

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS  
PUBLIC TESTIMONY SIGN-UP**

---

Please complete this form and return to the Board Clerk

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

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

SUBJECT: South Tacoma Blocks

AGENDA NUMBER OR TOPIC: R6

\_\_\_\_\_

\_\_\_\_\_

FOR: \_\_\_\_\_ AGAINST: ☒ THE ABOVE AGENDA ITEM *or*  
*Compromise*

NAME: Diana Richardson

ADDRESS: 1707 Englewood Dr.

CITY/STATE/ZIP: LO OR 97034

PHONE: \_\_\_\_\_ DAYS: 503 246 5696 EVES: \_\_\_\_\_

EMAIL: \_\_\_\_\_ FAX: \_\_\_\_\_

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

1. Please complete this form and submit to the Board Clerk.
2. Public comment on non-agenda items is at the beginning of the board meeting, immediately after the consent agenda vote. Public comment on current agenda items, occurs at the end of the presentation of that item. Submittal of this form at the beginning of the meeting is appreciated.
3. Individuals making public comment will be called up in the order these forms are received. The Chair may call on Invited Guests or Elected Officials to speak first.
4. When your name is called, come forward & be seated at the Presenter's table.
5. When it is your turn, start by stating your name for the record. Make sure to speak clearly into the microphones. All meetings are recorded.
6. Public comment is limited to **3 minutes** per person, but the Chair has the authority to shorten time, based on the number of folks testifying.
7. If you wish to present written documentation with your oral comments, please bring 7 copies and submit to the Board Clerk, who will distribute them to the Commissioners. Your testimony will be kept permanently.

**IF YOU WISH TO SUBMIT WRITTEN INSTEAD OF ORAL COMMENTS TO THE BOARD:**

1. Please complete this form along with your written testimony and return to the Board Clerk at the meeting, or submit by e-mail at: [lynda.grow@multco.us](mailto:lynda.grow@multco.us)
2. Written testimony will be entered into the official record.

Portland

L R S

12345  
12345  
12345  
12345  
12345



TACOMA NORTH

TACOMA ST.

TACOMA SOUTH

B1. WEST ELEVATION  
SCALE: 1/8" = 1'-0"

CONTRACT

Tacoma South Mixed-Use  
SE TACOMA ST. & SE 6TH AVE  
PORTLAND, OREGON  
EXTERIOR ELEVATIONS

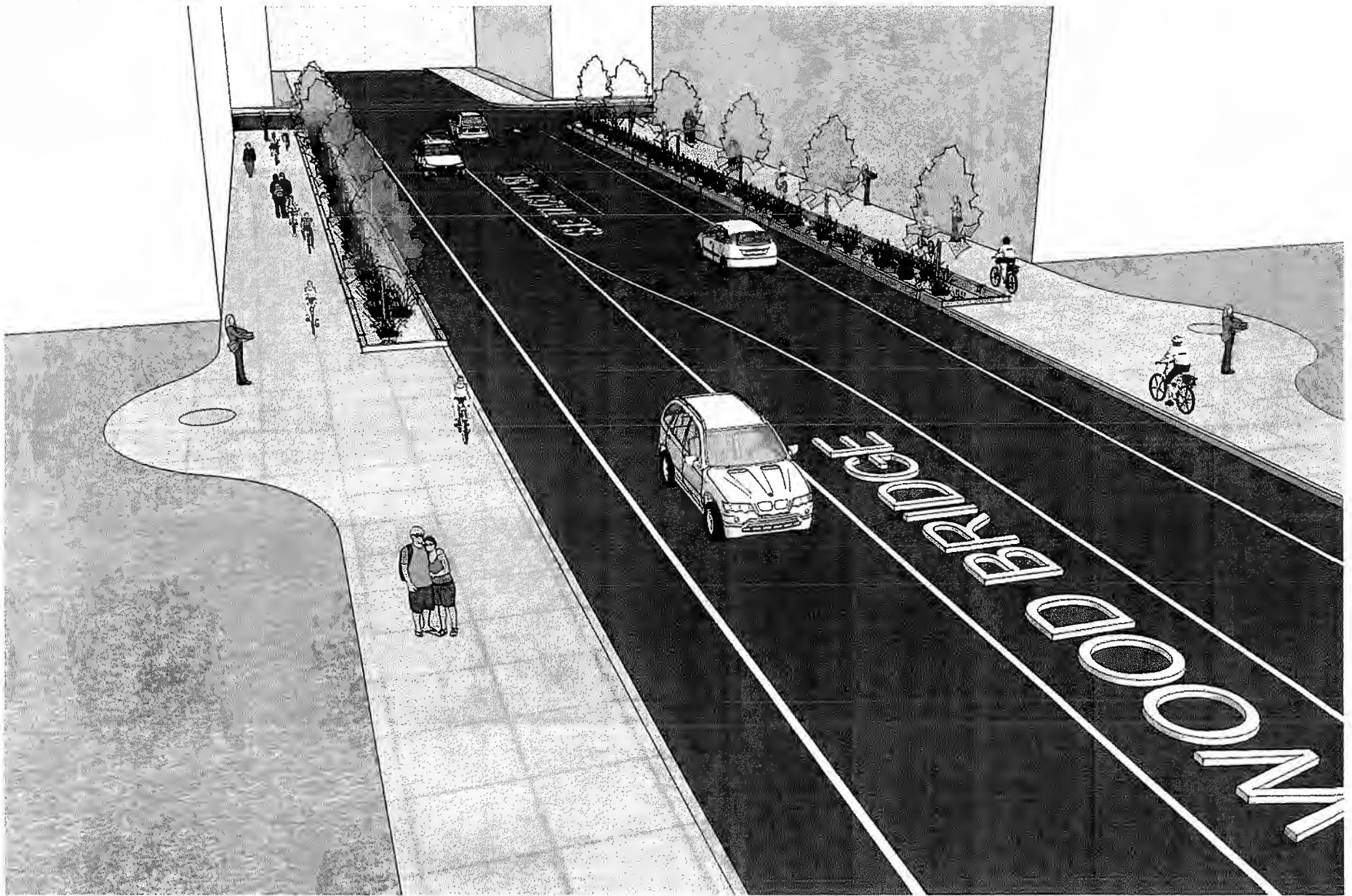
DATE: 04/13

BY: A

REVISION: 01

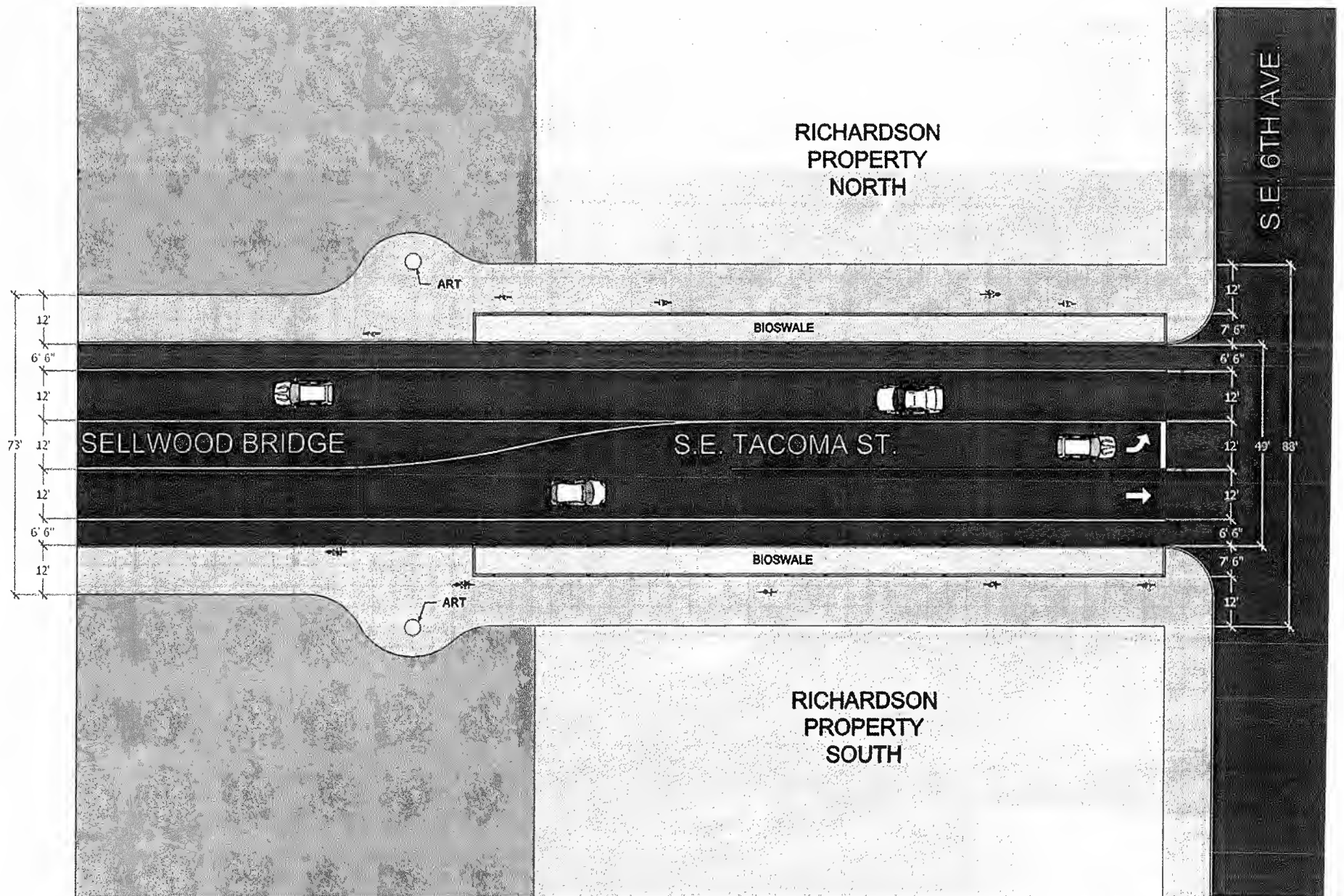
TACOMA MIXED-USE PROJECTS

A4.3

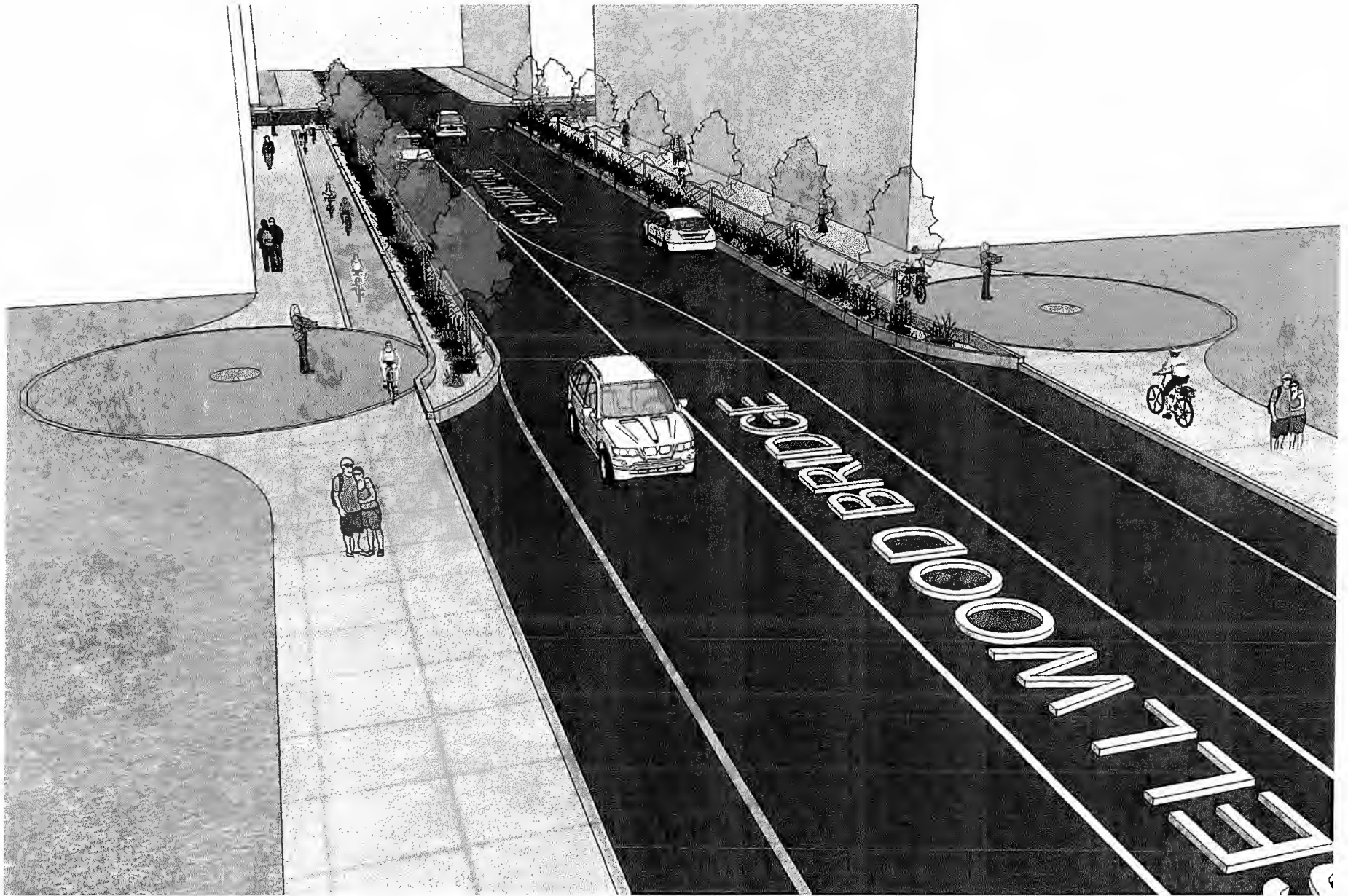


PERSPECTIVE VIEW - CH2MHILL DESIGN 01-06-2012

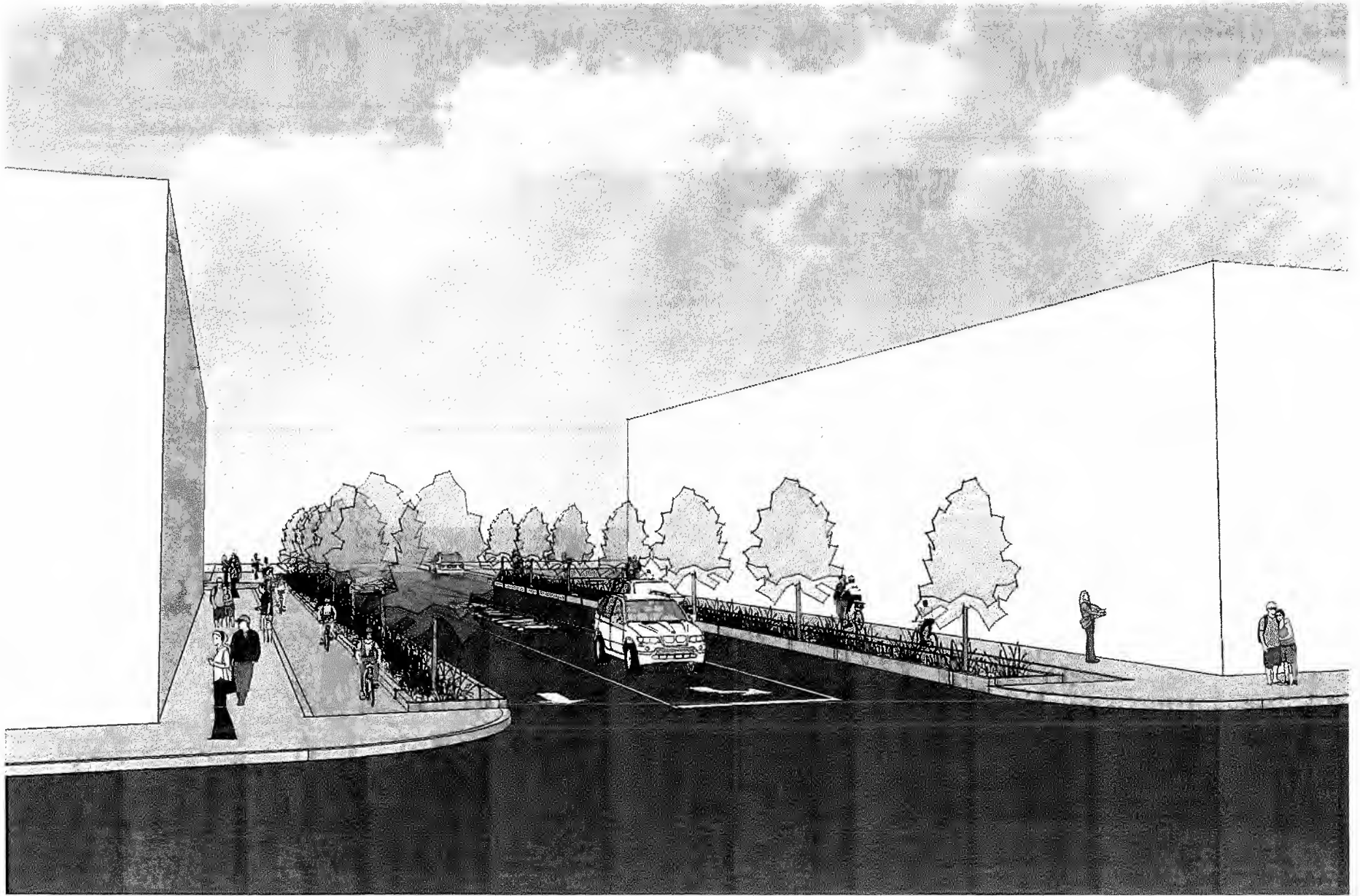




SITE PLAN DIAGRAM - CH2MHILL DESIGN 01-06-2012

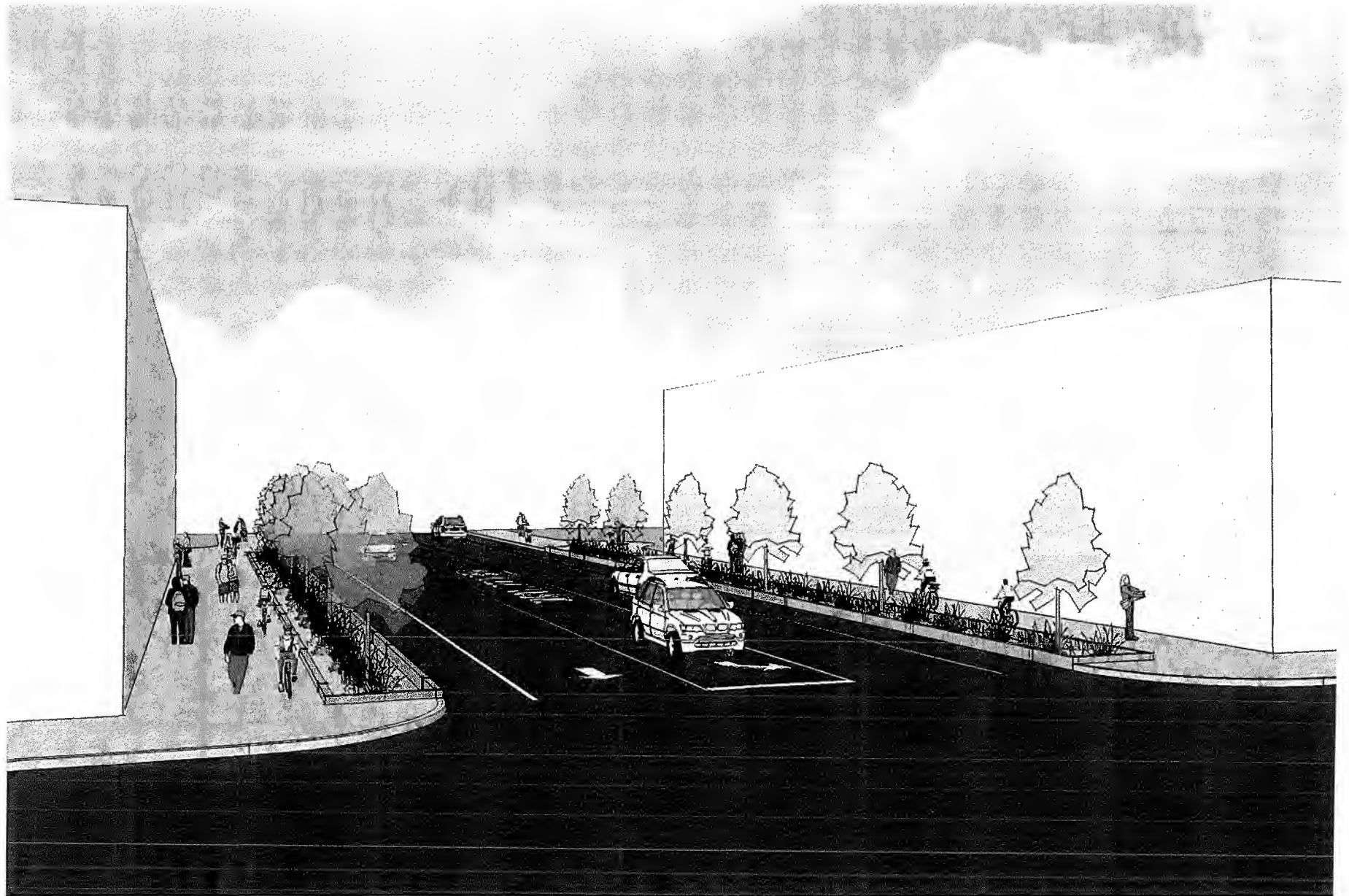


PERSPECTIVE VIEW - CONCEPT 1

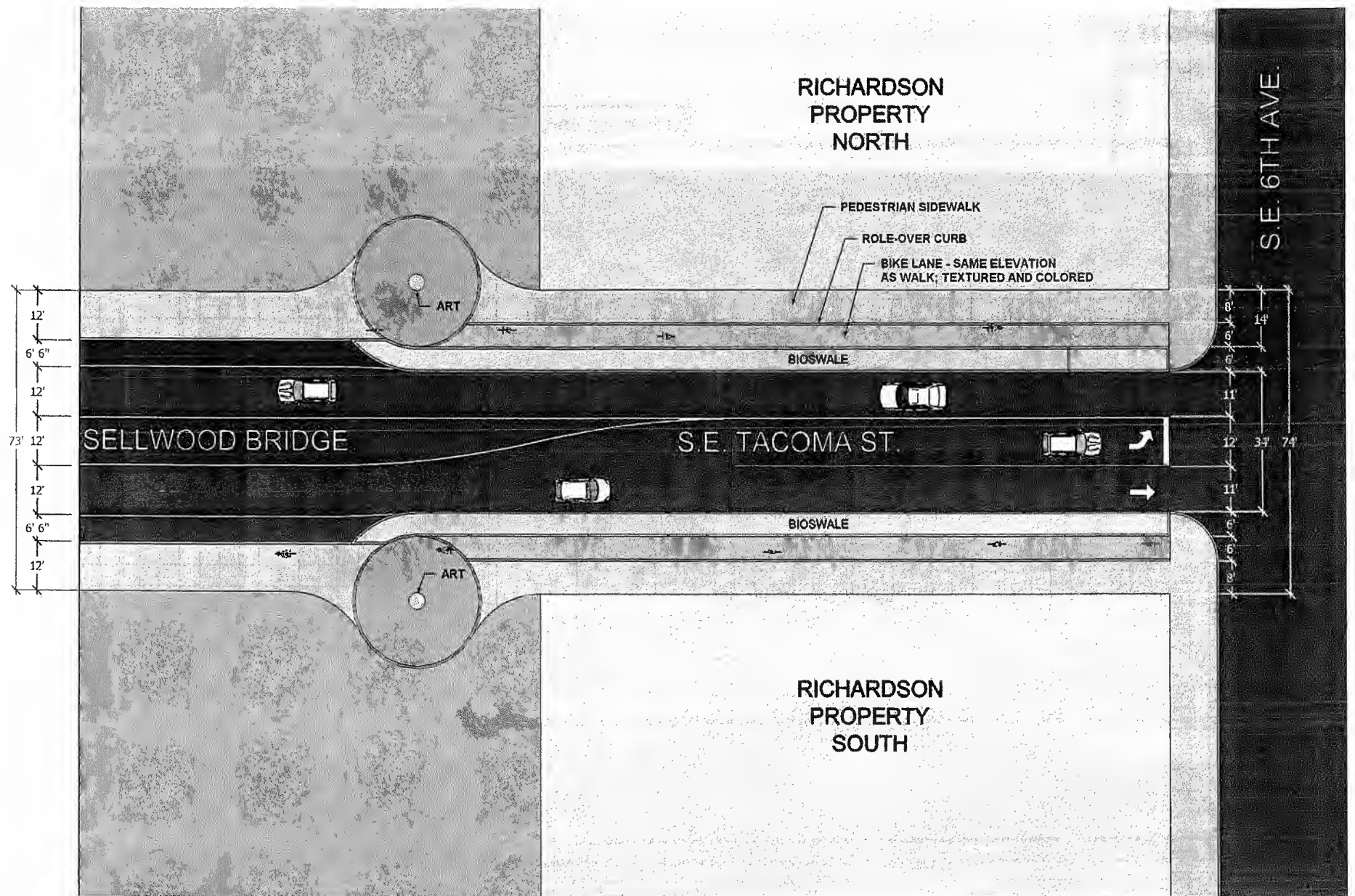


PERSPECTIVE VIEW - CONCEPT 1





PERSPECTIVE VIEW - CH2MHILL DESIGN 01-06-2012



SITE PLAN DIAGRAM - CONCEPT 1



# Goals

## Separation

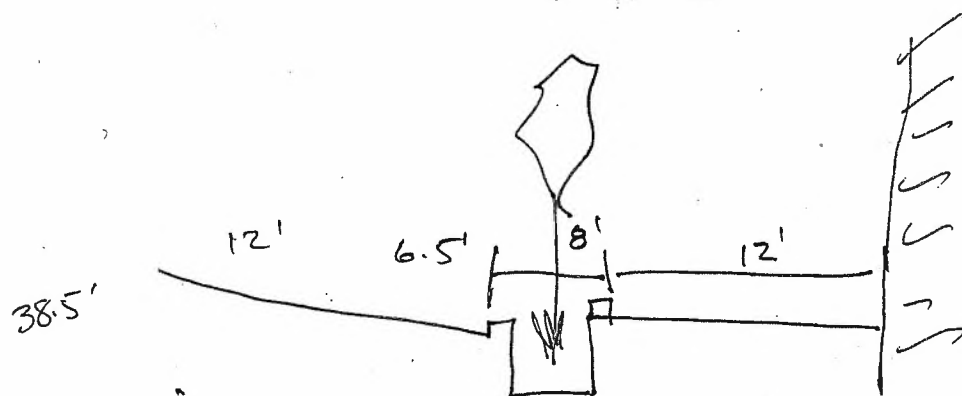
Ped - Bike

Bike - Car

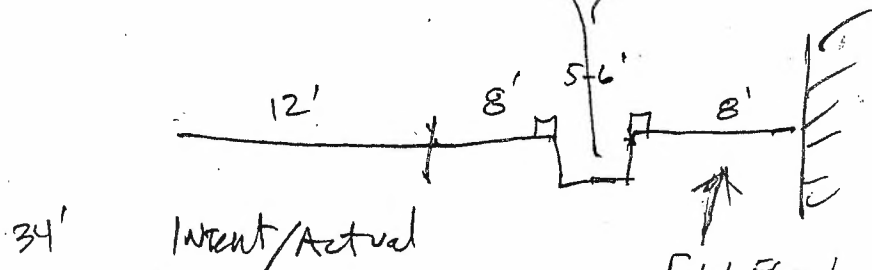
Bike - Facade

Improves Frontage

Exist	Intent	Actual
●	● +	●
●	●	●
●	●	○
○	●	●

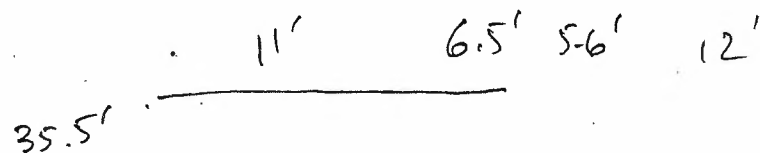


Exist



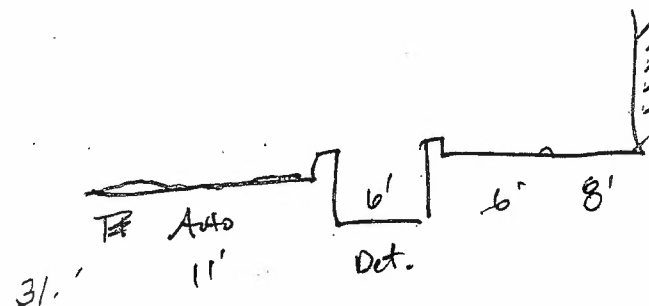
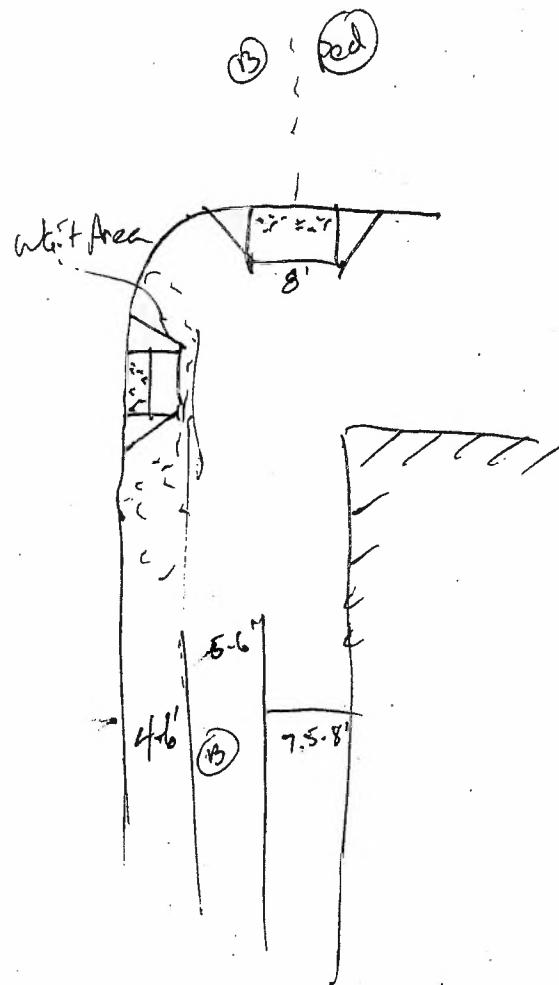
Intent/Actual

Fatal Flaw  
(min. 12')



Bike Box

6TH



**Diana**

---

**From:** Steve Mileham <smileham@lrsarchitects.com>  
**Sent:** Thursday, February 02, 2012 10:52 AM  
**To:** jody.yates@trans.ci.portland.or.us  
**Cc:** Diana Richardson; Ph.D Peter Fry; Christine.Nickerson@hdrinc.com; Mark Eves; Steve Katko; Charles MAGGIO; leigh.enger@hdrinc.com  
**Subject:** Pedestrian/ Bike Lane design example  
**Attachments:** Copenhagen bike lane.JPG; Untitled attachment 00065.htm

Jody,

Thank you for reviewing the options for the street section on the east end of the Sellwood Bridge.

Your approach was very thoughtful and pragmatic, and we could easily understand the progression in your thinking.

We were also encouraged by your efforts to find ways to reduce the horizontal dimensions.

One suggestion I had at the meeting was to bring the bike lane up by the pedestrian lane, separated from the auto lane by the bioswales.

I proposed an 11' travel lane/ 6' bioswale (including curbs)/ 6' bike lane/ 8' pedestrian way (including frontage zone) = 31'

The thought was to move the bikes away from being next to the vehicles for safety,

and to address the example you mentioned- the mom with bike trailer or kids on bikes who would not feel comfortable next to the automobiles.

It would also be important to differentiate the bike lane from the pedestrian lane by roll-over curb, raised domes, or texture as well as color.

There are many examples, but the one I mentioned was how they addressed it in Copenhagen, Denmark.

I went through my photos and found the attached image that shows how they have the bike lane adjacent to the sidewalk.

There is a slight elevation drop from the sidewalk to the bike lane (also visible across the street), along with texture change (cobblestones) and color change.

There is a clear delineation between the bike path and the auto lane as well.

Notice how pedestrians on both sides of the street remain in their intended zone.

It is easy to see how this could work with the addition of a bioswale between the bike lane and the auto travel lane, which would increase the safety level.

We have a chance to provide a new working model for the City of Portland, and should take advantage of this opportunity.

I believe this photo clearly illustrates a working example (as well as make us all want to go to Copenhagen!).

**Steve Mileham | Principal | LRS Architects | Portland | Shanghai**  
503.265.1531 direct · 720 NW Davis Street Suite 300 · Portland, OR 97209 · [www.lrsarchitects.com](http://www.lrsarchitects.com)

Please consider the environment before printing this e-mail

PIZZA BROSS

no Vintage

