

CITY OF MILWAUKIE  
PLANNING COMMISSION MINUTES  
TUESDAY, NOVEMBER 14, 2006

**COMMISSIONERS PRESENT**

Jeff Klein, Chair  
Lisa Batey  
Teresa Bresaw  
Catherine Brinkman  
Scott Churchill

**STAFF PRESENT**

Katie Mangle,  
Planning Director  
Jennifer Lucas,  
Temp. Hearings Reporter

**COMMISSIONERS ABSENT**

Dick Newman

1.0 CALL TO ORDER

The meeting was called to order at 6:35 p.m.

2.0 PROCEDURAL QUESTIONS -- None.

3.0 CONSENT AGENDA --

3.1 Planning Commission Minutes -- February 14, 2006

**Commissioner Batey** identified several corrections, and asked staff to check with Mr. Firestone to confirm his response was recorded correctly. She would like staff to revise minutes after further review.

**Commissioner Brinkman moved to postpone consideration of the meeting minutes from February 14, 2006 pending further clarification from Gary Firestone in regards to his testimony.**

**Unanimously voted to have staff revise the minutes of February 14, 2006.**

3.1 Planning Commission Minutes -- August 22, 2006

**Unanimously approved the minutes from August 22, 2006 as presented.**

3.1 Planning Commission Minutes -- October 10, 2006

**Unanimously approved the minutes from October 10, 2006 as presented.**

4.0 INFORMATION ITEMS -- City Council Minutes

City Council minutes can be found on the City web site at [www.cityofmilwaukie.org](http://www.cityofmilwaukie.org)

## 5.0 PUBLIC COMMENT –

Speaking: Ed Parecki, 10600 SE McLoughlin Blvd., Milwaukie

**Mr. Parecki** stated his concern with the public area improvement that was imposed on one of his tenants. Mr. Parecki is the owner of a building located on McLoughlin Blvd., which has ten tenants in it. Recently, with the expansion of McLoughlin Blvd., improvements have been made. **Mr. Parecki's** concern is that his most recent tenant, J.L. Hair Design, was asked to provide \$3,400 worth of public area improvements. This area is currently home to a large piece of concrete built by the McLoughlin Project, now the City would like trees put in. Mr. Parecki's last nine tenants were not asked to provide any type of public area improvements. **Mr. Parecki** would like to know why his last tenant was asked to provide these improvements and not the other nine. Also, Mr. Parecki is unsure if he would like to improve any more buildings in downtown Milwaukie due to this public area improvement issue. **Mr. Parecki** would like the public area improvements fee waived for this tenant, J.L. Hair Design.

## QUESTION FROM THE COMMISSIONERS

**Chair Klein** asked staff what requirements are being imposed on J.L. Hair Design, which was not imposed to the other tenants. **Ms. Mangle** stated the requirements in all the downtown zones for new development and building permits include tenant improvements. Up to 10% of value of the building permits is required to be spent on implementing downtown streetscape plans by constructing the public area improvements. **Ms. Mangle** listed a variety of businesses located in downtown Milwaukie which have met this requirement. **Chair Klein** asked if the implemented 10%, which was enforced for this tenant, was to be made to cover the other nine tenants. **Ms. Mangle** stated it was only for J.L. Designs improvement. **Mr. Parecki** stated that the owners of the buildings listed by Ms. Mangle were owners of the building besides being the tenants of the buildings being asked to provide area improvement. **Mr. Parecki** asked for clarification on who is to maintain the improved area if a tenant who has made the improvements stays for only two to three years. **Chair Klein** asked Ms. Mangle for information regarding the maintenance of the improved areas. **Ms. Mangle** stated she was not sure. **Mr. Parecki** referred to a letter provided to tenant that stated they would be maintaining the improved area. **Chair Klein** asked staff to look further into this issue. **Commissioner Churchill** gave an example, ADA accessibility, of a building which didn't meet these codes; therefore, needing to bring their buildings up to code. **Ms. Mangle** gave an example of Section 1400, of sidewalks being built where sidewalks are needed. Tenant improvements for J.L. Design will be \$34,000. This is where the \$3,400 improvement amount came from. **Chair Klein** asked if the money provided from the 10% of improvement will be used for other parts of downtown. **Ms. Mangle** stated that this would not be funds in lieu of, but will need to go to improvement of the area in which the building is located. **Commissioner Brinkman** asked if there is an appeal process

in place for the assignment of this cost. **Ms. Mangle** stated she was not aware at this time. **Chair Klein** stated that if tenant "A" stays for two years and then tenant "B" stays for three years, having this 10% in effect then Mr. Parecki's building will look very well kept. **Commissioner Bresaw** stated this was the cost of doing business. **Commissioner Brinkman** would like staff to look further into the issue.

Speaking: Ed Zumwalt, 10888 SE 29<sup>th</sup>, Milwaukie

**Mr. Zumwalt** read a statement from a letter he had written. The letter was a remark in regards to the Milwaukie High School sign situation expressing disappointment in the Council's decision. He talked to the principal of Milwaukie High School about the sign issue. He looked at the issue as a community issue and wanted to have it worked out in the community and not made a political issue.

#### QUESTION FROM THE COMMISSIONERS

**Commissioner Batey** asked if the meeting Mr. Zumwalt had with the principal was a follow up meeting. **Commissioner Brinkman** stated that the principal might have believed that the sign had enough votes to pass and dismissed any further discussion about the sign. She also asked if Mr. Zumwalt has been able to communicate with the principal in resolving the issue of the sign. **Mr. Zumwalt** stated that he had tried to contact the principal November 13<sup>th</sup> but has been unable to reach him, but was sure he was not being ignored.

**Mr. Zumwalt** said that the Neighborhood Association had the feeling of being ignored and having issues turned against them. **Commissioner Churchill** agreed with Mr. Zumwalt's observation at the Neighborhood Association meeting. **Commissioner Bresaw** questioned if a monument sign would be invisible with parked cars on the road. **Chair Klein** stated that this issue will be discussed further at the end of this meeting. He said he hopes there is a more favorable outcome for the city and the neighborhood.

**Commissioner Batey** asked Ms. Mangle if staff was aware that the principal felt he was under a timeline to make a choice. **Ms. Mangle** stated that the representative for the issue, Ali Townsend, was aware. **Chair Klein** stated they will be talking about the issue later in the meeting.

6.0 PUBLIC HEARINGS --None.

7.0 WORKSESSION ITEMS --

7.1 Street Maintenance Funding Proposal – Presented by Alex Campbell, Economic Development Specialist

**Mr. Campbell** asked the Commission if they had heard about options proposed by the City to fund street maintenance. It costs five times as much to build a street than it does to maintain a street. **Mr. Campbell** described the proposed plan: a street maintenance fee (\$3.35 for a single family household), a 1.5% PGE privilege tax on electricity bills and a \$.02 tax on gas purchased in the city. Businesses will cover around 60% of the total burden at the proposal level. Most of the large projects are found in residential areas. The focus of the projects would be on preventative maintenance and the overlay of streets to prevent large amounts of street reconstruction. **Mr. Campbell** asked for feedback from the Commission.

#### QUESTION FROM THE COMMISSIONERS

**Chair Klein** asked for clarification as to the City Council's decision on December 19<sup>th</sup>. He asked if the tax proposal will be an absolute decision. **Mr. Campbell** stated that on December 19 the Council will be able to adopt this package as a whole if they choose to.

**Commissioner Brinkman** asked for clarification on which major roads would be repaired. **Mr. Campbell** said this proposal would pay for street surface repair that would not be included in the Lake Road project.

**Commissioner Bresaw** asked about the asphalt that will be used, and how the City will avoid the problems the City of Portland has had.

**Mr. Campbell** responded that the City may hire an inspector to go around the city to inspect the projects. The hiring of an inspector raised questions within the Commission due to the fact that in NDA meetings, hiring an inspector was not discussed or proposed.

**Chair Klein** asked that a list of completed and proposed projects be available with a timeline. This way the citizens of Milwaukie will be able to see the completion of projects and are aware if certain projects take longer to complete. **Mr. Campbell** cautioned that such a list would have to be continually revised.

#### 7.2 Transportation System Plan project update – Katie Mangle, Planning Director

**Ms. Mangle** began with a presentation to explain the transportation planning process. She informed the Commission about the structure of the Transportation System Project (TSP), to help them understand why it is important. **Ms. Mangle** asked how the Commission would like to be involved in this project; as a whole or individually? This project is funded by ODOT and the City only needs to pay for staff time. She asked for the Commission to help in deciding how the transportation will take shape in the City of Milwaukie.

**Ms. Mangle** stated that the 1997 TSP is outdated, and this project is a great opportunity to plan for the future systems of Milwaukie. **Ms. Mangle** showed the Commission 1997 maps for the Walkway Network Master Plan and Action Plan. The project will focus on defining outcomes for the city and develop a plan that can be implemented within expected fiscal forecasts.

#### QUESTION FROM THE COMMISSIONERS

**Chair Klein** asked about appointed seats dealing with the project. **Ms. Mangle** stated that no seats will be appointed positions – all committees are open to Milwaukie citizens. The hope is that the dialog between the technical staff and the citizens will be in an open forum and not two sides not being able to communicate. **Chair Klein** asked about staffing for this project. **Ms. Mangle** showed an organization diagram of the staff for the project. **Commissioner Churchill** asked about the appointing process. **Ms. Mangle** answered that only the technical people will be appointed and all citizens will be welcome. **Ms Mangle** asked if the Commission would like to have a representative involved or let individuals get involved.

**Chair Klein** asked about conflict of interest and/or legal issues if Commissioners participate in the project and also vote on the final plan. **Ms. Mangle** answered this would not be a problem. **Chair Churchill** stated he liked the idea of free form communication and several Commissioners agreed. **Chair Churchill** also brought up the light rail and how the citizens and technical people will be able to deal with it possibly being brought in. **Ms. Mangle** answered that Kenny Asher will head this group and the possibility of bringing it into the city.

#### 8.0 DISCUSSION ITEMS --

##### 8.1 Debrief on City Council's decision to approve the Milwaukie High School sign

**Chair Klein** opened the discussion by stating that the City Council overturned the Planning Commission's decision on the Milwaukie High School sign. The Planning Commission had wanted to have a representative from the Commission talk at the hearing, but City Council did not ask for this person to speak at the City Council meeting. Four City Council members voted to approve the sign and one member did not vote. **Ms. Mangle** gave an overview of what had happened at the City Council meeting, which can also be found in the City Council minutes and also be viewed from videotape. **Commissioner Brinkman** commented that the City Council listened to the testimony of a gentleman who had money to gain from the sign in regards to safety. **Commissioner Brinkman** and others wrote letters in regards to safety with the sign. **Commissioner Brinkman** also talked about potential difficulty seeing a monument sign due to parked cars and how this can possibly create an accident.

**Chair Klein** talked about examples of other signs such as the one proposed at Council and also aesthetics. **Commissioner Churchill** brought up the issue of conflict of interest for members of City Council and **Commissioner Brinkman** agreed. **Commissioner Churchill** spoke about the possible increase of accidents in areas where signs were put up. He also brought up the concept of reprogramming a sign verses magnetic signs and how convenience played a factor in the decision. **Chair Klein** stated that City Council members in email correspondences had stated that they believed the applicant had answered or resolved questions brought up by the Planning Commission. He stated that he felt the applicant did not.

**Commissioner Brinkman**, speaking only for herself and not expressing the belief of the Planning Commission, stated that she believed someone from City Council orchestrated this appeal process; no one looked into the issue. It was an unpopular decision that the Planning Commission made and no one wants to turn down a student who wants to help the community. She wants to make sure that the process of overturning the Planning Commissions' decision is done as much by the book as possible.

**Commissioner Batey** stated that the City Council did not vocalize the reasons the Planning Commission had decided against the sign and what findings they had made. The applicant gave a small overview with a PowerPoint presentation of the Planning Commission's findings and how they will be resolved. **Commissioner Bresaw** stated that she had not witnessed the City Council meeting but believes that the City Council only overturns items which they believe should be overturned. She commented that the parked cars next to the crosswalk pose more of a safety issue verses a sign.

**Commissioner Brinkman** stated her concern that because one sign has been approved that others will begin to pop up throughout the city. **Chair Klein** stated that the Planning Commission needs to continue the process they have used in deciding how different projects are passed or denied. **Ms. Mangle** stated that this issue has raised awareness with the staff of the Commissions concern about these types of signs and will request more information of applicants next time.

**Chair Klein** would like City Council to understand that if an appointed person from Planning Commission is available they need to allow the speaker to speak. **Commissioner Churchill** expressed concern about whether councilors disclosed everything they should have. **Ms. Mangle** shared that two of the councilors stated that their spouses were involved in the appeal, but felt that this would not affect their decision. No one from the audience spoke up against participation by any of the City Council members. **Commissioner Churchill** brought up the idea of putting a decision on hold until further review. He stated that by doing this, the two groups could work together more as a check and balance.



9.0 OLD BUSINESS --

9.1 Sign Code

**Ms. Mangle** stated that when Council considered the proposed sign code amendments, they voiced concerns. She has proposed changes to present to Council. She would like the Planning Commission to support the revised proposal to Council. Council would like banners at the ball fields to be exempt. The proposed code language for internally illuminated cabinet signs will stay the way it has been, but strike out the 5-year sunset clause and change it to be a 10-year sunset clause. **Chair Klein** would like to address this issue at a later date with City Council, as to make sure views are presented on all sides. **Chair Klein** stated that he feels it is important to get the code constitutional, and that the City can address other issues at another date. He suggested that the Commission should support the additional language regarding banners, but not the change regarding cabinet signs. **Commissioner Brinkman** stated that she would not support either. **Commissioner Churchill** stated he agreed with Chair Klein.

10.0 OTHER BUSINESS / UPDATES

11.0 NEXT MEETING -- November 28, 2006 -- Meeting cancelled

December 12, 2006 -- Discussion of land uses in Hwy 224  
Commercial Area (tentative)

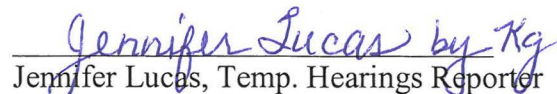
December 26, 2006 -- Meeting cancelled

**Commissioner Bresaw** moved to adjourn the meeting of November 14, 2006. **Chair Klein** seconded the motion. MOTION PASSED UNANIMOUSLY.

The meeting adjourned at 9:09 p.m.



Jeff Klein, Chair



Jennifer Lucas, Temp. Hearings Reporter

# MILWAUKIE PLANNING COMMISSION

MILWAUKIE CITY HALL  
10722 SE MAIN STREET

## AGENDA TUESDAY, NOVEMBER 14, 2006 6:30 PM

		ACTION REQUIRED
1.0	<b>Call to Order</b>	
2.0	<b>Procedural Matters</b> If you wish to speak at this meeting, please fill out a yellow card and give to planning staff. Please turn off all personal communication devices during meeting. Thank You.	
3.0 3.1 3.2 3.3	<b>Planning Commission Minutes</b> February 14, 2006 August 22, 2006 October 10, 2006  Approved PC Minutes can be found on the City web site at: <a href="http://www.cityofmilwaukie.org">www.cityofmilwaukie.org</a>	Motion Needed
4.0	<b>Information Items – City Council Minutes</b> City Council Minutes can be found on the City web site at: <a href="http://www.cityofmilwaukie.org">www.cityofmilwaukie.org</a>	Information Only
	<b>Public Comment</b> This is an opportunity for the public to comment on any item not on the agenda	
6.0	<b>Public Hearings - None</b>	Discussion and Motion Needed For These Items
7.0 7.1 7.2	<b>Worksession Items</b> Street Maintenance Funding Proposal – Alex Campbell, Economic Development Specialist Transportation System Plan project update – Katie Mangle, Planning Director	
8.0	<b>Discussion Items</b> This is an opportunity for comment or discussion by the Planning Commission for items not on the agenda.	Review and Decision
9.0	<b>Old Business</b>	
10.0	<b>Other Business/Updates</b> Update on PC Meeting Minutes progress	Information Only Review and Comment
11.0	<b>Next Meeting:</b> November 28, 2006 – Meeting cancelled December 12, 2006 – Discussion of land uses in Hwy 224 Commercial Area (tentative) December 26, 2006 – Meeting cancelled  The above items are tentatively scheduled, but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.	
<b>1st for Future Meetings:</b> January 9, 2007		



## 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 city, 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

### Public Hearing Procedure

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.** The staff report is followed by any verbal or written correspondence that has been received since the Commission was presented with its packets.
3. **APPLICANT'S PRESENTATION.** We will then have the applicant make a presentation, followed by:
4. **PUBLIC TESTIMONY IN SUPPORT.** Testimony from those in favor of the application.
5. **COMMENTS OR QUESTIONS.** Comments or questions from interested persons who are neither in favor of nor opposed to the application.
6. **PUBLIC TESTIMONY IN OPPOSITION.** We will then take testimony from those in opposition to the application.
7. **QUESTIONS FROM COMMISSIONERS.** When you testify, we will ask you to come to the front podium and give your name and address for the recorded minutes. Please remain at the podium until the Chairperson has asked if there are any questions for you from the Commissioners.
8. **REBUTTAL TESTIMONY FROM APPLICANT.** After all testimony, we will take rebuttal testimony from the applicant.
9. **CLOSING OF PUBLIC HEARING.** The Chairperson will close the public portion of the hearing. We will then enter into deliberation among the Planning Commissioners. From this point in the hearing we will not receive any additional testimony from the audience, but we may ask questions of anyone who has testified.
10. **COMMISSION DISCUSSION/ACTION.** It is our intention to make a decision this evening on each issue before us. Decisions of the Planning Commission may be appealed to the City Council. If you desire to appeal a decision, please contact the Planning Department during normal office hours for information on the procedures and fees involved.
11. **MEETING CONTINUANCE.** The Planning Commission may, if requested by any party, allow a continuance or leave the record open for the presentation of additional evidence, testimony or argument. Any such continuance or extension requested by the applicant shall result in an extension of the 120-day time period for making a decision.
12. **TIME LIMIT POLICY.** All meetings will end at 10:00pm. The Planning Commission will pause hearings/agenda items at 9:45pm to discuss options of either continuing the agenda item to a future date or finishing the agenda item.

**The Planning Commission's decision on these matters may be subject to further review or may be appealed to the City Council. For further information, contact the Milwaukie Planning Department office at 786-7600.**

#### Milwaukie Planning Commission:

Jeff Klein, Chair  
Dick Newman, Vice Chair  
Lisa Batey  
Teresa Bresaw  
Catherine Brinkman  
Scott Churchill

#### Planning Department Staff:

Katie Mangle, Planning Director  
Susan Shanks, Associate Planner  
Brett Kelter, Assistant Planner  
Ryan Marquardt, Assistant Planner  
Jeanne Garst, Office Supervisor  
Karin Gardner, Administrative Assistant  
Marcia Hamley, Administrative Assistant  
Jennifer Mansfield, Temporary Hearings Reporter

# TRANSPORTATION ISSUES IN MILWAUKIE ...

## *DON'T LET THEM PASS YOU BY!*

The City of Milwaukie is preparing to tackle a full slate of transportation issues in the next year. You are invited to help shape Milwaukie's future by participating in any of these upcoming public discussions.

### 1. Street Surface Maintenance

**What:** Consider three new funding sources (PGE Privilege Tax, Street Maintenance Utility Fee, and Local Gasoline Tax) to repair and maintain the City's failing streets.

**When:** Now through December 19<sup>th</sup>

**Opportunities to participate:** City web page, Open House, Nov. 15<sup>th</sup>, Public Safety Bldg., noon Open House, Nov. 16<sup>th</sup>, Public Safety Bldg., 6 p.m. December 19<sup>th</sup> City Council meeting.

(Check PILOT for meeting and contact information.)

### 2. Transportation System Plan Update

**What:** The City is updating its Transportation System Plan (TSP), which sets the policies and priorities for all transportation modes, from sidewalks to freight routes to downtown parking. Without an updated TSP that prioritizes the City's transportation projects, the City cannot obtain funding from state and federal sources.

**When:** Fall 2006 through Fall 2007

**Opportunities to participate:** The City will sponsor a series of issue-specific workshops and work groups. A series of open houses will be held in November.

(See the reverse of this insert for details.)

### 3. Transit Planning

**What:** In order to fulfill Milwaukie's longstanding desire to relocate the Transit Center, the City must choose a new location. In addition, a new South Corridor (light rail) Environmental Impact Statement (EIS) process will begin in early 2007.

**When:** Fall 2006 through 2008

**Opportunities to participate:** The EIS will have a formal public involvement element. The City will conduct additional outreach as bus and light rail planning progresses.

### What issues matter most to you?

- o Traffic Calming
- o Bike Routes
- o Dangerous Intersections
- o School Safety
- o Parking
- o Potholes & Maintenance
- o Sidewalks & Pedestrian Safety
- o Cut Through Traffic
- o Highway 224 Intersections
- o 99-E Access to North Milwaukie Industrial Area
- o Transit Center
- o Light Rail
- o Bus Service
- o "Green" Streets
- o Train Horn Quiet Zone

### Join the discussions!

If you are interested in receiving detailed updates or participating in discussions, please let us know. Transportation Liaison Gavin Hales is building a list of residents who are interested in taking part. Sign up and let Gavin know what issues are most important to you. Call him at (503) 786-7643, ext 2; or email him at [halessg@ci.milwaukie.or.us](mailto:halessg@ci.milwaukie.or.us).

### Stay informed!

The City will be posting updates, listing upcoming meeting announcements, and providing feedback opportunities, through the PILOT, Channel 30, and the city website: [www.cityofmilwaukie.org](http://www.cityofmilwaukie.org).



## UPDATING THE TRANSPORTATION SYSTEM PLAN... *JOIN THE CONVERATION!*

Everybody talks about transportation issues. Now is the chance to turn these conversations into an organized plan and set priorities for transportation improvements over the next decade. An updated Transportation System Plan will assist the City in competing for funding from

state and federal sources to help pay for our transportation projects. Your participation will help us set the City's transportation priorities. You can join this conversation in several ways.

*There are many ways you can add to this conversation. The aim is to have the Plan updated by summer of 2007.*

### Community Briefings

Start by attending any one of the City's four Community Briefings. Transportation needs and issues change depending on where you live or work in the City, so these four meetings will be spread throughout Milwaukie to discuss area-specific issues.

**Linwood Elementary (library)**, 11909 SE Linwood Ave.  
**Thursday, November 30<sup>th</sup>, 6:30-8:30 p.m.**  
*Interested Neighborhoods Include: Linwood, Hector Campbell*

**Milwaukie High School (commons)**, 11300 SE 23rd Ave.  
**Saturday, December 2<sup>nd</sup>, 10:30 a.m.-12:30 p.m.**  
*Interested Neighborhoods Include: Historic Milwaukie, Lake Road*

**Milwaukie Community Club**, 42<sup>nd</sup> and Harrison St.  
**Monday, December 4<sup>th</sup>, 6:30-8:30 p.m.**  
*Interested Neighborhoods Include: Ardenwald-Johnson Creek, Hector Campbell, Lewelling*

**Portland Classical Guitar**, 11923 SE McLoughlin Blvd.  
**Wednesday, December 6<sup>th</sup>, 7-9 p.m.**  
*Interested Neighborhoods Include: Island Station, Waverly Hts.*

**Advisory Committee:** *The Advisory Committee will advise staff throughout the project, resolve conflicts and review technical work. This group will meet monthly and is open to all.*

**Working Groups:** *Each Working Group will meet 2 to 6 times and will work on solutions for the following issues. Participants need not commit to attend each meeting and can be a part of any group.*

#### Auto/Street Network

Connectivity planning, Traffic calming, New/revised road classifications, Hwy 224 intersections

#### Freight

Access and circulation issues

#### Sidewalk/Pedestrian Network

Priorities for sidewalk improvements, Connectivity needs

#### Bike System

Map of proposed bike network, Identify key bike improvements

#### Street Design

Traffic Calming, Green streets, Retrofitting existing streets

#### Transit

Local preferences for high capacity transit, Bus service needs

#### Public Parking

Long-term needs for supporting downtown development

**Open House:** *An Open House will be scheduled in the spring to showcase the recommendations.*

**Email List:** *To receive meeting updates and information throughout the process send an email to [halessg@ci.milwaukie.or.us](mailto:halessg@ci.milwaukie.or.us) or call him at 503.786.7643.*

**AS YOU CAN SEE, THIS IS A LONG CONVERSATION. WE LOOK FORWARD TO HEARING FROM YOU.**

**To: City of Milwaukie Planning Commission**  
**Date: November 7, 2006**  
**From: Katie Mangle, Planning Director**

**Re: Transportation System Plan Project Update**

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This month, work will finally begin on the update to the City's Transportation System Plan (TSP). At Tuesday's meeting, I will brief the Commission on what the TSP is and how the Commission can participate.

The City's Transportation System Plan (TSP), which was written in 1997, is overdue for an update. The TSP is the City's long-term plan for transportation improvements in the city and includes a list of projects that could be implemented through the Capital Improvement Plan, development review, or grant funding. This planning process is a great opportunity for the community to define its goals for transportation systems and improvements, and discuss how the whole transportation system can be improved to support this livable city. The project will emphasize opportunities for public input, with particular focus on access for freight, auto circulation, bicycle connections, sidewalk needs, transit facilities, traffic calming, and alternative approaches to designing street improvements in existing neighborhoods. The City is hoping for broad and meaningful public involvement in the development of this plan.

As background to Tuesday's discussion, I am including in this packet some examples from the 1997 TSP:

- Goals Objectives and Policies for Pedestrians
- Map of the Walkways Network Master Plan
- Map of the Walkways Action Plan.

The TSP will cover a wide range of transportation issues. However, I thought it would be helpful to discuss how the current effort will update the section of the Plan that covers sidewalks, since this is an issue that the Commission considers on a regular basis.

# Chapter 8

## Goals, Objectives and Policies



These goals, objectives and policies represent and guide the City's twenty year vision of transportation system improvements. These goals, objectives and policies replace existing Transportation Element goals, objectives and policies of the Milwaukie Comprehensive Plan. The Transportation Planning Rule requirement to address all modes of transportation has prompted the development of more comprehensive goals, objectives and policies for walking, bicycling, transit, rail and truck freight, in addition to automobile travel. Two additional sections on parking and transportation demand management implement the TPR requirement to work at reducing parking areas and vehicle miles traveled in the Portland metropolitan region by 10% over the next twenty years.

These goals, objectives and policies are a result of widespread citizen participation and technical work by staff and the consultant. Citizen working groups were presented data on the existing transportation system and its future needs based on growth projections over twenty years. Using this information, the working groups assisted staff in developing goals, objectives and policies for each travel mode. They prioritized and translated needs and improvements into policies and objectives to reach overall goals.

**The ultimate goal for Milwaukie's Transportation System Plan is to promote livability by establishing a safe, efficient, balanced and diverse system that reduces the overall vehicle miles traveled in the next twenty years**

### WALKING

**GOAL STATEMENT 1: Provide a continuous citywide network of safe and convenient walkways that is integrated with other transportation modes.**

**OBJECTIVE #1:** To integrate pedestrian facilities into all planning, design, construction and maintenance activities.

Policies

1. The City will ensure that walkways and related pedestrian improvements( e.g. crosswalks) are constructed on all identified walkway network roadways, either as separate projects or integrated with other roadway-related improvements. Walkway improvements will be implemented in accordance with current local, regional, State and federal standards.
2. The City will enforce regulations requiring developers to include pedestrian facilities and walkway connections within proposed developments and to adjacent land uses and right-of-way in accordance with adopted policies and standards. Developer agreements for the provision of walkways will be implemented and enforced as needed.
3. The City will retrofit crosswalks with handicapped ramps and other pedestrian facilities along City streets. The City will coordinate with the County and ODOT to retrofit existing crosswalks with handicapped ramps along their jurisdictional roadways in or near Milwaukie city limits.
4. Off-road pedestrian path connections to on-road walkways will be implemented as appropriate, as a means of developing neighborhood pedestrian systems.
5. The City will review its walkway standards periodically to ensure consistency with regional, State and federal standards.

OBJECTIVE #2: To connect local walkways to local destinations such as schools, parks, community centers, libraries with other activity centers including the Milwaukie Regional Center and designated main streets, and to connect to other transportation modes such as public transit that lead to regional destinations and activity centers.

Policies

1. The City will ensure that elementary school-related pedestrian projects receive consideration when pedestrian facility improvements are programmed in the Capital Improvements Program.
2. Walkways will be constructed that eliminate gaps in the existing walkway network and provide pedestrian linkages between neighborhoods and to the expanded city center. Preference will be given to eliminating gaps along arterial and collector streets in most cases.
3. The City will implement strategies to reduce pedestrian-related accidents at locations known for increased pedestrian accidents.
4. Walkway projects that connect directly or indirectly to public transit, local and regional destinations, activity centers, parks and multiuse paths, and the regional pedestrian network will be constructed using the adopted Walkways Network Master Plan. See Figure 3.1.
5. The City will implement the adopted Walkways Action Plan which will be updated periodically as walkway projects are completed and walkway priorities change. See Figure 3.2.



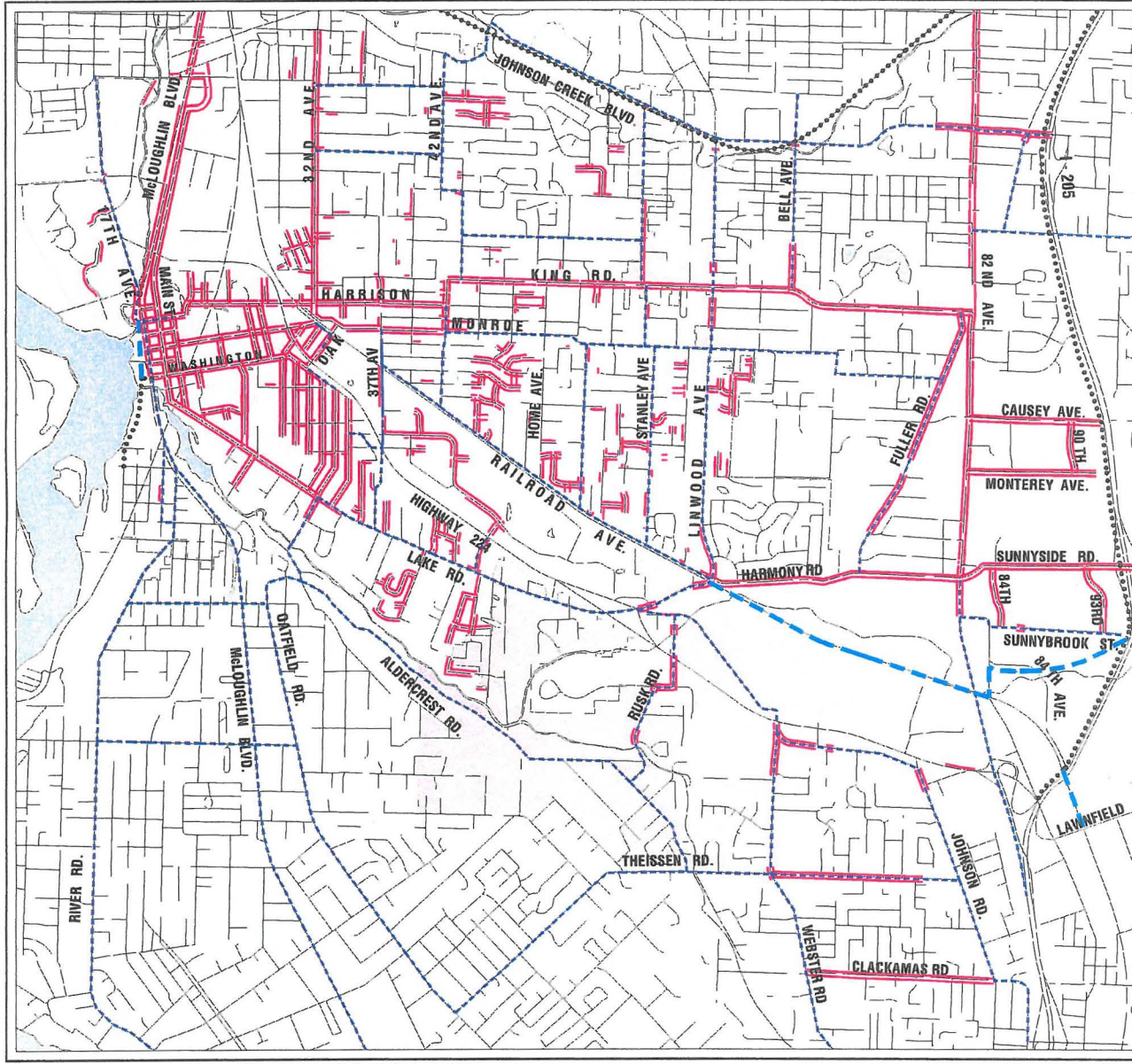
# WALKWAYS NETWORK MASTER PLAN

- EXISTING WALKWAYS
- PROPOSED WALKWAYS NETWORK
- EXISTING TRAILS
- PROPOSED TRAILS

This Map is part of the Milwaukie Transportation System Plan that was adopted by the City Council on July 15, 1997 by Ordinance #1820. It is an official part of the Milwaukie Comprehensive Plan.

FIGURE 3.1

Transportation  
System  
Plan



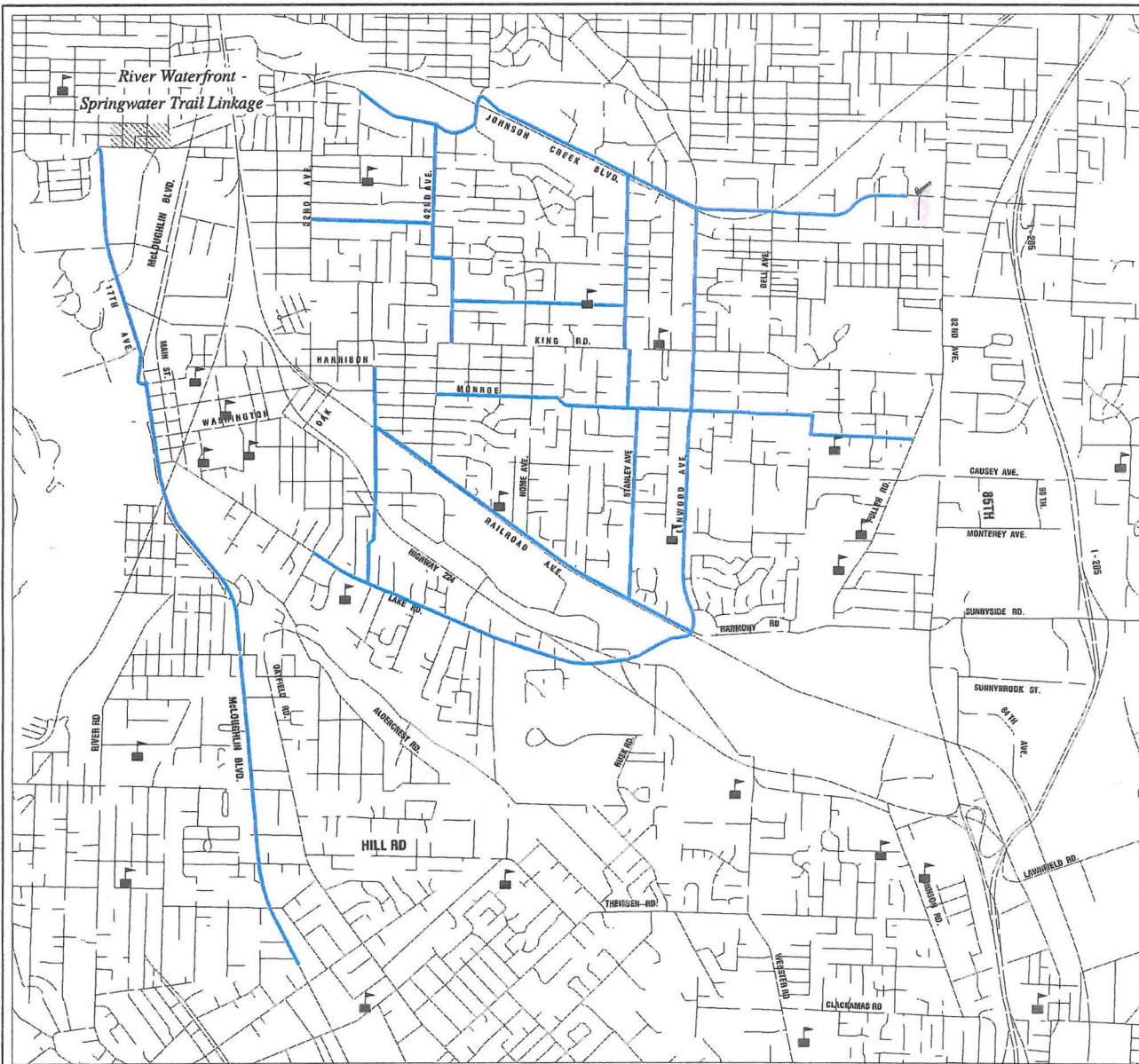
## WALKWAYS ACTION PLAN

- WALKWAY IMPROVEMENTS
- SCHOOLS

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FIGURE 3.2

Transportation  
System  
Plan





6. The City will continue to coordinate with Clackamas County, the City of Portland, the North Clackamas School District, the North Clackamas Parks and Recreation District, Metro, Tri-Met and other jurisdictions and agencies to ensure that appropriate local and regional on-road and off-road walkway connections are planned, constructed and maintained.

OBJECTIVE #3: To provide adequate funding for planned walkway network improvements.

#### Policies

1. The City will coordinate with Clackamas County, ODOT, the North Clackamas Parks and Recreation District, the North Clackamas School District, Metro and other agencies to obtain funding to complete walkway network improvements.
2. The City will apply for transportation funds whenever available, and will seek non-traditional funding sources, to implement planned walkway network improvements.
3. A walkway network fund will be established in the Capital Improvement Program that demonstrates implementation of walkway network and pedestrian facility improvements. Permanent funding sources will be identified and the adequacy of the designated amount will be reviewed and revised at least every three years.

#### **GOAL STATEMENT 2: Maintain and enhance existing and future pedestrian facilities to encourage use.**

OBJECTIVE #1: To coordinate an ongoing pedestrian facilities maintenance program.

#### Policy

1. The City will establish and carry out an ongoing pedestrian facilities maintenance program that informs and educates the public about their responsibilities, and solicits and responds to public comments on specific concerns.

#### **GOAL STATEMENT 3: Increase the use of walking for all travel purposes.**

OBJECTIVE #1: To decrease the number of automobiles using roadways in Milwaukie.

#### Policies

1. Safe, convenient, and well-maintained walkways and related pedestrian facilities will be provided throughout the City.
2. The City will coordinate with Tri-Met on the accommodation of pedestrian needs at transit locations and with transit services.
3. The City will support the expanded use of walking through the review, encouragement and requirement, when appropriate, of pedestrian-friendly design and construction considerations with existing and new developments and redevelopment projects, to encourage walking.

OBJECTIVE #2: To increase the health and physical well-being of Milwaukie citizens through walking.

Policies

1. Schools and community organizations will be encouraged to sponsor walking events periodically.
2. The City will coordinate with Clackamas County, Metro, and community organizations to develop and distribute materials highlighting the benefits of walking.

OBJECTIVE #3: To encourage employers to promote walking among employees and customers.

Policies

1. The City will contact employers and businesses to provide pedestrian related facilities and incentives to encourage walking by employees and customers.
2. The City will coordinate with appropriate agencies, community organizations and neighborhood district associations to improve the streetscape of the City with amenities such as benches, trash receptacles, bus shelters, lighting and newspaper stands.

**GOAL STATEMENT 4: Reduce the number of pedestrian related accidents by increasing the safety and security of pedestrians.**

OBJECTIVE #1: To promote pedestrian safety education programs for the improvement of traffic skills and observation of traffic laws, and to promote safety for all pedestrians.

Policy

1. The City will coordinate with the County, North Clackamas School District, Metro and community organizations to conduct activities that promote pedestrian safety and education.

OBJECTIVE #2: To reduce pedestrian and motorist violation of traffic safety laws.

Policy

1. The City will promote increased awareness and enforcement of traffic laws as they relate to pedestrians and motorists.