

**ARDENWALD-JOHNSON CREEK  
NEIGHBORHOOD DISTRICT ASSOCIATION  
REGULAR MEETING MINUTES  
JANUARY 12, 2010**

**Call to Order**

Chairman Matt Rinker calls the meeting to order at 6:34 p.m. in the Ardenwald Elementary School, Room 101.

**Attendance**

There were 32 people in attendance:

Mary Audas	Nancy Matich Arts Committee
Andrew Axer, ColumbiaCare Services, Inc.	Eric Mitchell
Tom Bowman	Renee Moog
Sherri Campbell, Vice Chair	Margret Murphy, ColumbiaCare Services, Inc.
Joe Campbell, Treasurer	Jason Osieczanell
Richard Cayo	Blythe Pavlik, Southeast Uplift
Marianne Colgrove, Southeast Uplift	Leah Rex TriMet
Julia Conder	Matt Rinker, Chairman
Bryan Dorr, Secretary/Webmaster	Paul Shirey, City of Milwaukie
Betty Fulmore	Sonja Souder, Hillside Manor Prop. Mgr.
Eric Griswold	Paul Sylvester
Lisa Gunion-Rinker, Board Member at Large 2	Billie Wells, Milwaukie Police
Linda Hatfield	Carol Wilkins, Board Member at Large 3
Wendy Hemmen, City of Milwaukie	Marten Wilkins, Board Member at Large 4
Michole Jensen, Transportation	Elizabeth Young, Membership Chair
Bob Jordan, Milwaukie Police Chief	Jeanne Zitzer

**Introductions**

The meeting begins with introductions.

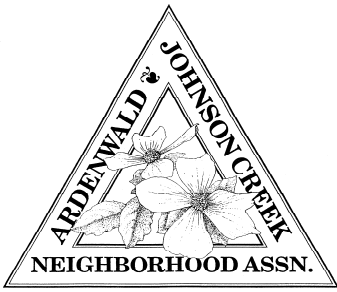
**Police Reports - Milwaukie Police Department - Ofc. Billy Wells**

This is Ofc. Wells's first attendance and second week back after Transit patrol. He said the neighborhood is blessed to live in Milwaukie where it is quiet. He had no reports.

A Portland Police Bureau representative did not attend.

**Urban Renewal Study Funding - Paul Shirey**

Alex Campbell will attend the Feb. 9, 2010 meeting to discuss the Urban Renewal Study Funding. He also handed out snow plow and sanding route information.



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**Discussion - Johnson Creek Blvd. Traffic**

Wendy Hemmen, City of Milwaukie, presented some updates about the Portland-Milwaukie light rail and Johnson Creek Blvd. traffic. The city finished the 25% Plan review and 300 plus comments have been submitted to Trimet. The 25% Plan shows traffic signal lights for JCB at SE 32nd and SE 42nd avenues. She deals with impact concerns within Milwaukie city limits, and discussed more about the traffic impacts without traffic mitigations.

Michole Jensen asked about how far out the traffic study forecasts. Wendy responded the study forecasts to the year 2030. A question was brought up what if the Park & Ride facility number of parking spaces was reduced would have any impact on the study?

What happens if SE 32nd Ave. intersection at JCB is signalized, but SE 42nd is not? Wendy also explained the turn lanes at SE 32nd and JCB intersection.

By not adding signals at JCB and SE 32nd Ave, this can impact traffic at ODOT intersections. Wendy stated that ODOT traffic trumps residential traffic. The signals were not part of the JCB reconstruction several years ago.

Wendy has been working with the city of Portland to get them to accept some traffic calming measures. She stated that Clackamas Fire District and City of Portland would be satisfied with installing speed cushions for traffic calming.

The Portland-Milwaukie Light Rail Citizen's Advisory is Thursday, Jan. 21 and the Milwaukie Light Rail Monthly Meeting is Jan. 25th.

**Police Chief Bob Jordan Addresses JCB Traffic Concerns**

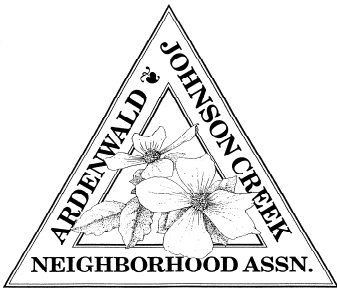
Police chief Bob Jordan addressed citizens' concerns from Nov. 2009 neighborhood meeting that was reported back to him from Ofc. Ulli Neitch. Stop signs and traffic lights are not police issues. He's heard about the stories and speed on JCB.

A radar van was parked in various areas throughout the neighborhood. No speed violations were reported for five hours twice in that week near the school. He also reported information from a traffic accident map, there were none on JCB for Milwaukie last year, but no report was available for within Portland city limits.

He read a note from Officer John Downey on traffic enforcement. Traffic speed was reported about 30 MPH and cars were cutting into bike lanes. 26 traffic stops were made on JCB in Ardenwald. If stop signs are removed, the fear is that speeds could increase.

Q: Can we set up on radar van on private property?

Wendy says the only way we can get the JCB speed down to 25 mph is to add traffic calming devices.



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Bob Jordan also announced the Teen Friendships, Relationships, & Safety in the Digital World for Monday, Feb. 6th.

**Solarize Portland Project - Tim O'Neil, Southeast Uplift**

Tim explained the project, the installation, and negotiate discounts for installation. They also organize some workshops. A 3Kw system is about \$30,000, but incentives and tax credits can bring it down to \$10-15k. The project is for within Portland city limits only.

How many years for rate of return? Rate of return is 10 years for 3kw, 4 years for 2kw system. Panels last about 30-40 years, inverters last about 10-15 years (about \$1 per watt).

**Motion to Submit Letter Addressing JCB Traffic Concerns to Public Representatives - Michole Jensen**

Michole Jensen explained a letter that was handed out to everyone that will be submitted to elected public representatives and Portland-Milwaukie light rail project officials:

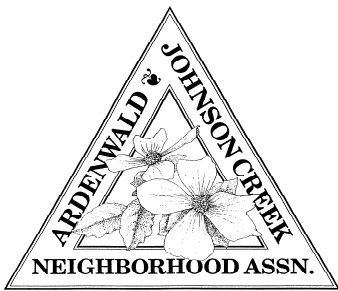
January 7, 2010

Dear Public Official and Elected Representative:

In response to the ongoing discussions concerning expected traffic changes due to the proposed Milwaukie Portland Light Rail Project, and specifically the Tacoma Street Park and Ride, Ardenwald/Johnson Creek Neighborhood Association is writing to express our unified support in keeping existing traffic controls on the section of SE Johnson Creek Boulevard within our neighborhood boundary. Thank you for taking the time to thoroughly read this letter while considering the residents who are directly affected by any decisions you make regarding this issue. Our concerns focus on safety and livability for the neighborhood residents.

**Issue:** In response to the expected traffic changes due to the proposed Tacoma Street Park and Ride, potential traffic mitigation has been identified\* on SE Johnson Creek Boulevard (SE JCB) and all intersections along the boulevard between SE 17th Avenue and SE 45th place which includes replacing stop signs at SE 32nd and SE 42<sup>nd</sup> with traffic signals and removing the stop sign at SE 36<sup>th</sup>. The two proposed traffic lights/ signals would be timed to allow for maximum traffic volume on the stretch of SE JCB that runs through our neighborhood. This proposed traffic mitigation is currently being reviewed by Tri-Met, the cities of Portland and Milwaukie, Clackamas and Multnomah Counties, Oregon Department of Transportation and Metro.

**Neighborhood Response:** Reduce traffic speeds to legal limit (25 mph) in order to support safe traffic speeds and volume limits along the impacted area of SE JCB and nearby streets. We are not interested in increasing the volume of traffic through the



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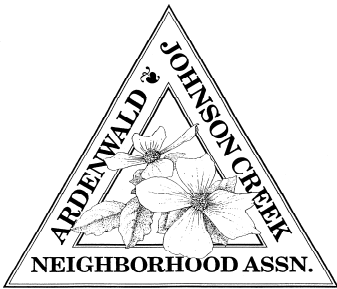
neighborhood at the expense of safety and livability issues. Slower traffic will be an incentive for drivers to use other routes as well as making SE JCB safer for drivers/pedestrians/people exiting their houses along SE JCB as well as being a preventative measure against the current damage to fences, mailboxes and other property along SE JCB.

**Recommendations:**

1. Leave existing traffic signage AS IS.
2. Review Milwaukie's Transit plan and to make sure that the goals are keeping with the overall goal of the plan and not picking and choosing the pieces that are beneficial for one area but harmful to another.
3. Prioritize new southbound traffic flow off of SE JCB/Tacoma near the Kasch's Garden Center location. This would be a major safety and traffic improvement for more than half the expected traffic to the Tacoma Park and Ride and encourage the movement onto major roadways and instead of the neighborhood.
4. Change SE JCB's current emergency vehicle routing designation from fire trucks and other emergency vehicles to routing primarily for police cars. This would allow some traffic calming measures (bumps, islands etc) and slow down traffic.
5. Implement traffic calming devices that provide visual and aural cues to alert drivers of speed zones. Devices to be studied may include changes in pavement color and texture used in interesting and visually attractive ways, rumble strips, turnarounds, signs indicating traffic speed or kept up bike lane and pedestrian striping.
6. Implement the proposed right turn lane on SE JCB westbound at the intersection of 32nd and SE JCB.
7. Maintain additional mitigation at 99E Southbound off-ramp.
8. Improve safety of Springwater Corridor crossing on SE JCB near SE 45th place by putting up a crosswalk signal or ped/bike overpass. This would also encourage alternative transportation to the park and ride.
9. Improve pedestrian experience and bike access to the Park and Ride by improving lighting and access routes - namely the Springwater Corridor and SE JCB between SE 17th and SE 32nd.

**Background:**

The reason traffic issues are so important to Ardenwald/Johnson Creek Neighborhood residents is that there is an anticipation of increased traffic from the use of the proposed Tacoma Park & Ride - a park and ride equal in size to the largest park and ride structures



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within the entire Tri-met system and the largest park and ride within the Portland city limits. Even if this large structure were not built, Metro models indicate that traffic through our neighborhood will increase as the metro area grows.

According to the DKS study\*, most of the traffic using the park and ride is expected from the south but a significant percent is expected from the east and west using SE JCB/Tacoma. The obvious goal of the area traffic planners, as well as many city, county and state staff working on this project, is to implement the proposed traffic mitigation measures thus encouraging the increased volume of traffic through the neighborhood.

***Speeding is already a problem on SE JCB - Why improve traffic flow on a neighborhood street with an existing speeding issue, when the potential changes are only needed for a few hours of the day and in the end do little to slow speeding traffic?***

According to study used by Tri-Met to calculate the park and ride traffic impact, as well as other studies, SE JCB already has a speeding problem with the speed of the 85th percentile being 34 mph. The current posted speed limit is 25 mph. According to the study, the traffic mitigations currently being reviewed will reduce the 85th percentile speed by 2 mph. Even the Milwaukie Police Chief noted at the January 2010 AJC neighborhood meeting that an informal traffic survey by a seasoned officer on his force indicated that the removal of the stop signs will increase traffic speeds significantly on the section of SE JCB indicated in this less. This means that even with the traffic mitigation, traffic safety on SE JCB will remain a major issue.

With increased traffic on a street that will continue to have speeding issues, the neighborhood will end up dealing with additional accidents, property damage, difficulty in getting out of driveways, noise and air pollution and increased road wear.

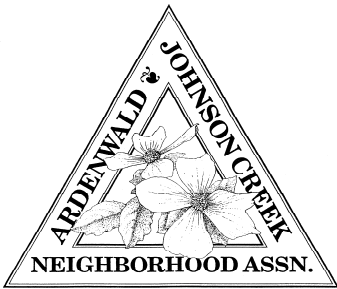
The main reason for the proposed traffic mitigation involves the "failure" of intersections at SE 32nd and SE 42nd primarily during morning and afternoon rush hour traffic. Outside these few hours per day, there is no "failure" at the noted intersections.

**Previous Traffic Issues/History:**

Adding to the current tension is a long history of Ardenwald/Johnson Creek Neighborhood residents feeling that promised traffic calming measures on SE JCB weren't delivered despite having "failing" intersections; acknowledged speeding; inappropriate emergency route designation; and overall unsafe conditions for SE JCB's classification. Whether the promises and results were misinterpreted or unfulfilled, this underlying skepticism is strong, especially since many of the residents have lived on SE JCB through several projects.

**Emergency Routes:**

Currently Emergency Route designation stands in the way of the possibility of most traffic calming approaches on SE JCB. However, the curvy nature of the section of SE JCB that runs through our neighborhood, the current congestion at several times of the



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day puts into question the functionality of SE JCB as an emergency vehicle route. And if there is such concern regarding traffic calming on emergency routes, why does SE 32nd, which leads to a hospital, police station and fire station, have speed bumps?

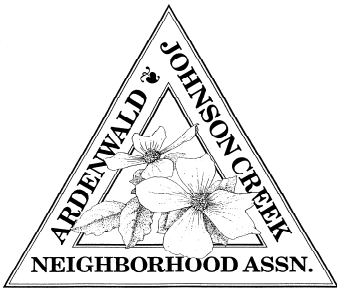
**Pass Through Traffic:**

It would be ideal if the pass through traffic (currently and in the future with the Park & Ride) went someplace else. The obvious alternative is highways 99 and 224 which are expected to carry most of the traffic from the south. As a result, all deliberate traffic engineering efforts must be made to keep that traffic on those highways. Other possibilities to look at are SE King or Railroad Avenue. However, these routes have their own neighborhood concerns and physical obstacles that must be considered.

From the perspective of Ardenwald/Johnson Creek Neighborhood, why should we degrade our neighborhood by improving traffic flow for area residents who have chosen a lifestyle that requires longer commute times. If our community were a destination or business center, it would make sense to invite this traffic, but we are primarily a neighborhood. And, if the goal of light rail to get people out of their car, why are steps being taken to encourage people to use their cars?

**The Ardenwald/Johnson Creek Neighborhood Association  
Milwaukie and Portland, Oregon  
Approved Tuesday, January 12, 2010**

CC Milwaukie City Mayor Jeremy Ferguson  
Milwaukie City Council Deborah Barnes  
Milwaukie City Councilor Susan Stone  
Milwaukie City Councilor Greg Chaimov  
Milwaukie City Councilor Joe Loomis  
Historic Milwaukie Neighborhood Association  
Hector Campbell Neighborhood Association  
Lewelling Neighborhood Association  
Portland Mayor Sam Adams,  
Portland City Commissioner Amanda Fritz  
Portland City Commissioner Nick Fish  
Portland City Commissioner Randy Leonard  
Portland City Commissioner Dan Saltzman  
Eastmoreland Neighborhood Association  
Woodstock Neighborhood Association  
Sellwood/Moreland Improvement League  
Clackamas County Commissioner Lynn Peterson  
Clackamas Commissioner Bob Austin  
Clackamas Commissioner Jim Bernard  
Clackamas Commissioner Charlotte Lehan  
Clackamas Commissioner Ann Lininger  
Multnomah County Commissioner Ted Wheeler



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Multnomah County Commissioner Deborah Kafoury  
Multnomah County Commissioner Jeff Cogen  
Multnomah County Commissioner Judy Shiprack  
Multnomah County Commissioner Diane McKeel  
Metro Council President David Bragdon  
Metro Councilor Carlotta Collette  
Metro Councilor Robert Liberty  
Milwaukie-Portland Light Rail Citizens Advisory Board  
Oregon Department of Transportation  
Oregon U.S. Senator Jeffery A. Merkley  
Oregon U.S. Senator Ron Wyden  
Oregon U.S. Representative Earl Blumenauer  
Oregon State Senator Diane Rosenbaum  
Oregon State Representative Carolyn Tomei

*\*The proposed mitigation referred to in this letter, is outlined in the document prepared by Alan Snook of DKS Associates and dated Oct. 12, 2009, and presented at several stakeholder meetings involving neighborhood residents and government representatives. Additional information including the library with notes from the Tacoma Station Planning meetings and CAC meetings, may be found on the Tri-Met website under the Portland-Milwaukie Light Rail subsections.*

**Motion to present letter to listed public representatives and Portland-Milwaukie light rail project officials:** Lisa Gunion-Rinker moves, Marianne Colgrove seconds. **Yea: Unanimous; Nay: None.**

**Replacement Ardenwald Sign at SE 32nd Ave. - Sherri Campbell**

Ardenwald sign in traffic island on SE 32nd Ave. in Milwaukie city limits was struck and severely damaged on New Years Eve. City reported FedEx struck the sign and they will pay for the replacement. The footing was damaged, \$500 for sign footing repairs and \$1,600 replacement sign. The neighborhood agreed to replace the sign with an extra one we have and we'll decide at a later date whether to actually have a new sign made. The extra sign was originally destined for placement on SE Tacoma St., but the sign does not meet Portland City sign code.

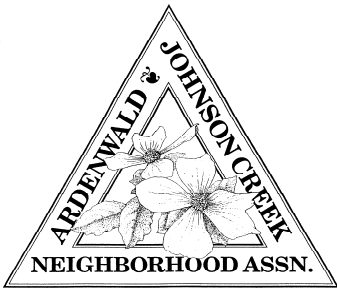
**Committee Reports**

**Vice Chair**

No report other than about the damaged sign.

**Secretary/Webmaster**

Attended the leadership meeting in Nov., 2009. A school inquired about advertising in Ardenwald newsletter and website; was told advertisements are not posted in NDA newsletters and on



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website. Had conversation with a Milwaukie resident, Arlene Miller, voiced opposition about light rail and said more people need to attend the light rail meetings. The complete meeting agendas need to get out at least a week before the meeting. Anyone with *Pilot* article suggestion can email Bryan Dorr.

The NDA email list subscription/unsubscribe is now automated since December. Go to <http://www.ardenwald.org> and click on Sign Up for email link.

**Treasurer.**

Treasury balance is \$4766.75. No expense to report.

**Land Use.**

Several neighbors are at the 4033 Howe St. partitioning hearing tonight. Per Lisa Gunion-Rinker, Mary King may be there. Mary, Lisa, Sherri and Bryan have voiced disapproval that planning commission meeting involving a Ardenwald neighborhood property was held on same night as the neighborhood meeting.

**Southeast Uplift/Friends of Tideman Johnson**

Blythe is new communications specialist and the SEUL liaison. Ruthann left SEUL. Blythe is ecstatic about her new position.

Tideman-Johnson Park Work party Feb. 6<sup>th</sup>. They will be planting that day. New interpretive signs were installed. A watershed-wide event is Mar. 6<sup>th</sup>. We'll be featured in JC Watershed Council newsletter. Grant writing season is coming up and we cannot pass up any funds.

**Transportation**

No other reports than the discussion in the earlier motion. Bryan noted the 25 mph sign on SE Tacoma St. was relocated from SE 29th Ave. to correct location at SE Tenino/SE Tacoma, according to ODOT speed order.

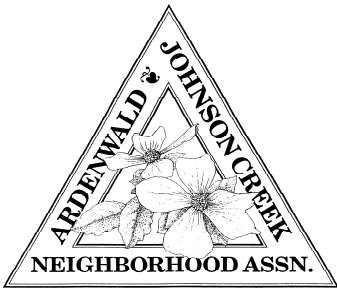
**Public Safety Advisory Committee**

Kim Hutchinson was not present tonight and did notified the board in advance of his absence. Bryan noted that the Teen Friendships, Relationships, & Safety in the Digital World for Monday, Feb. 6th. was initially sent by Kim that Police chief Bob Jordan did presented earlier.

**Memberships**

Not much to report but still getting the packets together.





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**Art**

Feb 5.th is the theatrical presentation "Twelve Angry Men and Women." They are looking for volunteers to participate in the theater. A flyer was handed out.

**Balfour Street Park**

The meeting with neighbors will be next month. Lisa Gunion-Rinker said she handed out flyers to neighbors seeking funds donations for park planning and design.

**Other Announcements**

Andrew Axer, ColumbiaCare Services, expressed his disappointment that the Johnson Creek SRTF has not opened yet. He is seeking temporary occupancy permit with the city. There are still some unfinished work with Balfour Street.

**November 10, 2009 Meeting Minutes Approval**

November 10, 2009 meeting minutes approval. **Yea: Unanimous. Nay: None.** Minutes approved.

**Adjournment**

Matt Rinker moves to adjourn the meeting. Betty Fulmore seconds. **Yea: Unanimous. Nay: none.**

Meeting adjourned at 8:37 p.m.

Minutes prepared and submitted on January 22, 2010, by:

Bryan Dorr

Secretary  
Ardenwald-Johnson Creek Neighborhood District Association

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E-mail: [bdorr@ajc.bjdorr.com](mailto:bdorr@ajc.bjdorr.com)  
Website: [www.Ardenwald.org](http://www.Ardenwald.org)

Minutes approved on February 9, 2010: **Yea: Unanimous Nay: None.**