

 **Metro** | *Agenda*

Meeting: Powell-Division Transit and Development Project Steering Committee  
Date: Monday, June 23, 2014 from 4 to 6 p.m.  
Place: East Hill Church, office complex room, 701 N. Main Avenue, Gresham  
Outcomes: 1) Adopt project outcomes and goals  
2) Input on information to distinguish promising alternatives

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4:00 **Welcome, introductions and agenda review** - Metro Councilors Craddick and Stacey

4:10 **Public comment**

4:20 **Project foundation**

- Staff presentation on project timeline, decision-making and the process to narrow and select alternatives. What type of project do we want to build, and how do we get there? - Brian Monberg, Metro and Alan Lehto, TriMet
- **Discussion** - All, facilitated by Councilors Craddick and Stacey

5:00 **Adopt project outcomes and goals**

- Overview of comments on the proposed goals and outcomes, including a report-out on the equity discussion - Deb Meihoff, facilitator
- **Discussion of language modifications** - All, facilitated by Councilors Craddick and Stacey
- **Action: Seek consensus on project outcomes and goals**

5:30 **Information to distinguish promising alternatives**

- Staff presentation on proposed screening information to identify trade-offs between alternatives. What other information would help committee members distinguish promising alternatives? - Brian Monberg
- **Discussion** - All, facilitated by Councilors Craddick and Stacey

6:00 **Adjourn**

*Open house follows from 6 to 7p.m.*

# Steering Committee Meeting June 23, 2014

## Summary - Where we are, decisions and next steps

On March 17, the committee:

- Established a consensus based approach for decision making
- Provided input on proposed project outcomes and goals

Today, the committee will:

- Discuss the type of project we want to build, and the process to get there
- Action: Adopt project outcomes and goals
- Discussion: Discuss the information to narrow transit alternatives

On September 29, the committee will:

- Review potential transit alternatives with information about tradeoffs
- Identify transit alternatives that are more promising and should move forward for more detailed evaluation and public consideration
- Review recommended opportunity areas



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**The proposed project outcomes and goals below are a result of the following process.**

- Late 2013 Staff developed draft based on adopted community plans in the corridor
- Jan to March 2014 Steering Committee reviewed draft outcomes and goals during interviews
- March 17, 2014 Steering Committee generated ideas for improving goals
- March 20, 2014 Goals revised and sent to committee for comment
- Mid March Committee commented on revised goals; there is general support with some issues needing further refinement
- to mid April 2014
- June 2, 2014 Committee discussion on draft outcomes and equity goal
- June 16, 2014 Revised outcomes and goals sent to committee for consideration
- June 23, 2014 Steering Committee will seek consensus on project outcomes and goals**

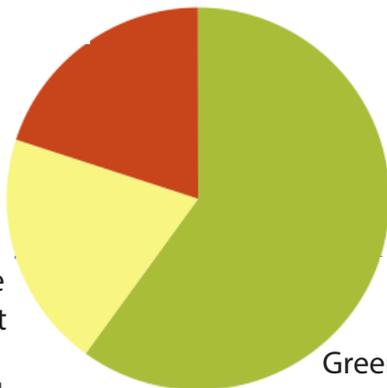
**Survey of Steering Committee members on revised project goals and outcomes**

- There was general support for the revised goals and outcomes (sent March 20).
- Red card concerns for the revised goals relate to addressing displacement and local bus service.
- Red card concerns for the revised outcomes relate to equity, economic development and the near-term time frame in relation to considering light rail.
- A summary of the results were shared with the committee on May 9 and is available on the project website.

**Support for revised outcomes (March 20)**

Red: I do not support the revised outcomes

Yellow: I have concerns that will need to be addressed

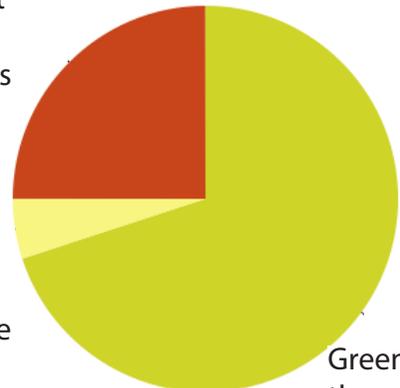


Green: I support the revised outcomes

**Support for revised goals (March 20)**

Red: I do not support the revised goals

Yellow: I have concerns that will need to be addressed



Green: I support the revised goals



**Steering Committee discussion on equity goal**

- 13 committee members joined in a June 2 discussion around equity in the proposed goals and outcomes.
- A summary of this discussion was shared with the committee on June 16 and is available on the project website.
- There was general agreement that the project should commit to advancing strategies that prevent market-driven, involuntary displacement.

**ACTION: Revised outcomes and goals for Steering Committee consideration**

**Proposed project outcomes**

The Powell-Division Transit and Development Project will result in an actionable plan for key places (future station areas) and improved mobility to address long-standing infrastructure and investment issues along Powell-Division. The action plan will strive to:

- 1) Create a vision and development strategy for key places that promotes *community-driven and supported economic development and identifies tools and strategies that mitigate the impacts of market pressures that cause involuntary displacement.*
- 2) Identify a preferred near-term high capacity transit solution for the corridor that *safely and* efficiently serves high ridership demand, *improves access to transit*, is coordinated with related transportation investments, and recognizes limited capital and operational funding. The solution will include mode, alignment and station locations with supporting transportation improvements.

**Proposed project goals**

- **Transportation:** People have safe and convenient transportation options – including efficient and frequent high capacity transit – that get them where they want to go and are compatible with the existing system.
- **Well-being:** Future development and transit improvements create safe, healthy neighborhoods and improve access to social, educational, environmental and economic opportunities.
- **Equity:** *Future development and transit improvements reduce existing disparities, benefit current residents and businesses and enhance our diverse neighborhoods. There is a commitment to prevent market-driven displacement of residents and businesses and to equitably distribute the benefits and burdens of change.*
- **Efficiency:** A high capacity transit project is efficiently implemented and operated

## We are guided by the Outcomes and Goals developed by the steering committee to direct the project.

The Purpose and Need Statement - provides the “what” and the “why” of the project. A statement of purpose and need incorporates the project goals, **describes what the project is trying to accomplish** and **documents why the project is necessary**.

Objectives - are the “how” of the project. They are **measurable information** based on the project goals, purpose and need. This is information for the steering committee **to make decisions**.

In September, the Project Team will provide information to the steering committee to begin narrowing alternatives. This steering committee will be discussing what information will be most helpful in order to distinguish between alternatives.

### Timeline

	2014	2015	2016	2017	2018	2019	2020
<b>PLANNING</b>							
<b>Winter 2014</b> Establish a common understanding of the needs and opportunities for transit and development in the corridor	■						
<b>Spring and summer 2014</b> Look at the kinds of transit that that are feasible and desirable in the corridor, hear ideas about where it should go and identify places that would make safe and active station areas	■						
<b>Fall 2014</b> Take the elements that are most supported and feasible, and craft a recommendation on the type of transit, route and strategies for development at station areas		■					
<b>Winter 2015</b> Refine the recommendation and present it to local and regional elected councils for consideration and endorsement		■					
<b>DESIGN</b>							
<b>2015 to 2017</b> Create detailed design of the new transit line and station areas, and complete environmental review and permitting			■	■	■		
<b>CONSTRUCTION</b>							
<b>2018 to 2020</b> Build the transit line and station areas and start new service					■	■	■

Based on the project outcomes and goals, and policy identified in the regional high capacity transit system plan, the project team has developed a working draft purpose and need statement and proposed objectives to identify and measure differences between transit alternatives.

The working draft purpose and need statement will guide the information we use during the evaluation process to help narrow the options being considered over the summer and fall. The purpose and need will be open for public comment during the summer 2014. The Federal Transit Administration also reviews it as part of the federal funding process. It will be adopted as part of the Action Plan (March 2015), and refined during the work to be conducted in the next phase under the National Environmental Policy Act (NEPA).

### **DISCUSSION: Provide input on the working draft of purpose and need statement**

*To be open for comment in summer 2014, and reviewed by Federal Transit Administration. This working draft will be finalized as part of the action plan for this phase of the project.*

Based on adopted local and regional plans and policy, the **project purpose:** Is to connect Portland and Gresham with cost-effective, efficient, reliable high-capacity transit that meets forecast travel demand along Southeast Division Street and Southeast Powell Boulevard, supports the area's adopted policies, and provides:  
(to be completed following June 23rd adoption of project goals)

- Transportation
- Well-being
- Equity
- Efficiency

High capacity transit service in the Powell-Division corridor can address the following **needs:**

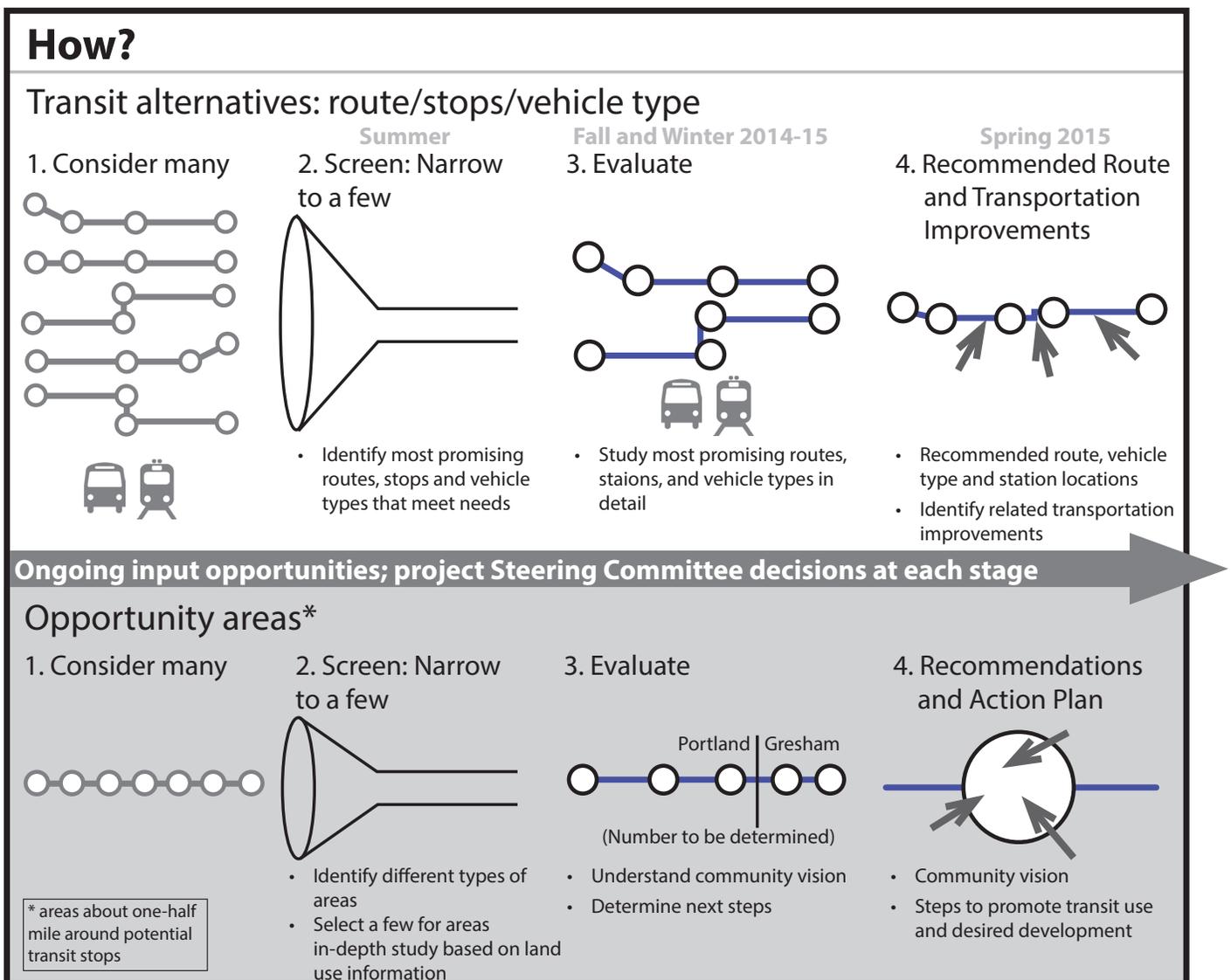
- Travel time reliability throughout the day needs to be improved in the congested corridor to continue to make transit an appealing and efficient choice for current and future riders.
- Current and future population and employment growth create an unmet demand for increased travel choices and transit capacity on the 4-Division and 9-Powell Blvd bus routes.
- Lack of infrastructure, such as arterial crossings and gaps in the pedestrian and bicycle networks, create barriers to access and unsafe conditions for current and future transit users.
- Transportation options to major destinations, including regional, town, and neighborhood centers, commercial corridors, and college campuses are limited.

**Evaluation process for transit alternatives including route, transit type, station locations and opportunity areas**

Today the Steering Committee will explore the process for evaluating alternatives and opportunity areas and discuss what information you need to make decisions.

The evaluation process will create information to weigh trade-offs and inform decisions that will lead to identifying a preferred alternative. Decisions will include route, transit type, station locations and opportunity areas where community-based land use visions will be developed.

In September, the project team will provide a range of alternatives for the transit route, mode, stations and opportunity areas for the Steering Committee to consider. The alternatives proposed will be based on Steering Committee and public engagement input and technical analysis.



**DISCUSSION: What information do you need to narrow the wide range of alternatives?**

**Summer 2014** - The following questions will be answered for alternatives:

1. Does the transit alternative support existing policies and plans, including planned capital investments and projects currently under construction?
2. Does it serve existing and projected transit riders on Powell and Division?
3. Does it link key destinations in the corridor?
4. Are the impacts reasonable; is the transit alternative feasible given impacts to parks, wetlands, wildlife habitat, historic sites, utilities and residential, business and community resources?

**Summer 2014** - Information based on the following objectives will be developed over the summer and provided in the fall to identify the most promising alternatives:

**Goal: Transportation**

- T1 Supports existing transportation policies and plans
- T2 Connects to areas with currently high ridership demand
- T3 Serves projected future transit ridership
- T4 Serves existing locations and transit users with faster service
- T5 Leverages existing right-of-way
- T6 Continue to provide mobility for all users, including pedestrians, bicyclists, motor vehicles, freight and emergency vehicles

**Goal: Well-being**

- WB1 Provides transit service to the greatest number of people
- WB2 Serves the greatest number of jobs
- WB3 Serves major land uses and transit connections
- WB4 Serves important community resources and commercial destinations
- WB5 Supports adopted land use plans and policies
- WB6 Minimizes property (homes and businesses) impacts
- WB7 Supports economic development
- WB8 Protects or improves the natural environment

**Goal: Equity**

- EQ1 Improves safe access to high capacity transit for communities of color and low-income and other populations of concern
- EQ2 Distributes negative impacts equitably
- EQ3 Distributes benefits equitably

**Goal: Efficiency**

- E1 Time-frame for service implementation
- E2 Maximizes financial resources
- E3 Maximizes the utility of existing transportation facilities
- E4 Minimizes right-of-way residential, business, utility and property impacts
- E5 Minimizes impacts to parks, recreation areas and historic sites

The evaluation process will provide the Steering Committee and the community with information to better understand the project, weigh trade-offs, and make decisions on transit alternatives and opportunity areas in the Powell-Division corridor. The evaluation process is intended to provide the Steering Committee with the information necessary to recommend a preferred alternative for the route, mode and station locations and opportunity areas.

A community vision that describes what stations would look like and how transit use and desired community development can be promoted will be developed. An evaluation process will define a range of opportunity area types and select the areas where community-based land use visions will be developed.

### **Transit Alternatives Evaluation**

**Summer 2014** - A wide range of the transit modes and routes that have been proposed by the project team, the Steering Committee and the public will be screened to narrow the range to a smaller, more manageable number of promising alternatives that would satisfy the adopted project outcomes and goals.

- An initial set of questions will determine whether an alternative addresses the project goals.
- More detailed information will be developed for the alternatives that pass the initial screening questions.

The screening questions and the objectives for which more detailed information that will be developed for screening are on page seven.

**Fall 2014-Winter 2015** -The smaller range of alternatives will be more fully evaluated.

- In September, the Steering Committee will review the screening information along with input from the public to recommend which station locations, transit types and routes merit further consideration.
- The Steering Committee will also decide what additional information to use for this more detailed evaluation. More information will be developed for the objectives on page seven and additional measures would assess how well an alternative would perform on the following objectives:
  - Improve transit reliability
  - Continue to provide mobility for all users, including pedestrians, bicyclists, motor vehicles, freight and emergency vehicles
  - Increase number of people able to move in and through the corridor
  - Improve safe access to transit for pedestrians and bicyclists
  - Improve safety for motor vehicles
  - Increase transit ridership in the corridor
  - Increase transit ridership system wide

**Early 2015** - The Steering Committee will recommend a preferred transit route and type and station locations for the Powell – Division Transit and Development Action Plan.

## Opportunity Area Evaluation

Opportunity areas are places with major community anchors and destinations, development or redevelopment potential, and places identified by the community. Opportunity areas generally are street segments identified in the Powell Division Opportunities and Constraints analysis completed in early 2014.

**Summer 2014** - A process will narrow the list of opportunity areas to discuss with the community and study. Opportunity areas will be analyzed based on:

**Transportation:** destinations; transit ridership, including transit-dependent and under-served or under-represented community members

**Physical environment:** Current land uses and area character

**Potential change:** existing plans; allowed land uses; and development or redevelopment potential

**Community interest:** areas the project team has heard should be studied in detail.

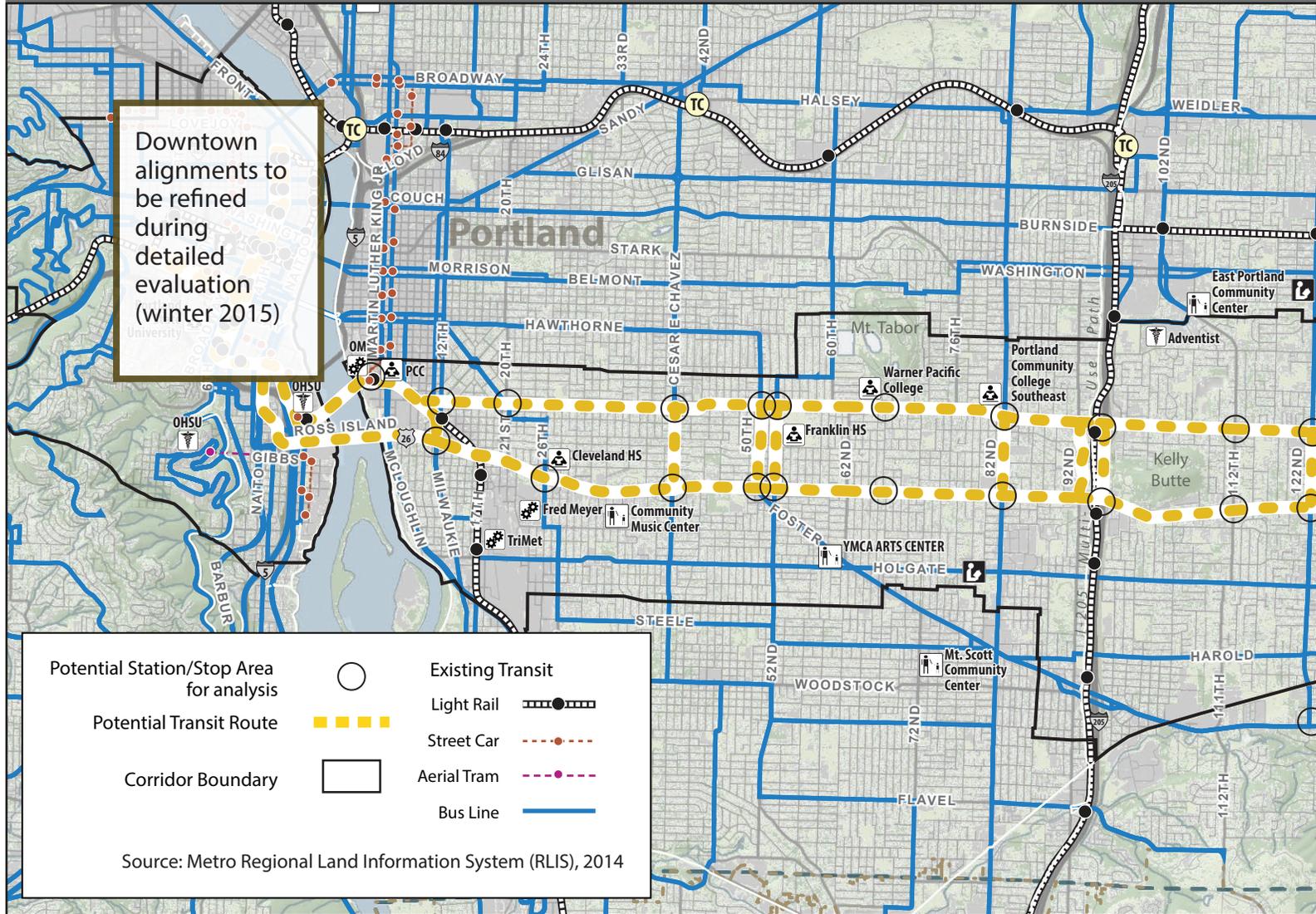
The project team will identify different opportunity area types based on design, population, community and other factors. Types will be developed based on existing conditions and existing plans. The opportunity areas studied will not include all potential station areas.

**Fall 2014** - Community workshops will identify physical, economic and social issues and concerns in the selected areas, and community conversations will identify desired uses (residential, commercial, industrial, institutional, parks, public spaces), desired building intensity, pedestrian and bike improvements, future area character and desired transit stop improvements and amenities.

**Winter 2015** - Following the community workshops and other outreach, an action plan to achieve the vision in each area will be developed. The content of each action plan will vary, depending on local conditions and community needs. The action plan will include information about how those strategies can be applied to other similar opportunity areas in the corridor. The Steering Committee will provide input on the draft action plans. Gresham, Portland, TriMet, Multnomah County and other agencies will be responsible for implementing those actions to prepare for and respond to the addition of new high-capacity transit in the Powell-Division corridor.



# Powell-Division Transit and Development



## What does this map show?

This map shows potential transit routes, along with potential station areas based on community input, land use and transportation work to date.

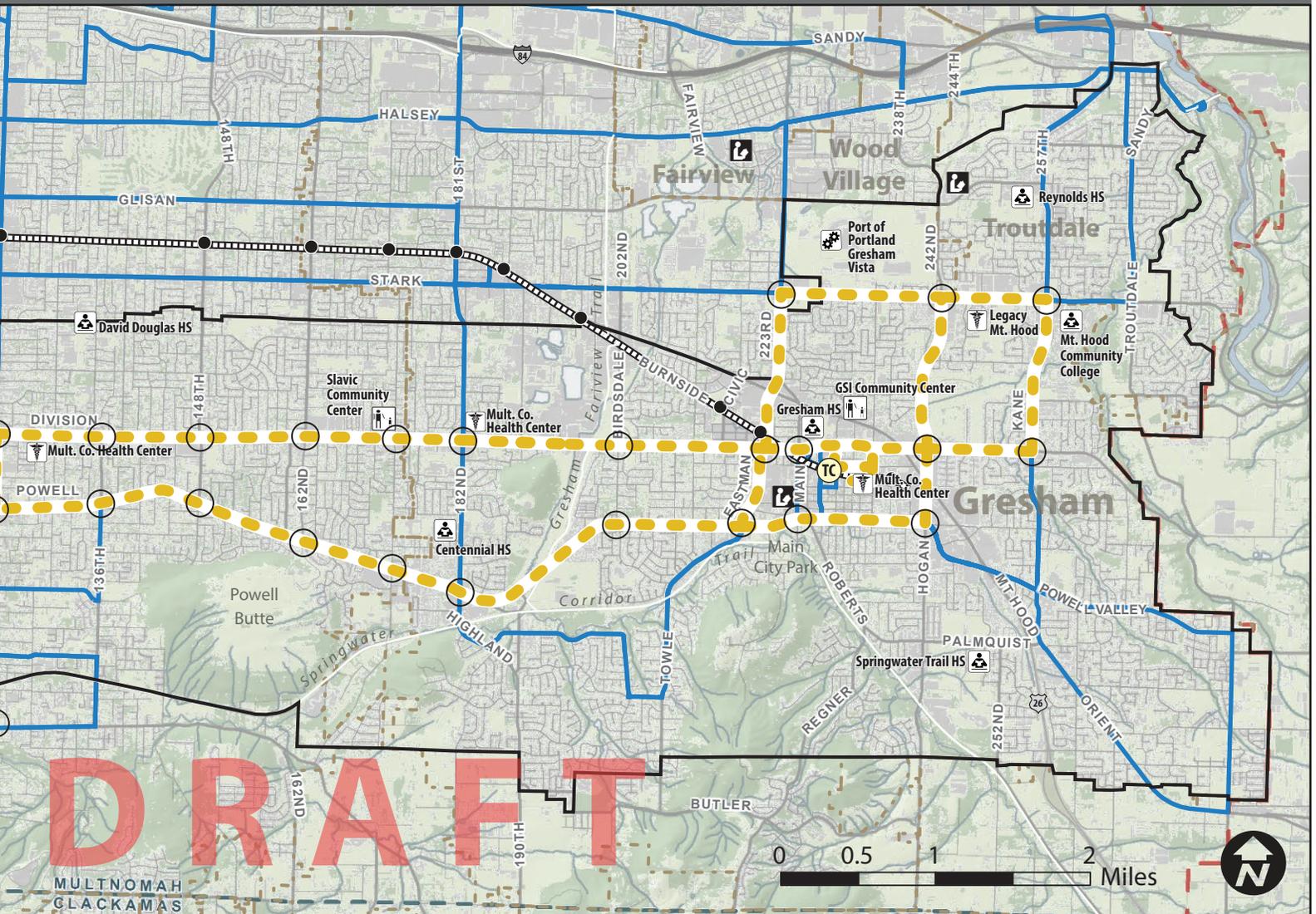
Potential station areas are intersections with a high level of current activity. They were selected based on the presence of transportation transfer point, existing community anchors and/or likely development potential. These are places where it may make sense to develop more significant transit stations and invest in related capital improvements and community places. The list of areas will be refined through Steering Committee and community input, as well as route choice and real estate development analyses that will be conducted later this year.

## Where are we starting from?

The potential route options have been informed by past plans and current conditions, including:

- High Capacity Transit System Plan (Metro)
- East Metro Connections Plan (Metro)
- Gresham and Portland's Transportation System Plans
- Gresham and Portland's Comprehensive Plans
- Existing bus routes
- Current and projected transit ridership
- Existing and planned concentrations of housing, jobs and services

# Project: Potential Transit Routes



## Where should the route go?

- Which places and destinations are most important to serve?
- Should the route run all along Powell, all along Division or on a combination of both streets? If it runs on both streets, where should it cross?
- How does the route best connect Downtown Gresham to the existing MAX line, existing bus routes, Mount Hood Community College, and the Port of Portland/Gresham Vista employment site?
- Where should the route run in downtown Portland?
- Weigh in with your ideas, take a survey and get more information at:  
[www.oregonmetro.gov/powelldivision](http://www.oregonmetro.gov/powelldivision)  
503-813-7375

**What types of transit would be considered for this project?**

The types of transit to be explored begins with those identified in regional policy from the Regional High Capacity System Plan:

*High capacity transit carries high volumes of passengers quickly and efficiently, and serves a regional travel market with relatively longer trip lengths to provide a viable alternative to the automobile in terms of convenience and travel time. High capacity transit strives for frequencies of 10 minutes or better during the day and 15 minutes on weekends.*

This project will be exploring a range of rail and bus alternatives in order to meet project needs.

**Types of transit we have in our region**



Bus and Frequent Service Bus



Light Rail



Commuter Rail - WES between Beaverton and Wilsonville



Streetcar - in Portland Central City

**What examples can we learn from?**

**Seattle** - Seattle's transit system includes Link Light Rail, Commuter Rail, ferries, buses, the Rapid Ride system, and a streetcar line under construction.

**Eugene** - EmX is a bus rapid transit (BRT) system designed to serve Eugene and Springfield. EmX features median and curbside stations with enhanced amenities.

**Los Angeles** - Los Angeles has been building a light rail system as well as bus rapid transit lines.

**Kansas City** - The MAX bus rapid transit line serves Main Street.

**Salt Lake** - Salt Lake City's system includes commuter rail, light rail, bus, bus rapid transit, and streetcar.

**Cleveland** - The Cleveland Health Line bus rapid transit connects Cleveland Clinic and University Hospital on Euclid Avenue.



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Bus Rapid Transit - examples include Everett, Washington, shown here

In September, staff will provide a DRAFT transit alternatives report that will include the screening and evaluation information for the alternatives identified during public comment and open houses in July 2014. The report will include a description for each alternative:

**Example Alternative**

**Description:**

**Screening questions:**

1. Does the transit alternative support existing policies and plans, including planned capital investments and projects currently under construction?  
*{to be completed}*
  
2. Does it service existing and projected transit riders on Powell and Division?  
*{to be completed}*
  
3. Does it link key destinations in the corridor?  
*{to be completed}*
  
4. Are the impacts reasonable; is the transit alternative feasible given impacts to parks, wetlands, wildlife habitat, historic sites, utilities and residential, business and community resources?  
*{to be completed}*

**Screening Summary**

Why considered for study?	
Why promising?	
Why less promising?	
Issues for further study?	
Recommendation	





### What's Next?

**June/July:** Weigh in on the types of transit alternatives to be explored via survey, open house, and meetings.

**September:** Review results from the DRAFT transit alternatives report; identify the alternatives with the most support and that appear most promising.

#### What's next - Steering Committee

- **Optional work groups** - Interested members of the Steering Committee and public will be invited to explore issues relevant to the project, including but not limited to equity, modal issues (freight, bicycle, pedestrian) and safety and security. These work groups will be convened on an as needed basis, and the opportunity to participate will be broadly publicized. A summary of work group efforts will be made publicly available and shared with the committee in advance of the September meeting.
- **Tours of the corridor** - Tours will help committee members and project staff better understand the challenges and opportunities in the corridor. The committee, as a group, will be invited to tour the project area in summer and fall. Efforts will be made to secure TriMet buses for these tours.
- **Talk with staff sessions** - These unstructured drop in sessions will continue to take place the second and fourth Tuesday of every month at the Division Midway Alliance office, mid-corridor on 122nd Avenue and Division Street. The sessions provide an opportunity to talk with staff about the project and provide input.
- **Tech session** - The week prior to the September 29 committee meeting, committee members will be invited to walk through meeting materials with project staff. This optional session will help interested members be prepared to participate and make decisions during the meeting.

#### What's next - public engagement

Here is an overview of events this summer. More information is available in the public engagement report and online on the project web site calendar.

- Transit alternatives survey
- Public workshops
- Talk with staff sessions
- Bus rider engagement
- Youth-led bus rider engagement
- Equity work group
- Other themed work groups
- Environmental justice engagement
- Grants to community based organizations
- Participation in related public events
- Powell-Division community briefings
- Powell-Division email updates

 Metro | Meeting Summary

Powell-Division Transit and Development Project Steering Committee  
Monday, March 17, 2014  
4 to 6 p.m.  
Portland Community College, Southeast Center

*Committee members present*

Shirley Craddick, Co-chair  
Bob Stacey, Co-chair  
Trell Anderson  
John Bildsoe  
Lori Boisen  
Devin Carr  
Matt Clark  
Bill Crawford  
Shemia Fagan  
Jessica Howard  
Nicole Johnson  
Kem Marks  
Neil McFarlane  
Diane McKeel  
Melinda Merrill  
Diane Noriega  
Steve Novick  
Raahi Reddy  
Lori Stegmann  
Jason Tell  
Matt Wand

Metro Council  
Metro Council  
Catholic Charities  
Gresham Coalition of Neighborhood Associations  
Division-Midway Alliance  
Student and transit rider  
Johnson Creek Watershed Council  
Southeast Uplift Neighborhood Coalition  
Oregon State Legislature  
Portland Community College, Southeast  
OPAL Environmental Justice Oregon  
EPNO and EPAP  
TriMet  
Multnomah County  
Fred Meyer  
Mount Hood Community College  
City of Portland  
APANO and University of Oregon  
City of Gresham  
ODOT  
East Metro Economic Alliance

*Committee members excused*

Heidi Guenin

Upstream Public Health

*Metro staff*

Elissa Gertler, Brian Monberg, Dana Lucero, Camille Tisler, Joyce Felton, Jon Williams, Beth Cohen

## **1.0 Welcome and introductions**

Co-chair Shirley Craddick convened the meeting at 4:03 p.m. and welcomed committee members. She described the structure of the committee and introduced Metro staff members supporting the committee.

Co-chair Bob Stacey expressed excitement about the project and the committee's role in delivering transit improvements to communities in the Powell-Division corridor. He noted that the committee is made up of institutional delegates, community-based organization representatives, elected officials and community members. This composition makes the Steering Committee unique and will bring public interest perspectives to the process.

Each committee member then offered their thoughts on his/her vision for the corridor in ten years.

- Safety for pedestrians, cyclists, automobiles, and transit users
- Economic growth and increased job market
- Family friendly environment
- An education corridor connecting Portland State University, Portland Community College, Warner Pacific and Mount Hood Community College, as well as several K-12 schools
- Housing variety and socioeconomic diversity
- Access to natural areas
- Equitable opportunities

## **2.0 Public comment**

Mr. Jim Karlock commented on transit commute times, the lack of light rail safety, job displacement, and overall cost of transit. He expressed concern that high capacity transit will be an expensive, but less efficient alternative.

Mr. Bob Clark expressed hope that the project would not reduce existing car and bus capacity in the corridor. He noted that the residents should have a direct voice in the process, suggesting a vote or polling.

Mr. David Hampstead, representing the Hazelwood Neighborhood Association, charged the Steering Committee with considering the current and upcoming growth in East Portland. He asked that committee members make this a proactive project that will raise the quality of life in East Portland neighborhoods. Mr. Hampstead suggested that special attention be paid to the affordability of the system.

## **3.0 Steering Committee charge and decision making**

Ms. Dana Lucero reviewed the charge of the Steering Committee, as follows. To represent the community by providing information to and from constituents/community members, and represent their perspectives, concerns and priorities. To advance the project through key decision points following decision-making protocols as established by the committee. And to recommend an action plan. The recommended action plan will then go to the local and regional elected bodies for consideration and endorsement. She emphasized the

importance of committee members continued participation within their organizations and within the project's engagement process.

Ms. Lucero then outlined the proposed meeting protocols and decision making process. The decision process proposed was a consensus-based approach, with decisions only moving forward with a high level of committee support. She described a proposed process for reaching resolution when the committee is fundamentally divided and consensus cannot be reached.

Commissioner Steve Novick asked that the committee consider weighted votes as opposed to a simple majority when the committee is fundamentally divided. Mr. Trell Anderson agreed that a simple majority vote may not be the best option, but suggested instead that they require a two-thirds majority. Ms. Diane Noriega proposed that the committee use a first-read, second-read system for decisions, though she acknowledged that the project timeline might render this unfeasible.

Ms. Raahi Reddy inquired about distributing materials further in advance of each meeting, in order to allow committee members to take the information to the groups and communities they represent. Additionally, she suggested that the committee use a method of tabling topics at meetings that they are unprepared to decide on that day. Ms. Lori Boisen inquired about the possibility of extending the timeline if necessary.

Per Representative Shemia Fagan's inquiry, staff explained that a representative can attend in the committee member's place if necessary. Staff also noted that they are willing to work closely with members prior to and following the meetings if they are unable to attend.

Following the discussion, Co-chair Craddick called for a show of support for using a consensus-based approach for decision making, with the caveat that staff will rework some of the details of the procedure. The committee approved this approach with all members showing in full support with green cards.

#### **4.0 Making decisions: Project outcomes and goals**

Co-chair Stacey overviewed the proposed project outcomes and goals. Mr. Brian Monberg explained the proposed outcomes and goals are based in adopted local and regional plans and were discussed with each committee member in interviews prior to today's meeting. The proposed goals reflect on feedback from the community, staff, steering committee members and best practices from other projects. He explained that the goals are measureable so the project can be evaluated based on those measurements.

Ms. Lucero noted that the public engagement report describes the broad support for the project. People believe implementation should improve access to transit and the experience for riders of the 4 (Division) and 9 (Powell) bus lines. Findings also show that the committee should consider different transit types equally and focus on safety. She explained there is a fear of displacement and residents hope instead to improve conditions for the current residents. Additionally, she noted that in interviews, committee members also focused equitable access and benefits.

### *Committee discussion:*

- Committee members discussed fighting displacement, and the need to identify anti as an explicit goal. Members discussed the need for affordability in the corridor, both in housing and transit. Ms. Lucero read a statement from Ms. Guenin, who was not in attendance (attachment to the record).
- Committee members discussed the need for bike and pedestrian improvements to improve both the transportation network and safety.
- Mr. Marks expressed a concern about the level of involvement from the community. He explained that he believes the community voice should directly inform the committee's data and decisions. Ms. Lucero explained that every decision the committee makes will be informed by technical and community input.
- Commissioner Novick expressed an interest in understanding more about the role of the committee in relation to its interaction with the cities, Metro Council and advisory committees.
- Councilor Stegmann noted that the project should be compatible with the current infrastructure so cars are not displaced. Ms. Merrill added that freight has to continue to move through the corridor. Additionally, Mr. Marks pointed out that high capacity transit should not displace or interrupt current transit.
- Per Mr. Tell's inquiry, Mr. Monberg explained that the committee will be discussing ways to measure the goals at the next meeting. This will give specific objectives to the broader goals statements and will begin the screening process for alternatives.
- Mr. Bildsoe and Mr. Anderson asked that more quantitative data, such as projected traffic volumes and transit ridership in the corridor, be made available to the committee in order to better inform their discussions and decisions.
- Mr. McFarlane suggested that travel time for transit riders be identified as a goal so efficiency is tracked.
- Mr. Anderson stressed the importance of striving to reduce toxic emissions and would like to see it incorporated into the evaluation of the well-being goal.

Ms. Lucero summarized the discussion by focusing on proposed areas for refinement within the project outcomes and goals. Revisions to the goals included additions to the transportation goal to emphasize compatibility with other travel modes, including safety within the well-being goal and addressing the concerns about displacement and benefits to current residents within the equity goal. Revisions to the proposed outcomes focused on clarifying the role of the project and committee. The co-chairs called for consensus, directing staff to move forward with revisions to the proposed outcomes and goals for committee consideration and asked for a show of support through the color cards: all were green excepting Mr. Tell, Mr. Anderson, Ms. Boisen, Mr. Crawford, Mr. Bildsoe, Ms. Reddy, Mr. Bildsoe, Mr. Novick and Ms. Johnson, who indicated yellow cards.

## **5.0 Project information and next steps**

Mr. Monberg explained that staff will provide the committee with data to inform their decisions, but staff would like the committee to give input on the type of information needed. He overviewed the high level data included in the "summary document" and noted that as the process moves forward more detailed reports will be available. Mr. Monberg also noted that some information will be distributed between meetings.

## **6.0 Public comment**

Mr. Jim Karlock expressed concern about implementing high capacity transit to solve a problem, he believes, can be solved by local transit increases. He also believes that mass transit is less efficient than small cars.

Mr. Ian Royer noted his satisfaction with the current make up of the committee and its representative nature. He asked that the committee not rely on procedural justice and overlook distributive justice.

Mr. John Mulvey, from Oregon Walks, explained that funds are allocated to this project from Oregon Walks active transportation funds. He felt that the project should return those funds if the project plans to focus on cars in addition to active transportation infrastructure.

Written comments were submitted by: Chris Bentley and Ray Whitford. These comments are included as attachments to the record.

## **7.0 Adjourn**

Co-chair Stacey adjourned the meeting at 6:05 p.m.

Meeting summary respectfully submitted by:

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Camille Tisler

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	3/17/14	3/17/14 Steering Committee Agenda	031714pdsc-01
2	Document	3/17/14	Steering Committee Decisions Summary	031714pdsc-02
3	Comment		Heidi Guenin comment	031714pdsc-03
4	Comment		Ray Whitford comment	031714pdsc-04
5	Comment		Chris Bentley comment	031714pdsc-05
6	Document		Meeting protocols	031714pdsc-06