

Minutes

SMILE Transportation Committee Meeting

6/20/24, 6:00-7:45 PM via Zoom

In attendance: Grant Huling (Chair), Will Henderson (Reedway guest), Joe Sandfort (overgrowth guest), Brian Posewitz (former Chair), Elain O’Keefe, David Ashman, Andrew Holtz, Esme Danriise, Alex Armenta

With several attendees joining for the first time since the Transportation Committee reformed in mid-2023, time was spent on introductions. The group then voted to approve the minutes from the 5/15/24 minutes, without modification.

14th & Bybee Intersection Improvements: Grant provided a brief update on the planned safety improvements at the intersection of SE 14th St and SE Bybee Blvd. Per PBOT Project Manager Abra McNair, the Safe Routes to School portion of the work is “nearing the Final Design stage.” She said finishing the design and finding a contractor may not be completed until late Summer. Previously PBOT had said it would begin the work in June, and would not do its work during the school year because of the disruption to Llewellyn Elementary’s student drop off patterns; there appears to be a risk of PBOT work not beginning until the end of the 2024-25 school year.

Regarding the more substantial crosswalk/island scope to be completed by DJM Development, Abra reported that they had recently said their work would start the week of 6/17 and would wrap up mid-to-late July [it has not begun as of 7/14/24]. DJM Development previously provided a document to the City committing to begin work the first week of March 2024.

Reedway Overcrossing: Will Henderson spoke as a guest and experienced advocate for the Reedway Overcrossing. An August 2017 *Bike Portland* article providing background is included with these minutes (Attachment A). Grant introduced the topic by noting that SMILE Secretary and *The Bee* editor-in-chief Eric Norburg recently wrote an op-ed reintroducing the proposed Reedway Overcrossing and its relationship with decades-old upzoning in Northern Westmoreland and to an abandoned Orange MAX stop near SE Harold Street (Attachment B). Grant wished to put the item “back on the radar” of the SMILE Transportation Committee, and to initiate a discussion of whether to put renewed volunteer effort into advocating from the crossing. He noted that he had reached out to TriMet Senior Planner and SMILE member Grant O’Connell regarding the MAX stop portion of the issue – the stop would require the Reedway before it could be built, per TriMet’s previous position. O’Connell has provided a relevant TriMet contact.

Will introduced himself and noted that materials related to his advocacy for the Reedway Overcrossing are available at <http://slowlywilliam.com/reedway/>. Will described the previous high watermark for the Reedway Overcrossing: Five Southeast neighborhood associations, including SMILE, plus Southeast

Uplift, issued a joint letter in March 2017 to then-PBOT Director Leah Treat, requesting that the pedestrian and bike crossing be added to PBOT's Transportation System Development Charge Capital Project List for the upcoming budget year (Attachment C). This effort was successful, but the project existed "as a line item" on the Capital Project List, still in need of a type/size/location engineering study as well as a budget allocation before it could come into being. Will noted that in his efforts a decade ago he had met with the neighbors who had successfully advocated for the Gideon Street Overcrossing.

Will said that in his view, there are two steps ahead: First, SMILE should get the Reedway Overcrossing back on the radar of the neighborhood groups that previously supported it in the 2017 letter. He said there was reason to expect Reed College would be a more enthusiastic partner this time around. Secondly, sources of funding should be identified.

Elaine asked if Will was okay with the crossing being potentially moved somewhat, if warranted. Will responded, "yes," noting that the core issue is the remarkably long North-South expanse along Highway 99 without an overpass (Holgate is the nearest to the North of Sellwood-Moreland, but it is a high-speed, car-oriented crossing). Elaine asked if the project was still on the PBOT Capital Projects List. [A check of PBOT's website indicates that, yes, it is on the "2017-2027" list with a rough estimated cost of \$5,000,000:

[https://www.portland.gov/transportation/permitting/tsdc#toc-citywide-project-list-2017-2027-\].](https://www.portland.gov/transportation/permitting/tsdc#toc-citywide-project-list-2017-2027-) There was agreement that, despite SMILE moving to the as-yet unnamed Southwest neighborhood coalition, it would remain free to collaborate with Southeast Uplift. Recent SMILE advocacy to remain within Southeast Uplift has enhanced relationships with the coalition, where SMILE Board Member Tracy Fisher serves on the board. Grant said that in his view, Will's second step, identifying a source of funding, is not a problem for anyone but PBOT to solve - we are already paying taxes for this crossing. Will had previously wanted to raise private funds for preliminary engineering efforts, to be handed off to PBOT's engineers.

Four committee members, Will Henderson, Elaine O'Keefe, Grant Huling, and Andrew Holtz volunteered to be on a project group to pursue the Reedway Overcrossing revival further. Grant said he would begin a group email chain to advance communication. Elaine said that the original signatories of the letter should be contacted. Will said he would like to be the party to reach out.

Public Street Plaza Update: Grant provided an update on efforts from a small group seeking PBOT authorization to introduce a second public street plaza to Sellwood-Moreland. The first, Spokane Plaza, opened during COVID and is the West side of the intersection of SE 13th Ave and SE Spokane St, near Gino's. The project group consists of Ruth Kaser, Vikki DeGaa, Mark Lakeman, and SMILE Board Members Zack Duffley, Elizabeth Milner, and Grant Huling. It was spearheaded independently by Ruth and Vikki but is proceeding as a project of the Transportation Committee.

The Plaza Group had met twice to narrow down a list of potential locations, arriving at three potential sites: SE 13th Ave & SE Nehalem St (West side); SE 13th Ave & SE Lexington Ave (West side); and SE Milwaukie Ave & SE Glenwood St (West side). Grant pulled up the sites on a map and said that the group plans to ask PBOT for temporary permits that would allow each site's ROW to be closed to traffic

so each plaza site could be tested for one week at a time. PBOT has said in communications with the group that it is working on such a temporary permit and expects to have the framework in place for it by the end of June. Grant noted that all adjacent neighbors are entitled to veto a plaza, and that outreach has not yet begun.

Alex said she has advocated for keeping Nehalem and 13th, which was closed during COVID, closed to traffic as a plaza. She said the speed bumps on Nehalem are not sufficient to calm traffic and that, having talked to neighbors in the past, she was confident they could be rallied to support a Nehalem site. She said she would be glad to help. David supported that site as well. He lived on SE 8th Ave and likes the idea of a test period.

[Update: PBOT has said that it is not currently issuing permits for permanent plazas, but can offer a “seasonal” permit. It said that, after initial discussions with its permitting and fire personnel, the Nehalem site is too close to the existing Spokane Plaza, the Glenwood site lacks a clear commercial anchor, and the Lexington site looks promising. The Plaza Group is discussing next steps, but may request proceeding with a seasonal plaza permit for the Lexington site only. This could be converted to a permanent plaza if successful.]

Overgrown Bush Obstruction at 14th & Bybee: Joe Sandfort spoke about an issue of concern to him: overgrown vegetation at the property of the Wilhelm’s Portland Memorial Funeral Home, which blocks the visibility around the Northwest corner of the intersection of SE 14th St and SE Bybee Blvd. He described his previous thorough but unsuccessful efforts to reach out to the Wilhelm’s management. In late 2023, possibly thanks in part to the Transportation Committee contacting Wilhelm’s and PBOT about the problem, the bushes were trimmed down by 18”, which is still far higher than the visibility for students walking and biking to Llewellyn Elementary School. In any case, that has more than regrown.

The Committee strategized on how to influence a private business, one under new, non-local ownership as of a few years ago, to maintain its shrubs more safety. Elaine noted that PBOT has adopted standards for visibility distances and the bushes will or won’t meet those. Grant said that he thought in theory this issue should be solvable by the Transportation Chair knocking on the door and establishing a relationship with the maintenance manager and/or owner, but didn’t think he would have the time to do that, especially when there is only intermittently staff at the building. He offered to reach out to Abra McNair, the PBOT Safe Routes to School PM who is working on another project at the same intersection, with the goal of PBOT joining outreach to Wilhelm, which should ideally take the form of an in person site meeting.

[Update: After Grant reached out to Abra, copying Joe, she asked Youth Engagement Coordinator Gui Fonseca to reach out to the Wilhelm’s directly, copying Grant, Joe, and other Safe Routes staff. He sent this email requesting they cut back the unsafe shrubbery on 7/3 and, as of 7/14, there has not been a response.]

Tacoma Cut-Through Traffic Study Area: Grant gave an update on PBOT’s surprisingly prompt response to SMILE’s letter requesting a Phase II of the Tacoma Street Neighborhood Traffic Management Project. The letter requesting calming, going beyond just speed bumps, added to a broader area affected

by cut-through traffic by Sellwood Bridge car commuters. PBOT Project Manager Rick Nys asked Grant to clarify what streets SMILE would specifically like included in the “study area.” Grant had initially provided a map that highlighted the full lengths of SE Umatilla, Tacoma, Spokane, Nehalem, Miller Streets, from the Willamette River to SE Milwaukie Ave. Four Transportation Committee members added comments providing greater detail, which Grant had forwarded to Rick. Having not yet updated the map, Grant asked attendees if they would like to ensure certain streets are included. Grant said he intended to remove SE Tenino Street, and add SE Linn or SE Marion Streets, in light of the comments received. Andrew said he hoped that the areas around Sellwood Middle School are included; Grant noted that the wide SE Umatilla, which is also a Neighborhood Greenway, has been emphasized in Committee discussions and should be emphasized to PBOT as well. [Update: Grant and Rick Nys have a call scheduled for 7/15 to nail down the study area.]

Draft

Minutes approval to be voted on by attendees of the next SMILE Transportation Committee Meeting, occurring Wednesday, July 17, 2024 from 6:00 to 7:00 PM, at the SMILE Station.

ATTACHMENT A

“New carfree ‘Reedway’ bridge over railyard and McLoughlin makes city priority list”

Jonathan Maus article from *Bike Portland* (8/4/17)

New carfree 'Reedway' bridge over railyard and McLoughlin makes city priority list



Jonathan Maus (Publisher/Editor) August 4, 2017



Images from Reedway.org.

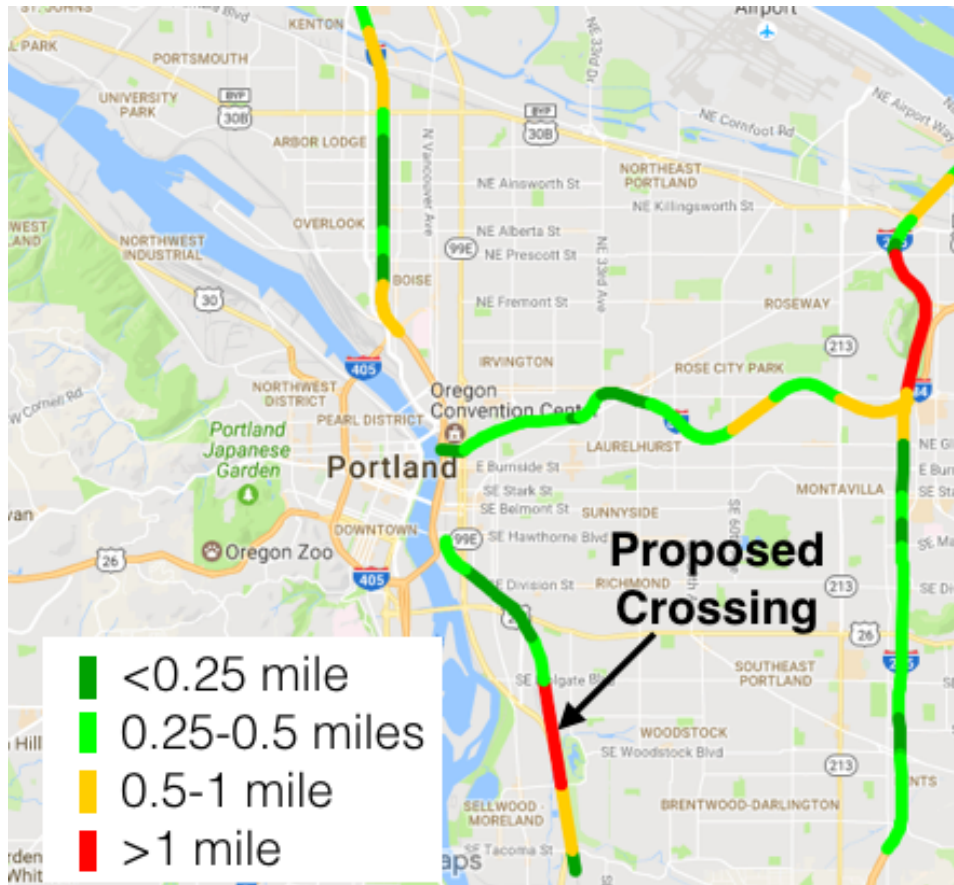
Six neighborhood associations in southeast Portland have come together to lobby for construction of a new bridge that would close a glaring gap between Sellwood and Westmoreland near Reed College.

The Reedway Overcrossing would rise up from SE Reedway Street at 23rd, go over the Brooklyn Railyard and McLoughlin Blvd (Hwy 99E) and then connect to 26th. The location of this bridge would be about 1.5 miles south of the Gideon Street – Brooklyn overcrossing TriMet plans to complete by mid-2019.

And there's good news: the City of Portland has placed the project on their Transportation System Development Charge (TSDC) priority list. Given the rapid pace of development in adjacent neighborhoods (an estimated 1,200 residential units are in

the development pipeline), the TSDC program is slated to fund 100 percent of the estimated \$5 million to complete the bridge.

Nearby residents can't wait.



Map from neighborhood advocates cleverly shows the existing gap.

Back in March, five neighborhood associations and Southeast Uplift (the neighborhood coalition group) sent a letter to Portland Mayor Ted Wheeler and PBOT Commissioner Dan Saltzman. They wrote that the bridge would, “solve one of the worst connectivity problems in the entire city.” Currently there’s a 1.1 mile gap in crossings over the Union Pacific Railroad tracks between SE Holgate and Bybee boulevards. This is despite what the letter pointed out as, “a plentitude of destinations in the area including Reed College, Crystal Springs Rhododendron Garden, Oaks Bottom Wildlife Refuge, hundreds of family wage jobs in the Brooklyn Industrial Area and thousands of homes and apartments in the Westmoreland, Brooklyn, Reed and Eastmoreland neighborhoods.”

“This poor connectivity results in lengthy, out-of-direction travel and encourages driving instead of walking and biking,” the letter continues. “For example, a resident of the new apartment building at 22nd & Reedway would have to travel 1.7 miles to reach a job at industrial employer Wayne-Dalton on 26th Avenue. With a Reedway Ped/Bike Bridge, that person could walk a quarter mile to work.”

With construction green-lighted for the new bridge at Gideon as well as a new carfree bridge at NE 7th over I-84 and at NW Flanders over I-405, neighbors say it’s “only a matter of fairness” to move ahead with the Reedway project too.

The project is currently on the 1-10 year TSDC priority list. Neighborhood groups are encouraging their members to testify in support of this project when Council acts to adopt an update of the TSDC list on September 13th.

— Jonathan Maus: (503) 706-8804, @jonathan_maus on Twitter and jonathan@bikeportland.org

ATTACHMENT B

**“The Long-Lasting Consequences of a 30-Year-Old Request”
Eric Norburg editorial from *The Bee* (6/1/24)**

The long-lasting consequences of a 30-year-old request

Recently, I had a conversation with a resident of north Westmoreland who was puzzled about how all the small apartment houses there, built upon former residential lots, could have been so-zoned by the city when there was so little public transportation available for the new renters to use. (And of course none of these new mini apartment houses has any on-site parking for tenants, so there's a lot more on-street parking there than there used to be.)

FROM THE EDITOR



Eric Norberg

I explained that the high density zoning was the result of a request made by TriMet of the SMILE neighborhood association some thirty years ago, and it had to do with early plans for MAX light rail. We discovered over twenty years ago that nobody, then with TriMet, remembered that request, and the promise behind it.

And apparently nobody there knows of it now. It is recorded in the minutes of SMILE at the time, and at least two longtime SMILE Board Members were there and remember that request and the vote to support it based on the promise of a light rail station at north Westmoreland to serve all the new renters.

Originally, MAX service was begun only between downtown Portland and Gresham. Subsequently, a bond issue passed to extend it west from Portland, through a tunnel to be drilled in the West Hills, and to run it out to Hillsboro.

And, with bond issues for the extension passing, and with the ac-

knowledgeed enthusiasm for light rail in Southeast Portland, TriMet proposed building MAX light rail to the part of the city which had approved these bond issues for the other areas. So a delegation from TriMet came to a SMILE Board Meeting three decades ago, and outlined their plans – which included a MAX station to be built on the north side of McLoughlin Boulevard at about 19th Street, about where the Rag Muffler shop was then. It was to be connected to the north end of Westmoreland by a foot and bicycle bridge over McLoughlin Boulevard, they explained.

And, to justify that station and that bridge, the TriMet delegation asked SMILE to support its request made to the city planning commission to rezone the north end of Westmoreland for high-density residential construction, thus attracting the necessary population of renters who would need light rail service at this station to get around. Given this plan, the SMILE Board voted to support the TriMet request.

As a result, a high density residential zone was adopted by the city – from Insley Street north to McLoughlin, and extending south as far as Reedway Street, east of 20th and west of 17th Avenues. To this day, you will see a number of these new, small, apartment houses on former residential lots in that exact area, and that's why. Yet, you will notice, there are no MAX stations between Holgate and Bybee – the longest gap between stations on the Orange Line in Multnomah County.

Also, TriMet bus service between north Westmoreland and downtown Portland – once abundant, with buses 31, 32, and 33 running regularly

downtown on McLoughlin with stops at Harold and 17th – has diminished greatly since the MAX Orange Line was built. In fact, buses 31, 32, and 33 stopped running the route between downtown Portland and Clackamas County on the very day the Orange Line opened. Today, only one bus goes directly between downtown Portland and north Westmoreland – Bus 19.

So what happened?

A defeat at the ballot box happened. When the bond issue for that light rail line to Southeast Portland went on the ballot three decades ago, the areas which had already received their own MAX line stopped voting in favor of light rail – after all, they already had theirs. Southeast voted for it, but that was not enough to carry the day, and the plans for that line were canceled.

TriMet started trying to figure a way of improving transit between downtown and Southeast and, in a series of Open Houses, explored some of these ideas – dedicated bus lanes on McLoughlin was one suggestion; another was small watercraft people could ride between Sellwood and downtown! But what every Open House established was that Southeast WANTED LIGHT RAIL. So TriMet began exploring ways of getting federal funding to provide it.

But they put it off once again, because it was cheaper to build MAX rails south to Clackamas Town Center along the I-205 alignment. So it was not until that line was completed that they turned again to Southeast Portland. And it became clear, fairly early, that they were no longer planning to build a station anywhere near the high-density-zoned north Westmoreland!

Robert Liberty, then associated with Multnomah County, pointed out at one of the new series of Open Houses for the Orange Line that the Reedway right of way extended all the way to the Union Pacific tracks on the east side of McLoughlin, so a pedestrian and bicycle bridge across McLoughlin at Reedway would not only provide easy access to a MAX station there, but would also provide foot and bike access to such a station from the Reed neighborhood, and from the dorms at Reed College.

SMILE, the Eastmoreland Neighborhood Association, and the Reed neighborhood all passed resolutions supporting that option, and even Reed College approved it. So TriMet added the “Harold Street Station” with an asterisk to their map, and there it remained – with an asterisk – until the Orange Line was completed WITHOUT that station. They explained they'd concluded that they didn't have the budget to build the bridge, and without the bridge, they would not build the station.

Turns out, though, that in the end the Orange Line came in on time and under budget, so the bridge actually could have been built on their budget – but there was no option to use any of the unspent money to add the bridge afterward, and that was that – even though TriMet has built two other such bridges over the Union Pacific tracks in Brooklyn and Hosford-Abernethy since then. But those came from another budget.

The best that those in north Westmoreland can now hope for, apparently, is to convince the city that such a foot and bicycle bridge across McLoughlin and the Brooklyn Railyard at S.E.

Reedway – would not only provide an easy way for pedestrians and bicyclists to get between Westmoreland and Reed College and the Reed neighborhood – but would also provide the only way for pedestrians and bike riders to get across the Union Pacific tracks from Holgate Boulevard all the way down to Bybee Boulevard – which is quite a distance.

The city has shown some interest in the idea, but nothing further has happened. Maybe, under the forthcoming new city government, something like that might still be possible – and, if so, maybe TriMet will then be willing to build the needed MAX station there, which would resolve the issue of the longest gap between stations on the Orange Line in Multnomah County.

In the meantime, the city finally realized that that TriMet-requested high density zoning in north Westmoreland turned out to be inappropriate, given the lack of a light rail station available to renters there, and in the last few years has looked into downzoning that area again. But all the existing high density would be grandfathered in, and all those renters are now part of the community – and a lot of them now own cars to get around.

So, that's how that happened – how north Westmoreland wound up with a lot of high-density zoning and many small apartment houses, while the public transportation there actually declined.

And all the new renters there are able to watch the Orange Line MAX run right by where they live, while they have the least accessibility to these trains of any local neighborhood situated right beside the Orange Line within the City of Portland.

ATTACHMENT C

**“RE: Add Reedway Ped/Bike Overcrossing to TSDC List, Advance for Design”
Letter from SE neighborhood groups to PBOT in support of Reedway Overcrossing (3/3/17)**

March 3, 2017

Director Leah Treat
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97202

RE: Add Reedway Ped/Bike Overcrossing to TSDC List, Advance for Design

Dear Director Treat:

A coalition including the Boards of Directors of the Brooklyn Action Corps, Eastmoreland Neighborhood Association, Reed Neighborhood Association, Sellwood-Moreland Improvement League, Woodstock Neighborhood Association and Southeast Uplift (SEUL), requests that PBOT staff add the Reedway Pedestrian/Bicycle Overcrossing to the city's Transportation System Development Charge (TSDC) Capital Project List as part of the current TSDC update process, and to subsequently move forward with project development and design of this important piece of infrastructure.

The Reedway Ped/Bike Overcrossing is adopted in the Portland Transportation System Plan as project #70049 and is assigned a project timeline of 1-10 years. It remains one of the top transportation priorities for the organizations signing this letter and would provide significantly improved connectivity, mobility and safety in southeast Portland. In addition, the project exhibits a strong nexus between the rapid development that our neighborhoods are experiencing – over 1,200 new homes are in the development pipeline in our five neighborhoods – and the legal requirement to spend TSDCs on transportation capacity serving growth. Please consider the following:

- **The overcrossing would solve one of the worst connectivity problems in the entire city:** There is no way across the Union Pacific Railroad in the 1.1-mile stretch between Holgate and Bybee Boulevards, despite a plentitude of destinations in the area including Reed College, Crystal Springs Rhododendron Garden, Oaks Bottom Wildlife Refuge, hundreds of family wage jobs in the Brooklyn Industrial Area and thousands of homes and apartments in the Westmoreland, Brooklyn, Reed and Eastmoreland neighborhoods. This poor connectivity results in lengthy, out-of-direction travel and encourages driving instead of walking and biking. For example, a resident of the new apartment building at 22nd & Reedway would have to travel 1.7 miles to reach a job at industrial employer Wayne-Dalton on 26th Avenue. With a Reedway Ped/Bike Bridge, that person could walk a quarter mile to work.

- **The existing Holgate and Bybee viaducts, along with the roads leading to them, are at best substandard, and at worse, dangerous and hostile for pedestrians and bicycles.** Holgate is a four-lane auto-oriented viaduct hosting 15,000 vehicles per day and significant freight traffic with no bike lanes and with sidewalks impeded by utility poles and street lights. Bybee/28th is a curvy, hilly roadway with narrow four-foot bike lanes that are perpetually covered in debris. Both routes would require major reconstruction to become marginally safe and comfortable for people not in cars, and even then they would still be busy driving routes. The Reedway Overcrossing would provide a far superior “low stress” connection.
- **The overcrossing would directly serve neighborhoods that are experiencing rapid and intense development.** In northern Westmoreland alone, over 300 apartments are recently completed, under construction or proposed in the vicinity of the overcrossing, most with no car parking. Another 900 apartments are proposed further south in Sellwood-Moreland and to the north in Brooklyn. Reed, Eastmoreland and Woodstock neighborhoods are experiencing significant infill and tear-down development of large single family homes. Reed College has constructed new dorms for 125 students at the northwest corner of its campus, a quarter mile from the overcrossing site. Union Pacific and other industrial employers are at full employment. All of this growth translates into travel demand on our congested streets while TSDCs add to city coffers.
- **Transit service has been degraded in the area of the overcrossing.** The Harold Street MAX light rail station, which would have been located adjacent to the Reedway Overcrossing, has been postponed indefinitely, despite strong support from nearby residents. Making matters worse, the #33 McLoughlin bus was discontinued north of Milwaukie in order to eliminate “redundant service” with MAX, leaving nearby residents and workers with a long walk to the heavily congested #10, #19 and #70 bus routes, or a 20-minute walk to the nearest MAX station. If TriMet were to ever construct the Harold Street station in the future, the Reedway Overcrossing would provide the necessary connection to Westmoreland and Reed College. Even if TriMet never builds this MAX station, the overcrossing is needed to provide other means of travel for nearby residents who have been stranded by transit.
- **The City appears to be forging ahead with at least three other major pedestrian/bicycle bridges.** Sullivan’s Crossing (NE 7th Avenue over I-84) and NW Flanders over I-405 look to be funded and moving forward, and the demolished Brooklyn Pedestrian Bridge near Clinton MAX station appears to have traction as part of PDC’s Clinton Triangle redevelopment. These may be good projects, but they’re all located just a few hundred feet away from other bridges and crossings where people can walk and bike today. The Reedway Overcrossing is two thirds to one mile from the nearest crossings and serving an area with poor connectivity relative to the Central City. It’s only a matter of fairness that the Reedway Overcrossing be advanced as well.

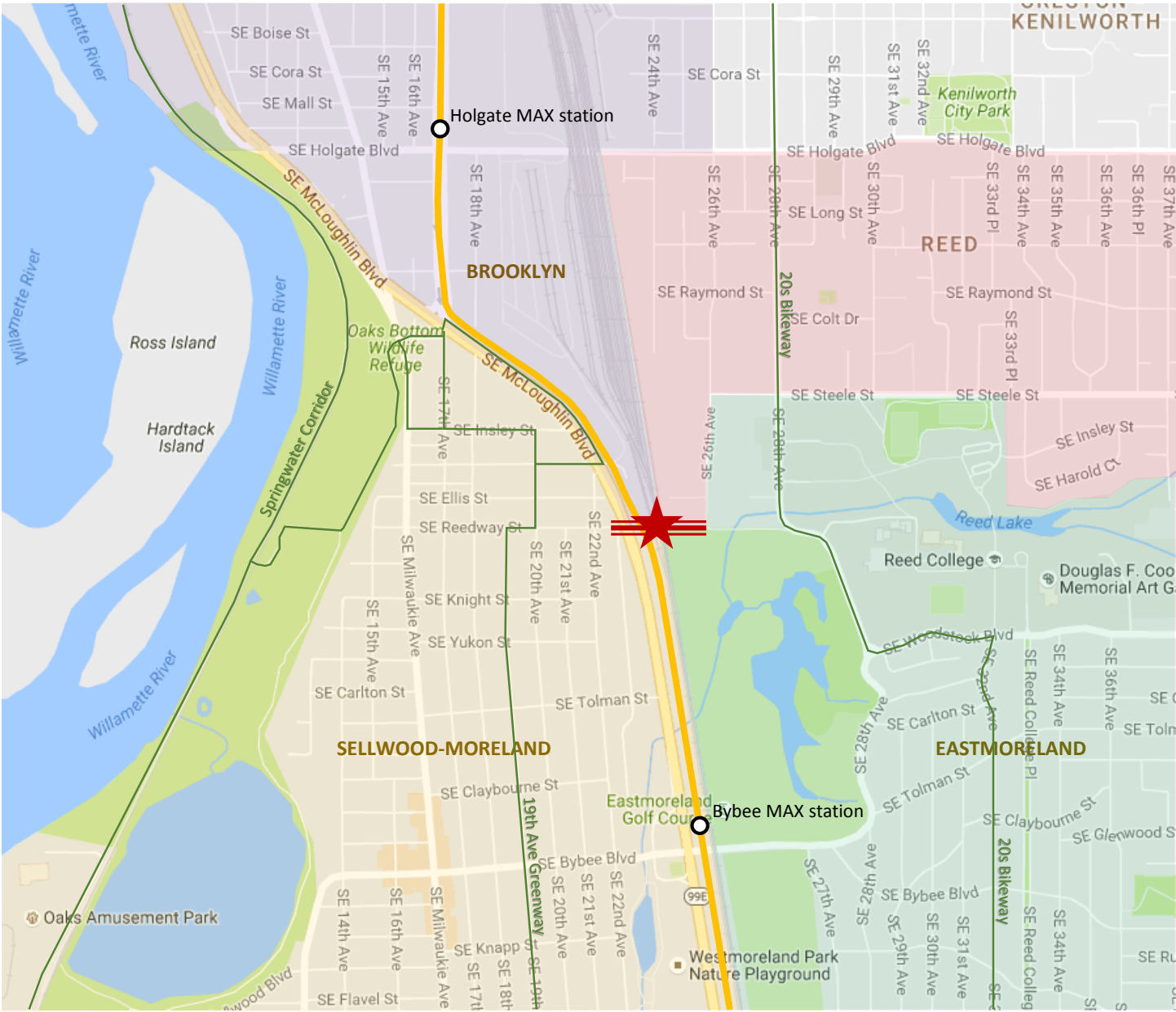
In summary, constructing the Reedway Ped/Bike Overcrossing would be a prudent use of TSDCs in this growing area of southeast Portland. We urge PBOT staff to not only add it to the TSDC Project List for approval by City Council, but also to advance the project for design.

This letter was voted on and approved by the Boards of Directors of the five neighborhood associations and Southeast Uplift:

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|---|--|
|  Eric Wieland, Chair Brooklyn Action Corps Board of Directors |  Tom Hansen, President Eastmoreland Neighborhood Association Board of Directors |
|  Robert Kirchmiller, Chair Reed Neighborhood Association Board of Directors |  Corinne Stefanick, President Sellwood-Moreland Improvement League Board of Directors |
|  Elisa Edgington, Chair Woodstock Neighborhood Association Board of Directors |  Robert McCullough, Chair Southeast Uplift Board of Directors |

CC: Commissioner Dan Saltzman
Mayor Ted Wheeler

Attachment: Reedway Pedestrian/Bicycle Overcrossing Location Map



★ Reedway Pedestrian/Bicycle Overcrossing Location



ATTACHMENT D
Minutes from Public Street Plaza Project Group (6/12/24)

Plaza Project Meeting

Smile Station

June 12, 2024

Present:

Liz Milner, Zack Duffly, Ruth Kaser, Vikki DeGaa, Grant Huling

We quickly looked at all 7 possible sites thus far suggested for the plaza with the goal of winnowing it down to 3 or 4 to then present to PBOT for their reactions. We looked at each in succession and brainstormed pros and cons for each. The result was a unanimous positive reaction to these 3:

13th and Nehalem. Even though it is close to the new Gino's Plaza, everyone felt that it was a natural site for a true public plaza (less room for commercial seating and more room for other events). In addition, during COVID this area was blocked off and used for seating and music events. It was a very positive experience.

13th and Lexington: This site has existing trees, a plus. It would be a great seating alternative for the food carts and could function for events growing out of the Cloud Cap Game Store on the south side. It is a less busy street, so would have a reduced impact on diverting traffic to other streets and its location across from the library is a plus.

Milwaukie and Glenwood: This site also has existing trees. The historic clock on the opposite side of Milwaukie is a nice amenity. It is an open feeling location with an existing busy vibe. near several eating and drinking establishments. It would provide a plaza for the Moreland end of the neighborhood.

The other locations considered (Milwaukie and Rural, 13th and Tenino, 17th and Clatsop and 13th and Umatilla) all had some support but had too many negatives including commercial neighbors that would be vehemently opposed to the loss of parking; too great an impact on traffic pushing cars into residential neighborhoods to an unacceptable level; too far from commercial hubs (a requisite for PBOT).

Ruth will send an email with the 3 possible sites to Megan at PBOT to get her reaction and ask about process to have pop up plaza tests over the summer at each in order to garner public comment and support and to aid in making a final decision on a site.

Liz suggested possibly using volunteers to do counts of existing traffic (of all sorts) in each area as another data point for decision making.

Vikki showed a flyer she has developed to use once we are ready to sound out neighbors at each location. It was positively received.