500 million to build, but the agency recently disclosed the cost will likely be closer to \$850 million. He said Fritz and water bureau officials swayed him enough during a presentation last week to move the house purchase forward. But he said he "looked forward to a broader conversation about alternatives that we'll be having later."

Neighbors urged the city council last week to delay voting on the buying the house until more information about the project is finalized. They noted the city does not yet have a design for the water plant or land use approval for the construction and has no clear need for the nearly 4,000 square feet of living space that the house and separate garage provide.

Residents in the area also oppose the project because of concerns over construction impacts, disruption of their rural lifestyle and the possibility for decreased property values.

The Carpenter Road property went on the market in March for \$799,900 and the city reached an agreement to buy the house for \$800,000 in June, city records show. The contract calls for the deal to close by Dec. 20.

The city is estimated to also pay around 3% in closing costs. The city has already spent \$30,000 in a non-refundable cash deposit to secure the property.

The city is unsure what specifically it will do with the property at 35319 SE Carpenter Lane near the Sandy River east of Gresham. The water treatment plant the city plans to build on adjacent city-owned land hasn't been designed and pipeline routes haven't been finalized. But most of the proposed routes to pipe treated water toward customers in Portland would run through the home's acreage to get from the plant to public right-of-way on Southeast Dodge Park Boulevard.

The city plans to build water filtration plant on 95 acres of land that the city has owned since the 1970s and currently leases to a tree nursery. The city has said the water filtration plant has to be built by September 2027 to comply with state and federal water quality rules.

# Paint it red: Portland gets first red transit lane downtown, with more coming

*By Andrew Theen*

*October 30, 2019*

Portland's Southwest Main Street is starting to look a lot like Christmas, as crews on Wednesday rolled red paint onto the bus-only lane, which sits adjacent to the green bike lane.

It's only one block of red paint, between 1st and 2nd avenues in the financial district, but Portland and TriMet officials hope the bright color can make a big difference on the existing lane dedicated to buses only.

"These new red lanes signal our commitment to doing everything we can to make transit an attractive option for more Portlanders and prioritizing tangible climate action in the face of looming climate catastrophe," said Commissioner Chloe Eudaly, who oversees the Bureau of Transportation.

Portland had to get the OK from the Federal Highway Administration to paint its streets red as part of the effort to make it blindingly clear for drivers, in particular, that the lane belongs to transit.

San Francisco and New York City have some red transit lanes already.

TriMet didn't provide any statistics about how many drivers illegally drive in the existing transit lanes or how much delay, if any, those drivers cause. Tia York, a TriMet spokeswoman, said the agency's bus and rail operators see that type of behavior "all the time."

"We know there are a lot of distractions for drivers," York said, "they may be listening to navigation, or they may be unfamiliar with the area."

"We hope the red paint will help get their attention so that they can more easily recognize bus only and other transit priority areas," she added.

The city is partnering with TriMet, Metro regional government, Portland Streetcar and Portland State University on the project.

PSU will help collect before and after data to determine whether drivers are, indeed, staying out of the bus-only lane.

According to a news release Tuesday, Portland said New York saw its "lane violations" drop by nearly 50% after painting lanes red, and illegal parking or standing in those lanes dropped by more than 33%. San Francisco saw its "overall collisions" decline by 16%, Portland said.

The city and TriMet have already rolled out two new bus-only lanes in the central city so far this year – the first on Southwest Madison on the approach to the Hawthorne Bridge and the second on Northwest Everett Street on the approach to the Steel Bridge.

York said drivers can expect to see additional red lanes painted later this week. The news release said the city would paint lanes at Northeast Martin Luther King Jr and Lloyd boulevards, Northeast Grand Avenue and Burnside Street, and Northeast Grand Avenue and Couch Street.

More red lanes will be coming next year, likely to areas similar to the Everett and Madison lanes, which were identified in the Central City in Motion concept approved by Eudaly and her City Council colleagues last November.

City officials said the transit lanes have the following rules:

- People driving may not enter a solid red lane, including drivers of cars, trucks, taxis, and ride-hailing vehicles like Uber and Lyft.
- Red does not change how the lane can be used. The lane is still defined by the markings, signs and signals on the road.
- In some locations, cyclists may use red lanes, where indicated by signage and markings.

## **The Portland Tribune**

### **Portland will buy 'mansion' for water filtration plant project**

*October 30, 2019*

#### **Some East Multnomah County neighbors oppose both the plant and the purchase of the large house**

The City Council approved the purchase a large luxury home across the street from where the Portland Water Bureau is planning to build a federally-required filtration plant for \$800,000 on Wednesday, Oct. 30.

The vote was 4-0, with Mayor Ted Wheeler absent.

According to the ordinance approved by the council, the house sits on 1.87 acres of property where large pipelines from the Bull Run Reservoir to the plant could run. The owners listed the house in rural East Multnomah County for sale earlier this year for \$799,000.

The house is located at 35319 S.E. Carpenter Lane and has frontage on Southeast Dodge Park Boulevard, where plan alternatives suggest pipelines may connect.

Some neighbors oppose the plant. They have formed a groups called Citizens for Peaceful Rural Living. Thirteen of the opponents testified against the purchase during the first hearing on it last Wednesday. Many called the house a "mansion" and questioned whether the property will actually be needed.

The Oregon Health Authority is requiring the bureau to treat Bull Run water to remove or kill *Cryptosporidium*, a potential disease-causing organism. The council agreed to build a plant that will filter the water through a granular media that will also remove other contaminants. The cost was originally estimated at \$500 million, but was recently increased to \$850 million or more.

You can find the ordinance [here](#).

## **Willamette Week**

### **New Bus-Only “Rose Lane” Painted Onto Downtown Portland Street, Launching an Ambitious Plan**

*By Kelsey Harnisch  
October 30, 2019*

**Portland Bureau of Transportation is installing the city’s first transit-priority “red lanes” downtown.**

The Portland Bureau of Transportation installed the first of the city’s new bus-only lanes today. These new “rose lanes,” as PBOT is calling them, will establish certain bus and streetcar routes as off-limits to cars.

City Commissioner Chloe Eudaly hopes that the red paint will make bus lanes more visible, help with confusion over already established bus-only traffic lanes and make bus service more efficient.

The first of the red lanes went in today on Southwest Main Street between 1st and 2nd avenues in downtown Portland. They can be used only by public transportation like Portland city buses, streetcars and trains.

"People driving may not enter a solid red lane, including drivers of cars, trucks, taxis, and ride-hailing vehicles like Uber and Lyft," PBOT said in a statement.

Cyclist may be able to continue to use lanes if properly marked by signage.

The first red lane launches an ambitious plan by Eudaly and transportation officials to move TriMet buses out of the city's gridlocked traffic—prioritizing public transit and trying to persuade more people to jettison their cars in favor of buses and bikes.

WW first reported on those plans in June.

"We cannot combat climate change without dramatic changes to the way we currently live, and Portland traffic congestion is among the worst in the nation," said Commissioner Chloe Eudaly.

More transit priority lanes are planned for bus routes across the city in 2020.

## **The Daily Journal of Commerce**

### **PBOT begins painting red bus lanes**

*By Chuck Slothower  
October 30, 2019*

The Portland Bureau of Transportation is painting the town – or at least certain street lanes – red. PBOT crews began to paint red bus lanes on Wednesday on Southwest Main Street between First and Second avenues.

The project aims to speed buses through traffic. The Federal Highway Administration has given permission for some U.S. cities, including Portland, to use red paint as a signal of bus prioritization.

The red lanes are transit priority routes where other modes are prohibited or limited. Cars, trucks, taxis and services such as Uber and Lyft are not allowed to use the lanes. Cyclists may use the lanes in certain locations, according to PBOT.

In addition to the downtown stretch of Main Street, red lanes will be coming to the intersections of Northeast Martin Luther King, Jr. and Lloyd boulevards, Northeast Grand Avenue and Burnside Street, and Northeast Grand Avenue and Couch Street.

“These new red lanes signal our commitment to doing everything we can to make transit an attractive option for more Portlanders and prioritizing tangible climate action in the face of looming climate catastrophe,” Commissioner Chloe Eudaly stated in a news release.

Experience in New York City and San Francisco has shown reduced collisions and lane violations after red lane treatments, according to PBOT.

Portland State University will collect data to evaluate the lanes’ performance. Metro and Portland Streetcar are also supporting the project.

More red lanes will be painted in downtown Portland in 2020, according to PBOT.

## **The Portland Observer**

### **Reprieve on Earthquake Rules**

*October 30, 2019*

#### **City exchanges requirements for voluntary effort**

The Portland City Council has voted to remove mandatory requirements to post warning signs on unreinforced masonry buildings and require future upgrades to meet new earthquake safety standards. The decision is a win for some African American community church leaders and others who said the unintended consequences of such a measure would lead to more displacement of homes, business and nonprofit organizations.

Instead, city commissioners in the decision made Wednesday will allow the city to form a committee to develop a voluntary seismic retrofit program for buildings prone to partially or complete collapse during a major earthquake. The new effort will also focus on policy and financial options to help for-profit and non-profit unreinforced masonry building owners reduce the seismic dangers posed by their structures.

It follows the temporary suspension of the requirements from Portland City Commissioner Jo Ann Hardesty, who was elected as the first black female member of the council last year. A lawsuit against the city by business owners also sought to remove the new rules.

“As a long-time organizer and community leader, what I know is that all process is improved by listening to more voices,” said Hardesty. “I am committed to continuing the conversation to improve Portland’s resilience in the event a disaster strikes, and I am excited to see what suggestions this new unreinforced masonry building committee comes up with.”

The hope is that the new voluntary requirements will resolve the litigation filed to stop the enforcement. The city will continue, however, to pursue a mandatory retrofit policy for public buildings, including schools, officials said.

Over 1,600 buildings made of brick and mortar or brick and plaster, called unreinforced masonry (URM) buildings exist in Portland, according to the city’s website.

The new unreinforced masonry committee will consist of volunteers from a wide variety of backgrounds. Members will start meeting this fall and will be charged with presenting recommendations to the City Council within a year.

## **OPB**

# **Portland Kicks Off Experiment With Bright Red Transit Priority Lanes**

*By Rebecca Ellis  
October 30, 2019*

A half-block of Portland's Southwest Main Street turned cherry red Wednesday as the city began its experiment with painted transit priority lanes.

The city hopes by making it clear that drivers should stay out of the bright red lanes, buses, streetcars and trains will be able to zoom through congested corridors faster, in turn making public transportation more appealing.

"It's really there to just remind drivers and get their attention that it's a bus-only lane," said TriMet spokesperson Tia York. "We know people are distracted, we know they're in a hurry, but if we can just grab their attention and say this stretch of road is for buses only, it'll help speed up our bus trips."

Portland is one of a series of cities that have been given permission to slap red paint onto these lanes by the Federal Highway Administration.

John Brady, a spokesperson with the Portland Bureau of Transportation, said red is not yet a nationally-approved color for transit priority lanes. Though, he said, the FHA is considering allowing it across the country, depending on the success of the lanes in cities like Portland, Seattle and San Francisco.

Portland State University will be charged with collecting data to determine how successful the paint is at keeping drivers from driving in the transit priority lanes.

The transportation bureau plans to install red lanes on Northeast Martin Luther King Jr. Boulevard and Lloyd Boulevard, Northeast Grand Avenue and Burnside Street, and Northeast Grand Avenue and Couch Street, where there are either bus-only lanes and streetcar-priority areas. Brady said they hope to finish painting the lanes by the end of the year.