

# The INSIDE

The Week in Review **pages 4**

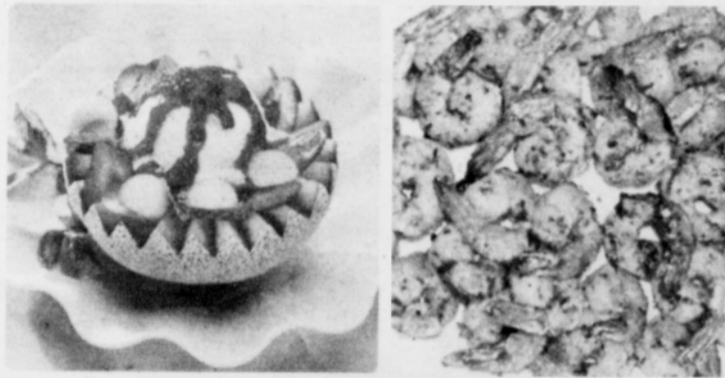
## OPINION

**pages 8-9**



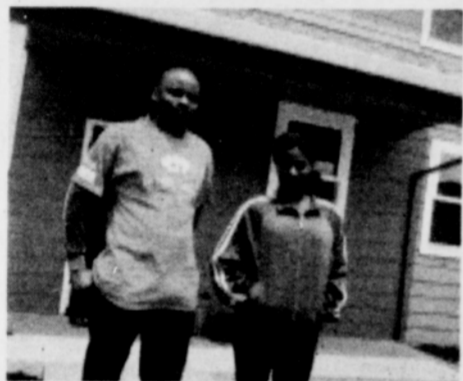
## FOOD

**page 10**



## METRO

**page 11**



## SUMMER FUN GUIDE

**page 12**



## Arts & ENTERTAINMENT

**pages 13-16**



## RELIGION

**pages 17**

## CLASSIFIEDS

**pages 18**

## CALENDAR

**page 19**

This page Sponsored by:

# Fred Meyer

What's on your list today?.

# LOCAL NEWS



PHOTO BY MINDY COOPER/THE PORTLAND OBSERVER

Motorists and bicyclists share the road on North Williams Avenue at Fremont. A new design for the arterial is coming to keep up with increased traffic congestion.

## Safety Issues on Williams

### Bicycle and traffic lanes are changing course

BY MINDY COOPER  
THE PORTLAND OBSERVER

Plans for North Williams Avenue, one of Portland's busiest roads for combining cars, bikes and pedestrians, is about to undergo some major changes to keep up with increased traffic congestion.

"There are some deep seeded issues, and through this transportation project we are listening to them," said Dan Anderson, spokesperson for the Portland Department of Transportation.

In an effort to tackle several safety issues, the North Williams Traffic Operations Safety Project was created over a year ago.

There are four main safety issues, Anderson said, which include cross walk safety, driver's speed, bus and bike conflicts, and bike lane capacity.

Portland's growing segment of bicycle riders has

resulted in more than 30,000 cyclists a day using the street, which also carries two bus routes and thousands of cars.

"We are hopeful Williams will become safer for people no matter how they get around," Anderson said.

The transportation bureau plans to increase bike lane capacity, especially in the busiest locations like the cross streets of Skidmore and Fremont.

"There is not enough room for all the cyclists in the bike lane, and it is not comfortable or safe to pass other bicyclists in the other lanes where cars and buses are," he said.

A Stakeholder Advisory Committee has provided input on design and best safety tactics.

The most recent plan, after months of meetings, is a left-side buffered bike lane and a single motor vehicle travel lane for two stretches of the corridor from the I-5 on-ramp to Fargo and from Skidmore to Killingsworth.

*continued* ▼ on page 4

## Gang-Related Funeral Guidelines

### Police and pastors work to keep churches a place of respect

About 25 Portland-area pastors gathered Tuesday at the north Portland precinct to take a stand against violence and adopt new guidelines for gang-related funerals in an effort to eliminate gang attire or the representation of gangs on the deceased or attend-

ees. "Pastors have an important message to send to the families in our community about the importance of responsibility for each family in preventing and discouraging gang involvement," said the Portland Police Bureau in a news release.

The Gang Related Funeral Protocol, in addition to asking for the respect of youth and individuals by not wearing hats or gang related clothing in church, also requires that the lyrics of all songs played at the service are not in

reference to gangs.

The protocol further requires family members of someone killed due to violence or gang-related activity to meet with the minister and the Portland Police Bureau's crisis response team coordinator Officer Marci Jackson, before completing the arrangements for a funeral service.

The Police Bureau said it applauds the faith-based community for stepping up to the challenge to keep gang-related funerals in houses of worship non-violent and respectful.