

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
MAY 6, 1997**

The one thousand seven hundred and sixty-sixth meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:00 p.m. at the Milwaukie Center. The following Councilors were present:

Craig Lomnicki,
Mayor
Jean Schreiber

Carolyn Tomei
Rob Kappa
Don Trotter

Also present:

Dan Bartlett,
City Manager
Charlene Richards,
Assistant City Manager
Tim Ramis,
City Attorney

Maggie Collins,
Community Development Director
Diana Myrvang,
Public Involvement Coordinator
Lon Loudenback
Detective Sergeant

PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

Fifth Annual Run for the Challenge -- Proclamation

Julie Muniz, CCI Enterprises, gave a brief overview of the kinds of assistance the organization provides the community in the areas of vocational training and support. She urged the community support CCI Enterprises by participating in the fifth annual *Run for the Challenge*.

Mayor Lomnicki read a proclamation naming Saturday, May 17, 1997, as the official date for the *Fifth Annual Run for the Challenge*.

Poppy Days -- Proclamation

Dee Sharpes, American Legion Auxiliary, introduced Clarissa, 1996 Poppy Girl. Clarissa recited a poem and presented poppies to Council and staff.

Mayor Lomnicki read a proclamation naming May 21 - 24 as *Poppy Days* in the City of Milwaukie.

Recognize Off-going Board and Commission Members

Mayor Lomnicki presented awards and expressed Council's appreciation to board and commission volunteers who had dedicated many hours to their community. Those present were: Natalina Carbone, Library Board, and Lillie Moore, Center Community Advisory Board.

Recognized but not present were: Mildred Bozich, Library Board; Jeff Brannen, Clyde Ruby, and Virginia Michel, Budget Committee; Rob Curtis and Bill Knox, Park and Recreation Board; and Chuck Stoudt and Sandy Peckover, Traffic Safety and Transportation Board.

Julie Wisner accepted for Susan Stone, Traffic Safety and Transportation Board, who was unable to attend. She read a statement from Stone expressing her pride in being a voice for the community. She continues to advocate for safe streets and livable neighborhoods. She urged the Mayor and City Council to listen to the citizens they were elected to serve.

CONSENT AGENDA

It was moved by Councilmember Schreiber and seconded by Councilmember Trotter to discuss the City Council minutes under "Other Business." Motion passed unanimously.

AUDIENCE PARTICIPATION

Analise Sommers, 2802 SE Monroe. She asked if the Milwaukie Jr. High School property would be sold or if it would be used as a community resource. She expressed her concern with the traffic consultant hired to do traffic counts on Washington and asked how much that had cost the taxpayer. The consultant's figures showed only nine vehicles were regarded as trucks, and she wanted an explanation of that. She felt the traffic estimates were low. She also wanted to know why the Traffic Safety and Transportation Board (TSTB) was not meeting. She requested installing "no trucks" signs on both Monroe and Washington and removing signs on Hwy. 224 directing vehicles to the downtown area via small, residential streets. She has noted structural problems to her home she felt were related to traffic on Monroe.

Mayor Lomnicki said the North Clackamas School District owns the Milwaukie Jr. High School site. He discussed the District's bond measure that did not pass under Measure 47 conditions. If the bond measure had passed, the site would have become excess property, but he was not sure of the District's current plans. The Expanded City Center Master Plan did consider potential development of the site, but the City has no plans to purchase it.

Mayor Lomnicki addressed the traffic on Washington Street and referred to a letter from George Rodriguez expressing the Historic Milwaukie Neighborhood Association's concerns. The City is preparing a response to the issues. The Draft Transportation Systems Plan will be available for public review on May 13, and the City Council will discuss it in work session on May 20. The document addresses road classifications and truck route designations.

Bartlett responded to Sommers' question about the traffic consultant. The contract was in the amount of \$52,000, and the scope of work was to gather traffic information on all City streets for the TSP.

Mayor Lomnicki said the TSP will look for appropriate truck routing and impacts to adjacent streets. People need to have appropriate access to the downtown area without disturbing the adjacent neighborhoods.

Councilmember Kappa suggested interested people get a copy of the Draft TSP for review.

Bartlett added the Planning Commission will consider the TSP on May 27.

Mayor Lomnicki responded to Sommers' question about the TSTB. The group does not have a quorum at this time, and he encouraged people to apply for the vacancies.

Julie Wisner, TSTB, said people need to read the Draft TSP carefully to find out how much traffic each collector street will be expected to carry. She felt the City Council has silenced the TSTB, and Stone, one of the most experienced members, is ready to continue her service. She warned people their streets were under attack and said she felt the traffic situation on 34th Avenue was intolerable. People are selling their homes because of the traffic problems. She has attempted to get trucks off 34th Avenue and pleaded with the City Council to keep Milwaukie's streets safe and livable. **Wisner** discussed street designations and said Councilors do not understand the problem because they live on dead-end streets or cul-de-sacs, and the Mayor lives on a very large lot. She urged Council reinstate Stone to the TSTB immediately so the voice of the people can be heard.

Mayor Lomnicki said Stone and all citizens will have the opportunity to address their concerns at the TSP Public Hearing.

Lou Casale, Milwaukie Realty. He asked the City Council to issue a letter to let people know what is going on. If Wisner's comments about Stone were accurate, it seemed the City Council was pushing people out who do not agree. Citizens want something from the City Council to justify what it is doing. He asked if Stone would be re-appointed. **Mayor Lomnicki** responded she would not and that it was not a policy to make public comments on non-appointments. He stated his position was not exclusionary, and he hoped other members of the community would participate.

Casale asked if Stone was an apt, intelligent member of the board. The City Council represents the people, but how do the people get information. Council seems to know better than the people themselves what is in their best interest.

PUBLIC HEARING

South/North Light Rail Alignment Recommendation

Mayor Lomnicki opened the public hearing on the South/North Light Rail Alignment at 7:50 p.m.

He explained the purpose of the hearing was to consider approving or revising the draft letter of recommendation to the Metro Council concerning the South/North Draft Environmental Impact Study (DEIS). He reviewed the conduct of the hearing and noted there would be a five-minute time limit on testimony.

Staff Report: **Bartlett** presented the staff report. He noted the work done by Community Development Director Maggie Collins and Public Involvement Coordinator Diana Myrvang. He discussed the vision for improving the Milwaukie transit center and moving people to downtown Portland. The planning portion of the project is fully-funded and not subject to the November 1996 vote to remove state financial participation. The proposal before the City Council is a result of a cost-cutting process that includes: a Railroad Avenue alignment with either a skinny street design or closing sections of Railroad Avenue to through traffic; eliminating the Wood Street Station; adding the Hwy. 224 option back to the plan; and adding a downtown loop and eliminating the Monroe Street alignment completely. The Draft DEIS will provide information on traffic, air quality, energy, noise and vibration, parks and wetland, wildlife displacement, land-use, soils, natural environment, visual quality, neighborhood changes, historic and cultural resources, and other impacts of alternative alignments from the Clackamas Town Center through Milwaukie to the Portland terminus on Lombard.

Bartlett reviewed the draft letter before Council which will be directed to JPACT, the Metro Council Transportation Committee, Metro Council, and, eventually, Tri-Met. He noted the section of the staff report in which public testimony and written comments were compiled relating to Milwaukie. The packet contained a letter from Natalie Brewer representing the Hector Campbell Neighborhood District Association (NDA) opposing light rail on Railroad Avenue and expressing concerns on the impacts on density, traffic, and sewers. In addition, were motions from other NDAs supporting Hector Campbell's position. The balance of the packet contained technical fact sheets outlining the various alignments. He noted the schedule of public comment periods on staff report page six. There will be a public comment meetings in the fall and a period during which the City can look at mitigation recommendations. The draft letter to Jon Kvistad, Metro Presiding Officer, supports the cost-cutting changes.

Councilmember Kappa said there has been reference to light rail's improving air quality and reducing pollution. **Bartlett** said the DEIS will support this type of information with technical reports.

Correspondence: None.

Mayor Lomnicki noted there was a binder in the City Council's office containing all comments from all public meetings. **Bartlett** said staff extracted those comments with either a Milwaukie address or with statements specifically addressing the City.

Testimony: **Analise Sommers** said all the copies of the packet were gone, and she requested one. People are outraged that when they try to get something done, and nothing happens. People in the neighborhoods do not want light rail, but Metro and the Milwaukie City Council have their own political agendas. People do not want collector streets; they want to live in peaceful neighborhoods. We do not have decent schools. Light rail will have an enormous impact on the community, and she knew of at least six families who have sold their homes and moved. Having people move away is the ultimate agenda of developers. Citizens pay Councilors their salaries.

Councilmember Schreiber clarified that the Mayor and City Council receive no salary. **Sommers** said people do pay taxes. Who is doing the DEIS? No one believes things will be carefully studied. People do not want light rail or high rises or high densities, so who made that decision? There are lots of questions and no good answers. People are trying to fight back, but nothing is happening.

George Rodriguez, 2725 SE Monroe. Two years ago, he knew nothing about light rail. Since then he has learned it does not work. Citizens do not want light rail going through their neighborhoods. Clark County voted down light rail. All six Milwaukie precincts voted down light rail. He read a newspaper article in which the Mayor said he was a supporter of light rail, but he would not shove it down people's throats. Maybe we need to look for alternative, better ways to move people. He spoke for the citizens in saying light rail was not a good thing for the community.

Tracy Cook, 5651 SE Harlene, Linwood NDA Chair. She referred to the draft letter to Kvistad. She wanted to make it clear the Linwood NDA supported Hector Campbell's effort to eliminate light rail from neighborhood streets. Linwood residents are just as adamant about keeping light rail from Railroad Avenue and Harmony Road. She strongly urged the letter include a statement that the proposed alignment along Railroad Avenue and Harmony Road are not viable options and to look for others in the DEIS process.

Donald Hammang, 11104 SE Home. He expressed his appreciation to Rodriguez for his comments. On April 10, 1997, the Hector Campbell NDA voted to oppose a Railroad Avenue alignment or any other alignment on neighborhood streets. In October 1996, Bartlett told the NDA it should stop fighting because light rail was a regional issue. The Mayor, responding to a ridership question, said if there were no riders, apartments would be built. **Hammang** felt the City of Milwaukie was being a bad neighbor. He submitted a petition with over 700 signatures of people opposed light rail in Milwaukie. This was more than double the number of responses to the visioning questionnaire distributed by the City. The Neighborhood District Associations have spoken in one voice. Sense of community is the root of this struggle. He urged the City Council to listen to the will of the people and ask Metro to remove the Railroad Avenue alignment.

Karen O'Dowd, MDDA Manager 10952 SE 21st. The Milwaukie Downtown Development Association (MDDA) continues to support light rail and the proposed downtown loop. This alignment can accomplish several important things in the downtown's commercial growth. Figures from both the east and west side light rail projects indicate private investments of \$1.2 billion on adjacent properties. The MDDA Board continues to support light rail in the downtown area.

Wes Wanvig, 7705 SE Harmony Rd. He likened the situation to how the American Indians must have felt when the bureaucracy took over. City Council is traitorous to the community by running a train track through people's front yards. He agreed with earlier comments that Milwaukie needs good streets with no trucks. He discussed the 80,000 statewide vote against light rail. Some Metro traitors have their own agendas. People want to save the livability of their community and do not want light rail in the area. He thought the issue would be resolved on the ballot, but the bureaucrats do not listen. He read the City's Mission Statement. People want City Council to respond by dispensing with useless light rail.

Claire Kuppenbender, 10753 SE 29th. Why does the City Council keep pushing light rail when people do not want it? He learned in school that elected officials were supposed to serve the will of the voters. City Council is pushing high density which is what is needed to get light rail in the City of Milwaukie. That is what will ruin the City. Elected officials and bureaucrats are ruining the place, and a lot of old timers are moving out. It is hard for the young and the old to afford to live in Milwaukie. What assurances are there that Metro's projected costs are accurate. He suggested the City Council read an article in *Forbes* magazine regarding the unfavorable national perception of Metro. He urged the City Council to serve the will of the people, not its own personal agenda.

Dale Potts, 12177 SE Grove Loop. He discussed an *Oregonian* articles about fee money piling up at Metro in excess of its needs. He felt recent increases were a deliberate and "in your face" statement that Metro will do what it pleases. People do not want light rail. Oregonians are getting sick and tired of being forced to come back again and again with some kind of vote to overcome what elected representatives are doing. Things will change about how much authority the City Council has.

Natalie Brewer, Hector Campbell NDA Secretary. She urged the City Council to consider the human element. Milwaukie is her home, and it is important to her to be able to teach her children about nature and wildlife. A nurturing environment does not take place in a high density, light rail community. She did not feel her children would be safe from crime. She urged, as a mom and average person, that City Council preserve the community for the children and grandchildren.

Lou Casale, Milwaukie Realty. His wife recently attended a light rail hearing in Salem, and a legislator told her he did not care where the line went. Citizens want to trust their elected officials. Tell citizens you are for them, not against them. It may be cost effective, but can the City Council live with its decision? He would like to see politicians figure out how to reduce expenditures instead of trying to figure out how to spend more. People cannot trust Salem, and he urged City Council to gain the citizens' trust by listening. People are moving out of the City, but maybe that is what is wanted.

Julie Wisner, said she was a cheerleader for safe streets and loves her community dearly. Her family has lived here for three generations, and love for her City compels her to be a volunteer. People live in Milwaukie for its large lots and single-family homes, not for high densities. Mayor Lomnicki told her at one time, that some Milwaukie streets will not be livable. People are retreating to the backyards because the fronts are unbearable. She discussed the input from the NDAs and a comment from the Mayor indicating he would keep the NDAs at arm's length. She challenged the Mayor to listen to the NDAs and the people who elected him. **Wisner** referred to an Council packet information item about a year ago during the board and commission review project. The article suggested eliminating advisory boards. The City Council decided not to allow the TSTB to make decisions on neighborhood traffic control device requests. Council is eliminating the TSTB, and its voice has been de-activated and silenced.

Edie Kerbaugh, 12341 SE 67th Court, Linwood NDA, Cedarcrest resident. She discussed the impact both light rail and the proposed widening of Harmony Road would have on the Cedarcrest neighborhood. When she moved from Portland to Milwaukie it was like moving to "Leave it to Beaverville." She asked Mayor Lomnicki if he approached Metro about designating Milwaukie as a regional center. **Mayor Lomnicki** said Metro approached him. **Kerbaugh** asked how Milwaukie could get decommissioned.

David Ashenbrenner, 11105 SE Home. Citizens do not want light rail on Railroad Avenue or Harmony Road. How do citizens get the City Council to listen?

Sommers said dictatorship is Council's forte. You know citizens are outraged. This is a revolution. We do not want it. People will realize they have the power to stand up for their schools and their neighborhoods. This is only a small part of what is going on in the entire country.

Staff Comments: **Bartlett** responded to a question about who was doing the DEIS. It is a partnership of a consultant, Tri-Met, and Metro staff. He understood that ultimately the federal government would approve the document. People are paying for it through their federal taxes.

Bartlett addressed the issue of who approached whom about the Region 2040 Plan and Regional Center Master Plan. Metro is the regional planning organization, and Milwaukie is part of the region. The record will show the Milwaukie City Council voted on a Regional Center grant project to look at growth and livability in the region.

Bartlett discussed the DEIS and consideration of alternatives. It is a steady process to evaluate alignments, to determine what could happen with or without them, and to consider other types of high occupancy vehicle options. Looking at the options is part of the decision-making process. He noted the changed alignment proposals: skinny street design, closing Railroad Avenue, returning the Hwy. 224 option, and eliminating Monroe street alignments. These are promising alternatives, but the final decision is yet to be made. There will be another round of public participation opportunities, and local alternatives will be developed.

A member of the audience asked why Bartlett directed his responses to the Council and not the audience. **Mayor Lomnicki** responded the City Council needed to hear the answers to questions raised during public testimony.

Councilmember Kappa said, if the federal government approves the alignment, it will not be built all at once. **Bartlett** said that would be a process of negotiation, and the project would be done in minimum operable segments (MOS). There are three MOSs, and the construction decisions will be made by Tri-Met and the federal government.

Councilmember Tomei asked who was involved in the partnership. **Bartlett** said the entities were Portland, Milwaukie, Oregon City, and Vancouver; Clark, Multnomah, and Clackamas Counties; ODOT; Metro; and Tri-Met.

Questions of Clarification:

Close of Hearing: **Mayor Lomnicki** closed the public testimony portion of the hearing on the South/North Light Rail Alignment Recommendation at 8:57 p.m.

Discussion among Councilmembers and Vote:

Mayor Lomnicki said the issue is what the Council wants to say to the Metro Presiding Officer in its letter. He read the letter out aloud.

Councilmember Trotter suggested a short recess to think about the public testimony before voting on the content of the letter.

After the recess, **Councilmember Trotter** began the discussion. There were a lot of comments about the pros and cons of light rail. Part of the discussion has been on traffic and additional volumes coming into the City, and he felt light rail would be part of the solution. It is important to listen to the citizens. The Draft DEIS should provide necessary information to the decision makers on both the positive and negative impacts of light rail on the community.

Councilmember Tomei agreed with Trotter's comments. For example, growth to the east is increasing traffic on Hwy. 224. She expressed her eagerness to see traffic going through Milwaukie as quickly as possible as well as providing transportation alternatives to people traveling within the City. Everyone is concerned about money, and light rail is an expensive solution. She agreed more information was needed on how the City will be impacted. She perceived this as an opportunity to positively direct growth, unlike what she saw take place as a former Los Angeles resident. There will be a lot of changes, and options to ameliorate those changes must be considered.

Councilmember Kappa has been involved in the process during his five years on the City Council. If not light rail, what else is there to offer? People do not want bigger roads carrying more traffic. We need to find ways to make our cities more livable. He felt it was important to express support for the segment from the City's downtown to the Lombard terminus and then look at the outcomes from the engineers.

Mayor Lomnicki said the Transportation Committee looked at all the possible MOSs. Funding and other impacts will determine what is constructed within the broader context.

Councilmember Kappa said, at this point, there is no idea of how much money would be available if light rail were built. **Ted Leybold**, Metro, said about 54% is estimated to be available. **Councilmember Kappa** said light rail will not decide how Milwaukie redevelops its downtown, but it will provide a framework. The densities will still have to be decided.

Councilmember Schreiber said she was sad to hear people say they have no trust or faith. The City Council helped establish the NDA structure to improve two-way communication. Her concern was that the actual light rail implementation will come too late to address the problem. We need to plan for the future in order to develop in phases. She supported light rail because it was a system that moves people from many areas of the region. It would move people through the City with less impact to local streets. The letter supports a process that opens up options for further study. She supported staying with the process and studying the alternatives. Light rail will be built in a collaborative effort with many funding sources. She referred to the \$1.3 billion dollar debt stated in Hammang's petition. The DEIS will help answer some residents' concerns.

Mayor Lomnicki supported the letter with a minor change. The letter supports the ongoing effort to study the proposed alignments. This is not the end of the process. The letter is saying more information is needed to make the decision on how to proceed. The City Council wants to assure a quality project for neighborhood livability. He pointed out there was also a recognized "no-build" option. He suggested a more extensive analysis of what would happen if light rail was not built. Milwaukie is not a suburb; it is more an inner-ring city. Milwaukie needs to address the appropriate modes of transportation people use to go through its neighborhoods. Light rail would provide the backbone for busses, pedestrians, and perhaps commuter rail. The City Council is stating in the letter that this could be a solution and more information is needed to make the decision next year. He said it was also important to determine what "no-build" would mean to the community.

Councilmember Trotter asked if the widening of Harmony Road would be part of the study in addition to the impacts to adjacent streets with the two possible Railroad Avenue design alternatives.

Leybold said the traffic impact analysis looks forward to 2015. It will consider the allocated, expected growth based on the adopted Regional Growth Plan. The road system will be studied from the perspective of the Regional Transportation Plan and what projects could be built based on anticipated revenues. In the Clackamas County long-range plan, there is no funding identified for widening Harmony Road. The traffic analysis will also look at different traffic volumes on streets and levels of service at intersections.

Councilmember Trotter asked why the year 2015 was the target. **Leybold** said the twenty-year planning horizon is the federal guideline.

Councilmember Trotter said he had attended meetings in which the County indicated it might take 10 - 15 years to complete that project. **Leybold** said the County has a long-range traffic plan of projects it would like to do. These projects are prioritized based on projected funding, and, at this time, Harmony has not been identified as a top priority project.

Councilmember Kappa asked what process would take place if the Railroad alignment was eliminated and the County identified funding for widening Harmony. **Leybold** said the Harmony Road project would have to go through a regional process since it feeds into both Lake Rd. and Railroad Avenue in the City of Milwaukie.

Councilmember Tomei said there was a lot of concern expressed about neighborhood livability. The City Council needs to stress that it, too, is concerned with livability and hopes light rail will help protect it.

Councilmember Kappa felt the letter should express the need for a closer planning process between the City of Milwaukie and Clackamas County regarding Harmony Road. **Bartlett** said he did not feel that would be appropriate in this letter. He discussed the failure of the County's gas tax measure and the concept of a Transportation Planning Council to coordinate projects between jurisdictions. He suggested this as a topic for the Clackamas Cities Association.

Councilmember Schreiber said Metro has a role in regional government, and we should probably not try to involve them in our local issues.

Councilmember Trotter referred to the public testimony. Cook said she would like to have the Linwood NDA included in the letter. The draft letter refers to "five of our neighborhood associations." He felt either that portion of the letter should refer to the number only or list all five neighborhood association names. He asked Mayor Lomnicki how he would include the "no-build" option in the letter.

Mayor Lomnicki suggested language on the second page of the draft letter stating, "The City Council recognizes no-build as an option." **Councilmember Trotter** said this would recognize the possibility of a flaw making the project no longer feasible. **Councilmembers Tomei and Trotter** agreed this language should be added.

Councilmember Schreiber understood the passion involved in the issue, but facts and more information are necessary before making a decision.

Councilmember Trotter moved, having heard no other comments on the letter, to authorize the Mayor to sign the letter with the insertion of the "no-build option" language as suggested by Mayor Lomnicki in addition to minor grammatical corrections. **Councilmember Tomei** seconded the motion.

Councilmember Kappa asked the City Council if it wished to stress support for the downtown Milwaukie to Lombard section. **Mayor Lomnicki** said it may not be appropriate to identify a small segment of a larger MOS. Information on a smaller segment can be extrapolated from the DEIS if the City determines it is important to making its decision.

Councilmember Schreiber said it needs to be clear that the City of Milwaukie is a small player in this transportation project impacting our neighborhoods. The City of Milwaukie is neither paying for or constructing the project.

Motion passed unanimously.

OTHER BUSINESS

Agreement with Department of Environmental Quality Regarding Illegal Drug Lab Cleanup -- Resolution

Bartlett presented the staff report. This was a renewal of a 1995 agreement that the City of Milwaukie will pay an hourly rate to DEQ for drug lab cleanup.

It was moved by Councilmember Kappa and Councilmember Tomei to adopt the resolution authorizing the signing of an illegal drug lab cleanup agreement. Motion passed unanimously.

RESOLUTION 16-1997:

**A RESOLUTION OF THE CITY OF MILWAUKIE, OREGON,
AUTHORIZING THE EXECUTION OF AN ILLEGAL DRUG LAB
CLEANUP AGREEMENT.**

Classification Revisions and Additions

Bartlett discussed the impact of Measures 47 and 50 on the operation of the City. He proposed six modifications to the classification plan: modify the classification title from Assistant to the City Manager to Assistant City Manager with no range change; modify the Recorder/Executive Secretary to Recorder and Information Manager with a change from Range 11 to Range 19; create the classification Information Systems and Technology Manager at Range 18; change the Data Processing Coordinator to Personal Computer and Telephone Systems Coordinator with no Range change; modify the Public Works Director classification to Public Works/City Engineer with no change in salary range placement; and eliminate the City Engineer classification. He reviewed the organizational chart and requested the City Council approve these classification modifications.

Councilmember Schreiber asked if these modifications would cause changes to the budget. **Bartlett** responded the modifications were about dollar neutral and guessed two positions might be eliminated. The Records and Information Management Division will look at ways to reduce lost and difficult to transfer paperwork and provide more flexibility within the organization. Dispatch Supervisor Gossett, he noted, was working on expanding the dispatch center.

Councilmember Tomei asked how many new positions were being created. **Bartlett** said only one new position was being proposed, and the others are modifications to currently occupied positions. He felt the City had grown to the point it needed an Information Systems Manager with a computer science degree.

Councilmember Tomei asked for clarification of modification #2. **Bartlett** said the Records and Information Management Division would be cross departmental, and the manager will supervise the City's support staff.

Councilmember Kappa suggested the facility tour might clarify some of Tomei's questions.

Councilmember Tomei asked who would hire and fire support staff. **Bartlett** said the Recorder and Information Manager would be responsible for these duties.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to approve the six classification modifications as stated in the staff report. Motion passed unanimously.

CONSENT AGENDA

It was moved by Councilmember Kappa and seconded by Councilmember Tomei to adopt the Consent Agenda which consisted of the City Council minutes of April 15 and 18, 1997, with the following amendments: (1) Draft minutes of April 15, 1997, regular session, page 4, add language at the end of paragraph 1, "She complimented Councilmember Kappa on his attendance." (2) Draft minutes of April 15, 1997, regular session, page 8, paragraph 1 should read, "Councilmember Tomei commented the plant may be gone in twenty years but not in five." (3) Draft minutes of April 18, 1997, work session, page 2, paragraph 1, should read, "Councilmember Schreiber asked if it would help if the seating were rearranged and suggested rotating the seating." Motion passed unanimously.

Suspend Council Rules and Consider November 1996 Tax Base Election

It was moved by Councilmember Schreiber and seconded by Councilmember Tomei to suspend the City Council rules to discuss the City's tax base. Motion passed unanimously.

It was moved by Mayor Lomnicki and seconded by Councilmember Kappa to direct the city attorney to file a validation petition in the circuit court in the matter of the November 1996 tax base levy. Motion passed unanimously.

INFORMATION

Bartlett reviewed the update on the Metro Region 2040/State Task Force Community Projects. The Task Force will address: creating compatibility among historic Milwaukie, the Clackamas Town Center, and 82nd Avenue; revitalizing downtown Milwaukie and trying to neutralizing the impact of McLoughlin Blvd.; and connecting the City with the Willamette River. This is a significant accomplishment of Mayor Lomnicki and Community Development Director Maggie Collins.

Councilmember Kappa asked when the Neighborhood Traffic Management Program (NTMP) would be reviewed by the City Council. **Bartlett** said staff will present an update on the NTMP, Transportation Systems Plan, and Lake Road Multi-modal Connection Plan at the May 20, 1997.

Mayor Lomnicki discussed his attendance at the Salem/Willamette Valley Livability Forum. The group discussed how decisions impact others in the region and to working on a common vision for the Valley as populations increase.

ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 10:40 p.m.



Pat DuVal, Recorder/Secretary

**CITY OF MILWAUKIE
CITY COUNCIL AGENDA
MAY 6, 1997**

MILWAUKIE CENTER

5440 SE Kellogg Creek Drive

1766th MEETING

WORK SESSION

4:45 - Council Information Sharing

5:00 - Utility Rate Report (Mike Swanson)

REGULAR SESSION

7:00 p.m.

I. CALL TO ORDER

Pledge of Allegiance

II. PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

A. Fifth Annual Run for the Challenge -- Proclamation

B. Poppy Days -- Proclamation

C. Recognize Off-going Board and Commission Members

III. CONSENT AGENDA *(These items are considered to be routine, and therefore, will not be allotted Council discussion time on the agenda. The items may be passed by the Council in one blanket motion. Any Council member may remove an item from the "Consent" portion of the agenda for discussion or questions by requesting such action prior to consideration of that portion of the agenda.)*

City Council Minutes of April 15 & 18, 1997

IV. AUDIENCE PARTICIPATION *(The Mayor will call for statements from citizens regarding issues relating to the City. It is the intention that this portion of the agenda shall be limited to items of City business which are properly the object of Council consideration. Persons wishing to speak shall be allowed to do so only after registering on the comment card provided. The Council may limit the time allowed for presentation.)*

V. PUBLIC HEARING *(Public Comment will be allowed on items appearing on this portion of the agenda following a brief staff report presenting the item and action requested. The Mayor may limit testimony.)*

South/North Light Rail Alignment Recommendation (Dan Bartlett)

VI. OTHER BUSINESS *(These items will be presented individually by staff or other appropriate individuals. A synopsis of each item together with a brief statement of the action being requested shall be made by those appearing on behalf of an agenda item.)*

- A. Agreement with Department of Environmental Quality Regarding Illegal Drug Lab Cleanup -- Resolution (Lon Loudenback)
- B. Classification Revisions and Additions (Dan Bartlett)

VII. INFORMATION

- A. Advisory Board and Commission Minutes
 - 1. Center/Community Advisory Board, January 10, February 14, and March 14, 1997
 - 2. Traffic Safety and Transportation Board, March 19 and 31, 1997
- B. Metro Region 2040/State Task Force: Community Project Summary and Update, March 28, 1997
- C. Departmental Quarterly Reports

VIII. ADJOURNMENT

EXECUTIVE SESSION

At the end of the regular meeting, the Council may hold an Executive Session under the authority of Oregon Revised Statutes 192.660 as needed.

For assistance/service per the Americans with Disabilities Act (ADA), dial TDD 786-7555.

PROCLAMATION

WHEREAS, a matter coming before the City Council regarding CCI Enterprises, Inc., a job training and rehabilitation agency serving adults with disabilities, and located in Milwaukee;

THEREFORE, let it be resolved that the City Council salutes CCI Enterprises for this Fourth Annual *Run for the Challenge*, an 8K Run, 5K Walk, and 1/2 Mile Kiddie Run, for the benefit of providing additional job training and employment opportunities for workers with disabilities;

WHEREBY, the *Run for the Challenge* has initiated a community-wide event for businesses and individuals to join in partnership with CCI Enterprises for the betterment of workers with disabilities;

WHEREBY, the City Council joins in saluting those concerned citizens who have shown their support of people with disabilities by joining the *Run for the Challenge* as runners, walkers, volunteers, and sponsors to continue the work of CCI Enterprises.

NOW, THEREFORE, it is hereafter ordered and proclaimed, that this Proclamation acknowledges that Saturday, May 17th, 1997, was the official date for the:

FIFTH ANNUAL *RUN FOR THE CHALLENGE*

IN WITNESS WHEREOF, I have hereunto set my hand this 6th day of May 1997.

Craig J. Lomnicki, Mayor

ATTEST:

Pat DuVal, City Recorder

PROCLAMATION

WHEREAS, America is the land of freedom, preserved and protected willingly and freely by the citizen soldiers; and

WHEREAS, Millions who have died on the fields of battle; and

WHEREAS, A nation at peace must be reminded of the price of war and the debt owed to those who have died in war; and

WHEREAS, The red Poppy has been designated as a symbol of sacrifice of lives in all wars; and

WHEREAS, The American Legion Auxiliary has pledged to remind America annually of this debt through the distribution of the memorial flower;

NOW, THEREFORE, I, Craig J. Lomnicki, Mayor of the City of Milwaukie, Oregon, do hereby proclaim that the 21st through 24th of May, 1997 as Poppy Days and urge all citizens to join with me in expressing our sincere appreciation for their efforts and for their gracious participation in community events.

IN WITNESS WHEREOF, I have hereunto set my hand this 6th day of May 1997.

ATTEST:

Pat DuVal,
City Recorder

Craig Lomnicki, Mayor
City of Milwaukie

**CITY OF MILWAUKIE
CITY COUNCIL WORK SESSION
APRIL 15, 1997**

Mayor Lomnicki called the work session to order at 5:00 p.m. at the Milwaukie Center.

Councilors present: Tomei, Schreiber, Kappa, and Trotter.

Staff present: City Manager Bartlett; Assistant to the City Manager Richards; City Attorney Oliver; City Engineer Brink; and Civil Engineer Cruz.

Information Sharing

1. **Councilmember Trotter** discussed the Parks District Budget and the City of Milwaukie's priorities that including: Furnberg Park Phase 2 construction; Dogwood Park/McLoughlin Master Plan; and land acquisition.
2. **Councilmember Trotter** reviewed the Fire Oversight Committee meeting discussed relative sick leave usage by the three departments. **Bartlett** commented on what might take place if the City of Milwaukie decided to cancel its intergovernmental agreement with Fire District #1. He discussed the management of funds saved as a result of the agreement. **Councilmember Kappa** expressed concern about a letter issued by Chief Bruegman regarding a conversation he (Kappa) had with some members of the fire department.
3. **Councilmember Trotter** commented on a meeting he and Councilmember Tomei had with the Clackamas County Director of Utilities Michael Read. The main Kellogg Treatment Plant issues were: odor control regardless of cost; visual mitigation to make the plant a better neighbor; and purchasing sufficient land for both the new plant and future expansion needs. **Mayor Lomnicki** commented purchasing additional land would add weight to decommissioning Kellogg.

Councilmember Trotter discussed existing laws that would require an upgrade of Kellogg. He and Tomei briefed Read on Milwaukie's Riverfront goals and discussed the need to develop a long-term plan before spending money on Kellogg. Read agreed it would be important to inform the Board of County Commissioners on Milwaukie's development plans and discuss technically feasible alternatives. The Sewerage Facility Study Task Force hopes to complete its work by November 1997 so the Board is able make its

decision on the proposals by December or January. The Task Force will need obtainable goals within a reasonable time frame to address the fairly complex issues. He added it was imperative for the City of Milwaukie to know the amount of funds allocated for riverfront development.

4. **Bartlett** introduced Jim Oliver of the City Attorney office.

Neighborhood Traffic Management Program (NTMP) Update

Nancy Faber, Julie Wisner, and Susan Stone were present to discuss this item.

Brink presented the staff report and distributed a revised copy of the draft NTMP including an example of the ranking methodology and a sample informational brochure. The purpose of the NTMP was to establish a procedure for dealing with traffic problems in residential areas with vehicle speeds and volumes being the main concerns.

The program was designed to provide a City-wide policy to address citizens' traffic concerns. The main issues were speed, volume, and truck traffic. The recommendation included an annual expenditure of \$30,000 to implement the highest ranking projects. Funding would come from gas tax revenues, and the program would be similar to the City of Gresham's. The project would also need support by a majority of property owners or residents within the boundary of the proposed improvement. If the majority does not agree an improvement needs to be done, staff will discontinue the engineering process on that particular project.

Mayor Lomnicki asked if there was a mechanism for projects over \$30,000 that would include monetary support from affected citizens. **Brink** said forming a local improvement district is an option for any improvement. \$30,000 was the amount identified that would not overburden the Street Fund. The only options being recommended at this time was either a \$30,000 project or an improvement district.

Bartlett discussed approval and funding. There has also been discussion of a 50/50 cost sharing if a neighborhood wishes to advance a program.

Councilmember Kappa said there are advantages to forming an improvement district and asked if that would be the first approach staff would take to accomplish a project. **Brink** said other improvements, such as curbs and sidewalks, may come into play as talks with the neighborhoods progress. At that time, it may be advantageous to spread costs among the benefited property owners.

Councilmember Schreiber said traffic management is a City responsibility.

Bartlett said reports indicate communities doing this type of program require some support from abutting property owners.

Brink said it is not appropriate to form an improvement district for small projects. The proposed process allows citizens to partner with the City and is built on a foundation of education, enforcement, and engineering. Before a project gets to the point that funds are expended, it is important to go through the logical steps to determine if, for example, enforcement will make a difference. If education and enforcement do not result in the desired changes, then an engineering solution is necessary. In this type of program, most of the staff time will be spent working with the NDAs and the Traffic Safety and Transportation Board (TSTB).

Brink discussed the proposed ranking methodology to select the critical projects. The TSTB will be instrumental in working with the neighborhoods on the proposed projects.

Councilmember Kappa asked if the projects not selected would be placed on a three-year waiting list. **Brink** said some projects may not be competitive based on other needs within the City. Milwaukie's streets will probably not change drastically; however, projects could be reconsidered.

Councilmember Trotter had questions about the ranking system and particularly in the area of traffic volumes. The collector streets would always have a point advantage based on volumes. It seemed as if the program was designed to restrict volumes on collectors and neighborhood streets simultaneously. **Brink** said staff has not generated all the data on the twenty-four currently-proposed projects and suggested a pilot project to evaluate effectiveness.

Councilmember Trotter said he understood the desire to reduce speed, but he was concerned that reducing volumes might be counterproductive.

Brink discussed the 34th Avenue Speed Hump Pilot Project. Vehicle speeds were reduced from 33 to 30 miles per hour, but there was no significant change in volumes. He felt it was very important to identify the objective in each project and added land uses will also dictate vehicle usage.

Councilmember Trotter commented traffic management devices address speed, not volumes.

Mayor Lomnicki said devices such as speed humps are not intended to divert traffic to other streets, and he asked for a discussion on how volumes might be reduced.

Councilmember Kappa remarked that speed and volume are separate issues.

Councilmember Trotter referred to staff report page one and asked if there was a report on the 34th Avenue Speed Hump Pilot Project. He wanted an opportunity to ask questions about it.

Mayor Lomnicki said there was a draft report about six months ago, and City Council is waiting for the final report on any impacts to adjacent streets. **Bartlett** said information from the Lake Road Multi-modal and 34th Avenue Pilot projects can be combined.

Councilmember Trotter indicated he was not willing to vote on implementation of the NTMP until he had a better understanding of the complete program.

Councilmember Kappa said the NTMP refers to the draft Transportation Systems Plan (TSP), but that document has not been reviewed by either the Planning Commission or the City Council. He felt the NTMP was an ancillary document to the TSP. **Brink** said staff does not recommend postponing the NTMP until the TSP is adopted. **Bartlett** said the TSP was scheduled to go before the Planning Commission in May.

Mayor Lomnicki suggested a 4:00 p.m. work session at the second meeting in May that would combine all the traffic and transportation issues including the Transportation Systems Plan, Lake Road Multi-modal Connection Plan, and Neighborhood Traffic Management Plan. He reviewed the issues: volume, diversion, and definitions and examples of traffic management devices. In his opinion, it was important to go to the NDA meetings with descriptions and possible outcomes of each device.

Councilmember Kappa felt information from other jurisdictions' actions was important to the decision-making. He commented on the City of Portland's moratorium on speed humps because of emergency vehicle concerns.

Councilmember Trotter felt the relationship between traffic management devices and transit and emergency services was an important element in the problem solving process.

Mayor Lomnicki expressed concern that a project addressing a chronic problem could be ranked number three overall but would never make it to the top of the list because of limited funding. He asked if it was feasible to grant points based on the amount of time a project had been on the waiting list to keep it competitive. The State is experiencing this type of pitfall when prioritizing its transportation projects.

Bartlett said additional funding sources could be sought.

Mayor Lomnicki discussed traffic management needs on collector streets. Support must come from both residents and commuters to balance the needs of those living on the street and those using the street.

Councilmember Trotter noted the policy statement on staff report page five regarding "residential streets." He felt the relationship between land use patterns and zoning to traffic speeds and volumes needed clarification. He was concerned a lack of information on zoning designations could result in false expectations.

Councilmember Schreiber said citizens need to be able to express their views and have staff analyze the situation and report its findings. She felt it was very important for the City to effectively handle emergency and special situations.

Councilmember Kappa asked staff to review the definition of trucks, and **Brink** indicated he would look at that section.

Councilmember Trotter said the program needed to include a mechanism to address traffic diversion impacts.

Councilmember Schreiber said the NTMP needs to consider the common good.

Councilmember Kappa commented the "skinny street" concept had some validity.

Traffic Safety and Transportation Board Comments

Faber said she was concerned with the sunset clause in the resolution. She suggested adopting a program with an annual review instead of designating a program that would last only two years. If the NTMP is positive and responsive to neighborhood needs, it can be evaluated and amended as it evolves. She asked how chronic neighborhood traffic problems would be addressed if a project was rejected. Could property owners add funding and get a higher ranking on the project list under this program? **Mayor Lomnicki** said if a project is not selected, enforcement and education would continue.

Faber referred to staff report page eight that outlined how points were determined for projects and suggested adding information on bus and walking routes. She asked how the City would gather input when Metro 2040 densities were met and many residents were not the property owners. **Mayor Lomnicki** said affected property owners would be involved in LID formations, and residents could go through their respective neighborhood associations.

Faber suggested the description of the local survey on staff report page eleven include not only eligible property owners but also residents. She indicated interest in attending the May 20 work session and requested an updated packet.

Stone said the NTMP was a policy that should be established for a longer period of time than two years. She commented on the need for current traffic counts. **Mayor Lomnicki** referred to staff report page twelve where it was stated that the chronic nature of the problem had to be validated before funding was approved.

Stone felt referring to the engineering solution as a last resort if all else fails had a negative connotation and suggested the language be changed. She supported traffic calming measure and keeping cost factors in check. **Stone** recommended a statement in the TSP that creating and maintaining traffic patterns in established neighborhoods was a goal of the NTMP. Referring to staff report page five, she urged collector streets be considered for traffic control devices based on vehicle speeds and volumes. She questioned the reference to the gas tax revenues and annual budget in the NTMP Goals. She then referred to the discussion of traffic calming on emergency routes. A firefighter informed her that ambulances are not considered emergency response vehicles since they were privately owned. The TSTB agreed with Brink's earlier comment about the Board's vital role in dealing with citizen input.

Stone discussed the proposed ranking system. She felt it was unrealistic to base points on Speed Watch sessions because of the number of citizen volunteers required for each session. She felt the sections referring to the number of favorable property owner responses were unclear. Beaverton, she added, has no ranking system for its traffic calming projects.

Councilmember Kappa requested staff prepare a report of City Council and TSTB comments and concerns.

Stone expressed concern that each project would take over a year to complete following the timelines in the staff report. **Mayor Lomnicki** said there were some concurrent elements in the proposal that would shorten the timeframe.

Stone commented on Council's not re-appointing her to the TSTB. She felt she was a dedicated City volunteer, and the Council's action was a contrived, political move. **Mayor Lomnicki** said the Council felt a change was appropriate and added all off-going board and commission members would be recognized at the May 6, 1997, meeting.

Stone felt volunteers like herself were hard to find and asked why she was not re-appointed. **Mayor Lomnicki** said the Municipal Code states all board and commission members serve at the pleasure of the Council. All advisory boards and commissions reviewed the draft ordinances before Council adopted them

last year. **Stone** did not consider the Mayor's response satisfactory. It was a bold move and not in the best interest of the community. She said she works for the citizens, but now she is being told to stay away. The ordinance is also written to allow for term extensions if the City Council so chooses.

Councilmember Schreiber said it was the City Council's decision.

Councilmember Trotter did not understand her position since many have applied for board and commission vacancies and were not appointed for both objective and subjective reasons.

Stone said she thought TSTB was the only board that did not have a quorum. Council appointed two TSTB members to other boards, and she was not re-appointed. Bartlett sent a letter to the rest of the TSTB directing them not to meet until there were enough appointments to achieve a quorum. She said she was "up to speed" on the issues, and by not re-appointing her, the heart was being taken from the TSTB.

SB 122 Update

This work session topic was carried over to April 29, 1997, due to time constraints.

Mayor Lomnicki adjourned the work session at 6:50 p.m.

Pat DuVal, City Recorder

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
APRIL 15, 1997**

The one thousand seven hundred and sixty-fifth meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:00 p.m. at the Milwaukie Center. The following Councilors were present:

Craig Lomnicki,
Mayor
Jean Schreiber

Carolyn Tomei
Rob Kappa
Don Trotter

Also present:

Dan Bartlett,
City Manager
Charlene Richards,
Assistant to the
City Manager
Jim Oliver,
City Attorney

Randy Bruegman,
Fire Chief
Diana Myrvang,
Public Involvement Coordinator

PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

Senator Verne Duncan

Mayor Lomnicki announced that Senator Duncan would be late, and his report would be given later in the session.

CONSENT AGENDA

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the Consent Agenda which consisted of the City Council minutes of April 1, 1997, and a recommendation to remove Rob Curtis from the Park and Recreation Board for non-attendance. Motion passed unanimously.

AUDIENCE PARTICIPATION

Nancy Faber, 12109 SE 22nd Ave., Milwaukie. She discussed the Council's decision not to re-appoint Susan Stone to the Traffic Safety and Transportation Board and City Manager Bartlett's letter directing the Board not to meet until there were enough applicants to achieve a quorum. **Faber** was concerned about the message communicated to the City's volunteers and requested the City Council reconsider its decision on Stone's re-appointment.

Michelle Greeley-Roberts, 2924 SE Malcom, Ardenwald Neighborhood District Association member and 32nd Avenue Task Force member. She read a letter into the record from Karyl Matteson strongly urging the City Council to act upon the neighborhood's need for traffic calming devices on 32nd Avenue. Matteson felt nothing had been done to remedy the dangerous situation on that street since her daughter's serious accident 2-1/2 years ago. The neighborhood requested speed humps, and any other forms of traffic calming devices would only make the situation worse. The flashing yellow beacons that have been installed only address the problem in one block, and vehicles continue to speed despite the use of the SMART trailer. She urged the City Council to implement a speed hump program on 32nd Avenue in order to restore livability and safety to the neighborhood.

Greeley-Roberts presented a petition signed by more than 300 residents and Ardenwald Elementary School staff requesting traffic calming in the form of 22-foot Seminole speed humps on 32nd Avenue from Harrison Street to Johnson Creek Blvd. She expressed outrage that traffic calming had not taken place on 32nd Avenue and felt the neighborhood had been deceived and its input disregarded. Stone worked particularly hard to obtain the facts on the effectiveness of speed humps. **Greeley-Roberts** felt the 32nd Avenue Task Force's findings have been ignored, and Stone was being punished by not being re-appointed to the Traffic Safety and Transportation Board.

Mayor Lomnicki said, based on its discussion at the work session, City Council decided to set action on the Neighborhood Traffic Management Program (NTMP) over to May 20, 1997. The Program needs to be considered in conjunction with the Transportation Systems Plan (TSP) and the Lake Road Multi-modal Connection Plan. The process needs to be considered in a thoughtful, logical manner. The City Council is not deaf to the concerns of the Ardenwald Neighborhood, and the City has taken action by installing flashing yellow signals, re-stripping crosswalks, installing signs, enhancing enforcement, and using the SMART trailer. As the City Council moves through its consideration of the NTMP process, it will look for appropriate solutions throughout the City.

Art Lewellan, 3205 SE 8th Ave., #9, Portland, representing LOTI (Loop Oriented Transit-Mall Intermodal). He spoke in support of light rail but not of the proposed alignments. His recommendation included an eastbank light rail alignment using the Southern Pacific corridor from the Rose Quarter to Oregon City; a trackless trolley from the Rose Quarter to downtown Portland using the Steel Bridge; and a streetcar connecting OMSI to the westside via the Hawthorne Bridge. He supported light rail in concept but not the plan because of its high cost and neighborhood impacts. He submitted his plan for City Council review.

Julie Wisner, Traffic Safety and Transportation Board (TSTB) member. Both she and Stone have done a lot of field work in the 32nd Avenue area. From her own experience as a pedestrian, she did not feel safe because of the narrow sidewalks and volume of traffic. **Wisner** noted the Council's goal of maintaining a safe and livable environment. The TSTB wants the City Council to address the speed hump request. She expressed a formal complaint that Stone was not re-appointed to her position on the TSTB. She felt it was a injustice to deprive citizens their voices through Stone. Councilmembers understand little about the problems since they all live on cul-de-sacs. She discussed the impacts resulting from the TSP and how the neighborhoods and citizens would protest the Plan. She urged the City Council to live up to its stated goals by re-instating Stone to her position on the TSTB.

George Rodriquez, Co-Chair, Historic Milwaukie Neighborhood Association. He expressed the Association's concern that Stone was not re-instated to her position on the TSTB. He asked why an outstanding citizen volunteer willing to give her time and energy to the community was being denied. **Mayor Lomnicki** responded that board and commission members serve at the pleasure of the City Council and pointed out the decision was not "for cause." The City Council felt its action was appropriate. **Councilmember Schreiber** added that Stone's term of office had expired; she was not being removed from the position.

Susan Stone said, in order to clarify Councilmember Schreiber's remarks, not only had the City Council removed a Board member but also someone who was the heart of the group. She added she had never completed a full-term of the Board, and her appointment in August was only for six months. She asked why this kind of "house cleaning" was done if not to benefit the community. The City Council had given her a vague response when she asked why she was not being re-appointed. She publicly requested re-appointed and expressed her appreciation to the community for supporting her. **Stone** felt she was a valuable member of the TSTB who carried through on research. The City Council appointed two TSTB members to other advisory bodies, and then sent City a letter directing the Board not to meet until enough appointments were made to make a quorum. In her opinion, the City Council was not serving the best interest of the public.

Stone discussed traffic calming needs on 32nd Avenue. The City Engineer made a presentation to the Ardenwald NDA and talked about such devices as curb extensions, but these do nothing to abate speeds. There are many children and pedestrians on that street, and walking is a very frightening experience. The budget is limited, and the problem is speed on a street that carries large volumes. The City Council needs to meet its goal of keeping Milwaukie's neighborhoods safe and livable.

Nina Rondeau, 8815 SE 32nd Avenue, Ardenwald NDA member and 32nd Avenue Task Force member. The adult crossing guard program was dropped due to a lack of volunteers. She commented the effect of the SMART trailer diminishes because there is no enforcement and urged traffic calming in the form of speed humps.

Sharon Van Horn, Chair, Ardenwald NDA. The Ardenwald Neighborhood wanted Stone re-appointed and did not feel the reasons for not doing so had been justified. Stone has worked closely with the City of Portland researching its traffic calming program. **Van Horn** did not feel the neighborhoods had the backing and understanding of the City Council and suggested the NDA chairs become an advisory board since Councilors infrequently attend neighborhood meetings. *She did not feel that*
RK attended as frequently as possible, on his attendance

Mayor Lomnicki said the City Council is involved in many evening meetings and activities, but one member tries to be at each NDA meeting to bring back issues and ideas. He felt it would be unrealistic to expect all members to attend each meeting, and the City Council receives a copy of each neighborhood newsletter. He explained that Council work sessions are open to the public and suggested at least one work session a year with NDA chairs.

Councilmember Tomei said when she was on the Planning Commission, she always wanted to have more meetings with the City Council. As a Councilor, she now understands the scheduling difficulties. **Van Horn** felt even brief meetings would help establish the needed rapport.

Councilmember Kappa added the NDAs need to conduct their own business, but he agreed there should be one or two face-to-face meetings each year to help relieve some of the perceived tension.

Senator Verne Duncan

Duncan introduced himself as the recently-appointed District 12 Senator. He discussed his current legislative committee appointments and indicated he would be pleased to meet with the Milwaukie Neighborhood Associations.

Councilmember Kappa asked **Duncan** about the disposition of SB 786, Community Center Funding. **Duncan** said it was not yet out of committee, so he had no information at this time.

Mayor Lomnicki discussed the Transportation Funding Bill and issues important to citizens throughout the state. There are insufficient funds to meet the many statewide needs. He discussed Milwaukie's Neighborhood Traffic Management Program and the use of gas tax funds to support projects that impact local quality of life issues. **Duncan** said the proposed bill would raise taxes dedicated to cities and counties through increased gas taxes and auto registration fees.

Duncan discussed the re-write of Ballot Measure 47, currently state law, and compared Measures 46 and 47. The legislature is working to follow the intent of the voters and keep taxes lower.

PUBLIC HEARING

Riverfront Concept Plan

Mayor Lomnicki opened the public hearing on the Riverfront Concept Plan at 8:17 p.m.

He explained the purpose of the hearing was to consider the January 1997 Riverfront Planning Committee Concept Plan with Steering Committee amendments. He reviewed the conduct of the hearing.

Staff Report: **Myrvang** presented the staff report. In addition to the overall map of the Riverfront Concept Plan, she introduced drawings of the three phased elements of the project. The Plan proposes redevelopment of the Milwaukie Bay Shoreline to make the area a "people place." The Regional Center Steering Committee reviewed the document and recommended several changes.

The Planning Commission met on March 25, 1997, to hear public comment on the proposal, and these comments were included in Council's packet material. The Riverfront Concept Plan reflects the City's Vision Statement and spotlights the area's natural features. Emphasis was given to providing accessibility to all Milwaukians and to developing a civic identity. A limited-scale commercial development connects downtown to the riverfront recreation area. Water uses, including a boat ramp, were found to be desirable. All parties recognize that it will take about 20 years to realize the Plan fully. **Myrvang** concluded by saying staff recommended approval by motion of the Riverfront Concept Plan with amendments.

Councilmember Tomei recommended deleting the word "possibly" from the bulleted item on page six of the staff report to read "boat ramp (relocated)." **Myrvang** said locating a site for the boat ramp would be in Phase 2 of the Plan.

Councilmember Kappa said he had no problems with any of the recommendations. He was, however, concerned that the document was being approved by a simple motion rather than by resolution. **Myrvang** said the staff recommendation was prepared based on the direction given at the last Regional Center Steering Committee meeting.

Bartlett said this document will be incorporated more fully into the Regional Center Plan, and subsequent documents will move the City forward in the phased elements of the project. An ancillary document to the Comprehensive Plan would be more detailed.

Myrvang added the proposed Plan provided a vision for the City Council and community. **Councilmember Kappa** expressed concern that the Plan move forward as quickly as possible.

Councilmember Tomei referred to the maps of the project and indicated she was confused about the placement of some of the existing structures. **Myrvang** explained a graphic artist used aerial photos, so the maps may not be exact.

Correspondence: None.

Testimony: **Nancy Faber**, 12109 SE 22nd Avenue, Island Station NDA. She thanked the Riverfront Planning Committee for its work to improve the aesthetics of the bay. She expressed concern with the future location of the boat ramp. She understood the economics and politics regarding the Kellogg Treatment Plant; however, she continued to be concerned about the odor and view. It is imperative that adequate odor and visual mitigation be implemented to achieve the goals of the riverfront plan.

Tony Reiner, 12082 SE 20th. As a resident of the Island Station neighborhood, he agreed with Faber's comments. He asked what the next steps would be and how long it would be before the Plan became a reality.

Mayor Lomnicki discussed incorporating the Expanded City Center Master Plan with the work already completed on the riverfront. The Council wants to make sure there is a connection between the downtown and riverfront that would complement both areas. The next issue will be funding. The riverfront development will be a lengthy process and will have to be approached in increments.

Reiner asked if there was a timeline for the project.

Mayor Lomnicki said a timeline would be difficult to apply until the community and private partnerships become clear. The City has been working on waterfront development since 1964, but voters have rejected previous plans. He felt there was sufficient community energy to follow through on this Concept Plan.

Councilmember Tomei responded to Faber's concern about the treatment plant and reported that the Clackamas County Commissioners made a commitment to making the odor disappear.

Faber said she was more interested in her tax dollars being used effectively on the riverfront than being spent on rectifying the odor problem that should have been solved twenty years ago.

Sherrie Campbell, 3803 SE Filbert, Riverfront Planning Committee Chair. She expressed her appreciation to the Steering Committee. She felt, with the exception of the treatment plant, it was a beautiful concept that would also link with the northeast portion of the City via the Springwater Corridor.

Harriet Jorgensen, Milwaukie Festival Daze Sponsorship Coordinator, discussed the Plan's potential for riverfront features and events such as Yachts of Fun. She agreed with previous testimony that the Kellogg Treatment Plant had to go. **Mayor Lomnicki** discussed the area currently being served by the Kellogg Plant.

Staff Comments: **Myrvang** responded to Reiner's question about the development timeframe which is projected as a twenty-year plan.

Questions of Clarification: None.

Close of Hearing: **Mayor Lomnicki** closed the public testimony portion of the hearing on the Riverfront Concept Plan at 8:50 p.m.

Discussion among Councilmembers and Vote:

Councilmember Trotter addressed the comments about the Kellogg Treatment Plan. He serves as the Milwaukie City Council representative to the Sewerage Facility Study Committee, and that group will make a recommendation to the Clackamas County Board of Commissioners regarding service options. He discussed the proposal to build a new plant at Site K near Camp Whitycombe and maintain the Kellogg Plant with funding for odor and visual mitigation. The City can work with Clackamas Service District #1 to determine how funds will be spent both for mitigation and for riverfront improvements. The Board of Commissioners will make its decision at the end of this calendar year. He felt Service District staff was ready to begin work on the technical issues. It is important for the City to begin the work on the implementation process, so the Commissioners will be aware of the mitigation needs.

Councilmember Kappa was supportive of a technology that would remove treatment facilities from the river entirely.

Councilmember Schreiber was concerned about connecting the riverfront development with the decommissioning of Kellogg based on new technology. She urged implementation of Phase 1.

Mayor Lomnicki said the treatment plant will be located at the Kellogg site for some time, and the County Commissioners will address that issue.

Councilmember Trotter said it was very important to be involved in the decision making and to participate with the County to ensure mitigation takes place.

Councilmember Schreiber was interested in a long-term concept map that did not include the treatment plant. She agreed mitigation was needed to make the site palatable today.

Councilmember Tomei commented the plant will be gone in twenty years but not in five.

Councilmember Trotter said all members of the Committee universally hope the treatment plant will become a better neighbor. He did not want to miss a window of opportunity with the County by waiting for adoption of the Regional Center Plan.

It was moved by Councilmember Trotter and seconded by Councilmember Kappa to approve the Riverfront Concept Plan with the amendments.

Councilmember Trotter noted the amount of work in the Concept Plan and thanked Milwaukie citizens who donated significant time and energy to the project. The City Council needs to make sure the Plan becomes a reality and that the small, initial document becomes volumes with the support of the community.

Motion passed unanimously.

Mayor Lomnicki said Council will pursue citizen involvement and funding options to carry out the Plan which would be a great asset to the community.

It was moved by Councilmember Tomei and seconded by Councilmember Schreiber to thank the Riverfront Planning Committee. Motion passed unanimously.

Myrvang said plans were being made to congratulate the Planning Committee members. **Mayor Lomnicki** added the Steering Committee should also be recognized for the many hours its members dedicated to developing the Riverfront Concept Plan.

Councilmember Trotter urged proceeding with the Steering Committee's recommendation to implement Step B.

Bartlett indicated this would be part of the City Council's April 29, 1997, work session discussion on SB 122.

Councilmember Trotter suggested forming a task force to address the issue in a brief time period.

Councilmember Schreiber asked if that suggestion included identifying relocation alternatives for the boat ramp. **Councilmember Trotter** responded he felt it would be important to consider one topic at a time and then move on to subsequent phases.

Councilmember Schreiber discussed the week-end, boat trailer parking situation on McLoughlin Blvd. and the "no parking" signs.

OTHER BUSINESS

Neighborhood Traffic Management Program (NTMP) -- Resolution

This item was postponed to the May 20, 1997, meeting.

INFORMATION

1. **Councilmember Tomei** asked if the City of Milwaukie had any input on the South Willamette River Crossing Study. She noted figure E2 indicated a multi-modal river crossing that ended on River Road. This plan would increase traffic immeasurably, and she expressed the hope City Council would oppose that option. **Mayor Lomnicki** felt a position at this time would be premature. **Bartlett** said a work session with a Metro Transportation Planner was tentatively scheduled in June. He explained the intent of all the options was to direct traffic to an Oregon highway or major state highway. The concept would be to improve cross streets to provide a linkage to McLoughlin Blvd. and eventually I-205.
2. **Councilmember Kappa** suggested scheduling an additional work session on each fifth Tuesday to address important issues.
3. **Councilmember Tomei** noted the information on the Neighborhood Services Team and asked **Bartlett** to expand on it. **Bartlett** discussed the World Class Management, Inc., concept of treating each employee as a service team member. There is a meeting the first Wednesday of each month open to all employees to share information on department activities, upcoming projects, and note "red flags."
4. **Councilmember Schreiber** pointed out the City's bargaining unit was invited to participate in a national conference to share its experiences and information on collaborative bargaining. **Bartlett** discussed the multi-party negotiation that included the three bargaining units and management and resulted in five-year contracts. This is a process that has gained national recognition.
5. **Councilmember Tomei** said a member of the Tree Ordinance Committee called her regarding a tree removal from the Monroe Street right-of-way. **Bartlett** responded that if a property owner no longer wants a tree or if it is determined hazardous, all that is needed for removal is a permit. In this instance, the tree had potential problems, and the property owner was concerned. **Councilmember Tomei** urged the other Councilmembers to support work on a tree ordinance.
6. **Bartlett** pointed out several informational items: a letter to Representative Jane Lokan regarding transportation funding as requested by the Mayor and a compilation of public comments regarding light rail.

Mayor Lomnicki adjourned the meeting at 9:35 p.m.

Pat DuVal, Recorder/Secretary

City Council Work Session
Minutes
Friday, April 18, 1997
Community Room, Waverley Court Apartments

Attendance: Mayor Lomnicki, Councilors Schreiber, Tomei, and Trotter; City Manager Dan Bartlett; and Facilitator Kent Layden.

Due to a delay in the set-up, the group began at about 9:35 a.m. Layden introduced the session's topic which was to work on the outcomes described in our goal setting session in December. Those outcomes were:

- Improved communications and an adopted communications agreement.
- Clarification of roles and responsibilities under council/manager form of government.
- Improved team work among Councilors and Staff.
- Two year Council Goals that accomplish the Vision

Layden asked if the Council had any changes or additions to the agenda. Councilor Tomei indicated that she had read the article attached to the agenda and did not agree that the Citizens and Local Government sections were something she felt the Council needed to discuss. She indicated that she had phoned other Councilors and felt that there was agreement to deal with the rest of the agenda. The other Councilors agreed.

City Manager Bartlett noted that Councilor Kappa had left a message on his voice-mail that he would be arriving between one and two hours late. Layden noted this would be well into the time allotted for the Work Styles discussion. Several Councilors expressed frustration that the remaining portions of the agenda needed the full participation of all Councilors. The group discussed how to proceed and agreed to go ahead with the working together as a team discussion and hold the Work Styles discussion until Kappa arrived.

Councilor Tomei indicated as the newest Councilor it was important to feel that she was a full member of the team and not have a division between Councilors based on length of service. She commented on her communication style and needs to have eye contact when issues were being discussed. She expressed frustration with the seating arrangement at the City Council meeting at the Milwaukie Center. She could not see other Councilors when they were responding to her comments. Mayor Lomnicki noted that this was a special meeting. He said that when Council met at the Center in the past they had a board that caused the tables to be in more an a "V" shape so that people could see each other.

Councilor Schreiber noted that the curve of the Council Chamber table was also too shallow. She expressed hope that the remodel of the Chambers would not be dropped. Councilors discussed how important it was to be able to see who was talking. ~~Mayor Lomnicki~~ asked if it would help if he rearranged the Council seating. Councilor Trotter suggested rotating the seating.

Councilor Schreiber noted there were gender differences related to how people thought and discussed issues. She felt that it would be more helpful if there was more discussion from each member of Council about how they saw an issue. Mayor Lomnicki noted he did not strictly apply *Roberts Rules*. He indicated he tried to let everyone have a say before he moved on to another Councilor's comments.

Councilor Trotter noted that he came to conclusions quickly and that his outlining of an issue was his way of detailing how he came to his conclusion. He said it was not an indication of how he had made up his mind. He added that he listened to other Councilors comments and changed his opinions based on the group discussion. He noted that a lot of the information is included in staff reports and documents in the Council office.

Other Councilors complemented him on doing his homework. They requested he provide more details on how he reached his conclusions and also indicate those points made by other Councilors that helped him come to his conclusions.

A discussion of different decision-making styles was conducted by Layden. He indicated that in teams all members have to be willing to understand how other members communicate and make decisions. He used several personal examples. The group agreed that periodic de-briefing of how they communicated would be valuable. This would prevent mis-communications from building into frustrations.

Councilor Kappa had not arrived. Layden asked how the group wanted to proceed. Bartlett noted that lunch was arriving and that a break would be in order so lunch could be set-up. The group took a break at approx. 11:25 a.m. The group returned to discussion at about 11:40.

Bartlett noted that there were several memos and documents on the table for Council review. Councilor Kappa had wanted to discuss the B.C. Oversight Committee correspondence. Bartlett and Trotter noted that Chief Bruegman shared his routine correspondence relating to Milwaukie with the group. Bartlett said he understood Council was interested in looking at the Strategic Plan before it went to the Oversight Group but not the routine, administrative correspondence.

Bartlett noted that Council packets for the Executive Session and SB 122 Work Session had been prepared. Council discussed preparation for the Executive Session. Bartlett indicated he would be recommending continuation of the City Attorney Agreement based on satisfactory performance from his point of view. Council needs to discuss their concerns with the City Attorney. Bartlett noted the requested rate increase was within reason. He discussed how requests were transmitted to the Attorneys and his need to have some means of cost control. Councilors discussed how their requests would be transmitted to the City Attorney. The Council asked Bartlett to prepare a proposed process for Council consideration and discussion with the City Attorney.

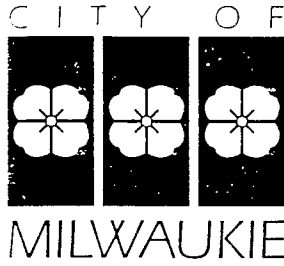
At 12:40 p.m., the new Fire Engine arrived for Councilor pre-view. The group moved to the parking lot to look at the engine. After reviewing the engine, Council returned to the room to wrap up. Councilor Trotter noted he had to leave soon.

Layden wrapped up the discussion by providing an outline of what had been discussed and asking the group to rate the meeting. The meeting was generally rated positive. Concern was expressed that the meeting was not as valuable as it could have been because one Councilor was absent.

The meeting adjourned at about 1:10 p.m.

Meeting notes by:

Dan Bartlett, City Manager



*** MEMORANDUM ***
April 29, 1997

To: Mayor and City Council
From: Dan Bartlett, City Manager *Dan*
Re: South/North Light Rail Alignment Recommendation

Action Requested

Staff asks that the City Council hold a public hearing and approve or revise the draft letter of recommendation to the Metro Council concerning the South/North Draft Environmental Impact Study (DEIS).

Background

The City has been involved in the study of a potential light rail corridor since 1986. Extensive involvement began in 1993 with the start of the South/North Transit Corridor Study. We have considered many alternative routes for the corridor. In 1996, work began on analyzing the most promising alternatives and preparing factual impact information through the South/North Draft Environmental Impact Study (DEIS).

The DEIS identifies benefits, costs, and impacts that would occur if light rail were built. The Study looks at traffic, air quality, energy, noise and vibration, parks and wetlands, wildlife displacements, land-use, soils, natural environment, visual quality, neighborhood changes, historic and cultural resources, and other impacts. The document will be completed by fall 1997 and will have a public comment period. After it is completed, a Final Environmental Impact Study will identify mitigation measures to be taken on a selected locally preferred alternative.

After the November 1996 election, which removed state financial participation from the project, Metro, Tri-Met, and local jurisdictions have conducted a public "cost-cutting" process. This process has included the following most promising alignment oriented cost-cutting measures affecting the Milwaukie segments that would change the DEIS:

Clackamas Regional Center

- Add a new terminus (end point) option at the Clackamas Town Center, transit center station.
- Change the North of Clackamas Town Center alignment alternative.

Railroad Avenue

- Change the current Railroad Avenue alternative to a narrower street design.
- Add an alternative that would close sections of Railroad Avenue to through traffic.
- Add a North of Highway 224 alignment.
- Consider eliminating the Wood Avenue station.

Central Milwaukie

- Eliminate the two Monroe Street alternatives and add a Main Street/SP Branch Line alternative route.

These changes were subject to a public comment period for written and phone-in comments and two Public Comment Meetings, April 8 and 9, 1997. Project staff considered the comments and took these into consideration in a report to the Steering Committee that was approved on April 23, 1997. A summary of these changes is contained in the April 15, 1997, memo from Richard Brandman (attached).

I have extracted from the April 15, 1997, Public Comment Proposals, those which directly impact the Milwaukie area. I apologize, if I have inadvertently missed a comment. I have not included general comments from regional organizations in this packet. The complete comment record has been available in the Council Office for review since April 15, 1997.

The attached draft letter provides a basis for Council to address their recommendations to the Joint Policy Advisory Committee on Transportation, the Metro Council Transportation Committee and the Metro Council. These comments will be considered in the adoption of the recommended amendments to the DEIS.

cc: File
cm1075/hd

DRAFT

April 28, 1997 April 29, 1997

John Kvistad, Presiding Officer
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Dear John:

The Milwaukie City Council considered the South/North Steering Committee recommendation at a Public Hearing on May 6, 1997. The Council reviewed the Public Comment received by the project and heard comments from xx persons. The Council authorized me to send this letter identifying our recommendations for the project.

It is clear to the Council that our Hector Campbell Neighborhood Association is concerned about the Railroad Ave. alignment. They have also expressed concern about the impacts of light rail on Milwaukie and Railroad Avenue including: density, traffic, and sewers. They have taken their concerns to five of our neighborhood associations and received support for their position.

We ask that the South/North DEIS pay particular attention to identifying the traffic, air quality, energy, noise and vibration, parks and wetlands, wildlife displacements, land-use, soils, natural environment, visual quality, neighborhood changes, historic and cultural resources and other impacts of alternative alignments from the Clackamas Town Center Terminus through Milwaukie to the Portland Terminus at Lombard.

It is only through a thorough and detailed review of the impacts that we can make an informed regional choice. The City does not have funding to independently conduct a major study of these

4)

Letter: Cost-Cutting DEIS
Page 2

impacts. We are relying on a fair and impartial study paid for by federal funds and participating jurisdictions to provide answers to the questions being raised by our neighborhood associations.

We support the Cost-Cutting DEIS Changes in Milwaukie. These are:

Railroad Avenue

- Change the current Railroad Avenue alternative to a narrower street design.
- Add an alternative that would close sections of Railroad Avenue to through traffic.
- Add a North of Highway 224 alignment.
- Consider eliminating the Wood Avenue station.

Central Milwaukie

- Eliminate the two Monroe Street alternatives and add a Main Street/SP Branch Line alternative route.

The North of Highway 224 alignment addition will help address the Cambell Neighborhood concerns that an alternate alignment to Railroad Avenue be studied. A narrower street design or closing sections of Railroad Avenue will help reduce the impacts on Hector Campbell Elementary School and reduce the impacts on residential property. The Highway 224 Alternative provides an option that could completely eliminate impacts on Railroad and place a park and ride lot closer to Highway 224.

Elimination of the two Monroe Street alternatives and adding a Main Street/SP Branch Line alternative route removes the impact to several historic homes and residential properties. It is responsive to some of the concerns expressed by our Historic Milwaukie Neighborhood Association.

We support the ongoing effort to study the project impacts and identify mitigating measures to address impacts through the Final Environmental Impact Study. We do not believe that stopping the project at this time would be a wise use of the local and federal funds spent to date. We

understand that there will not be a state share of the project and recognize that the cost-cutting measures are necessary for project to fit the available local match.

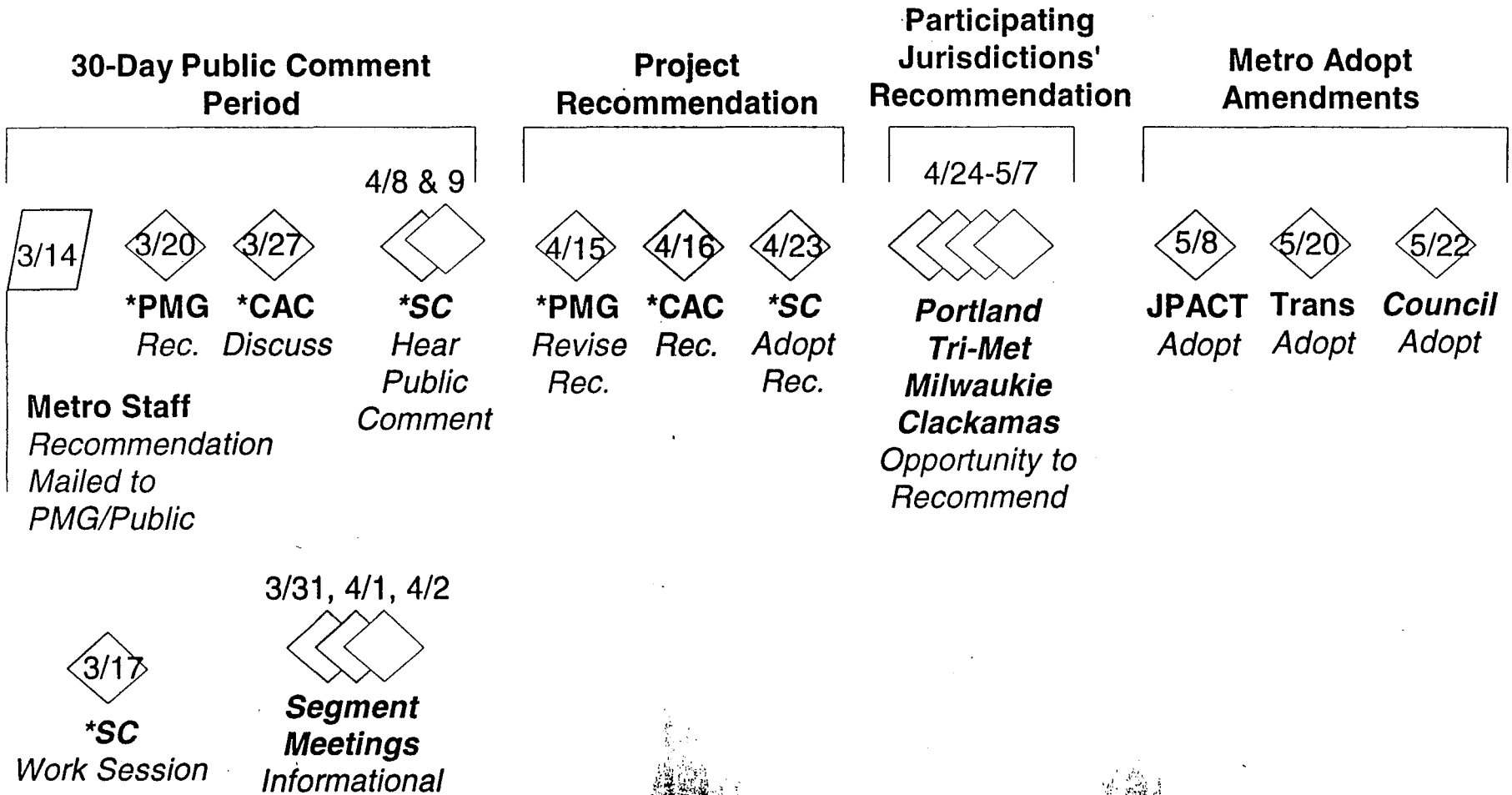
We believe the project is necessary to preserve the unique livability that is Milwaukie. We want to work with Metro and Tri-Met to ensure a high quality project that improves our Transit Center, improves our neighborhoods, and helps the region address planned growth management.

Sincerely,

Craig Lomnicki
Mayor

CC: Mike Burton, Metro Executive
Richard Brandaman, PMG Chair
file - ml039

Schedule for Amending DEIS Alternatives to Reflect Cost-Cutting Measures



**Time and date set.*



METRO

Date: April 15, 1997

To: South/North Steering Committee

From: Richard Brandman, Chair, South/North Project Management Group

Re: **Addressing Issues Raised During the Public Comment Period**

The purpose of this memorandum is to address a variety of issues and comments raised during the cost-cutting comment period. As stated at the close of the public comment meeting on April 9, 1997, staff has been impressed by the degree of thought and effort that is represented through the comments that Metro has received. The quality of comments is evidence of two very important points. First, they illustrate that we are reaching and communicating clearly with a wide spectrum of citizens, businesses and organizations. Second, they demonstrate that the public is committed to participating in developing important transportation decisions that will shape our region's future for generations to come.

Following is a summary of the major themes of public comment that Metro and the project has received during the public comment period and during the overall cost-cutting process. I have included an explanation of how the attached Project Management Group's recommendations respond to those comments.

Reduce Project Costs

The project found in an analysis of voter attitudes following the November 1996 election, that while there remains strong regional support for the South/North light rail project, there was concern about cost. The Steering Committee and Metro Council echoed that concern as they directed the initiation of the cost-cutting process. The recommendations being forwarded by the PMG have, I believe, successfully responded to this issue. With the proposed cost-cutting measures, project costs would be reduced by approximately one-third, which represents a savings of over \$500 million for a project serving both Clackamas County, downtown Portland and North Portland. Additionally, the project's cost per mile would be reduced to a level equivalent to the current Westside Project. The end result of the cost-cutting process has been to enable the project to have higher ridership with less cost, which will enable it to compete more effectively for federal funding.

Additionally, more information is being communicated to the public about the relative cost of this project versus alternatives. For example, the cost of upgrading the existing roadways in the

corridor to a freeway standard, together with the connections to I-5, are estimated by ODOT to cost over \$3 billion, more than three times as much as the proposed LRT option.

Extend the Project into North Portland

There has been strong support voiced for extending light rail into North Portland. A key accomplishment of the proposed cost-cutting measures is that they meet this objective by extending the alignment well into North Portland and support the project's finance plan and request for federal funding. To achieve this objective, the recommendations include options which would defer alignment segments in the south, within downtown Portland and north into Clark County from the first phase of the project. The DEIS would, however, continue to study options to extend the project further to the south and north and to complete the downtown alignment during the first phase in the event that current funding assumptions change.

In particular, many citizens and neighborhood groups in North Portland asked that the recommended Lombard Street terminus option be extended north to the Kenton Central Business District (CBD). The cost of extending light rail from the Lombard Terminus to the Kenton CBD would be \$32 million for an Interstate Avenue alignment and over \$50 million for an I-5 alignment (note that all costs within this memorandum are in year of expenditure dollars). The cost per mile for these extensions north to Kenton is similar to the cost per mile for the general alignments south of N Lombard Street. A Kenton light rail station would attract over one thousand weekday riders. A Lombard Street Terminus would retain 600 to 800 of those riders who would use connecting bus service between Kenton and the Lombard Station to access light rail. While the objective of extending service into Kenton and further north is a continuing goal of the project, we cannot recommend extending the Lombard Terminus option to the Kenton CBD at this time because of the limited funds available for a first phase of the project. However, the full alignment to Vancouver will still continue to be analyzed and data will be provided regarding the extension of this alignment to Kenton.

Finally, we received several comments in support of the Interstate Avenue alignment over the I-5 alignment. While that comment is noted, it is recommended by the PMG and I think understood by the community, that the choice between Interstate Avenue and I-5 will be made following the completion of the DEIS. There is also a strong recognition by the community that the on-going North Portland Economic Study, being conducted by the Portland Development Commission, the City of Portland and Metro, should provide valuable information in making the alignment choice in North Portland.

Eastside Connector

The project has received many comments in support of an Eastside Transit Connector, that would avoid the cost of bringing light rail across the Willamette River and into downtown Portland.

The PMG does not recommend that the DEIS be amended to include an Eastside Transit Connector as an alternative alignment. In general, this recommendation is based on the findings that an Eastside Connector alignment, in lieu of a downtown Portland alignment, would result in a higher proportional ridership drop than the proportional savings in capital costs. (Ridership demand to downtown is approximately seven times higher than to the central eastside from the south corridor while the cost savings would be closer to ten percent.) This would lead to a drop in cost-effectiveness and would hinder our ability to compete for federal funds.

However, our recommendation recognizes that an Eastside transit connection should remain as a long-term option that would be studied for implementation after the South/North project is completed. This would offer service along the east side of the Willamette in addition to the downtown Portland alignment. Therefore, we have reworded our recommendation in response to comments made by Eastside organizations to recognize and reaffirm the Steering Committee's policy that planning and engineering work on the light rail alignments within the DEIS should allow for a future Eastside transit connection.

Caruthers Crossing

The cost-cutting process elicited a strong response from the SE Portland community. First, there was almost unanimous support of the recommended cost-cutting measures proposed for the Caruthers/Brooklyn Yard alignment. Those recommended changes include a low-level fixed span bridge (at a height of approximately 75 feet), modified station configurations, both on the east and west bank, and the elimination of the above-grade alignment option between OMSI and SE Powell Boulevard.

Those citizens and organizations who supported the Caruthers cost-cutting measures also supported the Caruthers/Brooklyn Yard alignment over the Ross Island alignment. Again, it is recommended by the PMG and understood by the community, that the selection of a South Willamette River Crossing for light rail will be made following publication of the DEIS. If the cost-cutting measures for the modified Caruthers crossing are approved, the revised alternative's costs, benefits and impacts will be studied and documented in the DEIS in comparison to the current Ross Island alignment.

Downtown Milwaukie

Over the past year, the project has received comments expressing concern over the two alignment alternatives that would run on SE Monroe Street. In addition, several businesses located in North Milwaukie along SE McLoughlin Boulevard have requested that the McLoughlin Boulevard alignment between Highway 224 and SE Tacoma Street be removed from further consideration. These concerns have been based in large part on potential residential and business displacements, local traffic impacts and other more general neighborhood impacts associated with the Monroe

South/North Steering Committee

April 15, 1997

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Street alternatives. The PMG has responded by recommending the elimination of both Monroe Street alternatives and the addition of the Main Street/SP Branch Line alternative. This new alternative would avoid all of the residential displacements and lessen the commercial and local traffic impacts. The Main Street/SP Branch Line alternative would also better integrate light rail into the Milwaukie Regional Center by placing the station in the heart of the established central business district and by entering and exiting the CBD via established transportation corridors along Highway 224 and the Tillamook Branch Line. Finally, the new proposed alignment would save \$31 million compared to the Monroe Street alternatives which would serve downtown Milwaukie or \$10 million compared to the option which skirted the CBD.

Railroad Avenue

The project has received comments from citizens and neighborhood groups located along Railroad Avenue that expressed concern over the potential residential displacements and neighborhood impacts associated with the current Railroad Avenue alignment alternative. In response, the PMG is recommending that the DEIS study and evaluate three new alternatives for connecting the Milwaukie and Clackamas Regional centers, each of which would reduce potential residential displacements and lower capital costs.

Clackamas Regional Center

A variety of comments have been received by the project concerning the Clackamas Regional Center. They have included concern over potential residential impacts in the area bordered by SE Harmony Road, SE Fuller Road and SE 80th Avenue and concerns by the Clackamas Town Center (CTC) regarding a terminus at the Town Center and impacts associated with the alignment south of the Town Center. Also, Clackamas Community College (CCC), the Oregon Institute Technical (OIT) and the Clackamas Regional Parks Board have expressed concerns about the designs and localized impacts of the proposed alignment options directly adjacent to their facilities along SE Harmony Road. In response, the PMG's recommendations include the deletion of a SE Fuller Road alignment and replacing it with an alignment along SE 79th and 80th Avenues, reducing both potential residential displacements (by approximately 40) and costs (by \$12 million to \$24 million). A separated grade crossing over 82nd Avenue has also been eliminated which would reduce the cost of the North Clackamas Town Center option by \$7 million. The PMG also recommends that project staff continue to work with Clackamas Town Center, CCC, OIT, the Clackamas County Regional Parks Department and other interested parties to look at opportunities to modify the alignment options in the vicinity of their facilities to further reduce costs and/or to improve the characteristics of the alignment design.

South/North Steering Committee
April 15, 1997
Page 5

Commuter Rail

Several organizations have recommended that commuter rail be studied further in the DEIS, either in lieu of or in addition to South/North light rail. The attached *Commuter Rail: Analysis and Recommendations Report* provides a detailed response to those comments. In general, the PMG has found that commuter rail as a general technology does not address the same transportation problems and travel markets as light rail does. Commuter rail in the South/North corridor would be less expensive than light rail, but by being generally constrained to existing freight tracks, would not serve major activity centers, neighborhoods and business districts. It would therefore not have the same land-use benefit and would attract approximately five percent of the forecast light rail ridership. Therefore, the PMG does not recommend that commuter rail be included within the South/North DEIS.

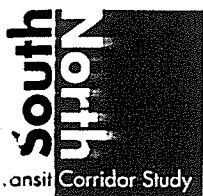
However, commuter rail, as evidenced by experience in other metropolitan areas, may effectively serve other transportation markets. These markets would tend to be longer trips, connecting neighboring cities or smaller rural communities outside the urban growth boundary with the central city. The PMG is therefore recommending that Metro's Joint Policy Advisory Committee on Transportation sponsor a series of workshops on commuter rail to determine whether commuter rail should be considered for inclusion in the Regional Transportation Plan.

Conclusion

In conclusion, these and many other more specific comments from the public have shaped the recommendations developed by the Project Management Group. In general, the strong showing of support and interest in the project has illustrated to the PMG the key role that this project will continue to play in our community's discussion over how to best shape our future. By significantly reducing costs, these recommendations will allow South/North light rail to continue to be a viable tool in our efforts to retain and improve our community's livability. Finally, the PMG believes that, when taken as a whole, these recommendations to reduce costs allow us to meet our cost-cutting goal, "To design the most cost-effective rail project that achieves livability and transportation goals within available funding."

Please contact me at 503/797-1749, if you have any questions or if you would like to discuss these recommendations prior to the Steering Committee meeting scheduled for Wednesday, April 23, 1997, 7:30 - 9:00 a.m.

Attachments



March/April 1997

The South/North Transit Corridor Study

Metro

In cooperation with:

City of Milwaukie

City of Portland

City of Vancouver

Clackamas County

Clark County

C-TRAN

Multnomah County

Oregon City

Oregon Department of Transportation

Southwest Washington Regional Transportation Council

TriMet

Washington State Department of Transportation

For more information, call Metro's Transportation Hotline at: (503) 797-1900



METRO

Tech Facts

Recommended Cost-Cutting Measures

South/North Transit Corridor Study Overview

History of the study

The South/North Transit Corridor Study started in summer 1993. Since that time, a public process called "narrowing" has refined the design options and alternative routes to be considered in the corridor. These narrowing actions, taken between 1993 and 1995, have outlined the range of alternatives and options currently under study. In early 1996, the staff began work on analyzing the alternatives and preparing the Draft Environmental Impact Study (DEIS).

What is the Draft Environmental Impact Study (DEIS)?

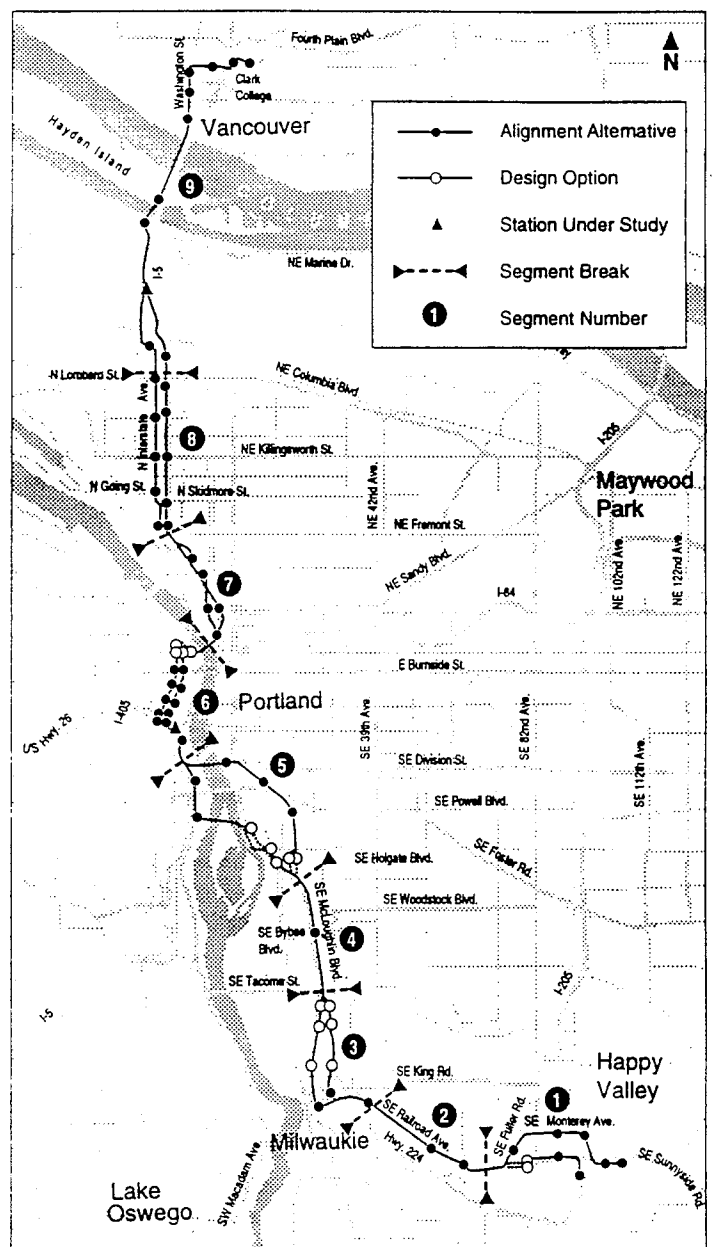
The DEIS, the current phase of work, identifies benefits, costs and impacts that would occur if light rail were built in the South/North Corridor. The subjects being studied include traffic, air quality, energy, noise and vibration, parks and wetlands, wildlife, displacements, land use, soils, natural environment, visual quality, neighborhood changes, historic and cultural resources and other areas. The document will be completed by fall 1997 and will be available to the public. After the DEIS is completed, work begins on the Final Environmental Impact Study (FEIS).

What is the South/North Corridor?

The corridor is a "travel shed" that extends north from Oregon City in Clackamas County through downtown Portland and into Clark County, north of Vancouver. In all, this corridor covers almost half of the Portland/Vancouver metropolitan region. It is characterized by high employment and residential growth (higher than the region as a whole), with the potential for worsening travel and air quality conditions.

Light rail phases

The development of light rail in the South/North corridor will need to take place in several phases over the next 10 years or more. The first phase is between the Clackamas Regional Center in the south, through central Milwaukie and downtown Portland to a northern terminus. The second phase



South/North Transit Corridor Segments

of the project would extend south to Oregon City. Funding and cash-flow limitations require that the first phase of the project be built in two or three construction segments.

Major outreach effort launched

Following the November 1996 election, when a state funding measure for light rail and other transportation projects did not pass, Metro, Tri-Met and local jurisdictions launched a major public outreach effort. Approximately 5,000 people heard staff and citizen presentations and had an opportunity to ask questions. Two transportation surveys found that 70 to 80 percent of the public within the tri-county Metro boundary were in favor of continuing to plan and seek funding for the South/North light rail if construction costs were reduced.

Guiding goal for cost-cutting

The South/North Steering Committee adopted the following goal to guide the project:

To implement a major transit expansion program in the South/North Corridor that supports bi-state land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values and is fiscally responsive.

The task at hand: reducing costs

During the past three months, staff have been developing and evaluating a wide range of options to reduce project costs. These options include changes to designs throughout the corridor, modifications to standards, reductions in construction schedules and others. The Tech Facts summarize staff's recommendations on the most promising cost-cutting measures that reduce costs while retaining as much value in the project as possible.

The following cost-cutting principle has been used to develop and recommend the cost-cutting measures proposed to the public: *To design the most cost-effective rail project that achieves livability and transportation goals within available funding.*

It is important to note that major alignment decisions (such as I-5 or Interstate Avenue, Caruthers or Ross Island Bridge, and a terminus north or south of Clackamas Town Center) are *not* being determined at this time. They will be considered in a thorough public process following the completion of the DEIS in the Fall of 1997.

Cost cutting approaches

Four general areas were identified to lower costs: changes in project scope and design; changes in financial responsibility; changes in management approach; and changes in costing methods. When the capital cost-cutting measures are taken together, project costs are reduced by approximately one-third. Precise cost estimates will be prepared for the DEIS, once the range of cost-cutting measures are adopted. At that time, a

broader spectrum of ridership, traffic and environmental analysis will be performed.

Summary of recommended cost-cutting changes

Following is a summary of the most promising alignment-oriented cost-cutting measures which, if adopted, would change the alternatives being studied in the DEIS. A more detailed description is available in a publication called, *Briefing Document - Recommended Cost-Cutting Measures*.

Clackamas Regional Center

- Add a new terminus (end point) option at the Clackamas Town Center transit center station.
- Change the North of Clackamas Town Center alignment alternative.

Railroad Avenue

- Change the current Railroad Avenue alternative to a narrower street design.
- Add an alternative that would close sections of Railroad Avenue to through traffic.
- Add a North of Highway 224 alignment.
- Consider eliminating the Wood Avenue station.

Central Milwaukie

- Eliminate the two Monroe Street alternatives and add a Main Street/SP Branch Line alternative route.

McLoughlin Boulevard

- Eliminate reconstruction of the Bybee Boulevard overpass from the proposed project.

South Willamette River Crossing

- For the Caruthers Crossing alternative, eliminate the high-level fixed span bridge; add a low-level, fixed-span bridge and add two design options on the west bank – a Caruthers/Moody alignment and a Caruthers/South Marquam alignment.
- Eliminate the above-grade design option of the Caruthers/Brooklyn Yard alignment alternative.

Downtown Portland

- Replace the turn from SW Harrison Street to SW 5th and 6th avenues with a diagonal alignment integrated into Portland State University's plaza design.
- Add a MAX connector alternative to the DEIS for further study. This recommendation would retain the existing full-mall alignment in the DEIS and would add a second alternative that would travel the mall from the PSU plaza to Morrison and Yamhill, where the South/North and East/West MAX tracks would be connected.

Eliot Segment

- Add a lower-cost design for the Rose Quarter Transit Center.

Kaiser to Lombard Street

- Add a design option to the I-5 alignment that would minimize costs and residential displacements by closing the Alberta Street south-bound I-5 on and off ramps.

- Modify the track treatment planned for Interstate Avenue.
- Eliminate the north terminus option at the Kaiser Medical Clinic and replace it with a terminus option at Lombard Street.

Lombard Street to VA Medical Center/Clark College

- Eliminate the north terminus option at the Expo Center and replace it with a terminus option at Lombard Street.

Public comment period

There is currently a 30-day public comment period. March 14 through April 14, to take public comment on the cost-cutting proposals to amend the DEIS. Comments may be made in

person or in writing at one of the public meetings listed on the transportation hotline, (503) 797-1900, or in the *South/North News*. Oral comments may also be left on the hotline. Written comments may be mailed to Metro Transportation Department, 600 NE Grand Avenue, Portland, OR 97232 or sent by fax to (503) 797-1929. The public may send e-mail to south@metro.dst.or.us. Telephone access for the hearing impaired is (503) 797-1804.

If you have questions, please call (503) 797-1745 or leave a message on the Transportation Hotline, (503) 797-1900, and a staff member will return your call.

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METRO

Tech Facts

Recommended Cost-Cutting Measures

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As a result, staff was asked to develop a range of cost-cutting measures to significantly reduce the cost of the project. Together, the proposed cuts would reduce the light rail capital costs by approximately one-third. The proposed changes in this segment are outlined in this fact sheet. There is

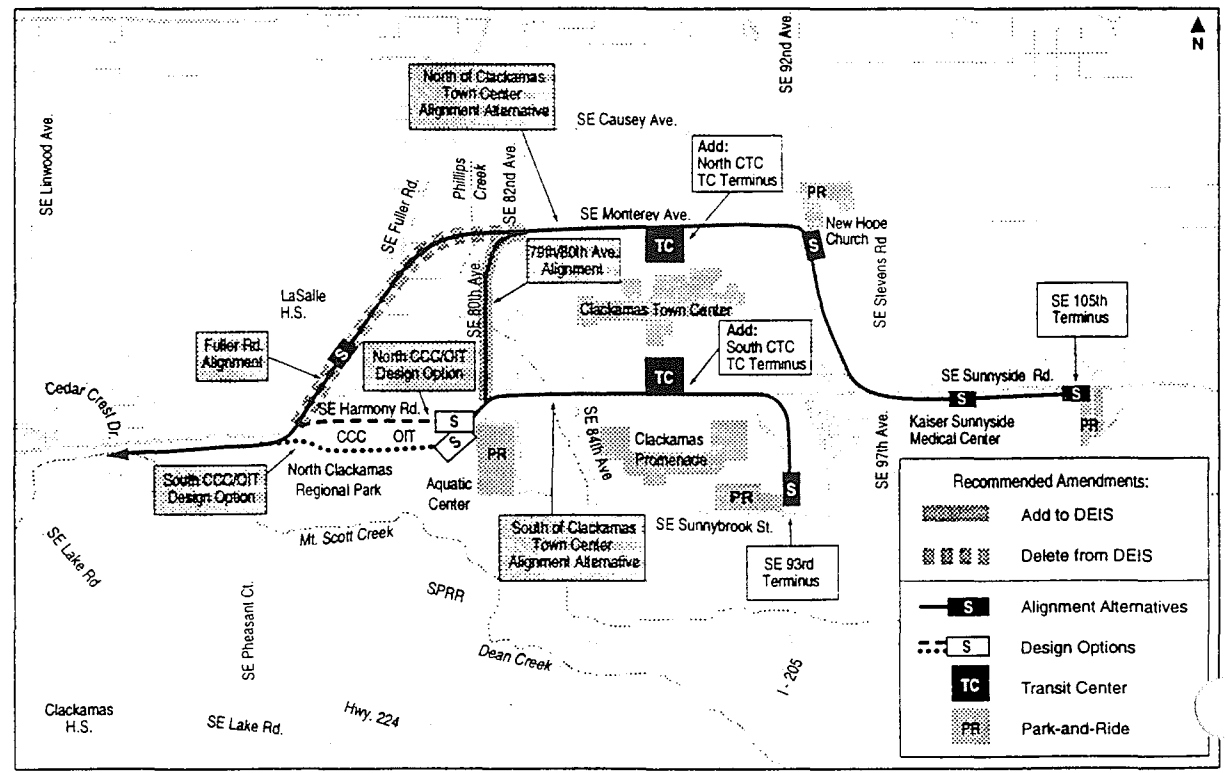
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It is important to note that alignment decisions (such as I-5 or Interstate Avenue, Caruthers or Ross Island bridge, and a terminus north or south of Clackamas Town Center) are *not* being determined at this time. They will be considered following the completion of the DEIS in the fall of 1997. If you have any questions, call (503) 797-1745 or 797-1756.

Segment Description

The Clackamas Regional Center (CRC) segment is located around the Clackamas Town Center (CTC) and is designated within Metro's 2040 Plan as a



Clackamas Regional Center Segment

Regional Center. The CRC is expected to see significant growth in the future, reinforcing its existing characteristics of mixed land uses, including retail, office, commercial, education and low to high density housing.

This segment presents two primary issues: 1) Should the alignment run south or north of the CTC between 82nd Avenue and I-205? and 2) Where should the line terminate? Alternatives addressing both of these issues have been developed and analyzed.

It is important to note that the CRC area terminus options represent the end point for Phase One of the South/North Project only. A future extension to Oregon City, via I-205 or McLoughlin Boulevard, is proposed and can be accommodated by any of the design options currently under consideration.

Recommended Cost-Cutting Measures

Recommendation 1:

Add a terminus option at the CTC Transit Center Station for both the North and South of CTC Alignment Alternatives.

Rationale:

- *Less Costly.* A South of CTC Terminus at the Transit Center would cost approximately \$40 million less than the 93rd Terminus. A North of CTC Terminus at the Transit Center would save approximately \$60 million compared to the 105th Avenue Terminus Option.
- *Reduces Ridership.* Light rail weekday ridership in 2015 would be approximately 1,400 fewer with a terminus at the transit center than with the 93rd or 105th Avenue Terminus Options.
- *Similar Transit Connections.* Because light rail would terminate at the CTC Transit Center, all bus routes serving the Clackamas Regional Center would have transit access to light rail.
- *Possible Reduced Park-and-Ride Capacity.* A Transit Center Terminus would require replacement park-and-ride capacity either through larger lots along the remainder of the line or through a future extension to the terminus lots. If replacement parking capacity is not built, ridership using park-and-ride access would be lost.
- *No Significant Environmental Impacts.* There are no anticipated additional significant environmental impacts associated with a Transit Center terminus option.
- *Oregon City Extension Feasible.* An extension to Oregon City via I-205 would be feasible with a Transit Center Terminus.

Recommendation 2:

Amend the North of CTC Alignment Alternative by deleting the proposed alignment generally adjacent to SE Fuller Road and linking the alignment between SE Monterey Avenue and SE Harmony Road with an alignment that would run in the vicinity of SE 79th and 80th Avenues. The modified alignment would include a street-level light rail crossing of SE 82nd Avenue at SE Monterey Avenue rather than an elevated crossing of SE 82nd Avenue currently under study in the DEIS.

Rationale:

- *Less Costly.* The proposed amendment to the North of CTC Alignment Alternative, with a SE 79th/80th Avenue alignment, would save approximately \$12 million to \$24 million compared to the SE Fuller Road alignment (depending upon which CCC/OIT Design Option is ultimately selected).
- *Ridership and Park-and-Ride Capacity.* Access to a park-and-ride lot at SE Harmony Road and SE 82nd Avenue would result in approximately 2,200 additional light rail park-and-ride trips would be taken with the SE 79th/80th Avenue alignment (weekday 2015).
- *Slower Travel Time.* Travel time between the CTC Transit Center Station and other stations west of the Linwood Station would be approximately one minute slower via SE 79th/80th Avenue.
- *Reduced Potential Displacements.* The number of potential residential unit displacements would be reduced from approximately 40 with the SE Fuller Road alignment to approximately 6 with the SE 79th/80th Avenue alignment. The number of potential commercial unit displacements would be similar under either alignment.
- *Oregon City Extension.* While a future extension to Oregon City via I-205 would be feasible with either the SE Fuller Road or the SE 79th/80th Avenue alignment, the additional minute in travel time associated with the SE 79th/80th Avenue alignment would lead to somewhat lower ridership between Oregon City and destinations such as downtown Milwaukie and Portland.

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As a result, staff was asked to develop a range of cost-cutting measures to significantly reduce the cost of the project. Together, the proposed cuts would reduce the light rail capital costs by approximately one-third. The proposed changes in this segment are outlined in this fact sheet. There is more detailed information in the *Briefing Document - Recommended Cost-Cutting Measures*.

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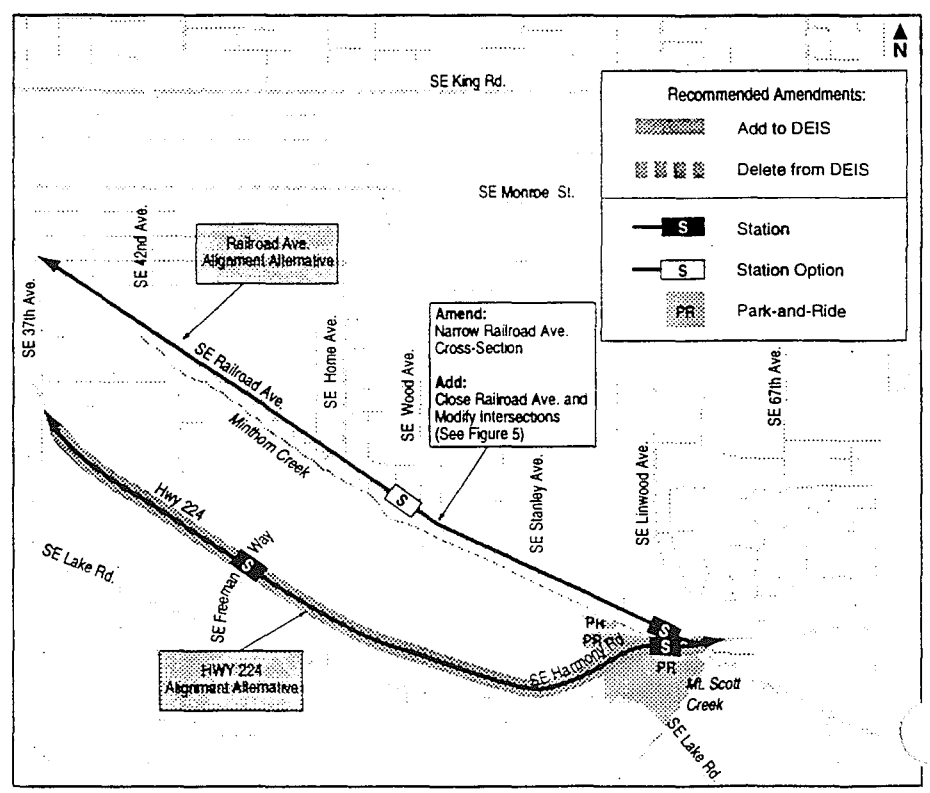
It is important to note that alignment decisions (such as I-5 or Interstate Avenue, Caruthers or Ross Island bridge, and a

terminus north or south of Clackamas Town Center) are *not* being determined at this time. They will be considered following the completion of the DEIS in the fall of 1997. If you have any questions, call (503) 797-1745 or 797-1756.

Segment Description

This segment would provide a light rail connection between the Clackamas Town Center area and central Milwaukie. The segment is characterized by established residential areas to the north and south, which are bisected by industrial, commercial and retail centers parallel to Highway 224.

Currently, a single alignment south of and parallel to Railroad Avenue is being studied in the DEIS for this segment. The current alternative would relocate Railroad Avenue approximately 30 feet north of its current location and would place light rail between Railroad Avenue and the existing freight and intercity passenger rail line to the south



Railroad Avenue/Highway 224 Segment

Recommended Cost-Cutting Measures

Recommendation 1:

Amend the current Railroad Avenue Alternative being studied in the DEIS to reflect a narrower street design.

Rationale:

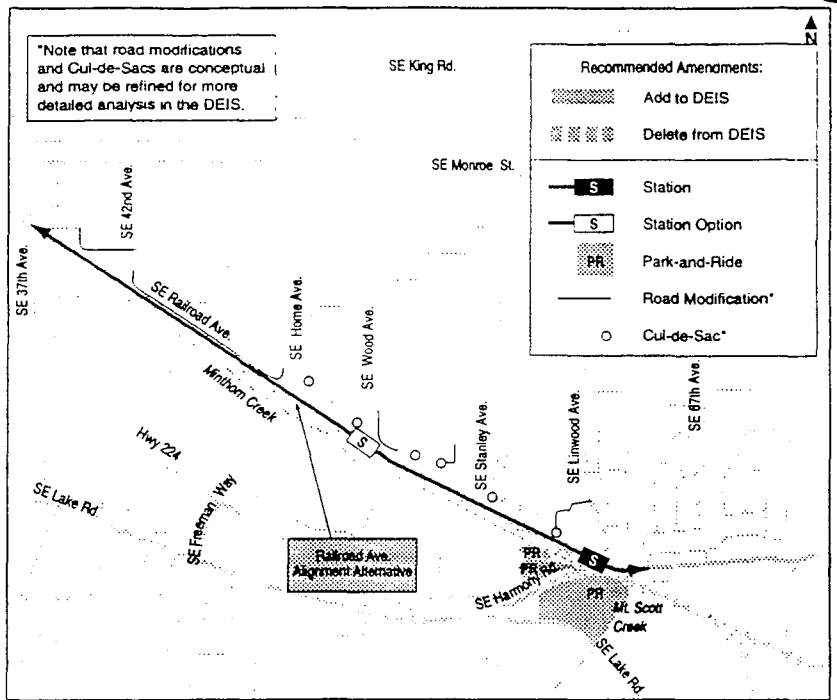
- *Less Costly.* By narrowing the cross-section of the reconstructed Railroad Avenue, costs would be reduced by approximately \$4 million.
- *Similar Ridership.* Light rail ridership would remain unchanged from the design currently in the DEIS.
- *Reduces Displacements.* Potential residential displacements along Railroad Avenue would be reduced by 8, from approximately 73 to 65.
- *Reduces Impact to Parklands.* The narrower width of Railroad Avenue would reduce the anticipated impact to the Hector Campbell Elementary School ballfield.
- *Local Traffic Impacts.* The use of narrow lanes along the length of Railroad Avenue is predicated on Railroad Avenue being changed from an arterial to a neighborhood collector by the City of Milwaukee.
- *Similar Park-and-Ride Capacity.* Park-and-ride capacity at SE 37th Avenue, just north of the Milwaukee Market Place and SE Harmony Road and SE Linwood Avenue, would remain unchanged.

Recommendation 2:

Add an alternative that would close sections of Railroad Avenue to through-traffic and would locate light rail within the right-of-way currently occupied by Railroad Avenue.

Rationale:

- *Less Costly.* By closing Railroad Avenue to through-traffic and by using the vacated right-of-way for light rail, the revised design would lower cost by approximately \$23 million when compared to the current option being studied in the DEIS.
- *Similar Ridership.* Light rail ridership would remain unchanged from the design currently in the DEIS.
- *Significantly Reduces Displacements.* Closing portions of Railroad Avenue to through-traffic would reduce the number of potential residential unit displacements by 65, from approximately 73 to 8.



Detail of Closed Portions of Railroad Avenue Alternative

- *Eliminates Impact to Parklands.* By avoiding the reconstruction of Railroad Avenue between SE 47th and SE 48th Avenues, there would be no impact to the Hector Campbell Elementary School ballfield.
- *Local Traffic Impacts.* Closing Railroad Avenue to through-traffic would affect local traffic patterns in the immediate vicinity of Railroad Avenue.
- *Similar Park-and-Ride Capacity.* Park-and-ride capacity at SE 37th Avenue, just north of the Milwaukee Market Place and SE Harmony Road and SE Linwood Avenue would be reduced by approximately 100 spaces.

Recommendation 3:

Add a North of Highway 224 alignment to be studied further in the DEIS.

Rationale:

- *Less Costly.* If park-and-ride lot capacity is replaced with structured lots, the cost of the North of Highway 224 alignment would save approximately \$2 million compared to the current Railroad Avenue Alternative design.
- *Slightly Reduces Ridership.* Travel time via Highway 224 would be approximately 40 seconds slower than the Railroad Avenue alignment which would lead to slightly lower

through-ridership. If replacement park-and-ride lot spaces are not constructed in other segments of the corridor, light rail trips would be reduced by up to 2,100 (weekday 2015), depending upon the number of park-and-ride spaces eliminated.

- *Reduces Displacements.* Potential residential displacements associated with the North of Highway 224 alignment would be 68 units less with than the Railroad Avenue Alternative currently being studied in the DEIS (from 73 to 5).
- *Eliminates Impact to Parklands.* By avoiding the reconstruction of Railroad Avenue between SE 47th and SE 48th Avenues, there would be no impact to the Hector Campbell Elementary School ballfield.
- *Local Traffic Impacts.* Impacts to local traffic would generally be associated with the street-level light rail crossings of SE Harmony Road, SE Freeman Road, SE 37th Avenue and SE Oak Street.
- *Reduces Park-and-Ride Capacity.* The Highway 224 alignment would not include a 450 space park-and-ride lot at the Milwaukie Market Place. In addition, capacity at the SE Harmony Road and SE Linwood Avenue Park-and-Ride Lot would be reduced by approximately 400 spaces. Replacement sites for these spaces would need to be found at other

stations (most likely as structures) or light rail ridership would be reduced.

Recommendation 4:

Consider the elimination of a Wood Avenue Station. The DEIS would include cost, ridership and environmental impacts with and without a Wood Avenue Station.

Rationale:

- *Less Costly.* Elimination of a Wood Avenue Station would reduce capital costs by approximately \$3 million.
- *Increases Ridership.* This proposed change would eliminate 300 trips that are projected to access light rail at that location.
- *Reduces Displacements.* Elimination of a Wood Avenue Station would reduce potential residential displacements by up to five units, depending on the design of the Railroad Avenue Alternative.

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**South
North**
Transit Corridor Study

March/April
1997

The South/North
Transit Corridor
Study

Metro

In cooperation
with:

City of Milwaukie

City of Portland

City of Vancouver

Clackamas County

Clark County

C-TRAN

Multnomah County

Oregon City

Oregon Department
of Transportation

Southwest
Washington Regional
Transportation Council

Tri-Met

Washington State
Department of
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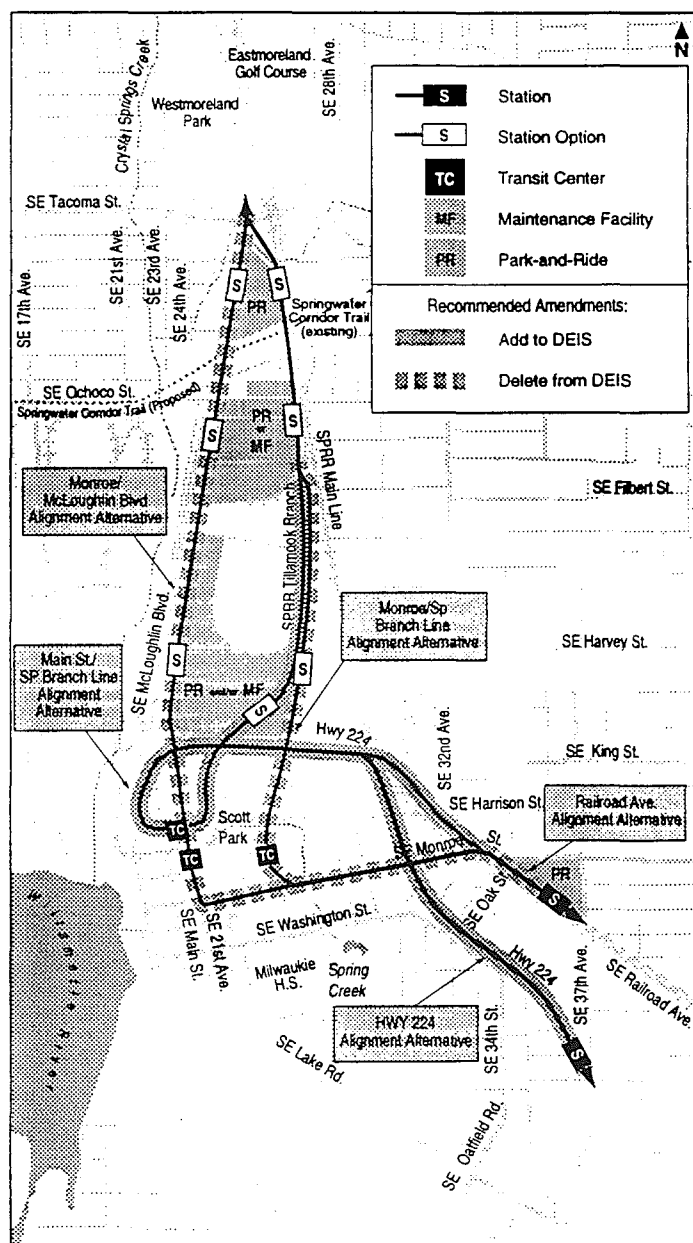
As a result, staff was asked to develop a range of cost-cutting measures to significantly reduce the cost of the project. Together, the proposed cuts would reduce the light rail capital costs by approximately one-third. The proposed changes in this segment are outlined in this fact sheet. There is more detailed information in the *Briefing Document - Recommended Cost-Cutting Measures*.

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Segment Description

The Central Milwaukie Segment encompasses the Milwaukie Market Place, downtown Milwaukie and North Milwaukie. Milwaukie is identified within Metro's Region 2040 Plan as a *Regional Center*, with strong economic ties to the Clackamas Regional Center and Oregon City. The central area of Milwaukie is expected to experience significant



growth in the future, reinforcing its existing characteristics of mixed land uses, including retail, small office, commercial, government, education and low to high density housing.

Currently, two Alignment Alternatives are being studied within the DEIS: 1) Monroe Street/McLoughlin Boulevard; and 2) Monroe Street/SP Branch Line. Both alternatives would enter Milwaukie from the North Milwaukie industrial area, travel through downtown Milwaukie and exit on Monroe Street before crossing over Highway 224 on an elevated structure. The two alternatives would provide access to a 900 space park-and-ride lot in north Milwaukie, either at SE Ochoco Street, at the Springwater Corridor or at the Hanna/Harvester site.

Recommended Cost-Cutting Measure

Recommendation:

Eliminate the two Monroe Street Alternatives and add a Main Street/SP Branch Line Alternative to the DEIS for further study.

Rationale:

- *Less Costly.* The Main Street/SP Branch Line Alternative is estimated to cost \$10 million and \$31 million less than the Monroe Street/SP Branch Line and the Monroe Street/McLoughlin Boulevard alternatives, respectively.
- *Similar Ridership.* Light rail ridership associated with the three alternatives would be similar.
- *Reduces Displacement and Relocation.* The proposed Main Street/SP Branch Line Alternative would have no residential

displacements compared to over 20 potential residential displacements associated with the two Monroe Street Alternatives. The Main Street Alternative would have a similar number of commercial displacements (10) as the Monroe Street/McLoughlin Boulevard alignment (while the number of displacements would be similar, many of the affected properties would be different).

- *Enhances Urban Form.* The Main Street/SP Branch Line would be more compatible with the urban environment within central Milwaukie.
- *Similar Light Rail Operations.* The Main Street/SP Branch Line Alternative would be similar to the Monroe/SP Branch Line by avoiding several street level crossings along McLoughlin north of Highway 224.
- *Impacts to Historic and Parkland Resources.* The Monroe/SP Branch Line Alignment and the Monroe/McLoughlin Alternative would impact Scott Park, which would be addressed through mitigation.
- *Oregon City Extension Feasible.* The Main Street/SP Branch Line Alternative would provide for a feasible method of extending South/North light rail south to Oregon City via McLoughlin Boulevard through a branch that would occur just west of the Milwaukie Transit Center.

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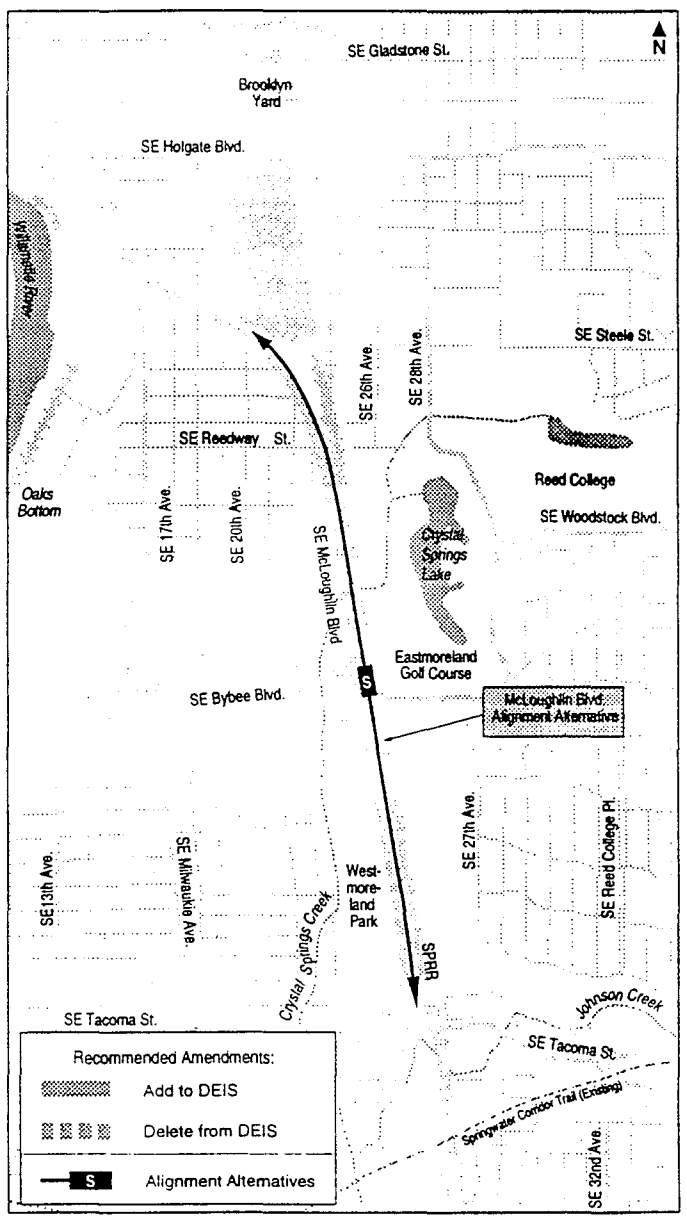
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Segment Description

The McLoughlin Boulevard Segment extends from SE Tacoma Street in the south to Holgate Boulevard in the north. It is generally characterized by a variety of mixed uses including residential, commercial, industrial and park and recreation facilities. The segment is traversed by two major transportation facilities, McLoughlin Boulevard and an existing freight and intercity passenger rail line.



McLoughlin Boulevard Segment

**Public Comment Meeting of April 8, 1997
Oregon Institute of Technology
Milwaukie, Oregon**

Karen O'Dowd

**Milwaukie Downtown Development Association
10952 SE 21st Ave., Suite 5, Milwaukie, Oregon 97222**

Expressed strong support for light rail serving downtown Milwaukie. Believes light rail will stimulate interest in downtown Milwaukie. Encouraged Metro to pursue "the loop" alignment through downtown Milwaukie and add it to the DEIS. Thinks that the loop design meets land use objectives, provides services for downtown employers in Milwaukie, accommodates access to the riverfront, and is significantly less in cost. Reported that with one exception –a restaurant– none of the potentially impacted businesses expressed a strong reservation or objection about the loop alignment. The MDDA Board believes that "the loop" accomplishes the same objectives that Monroe design accomplishes in downtown Milwaukie with many fewer impacts to both businesses and residences. The Board has not recommended it as a priority, but would like Metro to pursue it in the DEIS.

Mitch Wall

**Chair of North Clackamas Parks and Advisory Board
500 NE Multnomah, Suite 700, Portland, OR 97232**

The Parks and Advisory Board supports the South/North light rail project. Believes that reaching a consensus in the alignment is crucial to the success of light rail. Most interested in the Clackamas regional center segment since the District's major parks and recreation areas are located in this segment. After briefly reviewing the alignments which traverse the parking lots of OIT, CCC and the Aquatic Center, the Board believes those alignments could have negative impacts on parks and accessibility to roads and parking. Regarding the proposed cost-cutting measures, those that run light rail up 80th and add a new terminus at the Clackamas Town Center would appear to have some merit. There is a severe shortage of park facilities within our North Clackamas area, and it's important for light rail to work in harmony with our limited recreational resources.

David Cooper

0308 SW Montgomery, Apt. 304, Portland Oregon

Believes Max should stay on the east side of the river. Does not think tax dollars should be spent on a bridge.

Jim Howell

**AORTA (Association for Oregon Rail and Transit Advocates)
3325 NE 45th, Portland, Oregon 97213**

AORTA supports light rail and parts of South/North. Has problems with parts of the project as it's currently defined. Think it's too expensive and that AORTA's proposal for multi modal alternatives that includes light rail shows how money could still be saved in this project by eliminated parts that are the least productive and the most expensive, such as Interstate Ave., the downtown river crossing, and the route between Milwaukie and Clackamas Town Center. Thinks the Town Center

portion of alignment is overpriced and will be grossly underutilized. Recommends that instead of extending the line to Clackamas Town Center, an express bus line with the Milwaukie transit station be connected to South/North. Since running times would be the same, and since ridership is low, buses can handle the capacity.

Art Lewellen

3205 SE 8th #9, Portland, Oregon

Supports light rail but not South/North light rail as it is proposed. Thinks future in transportation design is headed toward very limited use of automobile. Thinks it is counterproductive to go downtown. Proposed the L.O.T.I. proposal. Doesn't think light rail would capture enough ridership. It should stay on the east side to have better ridership.

Dale Potts

12177 SE Grove Loop, Milwaukie, Oregon 97222

Does not support light rail, but believes that in the Railroad Avenue segment, Highway. 224 is the best one because there are less homes and fewer people displaced, so the cost should be less.

Brad Jackman

2860 SE Lake Road, #21 Milwaukie, Oregon

Likes the concept of light rail, but thinks it should be similar to the existing MAX system –a straight route. Believes there should be feeder routes coming out of the South/North line and not be crossing the Willamette River. Thinks the Ross Island Bridge route is too long and too expensive. The impact on the topography is much less with the Marquam Bridge, and the impact on the flora and fauna is minimal. Proposed that the service roads needed to maintain these facilities to be bicycle friendly. Thinks the South/North route should parallel the Southern Pacific line very closely, either along McLoughlin or Railroad Ave., and it should be quick “instead of giving into the comic book king in Milwaukie or one or two interests in the Clackamas Town Center.” The Highway 224 overpass is very expensive. Following the route that is already established with the SP line that goes under 224 is sufficient instead of Railroad Ave. Project should be looking at cross links as opposed to operating MAX now.

Majel Michel Warren

PO Box 68543, Oak Grove, Oregon 97268

Thinks South/North needs to be eliminated since the original purpose was to go from Vancouver to Oregon City.

Eddie Kerbaugh

12341 SE 67th Court, Milwaukie, Oregon

No longer supports South/North since she was under the assumption that the alignment was from Oregon City to Vancouver with a spur to Portland. Does not support densification of neighborhoods.

Gary Michael

11907 SE 19th, Milwaukie, Oregon 97222

Thinks that the “loop design” is a very good idea and solves many of the conflicts that were there before (with earlier designs) with schools, churches and homes. Noted that it is cheaper. The Island Station Neighborhood Assoc. is on record as supporting the project.

25

**Public Comment Meeting of April 9, 1997
Oregon Convention Center
Portland, Oregon**

Terry Parker

1527 NE 65th, Portland, Oregon

Recommends that costs be cut – specifically on the downtown pedestrian mall. All parts that are non-transit functional such as ornamental street lights, etc. should be paid for by the local districts. Get it off the mall or don't build it at all. It will make the transit jam only worse. Has asked for site by site costs and comparison ridership figures on the mall or more expedient mall and was told these figures are not available. Is Metro withholding information from the public or did Metro lie to the public? If Metro won't release true or realistic figures, it must be one or the other.

Karen Williams

Eastmoreland Neighborhood Association

7634 SE 32nd Avenue, Portland, Oregon 97202

Eastmoreland Neighborhood Assoc. supports the South/North light rail project. Bybee Blvd. is a well-used east/west connector for commuters coming from the east via Woodstock, and the southeast via Johnson Creek Blvd./Crystal Springs. Current bus stops are heavily used and do not impede traffic on Bybee. The original design of Bybee Blvd. Station included rebuilding the overpass, but due to cost-cutting measures, the Bybee overpass will not be rebuilt. There will be no pullout to let off passengers. With light rail, there will presumably be more buses stopping to let off/pick up light rail passengers with potential traffic tie-ups during rush hour. Association feels a "de facto" park & ride will develop at both the golf course parking lot(s) and neighborhood streets which will affect parking availability at the golf course. Two-hour parking limits are not appropriate. Feels parking will bleed into the neighborhood (very sensitive issue).

Safety concerns at the station are: station will be at grade level – below Bybee at the overpass – and on the same level as, and between both McLoughlin and the SP Mainline; lighting at the golf course is oriented toward the golf course; railroad cars are on a siding near the proposed station, blocking any sight of the station from the golf course at various times; transients are on the railroad grounds; and there is no redevelopment at the proposed Bybee Blvd. Station. Eastmoreland Neighborhood Association recognizes better re-development possibilities at both the proposed stations at the Sellwood/Brooklyn and Tacoma St. but north of Ochoco St. The Sellwood-Moreland Neighborhood Association concurs. Remaining on the bus until transferring to light rail at Schiller St. is preferable to a Bybee Blvd. Station because of the current bus stop options at Bybee contributing to traffic problems and safety concerns. The same would be true when returning south from downtown Portland after dark. Should the Bybee Blvd. Station remain in the DEIS, we recommend coordinating with the following groups:

- Golf Course and Parks Departments regarding parking issues.
- Eastmoreland and Sellwood/Moreland Neighborhood Associations regarding parking issues.
- Neighborhood Associations regarding traffic issues.
- Golf Course and Police Departments regarding safety issues.

The Eastmoreland Neighborhood Association is in favor of South/North light rail implementation. It will not favor a Bybee Blvd. Station unless concerns about neighborhood impact to traffic and parking are addressed and resolved.

Stanley N. Wax

6505 SE Madrona Drive, Milwaukie, Oregon

Clackamas County voted against light rail. Thinks that the no-build was just given lip service at earlier meetings. "The majority of residents in Milwaukie opposed light rail and see it as a waste of transportation resource dollars." There are a great number of people going downtown who are not currently using buses. Forcing density will not mean those people will use transit, it will just put more people on the road in their cars. Milwaukie is a great place to live. Currently have 10% of increased higher density with 90% more people on the roadways. In order to have light rail, you have to have higher density. Livability will decrease dramatically because you will see an influx of transients instead of stable families. Milwaukie is one of the top 50 cities in the United States to live, let's keep it that way and you won't do that with light rail.

Brian J. Chase

Portland State University

Representing Portland State University. Supports South/North light rail and the current downtown alignment and alternate recommendation. A \$29 million project has been budgeted for Portland State University for an urban center development which integrates a light rail stop. This is an important project from a transportation point of view with 30% of staff and over 35% of students using transit system. The project that PSU has proposed will attract developers and their ensuing projects will increase the tax base and generate growth. Lives in Clackamas County and commutes 12 miles to work. Supports South/North and others do, too.

Peter Teneau

2715 N. Terry, Portland, Oregon 97217

Lives in Kenton and has served on the Arbor Lodge light rail committee and has supported light rail and the development it will bring along Interstate Avenue, therefore favors Interstate Avenue. Pleased that North Portland is back in the action of things. Please take a good look at Lombard Street terminus. Would like to see Clark County involved and have the alignment at least to the International Raceway. Could use shuttle buses to Delta Park or some other connection to the station at the raceway. Kenton has always been a strong advocate of light rail, possibly the strongest neighborhood in favor of it. Need to have light rail go to the center of Kenton. Kenton is unique. If not to the raceway, use Kenton as the terminus because of the good turnaround potential and look further to bringing that terminus north of Lombard.

David Myers-Eatwell

2601 N. Willis, Portland, Oregon

Supports the South/North light rail project but would like the terminus extended to the Kenton business district. What can the community do to make that happen? What kind of partnerships need to be established? Kenton offers more in the way of support and partnerships than groups at the other end of the line. Kenton doesn't believe our area will be gutted by light rail. Kenton was the north terminus of light rail in Portland up until the 50's when they took the lines out. There is a reason that occurred and there is a reason why it needs to be recreated. The proposed terminus at

Lombard is dead-end in the middle of an intersection which is very inhospitable to riders and development. Not conducive to develop ridership in one of the busiest intersections in North Portland and more crime is reported there than any other area of North Portland. The history of light rail in North Portland is evidence of what we need to accomplish in that area. We want it back – tell us what we need to do to make it so.

Patrick LaCrosse

President, OMSI

3460 NE Klickitat, Portland, Oregon

Active member of the Central Eastside Industrial Council. Believes OMSI is in a period of redevelopment. The Gobi exhibit has been very popular and attendance has been excellent. Water Avenue was stopped totally for three days with five OMSI staff directing traffic. We hope this kind of success is a kind of bellwether for the future. Mass transit is one of the tools that OMSI needs for success to take place. Supports specifically the Caruthers Crossing.

Ray Polani

6110 SE Ankeny Street, Portland, Oregon 97215

Believes the South/North light rail project is still too expensive at \$1.3 billion and does not respond soon enough or well enough to the problems. The state of Oregon has over 200,000 more vehicles than people and these vehicles are used more and more. The growth of vehicle mileage is twice as fast as population growth. 2040 expects transit to grow very strongly – it has not, and that has been a problem. Need to borrow a page from our sister city of Seattle. They recently passed a comprehensive ten year plan which includes 81 miles of commuter rail, 25 miles of light rail and bus improvements for a total of \$3.9 billion over 10 years. We need to stop in Milwaukie and defer building new bridges that would be very expensive, instead offering a low-cost trolley track to downtown over the Hawthorne Bridge along First Avenue to meet existing MAX. Money saved on this plan would be better spent to go to the Expo Center rather than to Lombard Avenue. Implement much more bus service starting this fall and plan seriously for commuter rail. First implement commuter rail within one or two years and substantially address peak hours and proceed more frugally with light rail as we outlined in the long term.

Douglas Hartman

4615.N. Colonial, Portland, Oregon 97217

Involved with the South/North Transit Corridor Study as a member of the Overlook Neighborhood Light Rail Committee and an officer in the Interstate Avenue Business Association. The March 20 Briefing Document on cost-cutting measures contradicts a major element of the Albina Community Plan. Is against an alignment that closes the Alberta Street southbound I-5 ramps. This area represents the largest contiguous space zoned for mixed use economic development in the core urban area and is significant for the redevelopment of our district. The future potential for this area is predicated on the assumption of access to I-5 via the Alberta ramps. Access out of this area onto I-5 is not possible using the Going Street ramps without routing traffic onto Interstate Avenue. This scenario is viewed as unacceptable by the neighborhood, many businesses, and the City. By removing the southbound Alberta ramp, the very convenient access to the core area is eliminated, thus reducing the redevelopment potential significantly. Additional logistics are involved in routing the now heavily used southbound Alberta ramp traffic onto Interstate Avenue and onto the Going ramp. This will simply add to an already crowded intersection at Going Street and Interstate Avenue.

Other cost-cutting measures in this district have been proposed that are more in line with the Albina Community Plan. Supports carrying Interstate and I-5 crossover decisions forward until the completion and public involvement with the PDC economic impact studies when they are completed.

Phillip Wong

SE Uplift, Portland, Oregon

SE Uplift Board of Directors and the Caruthers Crossing Coalition support Caruthers Crossing and cost-cutting measures, specifically the South Marquam option. The South Marquam option is consistent with our position, which will integrate mixed-use development on the west bank. The Southeast neighborhoods have come to SE Uplift for leadership. We support the Caruthers Crossing for the following reasons:

- Southeast neighborhoods have been ignored in terms of public investment as evidenced by eastside and westside MAX light rail lines which bypasses SE Portland completely.
- The need is great in Southeast Portland for transportation options.
- Southeast Portland has regional attractions; i.e., OMSI, PCC.
- Employment center has grown dramatically in the central eastside industrial district.
- Expect employment base to grow from current 18,000 to 36,000.

Would encourage continued public comment periods to give the public the opportunity to voice thoughts.

Jim Hansen

5916 Sunbrook Drive, Lake Oswego, Oregon 97035

Is a member of the Oak Street Neighborhood Association and is currently working on getting the Highway 217 and I-5 intersection fixed. His wife recently inherited property near Schnitzer and Zidel property in the John's Landing area. Wants the 217 and I-5 interchange fixed at a cost of \$50 million, the access road fixed at Mt. Hood and recognizes the Westside will receive \$944 million for the light rail project. "I'm confused - we're spending all our money on light rail when we have highway related needs to fix." High tech companies need to get transportation, so they can get their vehicles to their company. Appreciates the work of the steering group and time spent on this difficult task. Feels it is more profitable to not have light rail go through many transportation corridors. Cars are working against us; they are getting twice the mileage and are less dangerous to the environment because of pollution controls.

Jim Howell

Association of Rail and Transit Advocates

3325 NE 45th, Portland, Oregon 97213

The Portland Chapter of AORTA recommends the following multimodal proposal be included as an option in the South/North Corridor DEIS. It retains the most cost effective elements of the current, recommended South/North Light Rail proposal, yet provides far more transportation services for the money and has a much better chance of future voter approval.

- Defer constructing the Clackamas Town Center terminus, but build 4 park and ride facilities.
- Establish CTC express bus service between SE 105th P&R and Milwaukie Transit Center.
- Develop 23 mile commuter rail service on existing track from Canby to Portland. Cost \$150 million.

- Provide dedicated feeder buses to commuter rail between CTC Transit Center and the Harmony Road/Linnwood Station and between the Hawthorne Bridge and 5th/6th Transit Mall.
- Eliminate the Ross Island Crossing alignment – no one wants it.
- Provide high quality bus service and trolley service to the North Macadam and RiverPlace Districts in lieu of light rail.
- Defer building the Caruthers Bridge.
- Defer constructing the South Downtown Mall Alignment.
Note: PSU currently has 10 bus lines to service clientele.
- Construct track and overhead from OMSI Station to SE First and Morrison via Water Ave.
- Extend light rail from the Gateway Transit Center to Portland International Airport.

Steve Satterlee

3805 SE Liebe, Portland, Oregon 97202

Reed Neighborhood land use chair and chair of the Neighborhood Planning Steering Committee. Presently working on plans in conjunction with east Portland planning. A major issue over the next 20 years is population growth and the absorption of 70,000 or so city wide housing units with measure 47 cut backs. The plan concentrates on regional town center light rail station areas and transit corridors. Neighbors are concerned with density – can they absorb their growth they are going to have in their community and maintain the single family dwelling character of these neighborhoods? Can neighborhoods absorb still more density in transit corridors? Caruthers/Brooklyn Yard option best option because of stations available. Ross Island crossing only develops one area of the Holgate triangle. Center Street cannot take a lot of development and the neighborhood does not want it.

Christine Stillger

3414 NE 19th, Portland, Oregon 97212

Chair representing the Reclaiming Our Streets Implementation Team, which is comprised of citizen volunteers appointed by the Portland City Council. Team is committed to identifying and resolving traffic problems that compromise personal safety and quality of life in the neighborhoods of Portland. Expansion of light rail in the Portland area will alleviate traffic congestion for pedestrians and cyclists and decrease air pollution and decrease the need to build more roads in the Metro area. Strongly urge that we go forward with this project and funding be made available in any way possible.

Richard Lishner

2545 SE 37th Avenue, Portland, Oregon 97202

Cost-cutting has to preserve the real reason for building South/North light rail in the first place. The urban design leverage you get from a quality mass transit system along with economic development, the urban livability and the dignity of the mass transit ride. The ultimate goal of MAX is to create pedestrians in the neighborhoods. For \$1.3 billion, make sure that we start at Kenton, Lombard at least, and get to Clackamas Town Center if we can afford it, not the opposite. Supports continued inclusion of Hawthorne Bridge option in the DEIS. The Max connector option is very dangerous – counting on later money to solve a problem we are creating. Is suspicious of ridership figures. In general, cost-cutting must be done in Clackamas County, not downtown and not in North Portland. North end of light rail alignment should be a priority. Support the poorer people of North Portland and put the route through neighborhoods where people will use it. Eastside Max would have been

more successful off the Banfield and on neighborhood streets. Clackamas Town Center could be next part of expanding DEIS options. Look at the alignment and the curves – are we preparing a systems that will not work 30 years down the road? What if priorities change and we don't get the money?

Brad Jackman
2860 SE Lake, #21, Milwaukie, Oregon 97222

Go back to the original concept of what was selected early on and put the system on the SP tracks paralleling McLoughlin Boulevard through Milwaukie on Railroad Avenue and continue to Pleasant Valley. The Pleasant Valley area is growing very rapidly with two new high schools being proposed there. Need to get people adjusted to riding rail and to leave their cars in garage. The original concept of going to Oregon City was very efficient with high population figures which result in high ridership. Should not be building a terminus at a shopping center. If you need a trolley or bus connection system, look at the situation of MAX going to Gresham. MAX is not door-to-door service and was never intended to be. Looping around Milwaukie is very slow and will hinder service – the loop will not increase ridership and may destroy ridership. Punching holes through Highway 224 overpass is very expensive.

The west hills tunnel was 30% over projected allowances. Experts that did the projections should have taken in variables instead of being underbid and overdrawn. Hold contractors accountable to facts and figures and make it real. Favor Caruthers option with bicycle friendly route.

Lee Leighton
SMILE (Sellwood-Moreland Improvement League)
6113 SE 17th Avenue, Portland, Oregon 97202

President of SMILE group. With respect to the Sellwood-Moreland Neighborhood stations along McLoughlin at or near 17th Avenue (Brooklyn Neighborhood edge) and Tacoma Street, offer station area redevelopment potential consistent with the regional framework plan. These sites are preferable to a Bybee Station, which lacks redevelopment potential. SMILE is in the final year of a 3-year process of a rezoning plan which was recently approved by our neighborhood. The plans are for the development to hold the neighborhood together. Because SMILE was developed along a trolley line, residents are 1/4 mile from shopping, which results in a resilient pattern of life without total reliance on cars. Development opportunities exist along the proposed light rail line along McLoughlin Blvd. Create two new neighborhood centers that are transit centers that have the capacity to support light rail. Can presently ride SamTrack to OMSI. Advocates for the Caruthers Crossing and having stations remain in our neighborhood.

Meeky Blizzard
Coalition for Livable Future
524 SW 3rd, #300, Portland, Oregon 97204

Director of Sensible Transportation Options for People. Spoke on behalf of the Coalition for a Livable Future. The Coalition of Transportation Reform Working Group would like to add our voice of support for the South/North light rail project. The Coalition's transportation policy supports safe, convenient, affordable and accessible transportation choices. We believe that the South/North Light Rail project fills those criteria. Last week, the Coalition entertained a motion to include commuter rail as an option to be studied in the South/North Project DEIS. Some CLF members were concerned about the following:

- Commuter rail would not service the recommended land uses, destinations, or community needs identified in Region 2040. Even as an interim measure for Light Rail, commuter rail would not serve the residents of the South/North corridor during off-peak hours.
- Commuter Rail would not, with its high cost per rider, make public transit any more accessible for those who must use it in this corridor.
- How would commuter rail impact development patterns, affordable housing, long-distance commuting, or the current jobs/housing imbalance in the region.

Most Coalition members felt that commuter rail could be highly useful transportation option, but that the best place to determine its role in our regional growth management efforts would be at a regional, rather than a corridor level. Eager to see the South/North Light Rail Project proceed in its analysis of cost-cutting measures. Believes light rail in the South/North Corridor to be an integral tool for achieving a more livable future for the metropolitan Portland region.

Larry Mills

1406 N Winchell, Portland, Oregon 97217

President of the Kenton Neighborhood Association. Kenton has a strong housing market with a renewed interest in the business community. Kenton is recognized as the largest town center between downtown Portland and Clark Co. within the community urban plan. For the Kenton area, light rail is a critical component for further revitalization. Access of light rail for the Albina Community Plan process is the reason for endorsement of the Interstate alignment. Other economic potential light rail might stimulate is the centerpiece of our position from the very beginning. If you build a system – build it well! Concerned about I-5 alignment and for the community which it does not serve. If the light rail system comes north, don't stop at Lombard Street. Kenton is ready to go. Lombard Street is a problem as a terminus and needs to be addressed. Jim Francisconi spoke to our neighborhood as if Lombard as the terminus is a done deal – he hopes it is not.

Alys Allwardt

3381 SE 10th Avenue, Portland, Oregon 97202

On the Board of Directors for the Brooklyn Action Corp and a member of many volunteer organizations. Brooklyn Neighborhood supports the cost-cutting changes especially the Caruthers Bridge crossing on the east and new design options on the west bank which does more than just reduce the cost. In general our neighborhood supports light rail, as long as it's put in a place that would help us. Brooklyn Yards will help us but a Ross Island crossing will hurt us badly. Major blows for the neighborhood have been the Ross Island Bridge, 17th Avenue underpass on Powell and a Ross Island crossing would be detrimental. We need to benefit our neighborhood, not harm it.

Cathy Galbraith

2128 SE 35th Place, Portland, Oregon

Richmond resident, and member of the Bosco Milligan Foundation. Concerned about current projected residential and commercial displacements. Didn't read where the cost cuts identified were looked at before cost-cutting was presented. Need to look at these properties as more than just underdeveloped real estate. These are people's homes and are along 1,000 feet of the rail alignment, alternative where redevelopment is shown. Redevelopment to me is removal. Please be as equally

concerned about existing people and not just your developers and economics. If there are \$48 million in cuts made to Rose Quarter Transit Center – how much did it cost to start with?

David Rowe

1529 SE Bush, Portland, Oregon

Kids love MAX. Over the past year has led grade school field groups of 275-300 children on 9 field trips on MAX. Zoo will be a highly popular destination for Westside MAX. Supports MAX going through Brooklyn and OMSI. Thanks to Metro for spending so much time – hope to see it built.

Henry Kane

12027 SW Camden Lane, Beaverton, OR 97008

Henry versus Forbes – on January 19, 1996 repealed the unconstitutional light rail bill funding called the Christmas tree bill. Has given notice to Tri-Met that if \$475 million is used for South/North light rail, he would sue against that use. In review of the DEIS, didn't see anything about property owners who would lose their own property or the cost of businesses that would be bulldozed. Anyone who supports this should come out on the Sunset Highway toward Highway 217 and look at the obtrusive sound walls. They are a blight on the landscape. Same on 217 between Sunset and Canyon Road. Come out and watch the gridlock on the Beaverton Roads when the trains start running. The test trains are already causing problems. The Hawthorne Bridge project is out because Multnomah County pleaded with the utility to take it out.

John Condon

4386 SW Macadam, Portland, Oregon 97201

Involved in Kenton Business District and owner of Kenton Hotel. In discussion with many people in North Portland, many are in support of light rail and though some are opposed, none are opposed to light rail coming to Kenton. Spoke with the Mayor of Gresham, Gussie McRobert, and asked her what they did wrong in Gresham. Light rail was delivered into Gresham but did not get into the central business district. She said it was a perfect example of how not to do light rail. Light rail didn't go into the central business district, which was a mistake.

Susan P. Barnes

3819 N Lombard Street, Portland, Oregon 97217

Biologist and consultant and supports the South/North light rail project. The people of the Portland metro area need to think about and plan for the long term which includes costs. The South/North Rail project will be good for the people of the region and will help protect our natural resources, including water and air quality. We need to think about the long term. It's human nature to only think of short term costs.

Art Lewellan

3205 SE 8th, #9, Portland, Oregon

Supports light rail, but does not support this particular project because the alignment should remain on the east side of the river. An eastbank alignment (Water Avenue) must be included in the DEIS. Overall ridership will not decrease, it will increase with an efficient, reliable transfer system. Proposes service downtown by two vehicles, the streetcar over Hawthorne Bridge and a trackless trolley bus to serve the transit mall. This lowers the cost of the light rail by leaving it on the railroad corridor, making it more affordable with operations more frequent. This will unify OMSI to Rose

Quarter via the promenade and would bring needed maintenance to roads and buildings of the historic district and revitalization and investment potential. The line should go no further than the Rose Quarter for now. Instead, focus investment on reaching Oregon City via Clackamas Town Center to make the line more productive immediately, spread development sites further south. Make the Hawthorne Bridge a rail corridor for the streetcar extension which will make the walk across more attractive. In the future, go down Interstate Avenue and go to Swan Island to promote infill with existing large employment base. The historic district of Albina can use maintenance (as can all the rail corridor) and infill. Don't go down Interstate Avenue right now; North Portland is not going to support that. Swan Island would be a good end destination – could even make a fancy stop in the middle of the tunnel and run an elevator up to Lombard Street.

Don Arambula

8224 N Fenwick, Portland, Oregon

Lives in North Portland and represents the AIA Urban Design Committee. If you see no benefits for light rail, one just needs to look at the master plan for transit oriented development in Gresham, investment at Lloyd Center, and the Orenco Station on the Westside with a master plan of 1,800 units of development. There were positive benefits – it's all part of developing a master plan. Remember that for South/North. Strongly supports South/North and appreciates the efforts made in cost-cutting. Suggests cost-cutting measures be included in the DEIS, but no DEIS alignment that has had considerable public review be omitted. As a resident of Kenton, wants light rail and thinks it should run to Kenton. Consider the redevelopment opportunities in the Kenton Business District.

Fred Nussbaum

6510 SW Barnes Road, Portland, Oregon

Has lived in the Hollywood District and is a regular user of MAX. He represents AORTA. Concentrate on the scope of the alternatives. Not enough work is done on the computations made for light rail ridership models. What you get out of them depends on what went in them. A lot of work has been done since last fall, but doesn't think there has been enough work done especially in the area of commuter rail. The first commuter rail study that was done referred to a study that ridership would be low and cost would be high based upon assumptions that went into the process. Need to refine assumptions: what kind of travel assumed, speed of vehicles, etc.. Step away from the "one mode fits all" mentality this project has been following – it is not a matter of commuter rail versus light rail – they do not replace each other. Commuter rail works well for long range trips, Canby, Clackamas County, Camas, Vancouver and would be much cheaper than a Kenton to Milwaukie light rail line. Concentrate your light rail line now in heavily used urban areas between Kenton and Milwaukie.

Mike Pucik

5800 SE 19th, Portland, Oregon 97202

A member of the Sellwood Moreland Improvement League. Not in favor of the Bybee Station. Concerned about cost-cutting measure as they affect the Bybee Station overpass. There are already pedestrian lanes on both sides of the overpass with enough room for pedestrian traffic. If you close the stop on the west side of the overpass, people are going to have to cross back over the overpass. It doesn't make sense to do current cost-cutting measure at Bybee. This could back up traffic near an existing fire station. The neighborhood is hoping for a station south at Tacoma and maybe one north of 17th and McLoughlin. In favor of Caruthers Bridge crossing.

Glenn Havener

2045 N. Skidmore Terrace, Portland, Oregon 97217

Represented Overlook Neighborhood Association and was past chair of land use and member of light rail study group. Appreciates the fact that the Kenton to Lombard segment alignment options are present in the DEIS. The neighborhood is divided very sharply on where the alignment should go. Large full-block parcels are well suited for expansion in the existing business portions of North Portland. There is good potential there and involves fewer displacements with the I-5 alignment and cost savings. There could be a reduction in cost by changing track treatment. There is the potential for at-grade crossings. Interstate 5 alignment would lengthen the tunnel under Going Street but we need to look at the impact of the tunnel. Strong concerns that the closing of Alberta Street ramps could have a strong negative effect on the EXD zone. Good frontage road there right now for truck access. If we damage truck access and move that frontage road, we are compromising a zone that was created in Overlook. One thing that makes that closing possible is fewer displacements of properties. Economic revitalization due to light rail still needs to be proven. Has a feeling this is a theory. We need capital improvements on Interstate. The I-5 alignment needs to be looked at because of high crime. Supports the extension to service the Kenton businesses and neighborhoods.

Cameron McCredie

1609 SE Rhone, Portland, Oregon 97202

Chair of Brooklyn Action Corp representing Brooklyn Neighborhood – asked audience to raise hands for support of Caruthers crossing (hands raised about 25). Has supported public schools and supports the light rail Caruthers crossing and appreciates the at-grade option and South/North design options. Brooklyn needs light rail and wants it to go through Brooklyn Yards.

David Rasmussen

4768 SE Milwaukie Avenue, Portland, Oregon 97202

Brooklyn resident and Brooklyn’s liaison to light rail on procedures. Supports the Caruthers Bridge crossing and thanks the folks that have worked with the Brooklyn Neighborhood. Wonders why we have not heard from the North Macadam Development Association and why they have not been at any public forums – where are they? Competition does not seem to have to have to show up to make their view known.

John Poer

Greater Brooklyn Business Association

PO Box 42411, Portland, Oregon

President of The Greater Brooklyn Business Association which supports the South/North light rail alignment and supports the Caruthers Bridge crossing and South Marquam crossing. There are over 600 businesses in the Greater Brooklyn Business Association area and the Ross Island crossing would not service all the Eastside businesses at all. The Caruthers Bridge/South Marquam crossing would allow workers from the South, West and East area commute by light rail into the Brooklyn and Central Eastside area and then residents commute into the city center. The Central Eastside Business District. Hawthorne, Brooklyn and Division area have horribly congested areas inhibiting access from I-5, I-405 and the city center. Alignment should pass through area that has good existing businesses. The Ross Island Bridge crossing would miss labor-intensive area and would not provide service to thousands of workers that are on the Caruthers Bridge alignment. Light rail would be the first step to assist the eastside business areas and residential neighborhoods with this congestion.

Peter F. Fry**2153 SW Main, #104, Portland, Oregon 97205**

The language relating to the Eastside Connector is conclusionary and without factual basis. The language must be amended to be accurate and representative of the real reasons that the Eastside Connector is not recommended for inclusion in the DEIS. Eastside connection should be a future project. Eastside Connector language should be included in the *Briefing Document* to further the Eastside Connector's future role in the light rail system – it will relieve capacity of the west side of the Willamette. Need to build the Caruthers crossing and good work to Metro for reduction in cost and height of bridge. Central Eastside needs to be included in the Central City Eastside Transit Study. Geographically, this is the largest area in the Central Planning District and the site of major transit truck line needs. The reasons for light rail is not to replace the car but to give the public choices. Suggests that the project not get hung up on people, people come and go. Concentrate on the mission and continue.

Martin V. Taylor**5630 SW Riverside Lane, #23, Portland, Oregon 97201**

Johns Landing area has high density. Opposes the Ross Island and supports the Caruthers Bridge crossing because of fewer impacts. Complimented the Metro staff on including cost-cutting alternatives; i.e., lower bridge on Caruthers, etc. A strong believer in the Caruthers crossing which serves OMSI and future industrial facilities. Believes it is much better to serve that area with an at-grade station with more frequent service. Serves future educational facilities and business zone on east side of the river. The tourist connection to hotel and tourist attractions are much more convenient on a fixed-rail system. The Banfield light rail system keeps light rail in neighborhoods where people can use it. Please look at ridership in the general term.

David Zagel**3104 NE Schuyler, Portland, Oregon 97212**

Spoke as a private citizen and member of the downtown rail committee. Disappointed that staff was not concerned with the overall high cost associated with South/North light rail project before Measure 32 was defeated. Hopes that through these discussions we will be able to have a better project. Many suggested that this committee be concerned about the overall high cost associated with the project before ballot measure #32 became an issue. Encouraged by some of the cost-cutting measures and the deliberation that goes into those decisions and hopes some of the ideas from citizens go into deliberations. The at-grade crossing alignment at Brooklyn in inner Southeast makes this option more attractive. Encouraged by the North Portland segment being included and thinks it makes sense from a project point of view. There is a strong base of transit in the corridor ready to take advantage of light rail. We do not have to wait for development to advance light rail. Include in the DEIS multi-modal alternatives that include commuter rail. Have an unbiased study of commuter rail done that could be used in the scoping process. Glad to see Metro take a look at commuter rail in the RTP, but need to look at it also within the South/North. Examine the need for the Milwaukie to CTC segment. Look at a CBD alignment that does not compromise operations of the downtown transit mall.

Dan McFarling

20595 SW Cheshire Court, Aloha, OR 97007

Supports inclusion of a multi-modal project as proposed by AORTA with deferment from Milwaukie to Clackamas Town Center. Instead, develop express bus service. Use this express service to develop ridership until light rail construction costs can be justified. Empty trains in southeast Milwaukie would be at best an embarrassment. Need to find alternative to 5th/6th downtown transit mall alignment – nobody thinks it’s a good idea. Tri-Met staff believes this is not a good idea and not a good choice that is in the interest of good transit public transportation. Do not bypass OMSI. Remember that public hearings are more than a hurdle to be crossed to reach a pre-ordained destination. They are required by law to serve a purpose and they promote good open decision-making and communication.

Dan Saltzman

PO Box 19000, Portland, Oregon 97280

On the board of Portland Community College and support the Caruthers Bridge crossing. Want you to realize what some of the thinking was that went into locating our regular workforce training centers. PCC Work Center is located one block east of OMSI. In 1992, we voted to build work force training centers at Sylvania, Rock Creek and Cascade and Work Force Training Centers in Washington County and somewhere else. One of the decisions was that the centers should be no further than one-half mile from light rail. Capitol Center is located at 185th and Walker Road. The Caruthers crossing brings light rail right in our backyard and will be well used by our students. This will assist us in managing growth in our parking facilities and upholding are parking policies. Light rail will be the source of many trips and will meet the needs of our students who sometimes have classes at both PCC and PSU on the same day. We are a major trip originator in the region at all our campuses and we have a role to play in the managing of growth. PCC feels that the Caruthers crossing will serve the needs of its students as well as inner southeast neighborhoods, which is one area where PCC is really under-represented.

Tom Koehler

2225 SE 59th, Portland, Oregon

Seems important to keep the Kenton Business District option on the table and include it in the DEIS. It is wrong to exclude it from the DEIS and there is overwhelming consensus this project should happen.

Lee Orton

3363 SE 14th Avenue, Portland, Oregon 97202

Brooklyn resident and support at-grade crossings whenever possible, the lower bridge and also support the Marquam bridge design option. The Ross Island crossing could have problems because of flooding in the past year. The Caruthers option is the only one that makes economical and service sense. It also meets existing commitments. Apologized for most Oregonians in the defeat of Ballot Measure #32 and their shortsightedness.

Claudiette LaVert

809 NE 199th, Portland, Oregon 97230

Represented the Urban League and their environmental department. Supports the South/North light rail project, but is concerned serving north and northeast Portland area residents fairly. Light rail is

needed to Delta Park to serve the citizens in North Portland fairly. Light rail will assist people in their transportation choices and give them the opportunity to decide whether they want to continue to live happily, safely and successfully in the area and be able to move around and get to their employment. Light rail will be serving a diversified group of population. People have needs for pleasure, for work and for safety. The auto is not going to become obsolete, but with new tax plans in place, we will have to have a different attitude about the expense of the auto and more people will be using light rail.

George Giroux

3738 SE 8th Avenue, Portland, Oregon 97202

Resident of Brooklyn Neighborhood and supports the Caruthers crossing. Don't study Center Street station and scrap the Ross Island crossing. Our neighborhoods have become physically divided by McLoughlin Blvd., Powell Blvd. and Holgate Street, by the regions automobile transportation modes. The Ross Island crossing will deliver to Brooklyn another transportation infrastructure blight! The Brooklyn Neighborhood is struggling to balance the growth of housing and business to provide a hometown community with families, churches, local services, businesses, recreational uses and elementary school. "The current problems of traffic and pollution are felt directly and we face the future problem of construction of light rail, with physical, visual and environmental changes it brings with it." The Center Street station should be canceled from construction. Please listen to the Brooklyn Neighborhood and Brooklyn Action Corp recommendation for a Caruthers crossing with service to OMSI, Tri-Met, Fred Meyer, Brooklyn and all the other business areas where the alignment follows.

JP

RECEIVED
APR 05 1997

Susan Shepard
Metro Transportation Dept.
600 NE Grand Avenue
Portland, OR 97213

On March 10th, 1997 the Hector Campbell Neighborhood Association held their monthly meeting. The Agenda topic was Light Rail and our guest speakers were Susan Sheppard and Ted Leybold from Metro. Susan and Ted shared information about new possible light rail alignments. The discussion led to two motions put to vote, they are as follows:

Motion number 1
Introducing the motion to the floor was Donald Hammang
Motion second by Willie Gentile

The members of the Hector Campbell Neighborhood Assoc. ask that the alignment of light rail on Railroad Avenue be removed from consideration.

A vote was taken and the majority accepted this motion
23 people in support. 3 not in support of motion

Motion Number 2
Introducing the motion to the floor was Donald Hammang
Motion second by Willie Gentile

Members of the Hector Campbell Neighborhood Assoc. request that Metro and the City of Milwaukie address the issue of the impacts of light rail on Milwaukie and on Railroad Ave. We request that this information is shared with us at a future Neighborhood Association meeting.

A vote was taken and the majority accepted this motion
28 people in support. 3 not in support of motion.

Please note, we as members of the Hector Campbell Neighborhood Association ask that the information listed above be made part of public record.

If additional information is needed or if you have any questions please call Donald Hammang 652-0968, Kathleen Butler 652-3973.

Kathleen Butler, Chairperson, Hector Campbell Neighborhood Association.

Leon Skiles, S/N Project Manager
Metro Transportation Dept.
600 NE Grand Avenue
Portland, OR 97232

April 14, 1997

Mr. Skiles,

I am writing to you to share my comments on the North/South Light Rail Alignments being studied in the Draft Environment Impact Statement.

I would like to request that the North of Highway 224 alignment be studied further in the DEIS, and compared to the Railroad Avenue alternative, for the following reasons.

A Highway 224 alignment would have less impact on residents in the Milwaukie area, than the Railroad Avenue option. The potential displacements associated with this alignment would be sixty eight units less than the Railroad Avenue alternative.

There would be no impact on the Hector Campbell Elementary School ball fields which our community uses a great deal.

The elimination of the park and ride lot at 37th avenue would free this land for other possible uses which would better serve our community, such as a park, office development, housing community, or a combination of such uses.

If park and ride lot capacity is replaced with a structured lot such as the one under consideration at Harmony and Lake Road the cost of the North Highway 224 alignment would save approximately \$2 million compared to the current Railroad Avenue alternative.

I would also like the two Monroe street alignments options removed from further study in the DEIS, and have the Main Street/SP alternative added to the DEIS for study.

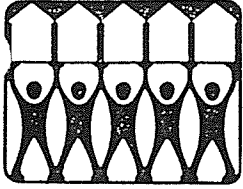
There would be too many historic homes (twenty) displaced on the two Monroe street alternatives. The Main Street/SP alternative has a potential for ten commercial displacements.

I presume that light rail on Main Street would encourage development of new commercial buildings to accommodate these ten businesses and future retail and office space.

The cost of the Main Street/SP branch would be \$21 million dollars less than the Monroe Street alternatives.

I believe that North/South Light Rail will serve the Community of Milwaukie and be more acceptable to us if the impacts of it are less personal, less property displacements, less cost to the tax payor and better use of existing through fares.

Sincerely,
Kathleen M. Butler, 4036 SE Washington St., Milwaukie



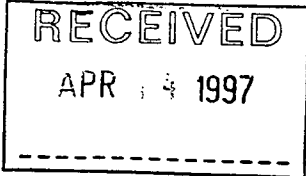
Southeast Uplift Neighborhood Program

3534 SE Main Street • Portland, Oregon • 97214 • Phone 232-0010

A non-profit coalition supporting citizen participation and community development in Southeast Portland.

April 7, 1997

Leon Skiles, Project Manager
Metro Transportation Department
600 N.E. Grand Ave.
Portland, OR 97232



Dear Mr. Skiles:

The Board of Directors of Southeast Uplift would like to take this opportunity to comment on the recommended cost-cutting measures for the South/ North Transit Corridor Study.

First, we wish to re-emphasize our support for the Caruthers Crossing Alternative. This crossing is important to the Southeast Portland community which has waited years for public investment to revitalize this core area of Portland. It should be recognized that both Eastside and Westside Max lines bypass Southeast Portland entirely. The Ross Island Crossing would ignore a significant portion, serving primarily undeveloped land in the North Macadam area. We believe the Caruthers Crossing Alternative has greater potential for higher ridership and economic development opportunities overall.

Second, the proposed low-level, fixed-span bridge and at-grade design option are consistent with our position. An at-grade crossing would complement the proposed eastbank esplanade and promote regional accessibility to OMSI, PCC, and other attractions. There is greater potential in increased ridership with better station access. Additionally, we favor the South Marquam Design Option. This option would integrate the proposed development on the west bank thereby maximizing light rail investment.

Finally, we believe there is strong public support for the Caruthers Crossing Alignment. The Caruthers Crossing Coalition, which we support, is a broad-based coalition of neighborhoods and businesses. We support an open exchange of information with Southeast Portland neighborhoods and businesses.

Thank you for this opportunity to comment.

Sincerely,

Tom Gruenfeld, Chair
Board of Directors

APR 13 1997

South/North Rail Alignments

To: Metro Transportation Dept.
 CC: City of Milwaukie and Press List
 From: Natalie Brewer
 Date: April 10, 1997
 Re: Railroad Ave. Light Rail Alignments

The Hector Campbell N.D.A. opposes Railroad Ave. as an alignment choice for South/North rail. The choice of **ANY NEIGHBORHOOD** alignment is not acceptable to this community. Currently, these alignments remove up to sixty-five homes from our neighborhood. These removals are not in keeping with our residents' vision of their community. The **REMOVAL** of any part of the playground from Hector Campbell School is not acceptable. There are too few parks in Milwaukie and currently no parks in the Hector Campbell area. We cherish what little open space we have left. **WE OBJECT** to any attempt to re-zone our neighborhood to support transit planning goals.

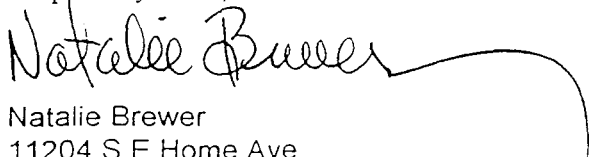
The city of Milwaukie has in the past ignored our complaints and protests and continues to do so. At every meeting attended by members of METRO staff there has been overwhelming protest against and no support for **Light Rail on Railroad Ave.** This position has been ignored by the City of Milwaukie staff and is referred to as the "minority" opinion.

We do not want this to become a debate about the virtues of Light Rail. **WE OBJECT** to the inappropriate choice of streets. We ask that Light Rail be placed on a more appropriate route like Hwy. 224 or along another transit corridor.

Our motions have been approved and endorsed by five other Neighborhood Associations in the City of Milwaukie and we have strong support for these views. We will continue to rally against this alignment, and against Light Rail as a whole if we cannot resolve this issue. We do not feel it is in the best interest of **METRO/TRI-MET**, the City of Milwaukie, or the **REGION** to continue to **FORCE** these alignments on our community.

Please make sure this letter and the attachments are placed in the public record for comment on the SOUTH/NORTH Rail project.

Respectfully Yours,



Natalie Brewer
 11204 S.E Home Ave
 Milwaukie, OR 97222

City of Milwaukie

Mayor Craig Lomnicki

Councilors:

Rob Kappa

Don Trotter

Jean Schreiber

Carolyn Tomei

City Manager Dan Bartlett

Community Development Director Maggie Collins

Press List

Oregonian Metro South

Editorial Staff Oregonian

Clackamas Review

Milwaukie N.D.A.

CAMPBELL NEIGHBORHOOD ASSOCIATION (CNA) MEETING

3-10-97

INTROS - KATHLEEN (CHAIR)
 METRO - SUSAN SHEPHARD (797-1872) & TED LIEBOLD

EARTH DAY PRESENTATION - INFORMATION IN "MILWAUKIE PILOT"

LIGHT RAIL DISCUSSION:

DEIS (DRAFT ENVIRONMENTAL IMPACT STATEMENT) ON 3-14-97

DEIS PUBLIC COMMENT PERIOD 3-15-97 TO 4-14-97 BY:

* LETTERS:

ATTN: LEON SKILES, S/N PROJECT MGR.
 METRO TRANSPORTATION DEPT.
 600 GRAND AVE., PORTLAND, OREGON 97232

* PHONE CALLS: 797-1900

* MEETINGS:

4/1 MILWAUKIE CENTER 7-9 P.M.
 4/8 O.I.T. 6 P.M.

DENSITY QUESTIONS - ALIGNMENT QUESTIONS AND IMPACTS QUESTIONS AND DISCUSSION ON
 LIGHT RAIL

VOTED AND PASSED

TWO MOTIONS PASSED BY LARGE MAJORITY - DIRECTED TO CITY OF MILWAUKIE - METRO
 - TRIMET - OREGONIAN AND CLACKAMAS REVIEW

- 1) CNA OPPOSES LIGHT RAIL ON RAILROAD AVENUE AND MOVES IT BE REMOVED FROM CONSIDERATION.
- 2) CNA REQUIRES METRO AND CITY OF MILWAUKIE TO ADDRESS THE ISSUES OF THE IMPACTS OF LIGHT RAIL ON MILWAUKIE AND RAILROAD AVENUE. THE IMPACTS INCLUDE, BUT ARE NOT LIMITED TO, TRAFFIC, DENSITY, SEWERS, AND CRIME.

PASSED BY MAJORITY- TO PRESERVE MILWAUKIE JR. HIGH IN PRESENT STATE WITH BUILDING
 AS COMMUNITY CTR. AND GROUNDS TO BE USED AS PRESENTLY.

NEXT MEETINGMONDAY 4-14-97

Submitted by Natalie Brewer Secretary of Hector Campbell N.D.A

Natalie Brewer

Motion for Support for Hector Campbell N.D.A

WE request the ARDENWALD N.D.A Support the Hector Campbell N.D.A in passing a motion of support for the two motions passed by Hector Campbell N.D.A on 3/10/96

Motion One:

Hector Campbell opposes Light Rail on Railroad Ave. and requests that it is removed from consideration as an alignment.

Motion Two:

Hector Campbell N.D.A requires .Metro and the City of Milwaukie to address the issues of the **IMPACTS** of Light rail on Milwaukie and Railroad Ave.. Those impacts include, but are not limited to: density, traffic and sewers.

Ardenwald Chairperson Sharon VanHorn
Ardenwald / Johnson Creek Chair
Date 4/8/97

Motion for Support for Hector Campbell N.D.A


WE request the Historic Milwaukie N.D.A Support the Hector Campbell N.D.A in passing a motion of support for the two motions passed by Hector Campbell N.D.A on 3/10/96

Motion One:

Hector Campbell opposes Light Rail on Railroad Ave. and requests that it is removed from consideration as an alignment.

Motion Two:

Hector Campbell N.D.A requires Metro and the City of Milwaukie to address the issues of the **IMPACTS** of Light rail on Milwaukie and Railroad Ave.. Those impacts include, but are not limited to: density, traffic and sewers.

Historic Milwaukie Chairperson 

Date 4/10/97

Motion for Support for Hector Campbell N.D.A

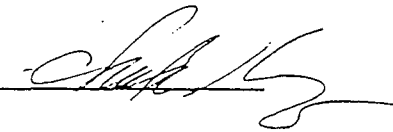
WE request the Lake Road N.D.A Support the Hector Campbell N.D.A in passing a motion of support for the two motions passed by Hector Campbell N.D.A on 3/10/96

Motion One:

Hector Campbell opposes Light Rail on Railroad Ave. and requests that it is removed from consideration as an alignment.

Motion Two:

Hector Campbell N.D.A requires Metro and the City of Milwaukie to address the issues of the **IMPACTS** of Light rail on Milwaukie and Railroad Ave.. Those impacts include, but are not limited to: density, traffic and sewers.

Lake Road Chairperson CHUCK HERSEY 

Date 04-12-97

Motion for Support for Hector Campbell N.D.A

WE request the Linwood N.D.A Support the Hector Campbell N.D.A in passing a motion of support for the two motions passed by Hector Campbell N.D.A on 3/10/96.

Motion One:

Hector Campbell opposes Light Rail on Railroad Ave. and requests that it is removed from consideration as an alignment.

Motion Two:

Hector Campbell N.D.A requires Metro and the City of Milwaukie to address the issues of the **IMPACTS** of Light rail on Milwaukie and Railroad Ave.. Those impacts include, but are not limited to: density, traffic and sewers.

Linwood Chairperson Tracy L Cook

Date 4/12/97

Motion for Support for Hector Campbell N.D.A

WE request the Lewelling N.D.A Support the Hector Campbell N.D.A in passing a motion of support for the two motions passed by Hector Campbell N.D.A on 3/10/96

Motion One:

Hector Campbell opposes Light Rail on Railroad Ave. and requests that it is removed from consideration as an alignment.

Motion Two:

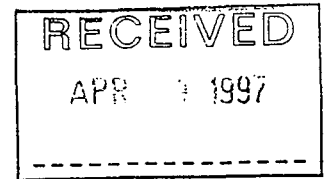
Hector Campbell N.D.A requires Metro and the City of Milwaukie to address the issues of the **IMPACTS** of Light rail on Milwaukie and Railroad Ave.. Those impacts include, but are not limited to: density, traffic and sewers.

Lewelling Chairperson *Linda M Street*
Secretary Treasurer
Date *4-3-97*

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April 10, 1997

Leon Skiles, Project Manager
North-South Transit Corridor Study
Metro Council
600 NE Grand
Portland, OR 97232



Dear Mr. Skiles,

I am writing, later than I intended, to voice to you my concern about the future of public transportation in the Portland area, specifically in Milwaukie.

A headline in the March 14, 1997 Oregonian (MetroSouth, p. B4), read: "Milwaukians tell Metro: 'We don't want light rail.'" I am here to tell you that that statement does not represent MY views! I am a supporter of public transportation in general, and of lightrail, especially expanded to the North-South Corridor, more specifically. My hope is that the Milwaukie Transit Center will become a point from which I, as a Milwaukie resident for 31 years, can easily get around the area without using my car. I live a less-than-10-minute walk from the nearest bus stop, where I am adequately—if not ideally—served by the #70 bus. The service is at least comparable, in accessibility and comfort, if not in frequency, to the service in the numerous European cities where I have spent time.

Keep up the good work, and don't believe the nay-sayers!

Sincerely,

Caroline Locher

Caroline Locher
10131 S.E. Cambridge Lane
Milwaukie, OR 97222
659-0632

cc: Susan Shepherd

50

Clackamas TOWN CENTER

Managed by: Institutional Realty Management, LLC
1093 CLACKAMAS TOWN CENTER
12000 S.E. 82ND AVENUE
PORTLAND, OR 97266
(503) 653-6613 FAX (503) 653-7251

April 14, 1997

Metro Transportation Department
600 NE Grand Avenue
Portland, Oregon 97232

South/North Steering Group
Attention: Committee Members

Re: **South/North Light Rail**
Clackamas Town Center
Portland, Oregon

Dear Committee Members:

We appreciate the opportunity to present to Metro and the Steering Group our views and ideas concerning proposed South/North Light Rail Transit (LRT) alignments and latest cost cutting measures. As a representative of Clackamas Town Center (CTC) and the anchor tenants (Meier & Frank, Nordstrom, JC Penney, Sears and Montgomery Ward), we believe it is extremely important you understand how critical the terminus and alignment are to the mall's future, the future of the mall's neighbors, and growth in the region.

A terminus on CTC property has been identified by the South/North Steering Committee and Metro as a cost cutting measure to facilitate the project. We believe a terminus on CTC will consume parking needed for the mall to continue to be an economic success. As a terminus, conversion of customer parking to Park & Ride will inevitably occur for a host of reasons. As the southern and eastern most point on the LRT line, the terminus is the logical parking location for area LRT riders, notwithstanding the proposed Park & Ride lot southeast of Clackamas Town Center. Transit riders will opt to park at the best lit, secured, highly active site possible. Personal safety and vehicular security rank second and third as the US public's highest safety concerns. As a well lit, security patrolled, high activity area CTC offers the transit rider the best possible parking location choice.

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South/North Light Rail
April 14, 1997
Page 2

Because of the geographic and physical layout of the mall parking lots, there is no suitable way to control Park & Ride usage of the lot. Any contemplated terminus on CTC property must also include structural parking due to parking displacement and Park & Ride use. We cannot over emphasize our concern regarding a possible terminus at the property.

We believe the 79th/80th Avenue alignment alternative is an excellent step towards increasing ridership, reducing cost and providing better overall service to the Clackamas Regional Center. While we believe a viable north of the mall alignment can be developed that will serve the community, we continue to strongly oppose a south of the mall alignment and find any terminus proposal unacceptable. The mall and its neighbors will take whatever steps are necessary to stop a southern alignment or terminus. We would rather focus our efforts on improving the north alignment and finding ways to reduce its cost.

We have met with surrounding property owners, local citizens, the Chamber of Commerce, and local governmental authorities who agree a north of the mall LRT alignment is the route that should be selected. We support the north of the mall alignment for a number of very valid reasons including but not limited to:

- a. It brings riders to the mall's major public entrance which also includes major activity areas such as the ice rink, theater, restaurants, etc. There is no suitable passenger entrance on the south side of the mall at the projected terminus location.
- b. It provides service to the highest density housing in North Clackamas County. That area borders CTC on the north side of Monterey Avenue.
- c. It would assist in relieving traffic congestion on Sunnyside Avenue.
- d. It avoids disrupting the two major vehicular accesses to CTC on Sunnyside Road and 82nd Avenue.

We oppose the south of the mall alignment for the following impacts:

- a. Creates additional traffic burdens on Sunnyside Road and 82nd Avenue.
- b. Disrupts traffic flow into the mall through its two major vehicular entrances, seriously impacting sales and the economic vitality of the mall.
- c. Seriously degrades transit service to the residential area on the north side of CTC.


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South/North Light Rail
April 14, 1997
Page 3

- d. Severely curtails any possible contemplated development of the south side of the mall, such as a new anchor or anchor expansion.
- e. The high cost feasibility of the combined bus/LRT bridge across 82nd Avenue to CTC.
- f. The entrance closest to the proposed terminus is a department store entrance not suitable for handling LRT ridership. The mall entrance on the south side is somewhat distant from the proposed terminus.

We request your support in making light rail a success in this area by continuing study of the alignment on the north side of the mall where it can properly support the greater Clackamas Town Center area, the Clackamas Regional Center Plan and future growth of the area. Concurrently, we request removal of the south of the mall alignment so the efforts of all parties including Metro Tri-Met, the Steering Group, Clackamas County, CTC and the community can focus on improving and reducing costs associated with the north of the mall alignment. We believe teamwork and cooperation are the key to the success of the Light Rail Project. We further request you not terminate the line at CTC but continue east to serve the needs of Kaiser Permanente employees and make use of the existing Good Hope Church parking area as a Park & Ride.

Sincerely,



Malcolm P. Henry
General Manager

MPH/cw



JCPenney

Writer's Direct Dial: 972/431-1613

Fax: 972/431-1626

April 14, 1997

South/North Steering Group
Metro Transportation Department
600 NE Grand Avenue
Portland, OR 97232
Attn: Committee Members

Re: South/North Light Rail - (Clackamas Town Center) - Portland, Oregon

Dear Committee Members:

We would like to express our appreciation for the opportunity to provide input on the location of the light rail station. Its placement will very much impact the future of the shopping center and the surrounding area.

We are in complete agreement with mall management that the preferred location of the LRT station is the north side of the mall. A northern alignment is much more desirable than a southern alignment for the following reasons:

- 1) Assuming at-grade crossings will be used at all driveways crossing the LRT line, some delay will be experienced at these locations. If delays are a necessary part of the equation, it seems reasonable to expect that delays would not be introduced where they would create the most problem, which in this case is along Sunnyside Road.
- 2) Driveways along Sunnyside Road are heavily used by mall traffic. Blocking access to these driveways for short periods of time will create delays for a greater number of mall customers.
- 3) Offsite queuing of traffic should have a more negative impact along Sunnyside than on Monterrey.
- 4) Our store experiences heaviest parking usage on the south side. It is not desirable to have customers directly competing with LRT riders for parking in our most heavily used parking field.

We would also like to note that any northern alignment should maintain a corridor along the east side of I-205, as currently proposed. We would have serious problems with any alignment changes that would move the corridor to the west side of I-205.

Thank you for your consideration in this matter.

Cordially,

Shon Merryman
Site Planner

SM/jd

cc: Clackamas Town Center

J. C. Penney Company, Inc., P.O. Box 10001, Dallas, TX 75301-0001

April 8, 1997

Dear Steering Committee,

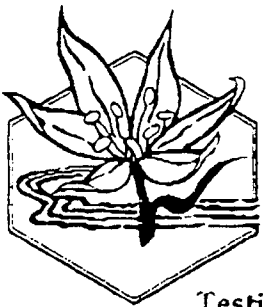
After attending several meetings where routes for the proposed Light Rail were presented, I would like to express my preference and the reasons for these preferences.

At the last neighborhood meeting (March 27, 1997) three routes were listed as being currently considered. Two of those routes involved Railroad Avenue as a way to get from downtown Milwaukie to Clackamas Town Center. The third route would make use of Hiway 224 to accomplish the same purpose. Of these three alternatives, the route utilizing Hiway 224 is easily the most preferred. Far fewer homes and people would be displaced by this route.

However, a fourth alternative exists which I submit is the rational choice given the following information. South/North Light Rail does not solve traffic problems, does nothing for pollution problems, does not provide needed streets and hiways. South/North Light Rail will spend billions, add another segment to a transportation system that will never be self-supporting, and provide a method for citizens to get rid of extra income for the foreseeable future via Transportation System taxes. The fourth option is to eliminate South/North Light Rail entirely.

On a larger scale, Milwaukie and Clackamas County do not want Light Rail nor do they want Metro. Recall that on the original vote to establish METRO Clackamas and Washington Counties voted NO! Never did they desire to help Portland and Multnomah County pay for their wish list (i.e. World Class Zoo). METRO will try to discount and minimize these facts but, any vote of the people regarding METRO or Light Rail has been negative. Wherever metro has presented its plans to the people of Clackamas County, the reaction has been negative and eroded the support that previously existed.

Dale Potts
12177 S.E. Grove Loop
Milwaukie, Oregon 97222



**NORTH
CLACKAMAS**
PARKS & RECREATION
DISTRICT

Testimony Before the South/North Light Rail Steering Committee
April 8, 1997
OIT Conference Center

Thank you for the opportunity to comment on the proposed light rail line cost cutting proposals.

My name is Mitch Wall. I am the Chair of the North Clackamas Parks & Recreation District Advisory Board. As the Chair, I represent five Neighborhood Park Advisory Boards, Milwaukie Center Board and the District Advisory Board. Altogether, these boards are comprised of over 50 community representatives dedicated to providing the finest in parks and recreation services to our 85,000+ citizens who live within our boundaries.

Our Board supports the South/North Light Rail project. We have closely followed the matter of light rail alignment in our Parks District for some time now and realize that reaching a consensus on an alignment that enhances livability in the area is crucial to the overall success of light rail. That portion of the light rail route in which we are most interested is the Clackamas Regional Center segment. Our District's major parks and recreation facility is located in that segment. It includes a community park on Harmony Road located just to the west of OIT, our 80 acre District Park, Aquatic Park and parking lot, all of which are generally just to the south of Harmony as well as our main access road in to the Aquatic/District Park which intersects Harmony just west of the community park.

Generally, nobody likes to deal with traffic congestion, least of all people on their way to a park, pool or some other recreation site. As a consequence, the District Advisory Board originally favored the alignment along Price/Fuller Road. It was our belief that this route had the fewest impacts on our facilities, as well as the landmark oak tree adjacent to the community park.

In briefly reviewing the other alignments, it appears to us that the one which traverses the park entrance, the community park, and the parking lots of OIT, CCC and the Aquatic Park and then crosses Harmony at 79th or 80th Street could have negative impacts on all elements of our major parks and recreation complex. Although the other alignment along Harmony Road does not seem to impact the parking lots, it would still negatively affect the community park and entrance to the park road.

-more-

Light Rail Steering Committee
April 8, 1997
Page Two

Regarding the proposed cost-cutting measures, those which would route light rail north from Harmony Road along 79th or 80th, and add a new terminus option at the Clackamas Town Center transit center station would appear to have some merit.

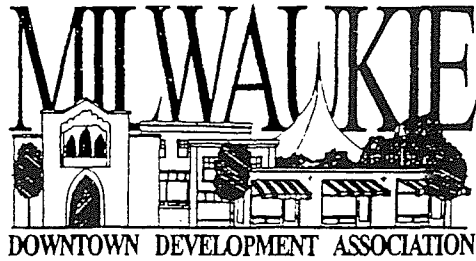
There is a severe shortage of park facilities within the North Clackamas area. It is important for light rail to work in harmony with our very limited recreation resources. We think that light rail can enhance the community's access to these parks. I realize this is not necessarily the time for airing specific concerns, but we do look forward to making those concerns known at the appropriate time. We are excited to be a participant in the development of an alignment for light rail that serves the best interest of our community.

Once again, thank you for your time.



Mitchell C. Wall, Chair
North Clackamas Parks & Recreation District Advisory Board

cc: Clackamas County Board of Commissioners
North Clackamas District Advisory Board
File



10952 Southeast 21st Avenue, Suite 5 • Milwaukie, Oregon 97222 • (503) 653-0378

April 9, 1997

Dear South/North Steering Committee:

Thank you for allowing me the opportunity to convey the Milwaukie Downtown Development Association's continued support for light rail. We continue to support the project, recognizing the concerns of our business and residential neighbors in respect to costs. While there are perhaps many ways that costs might be decreased, we believe that a *quality project enhances ridership and investment* adjacent to the line. Expediting planning now, may result in decreased costs and stimulate partnerships not yet on line. In downtown Milwaukie, a new alignment (the Main Street,/SP Alignment) has been identified as an alternative. We have been told this alignment's cost is significantly lower than the Monroe Street alignments proposed and currently studied as a part of the DEIS. However, the Main Street/SP alignment cuts through a recently vacated Safeway store. Safeway indicated that this proposal did not have significant influence on their decision to vacate, but did have some impact.

We believe strongly, and have based a great deal of our previous support on, the belief that light rail will stimulate interest and development in downtown Milwaukie. If existing staff at Metro (or Tri-Met) *can immediately add this alignment to the DEIS and accelerate design work* on this portion of the segment several important objectives can be achieved. Working with the City of Milwaukie and its Regional City Center Planning Committee, with a concept plan in hand, we can work together to find a developer interested in this site. Perhaps this developer can "partner" in some portion of the future alignment as has been proposed as a part of the recently discussed alignment to the airport. This type of "expedited" preplanning could no doubt be cloned in other areas of the South/North project, off-setting site specific costs within a number of segments. Not as an aside, accelerating development of the site is of key interest to our Association and residents, as in the absence of specific planning, we are skeptical that we will be able to lease this large site.

As to the option issue, we have not poled our members as to priorities, but have voted at the Board level to encouraged Metro to include the new alignment proposal within the DEIS. This alignment is the least expensive (studied under the DEIS), and continues to provide benefit (ridership/land use) to the downtown district.

Karen O'Dowd

Karen O'Dowd
Manager, Milwaukie Downtown Development Association

Manager: Karen O'Dowd

Board: President, Dodie Linder, Grant Finders Service Vice President, David Mealey, Milwaukie Family Chiropractic Treasurer, Pamela Reynolds, Statements Plus
Dan Bartlett, City Manager (ex-officio); Roxanne Bross, Milwaukie Travel; Paul Graham, Graham's Book & Stationery; Kim Haines, Dark Horse Comics;
Joyce Henstrand, Milwaukie High School; Gary McClain, Mundorf, McClain & Kovac; Jan Morrison, Pacific One Bank; Doug Naef, Doug Naef Insurance Agency;
Judy Ohl, Key Bank; Ray Peck, Coffee Resort; Don Trotter, City Council; Darlene Weil, ESP Commercial Real Estate

RECEIVED

APR 13 1997

MY THOUGHTS & COMMENTS ON METRO AND YOUR LIGHTRAIL



WHO DO YOU PEOPLE THINK YOU ARE! WE SAID NO TO S / N LIGHTRAIL. ARE YOU BLIND?! THE MAP PUBLISHED IN THE OREGONIAN (12/9/96) CLEARLY SHOWS THAT ALL THE PEOPLE IN THE YELLOW AND ORANGE AREAS WHERE YOU WANT TO PUT YOUR LIGHTRAIL, STRONGLY OPPOSE LIGHTRAIL. OUR VOTE TOLD YOU SO. NO! NO! STAY OFF RAILROAD AND HARMONY AND RUN IT THROUGH THE GREEN AREAS OF THE MAP—OR BETTER STILL PUT IT IN YOUR OWN LIVING ROOMS.

DID YOU THINK WE WEREN'T SERIOUS WHEN WE VOTED NO. EVEN IF YOUR LIGHTRAIL WAS FREE, I WOULDN'T WANT IT IN MY MILWAUKIE NEIGHBORHOOD. SINCE WE ARE ALL SO STRONGLY OPPOSED WHO DO YOU THINK IS GOING TO RIDE THIS COSTLY, USELESS, CRIME INFESTED LIGHTRAIL.

ARE YOU ALL SO SELF-SERVING THAT YOU CAN TRY TO CIRCUMVENT YOUR FELLOW OREGONIANS LEGALLY GIVEN RIGHT TO VOTE—AND VOTE NO IF WE CHOOSE. WE AGREE WITH THE PLACARD THAT READ "ABOLISH METRO, RESTORE DEMOCRACY".

YOU SENT 119,000 SURVEYS AT A WASTEFUL COST OF \$25,000. I DIDN'T GET ONE! THERE ARE 20,773 PEOPLE IN MILWAUKIE, SO WHO GOT THEM! ONLY PEOPLE YOU KNEW WOULD GIVE YOU THE ANSWERS YOU WANTED TO HEAR!

WHAT OTHER MONETARY OR POLITICAL BENEFITS ARE YOU GETTING BESIDES YOUR PAYCHECKS TO MAKE YOU SO SELFISH AND HARD HEARTED. WE VOTED NO!

YOU DON'T EVEN RIDE THE LIGHTRAIL YOURSELVES. SO WHY DO YOU THINK WE WILL. AND YOU ALL HAVE SUCH LAME EXCUSES. LESS THAN 2% OF THE POPULATION RIDE LIGHTRAIL AND 55% OF THOSE WERE FORMER BUS RIDERS.

ALL KIDS AS THEY APPROACH THEIR 16th BIRTHDAY DO NOT DREAM OF RIDING LIGHTRAIL TO DODGE STRAY BULLETS, BE WATCHFUL OF PICKPOCKETS OR BE HARASSED BY DEGENERATES, THEY DREAM OF CARS AND DRIVING!

THE KILLING AND WOUNDING BEFORE EASTER AT CLACKAMAS TOWN CENTER HAPPENED AT THE TRANSIT CENTER. AT WHAT AGE DO YOU ALLOW YOUR SONS AND DAUGHTERS TO RIDE LIGHTRAIL OR WAIT AT A TRANSIT STATION WHERE CRIMINALS HANG-OUT.

I CRINGE WHENEVER I READ METRO THIS OR METRO THAT. BEFORE THE NOVEMBER '96 ELECTION MIKE BURTON SAID "IT'S NOT JUST A VOTE ON LIGHTRAIL BUT ON DESIGNING A LIVABLE COMMUNITY". WELL WAKE UP, WE VOTED NO; NO TO BOTH. WE'RE SAYING YOUR VISION IS NOT OUR VISION OF OUR BEAUTIFUL OREGON. YOU LIVE HERE TOO, HOW CAN YOU ALLOW YOUR JOB AND YOUR PAYCHECK TO DRIVE YOU TO DESTROY OUR LUSH GREEN OREGON!

YOUR PANIC ABOUT THE INVASION OF 2040 IS GETTING TIRESOME, YOU'LL HAVE US EATING TAINTED IMPORTED FOOD BECAUSE THERE WON'T BE A FARM LEFT. OUR CHILDREN WILL HAVE TO VISIT ZOO'S TO SEE COWS AND CHICKENS, IF YOU STILL ALLOW THE SPACE. BUTTERFLIES AND BIRDS WILL

HAVE LEFT OREGON BECAUSE WE ONLY HAVE CONCRETE GARDENS. CREMATION WILL BE MANDATORY BECAUSE YOU'LL THINK CEMETERIES ARE A WASTE OF LAND. GOLF WILL ONLY BE A MEMORY AND SO WILL ANYTHING GREEN, LIKE GRASS, TREES AND FLOWERS. OUR CHILDREN WILL ALL BE ILLITERATE DELINQUENTS. THERE WILL BE MORE PRISONS THAN SCHOOLS. OUR HOMES WILL ALL BE SO CLOSE TOGETHER WE CAN HEAR OUR NEIGHBOR PEE. THE ROADS AND BUILDINGS WILL BE IN DISREPAIR. ALL THIS BECAUSE OUR FUNDING HAS GONE TO YOUR LIGHTRAIL AND DENSITY BUILDING READY FOR THE INVASION. BUT...YOU WILL HAVE RECEIVED YOUR PAYCHECK AND JOB SECURITY, BUT YOUR FOOTPRINTS WILL BE ALL OVER US LITTLE PEOPLE WHO BELIEVED WE HAD A SAY WITH OUR VOTE! WE VOTED NO S / N LIGHTRAIL

FOR NOW I STILL BELIEVE IN VOTING AS MY DEMOCRATIC RIGHT TO VOICE MY CHOICE, BUT YOU ARE RAPIDLY CHANGING THAT FOR THE WHOLE STATE OF OREGON VOTERS.

PLEASE GIVE UP! WE VOTED NO! DON'T RUIN MILWAUKIE BY DELIVERING CRIME TO OUR DOORS ON YOUR COSTLY LIGHTRAIL! HOW MANY HOMES WILL BE DESTROYED FOR THIS USELESS, UNWANTED, SHOVED DOWN OUR THROATS, POLITICAL PROJECT.

AT ANY TIME I'M SURE YOUR MONETARY APPETITE WOULD TAKE YOU TO A BIGGER AND BETTER PAYING JOB—HOPEFULLY OUTSIDE OREGON. GOOD-BYE, YOU WON'T BE MISSED.

DON'T BOTHER TO CALL I WON'T TALK TO ANOTHER SUSAN SHEPARD! **WE VOTED NO! NO! NO! NO!!**

SINCERELY, AN ANGRY MILWAUKIE NO! VOTER,
PATTY DUNMORE
FAMILY, FRIENDS
AND NEIGHBORS
ALL NO! VOTERS!

APRIL 9, 1997

Phone Comments

Public comment taken by phone on March 14, 1997

The following comment came from a man in Hillsboro who called initially to request an address change for the South/North mailing list. When he heard about the public comment period, he asked that his comments be entered.

Larry Bloch
1229 NE Third Ave.
Hillsboro, OR 97124

What is the entire projected system plan for light rail? Where are we going with it? We only see small segments (South/North and East/West), never the whole picture. If I saw the whole picture, I might be more enthusiastic. We need smaller lines, especially in downtown Portland, within 1/4 mile walking radius. I will never ride the bus, people get shot on buses. Plan the whole light rail system now, don't keep building in 10 year increments: too expensive. I am for the airport light rail 100%. For that I would open my wallet and pay for it. I also would like to see diamond carpool lanes to reward carpooling. Also, no toll roads but pay electronically to use freeways. Loves the Washington, DC subway system and would like to see that kind of saturation and service built here, while it is not too expensive to pay for it.

Comment from call to M. Matteson, 3/31/97

Joseph Kelley
1285 Oak Terrace
Lake Oswego, OR 97034
636-4148

He prefers building only eastside tracks and eliminating the Willamette River crossing to save money. Let people transfer at the Rose Garden station to go downtown. Also, use Portland Traction Company tracks on the east side. Downtown Portland banks, insurance companies and government offices should pay the Tri-Met tax and not be exempt. The Tri-Met tax went way up and we did not get to vote on it.

Comment from the Transportation Hotline, 4/1/97

Bernard Straight
930 Donna Lynn Way
Gladstone, OR 97027
656-4368

We voted the South/North light rail down once. This cost-cutting business – Tri-Met has never had a cut in its life, everything costs twice as much. I am against South/North.



Comment from Transportation Hotline, 4/2/97

Cleo Rumpakis
2006 NE Multnomah Street
Portland, OR 97232
281-8141

To really cut costs down, use the shopping centers as satellite parking lots for light rail. The north line could go from Lloyd Center up to Delta Park. The south line could go from Gateway to Clackamas Town Center. A third line in the future could go from the Beaverton one (Beaverton Mall?) to Washington Square. Daytime parking at the malls is not filled up and they could collect revenue from light rail users. This would avoid the cost of building new park-and-ride lots and if people wanted to shop, they could. Also, we need a link from Gateway to the airport that could run infrequently, perhaps once per hour. This would provide a complete link of our transportation system. Otherwise, I think it could get voted down again. This way we would have a chance. Good luck.

Comments from Transportation Hotline, 4/4/97

Gary Whiting
11270 NW Gatto Court
Portland, OR 97229

The light rail is definitely needed but there has got to be some limitations. We can't afford all the bridges, one over the Columbia and two over the Willamette just not practical. How much could the taxpayers afford? With this money, we could afford free buses for all forever. Other cities have roads; we need roads. We have two two-lane roads through Portland, that's it. I do not want to force density on light rail lines; it would just create future ghettos. Buses are the real answer, expand free buses. Cut all the South/North project. These PC solutions will not work in the long run. We're strangling to death with not enough roads.

Doug Naef
11085 SE 21st Avenue
Milwaukie, OR 97222
653-6242

My comment: I am against South/North light rail. I do not believe the cost measures are deep enough. It is not a cost effective method of transportation.

Roger Hollingsworth
15072 SE Robinette Court
Milwaukie, OR 97267

Owner, Plantsman Nursery
19127 SE Hwy. 212
Clackamas, OR 97015

There is more traffic from Portland east on Hwy. 212 than along the South/North Corridor from Vancouver to Oregon City. I suggest we stop the South/North Study and finish the Sunrise Corridor before we do anything else. Thank you.

Comments from Transportation Hotline on April 5, 1997

Mark Uhrich
2611 NE 35th Avenue
Portland, OR 97212
335-8552

I have ideas for possible funding alternatives. Regarding the commuters from Clark County, tax the Washington commuters since they voted it down. Do this through tax forms. Also, increase taxes for people in this region who decide to clog up the streets and pollute the air by driving everyday – they should be taxed. The time is right for environmental taxing. Those who decide to use public transit or bikes should be given an incentive for it.

Jerrie Hogan
11598 SE 46th Court
Milwaukie, OR 97222
659-4518

I have comments on South/North on Railroad Avenue. I do not want a narrower street or closing sections of it. We need our through streets. We have North of 224 Alignment right-of-way there, have it there. I am not in favor of light rail at all.

Comments from the Transportation Hotline on April 6, 1997

Doug Neeley
712 12th Street
Oregon City, OR 97045
650-5035

Regarding cost-cutting, I'm concerned that the route still travels to Clark County. I am not opposed to any aspect but I would like to see a focus on the South alignment, including Oregon City.

Comments from Transportation Hotline on April 9, 1997

John S. Bergeson
3114 NE 35
97212
282-6090

I worked for railroads 30 years and I know the material costs. Cost of this light rail is a balloon far beyond Eastside line. We could build a new rail to Astoria and back for the cost of one mile of light rail. Commuter trains on light rail is good, but need to work out agreements with railroads. About 70 trains a day use those tracks going east or north (or more). Costs of light rail cannot be borne by taxpayer. Not enough tax revenue to get out of taxpayers. Dept. of Transportation should not require us to pay the price required. More interesting projects elsewhere that don't cost as much money. People will begin to smell pork in the air – \$87 million per mile is ludicrous. No train company pays that amount. Have diesel engines and pay trackage on existing lines. Better off. Nice to have lines to Clackamas and airport but need to justify the expense. Optimistic to say we will have the ridership; you usually have 50 percent of that. It will have to cost as little as possible for the public to accept it. When alcohol becomes a cheap automobile fuel, as it has in Brazil, people won't have to use trains.

63

CORRESPONDENCE

5179 4/3/97 *OLBORGIAN*

THIS WEEK'S QUESTION

Since voters rejected funding for light rail, should officials be seeking federal money to build it anyway?

Regional leaders are seeking \$475 million in federal transportation funds to build light-rail lines between Clackamas Town Center and North Portland. In November, Oregon voters rejected Measure 32, which would have provided \$375 million for a similar project. Should officials just drop the idea?

Metro, Tri-Met bloodsuckers

About funding for light rail, I don't think we should give them \$475 million because all that's going to do is bail them out of the mess they're in in the West Hills. This won't go for work on the extension of light rail.

Tri-Met and Metro are nothing but bloodsuckers. We need light rail, but we don't need it at the price they're trying to charge us.

For instance, when they got the contract to go through the West Hills to put the tunnel in, they had to hire a firm of consultants to the tune of \$3.8 million because, they said, and I quote *The Oregonian*: "We couldn't even attempt a project like this without a firm of consultants." So the firm of consultants hired away the chief engineer of Tri-Met the next day, right after it got the contract.

Didn't they know about all of the problems they were going to have? They paid these people \$3.8 million to discover this, and those people didn't find it for them. And all the rock troubles they've had? They ought to get their \$3.8 million back.

MICHAEL WRIGHT
Milwaukie

Hatfield efforts forgotten?

Absolutely yes, officials should seek federal money to build light rail.

If you read the paper and see where the urban growth boundary is planned out in Damascus and Pleasant Valley, you realize how many more cars in the future are going to be feeding onto our major commuting routes over here on this side of town.

And anyone who has sat on the Banfield in traffic — at any time of the day now, it seems — and looked over and seen a MAX train, usually full, whizzing by, you realize how many fewer cars are on the Banfield and those major routes because of the eastside light rail. And how much quicker those riders are going to get home than the people sitting on the freeway.

Besides that, it's just crazy to lose that federal funding. It was Mark Hatfield who worked so hard to get it, and it seems really silly to bicker over it.

BETSY HOLTZGRAF
Milwaukie

Clackamas County needs it

Yes, we should go ahead with funding for light rail because the proposal for the next stage of the plan was from Clackamas County.

As a Clackamas County resident, I object to the fact that the whole state was given a chance to vote on that. And naturally, there were a lot of people who couldn't see any point in helping to fund light rail for Portland.

They have light rail in Washington County and Multnomah County. It seems like we should have it in Clackamas County. I'm in favor of a route that runs from Clackamas Town Center along the Interstate 205 corridor to the airport and across to Washington state if they wanted it. But, they don't seem to be interested over there.

JUDITH BENTLEY
Gladstone

Light rail too expensive

Officials should not be seeking money for light rail.

First, the voters said no, officials must stop sidestepping what voters say in elections. It threatens our democratic system and causes voters to lose faith in the voting process. Second, I think what voters were saying is that light rail is too expensive regardless of who pays. Who do we think the federal money comes from anyway? It's us, it's every one of us.

MARILYN HELM
Lake Oswego

Certain areas approved it

Officials should be seeking money to build light rail anyway, mainly because a majority of the voters approved it in certain areas. Over the whole state, there wasn't a majority of voters approving the light-rail

bill. But, if you look at where people wanted it, that's where the officials are trying to build it.

GENE WALLACE
Lake Oswego

Voters have spoken: Lose it!

Regarding the light-rail line into Clackamas Town Center from North Portland, the voters have spoken. What we said in two words was: Lose it!

MILTON NORTH
Oregon City

Not a necessity but a must

Light rail needs to be built, and the funding should be provided by whatever means.

Oregon is rapidly growing and that means that the arteries of this state will be burgeoning with cars, trucks, vans and buses, etc. Ergo, light rail is not only a necessity, it's a must.

DIANE IMEL
Wilsonville

Alignment neighbors protest

They should not pursue it, especially since those of us who live along the alignments that are under study are overwhelmingly against this.

EDITH KERBAUGH
Milwaukie

Metro actions not surprising

I live in the Cedarcrest neighborhood of Milwaukie. My feeling is that it is a direct slap in the face of everyone who lives in Oregon that Metro could receive federal funding.

It does not, however, surprise me. Every contact I've had with Metro has been negative. At neighborhood meetings, representatives have been condescending, they've been patronizing to us, have basically told us that we don't care what you do, we're going to do what we want and why even try to fight us? We did fight it.

We did put an initiative on the ballot. It was voted down and I don't appreciate being told in *The Oregonian* after the vote that Metro feels that people didn't understand what they were voting on. I understood what we were voting on, I knew it wasn't taxes.

I disagree with where the line is to be situated. I disagree with all of the specifics on how many people will ride light rail, and I totally disagree with the idea that they are going to destroy safe, intact neighborhoods. They're going to run it directly next to several schools, which I find a safety problem for my children.

They're trying to increase density and for me that means less livability. So they keep talking about how

Yes, I absolutely disagree with them trying to get federal funding for something that has been voted down.
SHEILA IER
Milwaukie

Oregon is this wonderful place to live. But, if they are going to destroy safe, intact neighborhoods for the sake of some nebulous future 50 years down the road, I have a distinct argument with that.

1/9

Susan Shepherd
Tri-Met - Eng.
4012 S.E. 17th Ave
Portland, Oregon

4182 SE Lake Pk
Milwaukie, Oregon
97222
654-4365
April 3, 1997

Metro & Tri-Met Planning

Susan why does Tri-Met persist in laboring on an impractical idea

Metro and Tri-Met seems to have an interlocutory loss of memory.

I have come to this conclusion - with in Planning there is no one able to answer My question for it is beyond their ken.

Even Parsons Brinckerhoff helpers-snits don't count. as an answer,

Folks that are old in their work and have served the construction industry for many years must of learned or heard something even though we didn't formally go to school.

Competition in the industry isn't a poor teacher.

2/9

April 3rd 97

Not only this we don't enjoy being rude or impolite to any person.

Us. folks that live on the land have waited with patience for you strangers to the Clackamas Flood Plain (as Planners) to understand our living Problems. (liveability) with our Soil and Geology.

It is quite obvious that wealth of information in the Oregon Historical Library has not become a part of your education and a guide for the planning of light rail as an expenditure of our money for transportation.

As Patricia McCreary explains "I am a politician" How can we bring Court action against Her?

then you as an artist are asked to speak to those that have a working life time in their own dirt. Your Professional status doesn't mean very much in the present climate doesn't mean much to us.

It would seem logical that you as a stranger and a Professional Person would route your work through Koeh's Postulates before going Public on land use preliminaries.

I have been rather noisy to in some way protect us both. . . Some four years past I yammered for a Soils laboratory

3/9

April 3, 1997

to be established at the site of the Mt Hood Maintenance structures of the Oregon Department of Transportation, at McLoughlin Blvd and Octavo Street in Milwaukie Oregon.

In documents prepared by Agencies we notice the Clackamas Flood Plains soils are "deficient". "Deficient" in that they are lacking "some thing". "Deficient" in that they are inadequate and not complete analysis of the samples

November 14, 1994 'never correspondence in three parts, that explains how her office is hand-capped in three areas of administration.

Messie Collins Director of land use Planning.

Also on my desk is a document authored by Mr. Edwards - of the Department of Interior, U.S.A.

that document also begs of only a partial Soils report and Analysis; also I was taught to complete the full regimen.

If we do a library on this particular drain ways soil we can find that a land scout and British Isle Welsh Barons and enterprising Nursery folks took advantage of the Clackamas Flood Plains Unique Geology explained by David Douglas, a guest of Hudson Bay Trading.

4/9

April 3rd 97

Henderson Leulling; Alfred Seth Leulling left their mark almost in the middle of the ancient Drainway 1847-51. on our Molecular soils.

(Molecular soils that are separated from other soils by Hydric plants and seeds, a Non Engineering Soil group. geologic infill - (Aeslian).

Susan what did your research tell you?

No doubt the same information that was available to Maggie Collins. very little.

One could better them selves to live and construct on the Clackamas Flood Plain by looking in a text Northern Forested Wetlands - Ecology and management.

of the 67 contributors to this 1997 text are from Canada Finland Sweeden Minnesota Maine and Lithuania. and Russia.

I was very fortunate to of stood for a seminar on such unique soils - 1931. Susan, it was a whole new world. of soils; soils investigation and Hydraulic manipulation.

Since the basic questions were asked in

5/9

April 3 1997

a public transportation Meeting in Clackamas County
 Transportation Building Hosted by Jane Cease.

Dec. 30. 1991 There was a mixture of interested
 people present. and Neither Metro,
 Clackamas County Tri-Met. Planning and "P" Design
 have responded to the Ecology, Financial or
 landuse questions asked that evening - to this
 day.

Some of us have come to this conclusion.

There is and will be a greater need for some
 different alignment, and means to move people.
 in a higher density situation - that has been
 the theme of the Military mind. For self preservation
 I have been in the Oregon National Guard,
 ROTC, and the USMC.

Also the business of Constantinos Apostolos
 Doxiadis - an international contractor
 that moves entire cities, to a location that will
 accomodate more activities and support heavier
soil loadings. that have a much better ability
 to pay for the Capital investment.

The community must be able to physically
 earn the money to support its self in a gainful
 way and also sewer and drain its self, with out
 dammage to the Ecology.

6/9

April 3 1997

A transportation Planner from Gresham made an astute observation and remark that could be useable by South light Rail both landuse wise and Civil Defense wise.

The Clackamas Flood Plains Silviculture and drainage could also be better effected by the ladys remarks.

the World must of been asleep when she spoke.

As a Field person in the dirt moving business for several seasons of growth - south from Union Ave SE, Hawthorne and Union Avenue -

Dig it here and dump it over there; then dig it up and move over there as economies change like a Tribe of Indians moving their camp to a clean location, while the Bucks are on a party looking for food. is the real reason for South Rail.

Time and meat time become an imbalance by reason of our Soil supports value on the end (bottom) of the drain ways Geology (in fill) See enclosed picture.

(END)
We are literally at the bottom of a literality the bottom of the muck from 11,000 square Miles

(71)

$\frac{7}{9}$

April 3 1997

of diverse Geology.

Susan do you know how deep the Mud is at SE 12th & Powell Road?

We just can't Pile and board walk the whole area to support the expense of Light Rail.

Light Rail is in an Electrical Tunnel. all things considered. there just isn't that much dry land on the proposed alignment to construct an Electrical Tunnel. With a long term revenue production. to pay and vacation the enterprise.

Well we will move our Electrical Tunnel over there. if this one becomes useless.

There are too many "ifs" in your Multi-million Dollar enterprise Susan.

Could we quit evading the issue and do the supportive research to place the alignment of an Electric driven item of Transportation. as a social economical necessity to serve a $\frac{1}{2}$ width Flood Plain of activities. which could also become an instrument.

April 3 1997

8/9

of Civil Defense. ?

Our CW Soil requires about six to seven years time to study and invent- and test our inventions. to be used as Planning and Tools of Design. We are not children playing in a sand box. - we are expending our Capital investment on a time life use. pay back future. .. in some competitive ratio with Schools. churches and other long life items of debt. use. and material loss (Rock trees water and cemeteries. / recreation.

This is the essence of the transportation speech Dec 30 1991. also the vision of Transportation Planners 1947 with drawings in Hand. the Johnson Creek Bg Pass hasn't yet come to a reality of that Planning. yet.

Who was our Governor in that day. day. ?

What was I doing then. what was you doing. 1947

We sorely need to regain the time lost since 1934 and that soils Laboratory fore Mat. is Public Domain and available to both you and Maggie Collins. I was asked to give some of my time to the planning of South Urban

(73)

9
/9

April 3, 1997
renewal by my elder's.

there is to this day a copy of the master set of drawings under my work desk in the office. about 70 pages and a 9" Roll.

Many of those folks that labored on that enterprise are no longer alive. but their fountains and water ways are ever present for today to enjoy

the Synagoge is still where we moved it off of the south urban site. to this day.

the recreation park south of Terwilliger Plaza is used by many folks Daily.

I was young then fresh from a Super Business Seminar taught by the Mag Company of N.Y. Business Engineers.

My picture as in the Daily Journal of Commerce and the whole 9 yards U.S. of the Corp.

You want to know something. I still worked down in the sewer ditch with the Pipe layers that's where the money was made (inventions)

Susan Push to get our Soil research done as Public Domain then I want yell at you.

when you stand up and talk. Resp. Milton H. Palm.
a Professional Laborer

incl.



1

To: Mayor Lomnicki and Milwaukie City Council
Through: Dan Bartlett, City Manager *DB*
From: Detective Sergeant Lon Loudenback *JAL*
Through: Brent W. Collier, Chief of Police *BW*
Date: April 28, 1997
Subject: **Illegal Drug Lab Cleanup Agreement - Department of Environmental Quality (DEQ) and Local Government Jurisdiction**

Action Recommended: It is respectfully requested that the Mayor and Council adopt a resolution authorizing the execution of an Inter-Agency Agreement with the Oregon Department of Environmental Quality for the purpose of illegal drug lab cleanup.

Background: Occasionally, law enforcement personnel will execute search warrants or conduct traffic stops which require cleanup of hazardous materials from illegal drug labs. The department of Environmental Quality provides this service at an hourly rate of \$72.00 for staff time. The cost of cleanup for an illegal drug lab could be exorbitant.

The City of Milwaukie currently has a 1995 agreement in effect with the Department of Environmental Quality. This is an annual renewal of an existing agreement with the Department of Environmental Quality.

2

**RESOLUTION NO. _____
MILWAUKIE, OREGON**

**A RESOLUTION OF THE CITY OF MILWAUKIE, OREGON AUTHORIZING
THE EXECUTION OF A ILLEGAL DRUG LAB CLEANUP AGREEMENT.**

WHEREAS, the City Council finds that securing the services of Illegal Drug Lab Cleanup is of benefit to the City;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF MILWAUKIE THAT:**

The City of Milwaukie adopts the 1997 Illegal Drug Lab Cleanup Agreement with the Oregon Department of Environmental Quality, substantially in the form set forth in Attachment, attached to the Agreement; and authorizes the City Manager to sign the Agreement.

Introduced and adopted by the City Council of the City of Milwaukie, Oregon on _____, 1997.

Craig Lomnicki, Mayor

ATTEST:

APPROVED AS TO FORM:

Pat DuVal, City Recorder

City Attorney

August 29, 1995

DEPARTMENT OF
ENVIRONMENTAL
QUALITY

Local Government Jurisdiction

Street

City, State Zip Code

Contact Person and Phone Number

**Re: Illegal Drug Lab Cleanup Agreement
 Department of Environmental Quality (DEQ) and
 Local Government Jurisdiction**

This letter serves as an agreement between DEQ and your jurisdiction when you request DEQ's assistance with the cleanup of hazardous substances from illegal drug lab activities or suspected activities. It applies to requests made when DEQ does not have sufficient funds in the asset forfeiture portion of the Illegal Drug Lab Cleanup Fund (ORS 475.495). This agreement will apply at any or all of the properties that you designate and for which you request assistance. DEQ will provide only those services requested by your officers under this agreement, providing requests comply with statute and policy (OAR 340-140).

Under this agreement jurisdictions seeking DEQ investigation and cleanup of illegal drug activities agree to pay an hourly rate of \$72 to DEQ for staff time. The DEQ hourly rate is calculated to include direct personnel and indirect costs of DEQ. Additionally, the local jurisdiction shall reimburse DEQ for all other direct costs, such as contractor costs. Because of the narrow scope of work envisioned under this agreement, DEQ will provide limited accounting details, including the hours worked by staff and summaries of non-DEQ direct costs. Invoices from DEQ for services provided under this agreement are payable within 45 days from the date of the invoice.

Because of the uncertainty of asset forfeiture funds and the potential for rapid depletion of those funds, the Department must make an evaluation of available funds on the date the request is received. If adequate funds are available, the cleanup will proceed using those funds regardless of whether the local jurisdiction is a party to this agreement. However, if funds are not available from the asset forfeiture account, DEQ will provide illegal drug lab cleanup services for local jurisdictions only if this agreement is executed and on file with DEQ.



811 SW Sixth Avenue
Portland, OR 97204-1390
(503) 229-5696
TDD (503) 229-6993
DEQ-1

499

4

Letter Agreement with Local Government Jurisdiction
August 29, 1995
Page 2

DEQ will determine when minimum amounts of asset forfeiture funds are reached and when funds are depleted. DEQ will not use these funds to retroactively pay for cleanup activities performed under this agreement.

Either DEQ or the jurisdiction may terminate this agreement by giving 15 calendar days advance written notice to the other; the 15 days begin running upon receipt, not date of postmark. Only those costs incurred or obligated by DEQ prior to the effective date of any termination of this agreement will be owed under this agreement. Termination of this agreement will not affect any other right DEQ may have for recovery of costs under any applicable law.

The local jurisdiction shall hold DEQ harmless for any claims including, but not limited to, claims of property damage or personal injury arising from activities coordinated, reviewed, overseen, or performed by DEQ or DEQ's contractors under this agreement.

This agreement is not and shall not be construed as an admission by the local jurisdiction of any liability under ORS 465.255 or any other law or as a waiver of any defense to such liability. This agreement shall not be construed as a waiver, release, or settlement of claims DEQ may have against responsible parties or as a waiver of any enforcement authority DEQ may have with respect to responsible parties or the subject property.

If the terms of this agreement are acceptable to you, please have it executed by an authorized officer in the space provided below and return to DEQ.

Signed by: Mary Wahl, Administrator
Waste Management and Cleanup Division

Accepted and agreed to this _____ day of _____, 1995.

By: _____

Title: _____

SM6234 (8/29/95)



①

*** MEMORANDUM ***

April 29, 1997

To: Mayor and City Council
From: Dan Bartlett, City Manager *Dan*
Re: Consider Classification Revisions and Additions

Action Requested

Over the last fiscal year, I have worked with department heads, employees, and consultants to review the City organization. Ballot Measures 47 and 50 create a greater urgency to ensure that the City's departments operate with the "utmost efficiency" as defined in the Charter. I would ask that Council consider six modifications to the City's Classification Plan. These are:

1. Modify the classification title: Assistant to the City Manager to Assistant City Manager with no change in placement on the salary plan, Range 2E (\$4,311 - \$5,382).
2. Modify the Recorder/Executive Secretary classification to Recorder and Information Manager with a change from Range 11 (\$2,520 - \$3,217) to Range 19 (\$3,724 - \$4,752).
3. Create the classification Information Systems and Technology Manager at Range 18 (\$3,546 - \$4,526).
4. Change the classification title Data Processing Coordinator to Personal Computer and Telephone Systems Coordinator with no change from Range 13 (\$2,779 - \$3,546)
5. Modify the Public Works Director classification to Public Works Director/City Engineer with no change in placement on the salary plan Range 2E, (\$4,311 - \$5,382).
6. Eliminate the classification City Engineer, Range 19 (\$3,724 - \$4,752).

Background

On April 30, 1996, I started the memo about "A Whole New Way of Being Government," with the following paragraph:

This memo is about change. It is about pulling together several separate City initiatives into an organized project that helps Milwaukie define: "A Whole New Way of Being Government." It is about taking the next step to improving our ability to meet the City Vision and Mission:

"to maintain Milwaukie as a good place to live and work, which is clean, safe, responsive and provides quality services."

MILWAUKIE CITY HALL
10722 SE MAIN STREET
MILWAUKIE, OREGON 97222
PHONE: (503) 786-7555 • FAX: (503) 652-4433

2

Memo: Reclassifications
Page 2 - 4/29/97

Now, after working "to apply a business systems planning process to determine how to deliver the outcomes our citizens want and to arrange the organization to best deliver services", I have come to the conclusion that six classification changes are needed at this time to support the process that we have been working on. As review teams complete their work, I may have additional classification changes to request.

These changes do not come directly from the Steering Committee, Customer Response Team, or the Development Review Team. These come from my observations as City Manager and from my discussions with our consultants: World Class Management, Inc., Mike Swanson and Associates, and Kent Layden.

The first four changes are part of a reorganization and eventual re-engineering of the Administration/Community Services Department. The last changes reflect the review of Public Works that has been conducted by Mike Swanson, Acting Public Works Director, since January 1997.

The Administration/Community Service Department changes reflect an effort to organize around outcomes which is a central principle of Business Process Re-Engineering. We are organizing the key services that support Neighborhood Service Delivery in the Community Services Division and making the Assistant City Manager responsible for ensuring that all City Departments support the key outcomes for the Council's Goal: *"Encourage civic responsibility by providing opportunities for increased Citizen involvement in all aspects of the City."*

Another outcome that will be addressed by the change is in response to the Records and Information Management Committee's recommendation to implement: "a City-wide records management program and a professional systems integration study of which document imaging is a core element." Reorganization of the Information Systems function and structuring a Recorder and Information Management Division will help achieve this outcome.

The Information Systems and Technology Manager will also help us move more quickly to implement our data processing plan. It will help us better utilize technology to improve efficiency in many departments.

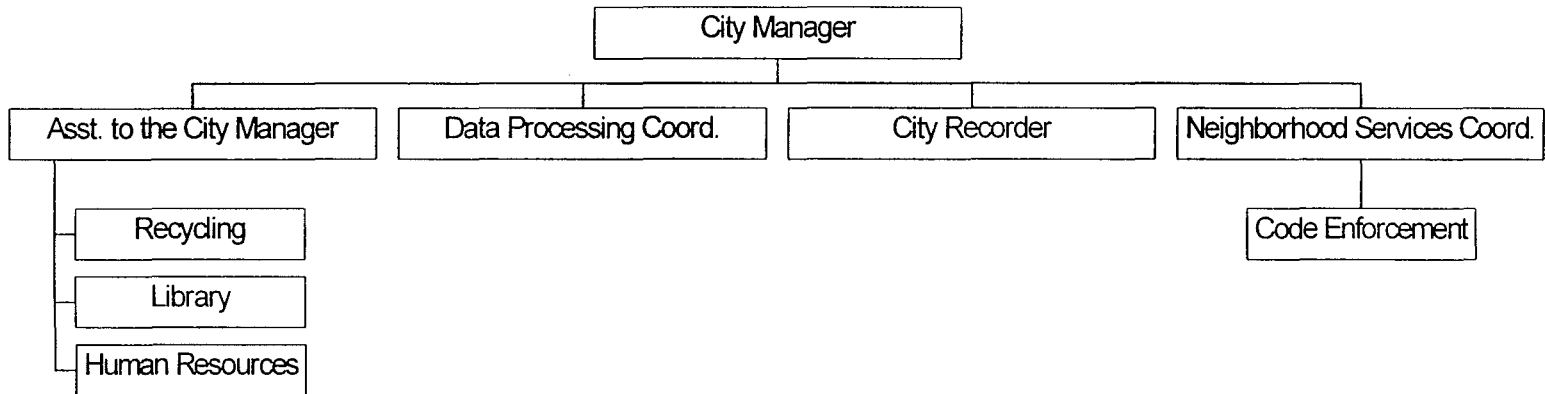
The current structure of Administration/Community Services is reflected in the organizational chart attached to this memo. The proposed structure is on the second organizational chart. The second structure includes placing workers in the classifications of Office Assistant and Staff Assistant under the supervision of the Recorder and Information Manager. The GIS Coordinator and Personal Computer Coordinator will be placed under the supervision of the Information and Technology Manager.

The change from Public Works Director to Public Works Director/City Engineer is a return to the classification and structure of Public Works prior to 1988. This is a more traditional structure and title for a City our size. It results in combining two positions into one. It should result in coordination between Engineering and operations activities within the Public Works Department.

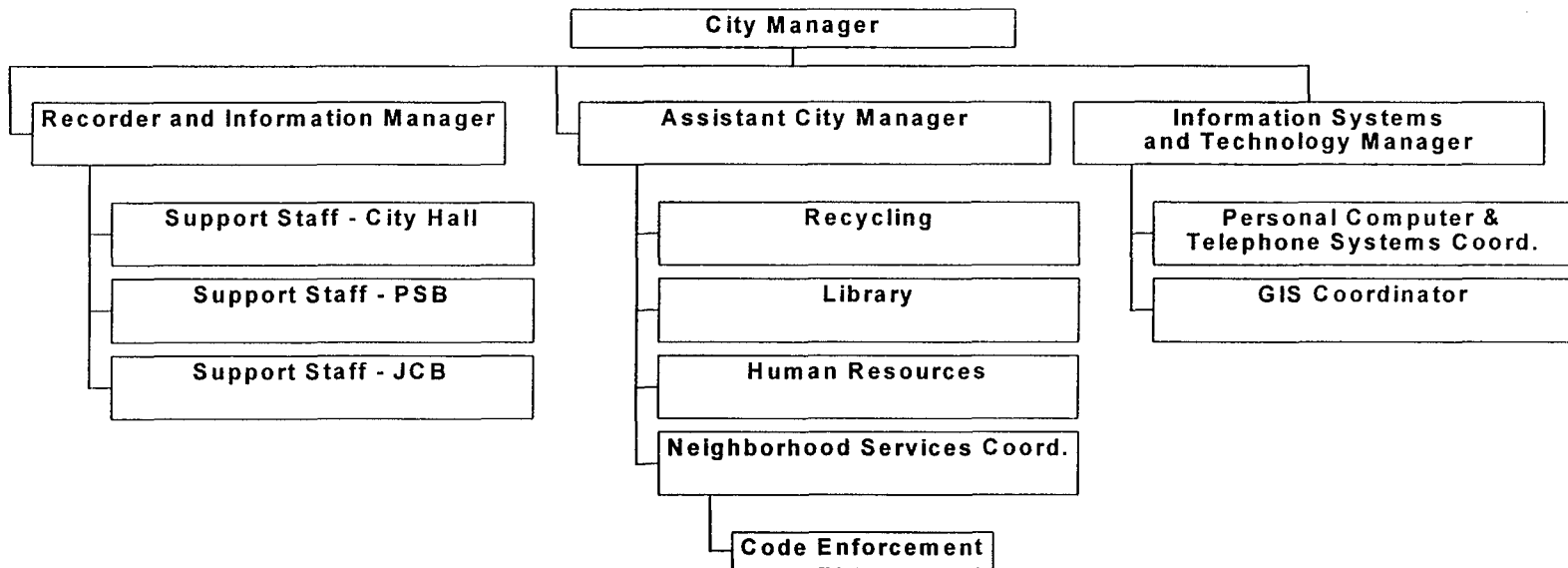
All of these changes can be achieved within the adopted 1997-1998 Budget. Direct savings cannot be identified until after the re-organizations and budget consolidations are completed. This will be done through a Supplemental Budget once the uncertainties of Ballot Measures 47 and 50 are sorted out.

cc: Charlene Richards, Assistant City Manager, Community Services and Human Resources
file 1073

Current Organization
Administration Community Services



Proposed Re-Organization
Administration Community Services



CITY OF MILWAUKIE

1996-97 Paytables

(X.0 = Market+3%)

(X.1 = Catch-up+3%)

(5)

	Personnel Scale	Payroll Scale	A	B	C	D	E	F
NON REPRESENTED EMPLOYEES (NON REP)								
	1	11.0	1,547	1,625	1,706	1,791	1,881	1,975
Library Aides	1.1	11.1	1,497	1,572	1,650	1,733	1,820	1,911
	2	12.0	1,625	1,706	1,791	1,881	1,975	2,073
	2.1	12.1	1,572	1,650	1,733	1,820	1,911	2,006
	3	13.0	1,706	1,791	1,881	1,975	2,073	2,177
	3.1	13.1	1,650	1,733	1,820	1,911	2,006	2,106
	4	14.0	1,791	1,881	1,975	2,073	2,177	2,286
	4.1	14.1	1,733	1,820	1,911	2,006	2,106	2,212
	5	15.0	1,881	1,975	2,073	2,177	2,286	2,400
Office Assistant	5.1	15.1	1,820	1,911	2,006	2,106	2,212	2,322
	6	16.0	1,975	2,073	2,177	2,286	2,400	2,520
	6.1	16.1	1,911	2,006	2,106	2,212	2,322	2,438
	7	17.0	2,073	2,177	2,286	2,400	2,520	2,646
Human Resources Assistant	7.1	17.1	2,006	2,106	2,212	2,322	2,438	2,560
	8	18.0	2,177	2,286	2,400	2,520	2,646	2,779
	8.1	18.1	2,106	2,212	2,322	2,438	2,560	2,688
	9	19.0	2,286	2,400	2,520	2,646	2,779	2,918
Supervising Court Clerk	9.1	19.1	2,212	2,322	2,438	2,560	2,688	2,823
	10	20.0	2,400	2,520	2,646	2,779	2,918	3,063
Library Assistant	10.1	20.1	2,322	2,438	2,560	2,688	2,823	2,964
	11	21.0	2,520	2,646	2,779	2,918	3,063	3,217
Recorder-Exec Secretary	11.1	21.1	2,438	2,560	2,688	2,823	2,964	3,112
	12	22.0	2,646	2,779	2,918	3,063	3,217	3,377
	12.1	22.1	2,560	2,688	2,823	2,964	3,112	3,268
	13	23.0	2,779	2,918	3,063	3,217	3,377	3,546
	13.1	23.1	2,688	2,823	2,964	3,112	3,268	3,431
	14	24.0	2,918	3,063	3,217	3,377	3,546	3,724
	14.1	24.1	2,823	2,964	3,112	3,268	3,431	3,603
	15	25.0	3,063	3,217	3,377	3,546	3,724	3,910
Operations Supervisor	15.1	25.1	2,964	3,112	3,268	3,431	3,603	3,783
	16	26.0	3,217	3,377	3,546	3,724	3,910	4,105
Sr Librarian/Dsp'tch Supvr/Facilities & Fleet Mgr	16.1	26.1	3,112	3,268	3,431	3,603	3,783	3,972
	17	27.0	3,377	3,546	3,724	3,910	4,105	4,311
Detective Sergeant/Building Official	17.1	27.1	3,268	3,431	3,603	3,783	3,972	4,170
	18	28.0	3,546	3,724	3,910	4,105	4,311	4,526
Public Works Supt/Police Captain	18.1	28.1	3,431	3,603	3,783	3,972	4,170	4,379
	19	29.0	3,724	3,910	4,105	4,311	4,526	4,752
City Engineer/Neighborhood Services Coordinator	19.1	29.1	3,603	3,783	3,972	4,170	4,379	4,598
	20	30.0	3,910	4,105	4,311	4,526	4,752	4,990
	20.1	30.1	3,783	3,972	4,170	4,379	4,598	4

CITY OF MILWAUKIE

1996-97 Paytables

(X.0 = Market+3%)

(X.1 = Catch-up+3%)

	Personnel Scale	Payroll Scale	A	B	C	D	E	F	G
MANAGEMENT (MGT)									
	1E	2.0	3,972						5,240
Dept Mgr (Finance Dir/Community Development Director)	1.1E	2.1	3,910						5,134
Dept Manager (Asst to City Mgr/Public Wks Dir/Fire & Police Chief)	2E	2.0	4,311						5,382

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CITY OF MILWAUKIE

CLASSIFICATION: Recorder And Information Manager

Description:

Plan, organize, staff, and direct the activities of Records and Information Management Division in a manner to ensure a system of response to citizen requests in a way that they get the information or service they need quickly so that they have a positive impression of the City. This position ensures that confidential, administrative support is provided to the Mayor, City Council, and City Manager and reports directly to the City Manager.

Duties and Responsibilities:

(Duties listed are intended to be descriptive and not restrictive. An employee in this classification may perform any of the tasks listed, however, these examples do not include all the tasks which an employee may be expected to perform.)

1. Coordinate the development of comprehensive City-wide information and support services delivery system.. Consult with management, department heads, and other City staff to provide input to, and coordination of, programs involving records, information management, and support service delivery. Provide managerial and technical guidance to all departments concerning records and support systems. Serve as sponsor of the City Records and Information Management Team. Review all departments records management systems.
2. Plan, organize, staff, and direct the activities of Records and Information Management Division. Select, train, motivate, and evaluate personnel; establish and monitor employee performance objectives; prepare and present employee performance reviews; provide or coordinate staff training; work with employees to correct deficiencies; implement discipline procedures.
3. Direct studies and prepare reports directly related to the development and implementation of the most current records and information management practices. Develop short- and long-range division goals and objectives and conduct continuous review and analysis of programs and technologies. Establish and implement division policies, procedures, and guidelines.
4. Coordinates the preparation of City Council agendas and packets in coordination with department heads and City Manager.
5. Sees that documents are recorded and filed documents in accordance with Milwaukie Code and State statues. Maintains document integrity and safety, and planning for disaster recovery for all City Records.
6. Ensures that arrangements are made for and attends all City Council Meetings.
7. Takes and prepares minutes for all City Council meetings.

- 8. Serves as City elections officer.
- 9. Directs the preparation of briefs, reports, and memoranda for Council, City Manager, Assistant City Manger, and City Attorney, some of which are confidential.
- 10. Prioritizes and delegates duties all City office support staff.
- 11. Coordinates recruitments, interviews, appointments, and recognition programs for boards and commissions.
- 12. Manages administrative projects such as filing, office automation, imaging, and indexing systems.
- 13. Assist in preparing the RIM operating budget, direct the forecast of additional funds needed for staffing, equipment, materials, and supplies; monitor and approve expenditures; implement mid-year adjustments.

PERIPHERAL DUTIES

- 1. Represents the City at various conferences and meetings.
- 2. Serves as a member of various employee committees.

Job Specifications:

(Job preparation and prior work experience requirements are minimum standards. other equivalent combinations of education, training, and experience will be considered.)

- 1. **Job Preparation:** Requires a Bachelor’s degree in Business Administration, Public Administration, or related field. Certification as a Municipal Recorder desirable. .
- 2. **Prior Work Experience:** Must have a minimum of five years progressively responsible work experience including a minimum of 3 years employing technical skills; 2 year minimum experience in the supervision of others; for a total of 5 years prior experience. as a Municipal Recorder desirable.

Necessary Knowledge, Skills, and Abilities:

- (A) Considerable knowledge of work processing; office automation, working knowledge of filing systems and record keeping methods
- (B) Skill in operating the listed tools and equipment;
- (C) Ability to work with minimal supervision and communicate orally and in writing;

Tools and Equipment Used:

Network Imaging server (Windows NT), Local Area Networks, Wide Area Networks, networked printers, scanners and plotters, personal computer, including word processing and spreadsheet software; GIS software; data base software, imaging, and various proprietary software, phone; copy machine; fax machine.

3. **Supervision:** Exercised -- Has full scope of supervisory responsibility for eleven office assistants and three staff assistants. Positions supervised have moderate complexity or skill level. Received -- Under the direct supervision of the City Manager.
4. **Communication:** Position requires frequent communication with City residents, other departments within the City, other government entities, professional service firms, media, the general public, and City Council. Communication is complex and frequently involves confidential or sensitive information.
5. **Cognitive Functions:** Work is occasionally monitored, and some policies and procedures exist. The position regularly requires creativity or innovation. Problem solving is of moderate difficulty with precedent often available.
6. **Physical Condition:**

Physical Demand:

The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

Work is performed mostly in office. Some travel for training and seminars, and non-business hour work time attending meetings. Hand-eye coordination is necessary to operate computers and various pieces of office equipment.

While performing the duties of this job, the employee is occasionally required to stand or walk. The employee is frequently required to use hands to finger, handle, feel or operate objects, tools, or controls; and reach with hands and arms. The employee is frequently required to sit and regularly required to talk and hear. Occasionally the employee is required to climb or balance; stoop, kneel, or crouch.

The employee must occasionally lift and/or move up to 40 pounds.

Specific vision abilities required by this job include close vision, distance vision, color vision, peripheral vision, depth perception, and the ability to adjust focus.

Work Environment:

The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

The noise level in the work environment is usually moderate to quiet office.

7. **Resource Accountability:** Moderate impact on \$750,000 annual operating budget and \$20,000 supplies and materials inventory. Extensive non monetary impact on all City Records and municipal election procedures.

drafted: 4/97

Adopted:

Revised:

CITY OF MILWAUKIE

CLASSIFICATION: Information Systems and Technology Manager

Description: Manages the computer and telephone operations of the City. Responsible for determining the requirements for computer and telephone hardware and software acquired by the City, managing the installation, programming, and operation of computer and telephone systems. Provides advice and consultation to senior managers regarding systems and data processing capabilities applicable to the City's requirements.

Duties and Responsibilities:

(Tasks listed are intended to be descriptive and not restrictive. An employee in this classification may perform any of the tasks listed, however, these examples do not include all the tasks which an employee may be expected to perform.)

ESSENTIAL DUTIES AND RESPONSIBILITIES

1. Plan, organize, staff, and direct the activities of IS & T.
2. Select, train, motivate, and evaluate personnel; establish and monitor employee performance objectives; prepare and present employee performance reviews; provide or coordinate staff training; work with employees to correct deficiencies; implement discipline procedures.
3. Direct studies and prepare reports directly related to the development and implementation of the most current computer and automation technologies (including electronic communications systems, workflow systems, and office automation). Analyze the City Organization and programs for potential automation.
4. Coordinate the development of comprehensive City-wide information and technology plans, strategies, and approaches for the development and application of automation and computerization. Develop short- and long-range division goals and objectives and conduct continuous review and analysis of programs and technologies. Establish and implement division policies, procedures, and guidelines.
5. Assist in preparing the IS & T operating budget, direct the forecast of additional funds needed for staffing, equipment, materials, and supplies; monitor and approve expenditures; implement mid-year adjustments.
6. Consult with management, department heads, and other City staff to provide input to, and coordination of, programs involving computer and other automation technologies. Plan and direct the application of computer and automation technologies.
7. Provide managerial and technical guidance to the IS & T staff and system users. Serve as a member the City Records and Information Management Team. Review all departments automation and capital budgets.
8. May perform duties and responsibilities of subordinate employees as needed.
9. Perform related duties as assigned.

PERIPHERAL DUTIES

1. Represents the city at various conferences and meetings.
2. Serves as a member of various employee committees.

Job Specifications:

(Job preparation and prior work experience requirements are minimum standards. Other equivalent combinations of education, training and experience will be considered.)

- 1. **Job Preparation:** Graduation from an accredited four-year college or university with a degree in computer science, public administration, business administration, or a closely related field.
- 2. **Prior Work Experience:** Five years of progressively responsible related experience including two years supervisory and managerial experience.

Necessary Knowledge, Skills, and Abilities:

(A) Considerable knowledge of automation and computerized financial applications; working knowledge of local area networks (particularly Windows NT); and working knowledge of the variety of activities within a full service local government;

(B) Skill in operating the listed tools and equipment;

(C) Ability to prepare and analyze complex reports; ability to perform advance Math; ability to plan and maintain efficient and effective complex computer systems in a distributed client/server environment; ability to perform basic and advanced programming; ability to install and troubleshoot PC, NT, and GIS systems in a distributed client/server environment; ability to establish and maintain effective working relationships with employees, city officials; and ability to communicate complex technical information effective orally and in writing.,

Tools and Equipment Used:

Network servers (UNIX and NT), wire plant, routers, hubs, networked printers and plotters, personal computer, including word processing and spreadsheet software; GIS software; data base software, and various proprietary software, phone; copy machine; fax machine.

- 3. **Supervision: Exercised:** Has direct full scope supervisory responsibility over Information Systems and Technology Division staff including: GIS and PC Systems Coordinators.**Received:** Under the direct supervision of the City Manager who provides .
- 4. **Communication:** Has occasional contact with residents and other government entities and regular contact with other department personnel, vendors and professional service firms. Communications are frequently of a complex and technical nature.
- 5. **Cognitive Functions:** Work is occasionally monitored , and performed with a moderate level of structure. Persons in this classification determine own practices and procedures by contributing to the development of new concepts. Most problems are quite difficult with precedent occasionally available.
- 6. **Physical Conditions:**

PHYSICAL DEMAND:

The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

Work is performed mostly in office settings with extensive computer workstation inflexibility. Some travel for training and seminars, and occasional non-business hour work time to maintain operating systems. Some outdoor work is required to obtain perspective of various land use developments, City geography, or facilities. Hand-eye coordination is necessary to operate instruments, computers and various pieces of office equipment.

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While performing the duties of this job, the employee is occasionally required to stand or walk. The employee is frequently required to use hands to finger, handle, feel or operate objects, tools, or controls; and reach with hands and arms. The employee is frequently required to sit and regularly required to talk and hear. Occasionally the employee is required to climb or balance; stoop, kneel, crouch, or crawl.

The employee must occasionally lift and/or move up to 40 pounds.

Specific vision abilities required by this job include close vision, distance vision, color vision, peripheral vision, depth perception, and the ability to adjust focus.

WORK ENVIRONMENT

The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

The noise level in the work environment is usually moderate to quiet.

7. **Resource Accountability:** Has direct impact on a moderate annual operations and capital budget for system administration. Has extensive impact on City and department data and documents.

drafted: 4/21/97
adopted:
revised

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CITY OF MILWAUKIE

CLASSIFICATION: Public Works Director/City Engineer

Description:

Top level civil engineering position responsible for professional performance and administration of the Public Works Department for the City of Milwaukie. Responsible for planning, organizing and directing the activities of the department, including Building and Zoning, Engineering, Facilities, Maintenance, Sewer, Streets, and Water. Responsible for long-term utilities and capital projects planning.

Ensures that utility services are provided to public and private properties of the City. Provides labor and materials for emergency response to repair and maintain City utility services. Promptly inspects public and private structures for safety. Fairly enforces all laws, regulations, ordinances, and standards to ensure maximum compliance and protect public health and safety. Plans, organizes, and directs all departmental activities including those with other governmental units and private organizations. Works with a wide range of community groups, public and private officials, and individual citizens.

Promotes excellent, dependable performance, responsive customer service, pride, initiative, commitment, cooperation, safety and a team approach throughout the department. Evaluates and defines departmental programs and policies along with development of budget proposals. Supervises staff of professional, technical, and office support staff. Work is performed with considerable independence under the general direction of the City Manager and is reviewed through conferences, reports and the effectiveness of programs in accomplishing departmental goals and objectives.

Duties and Responsibilities:

(Tasks listed are intended to be descriptive and not restrictive. An employee in this classification may perform any of the tasks listed, however, these examples do not include all the tasks which an employee may be expected to perform.)

Essential Functions:

1. Plans, organizes, directs and coordinates all activities of the department through divisional supervisors and engineering employees.
2. Responsible for planning the activities of the department and communicating with the City Manager and staff through the workplan and budget processes or special projects proposals to obtain approval of goals, resources, and activities.
3. Represents the City as traffic engineer and city engineer in discussions with other jurisdictions, developer, and the public.
4. Oversees design and specifications for major public works projects. Assigns project managers and monitors all public works projects to ensure budgetary compliance, administrative procedure compliance and timely completion.
5. Oversees development of intergovernmental agreements and approves professional service contracts for supplementing staff work programs.

6. Plans for additional capacity and replacement of systems to maintain long-term public investment in Milwaukie public utilities.
7. Maintains positive public relations with all customers and is responsive to customer needs.
8. Represents and oversees others representing Milwaukie in regional forums to ensure that Milwaukie receives a fair hearing on proposed projects and communicates effectively progress on existing projects.
9. Ensures that departmental plans and goals are communicated effectively within the department so that individual work plans maintain progress toward department goals.
10. Identifies opportunities and plans for changing work processes and procedures so that innovative or alternative solutions are found to community problems.
11. Reviews and updates City specifications, policies and guidelines as they relate to private development projects and city projects.
12. Diagnoses organizational needs, designing approaches and facilitating interventions to optimize departmental communication, cooperation, teamwork, and participation.
13. Attends workshops, conferences, and civic affairs to discuss projects and solicit support; reviews plans and reports prepared by staff, prepares and administers the departmental budget.
14. Provides support and training for effective management of individual performance including results-oriented position descriptions, clarification of expectations for behavior, goal setting, performance appraisal, performance feedback, and recognition.
15. Ensures compliance with federal and state regulations.

Peripheral Duties:

Assists in the training of City personnel in public works systems and techniques.

Job Specifications:

(Job preparation and prior work experience requirements are minimum standards. Other equivalent combinations of education, training and experience will be considered.)

1. Job Preparation & Prior Work Experience:

Minimum : Knowledge, skill, and ability to satisfactorily perform responsibilities is obtained through ten years of progressively responsible public works and management experience, five years of which must include application of professional engineering skills. Complemented by undergraduate degree in Civil Engineering and graduate level course work or recent training in related areas.

Special Requirements : Must possess a valid State driver's license or have the ability to obtain one prior to employment. Must have a Professional Engineering license.

Necessary Knowledge, Skills and Abilities : Extensive knowledge of management principles and practices of human and financial resource management. Sets realistic goals for self and others. Self-starter who functions with minimal supervision. Works well under pressure, meets deadlines, and holds self and others accountable for decisions, actions, and behaviors. Tolerates ambiguity well, knows and accepts own and

others' limitations, and follows through on commitments and responsibilities. Tolerates differences in individual styles and attitudes. Gives and accepts criticism in an open and non-defensive manner.

Ability to plan, implement, and evaluate departmental activities based on policy guidelines, regulations, and laws. Thinks conceptually and quickly gets to the heart of problems. Sets priorities and develops realistic solutions to problems. Involves "doers" in planning and balances analysis and action.

Works with the public and employees in an honest and straightforward manner that is tactful and courteous, and establishes and maintains effective working relationships with City, County, State, and Federal officials.

Expresses ideas effectively, orally and in writing, and can visualize and use sound planning judgment. Takes reasonable risks in trying new approaches. Adapts flexibly to changes or new situations and acknowledges and works through conflict openly.

Accepts policy direction from the City Council and City Manager and operates within policy direction. Keeps City Manager informed and manages multiple issues simultaneously with a results orientation. Elicits and fully utilizes the contributions of others.

Models the positive behaviors desired in others ("lead by example") and promotes collaboration and shared responsibility for project successes. Trusts others and inspires trust, confidence, and acceptance of responsibility in others. Looks for opportunities for people to contribute, develop skills, take responsibility, and be trusted.

Skill in operating personal computer, including word processing, spreadsheet, and data base; motor vehicle; phone; radio; fax and copy machine.

2. Supervision: Exercises supervision over clerical, administrative, maintenance and professional staff as assigned.

3. Communication: The job involves extensive communication which is frequently complex in nature with the full scope of parties internal and external to the City. Confidential and sensitive information is frequently a part of these communications.

4. Cognitive Functions: Work is only occasionally monitored and is done without the benefit of extensive policies and procedures. There is an extensive need to employ creativity and innovation in performing the job. Problems which must be solved are quite difficult and are usually without precedent.

5. Physical Conditions:

Physical Demands: The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

Work is performed mostly in office settings. Some outdoor work is required in the inspection of various land use developments, construction sites, or public works facilities. Hand-eye coordination is necessary to operate computers and various pieces of office equipment.

While performing the duties of this job, the employee is occasionally required to stand; walk; use hands to finger, handle, feel or operate objects, tools, or controls; and reach with hands and arms. The employee is occasionally required to sit; climb or balance;; stoop, kneel, crouch, or crawl; talk or hear; and smell.

The employee must occasionally lift and/or move up to 40 pounds. Specific vision abilities required by this job include close vision, distance vision, color vision, peripheral vision, depth perception, and the ability to adjust focus.

Work Environment: The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

While performing the duties of this job, the employee occasionally works in outside weather conditions. The employee occasionally works near moving mechanical parts and in high, precarious places and is occasionally exposed to wet and/or humid conditions, fumes or airborne particles, toxic or caustic chemicals, risk of electrical shock, and vibration.

The noise level in the work environment is usually quiet to moderate.

6. Resource Accountability: Oversees and manages a multi-million dollar budget and infrastructure. Also, has overall responsibility for plant, equipment and supplies of over \$1 million. Manages extensive data bases and contracts.

drafted: 2/95
adopted: 3/95
revised 4/97

Date 5/6/97

I wish to address City Council on Agenda Item # Light Rail

Name CLAIR Koppensunder

Organization _____

Address 10753 SE 29th

Phone 654-8870

- Speaking in Support
- Speaking in Opposition
- Raising Questions
- Providing Information

Comments _____

Date 5/6

I wish to address City Council on Agenda Item # V

Name Karen O'Dowd

Organization Milwaukee Downtown Dev.

Address 10952 SE 21st #5

Phone 653-0378

- Speaking in Support
- Speaking in Opposition
- Raising Questions
- Providing Information

Comments _____

Date 5-6-97

I wish to address City Council on Agenda Item # _____

Name Dave Dots

Organization Light Rail

Address 12177 S.E. GROVE LOOP

Phone 659-5734

- Speaking in Support
- Speaking in Opposition
- Raising Questions
- Providing Information

Comments _____

Date 5-6-97

I wish to address City Council on Agenda Item # Light RAIL

Name Wes Warrig

Organization _____

Address 7705 SE Harmony Rd Milwaukee OR 97222

Phone 654-1607

- Speaking in Support
- Speaking in Opposition
- Raising Questions
- Providing Information

Comments _____

Date 5-6-97

I wish to address City Council on Agenda Item # Recognition of Volunteers

Name Julie Wisner

Thank you on behalf of Susan

Organization Trigg Safety Board. Stone who could not be

Address here

Phone _____

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments _____

Date 5/6/97

I wish to address City Council on Agenda Item # RUN FOR THE CHALLENGE

Name JULIE MUNIZ

PROCLAMATION

Organization CCI ENTERPRISES

Address 5285 SE Mallard Way

Phone 652 9136

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments _____

Date 5-6-97

I wish to address City Council on Agenda Item # Light Rail

Name Natalie Brewer

Organization Hector Campbell NA

Address 11204 SE Home

Phone 653 8731

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments Speaking.

Date _____

I wish to address City Council on Agenda Item # _____

Name A. Sommers

Organization Historic Milw.

Address _____

Phone _____

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments _____

Date 5/6/97

I wish to address City Council on Agenda Item # ✓

Name Tracy Cook

Organization Linwood Neighborhood Assoc

Address _____

Phone _____

L/R

- Speaking in Support
- Speaking in Opposition
- Raising Questions
- Providing Information

Comments _____

Date _____

I wish to address City Council on Agenda Item # ✓

Name DONALD HAMMANS

Organization _____

Address 11104 SC HOME

Phone 652-0988

- Speaking in Support
- Speaking in Opposition
- Raising Questions
- Providing Information

Comments _____

Date 5/6/97

I wish to address City Council on Agenda Item # _____

Name LOU CASALE

Organization MILW. REALTY

Address 2916 SE MONROE

Phone 659 3933

?

- Speaking in Support
- Speaking in Opposition
- Raising Questions
- Providing Information

Comments See how meeting goes

Don't know yet
BUT MAYBE SEE
IV
on agenda
states
ONLY

Date 5/5/97

I wish to address City Council on Agenda Item # _____

Name George Rodriguez

Organization Historic Milwaukee Neighborhood

Address 2725 SE Monroe St MILW OR

Phone ~~659~~ 659-2701

- Speaking in Support
- Speaking in Opposition
- Raising Questions
- Providing Information

Comments Light Rail Alignment

