

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
FEBRUARY 2, 1993**

The one thousand six hundred and sixty-fourth meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:02 p.m. in the Milwaukie Center with the following Councilmembers present:

Craig Lomnicki,
Mayor
Rick Farley

Jean Schreiber
Rob Kappa
Bob Knudson

Also present:

Dan Bartlett,
City Manager
Mike Robinson,
City Attorney
Charlene Richards,
Assistant to the
City Manager
Angus Anderson,
Finance Director
Chuck Mansfield,
Police Chief

Maggie Collins,
Community Development
Director
Tim Corbett,
Public Works Director
Paul Roeger,
Office Engineer
Pat DuVal,
Recorder/Secretary

PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

Historic Moments

Mayor Lomnicki discussed the 150th celebration of the Oregon Trail. He talked about the early settlers in the area such as Lot Whitcomb, who named our City after his home town, Milwaukie, Wisconsin. He also announced that the City of Milwaukie was included in the book 50 Fabulous Places to Live as a great place to raise his family.

Presentation of Comprehensive Annual Financial Report

Angus Anderson, Finance Director, presented the Comprehensive Annual Financial Report (CAFR) for the City of Milwaukie for fiscal year 1991-1992. The document was compiled from financial schedules and reports prepared by finance department staff. The CAFR also included the audit of those reports confirming their preparation in accordance with generally accepted auditing standards, local budget law, and ORS provisions.

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Water Bills Issued

Anderson explained that all of the most recent water bills sent to customers had not recognized the previous payment. A typographical error in the program code resulted in the previous payment not being credited to the customer account. Finance Department personnel took citizen phone calls directly and had explained the mistake. **Anderson** said most of the callers had been understanding. Those who came to the counter were allowed to pay the correct amount. A new billing will be issued and will contain an apology. He said in addition to messages on the City cable access channel and the City Hall answering machine, notices were being prepared for the *Review* and the *Oregonian*.

Councilmember Kappa asked if the payment date would be adjusted. **Anderson** said the department would be extremely lenient.

Councilmember Schreiber said she appreciated early notification from staff regarding the billing problem.

PUBLIC HEARING

Consider Request for 20,000 lb. Weight Limit on Monroe Street

Mayor Lomnicki called the public hearing on the request for a 20,000 lb. load limit on Monroe Street to order at 7:14 p.m.

Mayor Lomnicki said the purpose of the hearing was to consider a request for a 20,000 lb. load limit on Monroe Street. He reviewed the conduct of the hearing. He said the applicant has the burden of proving that the proposed load limit was consistent with the City of Milwaukie's Comprehensive Plan Objectives and Policies as listed in the staff report.

Mayor Lomnicki asked if there were any ex parte contacts or conflicts of interest. None were announced.

Staff Report: **Paul Roeger**, Office Engineer, presented the staff report in which the City Council was requested to consider the request for a 20,000 lb. load limit on Monroe Street from 21st Avenue east to Highway 224 and take action as proposed in the staff recommendation.

Roeger said Monroe is predominantly a straight street with a slight jog in alignment just south of 28th. There is also a crest vertical curve east of 25th Avenue which leads into a valley and continues up to a vertical curve at 28th Avenue. Monroe Street is 28-feet wide up to 29th Avenue where it becomes 40-feet wide.

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Traffic counts done in 1991 show that about 2070 vehicles use Monroe Street per day. More recent counts during the past week indicate that traffic volume on Harrison Street has remained unchanged at 9850 vehicles per day. Volume on Monroe Street, however, has doubled. Roeger said staff believes the increase is due to the weight limit on the 17th Avenue bridge and other construction on McLoughlin Blvd.

Roeger said Monroe Street was classified as a minor arterial in the City's Roadway and Traffic Safety Management Plan of 1978. It operates at an "A" level capacity which means there is a low volume of vehicles and there are no delays. There are also very few reported accidents. Monroe Street is a federal aid route and is eligible for funding under the Transportation Act. Harrison Street has the same classification, but there is significantly higher volume and some delays. The intersection of Hwy. 224 and Harrison is the most dangerous in Milwaukie. Washington Street is classified as a collector, but has a higher traffic volume with 3100 vehicles counted in 1991.

Roeger said the key consideration is the transportation element in the Comprehensive Plan. The goal is "to provide and encourage a safe, convenient, economic transportation system by providing easy access within the City and the major transportation networks connecting with the City." Specific policies in the Comprehensive Plan guide the decision making body into making a cohesive plan. He said considerations are based on regional needs to strengthen regional economy.

Eliminating truck traffic from Monroe would put traffic on adjacent streets such as Washington and Harrison. He said the Comprehensive Plan states that traffic should be kept on freeways, expressways, and arterials. Policy 7, Objective 3 states that "the City should look at decreasing the reliance of Washington Street as a primary access to Hwy. 224."

Roeger discussed the structural condition of the culvert carrying Spring Creek under Monroe Street. He said a hairline crack had been detected on the top of the culvert, but it does not go entirely around. He said there was also a crack in the wing walls. Retaining walls on the north side of Monroe showed some cracks, but it is not related to the structure of Monroe Street. The CH2MHill inspector said there were no signs of distress and that it was one of the best structures of its kind. He said the street was four inches of asphalt poured over four inches of base rock.

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Roeger said the neighbors had reported seeing as many as 44 trucks using Monroe daily. It was staffs' opinion that the volume of trucks will decrease after McLoughlin construction is completed. He said apparently many trucks are using Monroe and not using the detour route because it takes more time. The new Johnson Creek Bridge will not have a load limit.

Roeger said safety is the main concern. Monroe Street is 28-feet wide from 21st Avenue to 29th Avenue. Parking is permitted only on the south side of the street. There is only about twenty-one feet for vehicles to pass. He said there are photographs of cars parking over the curb and vehicles going over the centerline on Monroe Street.

Roeger reviewed the four options available to Council:
(1) deny the request, based on the Comprehensive Plan Objectives and Policies; (2) deny the request, but eliminate parking on both sides of the street; (3) hold a work session to review the Policies and Objectives of the Transportation Element of the Comprehensive Plan to determine if any of them should be revised; and (4) if a work session warrants obtaining more specific information regarding the petition request, conduct a traffic study addressing the effects of a possible closure to truck traffic.

Councilmember Kappa asked if the engineer's visual inspection of the culvert was sufficient. **Roeger** said the professional engineer that did the inspection was confident that there was adequate rebar in the construction, and there was no concern with weight limits.

Councilmember Kappa asked if the City would lose federal funding if Council voted to impose a weight limit. **Roeger** said he had contacted an employee of the State of Oregon Highway Department. It was this employee's opinion that there would be no impact on funding.

Tim Corbett, Public Works Director, said imposing the weight limit might impact any future project ranking for federal funding.

Councilmember Farley expressed concern that Monroe Street, with a width of 28 feet, was considered a minor arterial. He asked over what period of time the traffic count was taken. **Roeger** said the count was taken over a 24-hour period. **Councilmember Farley** asked about the visibility on Monroe versus Harrison and Washington. **Roeger** said the vertical curves on Monroe do limit visibility to some extent.

Councilmember Schreiber asked if the noise level had been monitored. **Roeger** said the Police Department monitors noise levels.

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Charles Mansfield, Police Chief, said there had been no noise monitoring on Monroe Street. He said the equipment the City owns is not suitable to monitor noise from moving traffic. Officer Matt Gilbert had monitored the speed on Monroe on three separate days. Citations were given to private vehicles for speeds between 45 and 36 miles per hour.

Councilmember Schreiber asked if there was actually room for two trucks to pass if cars are being parked on the street. Roeger said trucks are about eight feet wide, and they would be able to pass.

Councilmember Kappa asked if Roeger was measuring the body of the truck only or also considering the mirrors. He asked why there had not been a count on the number of trucks on Monroe. Roeger said there had not been enough time to take an all day count. Councilmember Kappa said therefore there was no count because of a staffing problem.

Correspondence: None.

Applicant's Testimony: Tom Alford, 2708 SE Monroe, distributed a packet of information to the City Council. The weight limit would also limit the overall size of trucks. Throughout the process, everyone has been concerned about where the trucks will go and what other streets will be used. The truck drivers indicated that they use the residential streets because there was no other way to get to their destination. Drivers cannot use the Johnson Creek bridge because of the weight limit. Truck drivers have found new routes by using residential streets all through the construction period. Alford said City Council must make sure that the heavy trucks go back to their old routes and stop vibrating the homes along Monroe.

Alford referred the photographs and memos contained in the information he had distributed to Council. Letter #9 was from Dick Baker of the Traffic Safety Commission that indicated his concern with speed and noise on Monroe and sought enforcement data from the Police Department. Item #10 was a "Traffic Control Device Request" asking for a sign prohibiting the use of exhaust brakes on Monroe Street from 23rd Avenue to Hwy. 224. Item #11 was a copy of Milwaukie Municipal Code (MMC) prohibiting jake brakes. Alford said the Public Works Department had not responded to his request for a sign prohibiting jake brakes.

Alford had photographs comparing the visibility on Harrison and Washington Streets. He said these photos showed a grass median between the street and sidewalk. Monroe does not have a median strip.

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Alford said that Monroe barely meets the design criteria for urban streets as a minor arterial. He said this type of use of Monroe Street does not provide "safe, convenient and economical transportation. He said he did not believe that putting a weight limit on Monroe would necessarily put traffic back on Washington Street. He pointed out that Policy #3 of Objective #4 states that "truck operations, to the extent possible, will be limited to Freeway/Expressways and Arterials."

Alford discussed the inspection of the culvert. He was told that the first inspection was done by someone in hip waders, but the water at the culvert was 42" deep. He contacted Public Works about this, and Tim Corbett, Public Works Director, apologized and said that it would be inspected again. This time it was done by someone in a boat. He referred to photographs he had taken that indicated cracking (numbered 14, 15, and 16).

Alford added that Monroe Street has many blind driveways. He said he was surprised that with the speeds and curves on the street that there were not more serious accidents reported.

Councilmember Kappa discussed the noise issue and asked Alford if he could describe the sound. Alford said some of them were definitely unmuffled. He said the worst violators were lumber rigs with twin stacks and no mufflers. He said he has heard up to three jake brakes per day on some occasions.

Councilmember Schreiber asked how he got in the culvert to take the photographs. Alford said he used a rubber boat.

Councilmember Farley asked if there were many children crossing the street in his area. Alford said there were only a few near his house, but there were more in the area of St. John's School.

Councilmember Farley asked if he believed trucks at the crest of the curve could see children crossing the street at the bottom. Alford said probably not.

Mayor Lomnicki asked how the City would be able to enforce a weight limit. Alford said it could be done on a 20,000 lb. gross weight limit and on the order of speed limit enforcement. He said any truck with a trailer and load and three axles would exceed this limit.

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Mayor Lomnicki said he did not believe an enforcement officer would be able to visually determine if a trailer were loaded and exceeded the weight limit. Alford said there would undoubtedly be those using the street that were over the weight limit. The obvious ones, however, would be diverted.

Councilmember Kappa said he believed each of the vehicles shown in Alford's photographs were posted indicating gross vehicle weight.

Councilmember Schreiber asked Alford if he was requesting not only a weight limit, but also elimination of parking and a limitation of the number of vehicles using the street. Alford said, in his opening statement, he had indicated that the weight restriction was not only for weight but also for size. He said trucks are about nine feet across when the mirrors are included. When large trucks pass, they introduce a factor that is not safe. Heavy trucks are not as maneuverable.

Councilmember Knudson asked if reducing the speed would make Monroe Street more safe. Alford said he had been to the Traffic Safety Commission and was told that citations were not issued until speeds reached about 40 mph.

Councilmember Schreiber asked if there were many school busses in the area. Alford said there are about five school busses in the morning and the same in the afternoon.

Mayor Lomnicki asked if he thought school busses should also be excluded from the street.

Alford read two letters into the record supporting his request. The first letter was from Clair Kuppenbender, 10753 SE 29th, which cited the narrowness of the street and deterioration of the residential area. The second letter was from Ron Bennett, Superintendent of Spring Creek Apartment, in which he stated that the driveway onto Monroe from the apartment complex was very dangerous.

Testimony in Support: Jeannette Baker, 2607 SE Monroe, was a 20-year resident on Monroe. There has always been a problem with truck traffic noise. Trucks park on the sidewalks and there are problems with traffic going in both directions and pedestrian traffic. There is not enough Police Department personnel to monitor traffic problems. The City has missed the unfortunate correlation between the ease of transportation and safety. There has been no noise

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level study and no traffic count done. The technical work has not been done to support the staff recommendation. No accurate criteria has been applied. She said Council should either adopt the load limit or go back to studying the issue with the Traffic Safety Commission to consider Monroe Street being designated as a minor arterial.

Madeleine Coleman, 2606 SE Monroe, said backing out of driveways on Monroe was unsafe.

Jack Mears, 2736 SE Monroe, said he was concerned with the large logging trucks. He was afraid for the safety of his young children when they were playing in the front yard. He said he parks his cars heading out of the driveway but has still had some close calls.

Jim Backenstos, 3626 Harrison, President Concerned Citizens, said he hoped that federal funding was not the basis for a Council decision on the City streets. Hwy 224 was built to alleviate trucks from Harrison, Monroe and Washington Streets. He said most of the trucks going through the area would have a bill of lading indicating the total weight of the vehicle. He suggested that the enforcement officer could check this. He said he did not believe the Police Department reports accurately monitored truck traffic. City streets should never be used as a bypass. He said the City is on an old riverbed with a mixture of mud and rock. This could hardly be designated as a road bed. He said the heavy trucks on Harrison Street are not only damaging the street but also the homes and buildings. Hwy 224 was built with the intent of carrying heavy traffic. He said he believed that Council should adopt recommendation #4 of the staff report.

Testimony in Opposition: None.

Staff Comments: Roeger discussed some of the comments made during public testimony. He said the culvert was inspected by a professional engineer who also inspects many bridges for the state. He said this person is qualified to comment. He said the closure of the 17th Avenue bridge was done for safety reasons, not political. He said the staff report made recommendations based on Comprehensive Plan designations. The streets of Milwaukie have been classified for many years. He said he believed the Council should focus on the staff's professional opinion that the traffic on Monroe is temporary. When McLoughlin improvements are completed, the trucks will probably stay on Hwy. 224 and take the new 17th Avenue bridge over Johnson Creek.

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Roeger said that staff had held discussions with log dump owners and sewage treatment plant supervisors regarding the use of City streets as a detour during McLoughlin improvements. He said Council could expect similar petitions from residents on Harrison and Washington if this weight limit request were approved.

Backenstos asked if every decision made by a consultant or engineer was taken for granted.

Robinson told Backenstos he could ask additional questions during the rebuttal period.

Bartlett said the staff report contained a written opinion of the condition of the Monroe Street culvert submitted by the engineer from CH2MHill.

Mansfield said the Police Department would have concerns about having to purchase additional equipment and train personnel to enforce the weight limit.

Applicant's Rebuttal: **Alford** asked Council if they were truck drivers, would they take Hwy 224 to downtown Milwaukie or would they take a residential street. He said he did not believe the purchase of jump scales would be necessary to enforce a weight limit. The vehicle weight should be posted inside the door of the cab. A three-axle tractor without a trailer weighs 17,000 lbs. alone.

Backenstos said the engineer's letter did not guarantee repair if the report was incorrect. **Mayor Lomnicki** said this was a professional opinion on the safety of the culvert, not a guarantee.

Backenstos said a truck's weight could be determined from the bill of lading.

Mayor Lomnicki said a bill of lading is generally issued to a long haul truck, but not to UPS vans or similar vehicles.

Mears agreed that the in-town delivery trucks do not have bills of lading. He said he believed Monroe Street residents were more concerned with the out-of-town, long haul trucks. He said each of these truck is weighed on the interstate highway and should have a bill of lading with the weight on it.

Councilmember Farley asked where the core samples were taken. **Roeger** said they were taken on Monroe Street between 28th and 25th Avenues near the bottom of the incline.

Kay Stickney, 2715 Monroe, asked if the culvert gave way, who would be responsible. She said the trucks bottom out

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over the culvert. Roeger said the City would be responsible if the culvert gave way.

Questions of Clarification: Councilmember Kappa referred to photo #17 and asked what would cause that type of cracking. Roeger said there were many reasons for this type of cracking, but among them would be traffic.

Councilmember Farley asked when this area was last paved. Corbett said within the last 10-15 years.

Close Public Testimony: Mayor Lomnicki closed the public testimony portion of the hearing at 8:53 p.m.

Discussion among Councilmembers: Councilmember Schreiber discussed staff's recommendations. One of the recommendations was no parking the length of Monroe, but this is not related to the load limit. She said she was also concerned that this street was identified as a minor arterial at a time when cars were smaller and probably less frequent.

Mayor Lomnicki said the street designation was approved as recently as 1989 in the Comprehensive Plan.

Bartlett said the design criteria for urban streets was a result of traffic safety management plan in 1988. Future construction would have to meet standards that were prepared from the adoption of the Comprehensive Plan forward. He said this was not an historical standard. The designations of the regional transportation plan were accepted. He said since Monroe was a federal aid street, it has been recognized as an arterial for many years. The historical streets may not meet these standards, but those constructed since adoption of the Comprehensive Plan would be required to meet the standards.

Councilmember Farley said he has lived on Monroe for 6-1/2 years. He said when he moved in, there was a "No Trucks" sign. He said in the last two years he has seen cracks in the walls of his home.

Councilmember Farley said he had signed the petition which Alford circulated.

Councilmember Kappa said he was concerned that traffic might go to other residential streets. He also expressed concern that there was not a staff person to do a truck count and that there might be a loss of federal funds.

Mayor Lomnicki said he was also concerned that a weight limit would move traffic to other streets. He said this would violate the Comprehensive Plan in that Washington is a

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collector street and Harrison and Hwy. 224 was the most dangerous intersection in the City.

Mayor Lomnicki said he was concerned that some of the issues regarding the technical work had not been resolved. He said staff seems to believe that the situation would ease when the new 17th Avenue bridge is completed, but Alford does not hold the same opinion. He said the timing of this request would indicate that staff's opinion was correct.

Mayor Lomnicki said he, too, was concerned with oversized trucks on the street but believed that it would be difficult for Police personnel to enforce the limitation. He discussed Johnson Creek Blvd., which banned trucks with more than two axles. He said the number of trucks had not actually been identified, and there was a question of the types of vehicles that should be eliminated.

Councilmember Knudson said he believed many of the problems will be eliminated when the jughandle was completed. He said he was curious how many logging trucks actually use City streets.

Councilmember Schreiber said Council should be concerned with transportation and ways to solve problems. She said she was concerned about on street parking with two lanes of very busy traffic. If Hwy. 224 did not have a left-turn lane onto Monroe Street, much of the truck traffic would be eliminated. Traffic would be directed beyond that intersection. If parking were eliminated, residents would not be happy. She said she believed the volume of traffic on the street was too high.

Bartlett said in 1978 a complete traffic study was completed. Similar concerns were expressed about 32nd Avenue which is designated as a major arterial. He suggested that the City hire a consultant to make a recommendation to Council in a work session regarding the entire traffic network in the area. He said the City could apply to the state for cooperation on a right-in, right-out at Monroe and Hwy. 224. Through this action, Monroe Street would no longer be a through street. He said he believed a network study from a regional transportation group. He expressed concern that mass transit options might be jeopardized by certain actions.

Councilmember Kappa asked if partial closure would jeopardize funding. **Bartlett** said Council might wish a partial closure of Monroe Street and move the priority rating to another street, such as 32nd Avenue, for a higher standard.

Councilmember Kappa said he did not wish to simply move the problem to another area of the City.

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Bartlett said in any decision that has a land use implication, findings would have to be made and supported. He said this decision, even a weight limit, could be appealable to LUBA. If structural damage were identified, there would be a temporary redesignation. He said there has been a finding that there is no structural damage to the culvert under Monroe Street. He urged that Council consider the impact on the rest of the City's transportation network.

Mayor Lomnicki said he wanted to act carefully on this so that the City's participation in light rail or other mass network would not be jeopardized.

Councilmember Kappa asked if there could be a temporary weight limit on Monroe. **Bartlett** said this could be done for a 30-day period.

Councilmember Schreiber asked if the left-turn lane could be closed for 30 days. **Bartlett** said this could only be done by the state highway department.

Bartlett said the recommendation portion of the staff report would be revised. Items 2 - 4 would be eliminated based on the Comprehensive Plan objectives and policies. The petition would be denied pending a traffic study on the impact of the surrounding neighborhood within 30 days. The study would include public involvement.

Bartlett said some unknown factors may come forth when the studies are made. Alford and other residents on Monroe, Washington, and Harrison would be involved. There could be several outcomes based on the findings of the traffic consultant in order not to harm the objectives of the traffic network.

Councilmember Farley said this recommendation does not help the problem at all. He said he believed there should be a 30-day moratorium during the study. He said Alford's photographs tell the story, and there could be some problems.

Councilmember Kappa said he believed staff suggestions were good, but he was concerned that the residents did not have a temporary closure during the traffic study.

Bartlett said closing the street would skew the result of the traffic study. He suggested that Monroe could be closed for a portion of the study to determine where vehicles would go. This could also be done by computer model. He said the transportation plan was adopted by the advice of traffic engineers through the land use planning process. This is a plan that has evolved as a network on a regional basis. The Traffic Safety Commission could make a recommendation on parking, but he was concerned about the residents'

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inconvenience. Traffic speed could be more closely monitored by the Police Department. He said the City was bound by the transportation map, regional policies, and the Comprehensive Plan. There was no indication of structural problems on the arterial.

Mayor Lomnicki suggested targeting the log boom operation and the sewage treatment plant and requesting that they do not use Monroe Street. He suggested going through the Milwaukie Downtown Development Association and asking that delivery trucks avoid residential streets.

Councilmember Kappa said that he drives for Fleming Foods and their trucks go to the end of Hwy. 224. This route only adds a few additional minutes.

Councilmember Schreiber said that people on Monroe brought this problem to the City's attention a long time ago, and the City could have already been doing something. She asked how the traffic study would coincide with the opening of the jughandle. **Roeger** said the jughandle would not open until 1994.

Councilmember Farley said something needed to be done. He has been contacted by many residents on Monroe about children's safety and structural damage to their homes and property.

Mayor Lomnicki said Harrison and Washington Streets would have the same problems. He said he believed the time should be taken to study these considerations.

Councilmember Schreiber said a neighborhood has taken interest in this issue. She said there are other streets with similar problems and time should be taken to study these issues.

Bartlett said this was a regional and City-wide consideration. He said if it could be demonstrated that there was damage being done or that there should not be trucks on that street, then the City can act fairly quickly. Because of the Comprehensive Plan designation, the City must be able to deal with these issues and not jeopardize the street network. He said he believed enforcement could deal with some of the problems. He said there has been apparent cooperation by the CSD #1, and would probably have good results with the log boom operators.

Corbett said he believed the process could be completed in 90 days.

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It was moved by Councilmember Kappa and seconded by Councilmember Knudson to deny the petition request for a 20,000 lb. load limit on Monroe Street based on the Comprehensive Plan Objectives and Policies identified in the findings adopted below, pending a traffic study on the impact to the surrounding neighborhood and the City-wide traffic network; to direct staff to select an authorized consultant to perform the traffic study within 30 days of this hearing; to direct that a 30-day trial closure of Monroe Street would be a portion of the traffic study; to direct that public participation be a significant component of the study; and to adopt the staff report to Mayor and City Council dated January 20, 1993 as findings on the written decision but deleting recommendations 2 through 4 found on page three of the report. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; on abstentions.

AUDIENCE PARTICIPATION

Jim Backenstos expressed his appreciation to Council for virtually eliminating truck traffic on 32nd Avenue. He said he was concerned that people who do not necessarily agree with City views are not appointed to advisory boards. He discussed his participation in the recent community survey. He discussed the development of the waterfront. He said he hoped when McLoughlin Blvd. improvements were completed so that tourism could be promoted. He said he believed that the downtown area should be acknowledged as a service district. He said the main issue facing the City today was maintenance of the infrastructure.

OTHER BUSINESS

Consider FOCUS Membership Commitment

Dan Bartlett, City Manager, presented the staff report in which the City Council was requested to authorize the City Manager to Pay Forum on Cooperative Urban Services (FOCUS) membership fee and other charges up to \$2,000 for the year. The basic membership fee is \$600. He reviewed the other project packages.

Mayor Lomnicki said he believed this membership was important and brought the City of Milwaukie to the regional table. He said he would like to have this brought before Council annually to evaluate the benefits. Bartlett said he would keep Council apprised of the project status.

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It was moved by Councilmember Knudson and seconded by Councilmember Farley to authorize the City Manager to Pay Forum on Cooperative Urban Services (FOCUS) membership fee and other charges up to \$2,000 for the year. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

Consider Acceptance of Comprehensive Annual Report for Fiscal Year 1992-1993 - Resolution

Angus Anderson, Finance Director, presented the staff report in which the City Council was requested to consider a resolution accepting the Comprehensive Annual Financial Report for Fiscal Year 1991-1992, which included the audit of the financial reports and operations as prepared by Coopers & Lybrand, Certified Public Accountants. The resolution also established a fee of \$7.00 for the report. He said there were ten comments in the Management Letter and he totally agreed with all of the comments. All of the issues were either being addressed or were in the process of being addressed.

Councilmember Kappa asked how the lack of staff support would be addressed. Anderson said he has made a request in the upcoming budget for staff support.

Councilmember Schreiber said she believed the comment about the cash receipts was on the previous year's audit. Anderson clarified that last year's comment was about the handling of cash receipts. This year's comment referred to account codes.

It was moved by Mayor Lomnicki and seconded by Councilmember Kappa to adopt the resolution accepting the Comprehensive Annual Financial Report for Fiscal Year 1991-1992 and establishing a \$7.00 fee for the report. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

RESOLUTION NO. 3-1993:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ACCEPTING THE COMPREHENSIVE ANNUAL FINANCIAL REPORT AND AUDIT FOR FISCAL YEAR 1991-1992.

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CONSENT AGENDA

It was moved by Councilmember Schreiber and seconded by Councilmember Kappa to adopt the Consent Agenda which consisted of the City Council Minutes of February 1, 1993. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

INFORMATION

Councilmember Kappa discussed the Gangs Strategic Task Force. He said he was working with City staff in the preparation of a grant proposal.

Mayor Lomnicki read a letter from Helene Lichtman of Clackamas County dated January 15, 1993, regarding surface water management. Clackamas County received authorization from the Boundary Commission to add surface water management to their services available.

Mayor Lomnicki discussed the possibility of a waterfront museum in the riverfront development. He said there had been some interest on the part of a riverboat operator to have Milwaukie as its home port.

Mayor Lomnicki discussed the apportionment of Metro Council Districts.

Councilmember Schreiber discussed the dedication of the Corrections Center which she and Councilmember Knudson had attended.

ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 10:28 p.m.

Pat DuVal

Pat DuVal, Recorder/Secretary

Date 2-2-93

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM # III

OTHER (DESCRIBE): Council Responsibility

Criticism of citizens and mayors etc Application to various
committees of Malappon vs other issues

Name J. Buckenbros Pres Conc City of Melur

Address 3626 J E Anderson

City Melur OR 97422 Phone Number _____

Organization Melur Conc City

Remarks, if desired, may be written on back.

Speaking in support

Speaking in opposition

Raising questions

Providing information

Date Feb 2, 1993

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM # _____

OTHER (DESCRIBE): _____

Name Madeline Coleman

Address 2606 S E Monroe

City Mobile Phone Number _____

Organization _____

Remarks, if desired, may be written on back.

Speaking in support

Speaking in opposition

Raising questions

Providing information

Date 2-29-93

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM # 3

OTHER (DESCRIBE): _____

Name Jeanette Baker

Address 2607 E Monroe

City Midvale Phone Number 659-4670

Organization _____

Remarks, if desired, may be written on back.

- Speaking in support
- Speaking in opposition
- Raising questions
- Providing information

Date 2-Feb 73

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM # _____

OTHER (DESCRIBE): _____

Name Jon Kivis, James

Address 2845 MORRIS ST

City MILWAUKEE WIS Phone Number 6536685

Organization _____

Remarks, if desired, may be written on back.

Speaking in support

Speaking in opposition

Raising questions

Providing information

Date _____

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM # _____

OTHER (DESCRIBE): _____

Name AL Jenkins

Address 2845 S.E. Monroe

City Milwaukie Ore Phone Number 653 6685

Organization _____

Remarks, if desired, may be written on back.

Speaking in support

Speaking in opposition

Raising questions

Providing information

Date 2-2-93

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM # _____

OTHER (DESCRIBE): _____

Name Edna M. SPEAKMAN

Address 2835 S.E. MONROE

City Milw. Phone Number _____

Organization _____

Remarks, if desired, may be written on back.

Speaking in support

Speaking in opposition

Raising questions

Providing information

Date 2/2/93

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM # _____

OTHER (DESCRIBE): _____

Name ANNA FRANK

Address 2855 S.E. MONROE

City MILW Phone Number 654-8882

Organization _____

Remarks, if desired, may be written on back.

Speaking in support

Speaking in opposition

Raising questions

Providing information

Date 2/2/93

I WISH TO ADDRESS THE CITY COUNCIL/PLANNING COMM. (cross out one) ON:

AGENDA ITEM # _____

OTHER (DESCRIBE): _____

Name HELEN HANNAN

Address 2836 SE MONROE

City MILW Phone Number 659-1348

Organization _____

Remarks, if desired, may be written on back.

Speaking in support

Speaking in opposition

Raising questions

Providing information

EXHIBIT

/



2



Most Comfortable Drive
Automatic Transmission
Air Conditioning
AM & FM Radio

Local & Long Distance Moving Services

3



4



5









12



HARRISON

13



WASHINGTON

A photograph of a road surface. In the upper center, there is a blue circular marker with the number '18' written in black. Below the marker, there is a dark, irregularly shaped pothole or depression in the asphalt. Two parallel yellow lines are painted across the road, running horizontally across the middle of the frame. At the bottom center, the number '2715' is written in black. The background shows a concrete curb and some dry leaves and debris.

18

2715



19

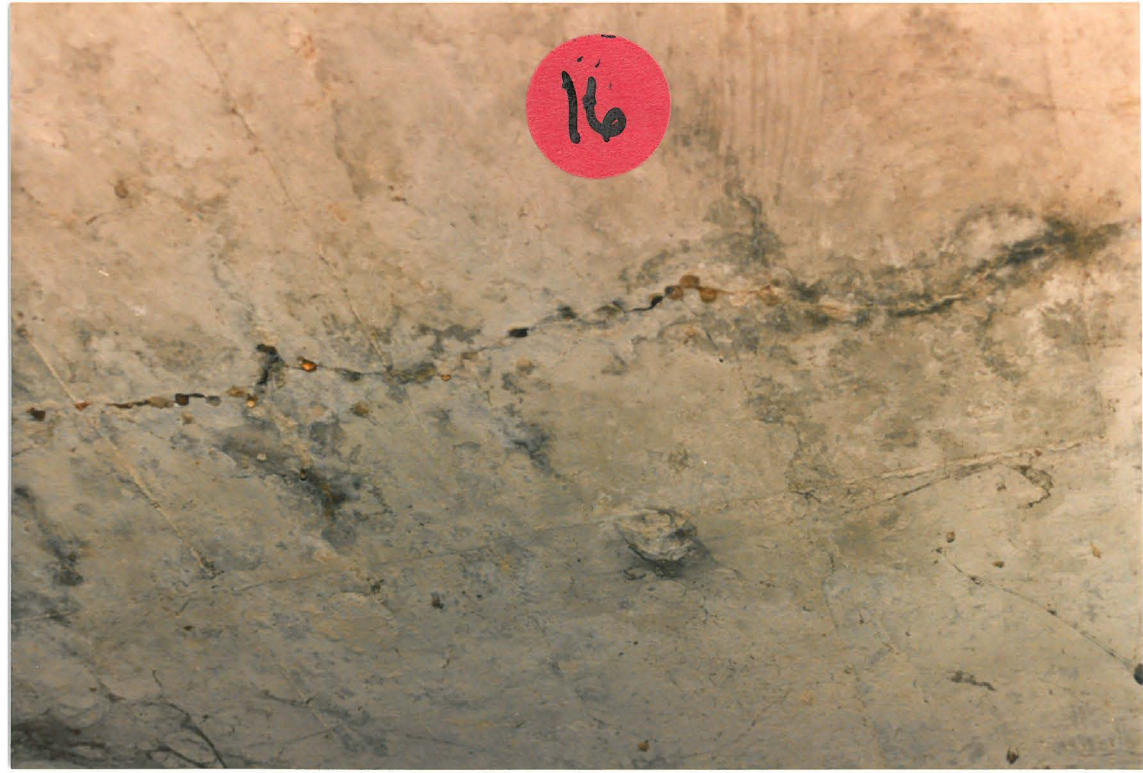
2607



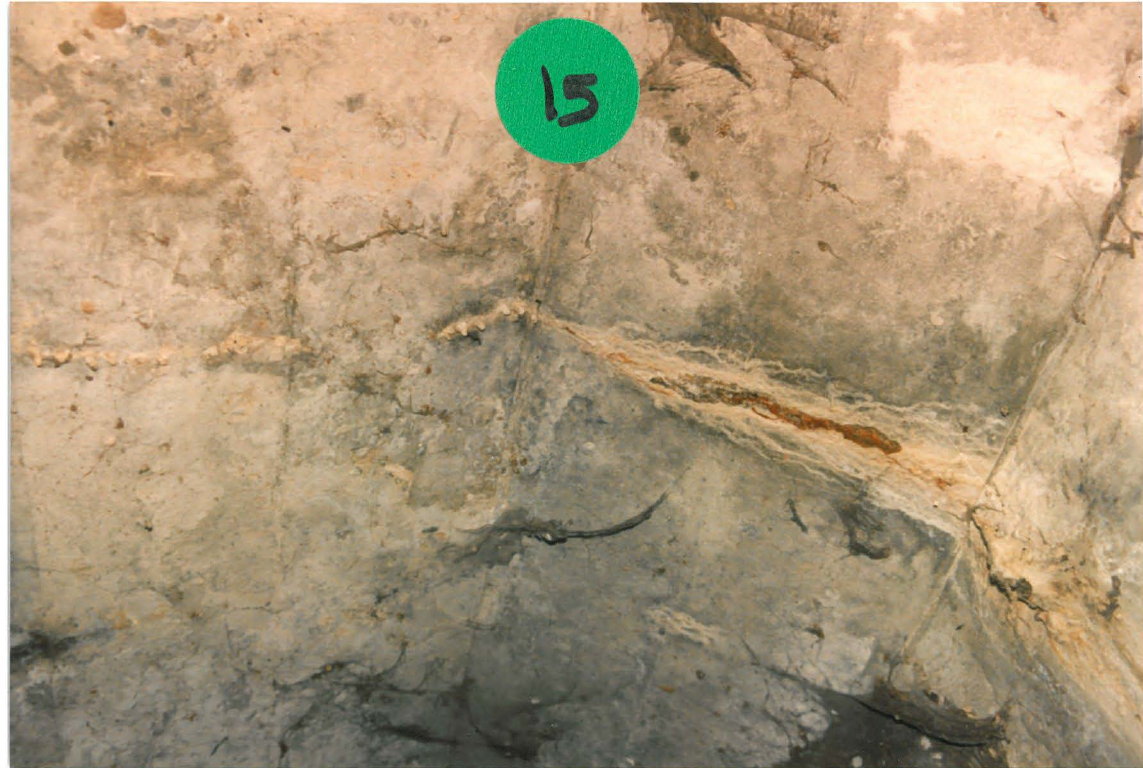
14



16



15



DATE: January 4, 1993

TO: All Shift Commanders
Milwaukie Police Department

THRU: Charles A. Mansfield
Chief of Police

FROM: R. W. Baker
Traffic Safety Commission

RE: Request for Selective Enforcement on S. E. Monroe Street
Between OSH 224 and Railroad Crossing at or near S. E. 21st

During the past few months, the Traffic Safety Commission has focussed, in part, on a problem described by residents outlining two distinct facts concerning vehicular use of S. E. Monroe Street between OSH 224 and S. E. 21st Street: speed and noise.

First, the general number of users has increased whereby residents can now identify a peak period for West-bound traffic, 6:30 AM thru 8:45 AM. Some users are bypassing the construction at OSH 224 and OSH 99E, it appears.

Second, Monroe Street has become an access for multi-axle and combination vehicles seeking ingress to downtown, the riverfront, or State Highway 99E.

The mere increase in vehicular movement is not the primary concern. Alarm occurs when users, with an assortment of motivations, create a high level of hazard for others through a misinterpretation or misuse of the roadway design.

At S. E. Monroe Street and its intersection with S. E. 28th Avenue, the roadway experiences an offset to the North, while descending a vertical curve. Unfamiliar West-bound users have no forewarning of this two-direction, three dimensional change.

Vehicles traveling too fast become a product of physics; they inadvertently encroach into the oncoming, uphill lane. Here, excessive speed is a primary cause of this jeopardy.

In addition, multi-axle trucks and combination vehicles repeatedly perform this same lane encroachment, a product of their length and width. It is difficult to say these trucks are speeding; however, complaints from the community indicate many trucks are using exhaust brakes while traversing the Monroe Street hill.

I know better than some the impact a personnel shortage has on the Police Department. The smooth daily order of professionals performing a myriad of tasks becomes increasingly difficult. Adding to this, the community brings forth even greater demands.

Yes, this is yet another request. As previously stated, the problem on S. E. Monroe is real. Many cars and trucks are traveling far too fast and some trucks are generating unlawful noise. The Traffic Safety Commission is attempting a solution, but needs your professional enforcement data. Without your input, it is inappropriate to adjust speed signs or prohibit truck access.

Sincerely,

Richard W. Baker
Traffic Safety Commission

cc: Charles A. Mansfield, Chief of Police
Paul Roeger, Traffic Engineer
Arthur T. Alford



CITY OF MILWAUKIE

TRAFFIC CONTROL DEVICE REQUEST

DATE: 11-30-92 WORK PHONE# _____

Applicant: Arthur T Alford HOME PHONE# 654-5302

Address: 2708 S.E. Monroe St Milwaukie Ore

TYPE OF CONTROL REQUESTED: ^{Sign} Use of Exhaust Brakes Prohibit

LOCATION: S.E. Monroe St 23rd to Hwy 224

REASON FOR REQUEST: Noise Pollution

MAP OF LOCATION: (if necessary)

Accepted by: _____ DATE: _____

INITIAL RESPONSE: _____

FINAL DISPOSITION: _____

DATE APPLICANT REPLIED TO: _____



Section 8.08.110 of this chapter. It is the intent of this chapter to avoid such seizures except where the person being cited has received two previous citations within the previous six months for the use of the same or similar sound-producing device. The previous citations may, but need not, occur on the same date as the citation which prompts the seizure;

8. Regulations. Adopt reasonable regulations to carry out the requirements of this chapter. (Ord. 1528 § 3, 1982)

**8.08.060 Prohibited noises—
Generally.**

No person shall make any noise or excessive or unnecessary sound which disturbs, injures or endangers the comfort, convenience, repose, health, peace, safety or welfare of any other person or persons or of any residential neighborhood within the limits of the city. (Ord. 1528 § 4(A), 1982)

**8.08.070 Prohibited noises—
Designated.**

The following acts are declared to be noises and unreasonable, excessive and unnecessary sounds in violation of this chapter:

A. Horns, Signaling Devices, Etc. The sounding of any horn, or signaling device on any automobile, motorcycle, bus or other motor vehicle, except as a necessary signal required by the exigencies of regular or pedestrian traffic;

B. Radios, Phonographs, Etc. The playing, using or operation of any radio, musical instrument, phonograph, television set, tape recorder, or other machine

or device for the producing or reproducing of sound in such a manner as to disturb any other person;

C. Loudspeakers, Amplifiers, Etc. The use or operation of any loudspeaker or sound amplifier, either stationary or mobile, in such a manner as to project sound upon private property owned by someone other than the owner or operator of the loudspeaker or sound amplifier;

D. Animals. The maintenance of any animal which causes noise of such type, volume or duration as to disturb any person;

E. Steam Whistles. The blowing of any steam whistle attached to any stationary boiler except as a warning of fire or danger or upon the request of proper city authorities;

F. Exhausts. The discharge into the open air of any exhaust of any steam engine, stationary internal combustion engine, motorboat, automobile, motorcycle, bus, or other motor vehicle except through a muffler or other device which will effectively prevent loud or explosive noises therefrom;

G. Defect in Vehicle or Load. The use of any automobile, motorcycle, bus or other motor vehicle so out of repair, so loaded or in any otherwise unreasonable manner so as to disturb any person;

H. Loading, Unloading, Opening Boxes. The loading or unloading of any motor vehicle or the opening, closing or destruction of bales, boxes, crates or containers, so as to disturb any person;

I. Construction or Repair of Buildings, Streets, Etc. The construction of

(over)

any building, property, building site, street, sidewalk, driveway, sewer or utility line during the night-time period;

J. Schools, Cemeteries, Churches, Hospitals. The creation of any noise on any street adjacent to any school, institution of learning, church, cemetery or funeral home, while the same is in use, or adjacent to any hospital, nursing home or other institution for the care of the sick or infirm, which interferes with the operation of the same or disturbs any person;

K. Pile Drivers, Hammers, Machinery, Etc. The operation during the night-time period of any pile driver, steam shovel, pneumatic hammer, derrick steam or electric hoist, or other construction equipment, machinery or tools;

L. Jake Brakes. Operating any motor vehicle with a dynamic braking device engaged except for the aversion of immediate danger;

M. Vehicle Testing and Repair. Repairing, rebuilding, modifying or testing any motor vehicle, motorcycle or motorboat so as to disturb any person;

N. Explosives, Firearms and Similar Devices. The use of any explosives, firearms, or similar devices.

O. Blowers and Compressors. The operation of any blower, power fan, internal combustion engine, electrical motor or compressor, the operation of which disturbs any person;

P. Tampering. Removing, impairing or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any muffler or noise control device, or noise label of any product, or use of a product which has a muffler, or noise control device or noise

label removed or rendered inoperative, with knowledge that such action has occurred;

Q. Domestic Power Tools. Operating or permitting the operation of any mechanically powered saw, drill, sander, grinder, lawn or garden tool, or similar device used out of doors in residential areas during the night-time period;

R. Vehicle Noise. Racing the engine of any motor vehicle or suddenly stopping or starting a vehicle unnecessarily. (Ord. 1528 § 4(B), 1982)

8.08.080 Recreational motor vehicles.

No person shall operate or cause to be operated any recreational motorized vehicle off a public right-of-way in such a manner that the sound level emitted therefrom exceeds the limits set forth in Table 8.08.080 as measured at or within the property boundary of a noise-sensitive land use. This section shall apply to all recreational motorized vehicles, whether or not duly licensed and registered, including, but not limited to, commercial or noncommercial racing vehicles, motorcycles, go-carts, campers and dune buggies, but not including motorboats.

**Table 8.08.080
Maximum Sound Levels for Off-road
Recreational
Vehicles Operated Near
Noise-sensitive Property.**

Time	Sound Level Limit, in dBA
Daytime period	60



CLAIR KUPPENBENDER

10753 S. E. 29th Avenue
Milwaukie, Oregon 97222
(503) 654-8870

EXHIBIT

2

January 30, 1993

CITY OF MILWAUKIE
City Council
City Manager
City Engineer

Re: Public Hearing on Monroe Street

Gentlemen:

We all know that change is inevitable but to change for the sake of change or because someone has written a "rule of thumb" and all considerations are not considered are ridiculous.

I remember when Monroe Street had parking on both sides and there was more than ample room for vehicles traveling both directions to pass. There has been no major reconstruction of Monroe below 29th Avenue since those days of the Model T and Model A. I support Mr. Alford in his effort to restrict heavy truck traffic on this exclusive residential street.

With only a medical clinic above the Tillamook line, this roadway is NOT a commercial route. With the eventual changes to be made at the intersection of Highway 224 and Monroe it would be a poor expenditure of money to make drastic improvements to this roadway. With the lack of visibility due to dips and rises makes this roadway an unsafe route for heavy trucks. It is narrower than either Washington or Harrison Streets and both of these allow much better access to 99E than does Monroe that drops all traffic into the midst of the downtown area.

It may say in the rule book that it is wide enough does not take these other problems into account. Why further deteriorate the residential area. Monroe will never become commercial beyond what it is today...the topography will not allow it. Don't eliminate parking further. Don't try to eliminate the jog at 28th which will cut into people's yardways. If Harrison had the curb and parking strip removed between 29th and 28th Avenue on the North side, traffic conditions would be greatly improved this is where two lanes west merge into one lane.

I'm sorry that I cannot personally attend this meeting but I do hope that my comments will be heard and I would welcome the opportunity to give personal testimony.



Feb 2, 1993

To whom it may concern:

Subject: Truck Traffic on Monroe St.

Having worked at Springcreek Ct Apartments for over 12 years I would have to rate our driveway at 25th & Monroe one of the most dangerous in the City.

With 102 units there are numerous vehicles in and out every day and there have been accidents.

Considering the profile of Monroe St in this area there is no way the large trucks could stop in time to avoid an accident if a vehicle or pedestrian were in the intersection.

Ron Bennett
Ron Bennett
Springcreek Supt.

**CITY OF MILWAUKIE
CITY COUNCIL AGENDA
FEBRUARY 2, 1993**

MILWAUKIE CENTER

1664TH MEETING

WORK SESSION

5:00 - 5:30 p.m. - Council Information Sharing
5:30 - 6:00 p.m. - Milwaukie Corridor Light Rail Overview
6:00 - 6:45 p.m. - 32nd Avenue Transportation Network

REGULAR SESSION

7:00 p.m.

- I. **CALL TO ORDER**
Pledge of Allegiance

- II. **PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**
 - A. **Historic Moments (Mayor Lomnicki)**
 - B. **Presentation of Comprehensive Annual Financial Report (Angus Anderson)**

- III. **PUBLIC HEARING** *(Public comment will be allowed on items appearing on this portion of the agenda following a brief staff report presenting the item and action requested. The Mayor may limit testimony.)*

Consider Request for 20,000 lb. Weight Limit on Monroe Street (Paul Roeger)

- IV. **AUDIENCE PARTICIPATION** *(The Mayor will call for statements from citizens regarding issues relating to the City. It is the intention that this portion of the agenda shall be limited to items of City business which are properly the object of Council consideration. Persons wishing to speak shall be allowed to do so only after registering on the card provided on the table at the back of the meeting area. The Council may limit the time allowed for presentation.)*

V. OTHER BUSINESS *(The following items will be individually presented by City staff or other appropriate individuals. A synopsis of each item together with a brief statement of the action being requested shall be made by those appearing on behalf of an agenda item.)*

- A. Consider FOCUS Membership Commitment (Dan Bartlett)**
- B. Consider Acceptance of Comprehensive Annual Report for Fiscal Year 1992-1993 - Resolution (Angus Anderson)**

VI. CONSENT AGENDA *(Items appearing below are considered to be routine, and therefore, will not be allotted Council discussion time on the agenda. Rather, the items may be passed upon by the Council in one blanket motion. Any Council member may remove an item from the "Consent" portion of the agenda for discussion or questions by requesting such action prior to consideration of that portion of the agenda.)*

City Council Minutes of January 19, 1993

VII. INFORMATION

Correspondence Regarding Metro Council Districts

VIII. ADJOURNMENT

EXECUTIVE SESSION

At the end of the regular meeting, the Council may hold an Executive Session under the authority of ORS 192.660 as needed.

Item III
Monroe Street 20,000 lb. Load Limit Request
February 2, 1993

1. Opening

"The public hearing on the request for a 20,000 lb. load limit on Monroe Street is called to order."

2. Purpose

"The purpose of this hearing is to consider a request for a 20,000 lb. load limit on Monroe Street. We will hear a staff report followed by public comment, if any. Then the Council will discuss the matter and vote."

3. Conduct of Hearing

"Does anyone in the audience wish to speak on this matter?"
[If Yes]

"I will recognize those persons wishing to speak and any questions should be addressed through me. When you come to the podium, please state your name and address for the record, since this hearing will be tape recorded."

Since we have other items on the agenda this evening, I would encourage those wishing to speak to confine their remarks to the vacation. Let's move on to the staff report."

4. Staff Report

Paul Roeger, Office Engineer
Jim Crumley, Associate Planner

5. Correspondence

"Have we received any correspondence on this matter?"

6. Audience Testimony

"Would the applicant make a presentation at this time?"

"Does anyone wish to speak in support of the load limit?"

"Does anyone wish to speak in opposition to the load limit?"

"Is there any further testimony or any further questions from the audience?"

7. Staff Comments

"Does the staff have anything to add which specifically addresses a question raised during the testimony?"

8. Questions of Clarification

"Does any member of the Council have any questions regarding clarification of the testimony to this point? If there are no further questions, I will close the public testimony portion of this hearing."

9. Close Public Testimony

"The public testimony portion of the hearing on the request for a 20,000 lb. load limit on Monroe Street is now closed." [Gavel]

10. Discussion Among Council Members

A. "The only item for consideration is the request for a 20,000 lb. load limit on Monroe Street."

(No further testimony unless absolutely necessary. Ask the City Attorney to outline criteria for approval or denial of a vacation.)

"Is the Council ready to vote?"

Note: If you wish to continue this matter for any reason, the hearing should be continued to a date certain to avoid the need to publish new notice.



MEMORANDUM

TO: Mayor and City Council
THROUGH: Dan R. Bartlett, City Manager *DB*
FROM: Angus M. Anderson, Finance Director *AA*
DATE: 25 January, 1993
RE: Presentation of 1991-92 CAFR and Audit

Presented herewith is the COMPREHENSIVE ANNUAL FINANCIAL REPORT (CAFR) for the City of Milwaukie for Fiscal Year 1991-92. This document was compiled from financial schedules and reports prepared by the staff of the Finance Department of the City. The CAFR also incorporates the audit of those reports, confirming their preparation in accordance with generally accepted auditing standards, Oregon Local Budget Law and the Minimum Standards for Audits of Oregon Municipal Corporations as prescribed in the provisions of Oregon Revised Statutes Section 297.405 to 297.555 and Section 297.990.

Particular attention is directed to the following portions of the CAFR:

- **PAGE ii:** This section is the letter of transmittal. It contains general information of interest for those reading the document as well as summary financial information.
- **PAGE x:** This page describes the award to the City of the Certificate of Achievement for Excellence in Financial Reporting presented by the Government Finance Officers Association of the United States and Canada. This award, shown on **Page xii**, is the result of a thorough review of the financial report by auditors and finance managers of governmental entities. It represents the highest professional recognition granted to governmental bodies.
- **PAGE 1:** This section is called the Audit Opinion. It presents the opinion of Coopers & Lybrand, Certified Public Accountants, the independent external auditor designated by Council. This opinion, in the third paragraph, states:
 - "In our opinion, the general purpose financial statements referred to above present fairly, in all material respects, the financial position of the City of Milwaukie, Oregon as of June 30, 1992 and the results of its operations and the cash flows of its proprietary fund types for the year then ended, in conformity with generally accepted accounting principles."
 - This opinion is considered a "clean" or "clear" audit opinion and is the opinion that is sought by all corporations, both public and private.

Particular Attention should be paid to pages 3 and 4. Page 3 presents the Combined Balance Sheet of the City of Milwaukie by fund type. Page 4 presents the Combined Statement of Revenues, Expenditures and Changes in Fund Balances (could be compared to private sector P&L). These two statements are followed by other important statements. Be sure and carefully read the title of each report. Some look very similar and this similarity leads to some confusion unless the particular report and the use of that report are kept in mind.

● **PAGES 9-31:** This section includes all notes to the General Purpose Financial Statements. It includes all pertinent information presented in the statistical reports. If no other part of the report is reviewed, this section should be considered required reading. Particular attention is given to the notes as follows:

● **PAGE 9-BASES OF ACCOUNTING-** This note describes one of the "peculiarities" of governmental finance. In governmental fund types (almost all of our funds except water and sewer), only current assets and current liabilities are included on the balance sheet. Long term assets are found in the General Fixed Asset Account Group and long term debt is found in the General Long Term Debt Account Group. This note also defines the "modified accrual basis of accounting" that governments utilize.

● **PAGE 10-RESTRICTED CASH AND INVESTMENTS-** This note describes the "set asides" required by bond covenants.

● **PAGE 11-RECEIVABLES-** This is a very important note. It delineates the way in which the City accounts for revenues that we know will be received because of legal (property taxes) or contractual (franchise payments) obligations of others.

● **PAGE 16-17 FUND TYPES-** This note is very helpful as definition when discussing "governmental" or "proprietary" or "fiduciary" funds.

● **PAGE 18-RECONCILIATION OF GENERALLY ACCEPTED ACCOUNTING PRINCIPLES BASIS TO BUDGETARY BASIS-** One of the accounting anomalies that creates confusion for citizens, elected officials, City staff and even finance staff is that the CAFR and Budget don't agree 100%. Unfortunately Oregon Local Budget Law is not in compliance with Generally Accepted Accounting Principles (GAAP). This note reconciles the two presentations. It is not an easily understood note, just as it is not an easily understood concept. In addition to this note, pages 4-5 present both the GAAP and Budget Statement of Revenues, Expenditures and Changes in Fund Balance, which is the heart of the document.

● **PAGE 19-CASH AND INVESTMENTS-** This note presents a categorization of all City investments in accordance with depository as well as an additional delineation of restricted vs. unrestricted investments.

● **PAGE 20-DEPOSITS-** This note shows the amount of collateralization required, both from FDIC and through the State of Oregon required certificates of participation issued by the State collateral pool.

● **PAGE 20-INVESTMENTS-** This note presents a categorization of all City investments in accordance with risk guidelines.

● **PAGE 22-FIXED ASSETS-** This note presents a summarization of all fixed asset beginning balances, additions, retirements and ending balances for both enterprise fund types (utility funds), internal service funds (fleet services) and the General Fixed Asset Account Group.

● **PAGE 23-AGREEMENT WITH CLACKAMAS COUNTY SERVICE DISTRICT NO. 1-** This note presents the contract liabilities to the Service District through 1998 (final payment date).

● **PAGE 24-BONDS PAYABLE-** This note presents schedules of all bonds owing by the City.

● **PAGE 25-OTHER LONG TERM DEBT-** This note presents schedules of changes in debt that is not bonded including capital leases and accrued vacation payable.

● **PAGE 30-FUND ACCUMULATED DEFICITS AND OVEREXPENDITURE OF APPROPRIATION-** This note shows that the Fleet Services Fund had a deficit at June 30th even though it had a positive fund equity because of originally contributed capital. In addition, the City exceeded its appropriation authority in the General Fund, Finance and General Government Appropriation Category. The overexpenditure was \$11,599.

● **PAGES 32-61:** This is the Supplementary Data Subsection of the Financial Section of the CAFR. It presents more detailed information regarding each fund type and further divides type of fund into individual fund. Also presented in this portion of the Financial Section is budget Vs actual information for both revenues and expenditures. This part of the Financial Section should not be confused with page 5 which provides the presents the Combined Statement of Revenues, Expenditures and Changes in Fund Balance on a Budget (non-GAAP) and Actual Basis. This particular part of the section takes GAAP basis reporting and compares to budgeted amounts.

● **PAGES 62-76:** This is the Statistical Section of the CAFR. It presents comparative statistics for the past ten years in many categories.

● **PAGES 77-81:** This section includes comments specifically required to be addressed concerning compliance with State Statutes. Included are comments relating to exceeding budgeted appropriations as discussed above as well as a comment that the City had deposits in a financial institution (Key Bank of Oregon) that exceeded the amount covered by FDIC insurance or State Collateral pool certificates as discussed above.

In addition to the CAFR, and the audit opinion contained within, the auditor also presented a Management Letter addressing several recommendations which are suggested as improvements to the internal accounting controls of the City. The specific Management Letter suggestions, and the response of the Finance Department, are as follows:

- 1. **We recommend that the City develop a comprehensive accounting policies and procedures manual.** This is a repeat management letter comment. The Finance Department is in total agreement with this recommendation. It should be noted, however, that City wide financial policies have been in place for some time. These, in a general sense, include accounting policies as well. It was an established goal of the Finance Department from January through June, 1992 that all operations of the department would be analyzed. That analysis was to include policies, procedures, forms, reports, computer activity and correspondence within and without the City. From that analysis, policies and procedures were to have been developed and documented. Such documentation also was to have included not only specific procedures but also forms and reports that form an integral part of each specific operation. A Financial Procedures Task Force was formed for this analysis. The work of the Task Force began in April, 1992 and continued until June. From the work of this Task Force several changes have already been made (computer system security) and several others await completion of computer system modifications. One of the outcomes of the Task Force awaiting completion of the computer system modifications is the recommendation for modification to existing policies.

In addition to the delay caused by needed computer system modifications, personnel transitions within the finance department have delayed many projects which have had a high priority. During the interval between the resignation of the Accounting Supervisor in February and the employment of the Senior Accountant in May, many accounting needs were left unaddressed. The first six months of employment for the Senior Accountant were spent not only learning our systems but also addressing many of these needs. With that task as an absolute priority, other goals were delayed. Development of accounting procedures was one of these.

With completion of the immediate tasks, the Senior Accountant has now been able to turn his attention to development of procedures. The initial draft of procedures for utility billing from meter reading through mailing of customer statements has now been completed. Procedures for processes related to new accounts and final billing for terminated accounts, shut-off, payment receipt, reconciliation and period end closing are under development. In addition, procedures for assessment payment collection and application are now in preparation. It is a twelve month (completion December, 1993) goal that all financial procedures be completed, written tested and in place.

- 2. **We recommend the City develop a policy for the payment of payroll draws which will be in compliance with current federal and state requirements.**

This is a repeat comment. The City was ware of the incorrect payroll practices in place and the ramifications of continuance of such practices when the comment was given last year. As pointed out in my response contained in the Presentation of CAFR and Audit last year, because there are three bargaining units in the City, and the aspect of payroll draws is involved in each unit contract, the resolution of this problem involved collective bargaining. To address the problem a Payroll Procedures Task Force was established with representatives from payroll, personnel and each bargaining unit. The recommendation of that task force was largely adopted effective January 1, 1993. The implementation of the recommendation results in elimination of payroll draws. Now, all mid month payrolls are true payrolls and tax withholding and deposit are in accordance with federal and state law.

3. **We recommend the City implement a fixed asset record keeping system.**
 This is a repeat comment. To address the comment, we installed the final two modules of the new automated financial accounting (including fixed asset accounting) system in June, 1992. Because of other priorities (notably payroll), it is not anticipated that this system will be operational until June 30, 1993. Once this module is operational, compliance with the specific recommendation will be possible.

4. **We recommend the City expand its investment policy to allow for greater diversification of investments.**
 This is a repeat comment. As stated in the response last year, the review of policies, procedures and tasks within the Finance Department will include a review of Investment policies. It is recognized within the Department that policies and procedures are unnecessarily restrictive. Because of other very pressing priorities and the rather flat interest rate market, this task has not been viewed as a highest priority. It is the goal of the Department to present revised Investment Policy to Council for review prior to the end of the current fiscal year.

5. **We recommend the City analyze the costs of all services it performs and compare these costs to the revenues generated. Such costs should include costs directly associated with the service as well as indirect and overhead costs. Such a study of the costs of services could help raise additional revenues for the City or, if it is determined that charges for services are sufficient, enable Council to demonstrate to the citizens the extent to which property taxes support services within the City.**

This is a repeat comment. As stated last year, the Finance Department is aware of the sensitive nature of this recommendation. The department also recognizes the importance of a well documented, thorough, accurate study and analysis. It is a goal of the department to update our costs and include all direct and indirect cost factors in such analysis. Because of other demands placed on the Finance Director and the lack of staff support, this item will not be accomplished this year. It is a high priority for the 93/94 year and funds will be budgeted to provide support for accomplishment of the study.

6. **We recommend procedures be implemented to reconcile, on a monthly basis, the detail subsidiary ledgers, such as utility and assessments receivable, to the general ledger. Any discrepancies between subsidiary ledgers, supporting documentation and the general ledger should be investigated and corrected in a timely manner.**

This comment resulted from a serious out of balance condition between the utility billing subsidiary ledger and the general ledger. Underlying factors that led to this condition include the resignation of the Supervising Accountant with the resultant vacancy lasting three months, the "gear-up" time required for the Senior Accountant, the conversion to the Springbrook Utility Billing System in May and June and the lack of understanding of that system as well as necessary accounting controls and reconciliation requirements by staff. Upon discovering the situation, the subsidiary and general ledgers were immediately reconciled, albeit with considerable difficulty, and now they are reconciled on a weekly basis.

In addition to the utility billing subsidiary ledger, the assessment receivable subsidiary ledger had not been maintained properly during the year. Evidently at some point in time the Supervising Accountant had directed that all payments received against local improvement district assessments be credited totally to principal balance. He then would make a journal entry to properly account for payments against principal and credited interest income as a revenue. When he resigned his position, this fact was not made known and the practice continued undiscovered. As stated above, in addition to the resignation, the ensuing vacancy and "gear-up" time compounded this problem. In this particular instance lack of adequate internal communication regarding the existing practice was a definite contributing factor.

The problem has been resolved. The City has contracted with US. Bank to collect assessment payments. The payments are remitted to the City divided as to principal and interest. The amounts are entered into the general ledger properly. In addition, continuing professional accounting education has been made available to staff so that they will recognize improper or questionable practices and provide communication as required. Finally, as Finance Director I have taken a much greater "hands on" approach with accounting staff than originally anticipated.

7. We recommend documenting account coding on all cash receipts.

This recommendation had already been addressed at June 30th. New cash receipts have been printed with account coding pre printed on the form.

8. We recommend a review of the retainage payable account on a periodic basis to ensure that it appropriately reflects the City's current liability.

This recommendation has been implemented. In the past some payments of retainage were charged as an expenditure under the terms of the contract and charged against the same capital expense expenditure line item. Within Accounts Payable, all contracts with a retainage are entered on a spreadsheet for proper monitoring. The spreadsheet will receive management review on a periodic basis.

9. We recommend the City develop a subsidiary system to track the amount of benefits paid for terminated employees and the subsequent reimbursements received.

This comment revealed that we need to address the situation not just within Finance, but within Personnel as well. A review will be made prior to the end of the current fiscal year to address the recommendation.

10. We recommend strengthening current supervisory review procedures and documenting such reviews. Consideration should be given to having someone who reports to the Finance Director perform these review functions.

There are extenuating circumstances that require discussion in responding to this recommendation. Some comments have been already been stated above under the response to comment 6, Reconciliation of Subsidiary Ledgers to the General Ledger. Some of these extenuating factors are: I was not employed as Finance Director until the end of the first quarter of the fiscal year, the staff change from the Supervising Accountant to the Senior Accountant was completed two months prior to the end of the fiscal year after a three month vacancy; the first two months on site for the Senior Accountant were totally devoted to reconciliation of cash (bank and investment) accounts; staff within the finance department had historically not been truly involved in their assignments as an "ownership", merely doing their job entering data in a particular way without any total understanding or knowledge of what or how their position impacted the financial condition of the City.

It is unfortunate that the audit field team arrived only four months after the Senior Accountant began work. That did not allow sufficient time to discern problem areas of need and then develop procedures to address the need. From a positive standpoint, however, the audit did uncover many practices that were not proper, but nevertheless had been in place for considerable time. These have all been addressed.

Although each of these comments is true, and the review process should be the responsibility of someone reporting directly to me, as Finance Director I am ultimately responsible for the proper preparation and presentation of reports of accounts. Because of the problems that have both been discovered internally by Finance Department staff and/or were brought to light during the audit process, I have assumed a direct hands-on approach to this aspect of the Finance Department. Although this steps outside the bounds of the "director" role, I feel that my involvement is necessary to assure the correct integration of all financial information on a timely basis. I have established an expectation with staff of correct, proper, in-balance and reconciled ledgers and subsidiary ledgers. The particular reconciliations that are now being accomplished on a regular timely basis include bank and LGIP, utility billing and assessment subsidiary ledger (previously addressed) and balanced and a current reconciled general ledger.

To help develop the staff, professional education has been not only made available, but encouraged at all levels and positions. I firmly believe that unless one understands the total impacts of actions that are being performed, we will continue to have situations such as out of balance subsidiary ledgers.

In years past I have disagreed with some comments or recommendations or felt implementation impractical. However I totally agree with each recommendation presented in the management letter for FY 1992.



COMMUNITY DEVELOPMENT
PUBLIC WORKS
6101 S. E. JOHNSON CREEK BLVD
TELEPHONE: 652-4410

CITY OF MILWAUKIE

MEMORANDUM

TO: Mayor and City Council

THRU: Dan Bartlett, City Manager
Tim Corbett, Public Works Director *RTC by P.M.*
MC Maggie Collins, Community Development Director

FROM: Paul Roeger, Office Engineer *PR*
Jim Crumley, Associate Planner *JC*

RE: Monroe Street
"20,000 LB. LOAD LIMIT" Request

DATE: January 20, 1993

ACTION REQUESTED

Council hold a public hearing on a petition request for a "20,000 LB. LOAD LIMIT" on Monroe Street from 21st Avenue east to Hwy. 224, and take action as proposed in the Recommendation section of this report.

BACKGROUND

Monroe Street is 28-feet in width from 21st Avenue to 29th Avenue with parking permitted only on the south side. This reduces the travel width to about 20 to 21-feet. It is 40-feet wide from 29th to Hwy. 224. Going east on Monroe Street there is a 9 to 10-foot jog in alignment to the south at 28th Avenue. As you know, the vertical alignment of Monroe Street changes frequently. The most drastic example is the crest vertical curve just east of 25th Avenue that leads into a valley where Spring Creek crosses at the 2700 block and then up to a vertical curve at 28th Avenue where the alignment levels off.

In comparison, both Harrison Street and Washington Street are 36-feet in width with a straight vertical alignment. Harrison Street has no parking on either side and a two-way left turn lane in the middle with an "S" curve at 23rd Avenue. Washington Street has parking on both sides, effectively reducing the travel width to 20 to 22 feet. It also has a horizontal curve just east of 30th Avenue.

Traffic counts done in 1991 showed an Average Daily Traffic (ADT) volume of 2070 vehicles per day on Monroe Street. This compares with an ADT volume of 9850 on Harrison Street and 3100 on Washington Street.

Monroe Street is classified as a minor arterial in the City's Roadway and Traffic Safety Management Plan of 1978. It operates at a level "A" capacity rating with basically low volume and no delays. Accident

2

frequency is low, with an average of about one reported accident a year over the past ten years over the entire stretch from 21st to Hwy. 224.

Monroe Street is a federal aid route at this time and is eligible for funding under the new Transportation Act. Anything classified higher than a Local Collector is eligible for this funding.

Harrison Street is also classified as a minor arterial in the Roadway and Traffic Safety Management Plan. The capacity rating is considerably worse than Monroe Street, with fairly high volume and some delays. Accident frequency is also higher, with the intersection of Hwy. 224 and Harrison being the most dangerous intersection in Milwaukie.

Washington Street is classified as a collector, but has a higher traffic volume than Monroe Street. It probably operates at a level "A" capacity rating for the most part with only minor delays at Oak Street during peak periods.

COMPREHENSIVE PLAN CONSIDERATIONS

The expressed goal of the City's Transportation Element of the Comprehensive Plan is "to provide and encourage a safe, convenient and economic transportation system by providing easy access within the City and to the major transportation networks connecting with the City". To achieve this goal the City has adopted specific Policies and Objectives within the Comprehensive Plan to act as guides to the decision-making bodies. The purposes of these Goals and Objectives are to help insure that transportation decisions are reflective of the interests of the entire City and to maintain a cohesive plan for the future.

It should be noted that the City's Transportation Element is but a part of a larger regional framework guided by Oregon's Statewide Planning Goals. Goal 12 requires that the City's transportation plan "be based upon an inventory of local, regional, and state transportation needs..." and shall "facilitate the flow of goods and services so as to strengthen the local and regional economy".

The diversion of truck traffic from Monroe Street, a Minor Arterial, to Washington Street, a local collector, will contradict at least two of the City's adopted Policies of the Transportation Element of the Comprehensive Plan, specifically:

Policy 7 of Objective #3 which states that "... the City should look at decreasing the reliance of Washington Street as a primary access to Hwy. 224." and

Policy 3 of Objective #4 which states, "The movement of goods and business-oriented truck operations, to the extent possible, will be limited to Freeway/Expressways and Arterials."

OTHER CITY BACKGROUND INFORMATION

In the original request for the weight limit on Monroe Street the structural condition of the pipe carrying Spring Creek was questioned. Because of this concern the City hired a structural engineer to do an

evaluation of the concrete culvert. The inspection report indicated no significant structural deficiencies. Therefore, since the road has been open to legal loads these many years with no signs of distress, there is no need to limit the vehicle load limit because of the culvert.

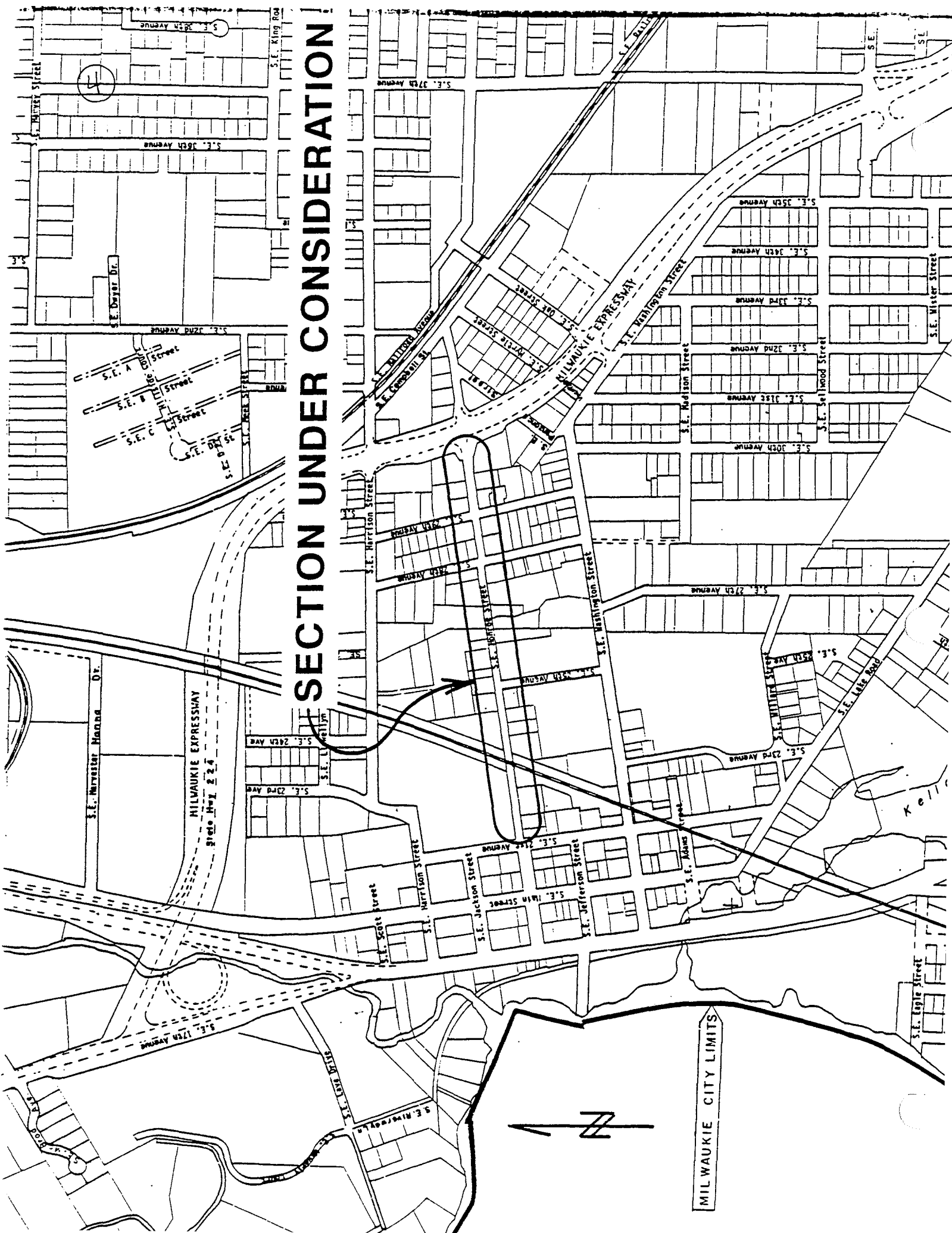
City operations people also dug two test holes in Monroe Street between 25th Avenue and 28th Avenue and found 4-inches of asphalt over 4-inches of base rock. This is equivalent to our residential street standard which is sufficient to carry trucks in excess of 20,000 lbs. on an infrequent basis (10 to 20 per day). No formal count of trucks has been made, however, a citizen has reported as many as 44 trucks in one day. This situation may be due in part to the construction on McLoughlin Blvd.

Another concern mentioned was safety. Pictures were shown of trucks straddling the centerline of the roadway and vehicles parking on the sidewalk to lessen their chances of being hit.

RECOMMENDATION

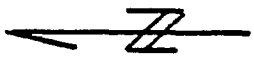
Council has four options available to them based on the above information:

1. Deny the petition request based on the Comprehensive Plan Objectives and Policies.
2. Deny the petition request but eliminate parking on both sides of the street to improve the safety on the street.
3. Hold a work session to review the Policies and Objectives of the Transportation Element of the Comprehensive Plan to determine if any of them should be revised.
4. If a work session warrants obtaining more specific information regarding the petition request, conduct a traffic study addressing the effects of a possible closure to truck traffic.



SECTION UNDER CONSIDERATION!

MILWAUKIE CITY LIMITS



CHAPTER 5 - TRANSPORTATION, PUBLIC FACILITIES AND ENERGY CONSERVATION

The City of Milwaukie has a responsibility to its present and future residents to provide a full range of urban services including streets, sewers and water, as well as police and fire protection. In order to create a healthy living environment and efficiently allocate public expenditures, the City believes that these public facilities must be planned prior to future growth, and continually upgraded and maintained once constructed. The Plan elements which address these concerns are:

- Transportation Element
- Public Facilities and Services Element
- Energy Conservation Element

Policies in each element as well as technical studies and inventories documented in the Transportation and Public Facilities, Services and Utilities working papers, the Neighborhood Blockwalk, Community Needs Survey, "Roadway and Traffic Safety Management Plan," by Transportation Planning and Management, Inc., 1978, "Drainage Study for the City of Milwaukie," by Stevens, Thompson and Runyan, Inc., 1970, and the "Bike/Footway Plan," by City of Milwaukie, 1975, address Statewide Planning Goals 11, 12, and 13. Consideration of air and noise quality can be found in the Air, Water and Land Resources Quality Element, while parks and recreational services are addressed in the Recreational Needs Element.

TRANSPORTATION ELEMENT

GOAL STATEMENT: To provide and encourage a safe, convenient and economic transportation system by providing easy access within the City and to the major transportation networks connecting with the City. In order to lessen the dependency of Milwaukie residents on the automobile as the prime means of travel, the improvement, further development and utilization of alternative travel modes is stressed.

Background and Planning Concepts

The transportation system serving the access and circulation needs of Milwaukie is composed of five different networks: roadway, transit, rail, pedestrian/bicycle and water. No air or major pipeline facilities are located near the City. The automobile serves the vast majority of transportation needs in the Milwaukie area, and will likely continue to do so. Alternative forms of transportation are, however, becoming increasingly important as the regional population grows, as gasoline becomes more scarce and more costly and as air quality considerations take a higher priority in regional transportation planning.

Roadways

Milwaukie, as part of the Portland Metropolitan Area, generates and attracts vehicular trips from throughout the region. The Milwaukie/Oak Grove area generated approximately 99,000 trips per day in 1985, with 56 percent of those trips leaving the area. Metro projects an overall increase in vehicle trips of approximately 25-30% in the Southeast Sub-area (west of the Willamette River and south of Multnomah County) by the year 2005. The majority of travel is now and is projected to be to destinations on the east side of the Willamette River. For the Milwaukie area, 86 percent of the all purpose trips and 68 percent of all work trips remain east of the Willamette. By the year 2000, 67 percent of all trips from the Southeast Sub-area will remain in this area, downtown Portland will attract 3 percent of all trips, the remainder of the City of Portland will attract 21 percent, and all other sectors will attract 12 percent. The high percentage of trips remaining in the area is due to the greater suburbanization of residential and employment development. Downtown Portland currently accounts for only 6 percent of all purpose trips and 15 percent of the work trips from the Milwaukie area.

Equally as significant as trips generated from the Milwaukie area are trips to and from Gladstone, Oregon City and beyond. Many of these trips must pass through Milwaukie to destinations in east Portland. By the year 2005, a total of 203,000 all purpose trips will leave the urbanized Clackamas County area, a 31% increase from 1980.

The impacts of these projected trip patterns are most significant on the two north-south regional corridors through the Milwaukie area: I-205 Corridor and the McLoughlin Corridor. The capacity of the I-205 Corridor at Sunnyside Rd. of approximately 120,000 vehicle trips per day, will not be exceeded by the 82,000 vehicle trips per day projected for the year 2000. The McLoughlin Corridor, which currently has a capacity of 33,000 trips per day at the Multnomah County line, is expected to increase to 46,000 vehicles per day by the year 2000 unless improvements to transit service are made.

Metro, ODOT, Tri-Met, Clackamas County and the affected jurisdictions are studying a variety of alternatives to improve the McLoughlin Boulevard situation. Although average daily traffic on McLoughlin has been reduced 10-15% since I-205 opened in 1982, capacity problems persist. Currently several projects are underway which would respond to current problems. These include

TRANSPORTATION ELEMENT

widening of McLoughlin between Ochoco St. and 17th Ave. from 4 lanes to 6 lanes, two lane ramps to and from Hwy. 224, realignment of 17th Ave. onto Harrison Street, and an overpass crossing McLoughlin Blvd. at Tacoma Street. In order to maintain adequate capacity in the future, other transit improvements, including adding park and ride lots, the use of articulated buses, and light rail transit, will be required in the future to reduce congestion on McLoughlin.

The McLoughlin Corridor and Milwaukie Expressway are important service routes to the many industries located in the Milwaukie Industrial Park, and in the Omark Industrial Park area. Warehousing and distribution industries located in these areas depend on an efficient roadway system for operation. Traffic congestion on McLoughlin Boulevard causes delays and inconvenience for many of these businesses. Similarly, congestion near downtown has detrimental effects on existing businesses and future commercial and office developments. The Oregon Department of Transportation is currently examining alternatives to upgrading the capacity and safety of Hwy. 224 and Hwy. 212. The feasibility of an expressway design, which would eliminate some signalized intersections and provide an additional lane in each direction, and a freeway design, which would grade separate the highway, are being investigated. Public hearings will be held regarding these alternatives between 1990 and 1992.

Traffic volumes along many of the City's collectors and minor arterials are increasing slowly. On many of these streets congestion is beginning to become a factor, largely due to the condition of the road surface or the lack of proper signing or roadside improvements. In addition to McLoughlin Boulevard, roadways that are currently exceeding design capacity include S.E. 17th Avenue, S.E. Harrison between 21st and 42nd Avenues and Johnson Creek Boulevard west of Brookside Drive. Other streets such as 32nd Ave. and Oatfield are slightly over design capacity.

Local trips within the City are expected to increase by about 15 percent between 1980 and the year 2000. This relatively small increase is due to the limited opportunities for new industrial, commercial and residential development in Milwaukie. The most significant factor recently influencing travel on minor arterials and collectors was the development of the Clackamas Town Center east of the City. The route to the Town Center which has been most greatly impacted beyond its capacity is Harmony Road. Johnson Creek Boulevard, Harrison/King Road, Railroad Avenue and Lake/Harmony Road are also attractive routes. Daily traffic on Harmony Rd. between Linwood Ave. and 82nd St. has nearly doubled between 1976 and 1986, increasing from 7,600 vehicles per day to 14,000 vehicles per day. Improvements to Harmony Road, which will increase its capacity by widening and adding a center turn lane, began in 1987.

In order to address some of the specific traffic-related problems and capacity deficiencies on minor arterials, collectors and local streets within the City, a Roadway and Traffic Safety Management Plan was prepared in 1978. The purpose of the plan was to minimize traffic accidents and fatalities and to improve traffic movement and roadway conditions. The plan proposed numerous improvement projects and policies including traffic control devices, sight distance, fixed objects, construction and maintenance signing, railroad crossings, parking practice and regulation, storm drainage and central business district project. In addition, thirteen roadway improvement projects were identified, costed, prioritized and the funding source identified. This plan was adopted by the Milwaukie City Council and is incorporated as part of the City's Comprehensive Plan. Many of these projects have been completed, resulting in fewer traffic accidents and improved driving conditions. The

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Public Facilities Plan, which was completed in 1988, identifies transportation and safety improvements and the timing and costs required to serve anticipated growth.

Transit

Eight Tri-Met bus lines now serve Milwaukie, providing north-south service connecting to the Portland downtown and to Oregon City and beyond, as well as east-west service to the Clackamas Town Center. Several routing changes and route extensions have been added since 1980 which improve east-west service by connecting the Clackamas Town Center with downtown Milwaukie. A timed transfer facility has been established on Main Street in the City to improve north-south transfers and circulation within Milwaukie itself. An on-board bus survey completed by Tri-Met in 1983 revealed that 45 percent of the existing transit ridership was work related, 19 percent for school purposes, 8 percent for shopping purposes, 12 percent personal, 10 percent social, 3 percent medical, and the remaining 3 percent for other purposes. The Portland downtown is the destination for one-third of the total ridership. Two park-and-ride lots are located in the City.

Metro is now considering Railroad Avenue as a regional transit trunk line between Milwaukie and the Town Center. Major improvements to this right-of-way would have to occur before it becomes suitable for use as a transit trunk route.

Alternatives are now being developed and evaluated to solve the traffic congestion problems on McLoughlin Boulevard, and to provide for improved regional transit service. The McLoughlin Corridor, extending from the Portland downtown through Milwaukie, has been identified as a future light rail transit (LRT) route. Because of this, Milwaukie is also incorporating light rail into its riverfront redevelopment plans. Ridership and cost projections indicate this corridor is one of the most viable for light rail or other transit improvements in the metropolitan area. Based upon growth in Clackamas County and central Portland, projected transit riders in the McLoughlin Corridor are expected to exceed 33,000 in the year 2000, as compared to 15,000 in 1980. This level of ridership is essential to minimize congestion on McLoughlin even after new travel lanes are added, and to avoid infiltration of traffic into adjacent neighborhoods. According to Metro and Tri-Met's 1984 Milwaukie Corridor Summary Report, this level of ridership would require LRT trains every 7.5 minutes during peak hours, or articulated buses every 2.5 minutes to meet projected demand. Stronger community and political support is needed to place this corridor as a high priority for light rail or other transit improvements.

Rail

Southern Pacific has two lines which run through Milwaukie. The Oswego line (Tillamook branch) carries four freight trains per day, serving destinations west of the Willamette River. The East Milwaukie line runs along Railroad Avenue. It carries about twenty trains per day during the week, and about fourteen per day on the weekends, including two passenger trains daily. Trains on this line serve destinations east, north and south of Milwaukie. The freight trains do not run on a fixed schedule. Every attempt is made to avoid peak hour traffic on these runs. Portland Traction Co. tracks follow Johnson Creek Boulevard. The line is currently operated between Portland and Gresham two days per week. It will continue to operate several more years, even though it has recently been purchased by a private party. The City of Portland has purchased an option to ensure access to the line's right-of-way

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as part of a proposed future 40 mile loop of parks, trails, and bicycle paths. The Portland Traction Line forms the southern leg of that loop. Other potential future uses of all or a portion of the line include light rail transit, right-of-way for water supply purposes, and the continuation of freight rail service to the Milwaukie Industrial Park.

Railroad crossings of arterials present traffic delays and areas of potential conflict requiring special protection. The Roadway and Traffic Safety Management Plan identified problems at each crossing and provided recommendations for crossing improvements. The City has completed these improvements, including installation of warning devices, gates, and stop signs.

Pedestrian/Bicycle

Both Clackamas County and the City of Milwaukie have designated pedestrian/bicycle routes throughout the City. These routes also reflect Metro's Regional Bicycle Route System which has been identified to provide opportunities for safe, convenient travel by bicycle between jurisdictions and to major attractions throughout the region. The County has constructed several bikeways within the existing roadway right-of-way on Linwood Avenue, and River Road and the City has done the same on Lake Road. In general, both County and City bikeway plans propose improvements on minor arterials or collectors. The County includes provisions for this type of facility whenever affected roadways are improved. Separation of walkways and bikeways is severely limited in most neighborhoods by the costs for right-of-way and the required improvements to the roadside drainage system.

Inadequate pedestrian facilities within individual neighborhoods are a problem often mentioned by residents. Possible solutions to this problem are identified as guidelines within the Neighborhood Element. In areas where curbs and storm drainage are not provided, walkways are usually lacking. Pedestrians and bicyclists are forced to use the streets for routes through the neighborhood. This lack of walkways has been mentioned by many as one reason why transit is not more fully utilized. Residents complain about the lack of safety and convenience when walking on often poorly drained streets to reach bus stops or nearby commercial areas.

Water

Willamette River serves some commercial traffic past Milwaukie. Because of the City's proximity to the river, because of other communities' orientation to the water, and because of the existing and potential traffic problems in the metropolitan area, the possibility of using the river for high-speed passenger transportation in the distant future should not be overlooked.

OBJECTIVE #1 - ROADWAYS FUNCTIONAL CLASSIFICATION

Policies

- 1. To classify all roadways within the City for the purpose they serve.

The City street network includes arterials, collectors and local streets. Expressways and freeways complete the roadway system to provide for through traffic movements. The following definitions apply for each type of street.

TRANSPORTATION ELEMENT

- A Freeway or Expressway serves as a route of through travel between distant points within the region and state. Access is limited to arterials at intersections. High speed public transit serving different points in the region may use freeways or expressways.
- A Major Arterial will carry both local and through traffic to destinations outside the local community. A Major Arterial provides access to other communities as well as access through Milwaukie. Public transit to other communities generally uses a Major Arterial. McLoughlin Blvd. and 82nd Ave. are Major Arterials.
- A Minor Arterial carries local traffic between neighborhood areas or to regional facilities. The Minor Arterial provides access from neighborhood collector streets to community services and to other neighborhoods within, or immediately adjacent to, the City. Local public transit may use Minor Arterial streets. Examples of Minor Arterials are Lake Rd. and King Rd.
- Collector streets serve internal traffic within areas having a single land use pattern. The collector streets carry local traffic within a neighborhood area. They carry traffic from the local streets to the minor and/or major arterial network or to schools, local shopping centers, or other local streets within the neighborhood. Local public transit may use collector streets. Main Street and 32nd Ave. north of Harrison are Collectors.
- Local streets provide direct access to abutting property. Through traffic must be discouraged. Careful planning and the use of circuitous street layout will break up the continuity of traffic movement. Some form of street closure or traffic diverter can convert the typical grid street pattern into a form of circuitous street layout. When properly planned and designed, traffic control devices will not be necessary at intersecting local streets.

Map 8 shows the classification of streets within the City. The Roadway and Traffic Safety Management Plan recommended design criteria for urban streets within the City. These criteria are found in Table 3.

TRANSPORTATION ELEMENT

Table 3

DESIGN CRITERIA FOR URBAN STREETS

<u>Design Element</u>	<u>Arterial</u>		<u>Collector</u>	<u>Local</u>
	<u>Major</u>	<u>Minor</u>		
Right-of-Way (ft.)	80-100	60-80	60	50-60
Pavement Width (ft.)	52-64	40-52	40-52	26-36
Through Traffic Lanes	4	2-4	2-4	2
Lane Width (ft.)	12	12	12	-
Median Width (ft.)	16	-	-	-
Parking	Restricted	Limited	-	-
Traffic Volumes (VPD)	5,000 to 20,000	2,000 to 10,000	2,000 to 8,000	-
Driving Speeds (MPH)	20-45	30-40	20-35	15-25

Source: Transportation Planning and Management, Inc., Roadway and Traffic Safety Management Plan, 1978.

2. The City will adopt the street classification map shown on Map 8 and the definitions and design criteria listed in Table 3 for all urban streets.
3. The City will continue to work with Metro, Clackamas County and the City of Portland to ensure a continuous roadway system is maintained, and compatible classifications and standards are enforced.
4. The City will continuously develop and refine street design standards as necessary, particularly for local streets where site-specific characteristics are most important.

OBJECTIVE #2 - REGIONAL TRAFFIC

To rely on existing Freeways/Expressways and Major Arterials for through movement of regional traffic.

Policies

1. The City will work with Metro, Clackamas County and ODOT to ensure that I-205, the Milwaukie Expressway, McLoughlin Boulevard and SE 82nd Avenue are the only major roads used for through traffic.
2. The City will continue to participate in the regional Joint Policy Advisory Committee on Transportation (JPACT) to identify solutions to the congestion problems along the McLoughlin Boulevard corridor. In evaluating alternatives, the following factors will be considered:
 - Plans for the downtown improvement and waterfront development will be integrated with highway improvements.

TRANSPORTATION ELEMENT

- The opportunity will be taken during any improvement or modification to create new and more efficient vehicular access to the riverfront, as well as pedestrian access not in conflict with motorized transportation.
 - Improved pedestrian and bicycle connections will be provided between downtown and the riverfront through the provision of pedestrian paths, amenities, signals, separated crossings, etc., designed to ensure the safety of pedestrians and bicyclists. One possibility would be to relocate McLoughlin Blvd. to the east, thereby eliminating most of the traffic through the downtown core area.
 - The visual connection between downtown and the waterfront will be improved.
3. Through its Land Use Chapter policies, the City will encourage adequate employment and commercial opportunities are provided locally to minimize the need for locally generated regional work and shopping trips.
 4. The City recognizes that problems have occurred for Johnson Creek Blvd., Lake Rd., King Road, Harrison Street, and Railroad Avenue in providing adequate east/west traffic movement. The City will continue to work with other area agencies to either improve existing routes or develop a new east/west corridor route.
 5. Curb cuts to existing development on McLoughlin Blvd. will be reduced/consolidated when possible. Curb cuts to new development on McLoughlin shall be oriented to secondary streets. Curb cuts and access drives shall be consolidated or eliminated to minimize the number of access points to McLoughlin Blvd.

OBJECTIVE #3 - ROADWAY CONSTRUCTION & IMPROVEMENTS

To improve the access, circulation and safety of roadways.

Policies

1. The policies, projects and programs recommended in the Roadway and Traffic Safety Management Plan, 1978 are incorporated as part of the Transportation Element.
2. Allocate money for roadways and improvements based on the following priorities, while recognizing that some funds can only be spent for specific uses:
 - A. Maintenance
 - B. Improvements based on:
 - 1) Safety hazards
 - 2) Increasing vehicle and transit capacity of the existing system
 - 3) Livability improvements, such as noise control, air quality, or traffic infiltrating into neighborhoods

TRANSPORTATION ELEMENT

4) Cost equity

C. New roads

- 3. For the short term, encourage the State to improve McLoughlin Blvd. through the riverfront area from Hwy. 224 to River Rd. South, providing amenities such as street trees, landscaped medians, landscaped right-of-way edges, turn bays rather than continuous turn lanes, provision for bus turnouts and pedestrian and transit supportive features. Require utilities to be placed underground where feasible. For the long term, encourage the State to relocate McLoughlin Blvd. in the downtown area.
- 4. The location, timing, and funding sources for road construction and improvement projects within the City will be guided by the Public Facilities Plan which will be adopted as a support document to the Comprehensive Plan.
- 5. Transportation improvements should be provided as properties develop. Improvements shall be to a level consistent with the land use plan and roadway functional classifications.
- 6. The City shall utilize the Public Facilities and Improvements Ordinance to provide transportation improvements as property development occurs.
- 7. The City will investigate providing improvements to Harrison to accommodate expected traffic increases due to the new Harrison St./17th Avenue jughandle project and additional traffic expected onto Harrison St. from Hwy. 224. Also, the City should look at decreasing the reliance of Washington St. as a primary access to Hwy. 224.

OBJECTIVE #4 - FREIGHT MOVEMENT & BUSINESS OPERATION

To ensure that industries and businesses have adequate access to local and regional markets.

Policies

- 1. The City, through its own planning efforts and its participation in regional transportation planning efforts will ensure that adequate roadway capacity and highway facilities are provided for businesses and industries dependent on good highway access.
- 2. The City will encourage railway companies to provide service to appropriate businesses and industries.
- 3. The movement of goods and business-oriented truck operations, to the extent possible, will be limited to Freeways/Expressways and Arterials.

OBJECTIVE #5 - REGIONAL TRANSIT OPPORTUNITIES

To encourage the improvement of transit service for trips through the Milwaukie area and trips leaving the area.

TRANSPORTATION ELEMENT

Policies

1. The City will continue to participate in the JPACT Program to identify solutions to the congestion problems in the McLoughlin Corridor.
2. The City will aggressively promote the McLoughlin Corridor as a high priority area for transit development, specifically light rail.
3. The City will actively encourage and participate with Clackamas County, Multnomah County, Portland, Gladstone, Oregon City and groups representing unincorporated areas along the McLoughlin Corridor in an effort to demonstrate to Metro, Tri-Met and the Oregon Department of Transportation that major transit improvements should be seriously considered as a high priority.
4. The City will incorporate within its downtown improvements plan and Greenway Design Master Plan consideration of transit-related facilities.
5. Through its Land Use Chapter policies, the City will encourage the provision of housing suitable for the elderly and moderate income families to be located in close proximity to regional transit facilities. The concentration of employment opportunities is also encouraged.
6. Improved east-west transit service is encouraged connecting the timed transfer and future regional transit facilities in downtown to the Clackamas Town Center. Use of King/Harrison, Railroad Avenue and Lake Road for transit corridors is encouraged.
7. In the short term, the timed transfer facility on Main Street will be maintained and improved to provide an attractive, safe, convenient location for transit users. For the long term, the City will evaluate alternative locations as redevelopment occurs within the downtown area.
8. The City will strongly encourage the financing and development of the McLoughlin Light Rail Line, as identified in the 1984 Milwaukie Corridor Regional LRT System Plan. The exact alignment for the corridor and the auxiliary facilities (park & ride lots, transfer center, etc.) will be selected after an EIS is conducted. A general alignment is shown on Map 8 - Transportation Plan.

OBJECTIVE #6 - LOCAL TRANSIT OPPORTUNITIES

To encourage the improvement of transit service for trips within the Milwaukie area.

Policies

1. The City will work with Metro, Tri-Met and Clackamas County in locating existing and new transit routes and facilities within the City. The use of Minor Arterials and Collectors for local transit service is encouraged.
2. Frequent and efficient transit service to Neighborhood Area 2 will be encouraged to serve the many elderly and moderate income families residing in that area.

TRANSPORTATION ELEMENT

- 3. When roadway improvements are planned for arterials or collectors suitable for transit routes, the provision of transit facilities such as bus turnouts, shelters, park and ride facilities, etc., will be considered.
- 4. Through policies contained in the Public Facilities and Services Element, pedestrian facilities linking neighborhood areas to transit facilities and corridors will be provided and will have a high priority.
- 5. Through its Land Use Chapter policies, the City will concentrate employment opportunities and commercial facilities for easy access to transit corridors.
- 6. As industrial development occurs in the area between Railroad Avenue and the Milwaukie Expressway, the City will work to ensure transit opportunities are provided to employees of the industrial area.
- 7. The City will continue to support Tri-Met and Clackamas County efforts to improve facilities and provide programs to assist the transportation disadvantaged.

OBJECTIVE #7 - RAIL

To improve the safety and the convenient operation of railroad crossings.

Policies

- 1. The City will continue to cooperate with the railroads to ensure rail operation results in minimal disruption to traffic and pedestrians.
- 2. The policies, projects and programs recommended in the Roadway and Traffic Safety Management Plan for railroad crossings are incorporated as part of the Transportation Element.

OBJECTIVE #8 - PEDESTRIAN/BIKEWAY

To develop a pedestrian/bikeway system which connects local activity centers such as parks, schools and activity centers.

Policies

- 1. Implementation of the Metro, County and City bikeway plans, as shown on Map 8, is encouraged. Existing bikeways will be adequately maintained.
- 2. Connections to the bikeway network from private developments is encouraged. All new developments must provide adequate pedestrian facilities.
- 3. The City will encourage and assist local areas in establishing local improvement districts to provide adequate pedestrian facilities. The City will provide guidance in the design and location of these facilities.
- 4. A high priority will be given to pedestrian facilities along or to transit corridors.

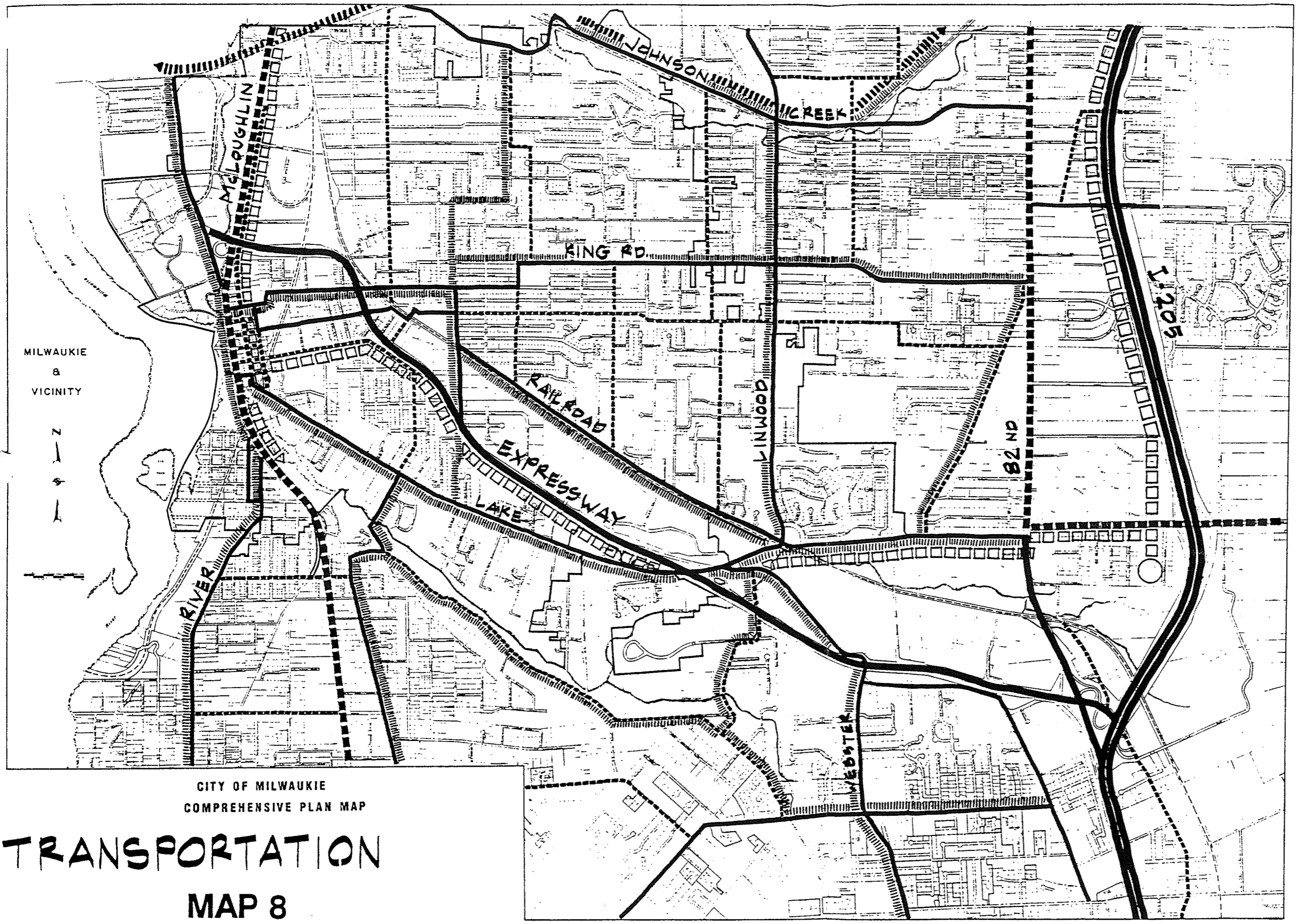
16

TRANSPORTATION ELEMENT

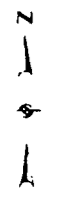
5. The City will support the proposed 40 mile loop as a means to meet regional needs for pedestrian paths and bikeways.

LEGEND

- FREEWAY
- == MAJOR ARTERIAL
- - - MINOR ARTERIAL
- ... COLLECTOR
- ||||| BIKE/FOOT WAY CORRIDOR
- ||||| 40 MILE LOOP
- LIGHT RAIL



MILWAUKIE & VICINITY



CITY OF MILWAUKIE
COMPREHENSIVE PLAN MAP

TRANSPORTATION MAP 8

Milwaukie traffic rules concerned citizen

Tom Alford has a point in petitioning the City Council to limit truck traffic to vehicles under 20,000 pounds and gross vehicle weight.

So far he has been met with nothing but "passing the buck" council to traffic safety commission, traffic safety commission back to council, council to staff and then a statement by staff that there are no structural problems with allowing large trucks to travel into and out of downtown Milwaukie.

These trucks do not just enter downtown Milwaukie; they travel any access route that will take them from McLoughlin to SE 82nd or 205. Tom Alford took issue with the city testing of the streets which allegedly revealed four inches of asphalt over four inches of bedrock which city staff claims is adequate to handle 10 to 20 trucks a day. The workload on these thoroughfares is twice or three times what the city claims they are.

What about the vibrations that are gradually damaging our building structures and residential homes which are comparable to blasting with explosives or a small earthquake.

Vibration brings a state of underground liquid faction to all soils when there is an available agent (surface). You will notice the structural seismic type cracks in the building wall throughout Milwaukie. Streets designed for a posted speed of 20 miles per hour and a five-ton capacity (GMC or Mack trucks) will not stand what the city proposes — a usage of 7,600 to 8,000 gross vehicle weight and at a higher speed than what the street was originally designed for 20 to 25 miles per hour. Why is one division of the construction industry versed and the other numb to the same mechanics?

If a 1/8 stick of high velocity power was detonated outside of the council's place of meeting there is a chance that we might have sensed Mr. Alford's complaint.

My grandson's theft alarm on his car has been set off many times by heavy truck traffic.

Turning moving weights on a paved surface develops a reaction. The proposed use of math as a tool to free roll transition is the punch line of David Russe's letter of Aug. 12, 1988. I am sure staff is aware of all correspondence concerning the state Department of Transportation driveway designs.

The McLoughlin project does not have too much bearing on the increase of truck traffic through Milwaukie. We are driving on horse and buggy designed streets with Goliath mechanized machinery of modern times; the "hoopskirts" methods are gone. We are approaching the 20th century.

No excuse is valid. The Mayor Mullins reign in Milwaukie engineering was a pick and shovel and lots of luck. In the Jan. 14, 1993, issue of the **The Review** Tom Alford has legitimate concerns of what is happening in our neighborhoods due to heavy truck traffic running east and west through Milwaukie tearing up our streets.

Mayor Lominicki forced the city to vacate Johnson Creek Blvd. from heavy truck traffic. How about the rest of the citizens in Milwaukie — are they second class citizens. What is good for the goose is good for the gander. The city's comprehensive plan should be due for an overhaul or possibly a class action lawsuit is the answer.

J. S. Backenstos
Pres. Concerned Citizens
of Milwaukie

10.08.010

Chapter 10.08

ADMINISTRATIVE AND ENFORCEMENT PROVISIONS

Sections:

- 10.08.010 Powers of city council.**
- 10.08.020 Powers of city manager—Adoption of traffic regulations.**
- 10.08.030 Authority of police and fire officers.**
- 10.08.040 Violation—Penalty.**

10.08.010 Powers of city council.

A. After approval by the State Highway Commission where such approval is required by the Motor Vehicle Laws of Oregon and for the best use of the streets in the public interest, the council shall designate by resolution the following traffic controls which shall become effective upon installation of appropriate traffic signs, signals, markings or devices:

1. Through streets;
2. One-way streets;
3. Truck routes;
4. Streets where trucks, machinery or any other large or heavy vehicles exceeding specified weights are prohibited, except for delivering or picking up materials or merchandise but then only by entering such streets at the intersection nearest the destination of the vehicle and leaving by the shortest route.

B. Except when contrary to the state law, if it appears that public safety or welfare does not require the installation or maintenance of a traffic sign, signal, marking or device, or is better served by the removal or alteration thereof, the council may, by resolution, forbid the

installation or order the removal or alteration thereof, the council may, by resolution, forbid the installation or order the removal or alteration of any traffic sign, signal, marking or device that is proposed or installed under Section 10.08.030 of this chapter. Such traffic controls shall become inoperative only when removed or altered.

C. The city council shall by resolution determine and set fees for parking. (Ord. 1360 § 2, 1977)

10.08.020 Powers of city manager—Adoption of traffic regulations.

A. In making the best use of streets and sidewalks for vehicle traffic and parking and pedestrian traffic, the city manager is authorized to provide appropriate and reasonable regulation of the classes of traffic signs, signals, markings and devices described in subsection B of this section of the streets, sidewalks and other public property of the city as are found appropriate for public safety, convenience and welfare. Subject to approval by the State Highway Commission where such approval is required by the Motor Vehicle Laws of Oregon, the city manager shall base his determinations only upon:

1. Traffic engineer principles and traffic investigations;
2. Standards, limitation and rules promulgated by the State Highway Commission; and
3. Other recognized traffic control standards.

B. Pursuant to subsection B of this section, the city manager may establish, maintain, remove or alter the following classes of traffic controls:

1. Street areas and city-owned or leased land upon which parking may be entirely prohibited or prohibited during certain hours and the angle of such parking;

2. The location and the time of operation of traffic control signals;

3. Bus stops, bus stands, taxicab stands and stands for other passenger common carrier vehicles;

4. The location of passenger loading zones for use in connection with a hotel, auditorium, theater, church, school or public building;

5. Loading zones for commercial purposes;

6. Intersections or areas where drivers of vehicles shall not make right, left or U-turns and the time when the prohibition applies;

7. Crosswalks, safety zones, parking spaces, traffic lanes and other symbols;

8. Traffic control signs;

9. All other signs, signals, markings and devices required to implement traffic and parking controls enacted by the council or required by state law or regulation.

C. Pursuant to subsection A of this section, the city manager may provide for the experimental or emergency traffic regulation of a temporary nature that shall not remain in effect more than thirty days. No experimental or emergency regulation is effective until adequate traffic signs, signals, markings or devices are erected clearly indicating the regulation.

D. The city manager shall not remove or alter a traffic sign, signal, marking or device if his act would be contrary to state law or ordinance. If a traffic sign, signal, marking or device is installed under authority of a resolution of the council, the council shall first approve any change or alteration by the city manager. (Ord. 1360 § 3, 1977)

10.08.030 Authority of police and fire officers.

A. For the violation of any provisions of this title, a police officer may issue a citation which shall be in the form required by ORS 153.515.

B. A private person may commence an action for a violation of any of the provisions of this title by:

1. Completing a citation in the same form required by police officers; and

2. Certifying before a magistrate, clerk or deputy clerk of the court that he has reason to believe, and does believe, that the person cited committed the offense contrary to the provisions of this title.

C. In the event of a fire or other emergency or to expedite traffic or to safeguard pedestrians, officers of the police department may direct traffic as conditions may require notwithstanding the provisions of this title.

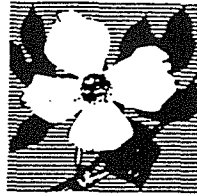
D. When at the scene of a fire, members of the fire department may direct or assist the police in directing traffic. (Ord. 1584 § 1(A), 1986; Ord. 1360 § 4, 1977)

10.08.040 Violation—Penalty.

Violation of this title shall be punishable by fine or impoundment of the vehicle, or both. (Ord. 1360 § 11, 1977)

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CITY OF MILWAUKIE



MAILING ADDRESS:
P.O. BOX 22009
MILWAUKIE, OR 97222-0009
FAX (503) 652-4433

November 30, 1992

Mr. Tom Alford
2708 S.E. Monroe
Milwaukie, Oregon 97222

Dear Tom:

As you know, I have received the report from Paul Roeger concerning your petition requesting a 20,000 lb. Gross Vehicle Weight Limit on Monroe Street from the intersection of 21st. Avenue to Highway 224. I have reviewed the attached material and find that a weight limit cannot be recommended for Monroe Street. My reasons for this decision are:

1. the attached inspection report showing no significant structural deficiencies;
2. the fact the street meets our residential standard;
3. the "A" level capacity rating of the street; and
4. the functional classification of the street as a Local Collector.

If you would like to have this matter considered further, the following paragraphs provide some options.

If you would like to have this considered by the City Council, please contact me and I will schedule it for a meeting. The Council will consider the attached material from the Office Engineer and the functional classification of the street in the Comprehensive Plan.

You can contact Paul Roeger directly if you would like the Traffic Safety Commission to consider a stop sign at 28th and Monroe. Since the report from Paul indicates that Monroe currently operates at an "A" level of capacity, I am not sure that the traffic counts at that intersection would support a stop sign. You could show the Commission that the hill creates a "blind spot". This might influence their recommendation.

I am sorry that resolution of this matter took such a long time. The City does want to be responsive to citizen requests, but by law we have to consider all factors affecting all users of the street system since gas tax and federal monies go to build and maintain the streets.

Sincerely,

Dan R. Bartlett
City Manager

Attachments

cc: City Council
Rick Farley
Tim Corbett
file

MEMORANDUM

23

TO: Dan Bartlett
City Manager

THRU: Tim Corbett *TC*
Public Works Director

FROM: Paul Roeger *PR*
Office Engineer

RE: Monroe Street
"No Trucks" Request

DATE: November 20, 1992

As you know we are in receipt of a petition requesting a 20,000 lbs. GROSS VEHICLE WEIGHT LIMIT on Monroe Street from the intersection of 21st Avenue to Highway 224.

STATEMENT OF FACTS

Over the past several months we have been attempting to gather structural information on the concrete culvert that carries Spring Creek under Monroe Street at the 2700 block. The attached inspection report indicates no significant structural deficiencies. Therefore, since the road has been open to legal loads these many years with no signs of distress, there is no need to limit the vehicle load limit because of the culvert.

City operations people also dug two test holes in Monroe Street between 25th Avenue and 28th Avenue and found 4-inches of asphalt over 4-inches of base rock. This is equivalent to our residential street standard which is sufficient to carry trucks in excess of 20,000 lbs. on an infrequent basis (10 to 20 per day). No formal counts of trucks has been made, however, a citizen reported as many as 44 trucks in one day. I believe this is partly due to the construction on McLoughlin Blvd.

Monroe Street is 28-feet in width from 21st Avenue to 29th Avenue with parking permitted only on the south side. This reduces the travel width to about 20 to 21-feet. It is 40-feet wide from 29th to Hwy. 224. Going east bound on Monroe Street there is a 9 to 10-foot jog in alignment to the south. As you know, the vertical alignment of Monroe Street changes frequently. The most drastic of those being the crest vertical curve just east of 25th Avenue leading into a valley where Spring Creek crosses at the 2700 block and then up to a vertical curve at 28th Avenue where it levels off.

In comparison, both Harrison Street and Washington Street are 36-feet in width with a straight vertical alignment. Harrison Street has no parking on either side and a two-way left turn lane in the middle with an "S" curve at 23rd Avenue. Washington Street permits parking on both sides effectively reducing the travel width to 20 to 22-feet and has a horizontal curve just east of 30th Avenue.

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Monroe Street operates at a level "A" capacity rating with basically low volume and no delays. Accident frequency is low with an average of about one reported accident a year over the past ten years over the entire stretch from 21st to Hwy. 224.

Also, in the future plans for Hwy. 224 (Milwaukie Expressway) ODOT indicates that the intersection with Monroe Street will be closed. In regards to this I called Jim McClure and Ron Failmezger with ODOT to see when this might be happening. Both say it is well into the future, however, they would not be opposed to the City making that request now. However, in order for that to happen we would need to do a traffic study to determine what effect it would have on the other streets, (ie. Harrison Street, Washington Street and Oak Street) as well as the businesses and residents in the area. The State suggested that rather than total closure, you could request elimination of the signal and allow only right turn in and right turn out access. This would still require a traffic study. I also believe a concrete median may be required to prevent illegal left turns.

Monroe Street is a federal aid route at this time. It is my understanding this has been changed to STP funding. Anything higher than a Local Collector is eligible for this funding. If it were closed at the Expressway it would no longer qualify for this funding since it would become a local street.

PETITIONERS CONCERNS

One of the concerns of the petitioners was the structural capacity of the culvert carrying Spring Creek under Monroe Street. As previously stated in this report, the culvert is in very good shape and showing no signs of stress.

Another concern was safety. Pictures were shown with trucks straddling the centerline of the roadway and vehicles parking on the sidewalk to lessen their chances of being hit. Sometimes Tri-met uses this street as an alternate route during Festival Daze and pictures were shown of a bus turning from 28th onto Monroe and taking up more than half of the street.

OPTIONS

1. Do nothing.
2. Eliminate parking on both sides and put solid centerline in the center of the street.
3. Approve the weight limit request.
4. Request closure of Monroe Street at Hwy. 224

RECOMMENDATION

Since we have no real structural basis to establish a load limit on this section of Monroe Street and the accident frequency does not indicate a safety problem I would recommend option 1, do nothing.

However, should the City Manager or City Council desire one of the other options I will make recommendations to go along with each option.

Option 2 - Eliminate parking on both sides

Before doing this I would recommend talking with the residents and businesses along Monroe Street to see if there are any objections because of the limited off-street parking on some properties and the large amount of current on-street parking.

Option 3 - Approve weight limit.

Before doing this I would recommend doing a traffic study to determine where the trucks might go if they can't use Monroe Street. If they go to Washington Street we could be looking at another petition from those residents to eliminate trucks. If they go to Harrison we are probably less likely to get a petition requesting elimination of trucks. Lake Road would be another possibility. A precedent would be set and it would be difficult to justify weight limits on streets not based on Engineering principles and accident data.

If we did establish a load limit on this section of Monroe Street we would need to put some type of notice on the Expressway informing drivers of the load limit before turning onto Monroe Street as well as putting a sign on the east side of the Expressway and at 21st Avenue. I have discussed this with ODOT and they indicate signing could be done on the Expressway.

Because of the driveway for Milwaukie Lumber just west of the railroad tracks, I would recommend the weight limit be set from the railroad tracks east to Hwy. 224 to allow the lumber trucks to exit the driveway and go west to 21st Avenue.

Weight limit would not have any effect on the STP funding.

Option 4 - Closure of Monroe Street at Hwy. 224.

This action would definitely require a traffic study to determine how other streets and neighborhoods would be effected. This would eliminate Monroe Street from the collector street category, thereby eliminating any STP funding for improvements.

The partial closure would probably also change the classification of the street and still would require a traffic study.

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RECEIVED

NOV 19 1992

CITY OF MILWAUKIE
DEPT. OF PUBLIC WORKS



Corvallis Office

November 16, 1992

CVO13529.A1

City of Milwaukee
6101 SE Johnson Creek Blvd.
Portland, Oregon

Attention: Paul Roeger
Office Engineer

Subject: Inspection of Monroe Street Culvert

A visual inspection of the Monroe Street culvert carrying Spring Creek was conducted on October 30 and November 4, 1992. Overall the culvert was found to have no significant structural deficiencies. Attached is a routine inspection report for the structure.

We would not recommend proceeding with a load rating of the culvert based on the culverts condition and that it has been open to legal loads with no visible signs of distress.

The only notable deficiencies include a crack with slight displacement in an adjacent earth retaining wall. The wall is not attached to the culvert but retains the west embankment on the downstream side. Minor shrinkage cracks were found in the top slab near mid-length of the culvert. These cracks have some efflorescence along their lengths with minor rust staining. Removal of the efflorescence revealed a hairline crack that was discontinuous across the top of the culvert stopping at the corner fillets. A diagonal hairline crack was found in the wingwall from the bottom barrel fillet to about mid-height of the culvert. This crack had no efflorescence.

The approach embankment fill on both sides of the culvert appears to have settled creating a vertical misalignment in the roadway and sidewalk immediately adjacent to the culvert. The culvert barrel, apron and wingwalls show no visible signs of distress from this settlement.

Serving Oregon and Southwest Washington from two locations:

Corvallis Office 2300 NW Walnut Blvd., Corvallis, OR 97330-3538

503.752.4271

503.752.0276 FAX

Portland Office 825 NE Multnomah, Suite 1300, Portland, OR 97232-2146

503.235.5000

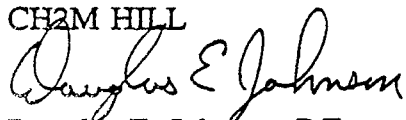
503.235.2445 FAX

City of Milwaukee
Page 2
November 16, 1992
CVO13529.A1

Thank-you for the opportunity to work with the City of Milwaukee. If we may be of further service or if you have any questions please contact us at 752-4271.

Sincerely,

CH2M HILL



Douglas E. Johnson, P.E.
Project Manager



78

RIDGE INSPECTION REPORT

BRIDGE NO. _____

BRIDGE TYPE RCB CULVERT NAME MONROE STREET (STATE, FAS, FAU, OS) HWY. NO. _____
 CROSSING (OVER/UNDER) SPRING CREEK COUNTY CLACKAMAS INSP. FREQ. _____ MILE POST _____
 DISTRICT _____ YEAR BUILT 3 A.C. (in.) ? DATE 12/30/92 INSPECTORS' SIGNATURES [Signature]

SUBSTRUCTURE (60)		Condition Rating		OBSERVATIONS		Condition Rating		(Rating Guide on back of sheet)	
		AR	OM	SUPERSTRUCTURE (59)		AR	OM	DECK (58)	
END BENTS	Caps		/	1. Stringers			/	1. Deck - Structural Condition	/
	Piles		/	2. Girder or Beams			/	2. Wearing Surface	/
	Footings		/	3. Floor beams			/	3. Deck Joints	/
	Footing Piles		/	4. TRUSSES	Chords		/	4. Curbs, Felloe Guards	/
	Backwalls, Bulkheads		/		Web Members		/	5. Sidewalks	/
	Wings		/		Portals		/	6. Parapet, Concrete Barrier	/
		/	Bracing			/	7. Railing, Posts	/	
INTERIOR PIERS OR BENTS	Caps		/	5. Diaphragms, Bridging		/	8. Median Barrier, Railing	/	
	Columns, Posts		/	6. Bearing Devices		/	9. Paint	/	
	Footings		/	7. Paint		/	10. Drains	/	
	Footing Piles		/	8. Rivets or Bolts		/	11. Lighting Standards	/	
	Piles		/	9. Welds		/	12. Utilities	/	
	Bracing		/	10. Collision Damage		/	13. Vibrations in Deck	/	
Debris on Seats			/	11. Deflection under Load		/	INSPECTOR'S CONDITION RATING (58)		/
Paint			/	12. Alignment of Members		/	APPROACH CONDITION (65)		/
Collision Damage			/	13. Vibrations under Load		/	1. Pavement & Embankment	6	/
Scour			/	14. Machinery (Movable Spans)		/	2. Shoulder Embankment	6	/
Settlement (Footing or Piling)			/	INSPECTOR'S CONDITION RATING (59)		/	3. Relief Joints	/	/
INSPECTOR'S CONDITION RATING (60)			/	CULVERTS & RETAIN. WALLS (62)		/	4. Approach Slab	/	/
CHANNEL & CHAN. PROTECT. (61)			/	1. Barrel or Wall	Concrete	7	5. Guardrail	6	/
Channel Scour			8		Steel	/	INSPECTOR'S CONDITION RATING (65)		6
Embankment Erosion			8	Timber	/	SAFETY FEATURES (36)		00000	
Drift			8	2. Headwall & Parapet		8	APPR. ALINE (72)		8
Vegetation			8	3. Aprons		8	SIGNING		/
Channel Change			/	4. Wingwalls		7	1. Posted Loading	/	/
Fender System			/	5. Adequacy		7	2. Legibility	/	/
Spur Dikes & Jetties			/	6. Debris		7	3. Visibility	/	/
Riprap			/	INSPECTOR'S CONDITION RATING (62)		7	INSPECTOR'S CONDITION RATING		/
Adequacy of Opening			7						
INSPECTOR'S CONDITION RATING (61)			7						

REMARKS (Key-in to item and number above)

62-1 MINOR HORIZONTAL CRACKS AT CULVERT MID-LENGTH W/ MINOR REPT STAINED EFFLORESCENCE

- 4 WINGWALL IN SE CORNER HAS MINOR DIAGONAL CRACK FROM BOTTOM FILLET TO MID HEIGHT OF WALL

- S/G BARREL HAS 2' +/- ACCUMULATION OF SILT AND LEAVES ALONG LENGTH

65-1 APPROACHES HAVE SETTLED 1"-2" ON BOTH SIDES

- 2 SIDEWALKS SHOW MISALIGNMENT FROM APPROACH EMBANKMENT SETTLEMENT

Item #5 requested centerline striping and signs forbidding passing on Lake Road. Roeger stated that this would impede normal vehicle usage of the road. Generally, NO PASSING centerline striping is done on roads where clear vision is a problem, such as winding roads or those which go up and down steep hills. Due to the relative flatness of Lake Road, he felt that such striping would be ignored and therefore impossible to enforce. Discussion continued regarding passing, vehicle speeds; it was noted that many drivers avoid the traffic signal at Oatfield and Lake Road by cutting through on Guilford Drive, and this signal was mentioned as a problem. Roeger reported that the signal is working improperly due to failed signal loops, but the city and the county have been working on a solution, and repairs have been included in this year's budget.

Item #6 requests enforcement of the above-noted "NO PASSING" on Lake. Baker reiterated that the street striping and bike lane markings will be reviewed, then enforcement as time allows will be requested. Baker noted that vehicles may end up passing on the right due to following too close; enforcement can help in this instance as well.

A citizen asked what the maximum length of a posted "SCHOOL ZONE" could be. Roeger looked it up and reported that it depends on the speed along the posted area; 150' to 750' prior to the school zone is advised.

At this point, Rob Kappa stated that he felt the group had been able to express themselves freely to the commission, and that a number of useful ideas had been offered. He asked how the group can stay in touch with the City's progress on the various questions and study results. Roeger replied that he will be in contact with either Kappa or Luneke, and promised to keep them informed. Kappa thanked the commission for hearing them, and the portion of the audience which were only concerned with the Lake Road petition then left.

B. Monroe Street Citizen Petition

Tom Alford of 2708 SE Monroe introduced his request for a sign stating "NO TRUCKS OVER 20,000 POUNDS" on Monroe from Hwy. 224 to 21st Street. Alford noted that Monroe Street right-of-way is so narrow that the travel lanes are 9'6" wide in the subject area, the street itself has a "jog" at the intersection with 28th Avenue which appears unexpectedly, and an old pipe which carries Spring Creek beneath the road was not constructed to carry modern truck weights, resulting in damage to the pipe. Many of the trucks which use this street average 8' wide, leaving very little room for maneuvering - none when parked cars take up street area. Because of this, trucks often drive onto the sidewalk area, increasing the damage to the pipe and

JULY
TSC
MINUTES
RE: MONROE ST.

threatening the safety of pedestrians legitimately using the sidewalk. Alford passed pictures he has taken of cars parked along yellow-painted curb, parked halfway on the street and halfway on the sidewalk, trucks traveling well over the solid yellow "NO PASSING" centerlines, a TriMet bus taking both lanes to make the turn from 28th onto Monroe, a fully-loaded log truck using nearly every inch of the lane width, and another log truck driving with one wheel on the outside solid yellow line.

Jack Mears of 2736 SE Monroe spoke, stating that he lives at the narrowest part of Monroe, and has observed trucks miss the "jog" on the street and find themselves suddenly driving on the wrong side of the road.

Mrs. Echolson, who was appearing as a representative of Pete Mortenson, 2715 SE Monroe, displayed letters from the City regarding damaged sidewalks which are legally the responsibility of the property owner to repair; she also noted that the Spring Creek pipe has been severely damaged, and said that City inspectors agreed that the larger, heavier trucks on the road today have contributed to the damage.

Rick Farley of 2919 SE Monroe stated that he had counted as many as 44 trucks on Monroe during the course of one day, 8 to 14 log trucks on one day, and an average of one sludge truck from the Kellogg Treatment Plant per day. He noted that he has been employed as a truck driver, and that there are two places on Monroe in the subject area which are blind to pedestrians in regard to large trucks; he feels that if a truck loses its' brakes on the down slope in these areas, pedestrians could be killed.

Roeger asked Officer Martin if cars are ticketed for parking on sidewalks. Martin replied that they would be, but he has not noticed this being a problem. Roeger commented that one of the pictures showed a TriMet bus turning onto Monroe, although this is not a regular route. A citizen offered that Monroe is a designated alternate route during the annual Milwaukie Daze festival.

Echolson asked if Monroe could perhaps be made a one-way street? Roeger pointed out that one-way routing requires a second street for travel in the opposite direction, and that this would not be popular with the residents of the second street.

A citizen commented that the Spring Creek pipe is sinking, and will need to be completely rebuilt if left unattended. After further discussion, it was agreed that Roeger will contact State in connection with "TRUCK ROUTE" signs discussed during Lake Road portion

of the meeting, and include this area in his discussions with them.

C. 42nd & Howe "STOP" sign request & petition

31

Kathryn Elliott of 9739 SE 42nd introduced a petition she had circulated among neighbors, local long-term renters, and her family, requesting that the FREE-RIGHT TURN at 42nd & Howe streets be removed in favor of a FOUR-WAY STOP. She noted that she has repeatedly asked the City to make the requested change since she and her husband bought their home 20 years ago, and has not succeeded despite the fact that accidents of a serious nature occur about once every three years. The people that they bought the home from had also experienced frequent accidents, and the Elliotts had erected a fence in addition to planting a hedge at the corner for protection against the vehicles which tend to end up in their yard following an accident. Mrs. Elliott noted that there have been two large and one small subdivision constructed along 42nd between Howe and Johnson Creek Blvd. since her last request, and traffic has increased proportionately; it is becoming very difficult to back their vehicles out of their driveway without the help of someone to stop traffic. TriMet and school buses are heavy users of this intersection, as are large trucks, despite the truck ban which exists on Johnson Creek Blvd. She respectfully asks the commission to consider this request before a fatal accident occurs.

Cindy Nesberg of 4185 SE Howe lives across the street from the Elliotts. She and her husband have also experienced vehicles landing in their yard following an accident, and will be installing a heavy guardrail at the subject corner of their yard this year. She has a new infant, and although their yard is enclosed with a 3' cyclone fence, she worries about his safety while playing outside next year. She supports the Elliott's request for a FOUR-WAY STOP, and urges the commission to consider this petition carefully.

Bergman asked Roeger how the current FREE-RIGHT TURN came to be installed; Roeger replied that 42nd is designated as a collector street, since before the area actually became part of the City. 42nd & Howe and 43rd & Howe are paired "FREE-RIGHTS", and this was probably done to provide easier access from Johnson Creek Blvd. to King Road. He noted that if one of the "FREE RIGHTS" are changed, the other must also change. Baker commented that although they were originally intended to facilitate traffic between the two arterials, perhaps it no longer works as well as it did originally. There was some discussion about how drivers perceive dangers and adapt their habits as needed; Baker stated that this request must be considered by a full quorum, and tabled the request for further consideration at the next meeting, scheduled for August 10th, 1992.

We, the residents and business owners of S.E. Monroe Street - City of Milwaukee Oregon, hereby petition the City of Milwaukee to pass and enforce an ordinance to prohibit trucks of more than 20,000 pounds GROSS VEHICLE WEIGHT from the use of S.E. Monroe Street from the intersection of S.E. 21st Street to the intersection of the 224 Expressway

ITE	NAME - PRINT	SIGNATURE	ADDRESS
2192	Arthur T Alford	Arthur T Alford	2208 SE Monroe St Milwaukee
2193	Jeri J Alford	Jeri J Alford	2208 SE Monroe St Milwaukee
2193	Jack W Mears	Jack W Mears	2236 SE Monroe St Milw
2194	Kimble A. Mears	Kimble A. Mears	2236 SE. Monroe St. Milwaukee (2) 97222
2195	Elda B. Garton	Elda B. Garton	2736 SE. Monroe St. Milwaukee (2) 97222
2196	Lyon Moore	Lyon Moore	2403 SE Monroe St Milwaukee (1) (1802)
2197	Doreen Mark	Doreen Mark	1530 SE LACA DR MILWAUKEE 97222
2198	GLADYS A. MARKS	GLADYS A. MARKS	2906 SE Monroe St
2199	George Rodriguez	George Rodriguez	2906 SE Monroe St
2199	Cecillie Rodriguez	Cecillie Rodriguez	2725 SE Monroe St. Milwaukee (1) 97222
2199	Madeleine Coleman	Madeleine Coleman	2725 SE Monroe St. Milwaukee (1) 97222
2199	Kimberly Schiller	Kimberly Schiller	2666 S.E. Monroe St. Milwaukee (1) 97222
2199	John Schiller	John Schiller	2512 S.E. Monroe St. Milwaukee (1) 97222
2199	Elizabeth	Elizabeth	2512 S.E. Monroe St. Milwaukee (1) 97222
2199	Brian Smith	Brian Smith	2406 SE Monroe St. Milwaukee (1) 97222
2199	Kathryn Ventura	Kathryn Ventura	2125 SE Monroe St 97222
2199	Audrey R. Bell	Audrey R. Bell	2505 Monroe St. 97222
2199	Cecil W. Bell	Cecil W. Bell	2505 Monroe St. 97222
2199	Kathy Jones	Kathy Jones	2507 SE Monroe, 97222
2199	Lorraine C. Bohé	Lorraine C. Bohé	2511 S.E. Monroe St 97222
2199	Suzanne S. de Vera	Suzanne S. de Vera	2521 SE Monroe Milwaukee 97222
2199	James A. Allen	James A. Allen	2535A SE Monroe Milwaukee 97222
2199	Dana Allen	Dana Allen	"
2199	Brian Coons	Brian Coons	2825 SE MONROE MILWA. 97222
2199	LONA M. SPEAKMAN	LONA M. SPEAKMAN	2835 S.E. Monroe Milw 97222
2199	MARGARET E MARTIN	Margaret E. Martin	2915 SE Monroe Milw 97222
2199	Gail Farley	Gail E. Farley	2919 SE Monroe Milw 97222
2199	Cheryl Hotal	Cheryl Hotal	2959 SE Monroe Milw. 97222
2199	Rocke Stofiel	Rocke Stofiel	2959 S.E. Monroe Milw. 97222
2199	Shana Wasserman	Shana Wasserman	2959 SE MONROE #11 Milw 97222
2199	Bob Wyznanski	Bob Wyznanski	2959 SE Monroe #4 Milw. 97222
2199	Melodi HARRAMP	Melodi Harramp	2959 S.E. Monroe #7 Milw 97222
2199	Bill Powski	William Powski	2959 SE Monroe #9 Milwaukee 97222
2199	Helen THANNAN	Helen Thannan	2836 SE Monroe St. Milwaukee 97222
2199	Gregory Summers	Gregory Summers	2802 SE Monroe St. Milwaukee 97222

We, the residents and business owners of S.E. Monroe Street - City of Milwaukie Oregon, hereby petition the City of Milwaukie to pass and enforce an ordinance to prohibit trucks of more than 20,000 pound GROSS VEHICLE WEIGHT from the use of S.E. Monroe Street from the intersection of S.E. 21st Street to the intersection of the 224 Expressway

DATE	NAME - PRINT	SIGNATURE	ADDRESS
1/21/92	Christiese Sommers	<i>Christiese Sommers</i>	2802 SE Monroe
5/13/92	POLE PATRICK S. MORZANZANI JAGHNER N. EGGELESTAD Wes Wiford	<i>Raymond L. Eggelestad</i>	2715 SE. MONROE STREET
5/13/92		<i>Wes Wiford</i>	2708 SE MONROE
5/20/92	<i>Oran Baker</i>	<i>Oran Baker</i>	2607 SE Monroe St
7/20/92	WILEY D. BAKER	<i>Wiley D. Baker</i>	2607 SE Monroe St.
7/22/92	Truman Sabine	TRUMAN SABINE	2326 SE. Monroe St. Milwaukie
7/22/92	MOLLY SMITH	MOLLY SMITH	2400 SE MONROE
7/22/92	Don Heen		2425 E Monroe
7/22/92	AL Jenkins	<i>Alvin Jenkins</i>	2445 SE. Monroe
5/22/92	G. J. JENKINS	<i>Thomas J. Jenkins</i>	2846 SE MONROE
5/22/92	ANNA FRANK		2855 S.E. Monroe
-22-92	RICK FARLEY	<i>Rick Farley</i>	2919 S.E. Monroe
5-22-92	Michelle R. Day	<i>Michelle R. Day</i>	2959 S.E. Monroe Apt #6
5/22/92	KE FRANK	<i>KE Baker</i>	2959 SE Monroe #1/2
5/22-92	Debby Franke	<i>Abby Franke</i>	2959 SE Monroe #2
5/22-92	Wesley R. Wess	<i>Larry Clancy</i>	2959 SE Monroe #11
5-27-92	RALPH BRAJEDA	<i>Ralph Brajeda</i>	2817 S.E. Monroe
5-27-92	ORA A BAKER	<i>Oran A Baker</i>	2607 SE Monroe St
5-27-92	BURRO ZIRKIE	<i>Burro Zirkie</i>	2517 SE Monroe St
1-27-92	PATRICIA S. PETERSON	<i>Patricia S. Peterson</i>	2519 SE. Monroe
2/7/92	ANN LARSON	<i>Ann Larson</i>	2526 SE. Monroe
2-18-92	Bertha Gajda		2817 SE Monroe
2-28-92	William F. French	WILLIAM F. FRENCH	2425 SE MONROE #3
2-28-92	Abigail C. Riley	<i>Lois C Riley</i>	2959 SE Monroe #3

CITY OF MILWAUKIE



FAX (503) 652-4433

*** MEMORANDUM ***

January 22, 1993

To: Mayor and City Council
From: Dan Bartlett, City Manager *DB*
Re: FOCUS Membership Commitment

Action Requested

Authorize the City Manager to pay Forum on Cooperative Urban Services (FOCUS) membership fee and other charges up to \$2,000 for the year.

Background

Please find attached, an informational packet distributed at the January 7, 1993 meeting of FOCUS. This is the second year of FOCUS. The project has changed staff support from the League of Oregon Cities to McKeever/Morris. The general membership will cost \$600 as compared to \$700 last year.

Additional payments may be requested for specific projects to promote a regional cooperative agenda. These packages can be decided on a case by case basis as the project scope is defined and the subscribers to the project are identified. Three of these special project proposals are in the attached material. Others may be developed during the year.

We have set aside \$2,500 for this type of regional activity in the Finance Department, General Government series of accounts.

I would recommend that the Council maintain this membership in order to be "at the table" for these activities which will shape a regional agenda.

cc: File
cm654/hd

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WASHINGTON
COUNTY,
OREGON

MEMORANDUM

Date: January 20, 1993
To: FOCUS Members and Interested Parties
From: Bonnie Hays, Chair
Subject: FOCUS Membership Commitment

At the Forum on Cooperative Urban Services meeting on January 7, the general membership adopted the proposed FOCUS Work Plan, with one minor change. The Work Plan has a basic package and three special projects. Members will contribute their share for the basic package and have an option to help fund any or all the three special projects.

This means that it is time for each jurisdiction to appropriate the necessary funds to pay its membership dues. Please take a leadership role with your jurisdiction to help carry this issue to your governing board as soon as possible. We would like to hear from all of you no later than the first week in February.

Also at that meeting, the general membership decided that in order to elect FOCUS officers, the jurisdictions for each of the three counties should appoint their representatives to the Steering Committee. They should also nominate people for the position of Chair. The deadline for nominations is February 1. The general membership will vote by mail ballot.

In addition, the general membership also decided that the current Steering Committee should examine expanding membership to special districts and make a recommendation to the full membership. A task force, comprised of Forrest Soth (chair), Don Allen and Lynda Jenkins, is examining the by-laws and making recommendations for any other changes or amendments.

Again, it is important that we have as many jurisdictions financially committed to joining FOCUS as possible. Please help by promoting this organization and expediting the process of joining. Our newly adopted Work Plan requires that we work immediately on several pressing issues. Joining FOCUS will help unify the jurisdictions in the metropolitan region.

If you have any questions, please give me a call at 648-8681 or Mike McKeever of McKeever/Morris, Inc. at 228-7352.

FOCUS BASIC SERVICES PACKAGE
TO DEVELOP AND ORGANIZE TO ADVANCE A REGIONAL AGENDA
Adopted January 7, 1993

SUMMARY: This proposal outlines a short-term planning process for FOCUS to develop a consensus on:

- A regional agenda (i.e. the most critical issues and challenges in delivering local government services in the region today); and
- A management plan, including a process for FOCUS to pursue that agenda.

The initiation of this planning process marks the beginning of FOCUS's advancement to encompass Level Two and potentially Level Three activities as described in the by-laws. At the completion of this planning process FOCUS will be ready for full-scale implementation of any activities which are agreed upon to serve the regional agenda.

STEP ONE: GENERAL MEMBERSHIP ACTION ON THIS PROPOSAL

The FOCUS general membership will meet to review, amend and act on this proposal. At this meeting the general membership should also act on:

- How to fund these start-up planning activities;
- How to staff the start-up process; and
- Who to involve in the start-up process.

Options for all of these issues can be found in Exhibit 1 at the end of this document. The FOCUS Planning Working Group will include substantial representation from elected officials and city/county managers/administrators.

TIMEFRAME: January 7, 1993
BUDGET ESTIMATE: \$1000

STEP TWO: ANALYZE EXISTING INFORMATION

Existing information from FOCUS, the Regional Governance Committee and the Goldschmidt Task Force (in particular, the interviews and data gathering conducted at the outset of that process to identify key issues and opportunity areas) will be analyzed to identify priority areas for the regional agenda. Roles of all key parties in each topic area will be identified. This analysis will be done by FOCUS staff with the active oversight and involvement of FOCUS members familiar with the three existing information bases. Some additional analytical work may be needed to assimilate and get maximum value out of the existing information base. The information will be presented in a simple format which identifies broad themes and issues common to all three sets of information.

TIMEFRAME: Completed by early-February, 1993
BUDGET ESTIMATE: \$3500

STEP THREE: DEVELOP GENERAL CONCEPT OF THE REGIONAL AGENDA

A survey of all local governments in the tri-county area will be conducted to identify regional needs and opportunities on a systematic and comprehensive basis. FRAM will meet to review the work product from Step Two, and the survey results, and develop a general statement regarding the regional agenda it wishes to pursue. The statement will include an overall sense of mission, principles and direction, key themes, and objectives which are specific and clear enough that they can be used to evaluate the merits of competing project proposals and policy perspectives.

TIMEFRAME: January to late February, 1993
BUDGET ESTIMATE: \$6000

STEP FOUR: DEVELOP MANAGEMENT PLAN

The FOCUS Planning Working Group develop a proposed management plan to enable the organization to deliver such services. The management plan will address:

- Services to implement in first year;
- Budget for July 1, 1993 through June 30, 1994;
- Funding (e.g., general dues, project specific dues, grant applications, etc.);
- Organization decision-making processes;
- Procedures for securing permanent staffing; and
- Office space.

TIMEFRAME: Completed by late March, 1993
BUDGET ESTIMATE: \$4000

STEP FIVE: REVIEW AND ADOPT MANAGEMENT PLAN

The FOCUS general membership will meet to review, amend as needed and adopt the recommended management plan.

TIMEFRAME: Completed by late March, 1993
BUDGET ESTIMATE: \$500

STEP SIX: RAISE FUNDS TO IMPLEMENT MANAGEMENT PLAN

The timeframe for completing these start-up planning activities should allow jurisdictions to budget for their FOCUS contributions prior to adopting their FY 94 budgets. Funding for any proposals which do not rely in whole or in part on member dues will also be actively pursued during this time period.

TIMEFRAME: Completed by June, 1993
BUDGET ESTIMATE: \$0 (It is not assumed that FOCUS staff would have a role in this activity).

FOCUS SPECIAL PROJECT #1
For Services Related to Metro Charter Transition

SUMMARY: This special project provides services related to Metro Charter transition and start-up activities. It is anticipated that the special districts would be invited to participate and help fund this effort (similar to the Regional Governance Committee).

STEP ONE: COORDINATE LOCAL GOVERNMENT INPUT ON PREPARATION OF STATE CONFORMING LEGISLATION TO IMPLEMENT THE CHARTER

The Charter Committee intended that several changes be made to State statutes in order to conform them to the Charter. At this point it is not clear whether Metro or the Charter Committee will take responsibility for preparing the needed conforming legislation. Local governments have a direct interest in ensuring that the conforming legislation is consistent with the spirit and intent of the Charter Committee's work. This task would provide staff work to local governments to provide input to the drafting and amending of the legislation, assuming that Metro will take the lead role in drafting the proposed legislation. No funds are budgeted to participate directly in the legislative process as it is assumed that AOC, LOC and existing local government lobbying staff would conduct these activities.

TIMEFRAME: January 1993 - June, 1993
BUDGET ESTIMATE: \$5,000

STEP TWO: CHARTER IMPLEMENTATION ACTIVITIES

A number of tasks need to occur in order to successfully implement the changes required by the new Charter. The most immediate include a process to reapportion Metro's 13 Councilor districts to 7 districts and establishing the Metro Policy Advisory Committee (MPAC). MPAC issues include:

- What should be the relationship between MPAC and existing committees such as J-PACT, RPAC, Solid Waste, etc?;
- Getting local government appointments made to MPAC;
- Determining how to provide staff assistance to MPAC; and possibly
- Providing Start-up staff assistance for coordination and communication between FOCUS and MPAC.

The services recommended here include \$2500 for three months to resolve the first three issues listed above and 3 months and \$2500 per month to provide start-up staff assistance to MPAC.

TIMEFRAME: January 1 - June 30, 1993
BUDGET ESTIMATE: \$10,000

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FOCUS SPECIAL PROJECT #2
Develop Specific Proposals for Services for FOCUS to Provide

The work products from Steps Two and Three of the Basic FOCUS Services Package and the preliminary services priorities identified at the October 12, 1992 FRAM meeting will be used to provide direction for establishing topic-based working committees to develop proposals for services FOCUS could deliver. The FOCUS Planning Working Group will work with FOCUS staff to develop the list of committees. Between four and eight committees are estimated to be needed. (For example, the October 12 planning exercise yielded four top candidate topics for short-term action: water, revenue, transportation and annexation.)

These committees will work with FOCUS staff to develop brief proposals for each service area, using a standardized format, which:

- Identify existing problem/opportunity areas;
- Identify the added value potential from direct FOCUS involvement;
- Identify specific types of proposed FOCUS services (i.e. Level Two analysis and cooperative action, Level Three advocacy with external agencies);
- Identify who should be involved in the services (i.e. cities, counties, special districts, etc.); and
- The estimated costs and timeframe for conducting the services.

The proposals will be submitted to the FOCUS Planning Working Group for review. The proposals will be completed in time for consideration as part of the FOCUS Management Plan.

TIMEFRAME: Completed by mid-March, 1993
BUDGET ESTIMATE: \$15,000

FOCUS SPECIAL PROJECT #3
Legislative Activities Related to the Tri-Counties Area

This special project will provide services to develop a consensus and advocate a common position on legislative issues which have a unique relevance and impact on the tri-county area. The treatment of the recommendations from the Governor's Task Force on Local Government Services is the only major legislative issue identified at this time. These activities would be fully coordinated with the League of Oregon Cities and Association of Oregon Counties so as to avoid duplication and ensure a cooperative approach to dealing with the issues. The budget level assumes that FOCUS's role is to help coordinate the work of the various local government staff who will be working on these issues to help ensure a coordinated approach.

TIMEFRAME: January, 1993 through June, 1993
BUDGET ESTIMATE: \$2,500

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**Forum on Cooperative Urban Services
ESTIMATED COST ALLOCATION**

A cost worksheet has been prepared to illustrate the potential costs per government to fund the Basic Services package and the three special projects. To prepare this example, only current FOCUS dues paying governments were included. For Special Project #2 related to the Metro Home Rule Charter all Regional Governance Committee members (including special districts) were involved. Obviously if more governments participate the costs per government decline and vice versa.

SAMPLE COSTS FOR FOCUS SERVICES

FOCUS- MEMBERSHIP DUES *

Paid 1992 members and cost for 1993 Work Plan and Special Projects

	Fee	Amount	1993	Specific	Legislative
	Cat.	Paid in	BASIC PKG	Proposals	Activities
		1992	est.\$15,000	PROJ #2	PROJ #3
			est.\$15,000	est. \$15,000	est. \$2500
Beaverton	6	\$1,050.00	\$900.00	\$900.00	\$150.00
Canby	3	\$525.00	\$450.00	\$450.00	\$75.00
Clackamas County	8	\$1,400.00	\$1,200.00	\$1,200.00	\$200.00
Cornelius	3	\$525.00	\$450.00	\$450.00	\$75.00
Fairview	2	\$350.00	\$300.00	\$300.00	\$50.00
Forest Grove	3	\$525.00	\$450.00	\$450.00	\$75.00
Gladstone	3	\$525.00	\$450.00	\$450.00	\$75.00
Gresham	6	\$1,050.00	\$900.00	\$900.00	\$150.00
Happy Valley	2	\$350.00	\$300.00	\$300.00	\$50.00
Hillsboro	5	\$875.00	\$750.00	\$750.00	\$125.00
King City	2	\$350.00	\$300.00	\$300.00	\$50.00
Lake Oswego	5	\$875.00	\$750.00	\$750.00	\$125.00
Metro	8	\$1,400.00	\$1,200.00	\$1,200.00	\$200.00
Milwaukie	4	\$700.00	\$600.00	\$600.00	\$100.00
Portland	8	\$1,400.00	\$1,200.00	\$1,200.00	\$200.00
Sandy	2	\$350.00	\$300.00	\$300.00	\$50.00
Sherwood	2	\$350.00	\$300.00	\$300.00	\$50.00
Tigard	5	\$875.00	\$750.00	\$750.00	\$125.00
Troutdale	3	\$525.00	\$450.00	\$450.00	\$75.00
Tualatin	4	\$700.00	\$600.00	\$600.00	\$100.00
West Linn	4	\$700.00	\$600.00	\$600.00	\$100.00
Washington County	8	\$1,400.00	\$1,200.00	\$1,200.00	\$200.00
Wilsonville	3	\$525.00	\$450.00	\$450.00	\$75.00
Wood Village	2	\$350.00	\$300.00	\$300.00	\$50.00
Totals	101	\$17,675.00	\$15,150.00	\$15,150.00	\$2,525.00

Jurisdictions Not Members in FOCUS

	Fee	1992 Fee
	Cat.	Amt Unpaid
Banks	1	\$175.00
Bartow	1	\$175.00
Durham	1	\$175.00
Estacada	2	\$350.00
Gaston	1	\$175.00
Johnson City	1	\$175.00
Maywood Park	1	\$175.00
Molalla	2	\$350.00
North Plains	2	\$350.00
Oregon City	4	\$700.00
Rivergrove	1	\$175.00
Multnomah County	8	\$1,400.00
Totals	25	\$4,375.00

* Note: All member jurisdictions shall be assessed a fee that apportions the annual costs of operation on the basis of each jurisdiction's population as follows:

1 to 1,000	Base
1,001 to 5,000	2 times base
5,001 to 15,000	3 times base
15,001 to 30,000	4 times base
30,001 to 50,000	5 times base
50,001 to 100,000	6 times base
100,001 to 150,000	7 times base
150,000 and over	8 times base

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Fees for Project 1: Metro Home Rule Charter Transition

Fees for FOCUS members which were members of the Regional Governance Committee (RGC);

Also includes those special districts in the RGC

(projected special district fees based 50% fee for similar population of municipal government)

	Charter Transition	
	Fee	PROJ #1
	Cat.	est. \$15,000
FOCUS/RGC paid members		
Beaverton	6	\$720.00
Clackamas County	8	\$960.00
Cornelius	3	\$360.00
Fairview	2	\$240.00
Forest Grove	3	\$360.00
Gladstone	3	\$360.00
Gresham	6	\$720.00
Happy Valley	2	\$240.00
Hillsboro	5	\$600.00
King City	2	\$240.00
Lake Oswego	5	\$600.00
Milwaukie	4	\$480.00
Portland	8	\$960.00
Sandy	2	\$240.00
Sherwood	2	\$240.00
Tigard	5	\$600.00
Troutdale	3	\$360.00
Tualatin	4	\$480.00
West Linn	4	\$480.00
Washington County	8	\$960.00
Wilsonville	3	\$360.00
Wood Village	2	\$240.00
RGC Municipal Jurisdictions not in FOCUS		
Durham	1	\$120.00
Maywood Park	1	\$120.00
North Plains	2	\$240.00
Oregon City	4	\$480.00
RGC Special District Members (fees 50% of fee cat. for cities and counties govt.)		
Tualatin Valley Fire District	4	\$240.00
Tigard Water District	5	\$300.00
Tualatin Hills Parks and Rec.	8	\$480.00
Tualatin Valley Water Dist.	7	\$420.00
Unified Sewerage Agency	8	\$480.00
Oak Lodge Rural Fire District	4	\$240.00
Clackamas Fire Dist	6	\$360.00
Oak Lodge Sanitary	4	\$240.00
Clackamas Water	6	\$360.00
Clairmont Water Dist	2	\$120.00
Mt. Scott Water Dist	3	\$180.00
Rockwood Water Dist	5	\$300.00
Interlachen Water	1	\$60.00
All Totals	129.5	\$15,540.00

FOCUS
Forum on Cooperative Urban Services

MEETING NOTES OF THE
JANUARY 7, 1993 MEETING

Participants Present

- Chair Bonnie Hays, Washington County
- Don Allen, City of Sandy
- Dan Bartlett, City of Milwaukie
- Steve Bauer, City of Portland
- Don Carlson, Metro
- Eric Carlson
- Greg Chew, McKeever/Morris, Inc.
- Tim Erwert, City of Hillsboro
- Gordon Faber, City of Hillsboro
- Mike Gates, Metro
- Caren Haas, City of West Linn
- Dana Haynes, The Oregonian
- Walt Hitchcock, City of Sherwood
- Marilyn Holstrom, City of Fairview
- Darlene Hooley, Clackamas County
- Lynda Jenkins, City of King City
- Walt Johnson, City of West Linn
- Scott Lazenby, City of Sandy
- Bob Liddell, City of West Linn
- Mike McKeever, McKeever/Morris, Inc.
- Gussie McRobert, City of Gresham
- Mark Mullins, City of Sandy
- Jeannine Murrell, City of Cornelius
- Dennis Ray, City of Fairview
- Sheila Ritz, City of Wood Village
- Don Robertson, City of Wood Village
- Ethan Seltzer, Portland State University
- Forrest Soth, City of Beaverton
- Steve Stolze, City of Tualatin
- Jerry Taylor, City of Cornelius
- Merrie Waylett, Metro

1.0 Call to Order and Introductions of Participants

Chair Bonnie Hays opened the meeting. Participants introduced themselves.

2.0 Report on the Implementation of the Metro Charter

Metro Councilor Mike Gates and Metro staffperson Don Carlson gave a report on the implementation of the Metro Charter:

- appointments were being made by local governments for the MPAC positions;
- the Metro Council approved accepting the Councilor salaries;

- Metro is now seeking a full-time staff person for the Citizens' Committee of Citizen Involvement;
- a task force for Metro's Future Vision will be selecting its members soon;
- criteria will also be developed for the Future Vision;
- other issues will need to be resolved when the state legislature convenes; and
- the Metro Council will be adopting an ordinance to implement the mechanics and procedures for the newly formed MPAC.

Ms. Hays asked the meeting participants where the local jurisdictions were in determining their MPAC representatives. The participants answered that most of the seats on MPAC were determined and all of them should be designated by February.

3.0 Report on Legislation Derived from Goldschmidt Committee

Ms. Hays stated that the state legislature will be considering some of the recommendations in the report derived from the Governor's Task Force on Local Government Efficiency. She highlighted several bills which had been drafted and noted that FOCUS members would need to be ready to address the legislature regarding specific issues as they come up.

4.0 Report on the Activities of the Institute for Metropolitan Studies at Portland State University

Ethan Seltzer of the Institute for Metropolitan Studies talked about the Institute's activities. He emphasized that the Institute will not be trying to restructure local governments, but to analyze their needs and provide assistance. The Institute will:

- examine strategic planning in the Portland metropolitan region, including Clark and Yamhill Counties;
- act as a clearinghouse for reports and studies from throughout the region;
- provide leadership training and information sharing for populations trends, finance issues and other characteristics of the metropolitan area;
- pilot-test an electronic network bulletin board of The Oregonian articles; and
- act as a communication channel between the community and the university.

He indicated the Institute would be coming to local governments with a request for dues at some time in the future.

5.0 Discussion and Action on Work Plan Proposal for FOCUS

Ms. Hays briefly reviewed the draft Work Plan Proposal package that was distributed in the meeting packet. The proposal was composed of a basic FOCUS services package and three special projects. A cost estimate was included from the contractor, McKeever/Morris, Inc.

The participants were asked to approve, reject or amend the Work Plan Proposal. The proposal assumes that all FOCUS participants buy into the basic package, and each jurisdiction has the option to participate in any or all of the three special projects. It was agreed to make a change related to the description of FOCUS's staff relationship with MPAC. Participants all agreed to adopt the proposed Work Plan.

The next step was to ensure that all of the eligible jurisdictions not in attendance were notified of the group's decision.

6.0 Membership Commitment to FOCUS

Jurisdictions were asked to indicate if their governing boards were ready to financially commit to FOCUS; in a show of hands most participants indicated their governing boards were ready.

7.0 Election of Officers for 1993 and Other By-Law Issues

Two issues were raised regarding the FOCUS By-Laws. First, the issue of whether the process of determining officers was appropriate. Secondly, the issue of whether or not to include special districts in FOCUS was raised.

Three options were the result of discussions regarding the membership of special districts and for the nominations of FOCUS officers:

- Option #1: Status quo--leave the by-laws as they exist and nominate and vote for officers by mail.
- Option #2: Have the cities and counties in Multnomah, Clackamas and Washington counties determine their own list of nominees and vote by mail.
- Option #3: Revise the election rules and have the Steering Committee act as officers for 1993.

After much discussion, the participants agreed that each county along with the cities therein should come up with their own nominees for the FOCUS Steering Committee. Members will vote for the Chair by mail. They also agreed that recommendations on by-law changes regarding term limitations, nominating procedures, election procedures and special district membership should be developed. A subcommittee, to be chaired by Forest Soth, will examine the FOCUS by-laws and recommend changes and amendments.

8.0 Adjourned

The meeting was adjourned at approximately 8:15 p.m.

CITY OF MILWAUKIE



MAILING ADDRESS:
P.O. BOX 22009
MILWAUKIE, OR 97222-0009
FAX (503) 652-4433

MEMORANDUM

TO: Mayor and City Council
THROUGH: Dan R. Bartlett, City Manager *DB*
FROM: Angus M. Anderson, Finance Director *AA*
DATE: 25 January, 1993
RE: RESOLUTION REQUEST

ACTION REQUESTED:

Consider a resolution accepting the Comprehensive Annual Financial Report for Fiscal Year 1991-92. This report includes the audit of the financial reports and operations as prepared by Coopers & Lybrand, Certified Public Accountants.

BACKGROUND:

ORS 297.425(1) states "...the accounts and fiscal affairs of every municipal corporation shall be audited and reviewed at least once each calendar or fiscal year,...". In compliance with this statute, the Comprehensive Annual Report (CAFR) which has been presented to Council includes the full audit of all books and records of the City.

A work session was held jointly with Council and the Budget last Thursday. The purpose of that work session was to present an in-depth review of the CAFR and results of the audit for the bodies of the City most impacted by the results. Coopers & Lybrand, the independent external auditor designated by Council was present to answer questions and address Council and the Budget Committee regarding statistics for Milwaukie and comparable cities in our geographic area.

The purpose of this resolution is to formally accept the CAFR and audit report. In so doing, the City can make available the report to any citizen or interested party. The resolution further establishes a fee of \$ 7.00 for a copy of the report which fee is classified as not subject to the property tax limitations of Ballot Measure 5.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ACCEPTING THE COMPREHENSIVE ANNUAL FINANCIAL REPORT AND AUDIT FOR FISCAL YEAR 1991-92.

WHEREAS, Oregon Revised Statutes require an annual audit of all financial operations of each municipal corporation each fiscal year, and

WHEREAS, The Comprehensive Annual Financial Report of the City of Milwaukie, Oregon has been completed, and

WHEREAS, The financial reports and schedules prepared by the City have been audited by Coopers & Lybrand, Certified Public Accountants, the independent external auditor designated by the City Council,

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Milwaukie, Oregon:

SECTION 1. The Comprehensive Annual Financial Report of operations for Fiscal Year 1991-92 and the audit of such operations is accepted.

SECTION 2. A fee of \$ 7.00 is established as the cost for a copy of this report for anyone so requesting.

SECTION 3. The fee set forth above in SECTION 2 is classified as not being subject to the property tax limitations of Section 11(b), Article XI of the Oregon Constitution.

Introduced and adopted by the City Council of the City of Milwaukie, Oregon on February 2, 1993.

Craig Lomnicki, Mayor

ATTEST:

Pat DuVal, City Recorder

APPROVED AS TO FORM:

O'DONNELL, RAMIS, CREW & CORRIGAN

Timothy V. Ramis, City Attorney

CITY OF MILWAUKIE
CITY COUNCIL MEETING
JANUARY 19, 1993

The one thousand six hundred and sixty-third meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:03 p.m. in the Milwaukie Center with the following Councilmembers present:

Craig Lomnicki, Mayor	Jean Schreiber
Rick Farley	Rob Kappa
	Bob Knudson

Also present:

Dan Bartlett, City Manager	Chuck Mansfield, Police Chief
Mike Robinson, City Attorney	Maggie Collins, Community Development Director
Charlene Richards, Assistant to the City Manager	Tim Corbett, Public Works Director
Angus Anderson, Finance Director	Paul Roeger, Office Engineer
Dan Olsen, Fire Chief	Pat DuVal, Recorder/Secretary

PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

PUBLIC HEARING

Consider a Request to Vacate a Portion of SE 23rd Avenue - Ordinance

Mayor Lomnicki called the public hearing on vacation of a portion of SE 23rd Avenue to order at 7:05 p.m.

Mayor Lomnicki said the purpose of the hearing was to consider vacation of a portion of SE 23rd Avenue in front of the main entrance to Milwaukie High School. Vacation would allow the North Clackamas School District to add on to the high school, extend the addition into the current right-of-way, and create a mall area for students.

Mayor Lomnicki reviewed the conduct of the hearing.

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CITY COUNCIL MEETING - JANUARY 19, 1993

Staff Report: **Paul Roeger**, Office Engineer, presented the staff report in which the City Council was requested to consider the request to vacate a portion of SE 23rd Avenue. He reviewed ORS 271.110 requirements.

Staff had reviewed the petition and found it sufficient. **Roeger** indicated on a map the portion of SE 23rd Avenue requested to be vacated, the location of the high school, and those areas affected by the proposed vacation.

Roeger said the City had received a letter from Gerald Fox at Tri-Met indicating that this street might be a part of future light rail network.

Roeger stated that the City currently has water sewer lines in the area. There are also other utilities on the site. The School District would be required to move these utilities if the vacation request were granted. He said the Comprehensive Plan does not designate 23rd Avenue as a possible link in current or future planned road, pedestrian or bike path systems. There will be a new turnaround constructed at the south end of the proposed dead end according to Fire Marshal standards.

Roeger said this proposed street vacation is intended to benefit student and faculty safety and security. The traffic study indicated that there will be minimal impact to the surrounding streets. He said local business were concerned that the proposed street vacation would result in additional traffic through their parking lots. He added that the School District proposal included a staff parking area at the south end of 23rd Avenue.

Roeger stated that Public Works staff recommends approval of the requested street vacation of a portion of SE 23rd Avenue.

Councilmember Kappa asked if students drove through private property as a shortcut to other streets. **Roeger** said these parking lots were private property.

Correspondence: There was no additional correspondence added to the packet material except the letter from Gerald Fox at Tri-Met that had been distributed earlier.

Applicant's Presentation: **Ben Schellenberg**, Superintendent North Clackamas School District #12, 2867 Rawhide Ct., West Linn. He said the District began discussions with the City and business owners regarding the proposed closure about a year ago. He said the District has no plans to vacate that area as witnessed by the proposed construction.

Schellenberg reviewed some of the upcoming construction plans such as the cafetorium that would provide a meeting place 400 students or citizens. He said the planned construction would bring technology of the future to the City of Milwaukie and to Milwaukie High School. The District was seeking a safe, cohesive campus. He said there were safety and security risks in the current design. The proposed design would send a message that Milwaukie High School has definite boundaries. Those preparing the March 1991 bond levy were seeking an amount that would ensure high quality. Significant improvements to the high school were approved.

Dave Church, Director of Physical Plant, North Clackamas School District #12. **Church** said there were several reasons for the request to vacate a portion of 23rd Avenue. These included: student safety; campus unification; traffic flow improvement, which had been demonstrated during a temporary closure; security from unauthorized visitors; intersection improvement at 23rd Avenue and Washington; and efficient use of available area for expansion. The traffic study indicated that impact on the area would be minimal. The proposed design would make efficient use of limited resources and adapt the facility for future needs of the community's young people.

John Hensley, Architect, 10101 SW Barbur, showed a series of slides of the area. These included the facade of the existing main building and site plan. He said if the street vacation application were approved, construction of the commons area would begin June, 1993. Construction is anticipated to take about nine months and scheduled for completion about June, 1994. Remodelling of the main building, demolition of the annex, and completion of the pedestrian mall are also proposed. He showed slides of the current cafeteria and architectural drawings of the proposed improvements.

Tom Lancaster, Traffic consultant, offices located in Union Station, Portland. He said extensive traffic counts were taken three times a day at eight intersections. Morning and afternoon counts were done at the beginning and end of the regular school day. Traffic counts were taken both when 23rd Avenue was open and during the temporary closure. He said that comparisons indicated that there was no consistent pattern of traffic shifting one way or another. The closure seemed to involve a very small number of vehicles.

CITY COUNCIL MEETING - JANUARY 19, 1993

Lancaster said he conducted a level of service study. All eight of the unsignalized intersections operated at an A level. The level of service was unchanged during the temporary street closure. Other traffic evaluations indicated that traffic volume drops by 77% when the school is closed. Only 20%-25% of the volume is related to through traffic.

Councilmember Kappa asked why Friday was not representative of a typical week day. **Lancaster** said Friday is typically the most heavy traffic day of the week and is therefore discounted as being nonrepresentative of the normal day.

Councilmember Knudson asked for clarification of the parking lot expansion. **Lancaster** said plans were to expand parking on the south end of 23rd Avenue and north of Willard Street. The new parking lot would open up to the pedestrian mall.

Church said the two vacant lots at 23rd Avenue and Willard Street would be developed to further increase parking. He said there would be an overall net increase in the number of parking spaces. He said that the owners of Milwaukie Glass had been contacted regarding the proposal, and there were no difficulties.

Councilmember Farley asked how many parking spaces would be lost near the existing gym building. **Church** said there were currently about thirty spaces, and eight would be retained.

Councilmember Kappa asked for clarification of the turnaround. **Church** said a portion of the parking lot will be deeded back to the City for an emergency vehicle turnaround.

Councilmember Knudson asked if the businesses at the north end of 23rd Avenue had parking lots of their own. **Church** responded that most of the businesses did have their own parking lots. He said it was the District's goal to have all student parking on the south side of the campus.

Councilmember Schreiber asked for clarification of the correspondence from Gerald Fox at Tri-Met. **Church** responded that Tri-Met had requested that a portion of the site be reserved for the light rail transportation scheme. He said the District believes that the City's desire to hold it for a future easement is important for community growth. He said the District has reviewed Tri-Met's request. He said the District would respect the City's request.

CITY COUNCIL MEETING - JANUARY 19, 1993

Dean Winder, Principal of Milwaukie High School, said his primary job was to allow the students to come to school in a safe and secure environment. A street through the middle of the campus does not provide this type of environment. One of the issues heard was that high school students are adults and should be able to cross a street. It was his opinion that this is a danger to students who are trying to get to class on time. He said he also believed it was his job to keep students safe from outside influences. He said he believed a new cafeteria and commons that would be pleasing to the students would be a real plus.

Jennifer Smits discussed some of the problems of 23rd Avenue being a through street. She said the street closure would reduce noise and congestion to the businesses on the north end of 23rd Avenue.

Kiesha Bertterman said there needed to be more protection for the students. School administration does not have jurisdiction over 23rd Avenue at this time because it is public property. The street vacation would make the campus safer for students.

Jay Waldron, District board member, said the high school is open about 300 days a year and continually used. He said he believed the commons would be a great addition to the City of Milwaukie. Voters of North Clackamas County and the City of Milwaukie voted in the levy to improve the high school facilities. The commons will be a welcome addition to the downtown area. He said the District Board made sure that the Superintendent worked with the local business community to make an equitable request. He said normally property values are enhanced by a dead end street in addition to being located near a great facility like the Milwaukie High School commons. He said it is a District goal to work more closely with the community. The facility will be a hub for community activities. He said he believed the commons would enhance the image of the City and would not harm any of the businesses.

Councilmember Knudson asked for the square footage of the cafeteria. **Church** said he did not have the exact figures, but the square footage would increase. The main building was completed in 1945. The life of a school building is expected to be 50 years, but the planned improvements will increase the life span.

Councilmember Kappa asked how undesirable individuals would be kept out. He asked why a student was not covered when crossing 23rd Avenue between buildings.

CITY COUNCIL MEETING - JANUARY 19, 1993

Winder responded that if someone is injured in the street, that individual would be covered by private insurance. He said a through street like 23rd Avenue invites cruisers who come to the front of the building and keep going around the block. He said Willard Street is not as attractive to cruisers. He said the school administration anticipate more effective security because there will be less territory to cover. The new facility will offer more visibility from the offices to the mall area.

Councilmember Kappa asked what the plans were for the triangle at 23rd Avenue and Lake Road. **Church** said the School District owns the triangular lot. He said the plans indicate that 90% of the site will be kept in tact.

Hensley said there would be a minimum of 64 parking places on the south lot.

Councilmember Knudson asked if there would be a barricade on 23rd Avenue at Willard Street. **Church** described the removable posts that would allow emergency vehicle access.

Councilmember Schreiber asked if the Tri-Met question had been discussed with the Board. **Church** said the board had been apprised of the Tri-Met letter.

Mayor Lomnicki read the letter from Gerald Fox, Tri-Met, dated January 19, 1993 into the record. These concerns regarded the possible future routing of light rail and busses on 23rd Avenue.

Waldron said that this issue had been discussed during the bond levy with the City Manager and through other public processes. He said it now seems that someone comes up at the last minute with the idea that light rail might run through the middle of the Milwaukie High School campus.

Testimony in Support: **Vivian Garrett**, 4748 SE Fieldcrest, resident, and Milwaukie High School PTA member spoke in support of the proposal. She said she was at Milwaukie High School daily. She said a majority of the parents contacted were concerned with safety and were in favor of the closure. She said she has seen narrow escapes even when students were in the cross walks. She said she believed this was an opportunity to ensure the safety of the students and enhance the community.

Bill Haugan, 5206 SE Logus, Milwaukie High School teacher for eleven years and lifelong City resident. He said he has seen many accidents that have not been reported. Flashers and other undesirable people cruise through the campus. He said the street closure was a major concern to him. Cars come very quickly through that area, and sometimes visibility can be very poor.

Traute Goertzen, 10773 SE Riverway Lane, PTA president, advisory board member. She said parents are mainly concerned with safety and security. She requested that Council consider these two issues and approve the vacating of the street.

Erica Toussaint, 12319 SE Oatfield Rd., staff member and Milwaukie High School parent. She responded to a Councilmember's question about how this closure would keep unwanted visitors off the campus. When the street is closed, it would be a very long walk. Those who do not want to be seen or want to stay in their cars will not be able to do this. The street is now public property and a place for drop outs to gather and shout at students in classes. Currently, high school staff has to call the police department to get rid of them. She said she also believed there would be a positive impact on relations with downtown businesses. Students currently leave the campus for lunch because they perceive the cafeteria as unattractive and inconvenient.

Chuck Tomac, 5031 SE Casa Del Rey, Milwaukie High School parent said the request should not be questioned or delayed. He said the safety and security of students was the main concern. He said most of the dental offices on the north end of 23rd Avenue thrive on clients from Milwaukie High School. He said the proposed closure would keep unauthorized people out because they would no longer have legal access.

A letter from Mr. and Mrs. John E. Downey, 3110 SE Washington supporting the street vacation was submitted.

Gordon Jones, 11895 SE Kehrli Dr., member of the Planning Commission spoke as a private citizen. He said he believed the proposed improvements would enhance the downtown area. He addressed the issue of the surrounding businesses. He said businesses had testified to the Planning Commission that they were concerned that their property values would decrease. He said he believed that the District should negotiate with the businesses to mitigate the negative impacts. He said he believed the Council should consider making it a condition that the District sit down with the business owners and arrive at a fair mitigation package.

Joyce King, 2302 SE Willard, spoke in support of the proposed street vacation. She was, however, concerned with the impact to resident parking. She said parking is very scarce in the vicinity of the high school now. She said she was unable to use her driveway because it was too short and had to park on the street. She was concerned that the

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CITY COUNCIL MEETING - JANUARY 19, 1993

proposed two-year construction project would make it more difficult. She said there had been a lot of discussion on the impact to businesses but not much concern about residential parking. She said she had problems leaving for work some mornings because the bus drop now blocks her ability to leave home.

Testimony in Opposition: None.

Staff Comments: **Dan Bartlett**, City Manager, discussed the concerns about residential parking. He said a residential permit parking plan could be implemented in the area. He said residential permit zones could be established during the Community Service Overlay process.

Church submitted a letter from Dr. Larry Froland, 2306 SE Washington. The letter indicated support of the efforts to consolidate the Milwaukie High School campus and improve the safety of its students. **Church** said the Planning Commission could address the mitigation Jones had suggested in the Community Service Overlay process. He said he believed the District would be agreeable to reasonable mitigation in the area. He expressed concern that the timeline was short, and the District would like construction to begin as early as possible.

Questions of Clarification: **Councilmember Kappa** asked where Dr. Froland's property was located. **Church** indicated the site on the map.

Councilmember Kappa asked for the location of the bus drop. **Church** indicated the bus drop site on the map. He said the bus drop site would not change significantly. He said he believed the District would be agreeable to working with Ms. King and other residents in the immediate area.

Councilmember Knudson asked for clarification of the plans for the Willard Street and Lake Road intersection. **Church** said Willard had been vacated in 1988, but had not yet been closed to traffic.

Mike Robinson, City Attorney, said the Council must determine if the three criteria were met: proper notice was given; the affected property owners consent; and the public interest is served. If the criteria were met, the City has the power to reserve easements through an ordinance. He suggested that section 2 of the proposed ordinance include "reserving a public transit easement for the City of Milwaukie."

CITY COUNCIL MEETING - JANUARY 19, 1993

Councilmember Schreiber said she was concerned that those business owners at the north end of 23rd Avenue who had testified at the Planning Commission were not present at the Council public hearing. Roeger said these individuals were aware of the City Council public hearing. He said he believed the concerns had been addressed at the Planning Commission.

Councilmember Kappa discussed the need for the School District to work with the business community.

Councilmember Knudson said he believed this issue would be addressed when the applicant appears before the Planning Commission for the Community Service Overlay.

Bartlett said the entire process, unless appealed, would take place in the Planning Commission Community Service Overlay process.

Councilmember Farley said he was concerned about the parking for the businesses to the north.

Mayor Lomnicki said the issues of both residential and commercial parking would be dealt with during the Community Service Overlay process.

Close Public Testimony: Mayor Lomnicki closed the public testimony portion of the hearing at 8:50 p.m.

Discussion among Councilmembers: There was no further discussion among Councilmembers.

It was moved by Councilmember Schreiber and seconded by Councilmember Knudson to read the ordinance vacating a portion of SE 23rd Avenue north of SE Willard and south of the north line of Young's Addition subdivision for the first time by title only. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions. The ordinance was read for the first time by title only.

It was moved by Councilmember Schreiber and seconded by Councilmember Kappa to read the ordinance vacating a portion of SE 23rd Avenue north of SE Willard and south of the north line of Young's Addition subdivision for the second time by title only. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions. The ordinance was read for the second time by title only.

CITY COUNCIL MEETING - JANUARY 19, 1993

It was moved by Councilmember Schreiber and seconded by Councilmember Farley to adopt the ordinance vacating a portion of SE 23rd Avenue north of SE Willard and south of the north line of Young's Addition subdivision. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

ORDINANCE NO. 1730:

AN ORDINANCE OF THE CITY OF MILWAUKIE VACATING A PORTION OF SE 23RD AVENUE NORTH OF SE WILLARD STREET AND SOUTH OF THE NORTH LINE OF YOUNG'S ADDITION SUBDIVISION.

AUDIENCE PARTICIPATION

None.

OTHER BUSINESS

Election of Council President

It was moved by Councilmember Knudson to appoint Rob Kappa as Council President. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

Consider Intergovernmental Agreement between City of Milwaukie and the Metropolitan Service District to Receive Challenge Grant Funds

Charlene Richards, Assistant to the City Manager, presented the staff report in which the City Council was requested to consider an intergovernmental agreement between the City of Milwaukie and the Metropolitan Service District to receive "Metro Challenge" Program Funds for year three of the program. The City of Milwaukie has put together a plan to meet the goals of Metro. Metro encourages the City to complete these goals by offering a challenge grant. The City hired a part time Recycling Coordinator to implement the program. The Metro grant funds help offset expenses incurred by the City in its community-wide recycling efforts.

Councilmember Kappa discussed multi-family recycling. He asked if there had been any resistance to the program. Darrell Lyons, Recycling Coordinator, said the program has met minimal resistance. Although, there has been some resistance from owners in meeting Senate Bill requirements to offer an opportunity to recycle and provide space. He said most owners are concerned with contamination and the

inability of tenants to get the recyclables in the bin. Lyons said he has met with these owners to offer them some advice and help alleviate some of their concerns. He said he has received calls from two apartment complex owners who wanted a recycling workshop set up.

Councilmember Farley asked how commercial owners had responded to recycling programs. Lyons said he had made several presentations to groups like the Chamber of Commerce and has been asked to do several audits. He mentioned that PS Business Parks had won recognition for their recycling endeavors. He said the City has good quality programs in general, although smaller businesses may have to take some of their materials to a recycling center.

Councilmember Knudson asked if the grants can be obtained in the future. Lyons said Metro gets the revenue through disposal fees and filters funds back into the community for waste reduction programs.

Mayor Lomnicki asked the length of the program. Lyons said the current program is five years, and Metro is now working on the next 5-year plan.

Councilmember Kappa asked Lyons to discuss plastic recycling. Lyons said SB 66 states that commercial packaging must be 25% recycled, recyclable, or reusable by 1995. Plastics are controversial and lobbying groups are trying to get exceptions and exemptions from the packaging laws. He said the recycled plastics market is very limited.

Lyons said that magazines have been added to the list of recyclable items. He discussed a pilot project in Portland of mixed paper products. He said the City of Milwaukie has been able to significantly reduced its waste costs through office recycling efforts.

Councilmember Farley asked how one would recycle paint. Lyons said the South Metro disposal site collects hazardous household waste.

It was moved by Councilmember Schreiber and seconded by Councilmember Kappa to authorize the Mayor to sign on behalf of the City of Milwaukie the Intergovernmental Agreement between the City of Milwaukie and Metro for the "Metro Challenge" Program. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

CITY COUNCIL MEETING - JANUARY 19, 1993

Consider Nominee to Metropolitan Advisory Committee

Dan Bartlett, City Manager, presented the staff report in which the City Council was requested to consider a nominee to the Metro Policy Advisory Committee (MPAC) as provided in the Metro Charter.

It was moved by Councilmember Kappa and seconded by Councilmember Knudson to nominate Councilmember Schreiber for the MPAC alternate position. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

Consider Public Hearing Date for Weight Limit for Monroe Street

Dan Bartlett, City Manager, presented the staff report in which the City Council was requested to set a public hearing date on February 2, 1993 for a weight limit prohibiting trucks over 20,000 lbs. on Monroe Street from 21st Avenue to Highway 224.

If Council elects to hold a public hearing, Office Engineer Paul Roeger will present a staff report with a recommendation to deny the weight limit prohibition with reference to the Comprehensive Plan. Council will listen to public testimony and consider the staff report to make its determination.

It was moved by Councilmember Knudson and seconded by Councilmember Farley to set a public hearing date on February 2, 1993, 7:00 p.m. at the Milwaukie Center for a weight limit prohibiting trucks over 20,000 lbs on Monroe Street from 21st Avenue to Highway 224. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

Other Discussion Items

None.

CONSENT AGENDA

It was moved by Councilmember Farley and seconded by Councilmember Kappa to adopt the Consent Agenda which consisted of the City Council Minutes of January 5, 1993. Motion passed 5 - 0 with the following vote: Mayor Lomnicki, Councilmember Farley, Councilmember Schreiber, Councilmember Kappa, and Councilmember Knudson aye; no nays; no abstentions.

CITY COUNCIL MEETING - JANUARY 19, 1993

INFORMATION

Mayor Lomnicki discussed the Visual Preference Survey which allows residents to rate a series of 240 slides. Responses are compiled to get an idea about how each community feels about its future.

Mayor Lomnicki discussed the North/South Transit Corridor Study and the series of informational meetings.

Councilmember Schreiber urged citizens concerned with Parks District developments to contact her with specific questions.

Councilmember Knudson said he believed the City needed to hire an additional firefighter to solve the problem of overtime expenses. Bartlett said the Fire Chief and union president were considering line item cuts to enhance the overtime budget.

Mayor Lomnicki suggested that discussion of hiring an additional firefighter might be more appropriate in the budget process or goal setting.

Bartlett said the reason for this year's overtime would not have changed if there had been another firefighter on staff. Many of the overtime hours were a result of injuries and an unfilled captain's position.

Bartlett discussed the Public Safety Building construction progress report. Abnormally cold weather caused delays, and construction will probably be completed by August 1, 1993.

Councilmember Schreiber asked if the Milwaukie Downtown Development Association was working with the Historic Review committee on the Heritage Community Project. Bartlett said they probably were not currently working together but would be later in the project.

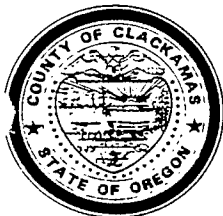
Councilmember Farley said there was a section of sidewalk on Monroe between 28th and 29th Avenues that had not been completed. Bartlett said staff would report on this question.

Mayor Lomnicki requested that Maggie Collins discuss the future public information meetings on light rail.

ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 9:45 p.m.

Pat DuVal, Recorder/Secretary



CLACKAMAS COUNTY

Board of Commissioners

DARLENE HOOLEY
CHAIR

ED LINDQUIST
COMMISSIONER

JUDIE HAMMERSTAD
COMMISSIONER

MICHAEL F. SWANSON
CHIEF EXECUTIVE OFFICER

MEMO

TO: CLACKAMAS COUNTY/METRO MAYORS & CITY COUNCILS
CLACKAMAS COUNTY/METRO SPECIAL DISTRICTS

FROM: JUDIE HAMMERSTAD, CLACKAMAS COUNTY COMMISSIONER

DATE: JANUARY 19, 1993

RE: RESPONSE FROM DECEMBER 15, 1992 MEMO REGARDING
APPORTIONMENT OF METRO COUNCIL DISTRICTS TO COMPLY WITH
THE PROVISIONS OF THE 1992 CHARTER

We greatly appreciate the response of those of you who were able to let us know your preference regarding the criteria that Metro is developing to apportion the Metro districts under the new charter. The majority of you who responded favored one district being completely within the County with an accompanying preference that the shared district should be shared with Washington County. We conveyed this information to Mike Gates, Metro Councilor from Clackamas County who is the new chair of the Intergovernmental Affairs Committee. I have asked Mike to keep us informed about the progress the committee makes during the apportionment process and to keep us involved. He has been very conscience about his contacts with us and we feel confident that he will take our considerations into account in the future.

If you have concerns or questions please do not hesitate to call Mike at 656-0399. I know he will look forward to hearing from you.

cc: Mike Gates