



CITY OF MILWAUKIE

AGENDA

May 14, 2024

PLANNING COMMISSION

milwaukieoregon.gov

Hybrid Meeting Format: The Planning Commission will hold this meeting both in person at City Hall and through Zoom video. The public is invited to watch the meeting in person at City Hall, online through the City of Milwaukie YouTube page (https://www.youtube.com/channel/UCRFbfqe3OnDWLQKSB_m9cAw), or on Comcast Channel 30 within city limits.

If you wish to provide comments, the city encourages written comments via email at planning@milwaukieoregon.gov. Written comments should be submitted before the Planning Commission meeting begins to ensure that they can be provided to the Planning Commissioners ahead of time. To speak during the meeting, visit the meeting webpage (<https://www.milwaukieoregon.gov/planning/planning-commission-2>) and follow the Zoom webinar login instructions.

1.0 Call to Order – Procedural Matters — 6:30 PM

1.1 Native Lands Acknowledgment

2.0 Planning Commission Minutes – Motion Needed

2.1 April 9, 2024

3.0 Information Items

4.0 **Audience Participation** — This is an opportunity for the public to comment on any item not on the agenda

5.0 Community Involvement Advisory Committee (CIAC)

6.0 Work Session Items

6.1 Draft Transportation System Plan Goals and Policies

Summary: Review of the draft TSP Goals & Policies

Staff: Planning Manager, Laura Weigel
Assistant Planner, Ryan Dyar

6.2 Community Involvement Advisory Committee Overview

Summary: CIAC Overview

Staff: Planning Manager, Laura Weigel

7.0 Planning Department Other Business/Updates

8.0 Forecast for Future Meetings

- | | |
|---------------|---|
| May 28, 2024 | 1. Work Session Item: Part 2 - Natural Resources code amendments (Tree code coordination), <i>tentative</i> |
| | 2. Work Session Item: Natural Resources code amendments (WQR standards), <i>tentative</i> |
| June 11, 2024 | 1. Hearing Item: DR-2024-001 (1847 Food Park) |
| | 2. Hearing Item: VR-2024-003 (11932 SE 35 th Ave) |
| | 3. Work Session Item: Natural Resources code amendments (Mapping issues) |

Milwaukie Planning Commission Statement

The Planning Commission serves as an advisory body to, and a resource for, the City Council in land use matters. In this capacity, the mission of the Planning Commission is to articulate the Community's values and commitment to socially and environmentally responsible uses of its resources as reflected in the Comprehensive Plan.

1. **PROCEDURAL MATTERS.** If you wish to register to provide spoken comment at this meeting or for background information on agenda items please send an email to planning@milwaukieoregon.gov.
2. **PLANNING COMMISSION and CITY COUNCIL MINUTES.** City Council and Planning Commission minutes can be found on the City website at www.milwaukieoregon.gov/meetings.
3. **FORECAST FOR FUTURE MEETINGS.** These items are tentatively scheduled but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.
4. **TIME LIMIT POLICY.** The Commission intends to end each meeting by 10:00pm. The Planning Commission will pause discussion of agenda items at 9:45pm to discuss whether to continue an agenda item to a future date or finish the item.

Public Hearing Procedure

Those who wish to testify should attend the Zoom meeting posted on the city website, state their name and city of residence for the record, and remain available until the Chairperson has asked if there are any questions from the Commissioners. Speakers are asked to submit their contact information to staff via email so they may establish standing.

1. **STAFF REPORT.** Each hearing starts with a brief review of the staff report by staff. The report lists the criteria for the land use action being considered, as well as a recommended decision with reasons for that recommendation.
2. **CORRESPONDENCE.** Staff will report any verbal or written correspondence that has been received since the Commission was presented with its meeting packet.
3. **APPLICANT'S PRESENTATION.**
4. **PUBLIC TESTIMONY.** Comments or questions from interested persons and testimony from those in support or opposition of the application.
5. **QUESTIONS FROM COMMISSIONERS.** The commission will have the opportunity to ask for clarification from staff, the applicant, or those who have already testified.
6. **REBUTTAL TESTIMONY FROM APPLICANT.** After all public testimony, the commission will take rebuttal testimony from the applicant.
7. **CLOSING OF PUBLIC HEARING.** The Chairperson will close the public portion of the hearing. The Commission will then enter into deliberation. From this point in the hearing the Commission will not receive any additional testimony from the audience but may ask questions of anyone who has testified.
8. **COMMISSION DISCUSSION AND ACTION.** It is the Commission's intention to make a decision this evening on each issue on the agenda. Planning Commission decisions may be appealed to the City Council. If you wish to appeal a decision, please contact the Planning Department for information on the procedures and fees involved.
9. **MEETING CONTINUANCE.** Prior to the close of the first public hearing, any person may request an opportunity to present additional information at another time. If there is such a request, the Planning Commission will either continue the public hearing to a date certain or leave the record open for at least seven days for additional written evidence, argument, or testimony. The Planning Commission may ask the applicant to consider granting an extension of the 120-day time period for making a decision if a delay in making a decision could impact the ability of the City to take final action on the application, including resolution of all local appeals.

Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice

The city is committed to providing equal access to public meetings. To request listening and mobility assistance services contact the Office of the City Recorder at least 48 hours before the meeting by email at ocr@milwaukieoregon.gov or phone at 503-786-7502. To request Spanish language translation services email espanol@milwaukieoregon.gov at least 48 hours before the meeting. Staff will do their best to respond in a timely manner and to accommodate requests. Most Council meetings are broadcast live on the city's YouTube channel and Comcast Channel 30 in city limits.

Servicios de Accesibilidad para Reuniones y Aviso de la Ley de Estadounidenses con Discapacidades (ADA)

La ciudad se compromete a proporcionar igualdad de acceso para reuniones públicas. Para solicitar servicios de asistencia auditiva y de movilidad, favor de comunicarse a la Oficina del Registro de la Ciudad con un mínimo de 48 horas antes de la reunión por correo electrónico a ocr@milwaukieoregon.gov o llame al 503-786-7502. Para solicitar servicios de traducción al español, envíe un correo electrónico a espanol@milwaukieoregon.gov al menos 48 horas antes de la reunión. El personal hará todo lo posible para responder de manera oportuna y atender las solicitudes. La mayoría de las reuniones del Consejo de la Ciudad se transmiten en vivo en el canal de YouTube de la ciudad y el Canal 30 de Comcast dentro de los límites de la ciudad.

Milwaukie Planning Commission:

Jacob Sherman, Chair
Joshua Freeman, Vice Chair
Aaron Carpenter
Joseph Edge
Ernestina Fuenmayor
Will Mulhern

Planning Department Staff:

Laura Weigel, Planning Manager
Brett Kelter, Senior Planner
Vera Koliass, Senior Planner
Adam Heroux, Associate Planner
Ryan Dyar, Assistant Planner
Petra Johnson, Administrative Specialist II



CITY OF MILWAUKIE

PLANNING COMMISSION MINUTES

City Hall Council Chambers
10501 SE Main Street
www.milwaukieoregon.gov

May 14, 2024

Present: Jacob Sherman, Chair
Joshua Freeman, Vice Chair
Joseph Edge
Tina Fuenmayor
Will Mulhern

Staff: Ryan Dyar, Associate Planner
Laura Weigel, Planning Manager

Absent: Aaron Carpenter

(00:18:00)

1.0 Call to Order — Procedural Matters*

Chair Sherman called the meeting to order just after 6:30 p.m., read the conduct of meeting format into the record. **Vice Chair Freeman** read the Native Lands Acknowledgment and continued to chair the rest of the meeting.

Note: The information presented constitutes summarized minutes only. The meeting video is available by clicking the Video link at <http://www.milwaukieoregon.gov/meetings>.

(00:19:31)

2.0 Planning Commission Minutes

The April 9, 2024, minutes were approved as presented.

(00:20:26)

3.0 Information Items

Planning Manager, Laura Weigel let the commission know that Amy Erdt has resigned from the Planning Commission and a new commissioner will be appointed in July 2024. **Weigel** gave an update that staff member **Ryan Dyar** has been promoted to Associate Planner. **Weigel** provided an update on the neighborhood HUBS continuation following the recent City Council meeting, the conversation will continue July 16, 2024.

(00:24:09)

4.0 Audience Participation

No information was presented for this portion of the meeting.

(00:24:27)

5.0 Community Involvement Advisory Committee (CIAC)

No information was presented for this portion of the meeting.

(00:28:02)

6.0 Work Session Items

(00:28:07)

6.1 Draft Transportation System Plan Goals and Policies

Weigel presented an overview of the previous staff report verbally. **Weigel** moved forward with discussing each goal and policy with the commission. Regarding the equity goal, **Edge** commented on reducing urban flooding impact, heat island effects, access to nature / trails, and resiliency in natural hazard areas. **Vice Chair Freeman** agreed with **Edge** and highlighted that the vulnerable system user should be a prioritized targeted audience. **Weigel** discussed the next steps using the planning commission's feedback and revisions. **Chair Sherman** proposed sending an updated version of the goals and policies to the commission prior to meeting with council, **Edge** agreed with **Chair Sherman**. Climate friendly goals and policies: **Edge** expressed that the climate goal is currently trying to do too much and that a new goal should be created for ecological justice, **Edge** also shared his thoughts on Milwaukie becoming a leading small city in climate policy and that the goal language should reflect that ambition. **Commissioner Tina Fuenmayer** questioned the process for reviewing and prioritizing these goals. **Chair Sherman** shared his thoughts on the climate goal statement and language around the goal, **Chair Sherman & Fuenmayer** agreed with **Edge's** sentiments regarding creating an additional goal for environmental justice. **Vice Chair Freeman** questioned how many goals are truly actionable. **Weigel** discussed the city's budget and how it relates to prioritizing projects. **Associate Planner Ryan Dyar** discussed the scoring process for projects. **Commissioner Will Mulhern** shared his thoughts on adding an additional goal and recommended that the document make a clearer distinction between climate mitigation and adaptation. **Mulhern** asked about the conversation that led to striking out the term 'climate change'. **Dyar** explained that it was most likely to refine the goal's statement to be more inclusive of policies under the goal that are unrelated to climate change. Staff and the commission continued to discuss the process, function, and funding of the climate goal. Transit forward goal: **Mulhern** asked for an overview of how we work with other transit agencies. **Weigel** explained that when these agencies are in planning phases, they reach out to the city for open dialogue on what is needed. **Chair Sherman** brought up the need for transit connections to jobs, simplifying the name of the goal, and adding safety on transit. **Edge** discussed high-capacity transit routes and improvements to transit stations. Mobility, accessibility & connectivity goal: **Edge** discussed the wording in item 2. **Chair Sherman** discussed adding language to items 5 and 8. **Vice Chair Freeman** asked the commission to provide staff with potential language when making recommendations. Active healthy transportation choice's goal: **Chair Sherman** brought up the wording in item 7 and provided example language. **Edge** discussed the different classifications of commuter routes. **Weigel** talked about design standards, funding, the functional classifications of Milwaukie's streets, and performance measures. **Fuenmayer** commented on the wording in item 1. Coordination with local, regional, and state partners: **Edge** commented on state and regional work regarding wildlife mobility and habitat connectivity. **Edge** and **Weigel** discussed the ODOT and railroad facilities. **Chair Sherman** commented on the safety of the ODOT and railroad facilities. **Fuenmayer** commented on adding language to item 1. **Chair Sherman** mentioned coordinating

with the City of Portland regarding crossing elimination. Resiliency goal: **Mulhern** suggested changing this goal to emergency preparedness and proposed moving item 2 to the newly proposed ecological justice goal and provided example language. **Edge** commented on facilities being resilient to the 500-year floodplain and recommended changing the reference in item 4. **Edge** questioned the strikeout of the public works practice in this policy. **Dyar** spoke to the strikeout as well as the floodplain language. **Chair Sherman** further discussed the language around the floodplain and recommended using a more general term. Fiscal stewardship and system management: **Weigel** brought up moving 'explore and utilize grants' from other 'buckets' within the plan and placing it into this goal. **Chair Sherman** discussed the difference between a policy used to score projects vs other city policies that are important but are inoperable as evaluation criteria. **Chair Sherman** expressed the need to better understand how the goals and policies will be used to rank projects. **Edge** discussed the language in item 2 and expressed excitement for item 4. The commission continued to discuss the language within this policy. Economic vitality: **Edge** commented on item 4, expressing a desire to clearly state that the city wants to establish low-stress infrastructure in commercial hubs. **Chair Sherman** questioned how we are working with our partners in urban growth management areas on projects. **Weigel** explained how projects include committee and advisory members. **Chair Sherman** and **Edge** expressed satisfaction with item 5. **Edge** and **Chair Sherman** discussed bike transit needs. **Weigel** explained there will be more discussions regarding bike transit over the summer. **Fuenmayor** brought up language specificity regarding connectivity between living areas and economic areas. Parking Goal: **Edge** questioned what transportation projects are impacted by this goal. Staff explained that this goal is more related to how the city is managing parking and doesn't really play a role in the ranking of projects. The commission and staff discussed organizing policies throughout the TSP. Safety goal: **Mulhern** commented on splitting item 8 into 2 parts. **Chair Sherman** asked about neighborhood traffic management programs. **Weigel** linked the traffic management reference to the upcoming SPOT program. **Chair Sherman** commented on cut-through traffic policy and speed reduction. **Chair Sherman** discussed prioritized transit methods by establishing a modal hierarchy in the TSP. **Edge** commented on communicating the modal hierarchy, as well as more language around 'Vision Zero'. **Edge** questioned why item 6 was crossed out. **Dyar** explained that it is redundant to item 8. **Edge** also commented on items 2 & 3. **Chair Sherman** commented on the language in item 1 and confirmed who maintains Johnson Creek. **Fuenmayor** commented on clear vision standards and pedestrian blind spots. **Weigel** discussed the current requirements and agreed to work on additional language around the clear vision standards. **Edge** asked about including policy language about Transportation Demand Management programming for schools. **Weigel** agreed to think about what language can be added to the policy. **Chair Sherman** shared his thoughts on supporting alternative modes of transportation to schools / 'safe routes to school' plans. **Fuenmayor** mentioned including high schools along with elementary and middle schools into the policy. **Edge** asked if an agreement could be made with the county / ODOT to build to city standards. **Weigel** replied no. The commission discussed project coordination issues between the city and the county along with additional safety concerns related to slowing traffic along state-owned facilities and jurisdictional transfer of state owned facilities. The conversation came to a close.

(03:10:39)

6.2 Community Involvement Advisory Committee Overview

This work session item has been postponed for a future meeting.

(03:10:39)

7.0 Planning Department/Planning Commission Other Business/Updates

Chair Sherman asked the commission to let staff know if they will have any scheduling conflicts over the summer. **Vice Chair Freeman** informed the commission of the upcoming Juneteenth event on June 15th from 11am-3pm at Ball-Michel park.

(03:11:40)

8.0 Forecast for Future Meetings

May 28, 2024,	No items at this time
June 11, 2024,	Hearing Items: Downtown Design Review for 1847 Food Park Variance Request (11932 SE 35 th Ave) Campbell Charter School Conversion

Meeting adjourned at approximately 9:45 p.m.

Respectfully submitted,

Petra Johnson, Administrative Specialist II



CITY OF MILWAUKIE

PLANNING COMMISSION MINUTES

City Hall Community Room
10501 SE Main Street
www.milwaukieoregon.gov

April 9, 2024

Present: Jacob Sherman, Chair
Aaron Carpenter
Joseph Edge
Tina Fuenmayor
Will Mulhern

Staff: Brett Kelter, Senior Planner
Vera Kolias, Senior Planner
Laura Weigel, Planning Manager

Absent: Joshua Freeman, Vice Chair
Amy Erdt

(00:00:05)

1.0 Call to Order — Procedural Matters*

Chair Sherman called the meeting to order at 6:30 p.m., read the conduct of meeting format into the record, and Native Lands Acknowledgment.

Note: The information presented constitutes summarized minutes only. The meeting video is available by clicking the Video link at <http://www.milwaukieoregon.gov/meetings>.

(00:01:05)

2.0 Planning Commission Minutes

The February 27, 2024, and March 12, 2024 minutes were approved as presented.

(00:01:37)

3.0 Information Items

Planning Manager, Laura Weigel updated the commission about the new police chief being sworn in, as well as the departure of Ann Ober, Milwaukie's former City Manager. **Weigel** mentioned that Emma Sagor is currently the Acting City Manager until the position is filled.

(00:02:31)

4.0 Audience Participation

No information was presented for this portion of the meeting.

(00:02:55)

5.0 Community Involvement Advisory Committee (CIAC)

Weigel let the commission know that staff is working on an update regarding the role of the CIAC.

(00:04:17)

6.0 Hearing Items

(00:04:21)

6.1 ZA-2023-006 Title 17 Code Amendments

Senior Planner, Vera Koliass, announced the applicable sections of the Milwaukie Municipal Code (MMC): MMC 19.902, MMC 19.1008. **Koliass** presented the staff report via a power point presentation. Both are included in the meeting packet.

Chair Sherman closed the public testimony.

Commission Discussion:

Commissioner Joseph Edge spoke to the importance of ensuring the amendments are clear and objective to comply with state law, **Edge** followed up by saying staff has done a great job and supports approving the proposed amendments as presented.

Commissioner Aaron Carpenter agreed with Edge. **Chair Sherman** asked if **Edge** suggest they strike out 17.12.040.C.3 section of the proposal.

Edge motioned to approve ZA-2023-006 with the amendment to strike out 17.12.040.C.3.

Commissioner Carpenter seconded the motion. The motion was passed with a 5-0 vote.

(00:26:30)

7.0 Work Session Items

(00:26:32)

7.1 Natural Resources Code Amendments

Senior Planner, Brett Kolver presented the proposed code amendments. **Chair Sherman** commented on streamlining the language and the application process for natural resources and tree code. **Chair Sherman** asked a clarifying question regarding aligning the natural resources code with the tree code. **Kolver** explained that they are moving towards that, but that the natural resources code has additional goals. **Chair Sherman** spoke on the need for a clear and objective framework to benefit the public. **Edge** spoke to statewide land use planning Goals 5 & 6 and how they relate to state land use goals. **Edge** agreed to send detailed notes to **Kolver** which will be shared at the next natural resources discussion. **Edge** expressed the need for a breakdown of percentages regarding where the city's tree canopy comes from (i.e., what percentage is within designated natural resource areas). **Edge** spoke to the importance of conservation and preserving native habitat vs reaching canopy goals where that canopy may include invasive species. **Weigel** spoke to creating a process that the public can understand. **Edge** asked about separating the natural resources review from the tree code review based on zoning. **Commissioner Will Mulhern** spoke on why the canopy goal is in place, the impact of a tree canopy based on location, and what benefits specific tree canopies provide. **Chair Sherman** referenced the zoning map and noted clear delineating lines regarding habitat conservation areas.

(01:37:55)

8.0 Planning Department/Planning Commission Other Business/Updates

Edge let the commission know that the Transportation System Plan Advisory Committee meeting had been canceled this month and that there had been a fatal pedestrian / vehicle collision earlier in the day. **Chair Sherman** brought up the idea of adding traffic cameras to Hwy 224 and 99E. **Edge** spoke about advocating for extending medians. **Commissioner Tina Fuenmayor** discussed how future property development near the Hwy can help integrate traffic regulations.

(01:45:49)

9.0 Forecast for Future Meetings

April 23, 2024,	Hearing Item:	No items at this time
May 14, 2024,	Work Session:	Draft TSP Goals and Policies CIAC Update

Meeting adjourned at approximately 8:15 p.m.

Respectfully submitted,

Petra Johnson, Administrative Specialist II



CITY OF MILWAUKIE

To: Planning Commission

From: Laura Weigel, Planning Manager
Ryan Dyar, Assistant Planner
Jen Garbely, City Engineer

Date: May 3, 2024, for May 14, 2024, Work Session

Subject: Transportation System Plan Project Update

ACTION REQUESTED

Review and provide feedback on the draft Transportation System Plan (TSP) vision, goals and policies.

BACKGROUND INFORMATION

[February 7, 2023](#): Council approved the appointment of the TSP Advisory Committee, including a Planning Commission representative, Joseph Edge.

[June 20, 2023](#): Council authorized an intergovernmental agreement (IGA) with the Oregon Department of Transportation (ODOT) to update the city's Transportation System Plan (TSP) through an in-kind grant award from the transportation and growth management program.

[February 27, 2024](#): Staff provided the Commission with a TSP update including an overview of the timeline, Plan and Policy Framework, Community Profile, Engagement Plan, and the Financial Forecast.

The project is moving a little slower than originally anticipated due to the revised Transportation Planning Rule requirements as a result of the Governor's Executive Order 20-04, directing state agencies to reduce climate pollution. In response, the Oregon Land Conservation and Development Commission (LCDC) initiated the Climate Friendly Equitable Communities (CFEC) rulemaking process which amended OAR Chapter 660, Division 8, Division 12, and Division 44.

DLCD, ODOT and various consultants have been working on guiding documents to ensure jurisdictions understand the requirements of the new rules. The development of these guiding documents are a little behind the city's TSP process, which is impacting the city's timeline.

ANALYSIS

A key component of the TSP update includes developing the vision, goals and policies that will

be adopted in Chapter 13, Transportation, of the City's Comprehensive Plan and are the goals and policies of the TSP document. Collectively, they are intended to describe the desired transportation network in Milwaukie.

- Vision – A statement that holistically defines what the City wants its transportation system to look like.
- Goals – Goals are broad statements that identify how the vision statement will be achieved.
- Policies – Specific and measurable statements that help to achieve the goal.

Ultimately, these goals and policies will be used to help guide the review and documentation of existing and future transportation system needs, the development and evaluation of potential solutions to address the needs, and the selection and prioritization of preferred solutions for inclusion in the TSP. Additionally, policies are designed to provide guidance for developing projects and programs, but should be not so prescriptive to preclude implementation options based on specific circumstances and best practices that evolve over time.

City staff and the consultant team developed the initial draft vision, goals and policies for the TSP after analyzing Metro's Regional Transportation System Plan goals, the Oregon Transportation Planning Rule, the City of Milwaukie's Comprehensive Plan, and other ancillary City plans currently in effect. These background plans include the Central Milwaukie Land Use and Transportation Plan (2015), the City of Milwaukie Vision Statement (2017), the North Milwaukie Innovation Area Plan (2017), and the Climate Action Plan (2019). Each plan was initially reviewed for relevant transportation policies and actions. These policies and actions were then categorized by goal; many policies and actions are multipronged and could have been placed under various goals. After each goal and policy was categorized revisions were made to remove redundancies, condense for brevity and revise for clarity where appropriate.

There have been three [Advisory](#) and [Technical](#) Committee meetings thus far. At both February meetings each group reviewed and provided feedback on the draft vision, goals and policies. That feedback was incorporated into the version that was reviewed at a community workshop on March 21 with 16 community members.

Following the open house on March 21, a survey was conducted to gather additional feedback on the draft goals and policies. A total of 57 participants responded, with varying response rates for each goal. Feedback on the eleven goals ranged from support to disagreement, with some expressing concerns about specific wording or the inclusion of certain goals. City staff carefully evaluated each response and implemented changes to several policies based on the feedback received. The draft goals and policies (Attachment 1) include track changes from the community workshop and survey (Attachment 2).

Next Steps

Staff will be reviewing draft performance measures and the livable streets analysis with the technical and advisory committees in May and with the community in June. The Commission should expect to review these two documents in the summer.

QUESTIONS

Does the Commission have any suggested revisions to the draft vision, goals and policies?

ATTACHMENTS

1. Draft Vision Goals and Policies
2. May 21 Workshop Summary

Goal	Goal Statement	Policy #	Policies
Equity	New investments in Milwaukie’s transportation system are distributed fairly to reduce or eliminate transportation-related barriers and disparities, especially those experienced by marginalized or underserved populations.	1	Prioritize transportation improvements that improve access, <u>safety</u> , and connectivity to/from <u>for</u> underserved population groups, lower-income neighborhoods, and transportation disadvantaged groups.
		2	Explore and utilize grants and other innovative funding sources to fill in sidewalk gaps and construct Americans with Disabilities Act (ADA) improvements in support of the Safe Routes to School Program.
		3	Prohibit essential transportation facilities and uses that serve vulnerable populations from being located within areas prone to natural hazards.
Climate Friendly	Develop Provide a transportation system that <u>can help reduce pollution and works to minimize pollution and reduce positively</u> impacts <u>to</u> the environment and climate change .	1	Support <u>the transition to low and zero-emission vehicles and other emerging sustainable modes of transportation</u> through infrastructure investments, education, and regulations. the transition to low and zero-emission vehicles and other emerging sustainable modes of transportation.
		2	Establish land use patterns that reduce vehicle miles traveled (VMT) and greenhouse gas emissions.
		3	Prioritize transportation improvements that <u>minimize impacts to preserve</u> natural resources such as trees, streams, wetlands, wildlife corridors, and endangered species.
		4	Explore establishing targets for transportation mode splits.
Transit Forward	Improve public transit service <u>to, from, and</u> within Milwaukie.	1	Support TriMet and other transit providers in enhancing transit services and amenities, especially along congested corridors and in low-income communities, and <u>in other</u> underserved population centers.
		2	Advocate for prioritized and additional frequent transit service in areas <u>that lack connectivity and have</u> with the potential for new growth. and support/encourage higher intensity development in areas within walking distance of existing or planned frequent transit services.
		3	Work with transit agencies to identify <u>and eliminate</u> existing transit deficiencies and increase the accessibility of transit services to all potential users.
		4	Develop transportation hubs throughout Milwaukie and e Work with transit providers to ensure <u>all neighborhood/transportation</u> these hubs have adequate transit service.
		5	<u>Coordinate with TriMet to improve the safety, accessibility, and maintenance of transit stops in the city.</u>

Goal	Goal Statement	Policy #	Policies
Mobility, Accessibility, and Connectivity	Provide an efficient and well-connected multimodal transportation system that works to connect the community to key destinations.	1	Improve existing and create new diverse, multimodal connections between neighborhoods, schools, parks, transit stops, employment centers, Neighborhood Hubs, and other key destinations.
		2	Balance regional mobility needs with local connectivity and safety needs <u>with regional mobility needs.</u>
		3	Prioritize closing gaps in the existing pedestrian and bicycle network.
		4	Improve existing transportation facilities to meet Americans with Disabilities Act (ADA) standards.
		5	Minimize the barrier effect of large transportation facilities on connectivity and accessibility for all modes by improving east-west connectivity across Highway 224 to downtown, and across McLoughlin to the Willamette River and western neighborhoods, <u>and across the river.</u>
		6	Manage the right-of-way to e Ensure street design standards equitably <u>and safely</u> allocate or share space for all modes of transportation, including pedestrians, bicycles, rollers, and transit.
		7	Increase street grid connectivity to reduce out-of-direction travel and prevent neighborhoods with limited ingress and egress.
		8	<u>Minimize cut-through traffic on local streets.</u>
Active, Healthy, Transportation Choices	Establish and/or complete a network of multimodal facilities that make walking, biking, and rolling an attractive, comfortable, healthy, and convenient choice for people of all ages and abilities.	1	Provide and maintain walking, biking, and rolling access to key destinations such as Neighborhood Hubs, public spaces, schools, parks, commercial centers, industrial areas, transit routes/stops/centers, and recreational opportunities.
		2	Expand and improve wayfinding for active modes of travel to guide people to the safest and most efficient ways to actively navigate the transportation system.
		3	Identify and prioritize projects that close gaps in the existing active transportation network and support a street grid that provides options for transit, pedestrians, and bicyclists.
		4	Implement transportation demand management strategies, such as incentivizing employers to encourage active transportation and transit.
		5	Support the creation of valuable public and private space that is first-and-foremost designed for people, not automobiles, that prioritizes and enhances the experience for people walking, biking, and rolling, and is safe for users of all ages and abilities.
		6	Improve connections between the city's multimodal network and the regional trail system to promote active transportation and recreational opportunities.
		7	Make cycling more attractive than driving for trips under three miles. <u>Prioritize a complete, connected greenway network for pedestrians, cyclists and rollers.</u>

Goal	Goal Statement	Policy #	Policies
Coordination with Local, Regional, and State Partners	Foster and maintain relationships with public and private partners in the common interest of enhancing the city's transportation network.	1	Advocate for city priorities while coordinating city projects, policies, development actions, and mobility targets with partner agencies.
		2	Coordinate with emergency service providers to design streets to accommodate emergency service vehicles while ensuring city streets support active transportation.
		3	Ensure consistency with <u>federal</u> , state, regional, and local planning rules, regulations, and standards.
		4	Work with regional partners to build support for the improvement of regional connections for all modes.
		5	Collaborate with other agencies to efficiently fund transportation improvements and programs.
Resiliency	Develop a multimodal transportation system that provides travel options during normal conditions, natural disasters, or emergencies.	1	Identify transportation improvements that increase the diversity and number of travel routes between key destinations
		2	Design and maintain transportation systems and facilities to ensure that they are sustainable and resilient and utilize the <u>current-best</u> available science and technology.
		3	Coordinate with the Regional Disaster Preparedness Organization, Metro, and Clackamas County to improve designated emergency routes to aid in responding to natural disasters or weather-related events for all modes of transportation.
			<u>Require facilities in the 100 floodplain be designed for resiliency.</u>
Fiscal Stewardship and System Management	Make the most of transportation resources by leveraging available funding opportunities, preserve existing infrastructure, and reduce system maintenance costs.	1	Identify diverse and stable funding sources to implement multimodal transportation improvement projects.
		2	Improve the efficiency of the existing transportation network before adding capacity.
		3	<u>Invest</u> Prioritize investments in the maintenance of the transportation system.
		4	<u>Identify</u> Prioritize low cost, quick-to-implement solutions to identified transportation issues and monitor the results of those solutions.
		5	Require that new development citywide improves the quality and connectivity of the transportation system proportionate to its impacts.
		6	Account for rapidly changing technologies such as autonomous vehicles and other intelligent transportation systems while managing the transportation system.
		7	Identify opportunities to make <u>public</u> transportation investments that complement and leverage other public and private capital investments.

Goal	Goal Statement	Policy #	Policies
Economic Vitality	Develop a transportation system that supports and facilitates economic activity through the efficient movement of people, goods, and services.	1	Identify new projects and improve the existing transportation infrastructure throughout the city that facilitates greater economic development, within the Urban Renewal Area, Neighborhood Hubs, North Milwaukie Innovation Area, the Business Industrial area, and other potential areas.
		2	Ensure a safe and efficient freight system that facilitates the movements of goods to, from, and through Milwaukie, the region, and the state while minimizing conflicts with other transportation modes and impacts to surrounding areas.
		3	Partner with Metro and TriMet to increase transit service, particularly to underserved employment areas.
		4	Coordinate with regional rail providers to preserve rail freight service to businesses that depend on railroad service.
		5	Plan for light vehicle and human powered goods delivery throughout the city.
Parking	Reduce land used for parking to achieve local, state and regional parking goals while also managing parking impacts.	1	Promote the conversion of existing underused private and public parking areas to other uses.
		2	Facilitate shared parking agreements.
		3	Employ parking management measures as needed to address the impacts of new infill development.
		4	Develop parking management plans when warranted for major employment districts, downtown and key destinations.
		5	Ensure bicycle and micro-mobility parking is provided and unobstructed in and between neighborhoods, schools, parks, transit facilities, employment centers, Neighborhood Hubs, and other key destinations.
		6	Reduce the negative environmental and human health impacts of large parking lots, such as degradation of water quality, the heat island effect, and reduced pedestrian connectivity and safety.
Safety	Improve the safety and comfort of the multimodal transportation network.	1	Coordinate with ODOT and Clackamas County to create safe and comfortable pedestrian and bicycle movement on State/County-owned and operated facilities, especially Highway 224, McLoughlin Boulevard, and Johnson Creek Boulevard.
		2	Prioritize the safety of pedestrians and bicyclists <u>vulnerable system users</u> over on-street parking convenience and when improving the public right of way.
		3	Improve safety for more vulnerable system users, including pedestrians, bicyclists, transit users, rollers and those who need special accommodations under the Americans with Disabilities Act.
		4	Prioritize sidewalk and bikeway improvements that provide safe access to/from schools, parks, neighborhood hubs, activity centers, transit centers/stops, and Downtown Milwaukie.
		5	Coordinate with local and regional agency partners to develop street design standards that equitably balance the needs of emergency vehicles, freight vehicles, and multimodal users.
		6	Address locations with a history of serious injury crashes and fatalities on the roadway network.
		7	Improve vehicular circulation around schools to minimize pedestrian, <u>automobile</u> , and cyclist conflicts.
		8	Monitor the system to identify, prioritize and mitigate safety issues at high crash locations for all modes to move the City toward zero traffic deaths or serious injuries on the roadway network.
		9	Maintain a neighborhood traffic management program to address issues of excessive speeding and manage the use of the public right-of-way on local residential streets.



CITY OF MILWAUKIE

MILWAUKIE TSP OUTREACH EVENT #1

SUMMARY

Event Details

Date: Thursday, March 21, 2024

Event time: 6-7:30 p.m. (presentation/workshop segment from 6:15-7:15 p.m.)

Location: City Hall, Council Chambers (10501 SE Main Street)

OVERVIEW

ODOT and the City of Milwaukie hosted a Community Workshop to invite community members to review the draft TSP Vision, Goals and Policies and to give feedback.

PROMOTION AND NOTIFICATION

The City advertised the event in:

- The Engage Milwaukie website update and email blast containing event information
- Bookmarks distributed via the Ledding Library
- Banner on the City website
- Multiple event messages through Friday NDA newsletter
- School District email newsletter Peachjar
- Staff attendance at February 29 city sponsored multiple event openhouse
- Two social media posts

ATTENDANCE

Sixteen members of the community came to learn more about the Milwaukie TSP and give feedback.

The following project staff attended:

- ODOT: Glen Bolen, Kenny Werth
- City of Milwaukie: Laura Weigel, Ryan Dyar, Jen Garbely,
- JLA: Tracie Heidt, Katie Nelson
- Kittelson: Matt Hughart, Amy Griffiths

EVENT GOALS

- Understand the TSP process and schedule
- Learn the constraints involved in planning
- Give the project team feedback on refining the goals and policies

WORKSHOP FORMAT

Between 6 and 6: 15 p.m., attendees were welcomed in the hallway outside of Council Chambers by Katie Nelson and encouraged to sign in and view the display boards in the lobby before entering the Council Chambers. The display boards gave background information on the TSP and the process by which the City of Milwaukie will update the plan.

At 6:15 p.m. Laura Weigel gave a brief project overview to the gathered participants in Council Chambers and described how the workshop would be run. She referenced the Draft TSP Visions, Goals, and Policies Memo and noted that the group was charged with giving feedback on all of the draft goals and policies.

At each of the four small table groups, facilitated by project team staff, participants discussed two or three goals during 15-minute sessions and then rotated to another table group. Participants had the opportunity to discuss all of the 11 goals by the end of the workshop. Staff facilitated the discussions by asking participants to consider the following questions:

1. Is anything missing?
2. If anything is confusing, how could the language be changed?

Project staff took notes on flipcharts to capture participants' feedback (See Appendix A). At 7:15 p.m., Laura asked the four staff facilitators to summarize the feedback they had heard at their tables. At the end of the event, Laura gave a formal wrap-up and thanked participants for coming.

DRAFT TSP GOALS AND POLICIES

Below is a list of the 11 TSP goals that participants discussed. Each goal had between three and nine accompanying policies that participants conversed about.

Goals – Goals are broad statements that identify how the vision statement will be achieved.

Policies – Specific and measurable statements that help to achieve the goal.

Goals included:

- Equity
- Climate Friendly
- Transit Forward
- Mobility, Accessibility, and Connectivity
- Active, Healthy, Transportation Choices
- Coordination with Local, Regional, and State Partners
- Resiliency
- Fiscal Stewardship and System Management
- Economic Vitality
- Parking
- Safety



IN-PERSON EVENT FEEDBACK

In the small groups, participants shared their thoughts about how they would edit or clarify the policies under each goal. They offered suggestions on word choice, how to clarify sentence structures, and talked about their priorities for various policies. Staff recorded their feedback on flipcharts.

ONLINE SURVEY FEEDBACK

A total of 57 people participated in the online survey, which was open on the [Engage Milwaukie page](#) from March 22 through April 17. The webpage described each draft goal, listed its accompanying policies, one by one and invited people to give feedback on each goal. Feedback on the eleven goals ranged from support to disagreement, with some expressing concerns about specific wording or the inclusion of certain goals. City staff carefully evaluated each response and implemented changes to several policies based on the feedback received.

APPENDIX A

Attached are the unedited flipcharts that include staff notes of participant ideas and comments at each station.

APPENDIX B

See Attachment 3 “Comments Received via the community survey”

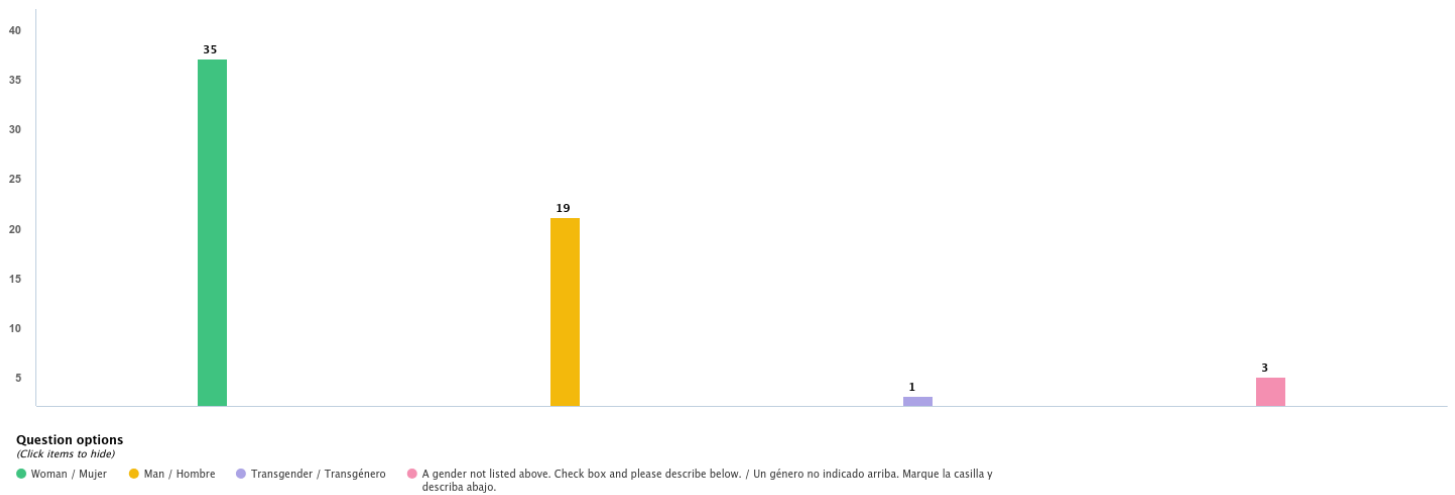
ONLINE SURVEY DEMOGRAPHICS

Below is the demographics data gathered from the participants who answered the demographics questions on the Engage Milwaukie survey.

GENDER

How do you identify your gender? (Please select all that apply)

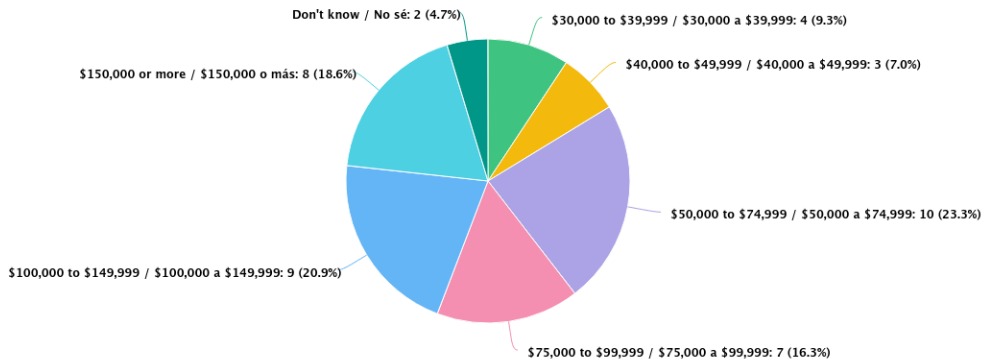
More women took the survey than other identified genders.



INCOME

Which of the following best represents the annual income of your household before taxes? (Select one)

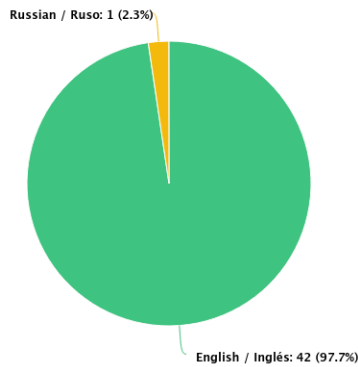
A wide variety of yearly income brackets was represented.



LANGUAGE

What language or dialect is used most in your home? (Select one)

Nearly everyone speaks English at home.

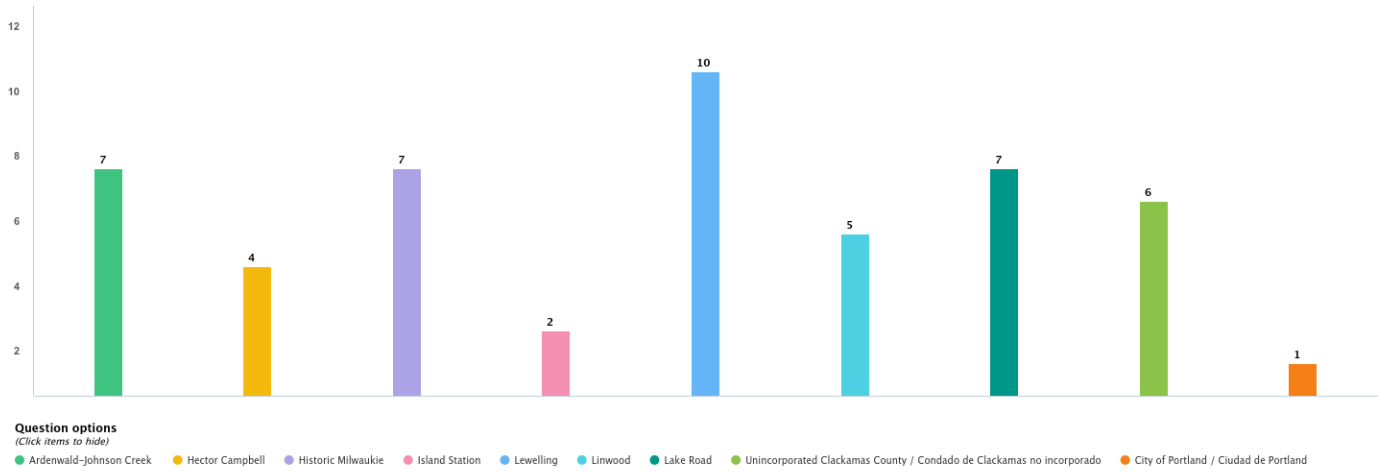


NEIGHBORHOOD

What is your neighborhood and/or where is your business/organization? (Select all that apply)

There was representation from all nine Neighborhood District Associations.

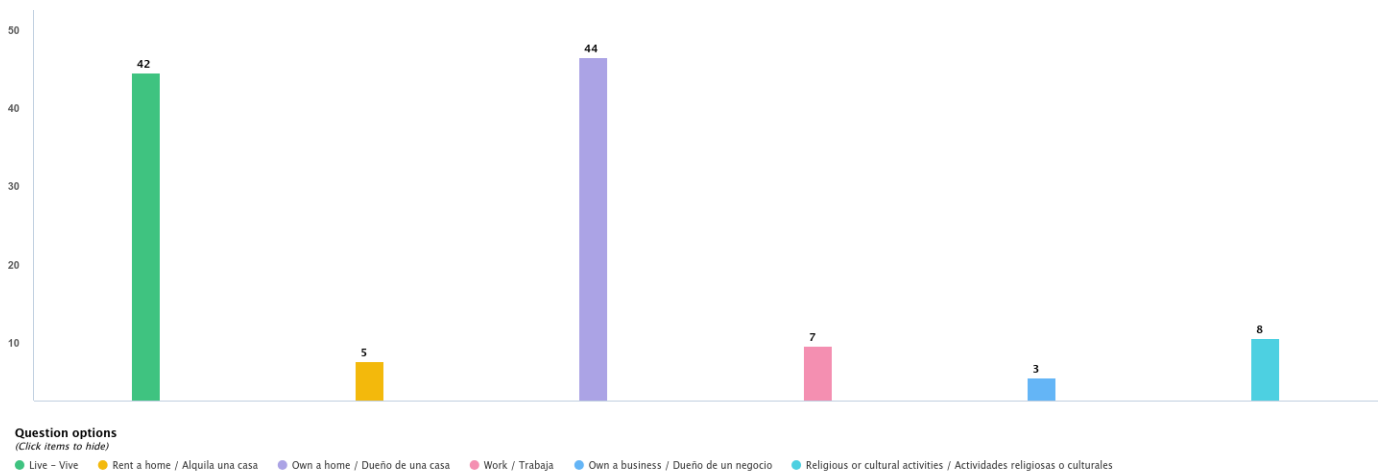
ATTACHMENT 2



OCCUPANCY

What is your connection to Milwaukie? (Select all that apply)

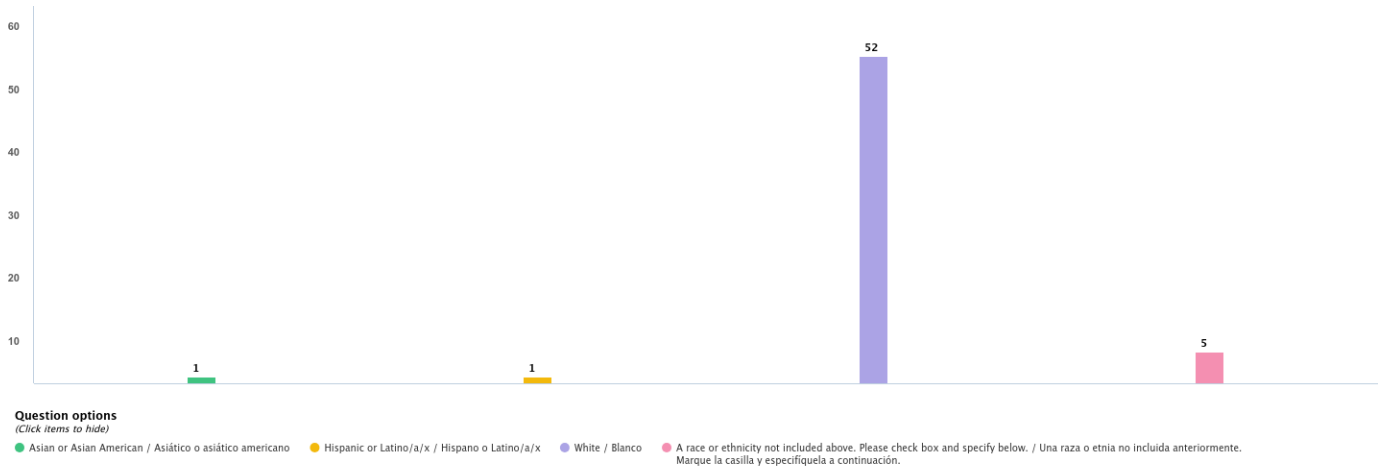
The majority of participants own a home in Milwaukie.



RACE

Within these broad categories, where would you place your racial or ethnic identity? (Select all that apply)

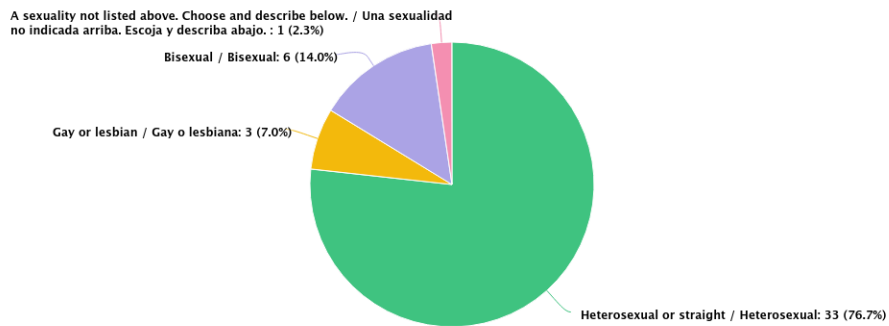
The majority of participants are White.



SEXUAL ORIENTATION

How do you describe your sexual orientation? (Select one)

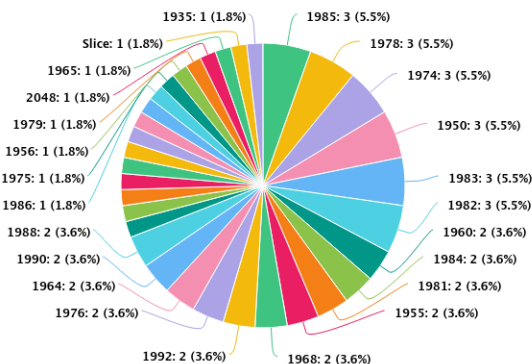
A variety of sexual orientations were represented.



YEAR BORN

What year were you born?

A variety of birth years were represented.



Appendix A



30

25 1/2" x 30 1/2" / PO
63,5 cm x 76,2 cm
5.2 SQ FT / 17" (0,48 m²)

Group 1

Matt/Kenny

- What is traffic Calming?
- Coordination between agencies
- Outreach and education

Equity

- New investments? Let's look at what we have already.
- What areas in Milwaukee are prone to natural hazards?

Climate

- New construction materials used in transportation projects
- Rubber tire toxins in streams
- Policy #1 might need some punctuation, (), ;
- Policy #3 "uplift" instead of "minimize"
- Policy #4 go further than "explore"
- Define mode split better!!
- Concerned about wildlife and pets
- Policy #2 seems redundant

Goal statement
- add "and to"

Transit

- Where would another transportation hub even be?

Climate cont...

- Policy #3 there are mature trees in ROW
- ↳ save trees

- ↳ identify where those are and make them known to people
- ↳ enhance existing

- Policy #4 add "share"

- Goal to have 1/2 mile transit access to more of City residents

- Work From Home, emphasis on parking
- Policy #4 add "neighborhood hubs"

- SE Stahley (narrowing project)

- Lynnwood

↳ hard to drive!!

- "Prioritize the priorities"

- Johnson Creek MAX → natural hazards

Tacoma

- NO bus service to Milwaukee Marketplace

- Policy #3 "identify and eliminate"
- CONNECTIVITY TO MAJOR TRANSIT HUBS
- ↳ D. All of the Above

2

Laura / Glenn

#6 ^{mobility} mobility

+ ensure street design standards allocate space...

ADD SAFETY

#2 Balance tog. + local - add safety

#5 mod. go from 22nd to 82nd

~~western + eastern~~

East + west ends of city
Linnwood gap

#1 Prioritize Complete Connected greenways network

#7 add NON - vehicular connectivity
+ walking ESP w/ key destinations

#6 - Change "Allocate" to "Share" space
thinking of Ubanets

~~#~~ place making - ability Festival Streets

Active & Healthy

2# - Inverse - ~~to~~ Having Cars choose NOT
to use streets (i.e. Diverters)

Minimize Cut Through Traffic on local
streets

#7 add walking & Rolling

#5 more thoughts on Greenways
distinction between [↑] + other multi modal streets

Next Group

#7 Concern for those unable to use Active Transportation

Mobility #5 barriers to access add Willamette River
M 2 PS Support

204 splits city in half - especially for Bikes

M 7 - big Challenge

M 6 Should curbs be there? + Freight

Notion of managing ROW for now & Future needs

Active #7 How is it different than other items
- 3 mile

7 - Promote Greenways

importance of ongoing
maintenance for Bike ways

Mobility

Concern about Spreading (noting Stanley)

Stanley - Parking on one side Sidewalk on the other

noted Home business requiring Larger truck w/ Trailer to help
to navigate some smaller multi modal streets

Active/healthy

#5

Prioritized "Separated"

NOT JUST Protected

also... Safe + enjoyable

GROUP 3

Ryan / Tracie

Consistent connections in region

2nd policy - question of coordination
 e.g. emergency vehicles vs. speed humps
 Speeds affected (slowed down)

Resiliency - climate friendly permeable design

#4 - Include Multi-use paths

(Linwood path not salted in ice storm / when icy)

#4 Restoring bike = safety too

Maintenance of vehicles #2 + ③ - rethink
 Fiscal Stewardship

Resiliency #3 Emergency vehicles - Bikes will be crucial when power lines down
 "Where are the emergency routes?"
 aka Evacuation routes for bikes

#4 Stop signs

Fiscal #2 "adding — capacity" implies "vehicle"? Not supposed to.

Cottage Cluster development near 42nd + Tacoma - vehicle impact

Fiscal policies - fear that it's too car centric

Fiscal #3 - What is the prioritization over
 what are we prioritizing maintenance over?

Fiscal - Road use charges

How to promote biking in industrial areas? → incentives!
 i.e. encourage employees to ride



SUPERSTICKY EASELPAD
TABLEAU A FEUILLES MOBILES SUPERCOLLANTES
SUPERADHESIVAS BLOC DE HOJAS REPOSICIONABLES



30

25 IN/PO x 30 IN/PO
63,5 cm x 76,2 cm
5.2 SQ FT/PI² (0,48 m²)

Group 3

Coordination - "Are utilities included?" "Yes"
The usage of the word "current?"

#2 Resiliency

#2 Connotation of "sustainable"

#2 - Be open to traffic circles to be more efficient

Resiliency - education or wayfinding signage to emergency routes
(in a disaster event)

Encourage public awareness

Which ~~top~~ transp. routes should be safe? Are they designed to a higher standard?

Resiliency - longer-term things should be identified
(thinking proactively rather than reactively)

Fiscal #5 SDCs? Proportionality

#7 - Add "active transportation" too?

Resiliency #2 assess and anticipate longer term potential ..."

Group 4

Ten / Amy

Stanley

Economic Vitality

5 - Add "robotic delivery"

1 - Milwaukee marketplace needs sidewalks
marketplace needs restaurants, trees, and greenery

General - keep business fees low, what do we get for our business license?

1 - temporary closures of streets can be a form of economic development

Goal Statement - make people linger at places longer, placemaking - helps businesses

Parking

2 - ~~don't~~ facilitate parking agreements is confusing
don't want to reduce parking, street parking on Stanley imp't to Carla and Gary's business.

parking inconsistent across the city

4 - Key destinations, "and parks"

- 5 - where is there micromobility?
- goals for how much bike/car parking (bike mode split)
- requirements for bike parking?
- safer bike parking (like bike cages)
- visibility of bike parking is important

4 - add parking management plans "for cars and bikes" or "for all modes"

1 - desired underused, what is the standard for what is underused? What are we converting it to?

Safety

Don't understand #9

people drive too fast

ELWS likes what they did on 42nd

7 - don't want vehicles around schools at all, or want to make it focus on safety

6 - NDA's need to be giving input on what safety improvements are needed

6 - wants to focus on all crashes, not just fatal serious

we need safer and more comfortable facilities

tasks for improving ped/bike safety

prioritize enforcement of ~~and~~ parking in bike lanes

3 - improve safety AND access for more vulnerable safety users

2 - add "and rolling"

5 - include the community in coordination

Greenways - what do you do at intersections?
segments have narrow but identify that it's a greenway in the intersection. skip lines?

8 & 9

- don't want the survivorship bias, want proactive approach to safety, don't only address places where people have died

9 - improve neighborhood traffic management not just maintained

- and maybe 9 includes more than just speeding

- partnership with law enforcement for safety

signage indicating high crash areas

likes #2



TSP Goals and Policies Survey

SURVEY RESPONSE REPORT

12 November 2020 - 30 April 2024

PROJECT NAME:

Transportation System Plan: 2023-25 Update



SURVEY QUESTIONS


Q1 Provide feedback on Goal 1: Equity and its policies.

Screen Name Redacted

3/23/2024 10:09 AM

While equity is important, it should not be made more important than citizens who are using the streets for transportation in their businesses to provide economic vitality to the community. When parking is sacrificed that impede business, less customers can shop at my business. Not one of my clients arrive by bus or mass transit to my place of business. I have a home based business on SE Stanley.

Screen Name Redacted

3/22/2024 12:54 PM

Yes to all, however, Trimet changes due to staffing and funding cause disruption to equal access. Recent Changes to the border areas with unincorporated Clackamas County have greatly affected the most vulnerable in our neighborhoods.

Screen Name Redacted

3/22/2024 01:09 PM

Sounds friendly on paper. For meaningful feedback, maps showing different income neighborhoods overlaid with known natural hazards would be helpful.

Screen Name Redacted

3/22/2024 12:52 PM

Sounds good - if executed

Screen Name Redacted

3/22/2024 01:29 PM

Priority #1 should be improvements to Railroad Avenue which will balloon in importance due to the Monroe greenway project as well as increased traffic from higher density housing planned along the route. Railroad Avenue needs a full length sidewalk, a center turn lane, and a pedestrian bridge to Industrial way (like the one I have seen for years on a CIP map at Wood Avenue.

Screen Name Redacted

3/22/2024 02:01 PM

This seems spot on!

Screen Name Redacted

3/22/2024 05:30 PM

It's a good goal, but shouldn't be prioritized over efficiency or livability

Screen Name Redacted

3/22/2024 03:14 PM

I have concerns about Policy #3 (prohibition of transportation facilities and uses within "areas prone to natural hazards") because it presents a conflict with the other two policies in implementing this goal. It would be helpful if this survey included links to maps that identify what the city means by "areas prone to natural hazards" because I suspect that many residents live in these areas and many SAFE



identified priority 1 facilities (schools, services, etc) are also located in these areas. A prohibition on locating transportation facilities in these areas might actually exacerbate the barriers and disparities this goal aims to correct. Instead of a prohibition, a better option might be to require that facilities in hazard-prone areas be designed for resiliency to withstand the specific hazards identified in those areas.

Screen Name Redacted

3/22/2024 02:18 PM

Need for more sidewalks in Linwood neighborhood to increase ADA access and provide safe school routes

Screen Name Redacted

3/22/2024 02:50 PM

Goal should prioritize all citizen's

Screen Name Redacted

3/22/2024 04:24 PM

Please define 'underserved population' and 'transportation disadvantaged groups'. Policy #3 doesn't make sense. So a wheelchair user owning a house in the flood plain is not entitled to a bus stop near them? This is weakly worded. The entire City of Milwaukie is in a subduction earthquake zone.

Screen Name Redacted

3/23/2024 07:30 AM

I agree with this

Screen Name Redacted

3/23/2024 09:28 AM

I understand the intent of #3 but are there circumstances where low income and disadvantaged populations are living in areas prone to natural hazards? I would be interested in seeing a map of natural hazards areas to understand how residents in those areas would be impacted by diminished transportation services.

Screen Name Redacted

3/23/2024 03:41 PM

I think policy #2 is the most important, then 1, then 3 last. The entire town is prone to natural hazards. That just sounds like you're trying to find a problem to fix.

Screen Name Redacted

3/23/2024 04:17 PM

I feel the #2 should be the top priority. gaps in the sidewalks near school has created a very dangerous situation for school kids. We also need more crosswalks WITH flashing lights. cars a blowing through crosswalks every single day in Milwaukie IN school zones during start and dismissal of school.

Screen Name Redacted

3/23/2024 05:22 PM

#2 is particularly important for citizens crossing high traffic streets, such as hwy 224 when trying to walk/bike/stroller/walker etc, to downtown.



Screen Name Redacted

3/23/2024 09:36 PM

There really isn't a geographic concentration of lower-income neighborhoods other than maybe Hillside and some low income housing units near Milwaukie High School. And these locations already sit on avenues with frequent bus service. Just concentrate on upgrading as many neighborhood streets as you can. Most everyone of all walks of life will benefit. And don't forget that low income working folks need access to vehicle and roads and parking.

Screen Name Redacted

3/24/2024 09:39 AM

This provides a strong foundation for pursuit of equitable transportation systems. It allows for the establishment of systems for those most dependent/receiving most benefit, most specifically access and mitigation of hazards and barriers. One element that appears to be missing - making stops for these services useful. Far too many stops do not provide cover/protection against the elements. Having relied on public transit for several years now, it can be difficult having to account for the absence of protective structures while awaiting services. To be fair, this may be outside the purview of the goal and plan; but if not, it should be given more consideration and support.

Screen Name Redacted

3/25/2024 09:08 AM

Just make improvements UNIFORM. . And please consider the climate in pnw, RAIN. Families in Milwaukie drive to complete their days. Grocery store, school, work, tto and from care facility. Biking is a leisure activity here Not a daily mode of transportation. And stop planting trees under power lines when you make all these new changed. Plant them on the opposite side of the street.

Screen Name Redacted

3/25/2024 09:56 AM

prioritize #2

Screen Name Redacted

3/25/2024 10:39 AM

Great!

Screen Name Redacted

3/25/2024 10:13 AM

Very important. Milwaukie has a growing wealth gap and we need to make sure that people who do not have the same resources as others have the same access to get from point A to point B.

Screen Name Redacted

3/25/2024 02:31 PM

appropriate

Screen Name Redacted

I fully agree and am glad that equity and access are being prioritized!



3/27/2024 11:13 AM

Screen Name Redacted

3/28/2024 06:51 PM

"Equity" isn't a goal as much as it is a way of codifying and politicizing every decision by the City of Milwaukie. Instead of the GOAL of providing safe and well maintained roads, you would have us use a political lens with which to view all City decisions. There is no metric for equity. Please consider abandoning the equity lens as the tide appears to be turning, Many companies and jurisdictions are turning away from it. Roads aren't racist.

Screen Name Redacted

3/31/2024 10:51 AM

#2 -- While the Safe Routes to School program is important, I think that ADA improvements are important everywhere in Milwaukie.

Screen Name Redacted

4/08/2024 01:11 PM

I could not find anything related to policy # 3. What natural hazards? Are we talking about landslides? This policy could be removed.

Screen Name Redacted

4/07/2024 11:05 PM

I

Screen Name Redacted

4/09/2024 12:51 PM

Buzz word that aims to provide "equal" treatment for all classes of residents and visitors. Common sense and practicality needs to be the guiding force with altruistic motives. Hiring a minority for a specific work needs to be based on the satisfactory outcome not just the fact of the minority status.

Screen Name Redacted

4/15/2024 02:10 PM

The new Lynwood walking/biking corridor is great! Maybe King Road and Lake Road are next??? More clearly marked Greenway Streets that interconnect and allow pedestrian/bicycle routes around Milwaukie.

Screen Name Redacted

4/16/2024 09:28 AM

2 - Filling sidewalk gaps would be massive. It doesn't take much walking outside of downtown Milwaukie before pedestrians are funneled into the mix of traffic due to a lack of sidewalks.

Screen Name Redacted

4/16/2024 09:45 AM

Policy 1: Are there specific low-income areas that don't have bus routes nearby? that's surprising, but seemingly simple to address with a change in bus routes. Policy 2: I'm all for sidewalks

Screen Name Redacted

4/16/2024 09:34 AM

goal 1 - it would be helpful if public transit also included access to natural areas, like spring garden. goal 3 - some transportation options (walking) depending on crossing very busy roads, such as johnson



creek or 82nd avenue. Making more pedestrian and bike friendly crossings (overhead passes with ramps) is expensive but would make a huge difference

Screen Name Redacted

4/16/2024 01:32 PM

Agree that this should be a goal. I think it should also include consideration of the needs in the community as well. If there are high crash corridors, those should be prioritized. If there's assessments showing certain areas have less safe pathways to walk in their community, those should be prioritized. Ideally, I'd like there to be data analysis on city wide matters to make sure we're funding needed projects and not only "squeaky wheel" projects.

Screen Name Redacted

4/16/2024 10:57 AM

I live on Oatfield Road between Park and Lake. My husband is visually disabled and relies on public transportation. Despite living very close to the Orange Line he can't use it because the road is busy and there are no sidewalks, so walking to public transportation is unsafe. Despite contacting the city about that, we have heard no response. He has also contacted the city about getting a crosswalk put in but was told it was unnecessary in that area. How do you intend to serve marginalized communities when the disabled are unable to use these public transportation systems due to lack of sidewalks and safe access?

Screen Name Redacted

4/16/2024 11:34 AM

Milwaukie has one train line that arrives from Portland, and Portland only. It was established to give residents a ride into Portland, not the other way around. Equity is wonderful, applied correctly will help Milwaukie grow and sustain its tiny economy. This stupid drivel is not it. The vast majority of people still traveling to Milwaukie are employees. We work here, we shop here, we pay your taxes, we park on your incredibly obnoxious to park on streets, because we all moved out of the nightmare that is Portland, and don't take the nightmarish public transportation. Trying to ignore the fact that it is not 2019 and the economy doesn't work like it used to is both stupid and damaging. The theoretical protection of vulnerable populations at the cost of the rest of the down town businesses has to be one of the stupider things to have come out of Milwaukie in recent years. How will you fund this this stupidity when there are no longer any businesses downtown? Many of my coworkers are already on the fence with return to office mandates. This will push allot of them over the line.

Screen Name Redacted

4/16/2024 11:56 AM

This is a good goal statement.



Screen Name Redacted

4/16/2024 01:25 PM

Goal 1 -- TriMet has basically gutted the bus service to force people to use the Orange Line. TriMet is experiencing a driver shortage which has rendered the Orange Line unreliable. Underserved populations are not being represented in TriMet's decisions to discontinue bus lines or limit service on remaining lines. The City of Milwaukie should investigate TriMet's current proposal to discontinue the 99 bus line and replace it with a bus line that funnels people back onto the Orange Line.

Screen Name Redacted

4/16/2024 05:38 PM

I have a visual disability that forces me to use public transit so i can say that inclusion of max the line has been a great asset. Also the improvements for bike lanes to lake road have helped greatly. My issue is that i live between McLaughlin and lake road and the experience of getting to those transit pipelines is pretty bad. Oatfield between Park and lake road lacks not only a bikelane on the south side, but any shoulder all, forcing me to ride a bike or scooter with traffic at high speed. I also have to avoid the right side of the lane entirely because the storm drain grills are up to 5 inches below the road surface, creating very dangers obstacles for a non-car. I especially want to call out this section of oatfield because the city of Milwaukie lists it as a bike transit option (and it is the only option) between McLaughlin and Lake road.

Screen Name Redacted

4/16/2024 05:34 PM

Supporting equity in the transportation system is an excellent goal. May it live long and prosper.

Screen Name Redacted

4/16/2024 07:56 PM

It's a difficult balance to find between selecting projects that will have positive impacts for the most people vs. projects that improve things for a disadvantaged minority..... I don't envy having to make these choices.. I think that major safety improvements for children and rectification of known dangerous areas should always take priority, but after that the it seems that we should tilt towards improvements that serve the disadvantaged more, even if it makes a known non-dangerous but otherwise troublesome area in need of improvement that would impact more citizens down a notch in the priority list....

Screen Name Redacted

4/16/2024 09:36 PM

seems to fill in equity to those of marginalized demographics, not putting them in harmful environments helps with inclusion to society/community

Screen Name Redacted

4/16/2024 11:47 PM

Equity must, in my view, be the north star for the TSP. The economy and livability of our city are both best served when historically disadvantaged areas and populations have easy and walkable



access to public transit options; safe and well-appointed transportation hubs, stations, and stops; safe sidewalks; and safe street crossings.

Screen Name Redacted

4/17/2024 06:05 AM

Prioritize safe routes to schools

Screen Name Redacted

4/17/2024 04:01 PM

I hope that policy #3 doesn't hinder access to transit development; I don't know exactly what "areas prone to natural disasters" means, but it seems like it could include a lot of the region. I am really happy to see infrastructure for biking, but I think it's important to remember that bike commuters are more likely to be white and overwhelmingly more likely to be men. Bike commuting is also the least common commuting method in most areas, including Portland. So biking infrastructure is a nice to have, but we should be sure we're prioritizing public transit and walking infrastructure first to have the greatest impact.

Optional question (45 response(s), 12 skipped)

Question type: Essay Question

Q2 Provide feedback on Goal 2: Climate Friendly and its policies.

Screen Name Redacted

3/23/2024 10:09 AM

I am never going to stop driving my car to ride a bike, bus or light rail. They are too inconvenient to my schedule. We also own and show classic British sports cars, specifically convertibles, they are owned for the pure pleasure of driving and riding in during beautiful sunny days. After evaluating electric cars, speaking with friends who own them, we now know we will never own them with their battery pitfalls and lack of convenient charging stations. However, we do see the benefit of encouraging hybrid vehicles which do reduce gas emissions.

Screen Name Redacted

3/22/2024 12:54 PM

Yes to all, I would like to see existing trees be particularly focused on for sustainability and keeping our heat dome effect at a minimum. Implementing a heritage tree program to save vulnerable native trees, and our most tallest trees in our community (that are healthy).

Screen Name Redacted

3/22/2024 01:09 PM

Again, sounds lovely on paper. However, with the ludicrous proliferation of e-bikes, policies dealing with mixed-use travel conduits, speed limits, cargo limits, group etiquette, etc., will be a tricky needle to thread.



Screen Name Redacted

3/22/2024 12:52 PM

Sounds good - if executed

Screen Name Redacted

3/22/2024 01:29 PM

Small business should be allowed along Linwood Avenue. Providing walkable business would bring down needs to drive.

Screen Name Redacted

3/22/2024 01:43 PM

I don't know what #4 means and it makes me uncomfortable. Is a target a mandate? The city should not be creating regulations requiring citizens to drive a certain type of vehicle. We can encourage sustainability, but people have freedom to choose.

Screen Name Redacted

3/22/2024 02:01 PM

Policy #2 seems like an incredibly important way to develop our city.

Screen Name Redacted

3/22/2024 05:30 PM

#3 is an excellent goal. The others are extremely vague and may cause a burden on existing households in the community. This should be avoided.

Screen Name Redacted

3/22/2024 02:50 PM

This community relies on vehicles due to where it is located. Cleaner vehicles will have as technology progress. The city can not regulate its citizens to this transition as this will cause more resistance.

Screen Name Redacted

3/22/2024 04:24 PM

Policy #2 is vague and ambiguous. Policy #4 - Define 'transportation mode splits'.

Screen Name Redacted

3/22/2024 04:08 PM

Keep in mind the environmental cost of paving over more land with more streets.

Screen Name Redacted

3/23/2024 07:30 AM

I agree with wanting to minimize pollution but we also need to understand and plan for the vehicles that residents currently have. The population of Milwaukie can gradually make this change. It won't happy overnight.

Screen Name Redacted

3/23/2024 09:28 AM

Regarding #1: Unsure how impactful a city is with respect to consumer choices in vehicles. Unless the focus is on converting the city's fleet. Another area would be policies focused on the vendors utilized by the city, or whenever the city is negotiating services or selecting contractors etc



Screen Name Redacted

3/23/2024 01:46 PM

Diverters at intersections make this driver drive more miles, in opposition to Policy #2

Screen Name Redacted

3/23/2024 04:17 PM

creating more bike paths (looking at you Railroad ave) would greatly help this goal with very little cost to residents. Buying a bike is far more reasonable than buying an electric car.

Screen Name Redacted

3/23/2024 09:36 PM

Except for Policy 3 of Goal 2, this Goal is garbage. Exhaust from newer cars is no longer the primary source of pollution in the transportation sector. The real pollution that government bureaucracies are slow to recognize is that vehicle tire wear gives off particle pollution, and guess what? All Electric vehicles weigh more than conventional gasoline and gasoline-hybrid cars such that EVs actually are more polluting than conventional and hybrid cars. Stop trying to social engineer people out of their cars. This 30 year plus old Oregon transportation rule needs to be chucked, because even the working poor need vehicle mobility to make ends meet.

Screen Name Redacted

3/24/2024 09:39 AM

De-prioritizing single occupant vehicle transportation can have a sizable impact on mitigating environmental degradation and the generation of carbon emissions. Not as much as decarbonizing energy transmission systems or, y'know, getting people to consume less of everything, but impactful it will surely be. To that, perhaps vehicle surcharges should be considered, tied to income levels, with generated funds put to use in lessening/deferring the costs of public transit. Simply allowing people to continue as if nothing is wrong is part of the problem. (Returning to add that the elderly and the disabled would be exempt from these, as would those who earn below 15% above a living wage.)

Screen Name Redacted

3/24/2024 02:54 PM

I don't know where this fits in the policy #'s, but Historic Milwaukie NDA has been working diligently toward establishing a Pollinator Pathway downtown on Main St (and somewhat on 21st) between Kellogg and Johnson Creeks, by planting and nurturing native and pollinator friendly plants in this corridor. One of the challenges is that large vehicles turn from Main St to the side streets, especially but not only Washington, driving over and destroying the plantings. Any help in designing routes for large vehicles away from the small downtown corridor would be very helpful.

Screen Name Redacted

3/25/2024 09:08 AM

Again make all the infrastructure changes UNIFORM. It improves the look of the city. Stop planting trees under power lines. I walk or bike



for exercise or leisure activity, not daily transportation. It takes too long and I am too busy. And please consider the elderly when trying to get people of our cars.

Screen Name Redacted

3/25/2024 10:39 AM

I don't know what 4 is, and Google was little help. I would prioritize them 3, 2, 1, then 4.

Screen Name Redacted

3/25/2024 10:13 AM

Less important than equity.

Screen Name Redacted

3/25/2024 02:31 PM

#2 existing land use (where housing exists) requires driving for nearly everything

Screen Name Redacted

3/27/2024 11:13 AM

Again, I fully agree! Thank you for centering climate needs.

Screen Name Redacted

3/28/2024 06:51 PM

While most of us agree that we want a safe and clean environment, these policies will do NOTHING to achieve that goal. The City of Milwaukie should concentrate on safe and well-maintained streets for use by the vehicle of one's choice. It the not the City of Miwaukie's job to force anyone into an electric vehicle. The only thing an electric vehicle does is move the pollution somewhere else. The battery was still manufactured, all powered by diesel, open strip mines in China, which flow into the river thru Vietnam.....ugh I can't even with this question. AND there is not enough Lithium in the WORLD to support everyone driving an electric car, AND the grid cannot support having all electric cards plugged in at the same time....IT IS NOT GOING TO WORK! YOUR job is not to force anyone out of their vehicle, please, it's laughable to think that you're saving the world with a largely blue-collared city. You might not realize it but this is 100% neo-Marxist. PLEASE for the love of the planet, STOP. and for reality, STOP. When all the pot holes are filled, and repaired all the sidewalks we can talk about these LUXURY beliefs.

Screen Name Redacted

3/31/2024 10:51 AM

Please fix poor grammar in Goal Statement. I think targets for mode splits are important.

Screen Name Redacted

4/08/2024 01:11 PM

This is a lofty goal but if we can get there, that'll be great. As a pedestrian, I would like paved roads where I am not going to get run over by a car. As a driver, I would like less obstruction so that I can avoid people and things in the middle of the road.



Screen Name Redacted

4/07/2024 11:05 PM

A lot of money looks like it went into linwood street for bicycle lanes on each side of the road but many surrounding neighborhoods are full of potholes and need improvements. I'm sure use of bicycles lower emissions but I don't see very many tax payers riding their bikes to work in the rain. I live in the Linwood neighborhood and would love to see our many potholes filled in and streets paved.

Screen Name Redacted

4/09/2024 12:51 PM

Very important to connect stores with apartment and home dwellers with sidewalks to encourage walking and cut down on vehicle pollution. Adams street (Milwaukie museum) feels very dangerous since it intersects with Railroad and Oak street. No one wants to walk on wet grass and side step puddles. Engines or motors that are two stroke versus four stroke is very polluting (leaf blowers, lawn mowers, tree trimmers, chainsaws, motorcycles, etc. Landscapers in the city have good access to electricity and these polluting appliances need to be transitioned to either electric or 4 stroke engines. This needs to be a priority not a tsp goal since this should not wait!! Homeowners and commercial landscapers for apartments and businesses need to also transition. My electric easy to use leaf blower has maximum power!

Screen Name Redacted

4/13/2024 09:47 PM

McLoughlin is a car strip. Why not make it more green, parks, and have round about vs stoplights. Roundabouts would use far less emissions.

Screen Name Redacted

4/16/2024 09:28 AM

2 - Encouraging land use to allow access to core amenities in a way where driving is not the primary or most convenient option will be key to this goal.

Screen Name Redacted

4/16/2024 09:45 AM

Policy 2: I am fully against any policy that will reduce the numbers of traffic lanes or otherwise impact traffic flow. That will not force people to stop driving. It will only create more traffic problems. Idling cars will only increase emissions. Not to mention that the growth of Milwaukie is dependent upon it's convenient access to downtown Portland.

Screen Name Redacted

4/16/2024 01:32 PM

I think the bike and pedestrian routes in our city are poor and make it feel unsafe to make a mode switch and favor non-car modes. We need to prioritize investments that don't center car use and help build systems that will foster other modes. Ideally, I'd like to see these pedestrian and bike systems be built based on a transit network so we can all better access transit.



Screen Name Redacted

4/16/2024 10:57 AM

Again, tying back to my experience on Oatfield, adding sidewalks would ensure more people could use public transportation and therefore lower street pollution.

Screen Name Redacted

4/16/2024 11:34 AM

This isn't Chicago. Milwaukie is as rural and eccentric as Oregon gets. The pay here is the lowest in the metro area besides Gresham. You are forcing yourself further into recession by making these decisions at the worst possible time. I do not support this, I hope no one else does.

Screen Name Redacted

4/16/2024 11:56 AM

Education and regulations should not be in the No. 1 policy. Does the city have any evidence that education outweighs other factors in residents' transportation decisions? Based on personal experience, the cost, ability to arrive on time and ease of use are the top factors in my decisions on the mode of transit I use. For example, I take light rail to work when I have enough time. I avoid crossing 224 during bike rides with my family because it feels unsafe, so instead we take the Johnson Creek Trail to Sellwood. I drive my youngest child to daycare because of safety and the need to get her there quickly on my way to work. No amount of education would have made me feel safe pushing my babies in a stroller from our Lewelling Neighborhood home to the nearby Safeway, because the sidewalks on SE King Road are narrow, obstructed by mailboxes and I would have had to walk in the bike lane with the baby stroller. Please focus available funding on fixing infrastructure problems that are currently deterring people from walking and biking. Regarding regulations, perhaps there are some that make sense to ease people's use of lower impact modes of transit or lower barriers to these types of transportation. But I would be wary of our small city spending much time and effort on regulations that would only have a measurable impact on climate warming emissions if adopted at the state and national level. I agree with policies No. 2-4 as written.

Screen Name Redacted

4/16/2024 01:25 PM

By not keeping buses and MAX trains clean, safe and reliable TriMet is forcing people to drive to and from work instead of taking TriMet. People who do not have the option of driving, are being left out of decisions that will directly impact their ability to get to and from work, attend medical appointments, grocery shopping, etc. They rely on TriMet which is neither safe nor reliable.

Screen Name Redacted

4/16/2024 05:38 PM

I think Milwaukie is starting to do more to prioritize non-car modes of transit, but I believe that a lot more needs to be done. Connecting transit hubs into the community is essential. I want to see the improvements that were done to Jennings Road carried up Oatfield and



connect to lake road. This will tie the park ave transit center into a bike lane network that will allow commuters from the max to reach into the milwaukie neighborhoods and even the milwaukie industrial district where we're seeing more new businesses and restaurants .

Screen Name Redacted

4/16/2024 05:34 PM

I love this! I don't have a car and I believe enhancing walkability, bike-friendliness and climate-friendliness are definitely the way to go.

Screen Name Redacted

4/16/2024 06:40 PM

I think we could add a policy around exploring and supporting high speed rail here. Or it may belong elsewhere.

Screen Name Redacted

4/16/2024 07:56 PM

I think that Milwaukie should make it a priority to update the traffic signal software at all locations in the city limits to turn left hand signals from red to blinking red to minimize car exhaust emissions. I don't understand why even our new traffic signals in the city don't already do this as most in Portland and unincorporated clackamas county already do. Some prime example of this would be the signals at Lake and Oatfield, and Linwood and King.

Screen Name Redacted

4/16/2024 08:34 PM

This survey is not wrapping the text and the words are running off the screen to the right. I'm having to copy and paste them into notepad to read them...fyi. (using Firefox) I had to google "transportation mode splits" to figure out #4. My only feedback so far on all of this is to use easier language. I feel like I'm reading business goals at a high tech company. Now I'm here...what do I do? Is there a #3? There's no submit button or Next button. I feel like this form isn't working for me. Maybe that button is way off to the right where I can't see it. Ah...so I put in a bunch of spaces (like a hundred or so) and now can see the submit button way on the right.

Screen Name Redacted

4/16/2024 09:36 PM

3. appreciate that environment is key to healthy climate, how we commute is impactful

Screen Name Redacted

4/16/2024 11:47 PM

Developing climate-friendly transportation projects is undeniably important. That said, a citywide transportation plan that doesn't serve the city equitably is a plan that simply doesn't work, no matter how green its design considerations. In my view, these goals are in just the right order. Number one, equity; number two, climate-friendly.

Screen Name Redacted

4/17/2024 06:05 AM

Protect our trees and help to reduce emissions by encouraging walking/biking in Milwaukie



Screen Name Redacted

4/17/2024 11:36 AM

What is a "transportation mode split"?

Screen Name Redacted

4/17/2024 04:01 PM

I love electric vehicles, but we should really be focusing on reducing vehicle miles traveled, as in policy 3. This will mean working seriously with TriMet to improve bus access in Milwaukie, which is dismal, and also improving infrastructure for walking or biking.

Optional question (46 response(s), 11 skipped)

Question type: Essay Question

Q3 Provide feedback on Goal 3: Safety and its policies.

Screen Name Redacted

3/23/2024 10:09 AM

After evaluating the TSP, we see it will directly affect our street of SE Stanley and our livability. My husband and I both own businesses which need street parking. One is a multimillion dollar financial advisory business. My husband designs and builds parade floats (the building part being done in downtown Portland). We choose to live in Milwaukie because of its neighborhood feel and close proximity to downtown Portland. Street parking is critical to my business as all my clients travel by car to my office and park on the street. This is a relationship business and they want face to face meetings. My husband needs space to drive his one-ton pickup down the street and occasionally haul a trailer for delivery of a parade float to another city. Narrowing our street to add bike lanes would cause us to sell our home and move to another city. This would affect our economic viability. We have lived in our home for 26 years and have it completely remodeled inside and out including landscaping and hoped to live here for the rest of our lives. We are heartsick at thinking of having to move and the disruption to both of our businesses.

Screen Name Redacted

3/22/2024 12:54 PM

I really think the improvements to Linwood have been stellar. However, I get very concerned with the idea of no option for off street parking being a priority. We live in a society and neighborhood where we need cars to move. We have a lot of folks who live in multigenerational housing. Not all properties have enough parking. Enforcing side street parking of currently licensed vehicles and ticketing those that are not in compliance should be important. However, we still need parking. I would love to see more use of roundabouts in Milwaukie, they help move traffic and keep problems at bay. I would love to see round about on McLoughlin in downtown Milwaukie that would cause traffic to slow up naturally. Multiuse paths have been great additions to Milwaukie.



Screen Name Redacted

3/22/2024 01:09 PM

This seems pretty thorough. There are many moving parts.

Screen Name Redacted

3/22/2024 12:52 PM

1 - needs to include Railroad. Linwood has actual public transport stops and Railroad is not a safe road to walk or bike down. There needs to be a "last mile" modification here, especially with new grocery stores.

Screen Name Redacted

3/22/2024 01:29 PM

Maximize available parking by not allowing overnight street parking. There are many residents that store vehicles on the street that rarely if ever are driven. Many aren't even street legal with expired tags. Example: there is a Ford F150 with a flat tire and expired tags that hasn't moved in a year on Lloyd street. On that same street there is a Mustang that hasn't moved in months, and a broken down Toyota truck with expired tags that hasn't moved since it showed up.

Screen Name Redacted

3/22/2024 01:43 PM

Really don't like #2. Pedestrians and bicyclist safety is obviously important, but so is on-street parking. Stop vilifying drivers! I will not visit downtown nearly as often if you eliminate parking.

Screen Name Redacted

3/22/2024 02:01 PM

Really appreciate the way Policy #1 recognizes the extreme pedestrian danger on ODOT-managed properties.

Screen Name Redacted

3/22/2024 05:30 PM

Points 5-7 are excellent goals if worked toward effectively. Points 1-4 seem to have an overemphasis on bicyclists over the rest of the community. Point 2 in particular sounds good, but could be implemented very badly, the Home avenue project for example is a disaster.

Screen Name Redacted

3/22/2024 03:14 PM

I would revise policy #2 to read: "Prioritize the safety of 'vulnerable system users' [as defined in policy #3 under this goal] over on-street parking convenience and vehicle speed when improving the public right of way. Policy #1 here includes roads that lie within the city's 2008 flood hazard map, so this appears to be in conflict with the policy about prohibition on locating transportation facilities in hazard-prone areas. 224, 99E, and JCB are "essential" routes for accessing schools, jobs, services, etc., and I support the policy to make them safer and more accessible to vulnerable system users.

Screen Name Redacted

Absolutely need more sidewalks and speed bumps in the Linwood



3/22/2024 02:18 PM

neighborhood to create safe access for children and ADA

Screen Name Redacted

3/22/2024 02:50 PM

Safety should be consider to ALL users of transportation, not just peds and bikes, which are a very small percentage of the transportation network!

Screen Name Redacted

3/22/2024 04:24 PM

Policy 1 - ?facilities??? Needs a different word. Policy 2 - NO, The right of way is one thing, removing parking is another. Access and safety includes parking. Policy 6 - Address how? And isn't this already being done?? Policy 7 - seems to be at odds with reducing vehicular traffic. Policy 8 and policy 6 are redundant to each other. Also, POTENTIAL areas risk need to be added so that this policy is proactive rather than reactive. Policy 9 describes PSAC and already exists.

Screen Name Redacted

3/22/2024 04:08 PM

Definitely prioritize bicycles. There are some strange paths for bicycles that clearly were not designed with input from real cyclists. Like the new path on Linwood. Practially useless.

Screen Name Redacted

3/23/2024 07:30 AM

The bottom line though is downtown Milwaukie need more parking options. Absolutely agree that safety for pedestrians and cyclists is important but we can't continue to get rid of parking to accommodate this. There are other options.

Screen Name Redacted

3/23/2024 09:28 AM

Please add coordinating with Trimet public safety to address issues on the max, or at bus stops etc! Also I don't know what a neighborhood traffic management program..

Screen Name Redacted

3/23/2024 01:46 PM

Policy #2 -- don't minimize the importance of on-street parking. Visitors will need it. Take a look at some of our neighborhoods where there are 5-7 cars parked at a house. Some of those residents regularly use on-street parking and use their driveway space for non-working cars and other personal junk. Linwood is a wonderfully safe street and lovely to walk on. There is no parking which results in traffic back-ups when vehicles can't pull over, or vehicles parked into the walkway or vehicles parked in front yards.

Screen Name Redacted

3/23/2024 03:41 PM

#4 should be moved up. In particular, the crosswalk on Lake by Rowe Middle School is a place where nearly no vehicles stop for pedestrians. It's quite bad and should be addressed.

ATTACHMENT 2



Screen Name Redacted
3/23/2024 04:17 PM

this is great. again, #4 is my priority. Those who live west of Linwood elementary DO NOT have a safe route to and from school. People do not stop of slow down and kids have nearly been hit here/ Car accidents are also common as people pull out of the school and others traveling north on Stanley Ave do not stop.

Screen Name Redacted
3/23/2024 05:22 PM

Yes! Well written.

Screen Name Redacted
3/23/2024 09:36 PM

These are good policies and goal.

Screen Name Redacted
3/24/2024 09:39 AM

This is the most detailed of the goals presented thus far, and is greatly appreciated. I would include reductions in speed limits in many areas, enforced by camera and subject to citation. In due time a significant m=number of drivers will have adjusted their speeding tendencies to lower, safer levels; for the rest, just fine them. (Also, take a look at what has been done in Hoboken NJ over the past few years - innovative, especially barring vehicles from blocking driver/pedestrian lines of sight.)

Screen Name Redacted
3/25/2024 09:08 AM

Please consider the ratio of cars to bikes when you implement these Inequitable changes for cars. Cars are the major mode of transportation for families and Milwaukie is families. Flashing lights for ped/bike crossings.

Screen Name Redacted
3/25/2024 09:44 AM

item #2; yet we continue to build a.d.u.s and apartment houses with minimum parking. where are those people to park except on the street.

Screen Name Redacted
3/25/2024 09:56 AM

Milwaukie residents need a safe way to cross Highway 224 - a dangerous barrier that divides our town and prohibits a safe, walkable, accessible downtown.

Screen Name Redacted
3/25/2024 10:39 AM

1 is good. 4, 6, 7, and 9 should rank higher.

Screen Name Redacted
3/25/2024 10:13 AM

Very important.

Screen Name Redacted

#2 because existing housing development requires use of auto to get



3/25/2024 02:31 PM

pretty much anything done, Parking must be accommodated and provided for

Screen Name Redacted

3/27/2024 11:13 AM

I agree and support!

Screen Name Redacted

3/28/2024 06:51 PM

THIS should be your #1 GOAL -I can't believe Equity and Climate Hoax are more important than literal safety. Your political hobby horses take precedence over the safety of the community. SHAME ON YOU ALL!

Screen Name Redacted

3/31/2024 10:51 AM

I like these Policies, but I don't think they do enough to address the potential safety issues created during peak traffic times at some locations (e.g., Johnson Creek Road at SE 42nd -- imagine emergency responders trying to get through there at 5 PM on a weekday).

Screen Name Redacted

4/07/2024 11:05 PM

3-5 months of the year are bike friendly. Many feel these bike routes bring in rif raf and encourage camping. As a woman I would not feel comfortable riding alone. Can you give feedback on actual use of these routes. Are they being utilized?

Screen Name Redacted

4/09/2024 12:51 PM

Very well articulated goals! However in general pedestrian and bikers need safe sidewalks and bike lanes but some businesses need street parking for the aging population that are unable to walk or bike. Hwy 224 and Freeman has had numerous accidents. Cars driving south on Freeman and turning left (east) on green to Hwy 224 do not yield to cars headed north on Freeman towards International. That signal needs to change to a green arrow and red when the cars headed north want to go through the intersection.

Screen Name Redacted

4/13/2024 09:47 PM

I apprichiated these updates. Having stoplights have a dedicated pedestrian turn, no green lights, would also make walking safer.

Screen Name Redacted

4/15/2024 02:10 PM

Policies 2,3, and 4 are the priority. Create safe non-motorized pathways for people to move about the city.

Screen Name Redacted

4/16/2024 09:28 AM

An cohesive, integrated sidewalk and bikeway network would be a great improvement. Gaps in the network (e.g. temporary routing onto auto-centric routes) raise the barrier of entry for non-automobile traffic, reducing the overall appeal of getting out of your automobile,



since safety and defensiveness is forced to be top-of-mind for people who are not in automobiles. Equal prioritization of auto and non-auto traffic can facilitate the culture of truly shared roadways.

Screen Name Redacted

4/16/2024 09:45 AM

Policy 4: I'm not sure if this is the policy to address this, but pothole repair should also be addressed as a safety goal.

Screen Name Redacted

4/16/2024 01:32 PM

Our greenways right now do not feel safe for bikes or pedestrians. We should do more to discourage car use on those roads like having diverters or speed humps that will discourage or prohibit car use on those streets. We should look at this on a system scale so that we don't force people on an unsafe street in order to use other bike routes or walking routes.

Screen Name Redacted

4/16/2024 10:57 AM

See previous comments.

Screen Name Redacted

4/16/2024 11:34 AM

Adress roadways with a history of major accidents, and assist those with dissabilities. Increase parking, and accessible permitting. Do not make roadways more difficult for motorists to navigate. Look at the driving conditions in Portland. Those don't exist here because your roadways are confusing and stupid. Don'e make them that way.

Screen Name Redacted

4/16/2024 11:56 AM

I agree with these goals as written. If the redesign of SE 42nd Avenue is an example of one of the ways the city wants to improve street safety, however, I do have some feedback as a regular user of this street. The speed bumps feel unnecessarily large. We have to drive below the speed limit to minimize impact to our vehicles and even then it feels jarring. The NE sidewalk corner at SE 43rd Ave and Logus Road is so sharp that although I know it requires a super tight right turn and I try to execute that carefully, I've continued to hit that curb on occasion and it seems as though I can't make a right turn when another car is driving south on SE 43rd because I need to be able to cross into the opposite lane a bit during my right turn to avoid hitting the NE curb. Speed bump usage also seems haphazard. Vehicles often speed down SE 40th which is less of a collector than SE 42nd yet there are no speed bumps. I do wish there could be restrictions on on-street parking on SE Rockwood between SE 44th and SE 49th in our neighborhood, because the vehicles parked on the street in that area -- including often a big car hauling trailer -- obstruct visibility for both drivers and runners/walkers in the neighborhood.

Screen Name Redacted

Better lighting and a higher police presence in high-risk areas to



4/16/2024 01:25 PM

prevent dangerous speeding on McLoughlin and drug dealing/use near the Milwaukie transit center.

Screen Name Redacted

4/16/2024 05:38 PM

On item 4: i believe it is essential to widen oatfield between between park and lake to allow safe passage of bikes with the traffic. The storm drains on this stretch of road are also very dangerous for bicycles and personal electric vehicles because they are several inches below the road surface creating a serious hazard.

Screen Name Redacted

4/16/2024 05:34 PM

Yes yes a thousand time yes!

Screen Name Redacted

4/16/2024 06:40 PM

Policy 6,7 & 8: Consider removing the word "serious" from serious injury as it may discourage people from reporting any crash. I reported a crash where I was right hooked by a vehicle on SE Brookside in July 2021. Not sure if this was considered a "serious crash" because I didn't call 911 or immediately file a police report. But it was a crash and I was injured. Policy 1 - Add City of Portland as there are areas within Milwaukie that could benefit from more coordination with PBOT.

Screen Name Redacted

4/16/2024 07:56 PM

Can you please tell us why the changes at the corner of king and 42nd were made that now disallowed eastward movement of traffic on king through the intersection? Was this addressing a need under item 6? If so, please publish the history of the accidents this is hoping to eliminate in the future.

Screen Name Redacted

4/16/2024 09:36 PM

appreciate the recognition to pedestrian/bike/car situations and interactions.

Screen Name Redacted

4/16/2024 11:47 PM

Safety and equity go hand-in-hand. The most underserved areas of the city are also the least safe in terms of transportation. Missing sidewalks and crosswalks, streets that need speed bumps, and a lack of camera-driven speed limit enforcement are just a few issues that need urgent attention.

Screen Name Redacted

4/17/2024 06:05 AM

Prioritize safe biking/pedestrian pathways/routes to schools and downtown Milwaukie; keep Springwater clear and safe

Screen Name Redacted

4/17/2024 11:36 AM

I'm concerned about the community losing trees and neighbors losing front lawns due to widening, such as has occurred on Linwood and is



planned for Monroe. Are homeowners being compensated for this? I also don't like the new narrow traffic lanes on Linwood. I understand this is supposed to slow down traffic, but does it in actuality? Also, no mention of Railroad Avenue, but that should also be a priority (see #1) as another major access to the Oak Street Center and downtown Milwaukie. I would like to be able to walk along there safely, but wouldn't dare at this point.

Screen Name Redacted

4/17/2024 04:01 PM

Policy #2 is great! In general I support anything that prioritizes pedestrians over vehicular traffic. This is especially important around 224, which is a major barrier between much of the city and downtown. King road is also a major n/s barrier in the city for pedestrians, as it's nearly impossible to cross.

Optional question (50 response(s), 7 skipped)

Question type: Essay Question

Q4 | Provide feedback on Goal 4: Active, Healthy, Transportation Choices and its policies.

Screen Name Redacted

3/23/2024 10:09 AM

Frankly, we do not believe that biking needs to be the priority that the state, city and metro are making it. We see 1-2 bikes per month on our street. Financial resources are greatly limited. Whether do see are many people who walk daily for exercise. We wholeheartedly support sidewalks or marked walking paths but are opposed to any more bike paths.

Screen Name Redacted

3/22/2024 12:54 PM

With such a focus on Bicycling, my current household only has one bike. It would be cool to see partnerships to increase bike ownership in Milwaukie for lower income individuals.

Screen Name Redacted

3/22/2024 01:09 PM

Ambitious.

Screen Name Redacted

3/22/2024 12:52 PM

All sounds great - if actioned

Screen Name Redacted

3/22/2024 01:29 PM

Although nice, biking should not continue to be the primary driver. The weather makes biking not viable for most for at least six months per year. Also, elderly folks won't do it. Making things walkable is more important.



Screen Name Redacted

3/22/2024 01:43 PM

Again - I REALLY don't like #5 and #7. It's so condescending and divisive. Come on!!!! it makes me angry just reading those statements.

Screen Name Redacted

3/22/2024 02:01 PM

Love this!

Screen Name Redacted

3/22/2024 05:30 PM

Much of Milwaukie is an aging community. Any policy that disincentivizes the use of a car is a disservice to the community. Use carrots, not sticks. I work at TriMet. Milwaukie does have some public transit service, but it's not feasible for a lot of people if trips are 45 minutes apart, service ends at 7, and you have to walk 2 miles to the nearest stop, and they don't feel safe on board. As a transit worker, fix those things before you start trying to force motorists onto the bus.

Screen Name Redacted

3/22/2024 03:14 PM

Re policy #4, the City of Milwaukie is also an employer. One strategy to incentivize active transportation and transit is to increase the price of parking on public property (city-owned lots and street parking). "Free parking" comes at a high cost to us all. In previous budget cycles, the council raised rates so that it was no longer less expensive to park in city-owned lots than it was to take transit. That was a good step in the right direction, and council should continue to lead the way in implementing this policy, including considering metering on-street parking.

Screen Name Redacted

3/22/2024 02:18 PM

Need bike lanes and sidewalks in order to increase likelihood of those choosing to walk/bike vs drive. There is not enough continuous access to sidewalks for pedestrians to use. This hinders the safe choice to walk more places especially those with young children (which has continued to grow in the Linwood neighborhood). We need the city to focus on safety which will then encourage those to walk more if they can feel safe while doing so.

Screen Name Redacted

3/22/2024 04:24 PM

Policy 5 - I don't like the city telling private land owners that their land has to be designed for 'people not automobiles'. Policy 6 seems unnecessary. Policy 7 is nice if your young and perfectly-abled. Otherwise it is not promoting DEI.

Screen Name Redacted

3/22/2024 04:08 PM

The wayfinding signs for cyclists are really helpful.

Screen Name Redacted

Great! Safety is such an important part of "comfortable".



3/23/2024 09:28 AM

Screen Name Redacted

3/23/2024 01:46 PM

Remember Oregon weather, short daylight hours in winter, and the inconvenience of public and/or bike transportation for certain errands. Also, many of us group our errands so we are going out in only one trip.

Screen Name Redacted

3/23/2024 03:41 PM

These are all good

Screen Name Redacted

3/23/2024 04:17 PM

This is a great plan. I see a need for Linwood neighborhood to have some focus as we are at the far edge of Milwaukie and are more "sub-urban". Connection via a bike/walk route on Monroe and railroad would be life changing for our neighborhood.

Screen Name Redacted

3/23/2024 09:36 PM

Get rid of Policy 5. After 30 plus years of Oregon's transportation rule of trying to get people out of their cars, the main ways people get around haven't changed materially at all. The data like American Community survey tells us the facts. People need vehicle mobility first and foremost.

Screen Name Redacted

3/24/2024 09:39 AM

Nothing to add here - this all looks great!

Screen Name Redacted

3/25/2024 09:08 AM

Again, biking is for LEISURE, not everyday transportation in Milwaukie. Milwaukie is families and families are busy. A UNIFORM connecting system of walk/bike ways is my suggestion.

Screen Name Redacted

3/25/2024 09:56 AM

Focus on fewer policies so that we can be more effective, rather than spreading our resources and focus thinly.

Screen Name Redacted

3/25/2024 10:39 AM

This section is rife with jargon. 7 is oddly specific, and is covered by 1.

Screen Name Redacted

3/25/2024 10:13 AM

Less important than equity.

Screen Name Redacted

3/25/2024 02:31 PM

#7 cycling can be attractive for recreation but not for essential errands



Screen Name Redacted

3/27/2024 11:13 AM

I agree and support!

Screen Name Redacted

3/28/2024 06:51 PM

Having safe and usable sidewalks is important to the community, IT is NOT the City's job to mold anyone's behavior as to how to get around. The reality is that most people cannot and will not ride a bike everywhere. Make the roads safe for everyone. My fear is that you, The City of Milwaukie, want to copy the City of Portland route please, for the love of God, don't. The lanes are incredibly confusing and it is not safer AT ALL. PLAYING CITY PLANNER IS FUN but actually doing your job would be a lot better.

Screen Name Redacted

3/31/2024 10:51 AM

For these Policies to be effective, the City needs to articulate what is expected on the various greenway streets, in terms of mode splits and enforcement.

Screen Name Redacted

4/08/2024 01:11 PM

I think there is a huge missed opportunity here. The area on King Rd east of 42nd Ave. Like as if I am going to Providence Milwaukie from the East side is pretty overlooked. It is free of vehicle traffic but would be great for walking or biking if one doesn't mind a hill. Also the empty properties (3 of them!) right around the Providence Healing Place could be developed into something.

Screen Name Redacted

4/07/2024 11:05 PM

I love walking. There are no sidewalks in any nearby neighborhood and few main streets have sidewalks. But I'd much prefer potholes and choppy streets to be repaved.

Screen Name Redacted

4/09/2024 12:51 PM

Encouraging "healthy" transportation needs to include well designed streets and sidewalks that have living green elements (appropriate trees and plants) to provide a cooling, clean, and beautiful view. Frequent litter removal and collection containers needed. NDAs and rotary clubs and adopt a block persons do much good! Si For healthy transportation for all modes need appropriate trees and plants in right of way and clean streets. Litter removal very important! Plants cool environment and adds to the beauty.

Screen Name Redacted

4/15/2024 02:10 PM

This should be the central tenant of the new plan. Create pathways for Milwaukie residents to be active, healthy, and engaged in the community.

Screen Name Redacted

4/16/2024 09:28 AM

Closing network gaps will go a long way in making cycling and walking more attractive than driving for short-to-medium length trips.



Screen Name Redacted

4/16/2024 09:45 AM

Policy 4: Milwaukie is a commuter community. Most people who live in Milwaukie don't work in Milwaukie. Our growth depends on easy access to other areas outside of Milwaukie. We need to make sure we do not impede automobile access to other areas. Improving local recreational bicycle and pedestrian routes is great, but we should make sure we don't create commuter issues. Policy 7: Not all Milwaukie residents can or want to ride a bike 3 miles in the rain. In fact, a vast majority do not.

Screen Name Redacted

4/16/2024 01:32 PM

Yes please!!! I am a fair weather biker and I'm scared to ride near cars but I really want to make more local trips without a car. I especially like this policy and would like to see it have some teeth to truly enforce the policy instead of just have it as lofty words of what we want: "Support the creation of valuable public and private space that is first-and-foremost designed for people, not automobiles, that prioritizes and enhances the experience for people walking, biking, and rolling, and is safe for users of all ages and abilities."

Screen Name Redacted

4/16/2024 10:57 AM

Sidewalks! Everywhere! And, in an ideal world, green spaces between sidewalks and the road.

Screen Name Redacted

4/16/2024 11:34 AM

What a huge waste of money. Milwaukie is already the most accessible area for all of those activities.

Screen Name Redacted

4/16/2024 11:56 AM

Yes, please. I've appreciated how the city is already prioritizing healthy transportation choices with infrastructure projects. The only quibble I have with this goal is that I think public resources at this small city, currently facing a tight budget, should not be used on incentives to employers to encourage active transportation and transit. Chances are, this type of incentive already exists at the federal and/or state level and we don't need to give away city resources through direct spending or tax/fee revenue giveaways. Let's spend public resources on improving and maintaining our infrastructure.

Screen Name Redacted

4/16/2024 05:38 PM

Central to all of these policies is expand safe transit into neighborhood arteries. Connecting bike lanes between park ave and lake road will help serve hundreds of single family and multi tenant dwellings to reach the transit hubs.



Screen Name Redacted 4/16/2024 05:34 PM	Oh please make it so!
Screen Name Redacted 4/16/2024 08:34 PM	I hope bike lockers are in the plan. I assume if I ride my bike anywhere and leave it with a regular bike lock, it will get stolen. There's no way I'd ride my bike to the train station and leave it there unless it's in a locker (I believe we have a few of these at the Main St station.)
Screen Name Redacted 4/16/2024 09:36 PM	the lack of bike racks in the downtown and other neighborhoods makes transportation focus #7 seems like an empty offering.
Screen Name Redacted 4/16/2024 11:47 PM	It's a nice idea and certainly has a place, but safety tops active choices, in my view.
Screen Name Redacted 4/17/2024 06:05 AM	Employers need to incentivize use to non-vehicle transit
Screen Name Redacted 4/17/2024 11:36 AM	Number ties in with my feedback on Goal 3. Regarding #7, seniors and others with physical limitations may be unable to safely ride a bike to nearby locations, even if they would like to.
Screen Name Redacted 4/17/2024 04:01 PM	I really love all of this! But you'll have to fix 224. As someone on the east side of Milwaukie the improvements in downtown feel inaccessible because of the need to cross a major highway. Also I wouldn't call out cycling specifically in priority #7, again given the demographic reality that men are far more likely to bike to a destination than women. Walking and public transit should also both be viable options for short trips.

Optional question (44 response(s), 13 skipped)

Question type: Essay Question

Q5 Provide feedback on Goal 5: Transit Forward and its policies.

Screen Name Redacted 3/23/2024 10:09 AM	We do not support any more expansion of Trimet services in Milwaukie
Screen Name Redacted 3/22/2024 12:54 PM	Living on King Road and seeing the number of folks who work at Royalton Retirement Center and the active needs of bus



transportation they have encouraging Trimet to provide plenty of service on King is a priority. It would also be awesome if the bus stops could include a light that is pressed (powered by solar) for evening and late night commuters to be seen by trimet. Pierce County Transit in Washington has bus stops like that and it is very helpful to see when a person is waiting at a bus stop in the dark.

Screen Name Redacted

3/22/2024 01:09 PM

I support higher-density housing near transit corridors. We bought our current house because of the Max Orange line.

Screen Name Redacted

3/22/2024 12:52 PM

Trimet is criminally underserving Milwaukie. They removed unsafe transit stops and made them even less safe, also created a massive gap on line 34. 34 is also ridiculously infrequent.

Screen Name Redacted

3/22/2024 01:29 PM

Not a fan of this one. Trimet needs to clean up its fleet and make it safer before anyone will use it that has a choice. I say that as a former daily rider.

Screen Name Redacted

3/22/2024 02:01 PM

Is there a way to address the perceived lack of security on transit? Buses seem very safe, but I know many train riders have experienced very traumatic things!

Screen Name Redacted

3/22/2024 05:30 PM

I'm A bus driver. Buses like wide lanes with straight curbs and unobstructed views. If you want more buses then you're going to have to rethink projects like the one on Linwood and the one on home Ave that would make those areas difficult to service.

Screen Name Redacted

3/22/2024 03:14 PM

These are all great policies, and they also conflict with the policy about prohibiting transportation facilities in hazard-prone areas.

Screen Name Redacted

3/22/2024 02:50 PM

Trimet is a faulty system, we can't rely on them for these lofty goals.

Screen Name Redacted

3/22/2024 04:24 PM

Policy 1 - define 'underserved' again. Policy 2 - I do NOT support higher density in Milwaukie, period. We've done our part for density in Metro. Other parts of Clackamas County need to step up. Policy 4 - I Think we have enough 'transportation hubs' in my neighborhood. I don't want more.

Screen Name Redacted

These hubs also need to feel safe.



3/23/2024 07:30 AM

Screen Name Redacted

3/23/2024 01:46 PM

Add smaller busses for short trips and make the cost minimal. Is there a goal for recommended distance from home to public transportation? Provide assistance to senior and disabled people in applying for Tri-Met Lift.

Screen Name Redacted

3/23/2024 03:41 PM

These are good plans

Screen Name Redacted

3/23/2024 05:22 PM

#4, safety and patrol for these hubs will be important so that all ages and genders feel safe waiting for transportation in these areas.

Screen Name Redacted

3/23/2024 09:36 PM

Goal 5 is hopeless. TriMet goes through cycles with their bus service. There are years in which TriMet does not provide safety for those riding the bus and especially MAX lines. Then TriMet will try restoring safety on its systems. But the history of TriMet is one of service cuts and letting go of passenger safety.

Screen Name Redacted

3/24/2024 09:39 AM

Seems like this goal could have been incorporated with the previous. Otherwise, these are all sound and welcome policies, though definitely benefiting from more details and specifics.

Screen Name Redacted

3/25/2024 09:08 AM

Just an FYI...me and my peers will NOT use public transportation. Crime and all the trash /graffiti are the major issues, but it is a time issue as well. Again consider the elderly when pushing these issues on us. I care for my mother and would NEVER take her on public trans.

Screen Name Redacted

3/25/2024 09:56 AM

TriMet stops in Milwaukie are often littered with trash, overflowing trashcans, etc., leading to lack of feeling of security/safety.

Screen Name Redacted

3/25/2024 10:39 AM

There seems to be a lot of overlap here.

Screen Name Redacted

3/25/2024 10:13 AM

Very important, this is vital for equity.

Screen Name Redacted

3/25/2024 02:31 PM

existing bus service seems rarely used (as I see buses go by)



Screen Name Redacted 3/27/2024 11:13 AM	I agree and support!
Screen Name Redacted 3/28/2024 06:51 PM	Clackamas county voted against the MAX, and Tri-met did it anyway. PLEASE STOP. When given the option, voters overwhelmingly vote against TRIMET. See Clark County x 2, see Clack county.
Screen Name Redacted 3/31/2024 10:51 AM	Employers, who already pay for transit services through payroll taxes, should be given transit passes to be distributed to any employees who want them. The wording of these Policies seems to imply that another transit provider besides TriMet could work here. That intrigues me.
Screen Name Redacted 4/07/2024 11:05 PM	I do not support adding additional trimet routes.
Screen Name Redacted 4/09/2024 12:51 PM	Bus signs on street should let visitors know where the bus is headed- Clackamas town CTR or downtown.
Screen Name Redacted 4/15/2024 02:10 PM	As a city, we are small enough that Tri-Met meets most of our needs. With a developed pathway interconnectedness, this would even be more enhanced.
Screen Name Redacted 4/16/2024 09:28 AM	2 - Ensuring that frequent transit service (15 minute headways or shorter) and short walks (10 minutes or shorter) to transit stops/hubs is so essential to having transit be an appealing option. It also would encourage more human interaction at the street level.
Screen Name Redacted 4/16/2024 01:32 PM	I really really need a more consistent MAX but not sure how much the City can do to affect that.
Screen Name Redacted 4/16/2024 10:57 AM	Buses on Oatfield were cut because no one used them, no one used them because they were too dangerous to get to. We need sidewalks and spaces for people to cross safely.
Screen Name Redacted 4/16/2024 11:34 AM	Transit has created a pipeline for homelessness and drugs. Trimet has only assisted in the creation of peoples negative outlook towards them.



Screen Name Redacted

4/16/2024 11:56 AM

I support the city working with TriMet on advancing transit access. I do not think the city of Milwaukie has the funds to do so by putting money into these projects. City councilors and staff should be strong advocates and logistical partners on this work.

Screen Name Redacted

4/16/2024 01:25 PM

See my answers to Goal One.

Screen Name Redacted

4/16/2024 05:34 PM

Sounds great!

Screen Name Redacted

4/16/2024 08:34 PM

Screen Name Redacted

4/16/2024 09:36 PM

the downtown and major transit routes are frequented by TRIMET at regular intervals. it is appreciated.

Screen Name Redacted

4/16/2024 11:47 PM

This seems like it fits comfortably in the list of equity considerations.

Screen Name Redacted

4/17/2024 11:36 AM

Re #2, Let's make sure that the "higher intensity development" actually yields attractive, safe affordable housing and not just high-rent luxury apartment complexes without adequate parking.

Screen Name Redacted

4/17/2024 04:01 PM

I love all of this! And please please please have the 33 run more frequently in the mornings! It makes no sense to me that it's so inconvenient for anyone living in Milwaukie to actually take the orange line downtown during rush hour. Given that the 33 is the frequent service line that serves the largest portion of Milwaukie, and that Milwaukie advocated for the orange line, this should be a priority.

Optional question (38 response(s), 19 skipped)

Question type: Essay Question

Q6 Provide feedback on Goal 6: Economic Vitality and its policies.

Screen Name Redacted

3/23/2024 10:09 AM

Economic vitality is brought on by providing a supportive business environment. Keep business taxes and licensing low, Make it easy for businesses to establish in Milwaukie. Most importantly make it easy for customers to drive and park at those businesses. If that means



parking structures then so be it. I would rather see a parking structure than mass transit. My customers, my husband's customers and we as customers of businesses do not want to bike, ride the bus or Max to shop for goods and services.

Screen Name Redacted

3/22/2024 01:09 PM

Interesting to see renewed interest in rail delivery of freight. There seems to be a good amount of unused rail leading to the warehouses south of the Johnson Creek Orange stop... I can only assume it was once the preferred way to get material in and finished goods out of the businesses along that corridor.

Screen Name Redacted

3/22/2024 12:52 PM

Again, this all sounds great but Trimet barely services a massive industrial park so I'm hoping it will work eventually.

Screen Name Redacted

3/22/2024 01:29 PM

No comments on this one.

Screen Name Redacted

3/22/2024 01:43 PM

I hope you aren't considering an electric-vehicle only delivery rule like in Portland. That's too far!

Screen Name Redacted

3/22/2024 02:01 PM

Policy #2: There has GOT to be a way to keep the train from shutting down all the roads in Milwaukie! The train crossing at Harrison/HWY 224 is particularly heinous.

Screen Name Redacted

3/22/2024 05:30 PM

Excellent goals if effectively planned and executed.

Screen Name Redacted

3/22/2024 03:14 PM

These are all great policies, and they also conflict with the policy about prohibiting transportation facilities in hazard-prone areas.

Screen Name Redacted

3/23/2024 01:46 PM

What about allowing electric golf carts and other "mini electric vehicles" on certain streets?

Screen Name Redacted

3/23/2024 09:36 PM

Policy 5 reminds me of the saying: The government plans for the past. But ignores evolving changes such as robotic delivery.

Screen Name Redacted

3/25/2024 09:08 AM

If Milwaukie has a UNIFORM sidewalk/bike route a hand delivery system could be used more easily. Just don't require us to use it. Stop telling us how to live.



Screen Name Redacted 3/25/2024 10:39 AM	ok.
Screen Name Redacted 3/25/2024 10:13 AM	Less important than equity.
Screen Name Redacted 3/25/2024 02:31 PM	Anything that could be done to minimize lengthy stops (both for cars and pedestrians) for slow freight trains on Harrison and Washington would be great.
Screen Name Redacted 3/27/2024 11:13 AM	I agree and support!
Screen Name Redacted 3/28/2024 06:51 PM	This all sounds great, if you mean that you are going to MAINTAIN THE ROADS for vehicles as your #1, mandate parking for new construction, adequate parking, not minimal but actual. If is means anything other than this, then please resign. UGH.
Screen Name Redacted 4/07/2024 11:05 PM	I support the rail system. I don't support addition of trimet routes.
Screen Name Redacted 4/09/2024 12:51 PM	Business signs and permits for them are too complicated and needs streamlining to encourage customers and help the business stay in business.
Screen Name Redacted 4/15/2024 02:10 PM	I had not thought about this and feel unable to give feedback.
Screen Name Redacted 4/16/2024 09:45 AM	Policy 1: You will not improve economic vitality by inhibiting automobile access. Just the opposite.
Screen Name Redacted 4/16/2024 01:32 PM	I like this as a goal, but would ask that we do not sacrifice climate/environment goals in exchange for new developments.
Screen Name Redacted 4/16/2024 10:57 AM	No feedback on this.
Screen Name Redacted 4/16/2024 11:34 AM	How will you do this if no one wants to work downtown, or if there is no one to do it. We will be broaching these policies at a meeting next



week in opposition for return to office.

Screen Name Redacted

4/16/2024 11:56 AM

I support this goal, with the caveat that as mentioned above the city should not dedicate new resources to this but rather advocate for other entities to allocate funding.

Screen Name Redacted

4/16/2024 05:38 PM

On item 4, rail traffic that interferes with traffic from 224 and lake road during rush hour is an nightmare and frankly, a looming disaster as housing will be expanded along the tracks. I dont have a good solution but it needs to be prioritized. Its a good way to get support from local developers, too.

Screen Name Redacted

4/16/2024 05:34 PM

I think the plan for light vehicle and human-powered delivery is intriguing, especially if it lessens other cars and trucks on the roads.

Screen Name Redacted

4/16/2024 11:47 PM

This goal will be largely fulfilled when the Equity goal is fully addressed.

Screen Name Redacted

4/17/2024 06:05 AM

Incentivize more diverse businesses downtown and create safe non-vehicle transit to encourage Milwaukie residents to shop locally

Screen Name Redacted

4/17/2024 11:36 AM

Re #5, put pressure on Amazon, FedEx, UPS etc. to prioritize coordination of deliveries over promises of 'overnight' service that creates multiple trips, waste, and pollution.

Screen Name Redacted

4/17/2024 04:01 PM

No comments; looks good.

Optional question (30 response(s), 27 skipped)

Question type: Essay Question

Q7 | Provide feedback on Goal 7: Resiliency and its policies.

Screen Name Redacted

3/23/2024 10:09 AM

Your item number 4 simply lacks common sense. Who in their right mind would ride their bike in a snow event? As far as designated emergency routes, some people will use them, but if they back up those that know the city will go around them.



Screen Name Redacted 3/22/2024 12:54 PM	Plowing is getting better in Milwaukie, Maybe providing more coverage for low income/disabled/ elderly to get their sidewalks cleared quicker...
Screen Name Redacted 3/22/2024 01:09 PM	Anything that improves this region's abysmal response to weather events is okay by me.
Screen Name Redacted 3/22/2024 12:52 PM	Sounds good
Screen Name Redacted 3/22/2024 01:29 PM	Everything in planning I have seen goes against policy #1. Everything being done only makes it harder to get around by concentrating everyone to less than a handful of routes.
Screen Name Redacted 3/22/2024 02:01 PM	Policy #4: Sidewalks and bike lanes are seriously unsafe during snowy/icy weather events! We have got to find a way to make clearing them a bigger priority. After all, if people shouldn't be driving, we should make it easier to walk!
Screen Name Redacted 3/22/2024 05:30 PM	Point 4 should be low priority.
Screen Name Redacted 3/22/2024 02:50 PM	The city can't currently maintain its roads during weather related events, perhaps investing in that currently would be of benefit
Screen Name Redacted 3/22/2024 04:24 PM	Policy 2 - while it sounds nice, is unattainable and expensive. Goal 2 - I think the City has to develop it's own disaster plan first with evacuation routs and an EOC before it coordinates with other agencies. Goal 4 is superfluous.
Screen Name Redacted 3/22/2024 04:08 PM	#4 is a good one. I travel by bicycle and could not get anywhere during the ice storm. In addition, keep the bike lanes SWEPT! Many of the bike lanes are so full of broken glass and debris they are unrideable. I have to go out into the traffic.
Screen Name Redacted 3/23/2024 09:28 AM	#3. Please add education and outreach to help residents prepare for disasters. Please call out working with the school districts to incorporate their emergency planning. #4. I do not support investing any resources for this policy! For 3-5 bikers who bike during a snow or ice event doesn't have a significant ROI! If there is money



available, consider expanding the plow routes to ensure people can access food or a warming shelter.

Screen Name Redacted

3/23/2024 01:46 PM

Policy #4 -- I think you should survey bike riders to determine if most of them continue to ride in the event of severe weather. Policy #1 -- Greenways (like Monroe) are specifically designed to be deterrents to through travel.

Screen Name Redacted

3/23/2024 03:41 PM

#4 doesn't seem worth the effort - how many people are really biking when roads are being plowed? Not many, if any. That's just some bike advocate tossing in their 2 cents because they feel like they should. Just keep the roads plowed and things will be fine for the minimal time we have snow.

Screen Name Redacted

3/23/2024 09:36 PM

policy 4 seems doomed to fail. When it ices on the streets, the best policy is to stay put. And the call on public services during and in the aftermath of a weather event is usually so overwhelming that people just need to exercise patience.

Screen Name Redacted

3/24/2024 09:39 AM

One thing I noticed during the snow/ice storms of earlier this year - roadways are always prioritized over walkways/pathways. Being able to use the bus to get around during significant storms (which will increase in ferocity in the years ahead) was helpful, even if the systems were delayed due to poor road conditions. However, once off the bus the sidewalks were routinely dangerous, at times impassable. And those walkways stayed that way for days in many areas of Milwaukie and the greater Portland urban zone. Reincorporating walkways into disaster response benefits existing users, and can only help urge more to adopt a more climate-friendly alternative to our current state of transportation affairs.

Screen Name Redacted

3/25/2024 09:08 AM

Just use our taxes to keep up the roads and sidewalks and then the e.r. vehicles can get through.

Screen Name Redacted

3/25/2024 10:39 AM

4 Why prioritize bikes? Isn't foot traffic equally as useful?

Screen Name Redacted

3/25/2024 10:13 AM

Very important.

Screen Name Redacted

#3 is important, especially for earthquake



3/25/2024 02:31 PM

Screen Name Redacted

I agree and support!

3/27/2024 11:13 AM

Screen Name Redacted

See feedback give under Goal 6, apply here. This mission creep is sad. Do you think it's smart to include this? I can't believe this is serious. please stop using every community planning buzz word, it makes me think you don't have an original thought in your head about what this City really needs. You have no allegiance to running the City. This is just a fun-time virtue signal for you.

3/28/2024 06:51 PM

Screen Name Redacted

Happy to see policy #4 on the list.

4/08/2024 01:11 PM

Screen Name Redacted

Most people prefer to drive and if cannot, elect a place.to live in which their preferred transit needs can be met. Can we focus on updating and making improvements to what we already have before we divide we diversify? I'd love to know the emergency routes out of our city that do not require accessing a bridge.

4/07/2024 11:05 PM

Screen Name Redacted

Shoveling snow on sidewalk and near mailboxes helps prevent falls.

4/09/2024 12:51 PM

Screen Name Redacted

Policy 4: Because there are a lot of people who want to ride a bike during a major weather event??

4/16/2024 09:45 AM

Screen Name Redacted

The risks to Milwaukie due to the cascadia subduction zone are not well addressed in this goal. The city should prioritize resilience in all projects so that, through the inclusion of resilience in normal corse of capital improbement operations, we are working bit by bit to improve regional resilience to earthquakes and other events.

4/16/2024 01:32 PM

Screen Name Redacted

We need more snow plows and some way of preventing the roads from shutting down during the winter.

4/16/2024 10:57 AM

Screen Name Redacted

No one is biking to work after a major weather event in the PNW... Plowed roads arent even safe for cyclists because we don't salt. It's literally less safe when plowed due to ice. I feel like whoever wrote all of this needs to put the bong down, and take a break from policy making.

4/16/2024 11:34 AM



Screen Name Redacted

4/16/2024 11:56 AM

Yes, this is important.

Screen Name Redacted

4/16/2024 05:34 PM

I like it! Especially the bike facilities part. Hopefully resilience includes protection from cyber attacks.

Screen Name Redacted

4/16/2024 07:56 PM

Does Milwaukie have a plan to re-establish access in the event that all bridges collapse during the predicted big earthquake? I am thinking especially of the bridges that cross Kellog creek and Johnson Creek within the city. Those could isolate a lot of Milwaukie from disaster recovery, emergency services, and basic access to food and other necessities. Perhaps look to acquiring and keeping on hand at least one temporary bridge structure that might become available from the national guard or through US government surplus transfers?

Screen Name Redacted

4/16/2024 08:34 PM

Screen Name Redacted

4/16/2024 11:47 PM

100% agree — everything should be built with an awareness of the impacts of extreme weather and the Cascadia subduction zone seismic event.

Screen Name Redacted

4/17/2024 04:01 PM

Policy #4 seems really low priority to me. I prefer investments in active transportation, but given the abysmal response to snow and ice generally here, I would far prefer prioritizing plowing more roads and maintaining access to transit. Frankly, I'd be pretty upset to see bike facilities cleared before roads, just given the massive impact that impassible roads have on our community. People are losing wages when they can't get to work, but fewer than 3% of people commute by bike in Portland. It just shouldn't be the priority given that we're currently not even able to make roads useable during winter weather.

Optional question (33 response(s), 24 skipped)

Question type: Essay Question

Q8 Provide feedback on Goal 8: Fiscal Stewardship and System Management and its policies.

Screen Name Redacted

3/23/2024 10:09 AM

As a financial advisor when I am advisor on budgeting, we always start with the necessary. What is absolutely necessary in this TSP?

ATTACHMENT 2



We see so much waste in government spending and I caution Milwaukie to step back and get input from the residents of each of the streets that are slated for changes before proceeding with any more plans. You may find your citizens are not behind these plans and there are better ways to spend money.

Screen Name Redacted

3/22/2024 12:54 PM

Highly agree and just being good stewards of money.

Screen Name Redacted

3/22/2024 01:09 PM

I agree that improving existing infrastructure before adding more is important.

Screen Name Redacted

3/22/2024 12:52 PM

Sounds good

Screen Name Redacted

3/22/2024 01:29 PM

No comments.

Screen Name Redacted

3/22/2024 02:01 PM

Increasing walkability makes all forms of non-car transit 1000x more feasible.

Screen Name Redacted

3/22/2024 05:30 PM

Point 5 should also include mandatory sufficient off street parking in New developments.

Screen Name Redacted

3/22/2024 04:24 PM

Policy 6 - LOL. Policy 7 sounds like gobbledigook. or maybe robbing Peter to pay Paul?

Screen Name Redacted

3/23/2024 01:46 PM

Policy #6 -- Really? Autonomous vehicles are currently a big safety problem. What standards will new technologies need to meet in order to be deemed safe and usable?

Screen Name Redacted

3/23/2024 09:36 PM

ok

Screen Name Redacted

3/24/2024 09:39 AM

Nothing to add here.

Screen Name Redacted

3/25/2024 09:08 AM

I feel like a banging gong here, but start implementing underground power in ALL neighborhoods. Since planting trees in every square inch of the city seems to be a goal including UNDER power lines. At



least consider this change instead of fixing it AFTER the trees take out our power like happens every single year.

Screen Name Redacted

3/25/2024 10:39 AM

Too many options. 1 ,2, and 3 sound good.

Screen Name Redacted

3/25/2024 10:13 AM

Important but less important then equity.

Screen Name Redacted

3/25/2024 02:31 PM

no comments

Screen Name Redacted

3/27/2024 11:13 AM

I agree and support!

Screen Name Redacted

4/07/2024 11:05 PM

Can we PLEASE add a red light camera to 82nd and Harmony? I literally see red light lights run Every time I am at the intersection which is frequent. I see people run through a red when my light has been green for a full 2 seconds. Almost always those turning from Sunnyside to a left on 82nd. So dangerous. Please install a traffic light and use it to fund updating current roads and then all your bullet point dreams.

Screen Name Redacted

4/09/2024 12:51 PM

Research very important before doing a new technology. Expensive to try a new approach and find out it was not the best solution. But thinking outside the box important also. Consider human nature and checks and balances.

Screen Name Redacted

4/16/2024 09:28 AM

4- an iterative trial-and-learn approach to system improvements would be much preferred over longer pre-analysis and broad objectives. Use real, frequent data to inform the rate of success of processes.

Screen Name Redacted

4/16/2024 09:45 AM

Policy 2: Yes!

Screen Name Redacted

4/16/2024 01:32 PM

Please make sure we are asking businessess and developers to pay their fair share.

Screen Name Redacted

4/16/2024 10:57 AM

Prioritizing low cost is why Oatfield has no sidewalks! I know it's expensive because it's hilly and there will need to be retaining walls, but it's necessary to the public, especially those who go to the



neighboring schools. If there were sidewalks kids in my area could walk to school with their parents, but they are currently taking buses.

Screen Name Redacted

4/16/2024 11:34 AM

All you are doing is throwing a wrench into function systems and for what? There is barely anyone downtown. None of this focuses on a practical restart of the community, or engagement. Where are the rolling events to attract people to businesses, where are the innovative grassroots programs we need. This is all trash and taxes to try to eek out some more revenue without even looking at reality.

Screen Name Redacted

4/16/2024 11:56 AM

Yes, this is good.

Screen Name Redacted

4/16/2024 07:56 PM

The city of Gladstone has a policy of regular application of asphalt sealers to their residential streets which protects and lengthens the life of their residential non-arterial streets. Has Milwaukee looked into doing this? If not, then I recommend we do a study to determine if it would provide long term cost savings for our residential streets.

Screen Name Redacted

4/16/2024 09:36 PM

appreciate the forward thinking of technology advancements

Screen Name Redacted

4/16/2024 11:47 PM

Downtown Milwaukee and the surrounding neighborhoods to the north and south have been saddled with a permanently disruptive, convoluted, and inefficient pathway of the Orange Line, thanks to a certain former commissioner's self-dealing. (We all know the issue and the person I'm referring to.) May Milwaukee never again make a similar mistake, enriching one person at the expense of the safe and effective flow of traffic. It's too late to fix this issue, but this was a failure of fiscal stewardship and I hope the city never sees another like it. So basically, no more of whatever that was.

Screen Name Redacted

4/17/2024 04:01 PM

No comment; this all seems fine. Although the policy about autonomous vehicles might seem outdated pretty quickly.

Optional question (28 response(s), 29 skipped)

Question type: Essay Question

Q9 | Provide feedback on Goal 9: Coordination with Local, Regional, and State Partners and its policies.



Screen Name Redacted 3/23/2024 10:09 AM	In light of economic vitality I would hope that Milwaukie businesses and Clackamas County businesses would be given preference for doing the work.
Screen Name Redacted 3/22/2024 12:54 PM	Provide incentives for multifamily housing to incentivize the offerings they have. Whether it is grants, or other items to include better options for lower income folks. Somehow working with the state for tax breaks in updates (thinking tankless waterheaters, and solar power. Including plug in options on properties to allow for more lower income/ multi family housing folks to have less environmental impact.
Screen Name Redacted 3/22/2024 01:09 PM	I am leery of public/private partnerships where transportation is involved. They can create a patchwork environment, which can lead to an uneven user experience. I prefer a "benevolent dictator" approach.
Screen Name Redacted 3/22/2024 12:52 PM	I'm really curious as to how this isn't being done now
Screen Name Redacted 3/22/2024 01:29 PM	No comments.
Screen Name Redacted 3/22/2024 02:01 PM	Great!
Screen Name Redacted 3/22/2024 02:50 PM	Funding these goals will always be the issue
Screen Name Redacted 3/23/2024 09:36 PM	ok
Screen Name Redacted 3/24/2024 09:39 AM	Nothing to add here.
Screen Name Redacted 3/25/2024 09:08 AM	Coordinate with clackamas and multnomah counties better when changes need to be made. Inform your staff better about where city/county boundaries are. We have experienced consistent confusion at the Milwaukie city level about where those boundaries are with regard to our property. We have lived in the same house for 38 years and it have encountered this consistently.



Screen Name Redacted 3/25/2024 10:13 AM	Unknown.
Screen Name Redacted 3/25/2024 02:31 PM	no comments
Screen Name Redacted 3/27/2024 11:13 AM	I agree and support!
Screen Name Redacted 4/08/2024 01:11 PM	Policy #2 seems to be in contention with how one wants to manage traffic in chapter 11. Table 11-1 Choker, chicane, Curilinear Street, skinny street, median center, traffic circle (oh god, please don't build any of them...as a pedestrian and a motorist...).
Screen Name Redacted 4/07/2024 11:05 PM	Please add a red light camera to 82nd and Harmony. Please.
Screen Name Redacted 4/16/2024 10:57 AM	No feedback.
Screen Name Redacted 4/16/2024 11:34 AM	More bull.
Screen Name Redacted 4/16/2024 11:56 AM	Yes, this is good.
Screen Name Redacted 4/16/2024 05:34 PM	I vote yes.
Screen Name Redacted 4/16/2024 06:40 PM	What about coordination with federal partners? I'm thinking about high speed rail specifically here.
Screen Name Redacted 4/16/2024 08:34 PM	I had to google "active transportation". I'm guessing policy #2 means then that when you provide for a greenway, for example, for people-powered transportation, that it also must be accessible for emergency vehicles. Sounds reasonable, but I had to do my own research to parse what that was saying. Policy #4 seems to be the one that brings in private entities (aka regional partners). What is an example of a regional private partner for transportation? Uber and Lyft? Scooters? I'm guessing this is about trying to use these other private means to connect different modes of transportation? I'm not sure what this would look like.



Screen Name Redacted I don't have a strong view or any ideas here, but it seems important.
4/16/2024 11:47 PM

Screen Name Redacted Improve parking at Milwaukie Bay Park for non-motorized boats, pedestrians and bikers; consider opening some parking spots after certain hours to non-trailer vehicles
4/17/2024 06:05 AM

Screen Name Redacted No comment; sounds good.
4/17/2024 04:01 PM

Optional question (24 response(s), 33 skipped)
Question type: Essay Question

Q10 | Provide feedback on Goal 10: Mobility, Accessibility, and Connectivity and its policies.

Screen Name Redacted I do not want to see my street designated a greenway.
3/23/2024 10:09 AM

Screen Name Redacted Encourage better flow of the express way to relieve pressure of traffic on local roads like railroad, king, and johnson creek.
3/22/2024 12:54 PM

Screen Name Redacted Anything that improves crossing the asphalt rivers of McLoughlin and Hwy 224 is okay by me.
3/22/2024 01:09 PM

Screen Name Redacted Trimet's stops HAVE to be monitored by the city. Lines 34, 29 and 152 have incredibly dangerous and spread out stops with horrible schedules. As they haven't changed for a good few years, I'm guessing the city of Milwaukie currently doesn't have much oversight.
3/22/2024 12:52 PM

Screen Name Redacted No comments
3/22/2024 01:29 PM

Screen Name Redacted #7 - so what we can't have quiet, private neighborhoods anymore? FYI - that is very desirable to homebuyers.
3/22/2024 01:43 PM

Screen Name Redacted Policy 6: Narrowing city streets has been shown to reduce traffic speeds. Giving more space to bikes/pedestrians/non-cars makes the whole city safer!
3/22/2024 02:01 PM



Screen Name Redacted 3/22/2024 05:30 PM	Point 6 should include maximizing safety and efficiency of traffic flow, not just eliminating it.
Screen Name Redacted 3/22/2024 03:14 PM	In addition to ensuring connectivity in new development, consider a new program to acquire small sections of ROW from existing property owners to implement policy #7. You could call it the "Milwaukie Alley Program" or "MAP," since the city loves acronyms :) There are lots of these little opportunities throughout the neighborhoods, and I suspect you'd find some owners that would be very happy to be paid modest sums or reduced fees for the construction of a shared path to better connect dead-end streets. (A location I am familiar with where an opportunity like this might exist is on SE 30th between SE Sherrett and SE Van Water.)
Screen Name Redacted 3/22/2024 02:18 PM	Closing gaps is extremely important as these gaps hinder ADA, strollers, etc. which puts our neighborhoods and communities at risk.
Screen Name Redacted 3/22/2024 04:24 PM	Goal 7 - wording does not reflect intention, I think. It's awkward.
Screen Name Redacted 3/22/2024 04:08 PM	Restripe streets for more, and wider, bike lanes and more unpleasant car lanes. A lot of people don't feel safe riding a bicycle.
Screen Name Redacted 3/23/2024 09:28 AM	#5. I don't understand the "barrier effect"
Screen Name Redacted 3/23/2024 01:46 PM	Infill of Middle Housing should make this very interesting! What is considered a Pedestrian Network? I think of it as anywhere I can safely walk, sidewalks or no.
Screen Name Redacted 3/23/2024 04:17 PM	I support all of these ideas
Screen Name Redacted 3/23/2024 05:22 PM	Yes!
Screen Name Redacted 3/23/2024 09:36 PM	ok



Screen Name Redacted 3/24/2024 09:39 AM	Seems like this could have been added to previous sections; having shared that, this is all sound,
Screen Name Redacted 3/25/2024 09:44 AM	#6: those of us who own rvs need to have residential streets that we can navigate easily to access our properties. has there been any thoughts on that?
Screen Name Redacted 3/25/2024 09:56 AM	#5 should be an overarching focus of the entire TSP.
Screen Name Redacted 3/25/2024 10:39 AM	6 Do an equal number of people use all of these different modes? It seems that making spaces work for people with disabilities covers many basic pedestrian safety needs as well. Win-win. Are rollers scooters, or electric wheelchairs?
Screen Name Redacted 3/25/2024 10:13 AM	Important for equity.
Screen Name Redacted 3/25/2024 02:31 PM	#5 those 2 streets are difficult to cross by any transportation mode
Screen Name Redacted 3/27/2024 11:13 AM	I agree and support!
Screen Name Redacted 3/31/2024 10:51 AM	#7 -- Street grid connectivity should not necessitate the construction of full-width streets through forests or wetlands, when small, alley-way sized streets will suffice (note SE Mullen Street).
Screen Name Redacted 4/08/2024 01:11 PM	Close the gaps! Yes!
Screen Name Redacted 4/07/2024 11:05 PM	I'd need to look at this more closely to understand the connectivity goals. Yes, improve access for ADA needs where most needed.
Screen Name Redacted 4/09/2024 12:51 PM	Worthy and challenging goals. Does slurry deal really work? Lake Rd NDA streets have many roads that have large cracks with weeds starting to grow on these sealed streets. Is it just a stop gap for a few years? Maybe springs are causing these cracks. Road maintenance very expensive! Is it the quality of the work or the technology and weather that causes failure?



Screen Name Redacted

4/16/2024 09:28 AM

5 - Crossing 224 and McLoughlign can be intimidating for anyone not an an automobile. 6 - Designing streets with non-auto traffic in mind is critical, and fosters a culture of shared roadways. This certainly includes bicycle lanes that are not in the "door zone" of street parking, which are in many cases more dangerous than sharrows. Separated bike lanes, either with physical structures or parking spaces to the left of the bike lanes, would be ideal.

Screen Name Redacted

4/16/2024 09:34 AM

goal 7 - limited egress is not always bad, it can reduce oportunites for criminal behaviors. please consider this when planning these changes: single lane pass-bys make traffic slow down for everyone's benefit

Screen Name Redacted

4/16/2024 10:57 AM

SIDEWALKS

Screen Name Redacted

4/16/2024 11:34 AM

How? Are you going to. force liens on landholders to carve pathways between their houses and then force them to maintain them? That is the plan right? It will give all the homeless people with fresh access to the region a place to sleep at night.

Screen Name Redacted

4/16/2024 11:56 AM

Yes, this good. Whenever the city gets to make improvements to King Road, that has the potential to resolve a major barrier to safe pedestrian access that crosses a significant portion of the city. Also needed is pedestrian and bike access across Highway 224.

Screen Name Redacted

4/16/2024 05:38 PM

On item 3, safe biking connection between park ave and lake road along oatfield rd is essential to providing alternative transit access to those communities.

Screen Name Redacted

4/16/2024 05:34 PM

Yes to all of these!

Screen Name Redacted

4/16/2024 08:34 PM

What are "rollers"? Wheelchairs? Scooters? I don't understand #5 at all. "barrier effect of large transportation facilities" are what? It sounds like the goal is to "Reduce barriers for using the train station" as an example? What's wrong with the east-west directions? I do agree that with the increase in traffic lately, that it would be great to have more bridges over 224 like the Lake Rd one if that's part of this goal. I'm struggling a bit with #7 too. I guess fewer dead end street neighborhoods? I feel like I'd love to live on a dead end street so



there's less traffic. Google couldn't give me a definition of "out-of-direction" travel.

Screen Name Redacted

4/16/2024 11:47 PM

A big thumbs up to this — and I believe this fits into the category of Equity, as well. People with disabilities struggle enough, Every sidewalk corner, every hub, every conveyance, needs to be designed with ADA-compatibility a top concern.

Screen Name Redacted

4/17/2024 06:05 AM

More bike lanes and promotion of non-vehicle transit

Screen Name Redacted

4/17/2024 04:01 PM

This is all great! I especially like priorities 5, 6, and 7. I will note that neighborhoods also have limited access for active transportation. That is, there aren't direct routes for pedestrians or bikers either. This has a greater impact due to the time and energy it takes to, for instance, bike half a mile out of the way to get to your destination vs just driving half a mile farther. I'd love to see the city prioritize more direct access for active transit in particular by making ped/bike only paths where necessary. Also please better n/s access across king! It's almost half a mile between the protected crossing at Wichita center and the marked crossing at 51st (and cars do not stop for cross traffic there ever). I know king improvements are happening now, but it's a major barrier that must be addressed.

Optional question (39 response(s), 18 skipped)

Question type: Essay Question

Q11 | Provide feedback on Goal 11: Parking and its policies.

Screen Name Redacted

3/23/2024 10:09 AM

As I've stated above, we are adamantly opposed to making SE Stanley a bike lane road because we need street parking for our two home businesses. We do agree that sidewalks on one side of the street would be beneficial for walkers and kids who walk to school. It would be nice to have speed bumps or more stop signs on the street to slow down traffic. We opposed to narrowing the road due wider trucks such as our truck and trailer as well as delivery trucks, the garbage truck, and numerous motor homes and travel trailers in the area. Also, many of us in the neighborhood love to host family and friend gatherings not only during the holidays but year round. Our friends and family park on the street. Street parking is a necessity

Screen Name Redacted

I do hope that Milwaukie Maintains the current amount of parking



3/22/2024 12:54 PM

downtown. We need easily accessible parking to go to the restaurants we like to. I like to be able to park somewhat close to Beer Store/Rice Thai cookery or to the food carts/decibel when going out to eat. I hope that parking is still considered especially as we become more of a destination with Pfreim coming to town.

Screen Name Redacted

3/22/2024 01:09 PM

Reducing parking before transit/improved access is in place does nothing but frustrate users. The large, underutilized parking area north of downtown (that TriMet currently uses for driver training now and then) cries out for use on Milwaukie Market days if there could be some kind of shuttle...

Screen Name Redacted

3/22/2024 01:29 PM

This will force parking to streets which will increase congestion. Street parking should be allowed for short term use only. Otherwise people will store vehicles on streets that rarely move.

Screen Name Redacted

3/22/2024 01:43 PM

I sure don't know any under-used parking areas, especially downtown. If you don't add more parking when more people come it's going to be a nightmare downtown.

Screen Name Redacted

3/22/2024 02:01 PM

Yay!

Screen Name Redacted

3/22/2024 05:30 PM

Point 1: it should be a stated goal to accomplish this without negatively impacting current or long term residents.

Screen Name Redacted

3/22/2024 02:50 PM

Vehicles will not go away so adequate parking must be a priority in this city. Large residential projects must have sufficient vehicle parking and accomadations

Screen Name Redacted

3/22/2024 04:24 PM

Goal - this does not support DEI - disabled people, Old people, people with young children need parking. Policy 2 - define 'shared parking agreements'. Policy 5 should be for ALL parking.

Screen Name Redacted

3/22/2024 04:08 PM

More bicycle parking all over the place.

Screen Name Redacted

3/23/2024 07:30 AM

We cannot continue to eliminate parking in downtown. There is not enough parking as it is.



Screen Name Redacted 3/23/2024 09:28 AM	YES! There is so much underutilized parking in this city!
Screen Name Redacted 3/23/2024 01:46 PM	The housing code is already minimizing available parking in new developments. Have you noticed that Monroe St in front of Seven Acres is nearly always full of parked cars. Have you noticed it is difficult to find parking at the Milwaukie Farmer's Market?
Screen Name Redacted 3/23/2024 03:41 PM	Don't exclude parking from residential and multi-family building codes. The idea that parking isn't necessary due to public transport is naïve. No one really like streets that are packed with parks like much of Portland.
Screen Name Redacted 3/23/2024 04:17 PM	I am very concerned that new builds with dense infill will not have enough parking and lead to major problems in the neighborhood. we are a suburb and most families here will have 2 cars for the foreseeable future. the single parking spot rule is a major problem;em for our community. we cannot pretend that this will magically go away.
Screen Name Redacted 3/23/2024 09:36 PM	ok
Screen Name Redacted 3/24/2024 09:39 AM	Perhaps incorporate the environmental impacts of parking into this section, i.e. incorporating adequate cover (trees and/or human-made shade) to reduce the heat absorption during the summer and fall months. Less direct exposure can result in less retained heat throughout the area.
Screen Name Redacted 3/25/2024 09:08 AM	Bikes are small and don't need to have big areas for parking. Stop making them a priority and make car parking the priority.
Screen Name Redacted 3/25/2024 09:44 AM	#1- # 5: so where are you going to park cars for the normal citizens. i am guessing that over half the homes/ apartment buildings have 2 cars/ trucks.
Screen Name Redacted 3/25/2024 09:56 AM	Support permanent "parklets".
Screen Name Redacted 3/25/2024 10:39 AM	3. No more large housing units with inadequate parking spaces. It is unreasonable to believe that squeezing apartment or condo residents will force people into using other transit options. This becomes a



quality of life issue for all. When a neighborhood has inadequate parking (see SE Division), I stop going there. I don't just decide to take the bus.

Screen Name Redacted

3/25/2024 10:13 AM

Important for equity.

Screen Name Redacted

3/25/2024 02:31 PM

Parking is a necessity. Allowing residential development that has no parking simply clogs neighborhood streets and makes travel more difficult for walking and biking.

Screen Name Redacted

3/27/2024 11:13 AM

I agree and support!

Screen Name Redacted

3/31/2024 10:51 AM

#5 -- Bike parking should be covered and secure, whenever possible.

Screen Name Redacted

4/07/2024 11:05 PM

Sure. Please look to the interest of small businesses first. Please speak with and get permission from small businesses or home owners who may be directly impacted by these asks..

Screen Name Redacted

4/09/2024 12:51 PM

Good goals and prevent parking in front of mailboxes. In some neighborhoods too many cars parked on streets, especially dangerous with no sidewalks. N. of Railroad, Stanley Ave is a public urban development (PUD) that has green space behind homes with asphalt walkways that have raised large cracks due to trees. You're forced to walk on curved streets. Dangerous.

Screen Name Redacted

4/15/2024 02:10 PM

Even though we are a suburb with individual housing on private lots, I believe the age of the car is waning and focusing on bicycles/small motor vehicles will great reduce the need for parking.

Screen Name Redacted

4/16/2024 09:28 AM

I'm not sure if Milwaukie has any semblance of minimum parking requirements for new builds, but I hope that they do not exist.

Screen Name Redacted

4/16/2024 09:45 AM

Policy 1: I can't speak for other areas of Milwaukie, but downtown Milwaukie is going to be in need of more parking (not less) if the new residential buildings ever fill up and/or the planned new retail areas get finished.



<p>Screen Name Redacted 4/16/2024 10:57 AM</p>	<p>Sidewalks to get around, so there are less cars and more healthy and fit people.</p>
<p>Screen Name Redacted 4/16/2024 11:34 AM</p>	<p>Employees without parking find other employment. This is unbelievably stupid. You are creating a problem just to implement a solution. You need change the current parking situation to make parking more accessible to employees. commerce is literally the only thing holding any of this together.</p>
<p>Screen Name Redacted 4/16/2024 11:56 AM</p>	<p>Yes, this appropriate. It seems much of the unnecessary parking space in our area is actually outside of city limits.</p>
<p>Screen Name Redacted 4/16/2024 05:34 PM</p>	<p>I think bike parking facilities should ideally include more lockable storage facilities; merely chaining a bike to a bike rack is not enough theft protection in many areas.</p>
<p>Screen Name Redacted 4/16/2024 07:56 PM</p>	<p>A question: When the changes were made to King Road to change it from a 4 lane to two lane arterial, there seemed to be some "extra" width that was just put into the center turn lane. Is there enough there to allow parking on one side of the road and still have a center lane and the two bike paths?</p>
<p>Screen Name Redacted 4/16/2024 08:34 PM</p>	<p>How about give churches a grant if they build next to a major transportation hub so we can use their parking lots Monday thru Friday like the church on Lake Rd by the Main St train stop. Maybe this is already a thing. Ditto for neighborhood hubs. It would be great if they are next to a church that allows M-F parking. I get that you hope people will bike there, but I'm an older person. I think my biking days are done.</p>
<p>Screen Name Redacted 4/16/2024 09:36 PM</p>	<p>when the city has allowed for building along major roads that can not accommodate street parking for the businesses and their customers and not to mention the occupant/tenants that are intended to fill that units, it will be interesting to see where cars become parked. The distance from public transit and condensed infill building allowances without 1 full parking space per unit is curious. Maybe this is how they felt when transitioning from horses to cars....</p>
<p>Screen Name Redacted 4/16/2024 11:47 PM</p>	<p>Cars aren't going anywhere, try as we might to design more favorable alternatives. I strongly urge Milwaukie to incentivize multi-unit residential development with ample parking for tenants. The less</p>



clogged our streets are with parked cars, the fewer blind corners, the safer they are to walk, bike, and drive.

Screen Name Redacted
4/17/2024 06:05 AM

Improve parking downtown for bikes and increase non-trailer parking at Milwaukie Bay

Screen Name Redacted
4/17/2024 11:36 AM

If #3 means not allowing enough parking spaces for high density apartments etc., make sure this will not adversely affect local streets, thereby impacting neighbors' driveway and mailbox access.

Screen Name Redacted
4/17/2024 04:01 PM

This all sounds good! My only comment is that parking policies are only as good as enforcement. Multiple times I've seen ice vehicles parked in the electric vehicle charging spots at the library, for instance.

Optional question (41 response(s), 16 skipped)
Question type: Essay Question

Q12 | Anything else you'd like to share about transportation in Milwaukie or the TSP update?

Screen Name Redacted
3/23/2024 10:09 AM

We love living in Milwaukie. We want to stay here. We love our home. We have an award winning rose garden, Best Visability East of the Willamette River, in the Royal Rosarians RoseGarden metro contest for three separate years. We don't want to lose this beautiful garden. People walk and drive just to see our garden in the summer. It should be on your Tourism promotion. lol. However, if SE Stanley is determined to be narrowed for bike lanes and street parking eliminated, you will lose us and both our businesses. Please reconsider, I'm sure others simply haven't spoken up

Screen Name Redacted
3/22/2024 12:34 PM

It irritates me and several, several other members of our community how we have to keep hearing "equity" all the time.

Screen Name Redacted
3/22/2024 12:54 PM

Overall, much of what Milwaukie is doing is helping. I think incentivizing businesses to get options for solar. and street accommodations downtown for charging of EV cars will be helpful. My next car purchase will be an EV. I am hoping that by that time there will be enough charging locations that I can stall on getting one added to my house.



 Screen Name Redacted

3/22/2024 01:09 PM

Ambitious and laudable goals amidst a host of legacy transportation complexities. Crossing 224 remains a major problem I fear will require large, expensive, and potentially divisive solutions. My wife and I support anything that reduces the need for cars in downtown Milwaukie proper, but we both fret about the rise of e-bikes on already, at times, congested bike routes.

Screen Name Redacted

3/22/2024 01:29 PM

A parking patrol should be established that enforces parking regulations in neighborhoods and not just business districts. Start with getting vehicles that are not street legal off the streets, then go after those doing long term storage off the streets.

Screen Name Redacted

3/22/2024 01:43 PM

Please don't be so extreme. Common sense improvements only please.

Screen Name Redacted

3/22/2024 02:18 PM

Worried about the Monroe development project and how this could highly negatively impact the lack of parking included in project plans. There is not enough parking included in the development for the amount of cottages proposed. This will inevitably lead to overflow on the surrounding streets which will then lead to increased risk for pedestrians and bicyclists. It would also create barriers for emergency vehicles. This development needs to be reevaluated before approved. Not enough neighbors were notified of this development and this would have a negative impact on the surrounding community. There needs to also be sidewalks and speed bumps included in the project if there is a plan to increase the population and traffic in such a condensed area.

Screen Name Redacted

3/22/2024 02:50 PM

The current transportation network is woefully in need of work before any of these system goals should be considered.

Screen Name Redacted

3/22/2024 04:24 PM

We need wildlife corridors over major highways, rail and the light rail.

Screen Name Redacted

3/23/2024 09:28 AM

Just to emphasize how the city can implement measures within its employees, fleet, contracts.

Screen Name Redacted

3/23/2024 05:22 PM

It would be interesting if you gathered individuals daily transportation experiences. Then we might see if there are shared experiences that can inform more direct routes for pedestrians or bottle neck areas or efficiency in the modes of available transportation.



Screen Name Redacted

3/23/2024 09:36 PM

There to be some recognition that many seniors are very much dependent on their vehicles and having vehicle mobility. Some seniors are widows, and don't feel safe even riding the bus let alone the MAX. And TriMet has a tattered history of providing passenger safety on its transit systems, especially Max Lines and stations. Also, these seniors often don't feel safe walking either. So this is why they prefer using their cars. Unfortunately, Milwaukie's Transportation Advisory Committee is comprised of younger people or planners who live by social engineering rules antithetical to vehicles and their drivers.

Screen Name Redacted

3/24/2024 09:39 AM

I appreciate the efforts of all involved with this process, even if I may disagree with some of the details/wish to see further considerations. Kudos to everyone involved in helping to guide regional transportation to more equitable and sustainable directions.

Screen Name Redacted

3/25/2024 09:44 AM

looks like to me i should sell my rv and truck to make it easier on the city planners.

Screen Name Redacted

3/25/2024 10:39 AM

I appreciate what you are trying to do. This is a very long survey, and it requires some commitment to complete it. I guess that just reflects the complexity of the issues you are dealing with.

Screen Name Redacted

3/25/2024 02:31 PM

no

Screen Name Redacted

3/27/2024 11:13 AM

I fully agree with the priorities and approach you all are taking. This is why I live in Milwaukie! Thanks so much for the work you are doing.

Screen Name Redacted

3/28/2024 06:51 PM

This survey was a complete joke. Instead of actually trying to prioritize the citizen's needs. You are pursuing the latest fads in governance. I'm extremely disappointed. If this is your best, consider a new line of actual work. I'm ashamed and I'm afraid. We are doomed as the City of Milwaukie.

Screen Name Redacted

3/31/2024 10:51 AM

Please note that this survey will not allow respondents to use certain words that should be part of this conversation. What is the one word for a street that is intended to be shared by bicyclists and drivers? What is the Dutch word for a "living street" that allows for slow moving transportation of all kinds?



Screen Name Redacted

4/08/2024 01:11 PM

Mostly good. Keep up the good work in closing the gaps for transportation needs. I would like to walk or bike more in the neighborhood and filling gaps will help alot. I would like to see some work just east of Providence Milwaukie (on King, east of 42nd ave to Llewellyn St).

Screen Name Redacted

4/07/2024 11:05 PM

We really don't need so many bike lanes. It rains a lot. Please consider advocating for a red light camera on 82nd and Harmony even if ticket monies can't be fed into the Milwaukie transit system. Please fix pothole and roads that have not been paved in the last 50 years, like my neighborhood ☺

Screen Name Redacted

4/09/2024 12:51 PM

Simply walk the streets of Milwaukie and you'll figure out what works and doesn't. Love the little trails and walkways (near Ardenwald School) and the quaint character and the angled parking in downtown!! Not sure Linwood multimodal was a good idea. Delivery trucks stop in middle of road blocking traffic!

Screen Name Redacted

4/16/2024 09:28 AM

As a pedestrian and cyclist, but especially as a cyclist, I feel more comfortable outside of my automobile in Portland rather than non-downtown Milwaukie. I tend to get on the Springwater or Trolley Trail to get to Portland, where the cycling infrastructure is more robust, and the bicycle-automobile relationship is generally more equal.

Screen Name Redacted

4/16/2024 09:45 AM

Reducing automobile lanes will only increase emissions, not reduce. It sounds like you are planning to try to force people to not drive by making it inconvenient to do so. That will not work. It will just cause congestion.

Screen Name Redacted

4/16/2024 01:32 PM

I really would like more infrastructure to make our greenways actually feel more like pedestrian and bike corridors. Right now, they're mostly scary to ride on or walk on and it deserves to be a priority.

Screen Name Redacted

4/16/2024 10:57 AM

Please, please, please give us sidewalks. It would improve life so much.

Screen Name Redacted

4/16/2024 11:34 AM

What are you people smoking? Do you not see how negatively these types of policies have impacted portland and the surrounding region. Why would any of us want to work in this Milwaukie?



Screen Name Redacted

4/16/2024 11:56 AM

Please keep up the good work on adding usable sidewalks, multiuser trails and trails/swales. We'd sure like to see an overhaul of SE King Road soon. Thanks.

Screen Name Redacted

4/16/2024 01:25 PM

This survey is badly designed and too time consuming to complete. Clackamas County and the City of Milwaukie need to work with TriMet to ensure that ALL TriMet riders have access to safe, clean, reliable transportation. The Orange Line has become a de facto mobile homeless shelter/mental health treatment center. The bus service is so limited and infrequent that it is useless for most people in Clackamas county. I've lived in Clackamas County and been taking TriMet for over 20 years. Until these issues are addressed, TriMet is not a viable alternative to driving.

Screen Name Redacted

4/16/2024 06:40 PM

I strongly support the new direction of the TSP to prioritize active transportation and transit over driving. We live in a city and need to share the road and provide safe infrastructure for all modes. Driving works really well in Milwaukie, but the other modes need improvement.

Screen Name Redacted

4/16/2024 08:34 PM

It's great to have so many goals! Can't wait to see how they turn into projects.

Screen Name Redacted

4/16/2024 11:47 PM

Thank you for engaging the community in this way. I hope my responses have been at least somewhat useful.

Screen Name Redacted

4/17/2024 06:05 AM

As more bike/pedestrian lanes have been created, I've seen more residents using them. We need safe routes to schools and downtown (and any new neighborhood hubs that develop) to encourage non-vehicle travel. Everyone wins- safer children, healthier/happier residents and increased traffic to local businesses

Screen Name Redacted

4/17/2024 04:01 PM

I know people complain all the time about any changes that they see as de-prioritizing car travel, but I just want to say there are lots of people who support safer roads for all! We may not be as vocal on social media etc., but we're here and we're grateful for your work.

Optional question (34 response(s), 23 skipped)

Question type: Essay Question



CITY OF MILWAUKIE

To: Planning Commission
From: Laura Weigel, Planning Manager
Date: May 3, 2024, for May 14, 2024, Work Session
Subject: Community Involvement Advisory Committee Overview

ACTION REQUESTED

No action is requested. This overview was requested by the Planning Commission.

BACKGROUND INFORMATION

Statewide planning Goal 1 “Citizen Involvement” states:

The program for citizen involvement shall include an officially recognized committee for citizen involvement (CCI) broadly representative of geographic areas and interests *related to land use and land use decisions*. Committee members shall be selected by an open, well publicized public process. The committee for citizen involvement shall be responsible for assisting the governing body with the development of a program that promotes and enhances citizen involvement in land-use planning, assisting in the implementation of the citizen involvement program, and evaluating the process being used for citizen involvement. If the governing body wishes to assume the responsibility for, development as well as adoption and implementation of the citizen involvement program or to assign such responsibilities to a planning commission, a letter shall be submitted to the Land Conservation and Development Commission for the state Citizen Involvement Advisory Committee's review and recommendation stating the rationale for selecting this option, as well as indicating the mechanism to be used for an evaluation of the citizen involvement program. If the planning commission is to be used in lieu of an independent CCI, its members shall be selected by an open, well-publicized public process.

Based on this requirement the following Comprehensive Plan policy was adopted in 2020:

Policy 1.3.1 City Council will appoint and maintain a Community Involvement Advisory Committee (CIAC) that meets or exceeds the requirements of [Statewide Planning Goal 1](#).

The policy was left open to give the Council freedom to appoint the Planning Commission or to create a new independent committee when and or if funding was available. Council opted to

appoint the Planning Commission to serve as the CIAC which is reflected in the Commission by-laws (Attachment 1) that were adopted by City Council on June 15, 2021.

Prior to the adoption of the revised by-laws Planning Commission stated that the topic had been discussed several times since the Comprehensive Plan policy was adopted. Planning Commission voiced several concerns regarding the revisions to the by-laws:

- Preference for a standalone committee that focuses on all matters of public involvement not just land use
- It is not clear what the role and responsibilities of the CIAC are
- Concerned that interim status would become permanent
- Perception of conflict with Planning Commission acting as the CIAC
- Planning Commission has already has a heavy workload

As an interim solution several ideas were discussed, including more clarity about the time commitment to the CIAC, the addition of a sunset clause to ensure the Planning Commission does not remain the CIAC for an extended amount of time, and a thorough assessment of what the CIAC roles and responsibilities should be in the future. The Planning Commission requested that the City Council consider revising the bylaws to reflect their ideas and to assess developing a committee that has a focus on community wide engagement that is broader than just land use. These recommendations were discussed at the [January 12, 2021](#), Planning Commission meeting. The Planning Commission and City Council jointly discussed the bylaws on [April 20, 2021](#). The City Council did not opt to revise the by-laws which were adopted by Council on [June 15, 2021](#).

The current practice regarding engagement efforts for planning projects is to inform the Planning Commission/CIAC about the engagement strategies being used for different projects which require different types of strategies. For example, the Transportation System Plan project is a large project that requires an in-depth engagement strategy, which was reviewed by the Planning Commission. On the opposite end of the engagement spectrum were the revisions to Title 17 Land Divisions that required notification, but not an engagement plan.

ATTACHMENTS

Attachments are provided as indicated by the checked boxes. All material is available for viewing upon request.

	PC Packet	E-Packet
1. Planning Commission Bylaws	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Key:

PC Packet = materials provided to Planning Commission 7 days prior to the meeting.

E-Packet = packet materials posted online at <https://www.milwaukieoregon.gov/bc-pc/planning-commission-64>, available 7 days prior to the meeting.

MILWAUKIE PLANNING COMMISSION BYLAWS**ARTICLE I NAME**

The name of this commission is the Planning Commission (Commission).

ARTICLE II PURPOSE, AUTHORITY, AND OBJECTIVE

- A. **Purpose.** The purpose of the Commission is to serve as an advisory body to, and a resource for, the City Council in land use matters. In addition, the Commission will carry out the roles and responsibilities as assigned under Milwaukie Municipal Code (MMC) Section 2.16.010.
- B. **Authority.** The Commission is authorized by ORS 227 and MMC Chapter 2.16.
- C. **Objective.** The Commission's objectives include articulating the community's values and commitment to socially and environmentally responsible uses of its resources as reflected in the Comprehensive Plan.
- D. **Open Meetings.** All meetings of the Commission are open to the public. The Commission has the authority to conduct an executive session under ORS 192.660.

ARTICLE III MEMBERSHIP

- A. **Appointment.** Each Commission member will be appointed by the Mayor with the consent of Council, consistent with MMC 2.10.030 G. Members will serve at the pleasure of the Council.
- B. **Term of Office.** Terms are for a period of four years. Commission members may serve no more than two consecutive full terms, unless there is an interval of at least one term prior to reappointment. The Council may waive this limitation if it is in the public interest to do so.
- C. **Membership.** The Commission consists of seven members. No more than two members may be non-residents, and no more than two members can be engaged in the same kind of occupation, business, trade, or profession. No member may be a City of Milwaukie officer, agent, or employee; and no more than two voting members of the Commission may engage principally in the buying, selling, or developing of real estate for profit as individuals; or members of any partnership, or officers or employees of any corporation that engages principally in the buying, selling, or developing of real estate for profit.
- D. **Vacancies and Removal.** Vacancies are filled in the same manner as the original appointments. A member of the Commission may be removed by the appointing authority, after hearing, for misconduct or nonperformance of duty.
- E. **Attendance.** Upon failure of any member to attend three consecutive meetings, the Commission may recommend termination of that appointment to the Council, and the Council may remove the incumbent from the Commission and declare the position vacant to be filled in the manner of a regular appointment.

- F. **Compensation.** Commission members will receive no compensation for their service, but will be fully reimbursed for all duly authorized expenses.

ARTICLE IV OFFICERS AND STAFFING

- A. **Officers.** The officers consist of a Chair and a Vice Chair who will be selected by the membership and who will serve at the pleasure of the membership for one year. Nominations and election of new officers will be taken from the floor at the Commission's first meeting of the calendar year. Officers may be re-elected. In the event that an officer is unable to complete the specified term, a special election will be held for the completion of the term.
- B. **Chair.** The Chair will preside at all deliberations and meetings of the Commission and call special meetings in accordance with these Bylaws and review Commission agendas with the staff liaison.
- C. **Vice Chair.** During the absence, disability, or disqualification of the Chair, the Vice Chair will exercise or perform all duties and be subject to all the responsibilities of the Chair. In the absence of the Chair and Vice Chair, the remaining members present will elect an acting Chair.
- D. **Staff.** The City of Milwaukie Planning Department will provide staff support to the Commission for: land use issues, meeting notifications, postponements, final disposition of matters, and other steps taken or acts performed by the Commission, which include administrative housekeeping functions such as word processing, minutes preparation, copying, and information gathering to the extent the budget permits.

ARTICLE V ORGANIZATIONAL PROCEDURES

- A. **Meetings.** The Commission will hold meetings as necessary at a time and place designated by staff consistent with Oregon Public Meetings Law. Typically, the Commission meets at least once a month on the second and/or fourth Tuesday at 6:30 p.m. at City Hall. Commission meetings will end no later than 10:00 p.m., unless extended by majority vote of the Commissioners present and participating in the Agenda item that is under consideration at that time. An extension to 10:30 p.m. is allowed by Commission action. If a meeting has not concluded at 10:30 p.m., the Commission may vote on the Agenda item, consider another extension of up to 30 minutes, or vote to continue the item to the next available meeting.
- B. **Quorum.** A quorum is four of the voting membership of the Commission. If a quorum is not attained fifteen minutes following the scheduled time of call to order, the meeting will be cancelled. In the event it is known by the Director prior to a meeting that a quorum will not be present at any meeting, the Director will notify the Commission members. All items scheduled for the meeting will be automatically continued to a regularly scheduled meeting unless the Director determines that a special meeting is needed. The Director will post notice of the continuance on the exterior doors of City Hall notifying the public of the continuance and specifying the date and time when the continued items will be before the Commission. The Notice will remain through the evening on which the meeting is originally scheduled.

- C. Order of Business.** The Chair will have the authority to arrange the order of business as is deemed necessary to achieve an orderly and efficient meeting. In general, the order of business will be as follows:
1. Call to order – Procedural Matters
 2. Minutes
 3. Information Items
 4. Audience Participation
 5. Public Hearings
 6. Worksession Items
 7. Planning Department Other Business/Updates
 8. Planning Commission Discussion Items
 9. Forecast for Future Meetings.
- D. Voting.** All members who are present at a Commission Meeting, including the Chair and Vice Chair, are allotted one vote each on all motions. The concurrence of a majority of the Commission members present will be required to decide any matter. In the case of a tie vote, the matter is not complete. One new motion may be made. If a majority vote is not obtained on that motion the agenda item fails. A motion may be made by any Commissioner with the exception of the presiding officer. All Commissioners, when a vote is taken, will vote unless he or she abstains from voting and cites the reason for the record. Staff will call the roll, altering the order of members called. The Chair will vote last.
- E. Reconsideration of Actions Taken.** A member who voted with the majority may move for a reconsideration of an action at the same meeting only. The second of a motion may be a member of the minority. Once a matter has been reconsidered, no motion for further reconsideration will be made without unanimous consent of the Commission.
- F. Minutes.** A staff representative or designee will be present at each meeting and will provide for a sound, video, or digital recording, or written minutes of each meeting. The record of the meeting, whether preserved in written minutes or sound, video, or digital recording, will include at least the following information:
- Names of the Commission members present;
 - All motions and proposals, and their disposition;
 - The results of all votes and the vote of each Commission member by name;
 - The substance of any discussion on any matters; and,
 - A reference to any document discussed at the meeting;

Written minutes need not be a verbatim transcript, but give a true reflection of the matters discussed at the meeting and the views of the participants.

Minutes shall be reviewed and voted upon by the Commission at a regular meeting.

Upon approval of the minutes by the Commission, a staff representative will sign and make the minutes available to the public within a reasonable time after the meeting.

- G. **Repeal or Amendments.** The Commission may review these bylaws periodically and forward suggested revisions to the Council for approval. These bylaws may be repealed or amended, or new bylaws may be adopted by a majority vote of the Council on its own initiative, or upon a recommendation from the Commission.
- H. **Meeting Conduct.** The meeting conduct for this Commission is these bylaws except where superseded by or local, state, or federal law.
- I. **Statement of Economic Interest.** Commissioners are required to file annual statements of economic interest as required by ORS 244.050 with the Oregon Government Standards and Practices Commission.

ARTICLE VI DUTIES OF OFFICERS

- A. **Duties of the Chair.** The Chair or Vice Chair, in addition to the duties in Article IV, will preserve the order and decorum of the meeting.
 1. The Chair may assess the audience at the beginning of the meeting, and, with the consent of the Commission, announce reasonable time limits.
 2. The Chair will direct the planning staff to summarize the issues to be addressed and the criteria to be applied by the Commission during its deliberations, following the conclusion of public hearing testimony.
 3. The Chair will summarize the hearing results and state the appeal process at the conclusion of the public hearing.
- B. **Requesting Response and Opinion.** The Chair will ask for response and opinion from the members of the Commission.
- C. **Appointments to Specific Projects on Committees.** The Chair may appoint Commissioners to specific projects or committees, and may select a Commissioner to be spokesperson for the Commission when the Chair or Vice Chair is unavailable.
- D. **Confer with Director.** The Chair or Vice Chair shall confer with the Planning Director (Director) on a regular basis outside scheduled meetings concerning the direction each expects of the Commission.
- E. **Orientation of New Members.** The Chair, in conjunction with the Director, will orient new members.

ARTICLE VII DUTIES OF THE COMMISSION

- A. **Duty of Commissioner.** Commissioners will address all those who come before the Commission in a formal and courteous manner.
- B. **Absence From a Meeting.** If a Commissioner is unable to attend a meeting, it is that Commissioner's responsibility to inform the Community Development staff and/or the Commission Chair of that fact prior to the meeting to be missed.

C. Site Visits. Prior to Commission meetings, Commissioners are encouraged to visit sites that are subjects for land use actions. If a Commissioner visits a site, he or she will report on the record any information gained from the site visit that is not consistent with the information included in the application or staff report.

D. Method of Handling Conflicts by Members. In accordance with ORS 244.135: (1) A member of the Commission will not participate in any Commission proceeding or action in which any of the following has a direct or substantial financial interest:

1. The Commission or the spouse, brother, sister, child, parent, father-in-law, mother-in-law of the Commissioner; or
2. Any business in which the Commissioner is then serving or has served within the previous two years; or
3. Any business with which the Commissioner is negotiating for or has an arrangement or understanding concerning prospective partnership or employment.

Any actual or potential interest must be disclosed at the meeting of the Commission where the action is being taken.

E. Meeting Preparation. Commissioners will prepare for participation at a meeting by fully reviewing the staff report and materials provided by the Director. If a Commissioner is unable to attend a hearing on a quasi-judicial application that is continued to another hearing, the Commissioner will not take part in the continuance hearing unless the Commissioner:

1. Reviews the staff report and materials provided by the Director as well as:
 - a. all materials submitted at the hearing, and
 - b. any additional materials prepared by the planning staff applicable to the application, and
 - c. either the audio recording of the hearing or the draft minutes of the hearing.
2. Declares that they are prepared to participate.

F. Duties Assigned by Council. The Commission will carry out the duties assigned to it by Council relating to development, updating, and general maintenance of the Milwaukie Zoning Ordinance and the Milwaukie Comprehensive Plan.

- a. The Commission will serve as the Community Involvement Advisory Committee (CIAC). Each Commissioner will be considered appointed to the CIAC at the same time as he or she is appointed to the Commission and will serve on the CIAC for the duration of their term. The CIAC will implement the City's community involvement program pursuant to the requirements and relevant guidelines set forth in Statewide Planning Goal 1 and the Comprehensive Plan specific to land use that addresses:

- Opportunities for widespread public involvement
 - Effective two-way communication with the public
 - The ability for the public to be involved in all phases of the planning process
 - Making technical information easy to understand
 - Feedback mechanisms for policy-makers to respond to public input, and
 - Adequate financial support for public involvement efforts.
- b. The Planning Commission will reserve time on every agenda to meet as needed as the CIAC, and will convene for an annual meeting.
2. **Other Duties.** At least once per year, the Commission will hold a meeting to which Neighborhood District Association (NDA) leaders (e.g., the NDA chair and the chair of the land use committee) are invited to discuss land use issues and community outreach with the Commission.

ARTICLE VIII GOALS AND OBJECTIVES

- A. **Annual Goal Review.** The Commission will review the Council goals annually for establishment of Commission goals which enhance and augment those of the Council.
- B. **Establishment of Commission Goals.** The Commission will establish goals, at a minimum, annually.