

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING  
PUBLIC COMMENT SIGN-UP SHEET**

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Please complete this form and return to the Board Clerk

\*\*\*This form is a public record\*\*\*

MEETING DATE: 5/10/18

AGENDA ITEM # \_\_\_\_\_ OR NON-AGENDA SUBJECT: ~~127~~ P/E d/e

FOR: \_\_\_\_\_ AGAINST: \_\_\_\_\_

NAME: JAY BLOOM

CONTACT INFORMATION (optional):

ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_ E-MAIL: \_\_\_\_\_

**IF YOU WISH TO ADDRESS THE BOARD IN PERSON:**

1. Fill out this form and submit to the Board Clerk 15 minutes before meeting begins.
2. Comment for Non-Agenda items will be called immediately after the vote on the Consent Agenda.
3. Comment for Agenda items will be called during that item's presentation, before the vote is taken.
4. Commenters are called to testify in the order forms are received. The Presiding Officer may rearrange the order of the agenda and the order in which testimony is given or ask Invited Guests or Elected Officials to speak first.
5. When your name is called, come forward and be seated at the presenter's table; state your name for the record and speak into the microphone.
6. Public comment is limited to **3 minutes or less** per person unless otherwise directed by the Chair, who is the Presiding Officer.
7. A buzzer will signify the end of your allotted time.
8. If submitting handouts to be given to the Board, seven (7) copies are required. If only one (1) copy is provided, it will be received for the file and electronically shared with the Board and County Attorney after the meeting.
9. All meetings are audio and video recorded and captioned and can be viewed at [http://multnomah.granicus.com/ViewPublisher.php?view\\_id=3](http://multnomah.granicus.com/ViewPublisher.php?view_id=3)
10. The Chair has authority to keep order and may impose reasonable restrictions necessary for the efficient and orderly conduct of a meeting. Any person who fails to comply with the Rules of Conduct, or who creates a disturbance, may be asked or required to leave and upon failure to do so, becomes a trespasser and will be treated accordingly. The Rules of Conduct are posted and available in back of the room.

**IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD IN LIEU OF GIVING ORAL COMMENTS:**

1. Complete this form and submit it along with your written testimony to the Board Clerk at the meeting, or by e-mail at: [boardclerk@multco.us](mailto:boardclerk@multco.us)
2. Written testimony will be entered into and remain a part of the official permanent record.

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MEETING DATE: \_\_\_\_\_

AGENDA ITEM # \_\_\_\_\_ OR NON-AGENDA SUBJECT: PLUDGE

FOR: \_\_\_\_\_ AGAINST: \_\_\_\_\_

NAME: BRUCE BROUSSARD

CONTACT INFORMATION (optional):

ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_ E-MAIL: \_\_\_\_\_

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MEETING DATE: 5/10/18

AGENDA ITEM # \_\_\_\_\_ OR NON-AGENDA SUBJECT: Troutdale Hwy Improve.

FOR: \_\_\_\_\_ AGAINST: \_\_\_\_\_

NAME: Kevin Minkoff

CONTACT INFORMATION (optional):

ADDRESS: 12508 NE Halsey St

CITY/STATE/ZIP: Portland OR 97230

PHONE: 503-252-3988 E-MAIL: Kevin@nyobe.com

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January 23<sup>rd</sup> , 2018

To: City of Troutdale Public Works Department

Multnomah County Transportation Division

The community and business owners of the downtown of the City of Troutdale want to make a friendly request to stop the installation of 10 curb extensions for the same number of crosswalks on Historic Columbia River Highway ( Troutdale transportation system plan page 88 ). This number of curb extensions would not comply with Oregon's Department of Transportation that has designated this major thoroughfare as Scenic Historic Highway. This is also the only major thoroughfare that leads into Glen Otton Park area. Furthermore, these curb extensions along with the crosswalks would slow down the traffic for emergency vehicles.

Since Multnomah County has already set aside funds to build these curb extensions and we understand that having these designated crosswalks would improve accessibility as well as safety in the area we propose having only two curb extensions on the Historic Highway: one on the east side of the intersection of SE Dora Street and another on the east side of the intersection of Harlow Avenue.

We want to reiterate that the community and business owners of the City of Troutdale support the construction of safe crosswalks for pedestrians on Historic Columbia River Highway, which also comply with the highway designation.

Sincerely,

Name	Phone	email
_____	(    ) _____ - _____	_____
_____	) _____ - _____	_____
_____	(    ) _____ - _____	_____
_____	) _____ - _____	_____
_____	(    ) _____ - _____	_____
_____	(    ) _____ - _____	_____

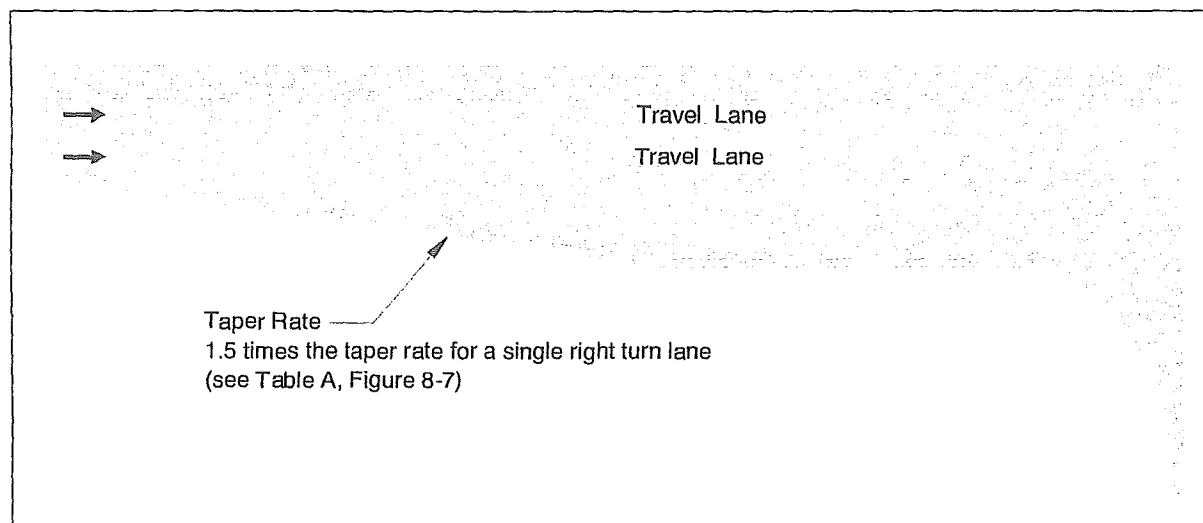


Figure 8-23: Dual Right Turn Channelization

### 8.4.3 BICYCLE AND PEDESTRIAN NEEDS

Signalized intersections need to provide marked pedestrian crossings at all approaches and provide bicycle connectivity and continuity. There may be some locations where full access may not be appropriate. Locations where exceptions to full access may be considered are:

1. Intersections that include multiple left or right turn lanes,
2. Intersections with one or more legs being one way roadways, and
3. Intersections that are a 'T' configuration.

However, even at these locations, bicycle and pedestrian needs and movements must be addressed and some level of accommodation is expected. The idea is to only close a crossing where a turn movement has a direct protected green arrow conflict with a crossing pedestrian. Only the State Traffic-Roadway Engineer can close a legal pedestrian crossing. The Region Traffic Section and the Traffic Engineering Section of Technical Services should be contacted early in the project to determine the appropriate pedestrian crossing locations.

 Reply |   Delete Junk |  ...

## Troutdale Parking

HO

Heidi Ortolani &lt;heidiortolani@gmail.com&gt;

 Reply | 

Yesterday, 1:34 PM

You 

Inbox

Hello-

I often dine in your restaurant and others in Downtown Troutdale. I love these restaurants- delicious food for great prices, and I like to support local businesses. I want you to know that lately it has been very challenging to find parking. If I am on a time crunch, I will choose another destination that has closer parking. I also have a friend with a disability - close parking and wheelchair accessibility are prime factors in our decision of where to dine.

I love to see Downtown Troutdale businesses grow and thrive- please consider the needs of your customers to access and support your business.

Thank you,  
Heidi Ortolani





**KURAHASHI**  
& ASSOCIATES, INC.

March 19, 2018

Ms. Joanna Valencia  
Multnomah County Transportation Division  
Phone: 593 988 0219

Dear Ms. Valencia,

As requested by Saul Pompeyo the Owner of Ristorante DI Pompello, I visited the area that was scheduled for Possible Pedestrian Safety and Accessibility Upgrades on Historic Columbia River Highway.

He showed me the informational brochure prepared by Multnomah County as to what the County is proposing and gave me input to the impact this will have on businesses along the Columbia River Highway. During the visit at noon on Thursday April 16<sup>th</sup> I noticed that the streets were relatively full with very few parking spaces left. Together we walked the location of the project and he mentioned and I witnessed that many of the businesses will have handicap clients because of the type of businesses they are.

It is important therefore to have good handicap access that meets ADA criteria for a streetscape environment. In this case the Multnomah County Proposal of course meets these standards.

What it does though is to reduce the available parking significantly for businesses.

Also it is important to note that both intersecting street that the proposed cross walk improvements are at are very steep and do not meet ADA standards. This further limits the handicap access to the Highway parking spaces. The bike lanes help in their present locations to allow the handicap to get out of their cars.

There needs to be improvements to the Handicap Ramps to make them ADA compliant, but this does not require the size or extent of curb extensions that are shown. It is likely that the County could compromise and reduce the impact but it is unlikely to come up with the same ideas that I would propose since they are not the standard way of constructing an ADA corner improvement.

There are ways to limit the extensions into the street such as dropping the side walk as it comes to the intersection with the addition of bollards to protect the pedestrian and define the crossings for the blind.

Also the use of minimums for handicap sidewalk widths rather than standard or more than standard is really appropriate.

It is also important to note that the street traffic probably does not warrant the curb extensions for crossing safety. Also the intersecting streets are not really wide enough for much of an extension crossing then that already at the SE Dora Ave. intersection.

As we have discussed with Mr. Pompeyo we can prepare a schematic based on topographic information we will survey that shows how we would propose to satisfy the needs of meeting ADA standards and also minimizing the impact to parking.

4470 SW Hall Blvd Suite C; Beaverton, Oregon 97005  
Phone: (503) 644-6842 Fax: (503) 644-9731

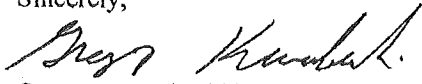


We also have called Shyam Lalsharma the Region 1 Unit Manager to discuss the possibility of removing The existing sidewalk crossings across The Historic Columbia River Highway east of the SE Harlow intersection and either east or west at the SE Dora Ave. intersection

Of course this will need a written narrative justification which we will prepare to the Oregon Department of Transportation and Multnomah County for their and your consideration

We of course need some time to do this. Please call if you have any questions. My mobile number is 503 267 8434

Sincerely,



Gregory Kurahashi PE



Mr. Kurahashi, president of Kurahashi & Associates, Inc., has over 35 years of professional experience. He has planning and design expertise in transit facilities industrial parks, large parking lots, light rail utilities and coordination, transportation systems, urban re-development, recreation facilities, natural resource and open spaces, ADA requirements, as well as planning and permitting. His expertise in water quality facility design includes standard detail requirements used in both the City of Portland and Clean Water Services standards. Mr. Kurahashi has been involved in the design and prepared plans and specifications for the following projects:

- |  |   |
|--|---|
| <b>1 Transit Vehicle Storage and Maintenance Facility (Tillamook)</b>              | 17 master planning projects                   |
| <b>1 Light Rail Maintenance Facility major addition (Ruby Junction for TriMet)</b> | 11 large street/infrastructure cost estimates |
| <b>4 Transit Transfer Centers</b>  | 6 downtown site and sidewalk improvements     |
| <b>3 Park and Rides</b>  | 4 major street improvements                   |
| <b>1 Light Rail System Hillsboro Ext.</b>  | 18 signalized intersection                    |
| <b>4 Commercial Parking Lots with Heavy Truck Access Geometry</b>                  | 32 half-street improvements                   |
| <b>3 Industrial Parks</b>  | 2 major utility reconstruction projects       |
| <b>4 Commercial Parking Lots with Heavy Truck Access Geometry</b>                  | 10 floodplain studies                         |
| <b>1 Topographic Survey and Const. survey of the TriMet Merlo Rd.</b>              | 2 sanitary sewer master plans                 |
| <b>Fueling and Wash facilities (under construction)</b>                            | 34 water quality facilities                   |
| <b>5 Gas Stations including design of geometry for fuel delivery</b>               | 80 detention facilities                       |
| <b>34 water quality facilities</b>   | 31 multifamily complexes                      |
| <b>80 detention facilities</b>   | 61 subdivisions                               |
| <b>1 Leed Certified Project</b>  | 23 rain gauges                                |
| 12 parks   | located within walking distance               |
| 5 trail systems  | 31 sewer level monitoring stations            |
| 10 trail/greenways   | 5 interceptor sewer projects                  |
|  | 3 storm sewer master plan studies             |
|  | 2 storm sewer pump stations                   |
|  | 4 large storm sewers                          |
|  | 8 TGM projects                                |
|  | 25 DSL/Corps 404 permit                       |

Existing conditions and adjacent properties were always carefully detailed and considered during preparation of plans and specifications. Mr. Kurahashi also has considerable experience in construction administration and observation and has been extremely successful in mediating design solutions to issues.

Greg Kurahashi began his career at the City of Portland where he worked for six years as an engineer in the Bureau of Sanitary Engineering, Division of Wastewater Management, and in the Maintenance Bureau. While at the City of Portland, Mr. Kurahashi wrote an ordinance for the acquisition of wastewater sampler, prepared performance specifications, and bid for samplers. He also supervised the construction of a 31-sewer level monitoring stations and 23 rain gauges, evaluated sanitary sewer maintenance methods, evaluated downtown transit mall and St. Johns mall maintenance, prepared combined sewer modeling studies using storm and SWMM, and evaluated street sweeping systems. This resulted in a completely different system for

night commercial sweeping operations using continuous routes, which reduced sweeper maintenance and increased productivity.

While at Marx & Chase, Mr. Kurahashi's experience extended to design of multifamily development, street improvements, sewer systems, water systems and sanitary pump station, improvements of existing public streets, new subdivisions, commercial and industrial developments.

In 1981, Mr. Kurahashi founded the engineering firm and was 30% owner of OTAK, (Othman, Tahrán and Kurahashi) Inc. with two other owners. His experience broadened as he worked in almost every section of the company. Projects ranged from parks to sanitary sewer lines to boat moorages for public and private clients. His experience also included work with Tri-Met, providing maintenance facility design, light rail preliminary and final design, bus transit stations and park & rides. In October 1993, Mr. Kurahashi left OTAK Inc. to form the company Kurahashi & Associates, Inc. which allowed him to concentrate his efforts on closer contact with clients as well as superior client service and design.

## **EDUCATION**

### **Education:**

BS, Civil Engineering – Oregon State University; BS, Agricultural Engineering – Oregon State University

### **Registration:**

Professional Engineer – Oregon (10053) and Washington (45080)

## **TRANSIT EXPERIENCE OF GREGORY KURAHASHI P.E.**

**Tillamook Transit Bus Maintenance Facility** (Tillamook, Oregon)(Tillamook Transit Manager was Heather Ornelas 503 601 5336 now with the Oregon Transit Authority)

Project Principal and Design Engineer Civil Engineering of a bus maintenance facility for 12 buses including bus barns, employee parking, a park and ride, and a transit stop. This project included a building for wash facilities with water recycling capabilities as well as normal bus maintenance functions. New water services and sanitary sewer service was required. This project also included a 2 detention facilities, as well as a half-street design. The project also required coordination with ODOT because the storm discharge from a portion of the facility discharged to a highway right of way. Cost estimates were prepared for all civil engineering work proposed.

**Ruby Junction TriMet Light Rail Maintenance Facility** (Gresham, Oregon) **Ruby Junction**, (Gresham, Oregon) Client: Mr. Rick Kindig, and Mr. John Griffith of TriMet 503 238 7433

Project Principal and Design Engineer for the Light Rail Maintenance facility Civil Design + 93 car parking lot and street improvements fronting the property

Civil Engineering design of a 5-acre expansion of a 10-acre light rail maintenance facility. Including planning, design options, semi-auto turn analysis for deliveries by Semi-trucks and large vehicles, addition of a 93-car parking lot, half-street improvements, detention, water quality facilities as well as fire access considerations.

The project included fire protection water service, new storm detention systems, new sanitary sewer service, potable water service. Project also included consideration of flood plain cuts and fills. Cost estimates were prepared for all of the facility expansion costs except the building.

**Tri-Met Beaverton Transit Center**, (Beaverton, Oregon) Trimet Manager was Joe Walsh of TriMet 503 238 7433

Project Manager coordinating the architectural, engineering, surveying and planning provided for the 10-bus transit center. Project included difficult access problems, a peat layer about 40 feet below the surface, wetlands, coordination for future light rail alignment and access to an adjacent commercial center. Mr. Kurahashi was

responsible for design decisions that resulted in the bids for the project about .4 million less than budget. He developed and sketches all preliminary plan options and completely reviewed and stamped all final plans related to civil design. He was also involved in planning the future alignment of the Heavy Rail connection to Wilsonville ((While working at OTAK, Inc. – Othman, Tahrar and Kurahashi) HNTB was a structural engineer sub-consultant to OTAK on this Project. Mr. Kurahashi was the principal in charge during preliminary design through the Beaverton design review process, final design and construction management.

**Major Accomplishments:**

1. **Construction Costs were significantly under cost estimates. A large part of this was the final design quality and a special design concept that used bolted and then welded connections, which he proposed.**

**Tri-Met Round Transit Center**, (Beaverton, Oregon) Trimet Manager was Robert Chow 503 238 7433

Project Principal: Responsible for coordinating the architectural, engineering, surveying and planning provided for the Beaverton Round Transit Station. Project was a modification to the station to match proposed Architectural design for the buildings around the project.

**Hillsboro Transit Center**, (Hillsboro, Oregon) Trimet Manager was Don Ford of TriMet 503 238 7433 (Retired)

Project Principal, Preliminary Design Manager and Final Design Manager for a 4 bus + 250 cars + private access and streets. **Responsible for identifying a major design flaw in the Preliminary Design Prepared for Trimet by others.** This resulted in 4 options prepared by Mr. Kurahashi during the interview process. One of the options was then used to provide final design of the station managed by Mr. Kurahashi. Mr. Kurahashi was also the principal in charge during final construction.

**Tri-Met Light Rail Extension, Preliminary Design**, (Hillsboro, Oregon) Mike Fain was the OTAK project manager 503 635 3618 (Retired)

Project Principal: Responsible for preliminary alignment review and design. Project modifications included vertical alignment and horizontal alignment changes to significantly reduce construction costs , lessen environmental issues, and reduce time for project completion. Also responsible for review of Light Rail Park and Ride sites, stations geometry, and the orientation to the rail lines and street intersection geometry. Instrumental in several modifications that improved access reduced conflicts. **Mr. Kurahashi was contracted by OTAK to continue input into the project after he sold his interest in the company. CH2M Hill was a sub consultant to OTAK on this Project.**

**Main Accomplishments were:**

**Preliminary Design Modifications to save time and money.**

1. **Geometry and locations of all rail cars to reduce auto, rail car and user conflicts and deal with operations of the station in an efficient manner at the Hatfield Station. Also involved was preliminary design of switching that needed to be made to allow vehicles to maneuver at the end of line station.**
2. **Revised the Center Platform at 10<sup>th</sup> street to a split platform to save time in acquisition by not taking a Duplex and to deal with high voltage pole issues. Reduced time of project by 6 months**
3. **Lowered the Profile of the alignment to save on the cost of the Bronson Creek Structured Crossing and to solve noise and future Brookwood crossing issues. This also saved in construction costs for the light rail in this area for a number of reasons.**
4. **Solved a constructability issue at Rock Creek by resolving the power crossing and bridge placement conflict issues that would have occurred during construction.**
5. **During Final design Mr. Kurahashi recognized a fatal flaw in the Storm Sewer design, which was not part of the work, accomplished by KAI. This was corrected but delayed the project bid by one**

**month. The use of this design would have meant a construction delay caused by trench instability problems. The 26 foot deep storm sewer was changed back to the original depth proposed by Mr. Kurahashi in the preliminary design of 10 feet. This affected about 2000 feet of 24-inch storm line.**

**Tri-Met Hillsboro Light Rail Extension**, Advanced utilities Design (Hillsboro, Oregon) Contract was performed as a Second Tier sub contractor to Parsons Brinkerhoff and Otak. Mike Fain was the OTAK project manager 503 635 3618

Project Principal Responsible for overall utility coordination and water and sanitary design. This project extended 6.2 miles from SW 185<sup>th</sup> Avenue in Beaverton to Adams Street in downtown Hillsboro. Project involvement included the management of utilities, design of waterline, sanitary sewer and temporary storm in the Early Utilities Contract and the Paved and Open Track Contract. The work included work in both open track and paved track areas. **Responsibility included conducting weekly meetings to coordinate placement of all utilities in which utilities, agencies and design subcontractors participated (up to 15 different organizations participated.)**

**Main Accomplishments were:**

**Final Design Utility Coordination**

- 1. Responsible for the coordination of the utilities sharing a tight right of way on Washington Street. Developed crafted a solution to the Transformer and Vault locations at intersections. This solution was also used to solve the location of transformers on the Pearl District lowering of the Steel Bridge Ramps.**
- 2. Developed a maintainable design at waterline crossings. Previous designs along light rail failed to consider the future removal of the Waterline for repairs. This was done economically. All utilities that paralleled the line considered excavator swing to make sure that the utilities could be worked on without affecting operations.**
- 3. During Final design Mr. Kurahashi recognized a fatal flaw in the Storm Sewer design, which was not part of the work, accomplished by KAI. This was corrected but delayed the project bid by one month. The use of this design would have meant a construction delay caused by trench failures. The 26 foot deep storm sewer was change back to the original depth propose in the preliminary design of 10 feet. This affected about 2000 feet of 24-inch storm line.**

**Oregon City Transit Center** (Oregon City, Oregon) Project manager for this project for Trimet was Alonzo Wertz.

Principal-in-Charge of quality assurance for the final design of civil elements of the project. This was a major bus transit center in downtown Oregon City. Prepared preliminary design concept. (While working at OTAK, Inc. – Othman, Tahrán and Kurahashi Inc.) **The goal was to not have any buses move out of direction to get to the terminal. I was able to accomplish this and demonstrate how effective the layout was.**

**Sunset Transit Center Park and Ride**, (Washington County, Oregon)

Project Manager: Overall development plan, approval process and final plans for a 35-acre, 400,000 square foot office complex. The project included parking lot design and grading plans for over 500 cars, access streets from 32 to 60 feet wide. Storm drain, water and sewer line design, landscape architecture and irrigation plans, surveying for platting and topographic mapping of the site and lighting plans for parking lots and streets. (While working at OTAK, Inc. – Othman, Tahrán and Kurahashi) **This design also included the preliminary alignment of the light rail, cost estimates and study report based on time of travel in the station area to select an alignment. The alignment study and design was used for the final alignment of light rail in the 217 and**



**highway 26 intersection. No changes were made from the study proposal during final construction drawing prep.**

**Tri-Met Handicap Ramp Replacements, Final Design (Hillsboro, Oregon) The Trimet Project Manager for this project was Rex Wong.**

Project Manager and Design Engineer. Mr. Kurahashi designed ramp modifications to correct ADA ramps that had not been built to meet code. Ten ramps were surveyed and designed for replacement by the contractor.

**Tri-Met Rose Biggi Avenue, PUC Permit (Beaverton, Oregon) The Trimet project manager was Robert Chow.**  
Principal-in-Charge: Reviewed and helped prepare PUC permit drawings for anew street crossing in the City of Beaverton.

**Tri-Met Park and Ride, SE 122<sup>nd</sup> Avenue and East Burnside Street, (Portland, Oregon) The Trimet Project manager was John Lackey (Now with DEA).**

Project manager for preliminary and final design of park and ride facilities (412-car capacity) adjacent to the LRT station platform. Work included signalization of Ash Street, drainage and pedestrian amenities. This required coordination with Multnomah County, City of Portland and DEQ (for removal of oil sump with hazardous waste potential). (While working at OTAK, Inc. - Othman, Tahrán and Kurahashi)

**Evergreen Transit Center, (Clark County, Washington) C-Tran**

Mr. Kurahashi served as Project Manager on this project, which involved coordination with C-Tran, Clark County, the City of Vancouver and other consultants. (While working at OTAK, Inc. – Othman, Tahrán and Kurahashi)

Good morning,

My name is Saul Pompeyo, owner of Ristorante DiPompello, and represent more than 40 business owners in downtown Troutdale, who signed a petition that was presented to Multnomah County and handed to Chris Gorey for his consideration and assessment.

It's been 20 years that the City of Troutdale has been requesting safe crosswalks, which comply with ADA requirements on Historic Columbia Highway.

Finally, on December 2017 Multnomah County authorized the allocation of resources for this project.

Back in February, Ristorante DiPompello hosted a meeting where residents, neighbors, and business owners expressed our concerns and expectations regarding the crosswalks and curb extensions to Multnomah County.

1. The number of crosswalks on the County's Project would not make it safe.
2. The installations of such crosswalks and curb extensions would block parking spaces.
3. The project was not completely in compliance with ADA guidelines and did not consider a handicapped area for The Infusion Gallery.

In March, there was another meeting that I attended, representing the business owners of downtown Troutdale. During this meeting the County did not allowed me to express publicly our concerns, but instructed to send them in written or via email, instead.

On April 10, the City Council agreed on reviewing the project to make the necessary adjustments. However, the County continued working on their original project.

On April 20, the County approved their project for bidding, which is still open until May 10. The County did not share the final version of this project with the community.

As of today, May 7, no contractor has submitted a bidding proposal.

This project establishes the installation of four crosswalks, which would result in excessive crossing and could put safety at risk.

There is only one handicapped area considered instead of two.

The Infusion Gallery, which is dedicated to artists with disabilities, does not have a handicapped area.

We are looking for a comprehensive project developed in conjunction with the County, the City Council, and follow the recommendations of the City's Committee.



5/8/2018

To whom it may concern,

Our Mission at Infusion Gallery which is located on Main Street in downtown Troutdale is to provide full inclusion for the people we support with developmental and intellectual disabilities. We provide services for over 20 individuals who come and go through our front doors on a daily bases. Several who are in wheelchairs and walkers. Most of which are transported by lift or there support team. It is imperative necessity that a handicapped space is located outside of this business during the hours of 10am to 4pm not only for the safety of our clients but for the safety of the pedestrians as well. I'm urging you to consider this during the planning process of the sidewalk proposal.

Parris Foley  
Art Director

*Gallery 503 489 6595*

*305 E. Columbia River Hwy  
Troutdale, OR 97060*

*infusiongalleryalso.com*



[illegible]

This project should:

- Guarantee safety, reducing the number of crosswalks.
- Do not block parking spaces.
- Comply with all the regulations of ADA.

Thank you for your support and attention,

Saul Pompeyo

**\*\*\*This form is a public record\*\*\***



**Abstract**

*Journal of Management Education* 32(1)

# Lightning Super Creativity Watchdog

\_\_\_\_\_

\_\_\_\_\_

~~XXXXXXXXXXXX~~

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2. Comment for Non-Agenda items will be called immediately after the vote on the Consent Agenda.
3. Comment for Agenda items will be called during that item's presentation, before the vote is taken.
4. Commenters are called to testify in the order forms are received. The Presiding Officer may rearrange the order of the agenda and the order in which testimony is given or ask Invited Guests or Elected Officials to speak first.
5. When your name is called, come forward and be seated at the presenter's table; state your name for the record and speak into the microphone.
6. Public comment is limited to **3 minutes or less** per person unless otherwise directed by the Chair, who is the Presiding Officer.
7. A buzzer will signify the end of your allotted time.
8. If submitting handouts to be given to the Board, seven (7) copies are required. If only one (1) copy is provided, it will be received for the file and electronically shared with the Board and County Attorney after the meeting.
9. All meetings are audio and video recorded and captioned and can be viewed at [http://multnomah.granicus.com/ViewPublisher.php?view\\_id=3](http://multnomah.granicus.com/ViewPublisher.php?view_id=3)
10. The Chair has authority to keep order and may impose reasonable restrictions necessary for the efficient and orderly conduct of a meeting. Any person who fails to comply with the Rules of Conduct, or who creates a disturbance, may be asked or required to leave and upon failure to do so, becomes a trespasser and will be treated accordingly. The Rules of Conduct are posted and available in back of the room.

**IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD IN LIEU OF GIVING ORAL COMMENTS:**

1. Complete this form and submit it along with your written testimony to the Board Clerk at the meeting, or by e-mail at: [boardclerk@multco.us](mailto:boardclerk@multco.us)
2. Written testimony will be entered into and remain a part of the official permanent record.

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING  
PUBLIC COMMENT SIGN-UP SHEET**

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Please complete this form and return to the Board Clerk

*\*\*\*This form is a public record\*\*\**

MEETING DATE: Tenth May MMXVIII

AGENDA ITEM # \_\_\_\_\_ OR NON-AGENDA SUBJECT: public comment

FOR: \_\_\_\_\_ AGAINST: \_\_\_\_\_

NAME: Charles Bridgecraft JOHNSON-

CONTACT INFORMATION (optional):

ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_ E-MAIL: \_\_\_\_\_

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**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING  
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MEETING DATE: 9/10

AGENDA ITEM # \_\_\_\_\_ OR NON-AGENDA SUBJECT: Good Governance

FOR: \_\_\_\_\_ AGAINST: \_\_\_\_\_

NAME: Yute

CONTACT INFORMATION (optional):

ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_ E-MAIL: \_\_\_\_\_

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