

**CITY OF MILWAUKIE  
CITY COUNCIL MEETING  
JUNE 17, 1997**

The one thousand seven hundred and sixty-ninth meeting of the Milwaukie City Council was called to order by Council President Trotter at 7:00 p.m. in the Milwaukie City Hall Council Chambers. The following Councilors were present:

Don Trotter, Council President Jean Schreiber	Carolyn Tomei Rob Kappa
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Also present:

Dan Bartlett, City Manager Charlene Richards, Assistant City Manager Tim Ramis, City Attorney	Angus Anderson, Finance Director Maggie Collins, Community Development Director Dan Pava, Senior Planner
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**PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**

**Council President Trotter** read a press release regarding the Milwaukie Police Department's Community Oriented Policing Services (COPS) grant from the US Department of Justice. The \$147,888 Problem-Solving Partnerships grant is intended to combat public disorder in Milwaukie's downtown business district. Police attention will be focused on chronic nuisances which negatively impact the livability and quality of life in Milwaukie. Dodie Linder was responsible for preparing the grant application materials.

**CONSENT AGENDA**

**It was moved by Councilmember Tomei and seconded by Councilmember Kappa to adopt the Consent Agenda which consisted of the City Council minutes of June 3, 1997. Motion passed unanimously among the members present.**

## AUDIENCE PARTICIPATION

**Sally Collins**, 11367 SE 35th, Milwaukie. She was working to raise \$11,500 from private funds to keep the Milwaukie Jr. High School pool open through this summer. The North Clackamas School District felt it could no longer afford to support the pool maintenance and operation. She asked the City Council to consider a \$2,000 contribution. Those interested in making a contribution were asked to call 654-8123.

**Analise Sommers**, read the lyrics to the song, *Wasteland of the Free*. Issues like light rail, collector streets, seven-lane highways, office complexes, and the Mt. Scott Golf Course mean a breakdown of our community.

## PUBLIC HEARING

### Transportation System Plan -- File No. CPA-96-01 -- Ordinance

**Council President Trotter** called the public hearing on the proposed Comprehensive Plan amendment to order at 7:20 p.m.

The purpose of the hearing was to consider adopting the Transportation System Plan (TSP) as an ancillary document to the Milwaukie Comprehensive Plan.

**Council President Trotter** reviewed the conduct of the hearing.

Staff Report: **Pava** presented the staff report in which the City Council was requested to adopt the TSP as an ancillary document to the Milwaukie Comprehensive Plan. This action would replace the Transportation Goals, Objectives, and Policies in Comprehensive Plan Chapter 5 with TSP Chapter 8.

The Community Development staff has been working on the TSP since 1994. Adopting the TSP would implement the City's Transportation Planning Rule requirements. At its May 27, 1997, meeting, the Planning Commission unanimously recommended the City Council adopt the TSP. **Pava** discussed the public review process that included the Traffic Safety and Transportation Board; Pedestrian/Bike, Roads, and Transit Citizen Working Groups; Neighborhood Land Use Committee Chairs; and public open houses in October 1994 and February 1996.

**Pava** pointed out the correction to staff report Exhibit 4 in which the proposed classification of 22nd Avenue/River Road should be arterial instead of connector. He noted other street classification changes: Ochoco Street from local to arterial and some minor arterials were proposed as arterials.

He referred to staff report Exhibit 6. It was a report from the Roads Working Group regarding freight travel on minor truck routes and specifically King Road. In 1994, the Group addressed the need for signage for trucks making deliveries in the City of Milwaukie.

**Pava** noted the City Council further requested that a policy be included for planting street trees. He referred to staff report Exhibit 7 that suggested wording for a new Policy #4 to be included in Chapter 8 under Goal Statement 2. Staff will work with DKS Associates on Figures 6.3 - 6.7 to show more planting options and to indicate planting strips are preferable and not simply optional.

The Planning Commission heard public testimony regarding the application of Neighborhood Traffic Management Program techniques to the City's arterials. Staff recommended the City Council adopt the findings as stated in the proposed ordinance.

He pointed out a series of editorial changes throughout the document that included:

- Replace Figures 2-9 -- *Reported Automobile Accidents 1993* -- and 2-10 -- *Reported Automobile Accidents 1992* -- with the more current 1995 and 1996 accident data.
- Indicate the connection between 42nd Avenue and Johnson Creek Blvd. on Figures 3.1 -- *Walkways Network Master Plan*; 3.2 -- *Walkways Action Plan*; 4.1 -- *Bikeways Network Master Plan*; and 4.2 -- *Bikeways Action Plan*.
- Reword Figure 6.3 -- *Arterial Sample Street Cross Sections* -- Criteria: Landscape Strips to read "preferred" and delete "where desirable."
- Delete Note 8 of Figure 6.3, "encourage curb extensions at intersections on Commercial Collectors" since it does not apply to that figure.
- **Council President Trotter** noted, for consistency, Figure 6.3 should include 22nd Avenue/River Road in the arterial list.
- **Council President Trotter** suggested adding language in Figure 6.3 to Criteria: Neighborhood Traffic Management, "other techniques as appropriate" and delete "arterial = not to be considered." **Councilmember Kappa** asked what techniques might be considered. **Pava** suggested posting speeds and landscaping techniques such as street trees or medians with trees. **Council President Trotter** suggested adding the identical language to Figure 6.7. **Councilmember Kappa** discussed the NTMP point system based on the condition of a particular collector.

- **Pava** continued his editorial changes: add 37th Avenue to the collector list on Figure 6.4 -- *Collector Sample Street Cross Sections* -- and delete 22nd Avenue/River Road from the list since it was proposed as an arterial. **Councilmember Kappa** asked, given the physical nature of the street, how 37th Avenue could be designated a collector. **Pava** clarified the collector portion of 37th Avenue was between Hwy. 224 and Harrison. The section between Lake Road and Hwy. 224 was designated a local. **Council President Trotter** noted on staff report Exhibit 4 that 37th Avenue had been downgraded from a minor arterial to a collector.
- **Councilmember Tomei** discussed Figures 6.4 - 6.7 regarding Landscape Strip Criteria. She felt it should be stated that landscape strips were "preferred" rather than "desirable." **Pava** said he would make the same change as discussed for Figure 6.3 and replace "optional" with "preferred" in Figures 6.5 - 6.7.
- **Pava** referred to Figure 6.7 -- *Neighborhood Sample Street Cross Sections*. The Neighborhood Traffic Management Criteria should refer to neighborhood streets and not collectors as stated and should be re-worded to "proper treatment is appropriate when warranted." Table 6.7 on page 6-12 should be amended to reflect previous changes.
- Amend text in Figure 6.11 -- *Automobile Action Plan* -- to reflect the traffic signal and turn lane Clackamas County already installed at Johnson Creek Blvd./Linwood Avenue.
- Delete the first sentence of paragraph one on page 8-1 because this chapter will be the new Transportation Element of the Comprehensive Plan.
- Delete "contained in this chapter" from the first sentence of paragraph two on page 8-1.
- Insert the first sentence of paragraph one in Chapter 9, "*The ultimate goal ...*" as an introductory goal paragraph in Chapter 8. **Councilmember Kappa** asked if the purpose was to generically define livability. **Pava** said the purpose of doing this would be to put the goal in the proper location in the document. Livability in Milwaukie is defined in other documents.
- Add language to page 1-9, Chapter 8 -- *Goals, Objectives, and Policies* -- "*to promote livability by establishing...*" for consistency.
- Insert all figures made reference to in Chapter 8 as an essential part of the TSP and later the Comprehensive Plan.

**Councilmember Kappa** said Chapter 8 will be both part of the TSP and the Comprehensive Plan. **Pava** said TSP Chapter 8 contains no reference to its being in the Comprehensive Plan. All of Chapter 8 will be included as Chapter 5 of the Comprehensive Plan.

**Councilmember Tomei** referred to page 8-13 and asked where staff report Exhibit 7 was proposed to be inserted. **Pava** said it would be inserted as Goal Statement 2, Objective 1, Policy 4. He read the proposed policy for the record: *"Planting strips and street trees between the sidewalk and curb shall be incorporated into the design of arterial, collector, and neighborhood routes, and vehicle lane widths shall be minimized whenever feasible and safety is not compromised in order to incorporate walkways, bikeways, and parking strips."*

**Councilmember Tomei** felt this language should be recognized for commercial and industrial streets. **Pava** said it would be referenced in Figure 6.6 -- *Commercial & Industrial Local Sample Street Cross Sections*.

**Councilmember Kappa** referred to page 8-12, Goal Statement 2 -- *"Provide a safe, well-maintained, cost-effective and convenient transportation system."* He asked if the language was appropriate based on Council direction. He specifically referred to Neighborhood Traffic Management on collector streets in residential areas. **Pava** said traffic management techniques would be permitted, and the language would be consistent with Figure 6.4.

**Pava** continued his editorial changes:

- Add King Road/42nd Avenue/Johnson Creek Blvd. to the bulleted list on page 9-2 -- *Walkway Action Plan Projects* -- to be consistent with Figure 3.2 - *Sidewalk Action Plan* --
- Delete the 17th Avenue project on page 9-4 -- *Bikeway Action Plan Projects* - because it has been completed. Two new projects should be added: Railroad Avenue between 37th Avenue and Harmony Road and King Road/42nd Avenue/Johnson Creek Blvd.
- Reword page 9-13, Table 9.1 -- *Potential Transportation Revenue Sources*. The description of Local Improvement Districts (LID) should read "paid through special assessment billings" and delete "paid through property tax bills."
- Amend page 9-16, Table 9.4 -- *Action Plan Project Costs* -- and page 9-17, Table 9.5 -- *Action Plan Project Costs by Mode*. Item 15 -- 17th Avenue Bike/Ped cost and total should be reduced by \$200,000 since the bike portion of the project is complete.

**Council President Trotter** requested those testifying not to repeat comments made before the Planning Commission at its public hearing. Additional copies of the May 27, 1997, TSP public hearing were available on the information table for interested parties.

Correspondence: None.

Public Testimony: **David Aschenbrenner**, 11505 SE Home Avenue. His comments primarily addressed Home Avenue and traffic volume and speed. He referred to page 2-15 and the discussion of speed zones on arterials and collectors as established by the Oregon State Speed Control Board (SSCB). He asked if Home Avenue had gone through this type of review. The last traffic count data, collected by the SMART trailer in May 1996, indicated about 2,000 trips per day. He asked if the City had more recent figures. Home Avenue does not meet the criteria for a collector based on the current traffic volumes, and he was not in favor of its being designated as such. Home Avenue does not act as a citywide collector, and it is all residential. **Aschenbrenner** urged Home Avenue, based on traffic volumes, be designated a neighborhood street. He referred to page 7-3 and recommended language be added to the railroad crossing improvement strategies. He suggested changing "short term" to "six months to a year to improve" and change "should" to "will." He urged working with the neighborhoods on changes. Limiting traffic should also be a recognized goal of the TSP.

**Councilmember Tomei** asked the basis for his concern with Home Avenue's being designated a collector. **Aschenbrenner** said Home Avenue moves neighborhood traffic to collector streets, and, otherwise, it does not go anywhere. The collector classification calls for 5,000 vehicles per day, but Home Avenue does not meet these guidelines. He was concerned with increased traffic and vehicle speeding in a residential neighborhood.

**Councilmember Kappa** asked if speeding on Home Avenue was a perceived problem or a reality. **Aschenbrenner** said speeding on Home Avenue was a reality supported by SMART trailer data. He referred to the 85 percentile/5 mph discussion during the Neighborhood Traffic Management Program adoption process.

**Yvonne Lundgren**, 11858 SE 34th Avenue. She complained about the amount of time staff took to verbally revise the document. She discussed the number of trucks on 34th Avenue and the need for "No Thru Truck" signs on Oatfield Road. She asked that 34th Avenue be designated a neighborhood street instead of a collector.

**Councilmember Tomei** understood from the comments that Lundgren felt signs on Lake Road in both directions were needed to keep trucks off 34th Avenue.

**Donald Hammang**, 11104 SE Home Avenue, Hector Campbell Neighborhood District Association (HCNDA) Chair. The HCNDA believes Home Avenue should be designed a neighborhood street and that traffic calming should be available to all streets in residential areas. He asked how Home and Railroad Avenues could be discussed in the same sentence. **Councilmember Tomei** asked what people feared. **Hammang** responded people fear that increased street size was a prelude to increased housing densities near light rail. He requested the City Council hold over the street classification portion of the TSP to allow additional time to review traffic calming and street classifications. He noted the preferred Hwy. 224 light rail alignment in the staff report.

**Councilmember Tomei** understood people fear there will be 10,000 cars on Home Avenue since it is designated a collector. **Hammang** felt transportation and density increases went hand-in-hand. Without a street being designated a collector, it might be difficult to get concessions from a developer.

**Councilmember Tomei** asked if he was saying developers would be less likely to include amenities on streets with a neighborhood designation. **Hammang** said that is what people feel. **Councilmember Tomei** summarized that part of the fear was the TSP and street designations were a prelude for more development. **Hammang** said that was correct.

**Councilmember Schreiber** asked if it would be acceptable to the NDAs if all speed limits in the City of Milwaukie were reduced to 15 mph. **Hammang** said some residents would be content with that, but he has heard no discussion of that concept.

**Councilmember Kappa** asked what kind of neighborhood traffic management he or his neighborhood would like to see. **Hammang** found it disturbing that there seemed to be an effort to preclude certain streets from traffic management. There should be some protection irrespective of designation. He discussed the international use of speed humps. Examples of traffic calming might be lane narrowing, speed humps, and signage.

**Council President Trotter** pointed out Home Avenue was currently designated a collector street. He asked Hammang what he saw as the difference. **Hammang** felt downgrading certain streets would protect their residential qualities. In the draft TSP, the designation of a collector may allow more vehicles than the earlier collector designation. He saw conflicts between streets such as Stanley and Home Avenues which are both designated as collectors.

**Councilmember Tomei** said Home Avenue was already designated as a collector, and the TSP does not change that. **Hammang** commented that status quo was not necessarily an acceptable condition.

**Councilmember Schreiber** pointed out the TSP addresses doing things differently if streets reach a certain volume of traffic. **Hammang** said there could be a significant loss in quality of life if additional cars were added before traffic calming was done. A majority of the HCNDA supported neighborhood traffic management.

**Mart Hughes**, 3006 SE Washington. At a light rail briefing last fall, the Metro Council stated the City of Milwaukie was out of step with its neighborhoods. He discussed earlier riverfront and light rail referendums. He recommended the City Council adopt the management plan and refer it to the Milwaukie voters.

**Councilmember Kappa** pointed out the TSP was a very complicated document and would be difficult to explain to Milwaukie voters. **Hughes** said people should determine what is best for the City. Will the TSP increase or decrease traffic? He urged the City Council to change the perception that it was out-of-step with its residents.

**Councilmember Schreiber** asked Hughes if the budget should be included in the referendum. **Hughes** said he believed the City of Milwaukie spent \$150,000 on consultant fees for the previous riverfront redevelopment plan and probably more for this one. Metro and Milwaukie have spent hundreds of thousands of dollars on light rail. The cheapest and most practical method is to develop a plan the people could support. The issue is whether the City Council is in step with the community and its quality of life needs.

**Council President Trotter** asked Hughes if he was suggesting the City Council adopt the document as written and refer it to the voters. **Hughes** said he was before the City Council 20 years ago complaining about traffic on his street. Elected officials have told him they were there to make the hard choices. The Neighborhood Association Program, he added, was a positive step. The Metro area faces a quality of life crisis, and people want to maintain the economic value of their homes. Nothing in the Comprehensive Plan process looks to preserve the community's quality of life.

**Analise Sommers**, 2802 SE Monroe. She agreed with Hughes's sentiments about livability. People do not want Monroe Street to be a collector. She discussed the problems with Monroe Street truck traffic and asked that the "City Center" signs be removed from Hwy. 224. As traffic volumes increase daily, livability decreases. The City Council has to consider all of its residents and not consistently push its own agenda.

**Julie Wisner**, 3325 SE Wister. She discussed the work the Traffic Safety and Transportation Board (TSTB) had done on the TSP. Residents are opposed to designating 32nd Avenue, 34th Avenue, Home Avenue, Washington Street, and Monroe Street as collectors. Designating 34th Avenue as a collector would bring excessive traffic to a neighborhood street and compromise livability and safety. Anything more than a neighborhood designation would be a dereliction of duty on the part of the City Council and the City of Milwaukie. The TSP should be referred to each NDA to define livability. The City Council members all live on cul-de-sacs and neighborhood streets, while many other people live on the streets being designated as collectors. She discussed the doubling of traffic volume and noise since completion of the Milwaukie MarketPlace. She recommended the City Council refer TSP Chapter 6 to the NDAs. **Wisner** commented on the City Council's adoption of its Vision Statement in June 1995, but the quality of life has gone "down the drain." 34th Avenue is now just a route to Hwy. 224. She agreed that Main Street and Ochoco were appropriately designated as collectors. The TSTB should be given a chance to review the document.

**Councilmember Schreiber** asked how traffic could be moved if these streets were not designated collectors. People need to identify appropriate alternatives if they do not want a collector designation on their street. **Wisner** said all parties need to sit down with a traffic engineer. In the City of Portland, streets are calmed to divert traffic. She suggested Freeman Way as an appropriate alternative to 34th Avenue's being designated a collector.

**Councilmember Kappa** asked Wisner for her definition of livability. **Wisner** said livability to her was what residents on her street had 10 years ago. People could use the sidewalks and feel safe; there was no noise. Livability is safe, quiet streets with reasonable traffic volumes. In Milwaukie, people have to fight for livability.

**Councilmember Tomei** discussed changing the traffic flow to Freeman Way. **Wisner** said the City of Portland asks residents if the street is a problem for them. People in Milwaukie's neighborhoods do not know what is in this document. She wanted to see some cooperation from the City Council to support the citizens' view of livability.

**Council President Trotter** asked how 34th Avenue traffic volumes would be impacted assuming the City Council downgraded it to a neighborhood street. **Wisner** said there would be a ceiling of protection in the number of cars per day. All people hear about is connectivity. Arterials should carry regional traffic. **Council President Trotter** pointed out that 34th Avenue already has speed humps.

**Councilmember Kappa** commented speed humps do not address volumes. **Wisner** said 22-foot speed humps do not divert traffic; however, 14-foot speed humps do. Collectors can handle 22-foot speed humps with little or no diversion.

**Susan Stone**, 9212 SE 32nd Avenue, Ardenwald NDA, former TSTB Chair, and Working Group member. She presented signed petitions to change classifications of some streets from collector to neighborhood. She was concerned the petition would fall on deaf ears. She read a letter from Sharon VanHorn, Ardenwald NDA Chair, into the record. Classifying 32nd Avenue as a collector would allow for a much higher use, and the neighborhood is already impacted by traffic and safety concerns. The neighborhood presented its traffic safety plan to the City Council over two years ago, but the response has been slow. She discussed the safety of children walking to school and neighborhood livability. VanHorn urged the City Council acknowledge Ardenwald's concerns and plan for safe, livable, and healthy neighborhoods.

**Stone** was appalled that residents knew nothing about the TSP; it only focuses on connectivity. Livability needs to be defined by the NDAs. Livability decisions rest on the shoulders of Councilors who live on dead end streets and local service streets. She read a report about the relationship between the street and the people living on it. People with choices move out when traffic volumes increase and safety decreases.

**Stone** stated the TSP was not ready for adoption and urged the TSTB reconvene to finish its review and prepare a formal comment. She spoke with Metro and ODOT representatives who believed only segments of the TSP needed to be adopted. Chapter 6 is not suitable for adoption in its current form. Livability needs to be addressed.

**Sharon VanHorn**, 3011 SE Balfour, Ardenwald NDA Chair. She stated 32nd Avenue should not be a collector and was concerned about the special conditions under which that street would get traffic calming. Once the document is adopted, she did not trust the City Council to be flexible. The Ardenwald Neighborhood needs traffic calming, and she noted the number of flag lots being developed in the area.

**Council President Trotter** said the TSP is a guidance document, and the NTMP is an implementing document. **VanHorn** said 32nd Avenue has a lot of points in the NTMP, but she was concerned about the "special conditions" mentioned in the TSP.

**Councilmember Kappa** understood speed has always been a concern on 32nd Avenue and asked if volume was also. **VanHorn** said volume is always a concern.

**Mel Brink**, 11577 SE 34th Avenue. He appreciated the speed humps on 34th Avenue and pointed out most of the vehicles using the street between Lake Road and Washington Street did not even belong to Milwaukie residents. He suggested making it a stop street.

**Councilmember Tomei** asked Brink if he was most concerned about the traffic volume and not the designation. **M. Brink** said that was correct.

Staff Comments: **Council President Trotter** asked Pava to discuss the street definitions and particularly how they related to the numbers Council has heard discussed.

**Pava** referred to Chapter 8 -- *Goals, Objectives, and Policies*. This Chapter contains the actual, binding policy. Objective #1 is to "classify roadways within the City for the multimodal functions and adjacent land uses they serve." The street definitions do not set volumes; volumes are one aspect of the definition. One part of the collector definition is that it serves the purpose of connectivity and meeting the goal of carrying people from one point to another.

**Council President Trotter** referred to Chapter 6 -- *Automobiles*. He asked what happens when a street reaches the maximum number of vehicles per day. **Pava** referred to page 6-6. As volumes reach a identified limits, features such as a left-turn lane would be considered desirable. He noted a collector is designed differently depending on whether it goes through a residential or industrial area.

**Councilmember Kappa** said Pava stated this document provided direction on implementation. Chapter 8 will be incorporated into the Comprehensive Plan and lead to amendments to the Subdivision and Zoning Ordinances. He referred to Aschenbrenner's comments about peak traffic hours. He was concerned that everyone was too wrapped up in the numbers. **Pava** said the actual definition of collector does not reference the number of vehicles per day.

**Councilmember Tomei** referred to page 6-6 and asked how the 5,000 vehicles-per-day figure was determined. 34th Avenue and Home Avenue do not have this volume. **Pava** said the numbers were a portion of the entire definition.

**Councilmember Tomei** said collectors connect areas of the City and relate to adjacent land uses. **Pava** said these numbers were provided by the consultant who has expertise in traffic and transportation planning. DKS Associates had explained that volume was only one of several parameters used.

**Councilmember Tomei** asked if the document would be harmed if the numbers were deleted. **Pava** said the TSP was a 20-year plan, and those street designations were probably made with that timeframe in mind.

**Councilmember Schreiber** said she understood the TSP was a 20-year plan and also understood the City was not trying to increase vehicular traffic. If the 5,000 and 10,000 vehicle references were removed, people might feel better, but she was concerned it would be less useful professionally. **Pava** said it would likely be less usable. The quantifiable numbers were an asset to the document, and he suggested wording in such a way that it would not seem self-fulfilling.

**Councilmember Schreiber** wanted a clear definition and purpose in order to get on to implementation.

**Pava** suggested changing the wording on page 6-6. **Councilmember Kappa** recommended changing "retain" to "protect" so the paragraph will read: *"Where collectors exist in residential areas, measures such as neighborhood traffic management may be needed to protect the neighborhood character ..."*

**Pava** summarized by saying the focus of the TSP was on connectivity. The essence of the Plan is to move people and deal with livability from the transportation aspect. The Plan moves people not only in cars but also transit, ped, and bike.

**Councilmember Tomei** referred to Aschenbrenner's comment about page 2-15 and asked if Home Avenue has or will go through the SSCB review. **Brink** discussed the process and the roles of ODOT and the SSCB.

**Council President Trotter** asked if there was a correlation between street designation and speed. **Brink** said issues in residential districts would not go the SSCB.

**Councilmember Tomei** discussed vehicle speed on River Road off McLoughlin Blvd. **Brink** said this was an enforcement issue. That section of 22nd Avenue is posted at 25 mph. The state says the City may post it at 25 mph, and the SSBC will not be involved.

**Councilmember Kappa** discussed traffic management on arterials. **Pava** said synchronized signalization is on way to control arterial speeds.

**Councilmember Kappa** referred to Figure 6.4 and asked if the collector street vehicle travel lane widths were necessary. He suggested a 10-foot minimum width to help address speeding concerns.

Close Hearing: **Council President Trotter** closed the public hearing on the Transportation System Plan at 9:23 p.m. The City Council discussion would be continued to the July 1, 1997, regular session.

**Councilmember Kappa** said he agreed with the content of Chapters 1 - 5.  
**Council President Trotter** said City Council agreed in work session to adopt the document in its entirety.

**Councilmember Tomei** agreed the decision should be postponed so City Council could digest the document based on the public testimony.  
**Councilmember Schreiber** agreed she would like more time to look through the document.

**Councilmember Kappa** was concerned that staff was using the document for planning. **Ramis** responded the document is not legally reliable until adopted.

**Council President Trotter** asked staff to respond to the petitioners' requests to downgrade certain streets. He wanted staff to address this proposed action based on the process already completed and its potential impact.

**Bartlett** suggested staff prepare a legislative draft of the document for City Council review.

**It was moved by Councilmember Kappa and seconded by Councilmember Tomei to continue the City Council discussion portion of the hearing to July 1, 1997. Motion passed unanimously among the members present.**

#### Suspend Council Rules

**It was moved by Councilmember Schreiber and seconded by Councilmember Kappa to continue the City Council meeting beyond 11:00 p.m. Motion passed unanimously among the members present.**

**Bartlett** made the following recommendations regarding the agenda items: consider items VI.A, C, F, G, and H; set over VI.B, D, and E.

#### Park and Recreation Board (PARB) Recommendation for Milwaukie Jr. High School Site

**Jeff Marshall**, 9901 SE 53rd, Milwaukie Park and Recreation Board (PARB) Chair, requested the City Council authorize the Mayor to send a letter to the North Clackamas School District requesting information on the Milwaukie Jr. High School pool including the cost of operation and repairs to upgrade the pool to code standards. The PARB feels the Junior High site and pool are a potential resources to the City of Milwaukie. He reviewed the Board's goals which included acquiring open spaces and developing youth facilities. The PARB felt it was necessary to get the repair and operation costs from the School District in order to determine the feasibility of keeping the pool open.

**Councilmember Schreiber** asked why cost was the primary concern rather than the desire to make the pool a functioning resource. **Marshall** said the School Board elected to close the pool because of its current funding problems.

**Council President Trotter** said the Parks District Board determined no new programs would be added based on the current budgeting process.

**Councilmember Kappa** felt it was appropriate to seek information, but he was hesitant to make any budget decisions. He was comfortable directing staff to discuss the options. **Marshall** said the PARB suggested looking at the situation quantitatively.

**Councilmember Tomei** commented the PARB simply wanted the City Council to send a letter to the School District asking for the costs of maintaining and operating the pool.

**Councilmember Schreiber** suggested the information might be found in previous Parks District Board meeting minutes since there have been a number of conversations with the School District on the issue. **Marshall** said it was his understanding that costs had not been discussed.

**Councilmember Tomei** felt the City Council should authorize the PARB's request.

**Councilmember Schreiber** was concerned that another entity might think the City had funds to put into the pool. She appreciated the PARB's asking the City Council to approach an outside agency, and she recommended handling the situation informally.

**Council President Trotter** said it was appropriate to get the initial information at the staff level in order to understand why the pool was being closed. He recommended staff prepare a brief statement outlining the reasons for closure.

**Councilmember Kappa** said he was hesitant because an expectation that the City had a way to fund to program might be created. He asked staff to provide the City Council and PARB with the information.

**It was moved by Councilmember Tomei to authorize the Mayor to send a letter to the North Clackamas School District requesting information on the Milwaukie Jr. High School pool including the cost of operation and repairs to upgrade the pool to code standards. Motion died for lack of a second.**

**There was consensus that staff be directed to prepare a fact sheet with costs and reasons for the pool closure.**

### Sewer Charge Refund

This item was set over to the July 1, 1997, meeting.

### Contract Award for Towing Services

**Anderson** presented the staff report in which the City Council was requested to award the towing services contract to Atlas Towing for a three-year period with renewal options for two additional years. He reviewed the bidding process and the cost analysis included in the staff report.

**Mark Harris**, Olson Brothers Towing. Olson's proposal stated there would be no mileage charged within the City limits, but that was not reflected in the cost analysis. The tow cost should be \$74. At the pre-proposal conference, Chief Collier indicated the City was looking for a company with quick response times and professional drivers. That aspect was not addressed in the staff report. A service-provider contact award is based on the best overall package, and the staff recommendation was a departure from Police Department's statements. Olson's prices were based on experience and the work it has done in the past with the City. **Harris** discussed towing and storage expenses. During the term of the current contract, Olson's has given the City dedicated service with 10 - 12 minute response times. He felt the City was making a mistake by going with the lowest bidder.

**Councilmember Schreiber** asked Harris to describe a Class C tow. **Harris** said Class C was heavy-duty towing, and Olson's proposed subletting those requests to Speed's Towing.

**Councilmember Schreiber** asked for clarification of the mileage rate. **Harris** said Olson's does not charge mileage within the City limits or between the City limits and Olson's lot on McLoughlin Blvd. He added there were few tows outside the City limits.

**Councilmember Tomei** asked if the tow charge was \$3 per mile outside the City limits. **Harris** said that was correct, and it is a one-way charge.

**Councilmember Tomei** asked the size of a Class B tow. **Harris** said a Class B was about the size of the tow truck.

**Councilmember Schreiber** asked clarification of the comment about Olson's total being less. **Harris** said the price comparison included \$12 for mileage, but, within the City limits, there is no charge. About 95% of all the tows for the City of Milwaukie are police ordered.

**Council President Trotter** asked Harris to comment on the amount of time to get to the towing site. **Harris** said the maximum allowable response time was 30 minutes.

**Council President Trotter** asked Harris if his basic contention was that the information at the pre-proposal meeting was not reflected in the staff recommendation. **Harris** said he felt consideration should be given to storage lot operating hours, accessibility of a repair facility, and lot condition.

**Darcy Ann Cadigan**, Atlas Towing, said the main issue at the preliminary meeting was quality of service in addition to cost. Atlas Towing is very good about response times, and the business has locations on Stanley Avenue and Harney Drive.

**Brad Olson**, Olson Bros. Towing, said his company has been dedicated to the City of Milwaukie for many years and has never let the City down during its five-year contract. Chief Collier told him service was the most important aspect. Olson's is community-service oriented and has offered volunteer services at many levels.

**Harris** said the Harney lot was in Multnomah County, and that location would not meet ORS requirements. **Cadigan** said the vehicle can be stored in another county, but it must be liened in the county from which it was towed.

**Council President Trotter** asked Anderson if he was at the pre-proposal meeting and had knowledge of the comments. **Anderson** said he did not attend the pre-proposal conference.

**Council President Trotter** asked if the current contract had any extension clauses. **Anderson** said the City Council can award the contract. If either party does not agree, it can be appealed to the Local Contract Review Board within a given time frame.

**Councilmember Kappa** asked if the City had to award the contract to the lowest bidder. **Ramis** said other considerations beyond price can be taken into account.

**Councilmember Kappa** asked how long Atlas Towing's prices would be honored. **Cadigan** said for the life of the five-year contract.

**Councilmember Kappa** asked if there had been any problems with the Olson contract. **Anderson** said Harris's and Olson's comments about service during the term of the current contract were accurate. The contract was put out to bid because it had reached the end of its five-year term.

**Councilmember Tomei** asked if the respondents were equal in other considerations. **Anderson** said not all respondents were equal, but they each met the RFP requirements.

**Anderson** said he and Chief Collier would be comfortable with any of the choices. He prepared the cost analysis because all respondents had good reference checks. Harris's comments about the lower costs without mileage were correct.

**Council President Trotter** asked if Chief Collier would be available for the June 24 Special Council meeting, since he was the only source to confirm what had been said at the pre-proposal conference.

**Councilmember Kappa** felt it was up to the City Council to make the decision. He recommended awarding the contract to Olson's.

**Councilmember Schreiber** was comfortable with the staff recommendation as written.

**Council President Trotter** recommended talking to the Chief about what was said at the pre-proposal conference regarding price not being the bottom line. He wanted more information from Collier either in person or in memo form before he made a decision.

**Councilmember Tomei** wanted to make it clear this was not a closed system.

**Councilmember Kappa** agreed the City should encourage new business, but the relationship with Olson's over the term of the previous contract seems to have been excellent.

**It was City Council consensus to postpone awarding the contract pending additional information from Police Chief Collier.**

#### **Contract Award for Water Meter Reading Services**

This item was continued to the July 1, 1997, meeting.

#### **Low Income Utility Rate Reduction Program -- Resolution**

This item was continued to the July 1, 1997, meeting.

### Annual Contracts -- Resolution

**Anderson** presented the staff report in which the City Council was requested adopt a resolution authorizing the City Manager to sign purchase orders for services that are essential and required for normal City operations in FY 1997 - 1998. He noted an amendment to the Resolution regarding workers compensation. Sedgwick James recommended Liberty NW in the amount of \$105,109 rather than SAIF.

**It was moved by Councilmember Kappa and seconded by Council President Trotter to adopt the resolution authorizing the City Manager to execute purchase order for services that are essential and required for normal City operations in FY 1997 - 1998. Motion passed unanimously among the members present.**

#### RESOLUTION NO. 22-1997:

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AUTHORIZING THE CITY MANAGER TO EXECUTE CERTAIN CONTRACTS.**

### Insurance Program for Fiscal Year 1997 - 1998

**Anderson** presented the staff report in which the City Council was requested to adopt Sedgwick James's recommendation for property and casualty insurance programs for fiscal year 1997 - 1998. Liberty NW was recommended for workers compensation.

**It was moved by Councilmember Tomei and seconded by Councilmember Kappa to adopt the recommendation of the designated Agent of record for Property and Casualty Insurance Programs for the 1997 - 1998 Fiscal Year. Motion passed unanimously among the members present.**

### Fiscal 1997 - 1998 Salaries

**Richards** presented the staff report in which the City Council was requested to direct the City Manager to adopt by directive the salary schedules effective July 1, 1997, for all management, non-represented, and seasonal job classifications. This is equivalent to the amount in the bargaining unit contracts based on the average Portland/Vancouver area CPIU and the second year of the three-year catch-up.

**Councilmember Tomei** asked for clarification of the implementation. **Richards** said the total increase was 4.5% effective July 1, 1997. This is consistent with the union contracts.

**It was moved by Councilmember Tomei and seconded by Councilmember Kappa to direct the City Manager to adopt by City Manager Directive, the salary schedules for all management, non-represented, and seasonal job classifications to be effective July 1, 1997.**

**Councilmember Schreiber** asked if the recent classifications additions and changes were included. **Richards** said the reclassifications were incorporated into the new salary schedule based on Council's previous decision.

**Motion passed unanimously among the members present.**

### **Transportation System Plan**

**Councilmember Kappa** wanted to confirm this would be the first "*other business*" item at the July 1, 1997, meeting.

### **Regional Center Master Plan**

**Councilmember Schreiber** and **Councilmember Kappa** were concerned about the importance and intent of the June 24 Special Meeting to hold a public hearing on the Regional Center Maser Plan.

**Council President Trotter** asked if there were legal reasons for holding the public hearing. He did not think the City Council was prepared to adopt the Plan. The Steering Committee wanted one more opportunity to review the information before making a recommendation.

**Bartlett** said this was a public hearing and asked City Council how it wished to handle testimony. **Council President Trotter** said there was no document about which to testify. **Councilmember Schreiber** added the Planning Commission does not have a recommendation.

**Councilmember Tomei** urged the City Council hear testimony from those making the effort to be at the public hearing.

**Council President Trotter** said it was not appropriate for the City Council to take action before the Planning Commission made its decision. He asked if there was a schedule of Planning Commission hearings.

**Three Councilmember present agreed testimony should not be taken on June 24, 1997**


**Council President Trotter** announced an executive session immediately following adjournment of the regular session to discuss personnel issues pursuant to ORS 192.660.

**INFORMATION**

**Bartlett** discussed the upcoming vote on the Boundary Commission.

**ADJOURNMENT**

**Council President Trotter** adjourned the meeting at 11:55 p.m.

  
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Pat DuVal, Recorder/Secretary

CITY OF MILWAUKIE  
CITY COUNCIL AGENDA  
JUNE 17, 1997

**MILWAUKIE CITY HALL**  
10722 SE Main Street

**1769th MEETING**

**WORK SESSION**

4:00 - Council Information Sharing  
4:30 - South Willamette River Crossing Study  
5:00 - Transportation System Plan

**REGULAR SESSION**

7:00 p.m.

- I. **CALL TO ORDER**  
Pledge of Allegiance
- II. **PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**
- III. **CONSENT AGENDA** *(These items are considered to be routine, and therefore, will not be allotted Council discussion time on the agenda. The items may be passed 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 June 3, 1997**

- 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 comment card provided. The Council may limit the time allowed for presentation.)*
- V. **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.)*

**Transportation System Plan, File CPA-96-01 -- Ordinance (Dan Pava)**

**VI. OTHER BUSINESS** *(These items will be presented individually by 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. **Park and Recreation Board Recommendation for Milwaukie Jr. High School Site (Jeff Marshall)**
- B. **Sewer Charge Refund (Angus Anderson)**
- C. **Contract Award for Towing Services (Angus Anderson)**
- D. **Contract Award for Water Meter Reading Services (Angus Anderson)**
- E. **Low Income Utility Rate Reduction Program -- Resolution (Angus Anderson)**
- F. **Annual Contracts -- Resolution (Angus Anderson)**
- G. **Insurance Program for Fiscal Year 1997 - 1998 (Angus Anderson)**
- H. **Fiscal 1997 - 1998 Salaries (Charlene Richards)**

**VII. INFORMATION**

- A. **Park and Recreation Board Minutes, May 5, 1997**
- B. **Planning Commission Minutes, May 27, 1997**
- C. **Regional Water Supply Consortium Information**

**VIII. ADJOURNMENT**

**EXECUTIVE SESSION**

*At the end of the regular meeting, the Council may hold an Executive Session under the authority of Oregon Revised Statutes 192.660 as needed.*

*For assistance/service per the Americans with Disabilities Act (ADA), dial TDD 786-7555.*

**CITY OF MILWAUKIE  
CITY COUNCIL WORK SESSION  
JUNE 3, 1997**

**Mayor Lomnicki** called the work session to order at 4:00 p.m. in the second floor conference room at Milwaukie City Hall.

Councilors present: Tomei, Schreiber, Kappa, and Trotter.

Staff present: City Manager Bartlett; Assistant City Manager Richards; Public Works Director Brink; and Fire Chief Bruegman.

**Information Sharing**

1. **Councilmember Kappa** said he was preparing a letter on behalf of the Local Public Safety Coordinating Council (LPSCC) regarding privatization of publicly-funded services. He discussed the recent RFP for mental health services. The areas of concern were: monitoring of funds; competitiveness of the current organization with a private group; future of current staff and programs; and return investment for community involvement. He also discussed the need for school representation on the LPSCC Board.

**Councilmember Kappa** reported that Representative Hooley addressed LPSCC last week and indicated she was in favor of using funds for prevention in addition to housing juvenile offenders. **Councilmember Kappa** discussed pursuing the issue of more flexibility in grant distribution with state and federal legislators.

**Bartlett** commented the first mandate was to serve at-risk youth. A plan needs to be developed with the Local Public Safety Coordinating Council and the Commission on Children and Families to address juvenile justice issues and how needs are met. Rep. Hooley had probably identified some discretionary funds. The school district representatives would be helpful in identifying drop-outs and problem cases.

**Councilmember Kappa** wanted the flexibility of putting money into prevention. He would also planned to forward this information to the Clackamas Cities Association. The group discussed concerns with privatization, and **Councilmember Tomei** commented it seemed to be working well in Multnomah County. **Councilmember Schreiber** was concerned with potential reductions in service.

2. **Councilmember Kappa** discussed the Tree Ordinance and suggested the Planning Commission address the Council's concerns. He had made all the comments on the ordinance he felt were necessary.

**Bartlett** said Community Development Director Collins was getting cost estimates from consultants who might help staff accelerate the program. **Councilmember Schreiber** said her only concern with the ordinance was the potential for placing a financial burden on residents. The group discussed the process, and **Councilmember Trotter** felt it would depend on available staff support and the costs involved in accelerating the program.

3. **Councilmember Trotter** discussed Roger Brown's early retirement on June 30 from his position as the North Clackamas Parks and Recreation District Director. The Board will recommend appointing an interim director and beginning the selection process as soon as possible.
4. **Councilmember Tomei** wanted to discuss broadcasting City Council work sessions. **Mayor Lomnicki** reviewed the previous decision and the reasons Council identified for not televising the sessions. **Councilmember Trotter** did not feel disagreeing in public should be the determining factor. **Councilmember Schreiber** felt the City needed a vehicle for an open forum. She offered her unused training budget to hire a facilitator for a Council/Citizen discussion. She would not change her previous position on broadcasting work sessions. **Councilmember Kappa** was willing to look at the option since the previous decision was partially based on Measure 47 impacts. The group agreed to set the decision over to the next meeting. **Mayor Lomnicki** said the decision could be made by consensus rather than a formal process. **Bartlett** said he would get a new quote on the equipment within one month.
5. The group discussed having nametags made for Councilmembers when they attend official functions such as Clackamas Cities. They also talked about having a photo of the City Council in the City facilities. Staff was directed to follow through on these items.
6. **Mayor Lomnicki** distributed a sign-up sheet listing for Festival Daze duties.

### Willow Street LID

**Brink** said the proposed Willow Street Local Improvement District (LID) involves three properties. Improvements would include street, curb, sidewalk and some drainage work. Adjacent properties have been improved, and this project would provide consistency. The estimated cost of the project on the west half is approximately \$37,700, and the cost has not yet been determined for the east

side. Staff recommended a 50/50 cost share. The primary issue is encouraging citizen participation when interest is expressed. He discussed the drainage needs on the south side. The final issue was the Love property dedication needed to match the proposed curb and sidewalk with the Firwood Meadows. The additional five feet of right-of-way will cost approximately \$1,000 and would be deducted from Love's assessment.

The City's total share of the project costs would be approximately \$24,000. The project would not strain the operating funds, and the expenses could be absorbed. Staff recommended the City undertake these types of projects with the LID as the standard process.

**Councilmember Trotter** asked if this type of LID had been done before. **Bartlett** discussed previous LIDs and the 100% Filbert improvements.

**Councilmember Kappa** asked if there would be a full reconstruction. **Brink** said the Willow Street LID will be a full reconstruction project.

**Councilmember Kappa** asked Brink if he was recommending this as a policy. **Bartlett** said staff was asking for 50/50 paving and 100/0 storm variances from current policy.

**Brink** noted two of the three property owners have existing developer's agreements in which they waived the right to remonstrate.

**Councilmember Tomei** noted there would be sidewalks on only one side of the street. **Brink** said the project does not include a sidewalk on the south side of the street because the land is vacant. The developer of the south side will be responsible for the remaining improvements.

**Councilmember Trotter** assumed the project was being engineered with potential development in mind. **Brink** said it was.

**Councilmember Kappa** asked if gutters referred to storm water runoff. **Brink** said that was correct.

**Mayor Lomnicki** was concerned about this project based on Council's comments at the last work session about street cross sections and planting strips. He asked if that design could be part of this project. He had a suggestion for including a parking strip with street trees. **Brink** said the sidewalks are next to the curb in the existing improvements. **Bartlett** suggested street trees on the owner-side of the property.

**Mayor Lomnicki** felt it was important to reflect the vision and goals in small projects such as this. The City could begin working toward the desired state and find "out of the box" ways to implement the vision.

**Councilmember Schreiber** commented the improvements needed to fit the contour of the land, and she assumed a certain number of projects would have to be done like this.

**Councilmember Kappa** suggested a planting requirement in the Tree Ordinance if the right-of-way could not be purchased by the City.

**Mayor Lomnicki** pointed out, if the City supports the skinny street design, then it would have the right-of-way. He asked if the City had the capability of putting parking strips in front of the existing homes. **Bartlett** said the new subdivisions already have the sidewalks, and he discussed the potential for a parking strip on the undeveloped side of the street.

**Mayor Lomnicki** asked if the City would be able to carry out its street design vision only in new subdivisions, or could the design be made to work within the established community. **Bartlett** discussed Madras' urban forestry program carried out through voluntary effort. He felt the City Council could get where it wanted to be without extracting property from developers or forming an LID.

**Councilmember Kappa** said there needs to be a buffer zone between the vehicles and the pedestrians and homes.

**Councilmember Schreiber** pointed out how some street trees that developers are required to plant are undesirable. She used the example of one City which made planting requirements and was held responsible for removing undesirable trees and replacing them with new ones. She was concerned about the City's potential liability in a major project.

**Councilmember Tomei** said there is a list of compatible street trees. She commented on the Madras model and what the Milwaukie City Council had identified as the desired community appearance.

**Brink** said unfortunately this project did not lend itself to certain designs.

**Mayor Lomnicki** said he was concerned about the commitment to making things work.

## Water Supply Options

**Brink** explained this was follow-up information to the February work session. Staff believes this proposal is close to the final recommendation on the water supply issue.

The surface water supply is appropriate for Milwaukie because: 80% of capacity is less than peak day demand, and the loss of the most productive City well (#7) is less than peak day demand. The City's supply and demand have reached the threshold. At the previous work session, staff supported the concept of additional storage, but it has now identified certain disadvantages. Staff recommends a surface water source and, more specifically, contracting with Clackamas River Water beginning fiscal year 1998 - 1999.

Staff believes surface water is in the best, long-term interest of the City, and Clackamas River Water provides the most economical, known source. If the City expands to the east, it will already have a partner in place. This arrangement would also provide some capacity so the City's well system could rest. The City's wells have had no supply problem during the last two summers, but demands are unpredictable. The annual estimated cost to assure the City has the capacity it needs is \$65,000. Clackamas River Water is the most logical source for future water supplies.

**Brink** indicated staff would like to begin negotiations on July 1, 1997, with the agreement commencing July 1998. Staff recommended working with a reliable source to meet future demands. He discussed Oak Lodge Water and staff's reservations about the projected costs and ability to meet Milwaukie's needs. **Bartlett** added Clackamas River Water's cost estimates were reliable.

**Mayor Lomnicki** understood Oak Lodge Water was purchasing from Clackamas River Water because the slow sand filter was not on line.

**Councilmember Tomei** asked why it was important to let the wells rest. **Brink** said it saves infrastructure wear. The other issue is water contamination. DEQ tests indicate the Proto Tool site as the source of the contamination. Tests are being run to determine if the City's well operation draws contamination into the water supply.

**Councilmember Trotter** discussed the previous recommendation that included storage. He asked if there would be new storage capacity with the Clackamas River Water option. **Brink** said the storage issue was tabled but may still need to be considered. **Bartlett** discussed growth toward Damascus and Mt. Scott and the possibility of one hydraulic model for the area.

**Councilmember Trotter** asked if the Citizens Utility Advisory Board (CUAB) had comments. **Brink** said there was agreement with the staff recommendation.

**Councilmember Trotter** asked Brink to address the chart on the last page of the staff report that referred to Clackamas River Water (1), (2), and (3). He asked what these numbers indicated. **Brink** said these numbers referred to pressure zones, and staff recommended option 1.

**Councilmember Kappa** asked about federal regulations on water testing. **Brink** said these criteria could change in the future.

**Bartlett** said the entities in the Clackamas River Basin realize it is time to address long-term needs and develop a plan.

#### **Neighborhood Traffic Management Program (NTMP)**

**Brink** said staff had addressed all the issues raised by the Traffic Safety and Transportation Board (TSTB), but total agreement on all the issues was not reached. Amendments to the program were: both the property owner and the resident are included in the Program except in the case of an LID, and the point system was revised. The funding amount went unchanged. The major issues are speed and livability. Staff recommended no expenditures of funds on collectors and locals until the 85 percentile exceeded posted speeds by 10 mph and 5 mph respectively.

**Brink** discussed Lancaster's report in which the consultant indicated a willingness to say that speed humps would not be necessary if 34th Avenue were flat. **Brink** commented on the circumstances under which the City spent funds for livability and safety issues. Preliminary information indicates Milwaukie's 85 percentile speeds are considerably lower than other cities in the region. On 32nd Avenue, the 85 percentile speed was 33 mph, or 8 mph over the speed limit. The City will have to determine whether to spend money getting speeds 2 - 3 mph lower or to fund traffic management on streets with higher speeds. If the issue is to spend NTMP money on streets with the most pressing speed or volume needs, then some threshold of acceptability needs to be established.

**Councilmember Tomei** asked for examples of streets that would be acceptable. **Brink** said Railroad Avenue exceeds the 10 mph; however, there have been no citizen complaints. **Councilmember Tomei** asked if there were complaints from the River Road neighborhood. **Brink** responded that River Road was classified as an arterial. **Bartlett** stated there were comments about the need for bike lanes on River Road.

**Councilmember Kappa** expressed concern with the livability issue. It was his personal feeling all streets should be within the 5 mph bracket. Citizens will have more traffic complaints if there is not a straight-across, broad program. He recommended the 85 percentile be at 5 mph and the NTMP include collectors and arterials for traffic management. **Councilmember Trotter** asked how he came to this recommendation despite the fact the TSP says something different. **Councilmember Kappa** explained it was a livability issue.

**Brink** said Milwaukie's collector streets are narrow, and people have gotten used to driving more slowly. Given the current situation, the 85 percentile for collectors is between 30 and 35 mph. Staff wanted to make it clear that Milwaukie's problems were distinct from those of Portland and Gresham.

**Councilmember Kappa** said Beaverton's program seems to work well. **Brink** did not have information on Beaverton's 85 percentile and street designations. **Councilmember Kappa** felt strongly about the 85 percentile/5 mph issue.

**Councilmember Trotter** had some process questions. One had to do with including the budgeted amount in the NTMP which City Council would adopt by resolution. He had concerns about binding future Councils. **Beery** suggested a minor change to the resolution accepting the document subject to following the budgetary process.

**Mayor Lomnicki** pointed out the amount of the annual budget was tied to gas tax revenues.

**Councilmember Schreiber** commented the stated amount was under this City Council's control, but future needs may change.

**Councilmember Trotter** felt objective "h" might be too restrictive in the future. He recommended striking the first sentence and leaving the second.

**Mayor Lomnicki** said the intent was to show a commitment and provide some long-term certainty to the program.

**Councilmember Trotter** suggested "*strive for 3.5% gas tax revenues...*" as a policy statement rather than a making budgetary statement. He was not opposed to the amount.

**Councilmember Trotter** asked Brink to comment on staff report pages 12 and 13 which referenced Appendices A and B. These were not included with the document. **Brink** clarified the references. **Councilmember Trotter** suggested adding the name of the attachment for further definition.

**Councilmember Kappa** was concerned that collectors and arterials would never be considered for traffic management based on the objectives of the NTMP. All of Milwaukie's arterials go through residential areas, and he felt livability issues needed to be addressed first. He referred to staff report page two, item "c" which stated: "*Arterials are not included in the NTMP even if primarily residential.*"

**Mayor Lomnicki** said that issue could be addressed in the TSP or other document.

**Bartlett** suggested addressing this issue through specific arterial treatments.

**Brink** noted other cities have not addressed arterials because they are emergency routes.

**Councilmember Kappa** said calming traffic was the real issue, and the point system would eliminate some problem streets from traffic management consideration.

**Brink** discussed the need to coordinate traffic calming devices with emergency service needs.

**Councilmember Trotter** referred to staff report page 6, item "f" regarding truck, transit, and emergency routes. He said the "*type of route...*" portion was confusing and should be stricken.

**Councilmember Trotter** noted on staff report pages 8 and 9 that item "e" was repeated. He asked for clarification of the additional points given to streets that had not been paved within the past ten years and with sidewalks on one side. **Brink** said in his mind, sidewalks were legitimate traffic control devices. Staff would also be more inclined to include speed humps with an overlay project on an older street than installing them on a new street. **Councilmember Trotter** said this would give some streets additional weight with all other needs being equal.

**Councilmember Kappa** referred to staff report page 14 which described typical timelines. He felt the process was very long if the street had a serious need for improvements. **Brink** said some problems might be solved with enhanced enforcement. The objective of the NTMP is to have projects completed as soon as possible, and the timeline in the staff report is an example.

**Bartlett** said projects over \$5,000 need to go into the CIP, and **Councilmember Trotter** noted the City Engineer has the ability to modify projects.

**Councilmember Kappa** commented on the petition process. **Brink** referred to the priority list and said more than 50% of the residents must agree that an improvement needs to be made. **Councilmember Kappa** said Program revisions may be necessary during the two-year study period.

**Councilmember Trotter** referred to staff report page 6, item "I" regarding traffic control devices. He thought this was delegated to the City Manager, and **Bartlett** said this section referred to installation, not approval.

**Mayor Lomnicki** adjourned the work session at 6:45 p.m.

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Pat DuVal, Recorder

**CITY OF MILWAUKIE  
CITY COUNCIL MEETING  
JUNE 3, 1997**

The one thousand seven hundred and sixty-eighth meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:00 p.m. in the Milwaukie City Hall Council Chambers. The following Councilors were present:

Craig Lomnicki. Mayor	Carolyn Tomei
Jean Schreiber	Rob Kappa Don Trotter

Also present:

Dan Bartlett, City Manager	Jim Brink, Public Works Director
Charlene Richards, Assistant City Manager	Randy Bruegman, Fire Chief
Pam Beery, City Attorney	

**PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**

**Bruegman** introduced Battalion Chief Marc Crain. Crain has over twenty-years experience as both a leader and teacher in the fire community. Crain was formerly the West Linn Assistant Chief and has both wild land and urban space experience.

**CONSENT AGENDA**

**Councilmember Kappa** said he wanted to move the City Attorney contract to "Other Business" for discussion.

**It was moved by Councilmember Trotter and seconded by Councilmember Kappa to adopt the Consent Agenda which consisted of the City Council minutes of May 20, 1997. Motion passed unanimously.**

**AUDIENCE PARTICIPATION**

**Analise Sommers**, 2802 SE Monroe. She was concerned Brink had not returning her phone calls. She requested adding Monroe Street to the proposed resolution authorizing installation of "No Thru Truck" signs. **Sommers** commented on an "unpleasant person" who stopped to ask her if she had a permit to do concrete work in front of her home. She asked why the City had not done the curb work she requested eight years ago. She observed this was how

the Gestapo dealt with the working poor. Instead of the City supporting property owners making improvements, they become victims and are penalized for repairing damage. The gas company did not need a permit when it replaced part of a line, and the repairs were very poorly done. This was an example of how taxpayers' money was wasted. Maybe neighbors are spying on neighbors to do this. Her final comment was to complain that City employees were not returning phone calls.

**PUBLIC HEARING -- None scheduled.**

### **Neighborhood Traffic Management Plan (NTMP)**

**Brink** presented the staff report in which the City Council was requested to adopt a resolution to initiate a Neighborhood Traffic Management Program (NTMP). The purpose of the Program was to define and outline a procedure to address issues of neighborhood speeding and, to some extent, volume. The Program proposed three elements: education, enforcement, and engineering. In addition to identifying the policies, goals, and procedures, the Program also targeted a funding level of 3.5% of the City's gas tax revenue or about \$30,000 annually. Additional projects could be funded through Local Improvement Districts (LID) as provided for in the Milwaukie Municipal Code.

The NTMP provides citizens a means to request neighborhood projects and suggests a rating scale to prioritize the recommendations. Data will be gathered, and points, based on such criteria as speed, volume, number of accidents, and street condition, will identify the most severe needs.

The education element of the Program includes the Neighborhood Speed Watch, SMART trailer, and banners. Enhanced enforcement is proposed as the second element. The Police Department will focus on a certain area with the desired outcome being a change in driver behavior.

If education and enforcement do not achieve the objective of reducing the problem to an acceptable threshold, Public Works engineering will develop a capital improvement project (CIP) solution and seek authorization from City Council to proceed.

**Brink** discussed the point system for speed. Staff recommended an 85 percentile of 10 mph over the posted speed for collectors and 5 mph on locals or neighborhood streets before consideration was given to spending public funds.

**Brink** addressed the volume issue and how it related to the NTMP. The Transportation Systems Plan (TSP) defines a collector as carrying 10,000 vehicles per day. He cited the example of Home Avenue, designated a collector, which currently carries 1,500 vehicles.

**Brink** read a letter written by Deborah Howe on behalf of the sixth grade reading group at Ardenwald School. The class asked the City Council to table its decision on the NTMP until it had completed its study of 32nd Avenue. The class wished to complete its research project and present a viewpoint prior to the Council's decision:

**Councilmember Kappa** asked if the class wanted 32nd Avenue taken from the project list. **Brink** said he believed the class wanted the entire Program tabled until the research was complete.

**Brink** recommended adoption of the resolution outlining the NTMP scope and implementation. Data collection will continue so recommendations can be made on specific projects as soon as possible.

**Councilmember Tomei** compared speed limits on collector streets at 25 mph and freeways at 65 mph. She pointed out 10 mph over the speed limit on a collector is a 40% increase. She stated it seemed more dangerous to exceed the speed limit by 10 mph in a neighborhood than by the same amount on a freeway.

**Brink** indicated staff was not saying there was no violation or problem. This was the level above the 85 percentile determined to be severe enough to warrant a project. For example, 30 mph on a collector or local is within acceptable limits. Some of the City's collectors, he added, were narrow and speeds were therefore lower. Not all Milwaukie collectors were at the same level of improvement. The staff recommendation was based on TSP classifications rather than specific streets. Engineering judgment would be used to assess the final recommendation. The point system was developed so all streets would be treated equally.

**Councilmember Tomei** asked if staff was of the opinion that drivers increase their speeds on wider collectors. **Brink** said he believed that to be the case, but he did not believe it was safer.

**Councilmember Schreiber** asked who developed the 85 percentile standard. **Brink** said it is both a professional and state standard for posted speeds.

**Councilmember Schreiber** said it seemed the engineer's tolerance for speed was different from that of enforcement. **Brink** said that was correct.

**Councilmember Schreiber** asked Brink to comment on speeds in Milwaukie as he had in the work session. **Brink** said preliminary data in Portland and Gresham indicated the 85 percentile in excess of 40 mph. **Councilmember Schreiber** added, in Milwaukie, vehicle speeds in posted zones are slower than in Portland and Gresham.

**Councilmember Kappa** was concerned about including collector streets in the NTMP. Certain collectors, using the 85 percentile/10 mph criteria, would never be considered for traffic management until the street was improved. He compared unimproved Home Avenue to 32nd Avenue. **Brink** commented the City of Portland discounts its local streets, and the volumes on collectors make them more competitive than locals. The City of Milwaukie does not have speeds in excess of 40 mph over the 85 percentile. He discussed expending funds in order to only marginally reduce vehicle speeds.

**Councilmember Kappa** asked if there could be other points applied to collector streets, such as proximity to a school. **Brink** said a street with existing improvements, such as a sidewalk for children to use, would have a less pressing need than a collector that had no improvements. Each street may have a problem, but one may be more severe than another.

**Councilmember Trotter** said he heard that if a collector did not meet the 85 percentile, it would not be considered. On staff report page 17, 32nd Avenue was ranked second on the priority list. It did not meet the 85 percentile, but it had sufficient points to be considered. **Brink** said Attachment C was an example of how points might be applied. He referred to staff report page 7, paragraph A in which the objective of collector streets was an 85 percentile speed within 10 mph of the posted speed.

**Councilmember Tomei** asked why, if collectors and locals were similar and residential in nature, was it is safer to travel 5 mph faster. **Brink** replied that safety was the issue being addressed. He compared the conditions of Home and 32nd Avenues. Collectors are supposed to be in better condition because they generally handle more traffic than locals. Staff's recommendations were based on street classifications.

**Councilmember Tomei** asked what makes a street meet collector standards. **Brink** referred to the attributes outlined in the TSP. He noted that a vehicle speed of 33 mph on Home Avenue, which is narrow, has no sidewalks, and has a vertical curve, may be more dangerous than a vehicle speed of 33 mph on 32nd Avenue. The NTMP does not try to make a distinction between the different types of collectors. He discussed other factors including volume, proximity to school, and sidewalks. Some situations may be determined less safe than others.

**Mayor Lomnicki** pointed out the NTMP was not a law. The City is trying to create a document that will act as a decision-making guide and help determine allocation of resources. It is a management guide, and it does not mean that if there is an overriding concern that Council cannot deviate from the program.

**Brink** said staff recommends, when possible, dealing with the least safe situations first. The Program will be evaluated at six-month intervals to determine if the assumptions were correct. The document needs to be used, however, to gauge its effectiveness.

**Councilmember Schreiber** added the NTMP in no way precludes the ability of neighbors to form an LID. With limited resources, the City needs to establish some sort of criteria for maintaining a safe community and deal with the most hazardous situations.

**Brink** said the purpose of the Program is to provide a tool for identifying and prioritizing the most severe situations. If neighbors wish to proceed with an LID, the process is outlined in the Municipal Code.

**Councilmember Trotter** added proposed LID projects would still have to meet the criteria, and he cited the provision regarding traffic calming devices on emergency routes.

**Councilmember Trotter** discussed the status of streets in the City of Milwaukie and used Home Avenue as an example. In its current condition, Home Avenue does not meet collector standards. He suggested additional points for this type of situation. **Brink** said points could be easily added for substandard street conditions.

**Councilmember Kappa** discussed the potential for applying an 85 percentile/5 mph criteria on unimproved streets. **Brink** said the 85 percentile/10 mph criteria related to the street function and was a separate issue. More people use collectors and tend to drive slightly faster. The distinction being made was that 33 mph on a collector would probably be more acceptable than 33 mph on a local. He discussed the possibility of a collector with no sidewalks getting more points than one with sidewalks.

**Councilmember Kappa** discussed trucks as defined in the document. He asked the Fire Chief to comment on traffic management.

**Bruegman** said, following the last work session, he contacted the City of Portland Fire Marshal regarding the 1995 speed hump study. Findings indicated 9 - 15 seconds were lost on each 12-14 foot speed hump. The Fire Department is concerned with closely-spaced, multiple speed humps or speed humps on a grade that would require the equipment to come to a complete stop. The City of Portland, he added, has had a lot of questions and concerns about traffic and calming devices. It is the Fire Department's position that it wants to be consulted on the proposals rather than taking a hard and fast position against certain traffic control devices.

**Councilmember Kappa** asked what size speed humps were being considered. **Brink** said 22-foot speed humps could be considered for collector streets and 12-14 foot speed humps on locals.

**Councilmember Tomei** asked which traffic calming devices the Fire Department considered the least odious. **Bruegman** understood the City of Portland found some of the best methods to be one-way streets and traffic flow diversion. The downside of that method was, of course, diverting the traffic to another area. He recommended looking at devices that would calm traffic without negatively impacting response times and urged that the Fire Department be consulted on the proposed methods.

**Mayor Lomnicki** pointed out the document was a management plan and did not discuss which devices were appropriate.

**Sommers** said she had contacted Milwaukie Lumber several times asking that the drivers be encouraged to use McLoughlin Blvd. and the overpass. She has had to replace glass in her windows because passing trucks caused vibrations. Monroe Street is quite narrow. The truck drivers do not slow down, and the bouncing of the vehicles causes an enormous noise. By using the Monroe Street route, truck drivers save time. She vehemently protested Monroe being designated a collector. Most people drive at least 40 mph. Reports do not accurately indicate the number of trucks using Monroe. As a citizen, she did not want Monroe to be a 10,000-vehicle-per-day street, but it sounded as if it were a "done deal." She discussed the recent City Council decision on light rail. She felt the City Council, without any regard to the citizens and the petition signed by over 700 residents, kept right on going with Metro's plan. The City Council does not listen to the will of the people, and bureaucratic destruction is rampant. The ultimate goal seems to be that people will simply give up. Only one person testified at the City Council public hearing in support of the light rail proposal, yet the City Council voted unanimously with that one person. There are hundreds of citizens and thousands throughout the State that voted "no" on light rail, but it seemed as if that had never happened. **Sommers** urged that Monroe not be designated as a collector and that "No Thru Truck" signage be installed.

**Susan Stone**, Ardenwald-Johnson Creek NDA, spoke to the policy and her concerns with a number of issues raised, particularly the 85 percentile/10 mph criteria. She recently arranged an informational meeting with local traffic calming experts, Brink, and Councilmember Kappa. A question posed was *"how fast is too fast for livability?"* The Gresham City Engineer's opinion was that the speeding threshold was a non-issue. Most problems occur on neighborhood collectors, and volumes worsen speeding problems. The City of Gresham sees livability as the bottom line and has begun working on the problem by completing one or two traffic management projects per year.

**Stone** urged that streets not be eliminated before the Program is implemented. The NTMP began with the School Trip Safety Plan in which traffic calming issues were raised. The focus has been on safety rather than livability. Gresham begins the process by accepting petitions for projects, and this method eliminates 75% of the streets. The City of Portland representative thought that was a very good idea.

**Stone** addressed Councilmember Trotter's comments on the number of points assigned for streets carrying the maximum number of vehicles. She felt livability had to be addressed and points assigned for higher volumes. She urged looking at neighborhood problems as being unique. She asked how a street like Home Avenue could be perceived as less safe than 32nd Avenue. The Cities of Portland and Gresham look at other factors such as density and pedestrian generators. She felt too much emphasis was being put on speed and urged the City to take its cue from the neighborhoods on livability issues.

**Stone** was concerned about the statement she heard in the work session that collectors are supposed to move more traffic quickly. These collectors are located in neighborhoods and moving traffic more quickly was old-style traffic engineering thinking. There needs to be a paradigm shift when thinking about traffic calming. She noted Brink's comment that Milwaukie does not have the same problems as Portland and Gresham and commented on the skinny-street strategy. Traffic calming devices on neighborhood streets such as 32nd Avenue grab those top 15% and make them behave.

**Stone** noted there have been no citizen complaints about Railroad Avenue because it is not as densely populated as 32nd Avenue and Monroe Street. Railroad Avenue is not pedestrian friendly. 32nd Avenue is narrower than standard, has 4-foot sidewalks, and no buffer strip. She stated that speed and safety were contradictory and provided the City Council with stopping distance information.

**Stone** also commented on 34th Avenue and the Lancaster Study. The 22-foot speed humps have not slowed the traffic to 25 mph, but the 85 percentile has gone down. She did not think anyone living on 34th Avenue would want the humps removed. Portland and Gresham, she added, calm local streets with 14-foot speed humps. If the speed exceeds 5 mph over the posted speed, then there should be some added points. She did not feel the neighborhood streets designated as collectors were being treated fairly. She disagreed with the policy and shared a ranking comparison chart of seven jurisdictions. All use a standard of 5 mph over the posted speed.

**Stone** did not feel the Traffic Safety and Transportation Board (TSTB) had been given an opportunity to review the policy. She noted that some TSTB members had been appointed to other advisory boards. A process for citizen input has not been available. She felt she and the TSTB had a lot to contribute and asked that the City Council not adopt the policy until there had been a complete review.

**Stone** commented on the LID process. She did not think there would be any interest in paying for something residents felt the City should provide. She asked how poorer neighborhoods would be dealt with based on their economic status.

**Stone** felt focusing on livability, rather than safety, would result in greater accomplishments. She discussed an article on changing the traveling personae. People should perceive themselves as guests using streets designed with mutual respect of each others' needs.

**Stone** commented on the request from the Ardenwald class that the policy not be adopted until the students were able to come forward and express their opinions to the City Council. She noted the class had attended the work session in which the NTMP was scheduled to be discussed.

**Stone** wanted a policy adopted that was friendly to all residential streets and all the people living on them. She hoped part of the vision and goal would be to protect and enhance the environment and livability. She felt the TSP should be adopted before the NTMP. She indicated interest in discussing speed humps with the Fire Chief. She knew for a fact there were no pending lawsuits against the City of Portland resulting from traffic control devices.

**Mayor Lomnicki** pointed out the NTMP was a guidance document and did not particularly address the devices.

**Stone** wanted to dispel the rumor about the lawsuit, since the actual reason for delay in response time was that the Fire Department could not find the address. She has ridden in the Milwaukie fire truck many times over the 34th Avenue speed humps. She suggested purchasing equipment with better suspension systems.

**Councilmember Kappa** asked Stone to explain what Beaverton had done on two neighborhood streets. **Mayor Lomnicki** said the NTMP was a decision-making Program, and the City Council should focus on determining if all pertinent criteria were included.

**Stone** said Beaverton has no official policy for traffic calming. Hart Road is an example of a large, high volume street on which centerlines were removed and speed humps and curb extensions were installed.

**Mayor Lomnicki** asked how the City of Beaverton determined resources would go to Hart Road. **Stone** said the decision was totally citizen generated.

**Councilmember Trotter** understood from her comments that Stone recommended changing the policy by having the petition as the first step in the process. She also discussed using the 85 percentile on all street classifications. He was not sure beyond these items how she would amend the document.

**Stone** did not feel streets with higher volumes were getting an adequate number of points. Portland's point cut-off is 100, and it also allows additional points for residential density. Gresham adopted the Portland criteria. **Councilmember Trotter** said the NTMP proposes a 30-point cut-off; the point systems are structured differently.

**Councilmember Kappa** asked if her recommendation for the 85 percentile/5 mph criteria would bump other streets out of the ranking for neighborhood traffic management. **Stone** said the problems will become apparent if all the streets are put through the same ranking criteria.

**David Aschenbrenner**, 11505 SE Home. Home Avenue residents do not want to lose their front yards to right-of-way; they just want the traffic to slow down. He suggested a ranking system that took the existing conditions into account. Home Avenue does not meet any of the criteria for a collector other than it connects King Road and Railroad Avenue. He discussed the impact to Home Avenue if Railroad Avenue's designation changed in the future. He supported the 85 percentile/5 mph plan for unimproved collectors.

**Councilmember Tomei** asked him if he was requesting Home Avenue not be designated as a collector. **Aschenbrenner** said he was not addressing that issue as part of the NTMP. He was suggesting consideration be given to unimproved collectors. The residents feel wider streets and sidewalks would detract from the neighborhood character. **Councilmember Tomei** summarized his comments: unimproved collectors, like Home Avenue, should be given extra points.

**Julie Wisner**, 3325 SE Wister, fully supported Stone's comments. Collector streets should be treated the same as locals. She felt close to the issue since it all began with the 34th Avenue Pilot Project. She suggested each neighborhood define livability before the City Council adopted a program like the NTMP. She discussed the Milwaukie MarketPlace impact on neighborhood livability and discussed the City of Portland's collector recovery program. In exit interviews she performed with families moving from her neighborhood, they cited traffic volumes and speeds as their reasons for leaving. The City Council will hear from all the residents on streets designated as collectors, and they will have signed petitions. The TSTB needs to consider issues like the NTMP and the TSP, and she felt the process had been violated. It is important for citizens living on problem streets to petition the City and indicate how serious they are about having something done. She described a recent incident in which a little girl's life was saved because a car had slowed to cross a speed hump. She added that Chief Olsen invited her and Stone to ride the fire truck over the speed humps on 34th Avenue.

**Mayor Lomnicki** stressed the document up for adoption addressed the process, and he hoped the public understood this. The NTMP outlines the citizen involvement process.

**Wisner** said the document eliminates the streets needing the most help.

**Brink** said the program goals are not so broad as to address making each street as safe as it could possibly be. The NTMP looks to address issues one at a time. The Program focused on safety since livability was difficult to quantify.

**Mayor Lomnicki** indicated the City Council was at the deliberation point.

**Councilmember Trotter** had questions about the NTMP's relationship to the TSP and the length of time between the various implementation steps. He was not totally convinced, based on some differences in guidance, that the TSP and NTMP matched. He noted the proviso for periodic updates. He also understood the NTMP would not be at the actual implementation stage for traffic control devices before the TSP was adopted. **Brink** said that was correct since data will be gathered over the next several months.

**Councilmember Trotter** said his statement was in response to comments about the NTMP being adopted before the TSP. The City has been trying for some time to develop a process for addressing traffic calming needs in the City. The NTMP will be a dynamic document that can be adjusted when necessary. If differences surface from the TSP, the NTMP can be amended accordingly.

**Mayor Lomnicki** supported Councilmember Trotter's comments. In the absence of adopting the NTMP, there will be no process to address neighborhood concerns. The City will ask for citizen involvement in the refinement process.

**Councilmember Schreiber** felt the testimony applied to and supported the document's conclusions. She asked about the Ardenwald teacher's request. **Bartlett** said Officer Dodd, Civil Engineer Cruz, and he had spoken to the class and shared the School Trip Safety Plan with them. The class will address the Ardenwald Plan in addition to those of other schools. **Councilmember Schreiber** did not feel the work was directly related to the process and encouraged the class to meet with the City Council. She regretted there were so few resources to spend on the Program.

**Councilmember Kappa** was in favor of adopting the TSP first. He also wanted to see the 85 percentile/5 mph addressed on all classifications including arterials. It was his position that pedestrians and neighborhood livability had first priority. He wanted the traffic passing through the Lake Road neighborhood between Oatfield and Hwy. 224 slowed down. He was concerned that too many streets would be bumped out of the process and noted he had seen a lot of near accidents on Lake Road. He said he would not vote in favor of the resolution if 85 percentile/5 mph criteria for collectors was not included. He reiterated, if process were being followed, the TSP would be adopted first.

**Councilmember Tomei** agreed with the 85 percentile/5 mph proposal for collectors. Collector streets are in residential areas and already have more volume, so they should be given the same attention. She discussed conditions on such streets as Home Avenue, 22nd Avenue, and River Road. She felt arterials needed to be addressed but perhaps not in the NTMP.

**Councilmember Schreiber** felt the Program was the minimum to assure expenditure of limited resources on major issues. She felt there should be a consideration of neighborhood livability standards and suggested working with citizens to define livability.

**Mayor Lomnicki** said the proposed document was a guide to making management decisions with limited resources. He felt, after looking at Stone's material, that almost every category had been addressed. The City of Milwaukee was within the norm for the criteria being addressed, and he felt it was appropriate to move forward. The NTMP guides discussion of the process and directs resources where they are most needed. Community

livability will be addressed when each neighborhood defines livability and how it should look. He addressed the comments on the 85 percentile/5 mph issue. He felt Aschenbrenner's comments on substandard collector streets were valuable and supported the suggestion of applying points based on the level of improvements.

**Councilmember Trotter** agreed with the comments on the dual nature of collectors in the City. He did not agree with staff's interpretation that collectors below the 85 percentile/10 mph would not be eligible for traffic management. He felt the whole point system needed to be considered. He also suggested adding: "*NTMP Objectives: (1) Notwithstanding previous objectives, the total point count of over 30 will automatically include the project for further consideration.*" There should be a dual standard for collectors which differentiates between unimproved collectors on which there could be a potentially worse problem.

**Councilmember Kappa** said funds are limited, and the dual collector standard seemed to be a good approach. He asked the TSP designation for Monroe Street. **Brink** said it was classified as a collector in the TSP.

**Councilmember Trotter** hoped traffic calming would be included in the Monroe Street improvements.

**Councilmember Kappa** felt strongly about the giving the 85 percentile/5 mph suggestion an opportunity to prove itself. He continued to have concerns about adopting the NTMP before the TSP.

**Mayor Lomnicki** suggested adding the dual collector ranking. All collectors built to standards would have the 85 percentile/10 mph objective. The 85 percentile/5 mph objective would apply to collectors like Home Avenue and Monroe Street. The NTMP will help incorporate good management practices to projects, such as Monroe Street, that are already scheduled.

The group indicated agreement on this amendment to the proposed document.

**Councilmember Trotter** referred to staff report page 6 and recommended deleting "*type of route ...*" since it indicated a ranking, but one did not exist at this time. **Mayor Lomnicki** said that criteria could be added during the six-month evaluation period. The group agreed on this amendment.

**Councilmember Trotter** noted the drafting error on staff report pages 8 and 9. Paragraph "e" was repeated.

**Councilmember Trotter** discussed staff report page 8 "h" regarding the annual budget. He was concerned about binding future Councils. He proposed that, since this was a guidance document, it be revised to read: "*The annual NTMP budget shall strive for 3.5% of the gas tax revenues.*" The second sentence should remain as written.

**Councilmember Kappa** saw this as a Budget Committee and CIP process.

**Councilmember Tomei** said she would like to keep the \$30,000 target for reference. Future Councils would know that amount was what was available in 1996 - 1997.

**Beery** suggested a compromise statement in which the annual budget would strive for 3.5% of the gas tax revenues and retain the \$30,000 as a reference point.

**Bartlett** pointed out any project over \$5,000 would have to be specifically identified.

**Councilmember Kappa** referred to staff report page 7 and said he did not think Objective "c" should include truck length as part of the definition. **Bartlett** suggested it read: "*Limit truck volume on residential streets to Local Delivery Only. A truck is as defined in Section 10.04 of the Milwaukie Municipal Code.*" and delete the rest of the sentence.

**Councilmember Trotter** referred to staff report pages 12 and 13. Appendices A and B were not included in the proposed document. He suggested the actual titles of these documents be included to be more descriptive.

**Brink** said Appendix A will be a brochure identifying specific programs, and Appendix B is a list of various types of traffic calming devices.

**Councilmember Trotter** commented on the suggestion that petitions be required as the first step in the process. Milwaukie residents have already submitted 25 applications for projects in their neighborhoods, and he did not feel it would be appropriate to go back to them now and ask for a signed petition.

**Mayor Lomnicki** agreed there was already a list of trouble spots, and the City needed to carry through on that list.

**Councilmember Schreiber** added staff would have more time to communicate with residents about the process and alternative solutions. Citizens would have more knowledge of the Program and project before signing the petition.

**Councilmember Kappa** said the purpose of his discussion was to be able to change the timing of the petition in the future if necessary. He felt his concerns had been addressed until the TSP was adopted and the next evaluation period was scheduled in six months.

**It was moved by Councilmember Kappa and seconded by Councilmember Tomei to adopt the resolution initiating a Neighborhood Traffic Management Program (NTMP) with the amendments discussed. Motion passed unanimously.**

**RESOLUTION NO. 20-1997:**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, DECLARING THE INTENT TO INITIATE A NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP), EVALUATE THE RESULTS OF THE PROGRAM AT SIX MONTH INTERVALS FOR A PERIOD OF UP TO TWO YEARS, AND MAKE NECESSARY CHANGES TO THE PROGRAM PRIOR TO JUNE 30, 1999**

**Installation of "No Thru Truck" Signage -- Resolution**

**Brink** presented the staff report in which the City Council was requested to adopt a resolution authorizing the installation of "No Thru Truck" signs in the vicinity of the intersections of Oak and Washington Streets and Lake and Oatfield Roads. The City Council has the authority to establish truck routes. The request was made by 34th Avenue residents and the Historic Milwaukie NDA. The proposal was consistent with the TSP. The intent was to prohibit trucks from coming onto Oak Street, and he discussed the need to coordinate with ODOT. The fiscal impact is limited. He addressed the concerns expressed earlier about trucks on Monroe Street and stated staff was working with ODOT on the issue.

**Councilmember Kappa** asked if the signs could be placed near the City limit sign at the Oatfield bridge. **Brink** said it would be difficult to influence the truck traffic once it got to the bottom of the hill.

**Councilmember Kappa** referred to the ODOT letter and the agency's hesitancy to post truck route signs. **Brink** said ODOT does not have a policy, so it recommended the City determine on which streets it does not want truck traffic.

**Mayor Lomnicki** said the City needs to make an effort to work with the downtown businesses and NDAs.

**Councilmember Trotter** noted the discussion of Monroe Street and asked if there was consideration of signage elsewhere on McLoughlin Blvd. **Brink** said Public Works has not been notified of other problem locations.

**Councilmember Kappa** suggested posting signs in other locations such as Main and Washington. **Brink** said that would broaden the scope over what was being asked in this staff report.

**Bartlett** suggested that staff be directed to look at other appropriate locations in addition to the ones before City Council at this meeting.

**Mayor Lomnicki** agreed and also recommended staff work with the MDDA on downtown business deliveries.

**Councilmember Trotter** felt this would be a good interim solution until the TSP strategies were implemented.

**It was moved by Councilmember Trotter and seconded by Councilmember Kappa to adopt the resolution declaring the intent to install "No Thru Truck" signs at the intersections of Oak and Washington Streets and Lake and Oatfield Roads. Motion passed unanimously.**

**RESOLUTION NO. 21-1997:**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, DECLARING THE INTENT TO INSTALL NO THRU TRUCK SIGNS AT THE INTERSECTION OF OAK STREET AND WASHINGTON STREET AND LAKE ROAD AND 34TH AVENUE.**

**Imaging Project Contract Expansion**

**Bartlett** presented the staff report in which the City Council was requested to authorize the City Manager to sign a purchase order to Oswego Technology Corporation (OTC) in an amount equal to \$8,000 for imaging equipment. \$123,000 were budgeted for the project, and preliminary work was done with World Class Management to look at workflow processes. The project will digitize documents and allow them to be quickly retrievable without reliance on paper files. The pilot project is the business license process, and the second will be land-based files.

**Councilmember Trotter** commented the City of Portland has its entire Zoning Ordinance on the Internet, and people who are interested can print any or all of the document.

**Councilmember Kappa** believed the new gear should be part of the City tour to see how the pieces fit together.

**Councilmember Schreiber** asked if this request was over the budgeted amount. **Bartlett** said the project will be under the budgeted amount for the current fiscal year.

**It was moved by Councilmember Tomei and seconded by Councilmember Kappa to authorize the City Manager to sign a purchase order to Oswego Technology Corporation in an amount equal to \$8,000 for imaging equipment. Motion passed unanimously.**

### Computer Contract Expansion

**Bartlett** presented the staff report in which the City Council was requested to authorize the City Manager to sign purchase orders for Pacific InfoSystems for an imaging computer and up to twelve workstation computers for those involved in the pilot group. He requested authorization to sign purchase orders up to \$47,193 with Pacific InfoSystems and noted funds were available in the 1996 - 1997 data processing budget. He referred to Resolution 28-1996 and noted the vendor was changed to Pacific InfoSystems.

**Councilmember Tomei** asked the total cost of the imaging project. **Bartlett** said the full cost of the project will be about \$123,000, and work stations will be available in each facility. Eventually, a citizen will be able to go to any front counter and have his or her document accepted and e-mailed to a person located in another City facility.

**Councilmember Schreiber** commented this would be very helpful to sophisticated users and suggested a work station at the library.

**Bartlett** noted the imaging acquisitions were being done as part of the purchasing cooperative. He discussed the City's previous requests for proposals which had not met Milwaukie's needs. Staff located the Saros product already in use by the City of Gresham.

**Councilmember Schreiber** asked if the software and equipment was compatible with Happy Valley and Clackamas County. **Bartlett** said it would eventually, and there will also be a benefit to future service provision.

**It was moved by Councilmember Kappa and seconded by Councilmember Tomei to authorize the City Manager to sign purchase orders for Pacific InfoSystems in an amount equal to \$47,193 for an imaging computer and up to twelve workstation computers. Motion passed unanimously.**

### City Attorney Contract

**Councilmember Kappa** said he would like to amend the Scope of Services to read: "Authorization to perform specific tasks will come from the Mayor, City Council, ..."

**Beery** said she understood this authorization would come through Council consensus. Prior agreements have called for the City Manager to direct project work.

**Mayor Lomnicki** said City Council means a majority, or three, of the five members. One Councilor cannot ask the City Attorney to perform a task.

**Councilmember Kappa** asked for clarification that the City of Milwaukie was contracting with the firm of O'Donnell, Ramis, Crew, Corrigan & Bachrach not with Beery directly. **Beery** said that was correct.

**It was moved by Councilmember Kappa and seconded by Councilmember Tomei to authorize the Mayor and City Manager to sign a personal services contract with O'Donnell, Ramis, Crew, Corrigan & Bachrach for City Attorney services. The motion passed unanimously.**

### Transportation System Plan (TSP)

**Councilmember Kappa** noted the upcoming TSP hearing on June 17 and indicated he had a lot of questions. He suggested an additional work session on June 10. The group agreed rather than holding an additional work session, Councilors would contact staff with questions and address other issues and concerns during the work session on June 17.

### INFORMATION

1. **Councilmember Tomei** commented on the Planning Commission minutes and commended the group for its work on mixed-use.
2. **Councilmember Kappa** asked the status of the problem-solving grant from the COPS office. **Bartlett** said the City was still waiting for information.

**Mayor Lomnicki** announced an executive session pursuant to ORS 192.660 immediately following adjournment of the regular session to discuss labor relations, property acquisition, and other topics.

## ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 10:50 p.m.

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Pat DuVal, Recorder/Secretary



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MEMORANDUM

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TO: HONORABLE MAYOR AND CITY COUNCIL  
THROUGH: DAN BARTLETT, CITY MANAGER *Dan*  
CHARLENE RICHARDS, ASSISTANT TO THE CITY MANAGER *[Signature]*  
FROM: JEFF MARSHALL, PARB CHAIR *J.M.M.*  
SUBJECT: REQUEST FOR INFORMATION: MILWAUKIE JR. HIGH SCHOOL POOL  
DATE: JUNE 9, 1997  
CC: PARB

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ACTION RECOMMENDED:

Authorize the Mayor to send a letter to the North Clackamas School District School District requesting information on the Milwaukie Jr. High School pool including the cost of operation and repairs to upgrade the pool to code standards.

BACKGROUND:

At the May 5, 1997, PARB meeting, the PARB requested an update on the Milwaukie Jr. High School pool.

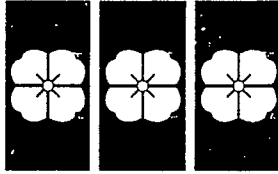
At the June 2, 1997, PARB meeting, Sally Collins, Milwaukie resident, appeared before the PARB. Ms. Collins expressed concern over the closure by the School District of the Milwaukie Jr. High School pool. The PARB stated that they did not have information on which to make a recommendation to the City Council on the future of the Milwaukie Jr. High School pool.

Park District staff reported speaking with Bill Deardorff of the School District. Staff learned that the pool had a water leak and the pool's condition was of concern to the School District. Park District staff did not receive any financial details. The City and Park District staff stated they had requested financial information about the pool in the past and had not received it. Following PARB member discussion, the PARB unanimously passed the following motion "The PARB forward to the City Council a request of the North Clackamas School District to obtain information on the Milwaukie Jr. High School pool including the cost of operation and repairs to upgrade the pool to code standards."

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CITY OF



MILWAUKIE

## MEMORANDUM

**TO:** Mayor and City Council  
**THROUGH:** Dan R. Bartlett, City Manager *Dan*  
**FROM:** Angus M. Anderson, Finance Director *Angus*  
**DATE:** June 2, 1997  
**RE:** Sewer charges when sewer is not connected

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### RECOMMENDATION:

Adopt Policy direction to staff concerning administration of utility accounts that have been charged for sewer but are not connected to the City sewerage collection/treatment system.

### BACKGROUND INFORMATION:

The Milwaukie Municipal Code has two specific sections dealing with sanitary sewer service that concern customer "hook-up" and charging for service. These are:

- ◆ **13.12.020 CONNECTION REQUIRED:** Subsection A states that "All structures containing sanitary facilities which are located within two hundred feet of a sewer line shall be connected to the sewer system."
- ◆ **13.12.070 SEWER SERVICE CHARGES:** Subsection A states "Users of sanitary sewer service shall be charged such fees as are established by resolution of the city council."

From time to time the City finds that customers are being charged sewer use fees when the customer is not connected to the City sanitary sewer system. It appears that this most often occurred when the property in question was within the boundaries of a Sanitary Sewer Local Improvement District (LID) which provided sewer service to the neighborhood within which that specific property is located. However, although required by the municipal code, not all properties chose to terminate their septic service and connect to the City sanitary sewer service when the service became available. Unfortunately, in several cases the customer and/or the City were not aware that the property was not connected. The fact became known when there were sewerage problems and the customer called the City or when the property was sold and an inspection occurred. When this was brought to the attention of the City, a dye test is performed to reveal if the property is or is not on sewer.

Based on an executive session conducted on May 6, 1997, City Council evaluated different options and directed staff to bring back a policy that stated the City only charged for sewer service that was actually provided. If it were determined that a customer had been paying for sewer service with no service connection, the customer would be issued a refund of all sewer costs paid from the date it could reasonably be determined that such charges began. It was further directed that if it were not possible to reach such determination, the City would use the later of the date one year after completion of a Local Improvement District and levying of a special assessment lien or the date occupancy was established. Finally, staff was directed to include in the refund interest

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for the last six years on the amount paid with such interest calculated at the existing cost of money for the City during the time period.

Staff has incorporated the directions of Council into the accompanying policy statement and recommends adoption

# **CITY OF MILWAUKIE**

## ***SEWER CHARGE REIMBURSEMENT POLICY***

Adopted by City Council on June 17, 1997

In the interest of public health and protection of the ground water, the City of Milwaukie has a goal of assuring connection of all properties to the sanitary sewer system and elimination of dependence on septic systems utilizing cess pools and drain fields. Section 13.12.020(A) of the Milwaukie Municipal Code states.... "All structures containing sanitary facilities which are within two hundred feet of a sewer line shall be connected to the sewer system."

The City has formed local improvement districts (LIDs) as a means to share the cost of providing sewer service between the City and those properties benefiting from the service. In addition, all customers within 200 feet of a sewer line have historically been billed for that service. With the passage of Ballot Measure 5, however, a fee could be charged for a service only in an amount equal to the cost of providing that service and where the service was actually received. If a property owner has no means of avoiding the charge the charge may be considered a tax against the property. This requires the City to discontinue charging for sewer service if there is no sewer connection.

As the City has become aware of situations where there was a sewer charge on a property with no sewer connection, the charge was discontinued. There is no comprehensive list of those properties that do not have a sewer connection. Charges have been discontinued only when the City is made aware by the customer, or investigation by the sewer division of the Public Works Department.

The City Council now finds it advisable to change the City's policy with respect to sewer charges. Council now directs that the City policy henceforth will be as follows:

- ◆ All properties in the City will be connected to the City sanitary sewer system.
- ◆ The City will only charge for sewer service if the property is connected to the sewer system.
- ◆ If the City is aware that any property is being charged for sewer service but not connected to the sanitary sewer system, that charge will be immediately stopped. In these instances charges collected should be refunded to the customer from the point in time that the charges were first collected to the point of connection to the sewer system.
- ◆ If it is not possible to accurately determine the point in time that the charges were first made, the customer will be issued a refund to the date one year after completion of the applicable Local Improvement District or date occupancy is established, whichever occurred later.
- ◆ Refunds will include interest for the last six years at an interest rate equivalent to the average interest rate of the Local Government Investment Pool for the six year time period.
- ◆ Together with the refund, if the property is within 200 feet of a sewer line, a notice will be provided to the customer stating that the property is not in compliance with the Milwaukie Municipal Code concerning sewer connection. The customer will be directed to connect to the sewer system or face enforcement action for code compliance.

June 2, 1997

«FirstName» «LastName»  
«Address1»  
«Address2»  
Milwaukie, Oregon 97222

RE: Account Number «Account»

Dear «FirstName» «LastName».

The City of Milwaukie has determined that your property is not currently connected to the city sewer system. Although you are not currently connected, you have been charged for sewer service. Enclosed is a refund of those charges that the City determines that you paid since charges were first established in «Date». The refund also includes interest on the amount for the past six years.

Past practice was to collect these fees even though properties were not connected. Under Ballot Measure #5, this is no longer advisable. The City has a municipal code provision requiring all properties to be connected to the sewer service in order to protect the public health and ground water. For that reason, notice is hereby given that, in accordance with Section 13.12.020(A) of the Milwaukie Municipal Code, you are located within 200 feet of a sewer line and are therefore required to connect to the sewer service. You have six months from the date of this notice to secure that connection. Once you are connected to the service normal sewer charges will commence.

We are all proud of the health of the natural environment in Milwaukie and want to make sure it stays that way. One obvious means of protecting our environment is to keep from putting sewage into the ground by discontinuing reliance on cess pools and septic tank drain fields by establishing a connection to the City sewer system. Although the cost to connect to the sewer service can be considerable, hopefully the enclosed refund of sewer charges will provide assistance in defraying the cost required to connect.

If you have any questions about the refunded amount please call Angus Anderson, Finance Director, at 786-7521. If you have any questions about connecting to the sewer system, please call the City Sewer Division at 786-7615.

Sincerely,

Angus M. Anderson,  
Finance Director



## MEMORANDUM

**TO:** Mayor and City Council  
**THROUGH:** Dan R. Bartlett, City Manager *DB*  
**FROM:** Angus M. Anderson, Finance Director *AM*  
**DATE:** June 17, 1997  
**RE:** Award of Contract for Towing Services

### RECOMMENDATION:

Consider award of Contract for Towing Services to Atlas Towing for a three year period with renewal options for two additional years.

### BACKGROUND INFORMATION:

The Police Department depends on private sector companies to provide towing services. The services are used for impounded vehicles, to clear wrecks and to tow City owned vehicles. The firm selected as the City designated towing company is chosen from those firms responding to a Request for Proposals (RFP). The existing contract was awarded to Olson Brothers in June, 1992 for a five year term. As the contract award expired this year a RFP was issued on April 25, 1997. A mandatory pre-proposal conference was held on May 9, 1997. In attendance at that conference were Olson Brothers Towing, A&B Automotive and Towing, Inc., Atlas Towing and Fast Eddie's Towing and Recovery. On May 23, 1997, proposals were received from each of the firms in attendance at the pre-proposal conference.

Attached to this staff report is a detail proposal evaluation for each class of tow. To bring this evaluation into a sample cost perspective, the table below is constructed to include the most common types of tow and the relative price comparisons among each respondent.

	<u>A&amp;B</u>	<u>FAST EDDIE</u>	<u>OLSON</u>	<u>ATLAS</u>
Basic Class "A" Tow	\$34.00	\$45.00	\$35.00	\$34.00
Mileage from PSB	\$7.11	\$16.20	\$12.00	\$4.00
Outside Storage for 1 day	\$10.00	\$20.00	\$15.00	\$12.00
Gate Charge	\$23.00	\$25.00	\$24.00	\$20.00
<b>TOTAL</b>	<b>\$74.11</b>	<b>\$106.20</b>	<b>\$86.00</b>	<b>\$70.00</b>

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Although price is not the sole determining factor, the City feels that price is nevertheless important since the price is incurred by those needing the services of the City designated service provider. Based on this cost comparison, reference checks of all respondents and visual inspections of the respective towing lots, the City recommends that the contract for towing services be awarded to Atlas Towing.

TOWING SERVICES

PROPOSAL EVALUATION

Class A

CLASS "A"

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	<u>A&amp;B</u>	<u>FAST EDDIE</u>	<u>OLSON</u>	<u>ATLAS</u>
Basic Tow	\$34.00	\$45.00	\$35.00	\$34.00
Accident/Impound	\$44.00	\$65.00	\$54.00	\$47.50
Mileage	\$2.45	\$3.00	\$3.00	\$2.00
Service Call	\$19.00	\$30.00	\$24.00	\$20.00
Winch	\$26.50	\$35.00	\$27.50	\$25.00
Driveline Removal	\$23.00	\$25.00	\$25.00	\$15.00
Dollies	\$23.00	\$30.00	\$25.00	\$25.00
Standby/Cleanup	\$26.50	\$30.00	\$27.50	\$15.00
Storage-Outside	\$10.00	\$20.00	\$15.00	\$12.00
Storage-Inside	\$16.00	\$20.00	\$30.00	\$12.00
Storage-Motorcycle	\$16.00	\$20.00	\$15.00	\$7.00
Re-Tow	\$34.00	\$45.00	\$35.00	\$25.00
Gate Charge	\$23.00	\$25.00	\$24.00	\$20.00
City Vehicle Tow	\$30.00	\$25.00	\$29.00	\$30.00
City Mileage Charge	\$2.00	\$0.00	\$2.50	\$1.25

TOWING SERVICES

PROPOSAL EVALUATION

Class B

CLASS "B"

	<u>A&amp;B</u>	<u>FAST EDDIE</u>	<u>OLSON</u>	<u>ATLAS</u>
Basic Tow	\$89.00	\$85.00	\$65.00	\$66.00
Accident/Impound	\$89.00	\$85.00	\$90.00	\$72.75
Mileage	\$2.75	\$3.50	\$3.00	\$3.50
Service Call	\$19.00	\$35.00	\$30.00	\$27.50
Winch	\$26.50	\$100.00	\$32.50	\$35.00
Driveline Removal	\$23.00	\$35.00	\$25.00	\$20.00
Dollies		\$30.00	\$25.00	
Standby/Cleanup	\$26.50	\$30.00	\$27.50	\$20.00
Storage-Outside	\$12.50	\$20.00	\$15.00	\$17.00
Storage-Inside	\$16.50	\$20.00	\$30.00	
Storage-Motorcycle		\$20.00	\$15.00	
Re-Tow	\$89.00	\$85.00	\$65.00	\$45.00
Gate Charge	\$23.00	\$25.00	\$24.00	\$20.00
City Vehicle Tow	\$80.00	\$35.00	\$48.75	\$55.00
City Mileage Charge	\$2.50	\$0.00	\$2.50	\$2.00
Basic Tow	\$89.00	\$85.00	\$65.00	\$66.00
Mileage from PSB	\$13.75	\$17.50	\$15.00	\$17.50
Storage for 1 day	\$12.50	\$20.00	\$15.00	\$17.00
Gate Charge	\$23.00	\$25.00	\$24.00	\$20.00
TOTAL	<b>\$138.25</b>	<b>\$147.50</b>	<b>\$119.00</b>	<b>\$120.50</b>

TOWING SERVICES

PROPOSAL EVALUATION

Class C

CLASS "C"

	<u>A&amp;B</u>	<u>FAST EDDIE</u>	<u>OLSON</u>	<u>ATLAS</u>
Basic Tow	\$91.00	\$125.00		\$95.00
Accident/Impound	\$140.00	\$150.00		\$125.00
Mileage	\$2.90	\$4.00		\$0.00
Service Call	\$19.00	\$55.00		\$47.50
Winch	\$108.00	\$150.00		\$47.50
Driveline Removal	\$23.00	\$55.00		\$25.00
Dollies		\$50.00		
Standby/Cleanup	\$25.50	\$30.00		\$25.00
Storage-Outside	\$15.00	\$30.00	\$30.00	\$22.00
Storage-Inside	\$25.00	\$30.00	\$100.00	
Storage-Motorcycle		\$20.00		
Re-Tow	\$91.00	\$125.00		\$75.00
Gate Charge	\$23.00	\$25.00	\$24.00	\$20.00
City Vehicle Tow	\$85.00	\$85.00		\$75.00
City Mileage Charge	\$2.75	\$3.00		\$3.50
Basic Tow	\$91.00	\$125.00	\$0.00	\$95.00
Mileage from PSB	\$14.50	\$20.00	\$0.00	\$0.00
Storage for 1 day	\$15.00	\$30.00	\$30.00	\$22.00
Gate Charge	\$23.00	\$25.00	\$24.00	\$20.00
TOTAL	<b>\$143.50</b>	<b>\$200.00</b>	<b>\$54.00</b>	<b>\$137.00</b>



## MEMORANDUM

**TO:** Mayor and City Council  
**THROUGH:** Dan R. Bartlett, City Manager *Dan*  
**FROM:** Angus M. Anderson, Finance Director *Am*  
**DATE:** June 17, 1997  
**RE:** Award of Contract for Water Meter Reading Services

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### RECOMMENDATION:

Consider award of Contract for Meter Reading Services to Metereaders, Inc. for a three year period with renewal options for two additional years.

### BACKGROUND INFORMATION:

In 1993, the Water Division determined that maintenance of the water system was being degraded by the need for staff to conduct monthly meter readings. In response to this dilemma, the City decided to issue a Request for Proposals to determine the cost of contracting out this service. An RFP was issued on December 27, 1993. Two firms responded with proposals and Metereaders, Inc. was the firm selected to provide the monthly water meter reading service beginning April, 1994.

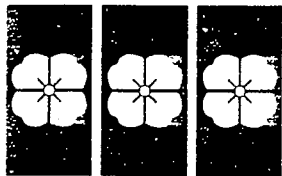
Since that time, the City has been very satisfied with both the increased Water Division staff availability and the service of Metereaders, Inc. In the three years since the contract was executed, considerable effort has been expended to assure that all meters are in good working order and registering proper use. The results of this increased effort have been very gratifying. In 1993, a total of 188 water meters were "changed out". This increased to 335 in 1994, to 501 in 1995 and to 649 in 1996. This increase in maintenance activity has a direct impact on the amount of water that is billed to customers. In addition, from a billing standpoint, account billing accuracy has been improved through increased diligence and effort at assuring all service addresses are correct, billing suspensions are accurate, irrigation meter and fire sprinkler standby accounts are accurate and all "finaled" accounts are then set-up as "new customer" accounts.

As the original contract was the first contract for this service, it was limited to a three year term. That time has now passed and therefore a new RFP was issued on April 25, 1997. Four firms requested copies of the RFP. The proposals were opened on Friday, May 23, 1997. Only one firm, Metereaders, Inc., responded. The proposed cost per meter was \$0.41 valid for three years. This is an increase from the current rate of \$0.38, which rate has been charged since contract inception.

It is recommended that City Council approve awarding the contract to Metereaders, Inc. and authorize the City Manager to execute applicable Personal Service Contract documents.

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CITY OF



MILWAUKIE

## MEMORANDUM

**TO:** Mayor and City Council  
**THROUGH:** Dan R. Bartlett, City Manager *Dan*  
**FROM:** Angus M. Anderson, Finance Director *Am*  
**DATE:** June 2, 1997  
**RE:** LOW INCOME UTILITY RATE REDUCTION PROGRAM

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### RECOMMENDATION:

Consider resolution establishing qualifying income limits for low income utility rate reduction program.

### BACKGROUND INFORMATION:

Milwaukie Municipal Code Chapter 13.20 establishes policy for the Low Income Rate Reduction Program for customers of City utilities. Resolution 26-1994 established the low income rates as waiver of the base rate for water and one-half of the base rate for sewer and storm sewer service. That rate is reviewed annually in accordance with MMC Section 13.20.030, Annual Review of Rates. Section 13.20.060, Minimum Income Levels, states... "Minimum income levels, below which a utility customer qualifies for a rate reduction, shall be established by resolution of the City Council." Resolution 26-1994 established this income as the amount designated by the Clackamas County Housing Authority as the then existing household income level qualifying for Section 8 Housing Assistance.

The accompanying resolution increases the qualifying income level from \$14,250 per year for one person living alone to \$16,200. It increases the income level for more than one person in one residence from \$16,400 to \$18,500 per year.

Staff recommends Council approve the resolution:

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AMENDING  
RESOLUTION 26-1994, TO ESTABLISH QUALIFYING INCOME LEVELS FOR THE CITY LOW INCOME  
UTILITY RATE PROGRAM**

**WHEREAS**, THE Milwaukie Municipal Code Chapter 13.20 establishes the Low Income Utility Program. and

**WHEREAS**, Section 13.20.060 of the Milwaukie Municipal Code states that the minimum income level shall be established by resolution. and

**WHEREAS**, Resolution 26-1994, Section 2, established qualifying income limits for participation in the Low Income Utility Program.

**NOW, THEREFORE, BE IT RESOLVED** that the Council of the City of Milwaukie, Oregon that Resolution 26-1994 is amended as follows:

SECTION 2: The Qualifying Income Limit for eligibility to participate in the Low Income Utility Rate Program of the City of Milwaukie shall be that rate established by the Clackamas County Housing Authority as the eligibility rate for Section 8 Housing Assistance. That rate for fiscal year 1997-98 is:

One person living alone-	\$16,200 per year or \$1,350 per month
More than one person in one residence	\$18,500 per year or \$1,542 per month

Introduced and adopted by the City Council of the City of Milwaukie, Oregon on June 17, 1997.

\_\_\_\_\_  
Craig Lomnicki, Mayor

ATTEST:

APPROVED AS TO FORM

\_\_\_\_\_  
Pat DuVal, City Recorder

O'DONNELL, RAMIS, CREW, CORRIGAN & BACHRACH

\_\_\_\_\_  
City Attorney



## MEMORANDUM

**TO:** Mayor and City Council  
**THROUGH:** Dan R. Bartlett, City Manager *Dan*  
**FROM:** Angus M. Anderson, Finance Director *Angus*  
**DATE:** June 3, 1997  
**RE:** Annual Contracts

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### RECOMMENDATION:

Consider attached resolution authorizing the City Manager to execute Purchase Orders for services that are essential and required for normal City operations in FY 1997-98.

### BACKGROUND INFORMATION:

The accompanying resolution is considered a housekeeping resolution. All of the services listed are services required for the normal functioning of the City. The City purchasing policies state that City Council must approve any expenditure above that amount designated as the maximum approval authority of the City Manager. The services listed on the resolution all are in excess of \$25,000. Therefore, approval of City Council is requested. Similar resolutions have been passed by City Council since 1994.

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON,  
AUTHORIZING THE CITY MANAGER TO EXECUTE CERTAIN CONTRACTS.**

**WHEREAS**, the City of Milwaukie, by adopting Ordinance No. 1771 and Resolution No. 35-1994, has put into place purchasing procedures, and

**WHEREAS**, contracts for certain services which have projected annual expenditures in excess of \$25,000 require City Council review pursuant to the purchasing procedures.

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

SECTION 1.

The City Council has reviewed the listed services and the projected annual expenditures for such services.

SECTION 2.

The City Council finds such services needed and vial to the operations of the City of Milwaukie.

SECTION 3.

The City Council authorized the City Manager to execute Purchase orders for the following services:

<u>VENDOR</u>	<u>SERVICE</u>	<u>PROJECTED AMOUNT</u>
SAIF	Workers Compensation	\$ 110,000
Sedgwick James	Property & Casualty Insurance	125,000
PGE	Electric Service (including street lighting)	450,000
CCSD #1	Sewage Treatment	1,100,000
City of Portland	Sewage Treatment	250,000
	800 MHz Radio access and maintenance	40,000
U.S. West	Telephone Line Service	80,000
Clackamas County Fire Dist #1	Chief and Administrative Services/Fire Prevention Services	250,000
Clackamas County	Elections	2,500
	Traffic Signalization / Striping	35,000
	Misc. Services	72,500
Grove, Mueller, Hall & Swank	Audit and Accounting Services	38,000
O'Donnell, Ramis et al	General Counsel Services	110,000
Miller, Nash et al	Labor Relations Counsel Services	30,000
D & A Janitorial	City Facilities Janitorial Service	93,000
Don Thomas Petroleum	State Bid for Gasoline & Diesel Fuel	60,000
Pacific Info Systems	Computers & Peripherals	40,000
City of Happy Valley	A-Level Inspections	65,000
Linhart Peterson Powers	Building Official Services	75,000
Murray, Smith & Associates	Professional Engineering Services	75,000
Xerox	Photocopier Leases and Supplies	60,000

Introduced and adopted by the City Council of the City of Milwaukie, Oregon on June 17, 1997.

ATTEST:

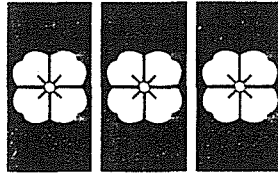
\_\_\_\_\_  
Pat DuVal, City Recorder

\_\_\_\_\_  
Craig Lomnicki, Mayor  
APPROVED AS TO FORM

O'DONNELL, RAMIS, CREW, CORRIGAN & BACHRACH

\_\_\_\_\_  
City Attorney

CITY OF



MILWAUKIE

**MEMORANDUM**

**TO:** Mayor and City Council  
**THROUGH:** Dan R. Bartlett, City Manager *DB*  
**FROM:** Angus M. Anderson, Finance Director *AM*  
**DATE:** June 17, 1997  
**RE:** Insurance Program for Fiscal Year 1997-1998

**RECOMMENDATION:**

Consider the presented recommendation of the designated Agent of Record for Property and Casualty Insurance Programs for the 1997-98 Fiscal Year:

<b><u>TYPE COVERAGE</u></b>	<b><u>CARRIER</u></b>	<b><u>COVERAGE AMOUNT</u></b>	<b><u>PREMIUM</u></b>
PROPERTY	CCIS	\$ 18,658,081	\$ 19,795
BOILER	Chubb	\$ 1,000,000 plus \$ 10,000	\$ 7,455
GENERAL LIABILITY	Northland	\$ 2,000,000 \$ 500 deductible	\$ 45,874
AUTO LIABILITY	Northland	\$ 2,000,000 \$ 500 deductible	\$ 31,476
AUTO PHYSICAL DAMAGE	Northland	Schedule Vehicles \$500 deductible	(included)
UMBRELLA LIABILITY	Northland	\$ 2,000,000	\$ 11,520
SEWER BACK UP LIABILITY	Northland	\$ 25,000/\$ 5,000	\$ 3,002
DEQ BONDS	SAFECO	\$ 1,000	\$ 100
BOND/CRIME	Continental	\$ 50,000	\$ 637
WORKERS COMPENSATION	SAIF	Statutory/\$500,000	\$108,712
<b><i>TOTAL PREMIUMS</i></b>			<b><u><u>\$228,671</u></u></b>

**BACKGROUND INFORMATION:**

The City has designated Sedgwick James of Oregon, Inc. as our Agent of Record for Property and Casualty Insurance Programs. In this capacity, they are designated as consultant to investigate available insurance markets, to secure quotations, evaluate various coverage proposals and recommend the insurance program to the City for all insurance other than employee benefit coverages.

The recommendation presented is a result of this process. This process is completed near the end of each fiscal year for the ensuing years coverage. The City is fortunate to have stable markets, low loss history and premiums which have been quite consistent for the past several years.

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 PHONE: (503) 786-7555 • FAX: (503) 652-4433

*Insurance  
Renewal  
Proposal*

*City Of Milwaukie  
1997-98*

Prepared by  
Your Sedgwick Team



**Sedgwick James of Oregon, Inc.**

111 SW Columbia  
Portland, Oregon 97201

*June, 1997*

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# INSURANCE RENEWAL PROPOSAL

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City of Milwaukie

**PREPARED BY:**

Robert H. Lilly, Senior Vice President  
Dail C. Webb, Account Executive  
Public Entity Division  
Sedgwick James of Oregon, Inc.  
111 Southwest Columbia  
Portland, Oregon 97201

*June 1997*

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**PREMIUM REVIEW**

<b>Line of Coverage</b>	<b>1996-97</b>	<b>1997-98</b>
Property	\$13,470	\$19,795
Boiler & Machinery	7,462	7,455
General Liability	38,900	45,874
Auto Liability & Physical Damage	30,000	31,476
Excess Liability	11,520	11,520
Sewer Back-up	2,994	3,002
Crime/Bonds	637	637
DEQ Bonds	200	200
Workers' Compensation	121,256	108,712
<b>Total Insurance Cost</b>	<b>\$226,439</b>	<b>\$228,671</b>

Note: Auto premiums increased due to the addition of 7 police vehicles/1 fire truck.  
Property limits have increased by \$6,765,488 from the previous policy.



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MEMORANDUM

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TO: HONORABLE MAYOR AND CITY COUNCIL  
THROUGH: DAN BARTLETT, CITY MANAGER  
FROM: CHARLENE RICHARDS, ASSISTANT CITY MANAGER *CR*  
SUBJECT: MANAGEMENT, NONREPRESENTED AND SEASONAL EMPLOYEES  
FISCAL YEAR 1997/98 SALARY SCHEDULES  
DATE: JUNE 9, 1997

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Action Recommended:

Direct, by motion, that the City Manager adopt by City Manager Directive, the attached salary schedules effective July 1, 1997, for all management, non-represented and seasonal job classifications.

Background:

In fiscal year 1995/96, the City conducted a market study to determine if City salaries were competitive. The City continued to use the 1989 Citizen Personnel Compensation Committee definition of comparable wages. The definition of comparable wage is no less than 5% below the average for our comparable cities. The comparable cities include Forest Grove, Hillsboro, Lake Oswego, Oregon City, Tigard, Tualatin, and West Linn.

The market study resulted in the need to increase salaries from three percent (3%) to up to six and one-half percent (6.5%). As a way to reduce the impact in any one fiscal year, Council approved implementation over three years. For fiscal year 1997/98, Staff recommends that half the remaining difference between 1996/97 wages and the market salary schedule be added to the current schedule and then the general increase applied. In fiscal year 1998/99, the market salary schedule would be used for all classifications.

Council approved applying a three percent (3%) general increase to the 1995/96 salary schedule for management, nonrepresented and seasonal employees. This was consistent with all collective bargaining agreements, which call for a general increase each fiscal year of no less than 3% and no more than 6% based on the previous year's Portland CPI-U average. The Portland CPI-U average for 1995 was 2.9% and is 3.5% for 1996. Staff recommends a 3.5% general increase be used to calculate fiscal year 1997/98 wages. The proposed fiscal year 1997/98 budget calculates all employee salaries based on a 3% increase.

Since fiscal year 1989/90, the Council has extended to management, non-represented and seasonal employees the same general increase as MEA/AFSCME covered employees. A 1989 Citizen Personnel Compensation Committee reviewed the City's classification and compensation systems. The Committee found that salaried employees did not consistently receive general or cost of living increases commensurate with represented employees. They strongly recommended "that salaried employees be granted general increases consistent with those awarded in the future to other City employees . . ." This was to prevent compression between union and management salary structures.

Implementation:

A market increase of one-half of the remaining difference between the market based salary and 1996/97 salary is added to the 1996/97 salary. Then a general increase of 3.5% is applied to the resultant salary for all management, non-represented and seasonal employees. This results in an 4.5% wage increase effective July 1, 1997, for all affected employees except Department Heads. The new schedule is used when merit based salary increases are approved by the City Manager during the fiscal year.

c:\council\96-97\wages97.doc

MILWAUKIE CITY HALL  
10722 SE MAIN STREET  
MILWAUKIE, OREGON 97222  
PHONE: (503) 786-7555 • FAX: (503) 652-4433



**CITY OF MILWAUKIE**  
**1997-98 PAYTABLE**

NON REPRESENTED EMPLOYEES (NON REP)

	Personnel Scale	Payroll Scale	A	B	C	D	E	F
	<b>1.0</b>	<b>11.0</b>	1,601	1,681	1,765	1,853	1,946	2,043
Library Aide I	<b>1.1</b>	<b>11.1</b>	1,626	1,707	1,792	1,882	1,976	2,075
	<b>2.0</b>	<b>12.0</b>	1,681	1,765	1,853	1,946	2,043	2,145
	<b>2.1</b>	<b>12.1</b>	1,707	1,792	1,882	1,976	2,075	2,179
	<b>3.0</b>	<b>13.0</b>	1,765	1,853	1,946	2,043	2,145	2,252
	<b>3.1</b>	<b>13.1</b>	1,792	1,882	1,976	2,075	2,179	2,288
	<b>4.0</b>	<b>14.0</b>	1,853	1,946	2,043	2,145	2,252	2,365
	<b>4.1</b>	<b>14.1</b>	1,882	1,976	2,075	2,179	2,288	2,402
Office Assistant	<b>5.0</b>	<b>15.0</b>	1,946	2,043	2,145	2,252	2,365	2,483
	<b>5.1</b>	<b>15.1</b>	1,976	2,075	2,179	2,288	2,402	2,522
	<b>6.0</b>	<b>16.0</b>	2,043	2,145	2,252	2,365	2,483	2,607
	<b>6.1</b>	<b>16.1</b>	2,075	2,179	2,288	2,402	2,522	2,648
	<b>7.0</b>	<b>17.0</b>	2,145	2,252	2,365	2,483	2,607	2,737
Human Resources Assistant	<b>7.1</b>	<b>17.1</b>	2,179	2,288	2,402	2,522	2,648	2,780
	<b>8.0</b>	<b>18.0</b>	2,252	2,365	2,483	2,607	2,737	2,874
	<b>8.1</b>	<b>18.1</b>	2,288	2,402	2,522	2,648	2,780	2,919
	<b>9.0</b>	<b>19.0</b>	2,365	2,483	2,607	2,737	2,874	3,018
	<b>9.1</b>	<b>19.1</b>	2,402	2,522	2,648	2,780	2,919	3,065
	<b>10.0</b>	<b>20.0</b>	2,483	2,607	2,737	2,874	3,018	3,169
Library Assistant	<b>10.1</b>	<b>20.1</b>	2,522	2,648	2,780	2,919	3,065	3,218
	<b>11.0</b>	<b>21.0</b>	2,607	2,737	2,874	3,018	3,169	3,327
	<b>11.1</b>	<b>21.1</b>	2,648	2,780	2,919	3,065	3,218	3,379
	<b>12.0</b>	<b>22.0</b>	2,737	2,874	3,018	3,169	3,327	3,493
	<b>12.1</b>	<b>22.1</b>	2,780	2,919	3,065	3,218	3,379	3,548
	<b>13.0</b>	<b>23.0</b>	2,874	3,018	3,169	3,327	3,493	3,668
	<b>13.1</b>	<b>23.1</b>	2,919	3,065	3,218	3,379	3,548	3,725
	<b>14.0</b>	<b>24.0</b>	3,018	3,169	3,327	3,493	3,668	3,851
	<b>14.1</b>	<b>24.1</b>	3,065	3,218	3,379	3,548	3,725	3,911
Operations Supervisor	<b>15.0</b>	<b>25.0</b>	3,169	3,327	3,493	3,668	3,851	4,044
	<b>15.1</b>	<b>25.1</b>	3,218	3,379	3,548	3,725	3,911	4,107
	<b>16.0</b>	<b>26.0</b>	3,327	3,493	3,668	3,851	4,044	4,246
Sr Librarian/Dspth Supvr/Facilities & Fleet Mgr	<b>16.1</b>	<b>26.1</b>	3,379	3,548	3,725	3,911	4,107	4,312
	<b>17.0</b>	<b>27.0</b>	3,493	3,668	3,851	4,044	4,246	4,458
Detective Sergeant/Building Official	<b>17.1</b>	<b>27.1</b>	3,548	3,725	3,911	4,107	4,312	4,528
	<b>18.0</b>	<b>28.0</b>	3,668	3,851	4,044	4,246	4,458	4,681
Info Svstems Mgr/Police Captain	<b>18.1</b>	<b>28.1</b>	3,725	3,911	4,107	4,312	4,528	4,754
	<b>19.0</b>	<b>29.0</b>	3,851	4,044	4,246	4,458	4,681	4,915
PIM-City Recorder/Neighborhood Services Coordinator	<b>19.1</b>	<b>29.1</b>	3,911	4,107	4,312	4,528	4,754	4,992
	<b>20.0</b>	<b>30.0</b>	4,044	4,246	4,458	4,681	4,915	5,161
	<b>20.1</b>	<b>30.1</b>	4,107	4,312	4,528	4,754	4,992	5,242

CITY OF MILWAUKIE  
1997-98 *PAYTABLE*

SEASONAL EMPLOYEES (SEASON)

    Laborer/Clerical Aide \*

    Crew Leader

Personnel Scale	Payroll Scale	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>
	<b>90.0</b>	1,131	1,188	1,247	1,309	1,374	1,443
	<b>90.1</b>	1,113	1,169	1,227	1,288	1,352	1,420
	<b>91.0</b>	1,188	1,247	1,309	1,374	1,443	1,515
	<b>91.1</b>	1,169	1,227	1,288	1,352	1,420	1,491

# Minutes

# PARB Park & Recreation Board

May 5, 1997  
7:00 PM to 8:18 PM  
City Hall

Second Floor Conference Room

**Type of meeting:** Regular

**Attendees:** Tracy Cook, Jeff Marshall, Dave Murray, Sandy Peckover

**Excused:** Jonathan Newman

**Guests:** Rob Kappa, City Councilor, and Sharon Van Horn, Chair, Ardenwald/Johnson Creek NA

**Please read:** Minutes of 4/7/97, NA Officers, Resolution No. 6-1997, Land Aquisition Request form

Check the Minutes & NA meeting dates and times for your NA presentation assignment

## Agenda Topics

Call to Order at 7:03 PM by Jeff Marshall.

### Minutes from April 7, 1997 Meeting

Discussion: Thom Kaffun requested the minutes be revised to reflect the Park District budget at two million dollars.

Conclusions: David Murray moved and Sandy Peckover seconded the motion to approve the minutes as amended. Passed unanimously.

Action items:	Person responsible:	Deadline:
Revise minutes and distribute to City Council	Charlene Richards	5/20/97

### Special Presentation on Milwaukie Junior High School Site – Sharon Van Horn, Chair, Ardenwald/Johnson Creek NA

Discussion: Ms. Van Horn read a letter from her to the School District. The letter discussed concern over using the site for a complex of over 90 units. She wanted the City to look at options for the best use of the property before a decision was made. She stated that she would be going before the North Clackamas School District Board next week (5/15). Ms. Van Horn requested a motion of support from the PARB. She stated that the School District wants to sale the school and land. Rob Kappa, City Councilor, stated that the Regional Center Steering Committee has looked at the Milwaukie Junior High School site with a concept of open space. No consensus was reached as to what that would mean. Ms. Van Horn stated that the NDA chairs were meeting on the 10<sup>th</sup> of May to discuss the site. Dave Murray discussed the long-term value of keeping such property in the public domain.

Conclusions: David Murray moved and Jeff Marshall seconded the motion to “authorize the Chair of the PARB to send a letter to the Community Development Director, Planning Commission, North Clackamas Parks and Recreation District, City Council, and North Clackamas School District to recommend that Milwaukie Junior High School and site be kept for a public purpose, such as a community center and park. The motion was unanimously approved.

Action items:	Person responsible:	Deadline:
Draft and send letter to above mentioned parties.	Charlene Richards/Jeff Marshall	5/9/97

**NCPRD Update (Budget, Water Tower Master Plan, Skateboard Park proposal, Rose Garden, etc.) -- Thom Kaffun**

**Discussion:**

Water Tower Master Plan -- The last public meeting will be held May 13, 1997, at the Ardenwald NDA meeting.

Rose Garden -- The irrigation bid is in. This weekend apprentices will complete the flat work; next pour the sidewalks; and, in June, order the bricks.

Furnberg Park -- Phase 1 will start and be completed before June 30, 1977.

Skateboard Park -- No progress to report.

Metro Grant -- Start in August.

Jeff Marshall noted that the Safeway building was for lease. It could be a possible skateboard park and community center.

**Review Neighborhood Association presentations of Acquisition Request Form -- PARB**

**Discussion:** Jeff Marshall took the form to the Coalition of NDA Land-Use committees meeting on April 27, 1997. Five of the NDAs were present. Jeff presented the form. Only Island Station and Lake Road NDA were not present.

**Review Priorities #4 and #5 for Work Plans -- Jeff Marshall**

**Discussion:** Thom Kaffun reported that NCPRD staff is looking into an ad or brief summary of programs and logo for publication in the Clackamas Review.

**Conclusions:** Want each Land-Use chair to receive a copy of the large map of Milwaukie with parks located on it. Tabled discussion of priority #4 until next month. Will ask Jonathan Newman to take on being the representative from the PARB to pull together a coalition of interested parties for the skateboard park (youth activities). Priority #5 assignments are carried forward to next month.

Action items:	Person responsible:	Deadline:
Large map of City designating parks to be given to each Land-Use chair.	Charlene Richards	
Send Debra Fairley schedule of deadlines for receipt of articles for publication in the City's PILOT & # of inserts needed for utility billings	Charlene Richards	6/2/97
Signage for future park sites -- Check on availability of community service workers for signs.	Charlene Richards	6/2/97

**Other Business -- PARB/Staff**

**Discussion:** Charlene Richards discussed a memorandum from her to the PARB about an anonymous telephone call she received from a citizen concerned about no neighborhood park in Hector Campbell neighborhood, cost of admission to the Aquatic Park, and the future use of the Milwaukie Junior High School site including the pool.

**Conclusions:** Staff will add to the agenda an open period for public comment.

Action items:	Person responsible:	Deadline:
Junior High School pool update	Thom Kaffun	6/2/97
Revise Agenda	Charlene Richards	6/2/97

**Next Meeting -- Jeff Marshall**

**Conclusions:** Discuss whether or not will take a summer hiatus and when and what to present in a Council Worksession regarding PARB work plan.

Action items:	Person responsible:	Deadline:
Add items to the agenda	Charlene Richards	6/2/97

Adjourned at 8:18 PM.

**Resource persons:** Charlene Richards, City of Milwaukie, and Thom Kaffun, NCPRD

CITY OF MILWAUKIE  
PLANNING COMMISSION MINUTES  
TUESDAY, MAY 27, 1997

COMMISSIONERS PRESENT

Michael Smith, Chair  
Bryan Cosgrove  
Tim Havel  
Terry LaRocque

COMMISSIONERS ABSENT

Pat Lent  
Chuck Stoudt

STAFF PRESENT

Maggie Collins,  
Com. Dev. Dir.  
Dan Pava,  
Senior Planner  
Shirley Richardson,  
Hearings Reporter

1.0 CALL TO ORDER

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

2.0 PROCEDURAL QUESTIONS -- None.

3.0 CONSENT AGENDA

3.1 Planning Commission Minutes -- April 22, 1997

**Tim Havel** moved to approve the minutes of April 22, 1997, as corrected. **Terry LaRocque** seconded. MOTION CARRIED 3-0 with one abstention. Chair Smith was not at that meeting.

The minutes of April 8, 1997, were continued until the next meeting.

4.0 PUBLIC COMMENT -- None.

5.0 PUBLIC HEARINGS -- None

5.1 Applicant: City of Milwaukie  
Property Owner: N/A  
Location: N/A  
Proposal: Comprehensive Plan Amendment to approve adoption of the  
Transportation System Plan (TSP)

File Number: CPA-96-01

**Chair Smith** opened the public hearing on File Number CPA-96-01, the Transportation System Plan (TSP). He then explained the hearing format. He asked if there were any conflicts of interest or ex-parte contacts to declare. There were none. No one in the audience challenged the impartiality of any Commission member or the jurisdiction of the Planning Commission to hear this matter.

#### STAFF REPORT

**Dan Pava** reviewed the Staff Report with the Commissioners. The Planning Commission is being asked to approve this draft and make a recommendation to City Council for the adoption of the final draft of the Transportation System Plan (TSP) as an ancillary document to the Milwaukie Comprehensive Plan.

**Mr. Pava** spoke about the Finding Section because the background, overview, and summary of the plan was reviewed at the Commission Worksession on April 8, 1997. All Comprehensive Plan amendments are subject to the criteria that are found in Chapter 2 of the Milwaukie Comprehensive Plan and Section 1011.5 of the Milwaukie Zoning Ordinance.

**Mr. Pava** summarized the seven Findings of Fact that were part of the Staff Report to support a recommendation for by the Planning Commission.

Finding 1 CPA-96-01 is a legislative action that has been prepared in accordance with provisions of Section 1011.5 of the Milwaukie Zoning Ordinance.

Finding 2 This Plan draft has been evaluated in accordance with the criteria that are set forth under Policy 7, Objective 1, from Chapter 2 of the Milwaukie Comprehensive Plan, specifically detailed in findings 3 through 7.

Finding 3 The Plan Addresses conformance with the Comprehensive Plan goals, policies and spirit and provides for a coherent and predictable extension of transportation improvements in accordance with the Comprehensive Plan, specifically policies found throughout the Plan in Chapters 3, 4, 5, and 6.

Finding 4 This is the first time that the City of Milwaukie has completed a comprehensive multi-modal transportation plan that identifies and addresses all

CITY OF MILWAUKIE PLANNING COMMISSION  
MINUTES OF MAY 27, 1997  
PAGE 3

transportation system needs for a twenty year period. In the past, the focus has been on automobile transportation. This draft addresses the public need for change by including other modes of transportation such as , bicycling, walking, and transit. An in-depth, existing and future conditions analysis has been completed and the Plan is consistent with current State mandates.

Finding 5 The Plan provides policy framework and identifies project improvements to satisfy the public's need for a balanced, diverse, safe, and accessible transportation system. The TSP was accomplished through extensive research and public participation.

Finding 6 Changes caused by the TSP will not adversely affect the health, safety, and welfare of the community.

Finding 7 The TSP changes are in conformance with applicable Statewide Planning Goals; Goal One, Citizen Involvement and Goal Twelve, Transportation.

Based on these seven findings, staff suggests that the Planning Commission make a recommendation to City Council for the adoption of CPA-96-01, Transportation System Plan as an ancillary document to the Comprehensive Plan replacing the Transportation Goals, Objectives, and Policies found in Chapter 5 with the text in Chapter 8 of the TSP.

**Dan Pava** handed out a memo that he asked to be entered into the record. The seven summary points in his memo provide an overview of comments made by Council at their worksession on May 20th. City Council has requested that a final worksession be held on June 17, 1997, at 4:00 p.m., prior to the scheduled public hearing on this issue.

**Dan Pava** also entered into the record the TSP draft ordinance for final Commission review. Staff proposes that this be the ordinance that the Council will use to adopt the TSP as an ancillary document, and to replace parts of Chapter 5 with Chapter 8 of the new Plan.

**Chair Smith** asked how long staff has been working on this project. **Maggie Collins** stated that Staff was at draft review stage a year ago. Planning staff changes had delayed the completion of the project.

**Chair Smith** asked if any additional correspondence had been received by Staff?  
**Dan Pava** stated that he has had contact with the public and on-going correspondence with the City Engineer in the Public Works Department. He introduced Jim Brink, Director of Public Works. Mr. Brink is here tonight to answer questions from the Commission.

**Tim Havel** asked what issues will be addressed at the continued worksession? How will this change the draft Plan? He would like to see a plan before he makes final comments. **Maggie Collins** explained that this public hearing is the last chance for Commissioner comments. There will be more discussion at the City Council hearing.

**Bryan Cosgrove** voiced concerns about King Road being designated a truck route; there are a school and new apartments in this area. **Dan Pava** stated most of the apartments are east of Linwood and outside Milwaukie city limits. At Council's worksession discussion on the truck routes, there was not a unanimous recommendation for change near the school. Opinions differed as to the designation of the entire lane as a truck route.

**Bryan Cosgrove** stated that he does not support designating the section of King Road by Wichita School as a truck route, because of the children in the area.

TESTIMONY IN FAVOR OF THE APPLICATION -- None.

#### QUESTIONS OR COMMENTS

Speaking: David Aschenbrenner, 11505 SE Home Avenue

**Mr. Aschenbrenner** had questions about the designation of Home Avenue as a collector street. There are no plans for upgrading the street or making any changes. According to the guidelines for collector streets, the width of the street and most of Home Avenue do not qualify. The two travel lanes are only 20 feet wide as opposed to 22 feet needed as indicated in Figure 6-4. He stated that he lives very close to that 2 foot shortage and is concerned about his front yard. There is a lot of pedestrian traffic, children, and bicycles on this road and there are no provisions for improvements to this "collector" street in the Plan at all.

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MINUTES OF MAY 27, 1997  
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**Mr. Aschenbrenner** stated that he understands that this is the only through street between King Road and Railroad Avenue. If Home Avenue must be used in this manner, he would like to see some sort of traffic calming to help slow down the traffic. Because speeding is a problem now, the calming will benefit the street until the Plan is put into effect and improvements to a collector level are done.

**Mr. Aschenbrenner** noted that only this evening did he become aware of a proposed Walkway Master Plan. There is no room on Home Avenue for a walkway. There is only a street and shoulder on this road. He is in favor of a walkway, but there are no plans, to his knowledge, for doing anything on Home Avenue.

**Maggie Collins** stated that some streets have plenty of right-of-way that is currently being used by property owners as front yards. A study was done of what is paved and what is actual right-of-way. Staff will review the right-of-way issue to assure that the information is correct as stated in the Staff Report. Traffic levels on Home Avenue over time are expected to get as high as a collector level street; but traffic volume is not at collector level at this time.

**Terry LaRocque** stated that one of the purposes of designating all of these roads is to alert those who are developing, that no plans can be made on land that is dedicated right-of-way.

**Dan Pava** cited a policy under Streets Goal Statement 2 (Page 8-10), "Collectors serve residential neighborhoods...Neighborhood traffic management strategies can be appropriate for use on collectors in residential areas..." The Transportation System Plan recognizes the concern and has revised policies.

TESTIMONY IN OPPOSITION OF THE APPLICATION

Speaking: Julie Wisner, 3325 SE Wister Street, Milwaukie

**Ms. Wisner** informed the Commission that she has been on traffic safety boards since 1994; a member of the Roads Working Group, 1995; and is a current member of the Regional Center Transportation Working Group. She received a copy of the TSP Plan in November, 1995, and has reviewed it thoroughly.

**Ms. Wisner** cited from the Milwaukie Mission Statement, "...a livable, safe environment, including preservation and enhancement of both built and physical environments..." She

CITY OF MILWAUKIE PLANNING COMMISSION

MINUTES OF MAY 27, 1997

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has been concerned about neighborhood livability for a long time. She has some concerns about the TSP.

**Ms. Wisner** stated that she lives on 34th Avenue and Wister. Neither 34th Avenue nor 35th Avenue are collectors. The new definition of a collector allows up to 10,000 cars trips per day. The old definition did not encourage connectivity because it would result in through traffic. Now, 34th Avenue has become an on-and-off ramp for Highway 224.

**Ms. Wisner** reported that she was involved in the traffic calming measures on 34th Avenue and as a result, was asked to join the Traffic Safety and Transportation Board. The 34th Avenue Task Force and the Traffic Safety and Transportation Board installed the 22-foot speed bumps that are on 34th Avenue today. The speed bumps do work; they have done good things to increase neighborhood livability.

She voiced concern about streets on the list of collectors; Washington Street, Home Avenue, 34th Avenue, Stanley Avenue, 42nd Avenue, 43rd Avenue, Jackson Street, Monroe Street, and the residential portion of 32nd Avenue (Harvey Street north). It is her contention that these are residential streets. Regional planning is concerned with moving cars through streets with no regard to the people who live on those streets. Some of these streets, if widened, will result in street pavement right up to front porches, she said. Widening should not be done; these streets should be categorized as neighborhood streets.

**Ms. Wisner** stated that a report from Tom Lancaster, Traffic Engineer, who studied 34th Avenue prior to the speed bumps, indicates that a collector street is intended to carry local traffic within a neighborhood. A low percentage of through traffic is expected; high percentages would be appropriate for major or minor arterials.

The through traffic percentage on 34th Avenue appears to be higher than what is expected for a collector. The through traffic has ruined livability. Livability has increased on 34th Avenue through a neighborhood traffic management program which has decreased the speeds.

The TSP indicates that 34th Avenue and other collectors will be carrying more than 5,000 cars a day, making the street unlivable. There are alignment problems that are not typical of a collector street. The most notable is at 34th Avenue near Wister Street. Site distance causes safety concerns. It is not appropriate to encourage through-type regional traffic up to 10,000 cars per day; the street should be classified as residential.

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**Ms. Wisner** read a piece from a report from a traffic calming seminar she attended. "Obviously, if all else were equal, most people with a choice between living on a high-volume and/or high speed street, or quieter street, would likely choose the quieter street, and they do choose this way. As a result, people with less choice reside on streets with poor environments, people with little choice, living in harder environments, will care less for their surroundings and inevitably the neighborhood will deteriorate. As the neighborhood deteriorates, people with less and less choice replace the people leaving and a variety of social problems begin. This trend causes property values to drop and eventually leads to ghettos in essential areas. The bottom line is that high volume, fast-traffic streets create a second-class environment for the residences along it. People with choices move out. What is often not discussed, when it comes to making choices, is that drivers passing through the neighborhood also have choices. In fact, the driver has more choices than the residents. The residents are limited to the choice of moving or putting up with the traffic. If he puts up with the traffic, he suffers a lower quality of life. If he moves, people with less choice replace him and in turn, suffer either way and the neighborhood suffers also. The driver has the same choice in that he/she can move his/her residence closer to work, for example. Then the driver would not have to drive pass the residents any more. The driver could carpool with other drivers to reduce the intrusion. The driver could not make the trip. The driver could take the bus, walk, ride a bike. The driver could take an alternate route where there are no residences, though these are very rare. The driver can drive slower and not perceived as being so dangerous; therefore, when it comes to an argument of choices, the travelers have a great deal more choices than the residents."

**Ms. Wisner** stated that traffic can be moved around the established neighborhood. It can be moved around and out of the neighborhoods, instead of through them. The residents cannot be moved; you cannot move the homes. Their neighborhood has had an increase of 1,500 more cars a day since the opening of the Milwaukie Marketplace. People are moving out, selling their homes. These homes are becoming rentals. The face of the street is changing. She hopes that the livability will come back as more traffic calming is in place.

**Ms. Wisner** noted that the Traffic Safety Commission was renamed to Traffic Safety and Transportation Board. It is her understanding that the City Council changed the name to refocus their efforts to the Transportation System Plan. She asked that the Planning Commission not adopt the TSP and not review it any further until the Traffic Safety and Transportation Board (TSTB) has reconvened and has made recommendations.

CITY OF MILWAUKIE PLANNING COMMISSION

MINUTES OF MAY 27, 1997

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This committee was dismembered and the chair was not reappointed. A very important voice has been silenced in the Milwaukie citizen review process. It is important that this commission be put back together to finish their task.

**Ms. Wisner** stated that neighborhood petitions will be presented to City Council for review and consideration before a final decision. The petitions request that Washington Street, Home Avenue, 34th Avenue, Stanley Avenue, Monroe Street, and 32nd Avenue be classified as neighborhood streets. She read the petition to the Commission, "We the undersigned residents of (name of street) oppose any change to the present definition of collector street. The new definition of collector street is outlined in the draft Transportation System Plan would allow (name of street) to carry up to 10,000 car trips per day. That's using this residential street to carry regional traffic. Instead of protecting the livability of our established neighborhoods, the City is attempting to increase the impacts of regional traffic on residential streets. These accepted regional traffic impacts on residential streets will destroy livability and compromise safety of residents. Collector streets presently in Milwaukie are residential in nature. As residential streets, it is imperative that livability is maintained and enhanced to assure long-term viability of Milwaukie neighborhoods. To classify (name of street) as anything but a neighborhood street as outlined in the draft Transportation System Plan is a dereliction of duty by the City Council and the City of Milwaukie."

**Ms. Wisner** asked that where ever it says "collector" or "neighborhood streets," in Chapter 9 of the Plan, "residential" should preference it. "Neighborhood traffic management." and "collector streets" shall be considered with the same weight as a neighborhood street or local street. These are the streets with most of the problems; they need solutions. Portland has a neighborhood traffic management program which targets collector streets; Milwaukie could do the same. The residential streets of Milwaukie are not appropriate for the capacities proposed. The City has a core that is degenerating.

**Ms. Wisner** stated that she feels the process is being violated by not including formal comments from the TSTB; thereby passing over the citizens. She stated that the TSP revolves around light rail. The citizens of Milwaukie did not pursue this regional designation; they did not go after Metro. She stated that she is a third generation resident; her family has been here since 1906. She has seen a lot of change; not all change is progress. People live in Milwaukie for the large lots and single-family dwellings. Anything that falls within a quarter of a mile of light rail becomes 50-units per acre. She feels that the City's character will suffer if this Plan is adopted in its present form. The

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streets that are designated as collectors should be changed to residential; thereby increasing livability and protecting the residential character of the neighborhood.

**Ms. Wisner** concluded by asking that 32nd Avenue and 33rd Avenue, which are dead-end streets, be opened up to Lake Road to facilitate better circulation within the neighborhood. This will alleviate some of the burden on 34th Avenue.

**Bryan Cosgrove** asked if the TSTB will be convened. **Maggie Collins** stated that the TSTB was not disbanded; there were problems with quorums. City Council is aware of the petitions proposed. From this point on, City Council will make the decisions.

It was asked how the list for the collector streets was developed? **Maggie Collins** reported that traffic modeling was done throughout the study area. The study area is larger than the city limits. The estimated increase in growth in the region established a pattern of what could be expected as increased traffic on these streets. Staff had a technical consultant review the information and respond with what would happen if all of the proposed collector streets were removed from traffic circulation. Also, what would happen to the designation of these streets if traffic calmers are installed.

Speaking: Sharon VanHorn, 3011 SE Balfour, Milwaukie

**Ms. VanHorn** stated that she agrees that the TSTB should be reformed to continue the study on the TSP.

She stated that she would like to see 32nd Avenue returned to a neighborhood street. The Plan states that a collector, under "special conditions," may get traffic calming. She asked who is establishing these special conditions and what are the special conditions for traffic calming?

**Ms. VanHorn** stated that 32nd Avenue is her only way to get off of Balfour Street where she lives. If there are 10,000 vehicles on this street, she will never get through. There are numerous children who cross 32nd Avenue to get to Ardenwald School and she has been working on getting traffic calming on this street for over two years. She has also been working on getting traffic calming devices on Johnson Creek Boulevard, Tacoma Street, and 32nd Avenue. Safety of the kids is very important; they have already had a casualty.

**Chair Smith** asked Dan Pava, if this street did reach 10,000 cars a day, and children had to cross, wouldn't cross-walks be installed? **Dan Pava** stated that traffic calming has already begun with the bright yellow signs.

**Jim Brink** indicated that there are two issues involved here; school zones and intersections. Most of the crosswalks are inside the school zone area along 32nd Avenue. The other issue is what happens at the intersections in school zones. Primarily, the level of service at the intersections of Harrison Street and Johnson Creek Blvd will deteriorate. At 10,000 vehicles a day, there will need to be an improvement at intersections (turn lanes, etc) in this area.

At this point in time there are limited options because the right-of-way is entirely used and there are no plans to purchase additional right-of-way. The choices available to the City at this point would be to increase speeding enforcement; recommend a traffic calming program be put into effect; and provide some type of physical feature, which would be built into the roadway, to keep speeds down.

**Dan Pava** stated that, with the exception of Jackson Street, all the streets mentioned are currently designated as collector streets. Staff's contention is that collector streets will be more specifically defined in the TSP than previously designated.

Speaking: Susan Stone, 9212 SE 32nd Avenue, Milwaukie

**Ms. Stone** stated that she is the former chair of the TSTB and currently a member of the Ardenwald/Johnson Creek Neighborhood Association. She was involved with the Transportation System Plan when it was first revised. She has read the document and has commented on it in the past.

**Ms. Stone** stated that she is very concerned about livability. The TSP focus is on connectivity, not livability. Livability is rarely mentioned in this document. Vehicles, not people, are given first priority. It is time to honor our neighborhoods and the people who live here. The TSP is a document that should reflect City commitment to protect livability and enhancement of the neighborhoods. Livability is a part of the City statement and Council goals. Livability should be defined in the TSP and listed as a goal statement in the introductory chapter. She suggested language for the goal, "...we have a commitment to protect and enhance the livability of existing neighborhoods in Milwaukie."

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The proposed street classifications as collectors do not protect livability of the residential neighborhood streets. The proposed collectors are residential in nature. The TSP is focusing on connectivity and moving of vehicular traffic. She suggested that the Commission retain the current definition of collector and not allow residential collectors to carry upwards of 10,000 car/average daily traffic.

**Ms. Stone** read the current definition to the Commission, "Collectors serve internal traffic within areas having a single land use pattern. Collector streets carry local traffic within a neighborhood area; they carry local traffic from the local street to the minor and major arterial network or to schools, local shopping centers and other local streets within the neighborhood. Local public transit may use collector streets."

**Ms. Stone** stated that it is written in the draft, "...where collectors exist in residential areas, measures such as neighborhood traffic management may be used to maintain the neighborhood character and livability throughout. This should be judged on a case-by-case basis." She suggested rewording this statement to reflect a commitment to protect these streets that are going to bear the brunt of all of the traffic, "where collectors exist in residential areas, measures such as neighborhood traffic management shall be implemented to protect the neighborhood character and livability of these neighborhood streets." The statement, "...this should be judged on a case-by-case basis..." should be eliminated.

Neighborhood collectors are important for connectivity and also important because real people live on these streets. A lot of the frontage on these streets get full impact from noisy, dangerous traffic that is not environmentally conducive to livability. If the traffic volumes increase as projected in the TSP, people will move out, the homes will become rentals, and slums will develop in Milwaukie.

**Ms. Stone** noted that in Chapter 6, Page 4, "regionally significant routes" carry 10,000 or more vehicles per day, and Chapter 6, Page 6, "collectors" carry up to 10,000 car trips per day. Why are these streets carrying the same volume of traffic as regional roads?

**Ms. Stone** voiced concern over the fact that some residential areas, such as Lake Road from Oatfield west to downtown Milwaukie are defined as regionally significant routes. The proposed collectors are supposed to have a third lane for turning; there is no room for this third lane. She asked if the residents along Lake Road are going to be eligible for neighborhood traffic management under the TSP.

There are various places in the TSP document that need changes to reflect neighborhood traffic management on collector streets is an option. Chapter 9, pages 7 and 8; Chapter 6, page 12; and Table 6.7 make reference to neighborhood street traffic management, but the streets should be called "residential" and "local neighborhood" streets.

**Ms. Stone** stated that she is concerned about truck routes in Milwaukie. The residential streets now carry a significant amount of truck traffic. She would like to see designated truck routes for Milwaukie. There is a need for some trucks to visit residential areas for small businesses, but general truck traffic should be limited.

In Chapter 7, page 4, collector streets should be added to. "...The city should strongly encourage these companies to have their drivers follow preferred truck routes and not travel neighborhood (add "collector,") and local streets." In Chapter 9, on page 7, collector and local streets should be included with neighborhood streets and reference to all of the streets should be "residential." This will help the issue of livability.

**Ms. Stone** stated that she believes that the TSTB input and formal comment is necessary before this document is finally adopted. The TSTB should be reconvened if only to consider the issue of the TSP. If Council does adopt without TSTB input, it would preclude the process.

**Ms. Stone** stated that the Commission has until December 31st to adopt this document and asked why there is such pressure to adopt the Plan by June 17th? She stated that she too wondered why the TSTB was not reformed and when she asked publicly in a worksession she was told, "It is not our policy to give you a reason."

#### ADDITIONAL COMMENTS FROM STAFF

**Maggie Collins** stated that defining "livability" and "neighborhood" is difficult. Linking them to technical definitions that have been chosen for neighborhood and collector streets was a difficult conclusion. It is Staff's intention to comply with Goal 12 and the Transportation Planning Rule requirement for a multi-modal plan. For the first time, Milwaukie has a plan that includes walkways, bikeways, and some kind of differentiation between major and minor truck routes. There are still issues about definition of these streets to be worked out. The plan does make a big deal about connectivity.

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She stated that there is hope that traffic management and calming system programs and guidance will be developed so that traffic circulation can work efficiently. The Plan needs to be adopted so that issues and policies can be further developed. Pages 8-12 and 8-13 include the policy proposals for traffic calming. This will be the mechanism used for dealing with people's true concerns about traffic. A neighborhood traffic program will be available through the Public Works Department to work with people who have concerns about neighborhood traffic. This program tie-in is appropriate for a level of implementation that is outside this Plan adoption.

**Dan Pava** stated that in Chapter 9, the first paragraph, livability is addressed; it is a goal. This Plan comes a long way in implementing livability. He suggested that a form could be added to the TSP for people to voice issues and concerns. This form could be returned to the Community Development or Public Works Department.

**Terry LaRoque** asked for clarification on the timing and scheduling of the TSP. **Maggie Collins** stated that the Grant deadline for a draft was May, 1996. The commitment made to City Council for that draft was December, 1996. Due to staffing and events, and after public review, the November draft was sent to several affected parties and comments were collected. This document represents the final draft of the Transportation Systems Plan. There is no December 31st, 1997 deadline. The Council would like to have the adoption done so that it occurs before completion of the Regional Transportation Plan. The Regional Transportation Plan is slated for adoption this December.

## DELIBERATION AMONG COMMISSIONERS

**Bryan Cosgrove** commended those who testified on the quality of their input. He asked Staff if there was any evidence to make the connection of livability being decreased by traffic volumes and speed. He does not agree with this statement. He does not agree with the argument that the Plan only addresses vehicular traffic. He feels the Plan addresses walking, cycling, and auto transportation and does a good job.

Milwaukie has the responsibility to work for both the region and the City of Milwaukie. These are only designations; traffic is going to go where it goes. The best suggestion he has heard is the implementation of neighborhood traffic management. This may be the most feasible way to make streets livable and safety for pedestrians, cyclists, and automobiles. As long as there are sidewalks, traffic calming issues being addressed, an active enforcement of speed limits, and neighborhood associations to deal with these issues, there will be no decreased livability.

**Tim Havel** stated that he agrees that if the City does not designate certain streets to carry traffic, Milwaukie will become unlivable because it will force traffic throughout the City. We should be able to construct streets that handle the traffic appropriately and protect pedestrians and homeowners. As far as the comments regarding rentals versus/slums, he has rental neighbors all around him and they are very good neighbors. Diversity of housing is essential to a healthy environment. Equating streets to causing slums is not a good comparison.

**Tim Havel** asked how the 10,000 trips per day upper limit for collectors was determined and by whom? **Maggie Collins** stated that an analysis was done to certain traffic patterns that produced a model for the designation of the streets.

**Tim Havel** stated that the overall Plan does a good job in laying down the foundation for good multi-modal circulation for the city.

**Terry LaRocque** stated that one of the big problems is connectivity. In the '50's, '60's and 70's there was a trend to build cul-de-sacs. This Plan has the best connectivity approach possible and provides a good demonstration of Milwaukie's willingness to participate as a member of the region.

**Tim Havel** stated there are certain streets that are not expandable to an improved collector street. He asked what criteria would be used to address these streets? **Maggie Collins** stated that if the streets cannot be improved to the dimension required by the designation, it would be reconsidered; or, there could be a variance to the street width or proposal. It may be that following the adoption of this document, the Zoning Ordinance and Subdivision Ordinance will be reviewed for consistency.

**Chair Smith** stated that he concurs with the other commissioners that this is a good Plan. He does not feel that extending the review and comment period would do much good. There will be opportunity for comments at Council's public hearing. He is encouraged that there is a mechanism for neighborhoods to address these issues.

**Bryan Cosgrove** moved to approve Case File Number CPA-96-01, the final draft of the Transportation System Plan, and recommend to City Council the adoption of the Plan as an ancillary document to the Comprehensive Plan based on Findings 1-7 in the Staff Report. **Terry LaRocque** seconded. MOTION CARRIED 4-0.

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6.0 WORKSESSIONS -- None

7.0 DISCUSSION ITEMS

7.1 ZORO Worksession

**Maggie Collins** reported that the ZORO joint worksession with Lennertz & Coyle on June 17, 1997, has been canceled. There will be a return report presentation and draft at the June 10th Planning Commission meeting. At that time, the Commission will be asked to help by completing a questionnaire. Responses to this questionnaire will be accepted by the Community Development Department up to June 17th.

**Maggie Collins** explained that the consultant from Lennertz & Coyle has met with the development community and received comments from interested developers, both at the meeting on May 1, 1997, and afterwards in written form. A questionnaire has been developed which addresses important issues related to "smart development" in Milwaukie. Prior to preparation of final report, Lennertz and Coyle is looking for specific responses to these questions from the Planning Commission. This questionnaire with supporting documentation and conceptual drawings will be compiled into a report. The Commissioners were asked to review and forward their responses in writing to Stacy Lawson.

7.2 Changes in Commission Meetings for June

**Maggie Collins** stated that the June 10th meeting will include a second ZORO discussion. There will be City Council Regional Center Steering Committee Meeting Monday, June 16th at 6:00 p.m. at the PSB. The June 24th Planning Commission meeting will be at 6:00 p.m. and will possibly include a Natural Resource Overlay Review. Afterwards there will be a City Council Regional Center Master Plan meeting.

7.3 MDDA Liaison at Planning Commission Meetings

**Maggie Collins** reported that it has been suggested that the Commission request a MDDA liaison to work through the proposals and review the process of the Regional Center Master Plan. It was the unanimous recommendation that if City

Council approves, the Planning Commission will be happy to invite a MDDA liaison to all of the meetings.

- 7.4 Town Lake Estates Condominium Association/Korean Church on 27th Avenue and Willow Street.

**Dan Pava** stated that the Korean Church conflicts have been resolved to the satisfaction of the Town Lake neighborhood and that an agreement has been signed by both parties regarding the livability concerns raised at the April 22, 1997, public hearing.

- 7.5 Future of Junior High Site

**Maggie Collins** submitted two letters Staff had received on the future of the Milwaukie Junior High site. **Bryan Cosgrove** suggested creating a form letter to answer this and future inquiries.

**Maggie Collins** reported that one of the Council goals is to initiate appropriate advanced planning on specified public sites. The ideas for the development of this site range from do-nothing to elaborate remodeling. She suggested that the Planning Commission be the repository for planing ideas. When City Council requests input from the Commission, background information will be compiled.

**Bryan Cosgrove** recommended putting a small informational article about the site in the City newsletter and maybe a flyer that could be sent out to the community and neighborhood associations.

**Chair Smith** suggested a form letter from the Planning Commission, "On behalf of the Planning Commission, I am directed to thank you for your input and comments. They have been reviewed and we look forward to your participation as further examination of the site goes on. You may be contacted for more input into the project..."

**Maggie Collins** reported that she has talked with Sharon VanHorn and investigation is continuing on funding mechanisms for a Community Development association to work with others in the neighborhood about finding a place to have a non-profit start for raising money. The Planning Commission may be asked to sponsor a charette in the fall.

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8.0 OLD BUSINESS

8.1 Light Rail Study Update -- No Report.

8.2 2040 Study Update -- No Report.

9.0 OTHER BUSINESS

9.1 Historical Resources Commission Report -- Maggie Collins reported that a final edition of the video has been reviewed and approved. The staff resource person from the Historical Preservation League of Oregon (HPLO) was present and he reviewed rules and regulations that might affect Milwaukie. There are a couple of tax breaks left for historical resource owners; however, if not already designated, the property needs to qualify for the National Historic Register. There is also grant monies available for a community that has a historic district.

9.2 Town Center Area Task Force Report -- Chair Smith reported that there have been no meetings. The County has sent out information to the public. The Task Force will be coming back to the Committee with a series of meetings in September. Final adoption is slated for the first of the year.

9.3 Community Development Report -- No further report.

10.0 Next Meeting -- June 10th

Bryan Cosgrove moved to adjourn the meeting of May 27, 1997. Terry LaRocque seconded. MOTION PASSED UNANIMOUSLY. The meeting adjourned at 9:24.

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Michael Smith, Chair

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Shirley Richardson, Hearings Reporter

## DISCUSSION DRAFT #2

### Overall Goals and Objectives for the Regional Water Providers Consortium

The Regional Water Providers Consortium was formed to provide a responsible organization to facilitate meeting the region's water needs in a coordinated, efficient, and responsive manner and to coordinate the implementation of the Regional Water Supply Plan (RWSP) through the individual and collective actions of its members. In order to accomplish this goal the Consortium will do the following (not in priority order):

- **Facilitate formation of partnerships**

Foster the formation of partnerships between appropriate member participants to accomplish regional or subregional strategies contained in the Regional Water Supply Plan. The Consortium will coordinate with established watershed councils to achieve mutual goals and objectives.

- **Coordinate RWSP revisions and update recommendations**

Be responsible for updating and recommending revisions to the Regional Water Supply Plan the individual participants.

- **Provide opportunities for public involvement**

Provide opportunities for interested members of the public to both receive information about the provision of water supplies and to provide input to the decision makers and staff that make up the Consortium Board and Technical Committee.

- **Provide a forum for discussing policy issues**

Provide a forum for discussing policy issues of mutual interest and to assist in solving problems affecting multiple jurisdictions, so that decision making of the individual participant members can be better informed, and to empower the regions water providers in other forums at the regional, state, or federal level.

- **Respect local decision making and public involvement processes**

Complement, but not duplicate the public involvement and decision making processes of the individual participants.

- **Advocate for the protection of municipal water sources**

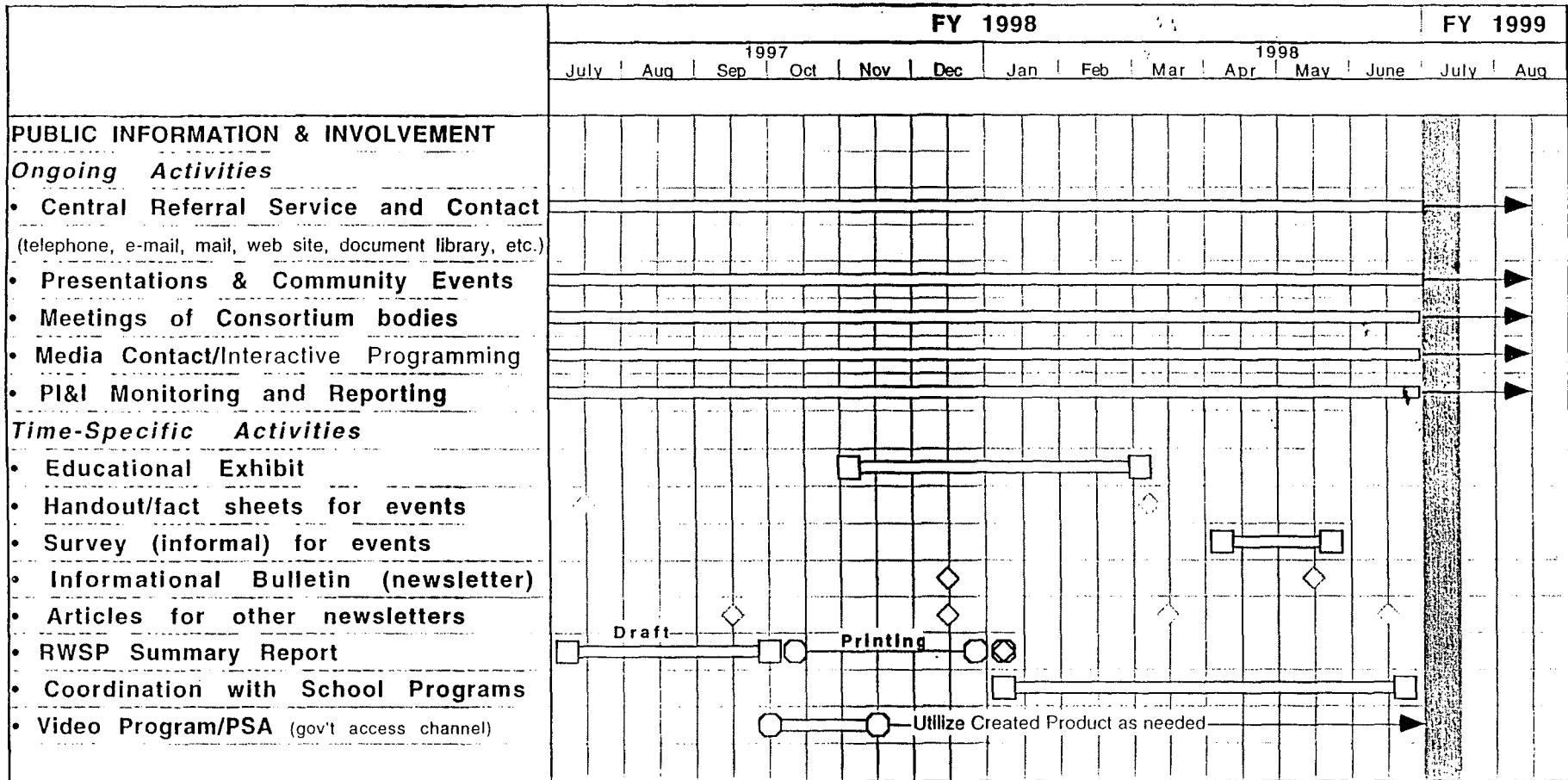
Advocate for the protection of source waters currently used in the region, and to protect and retain the ability to utilize in the future those sources considered in the Regional Water Supply Plan.

- **Advocate for efficient water use programs and practices**

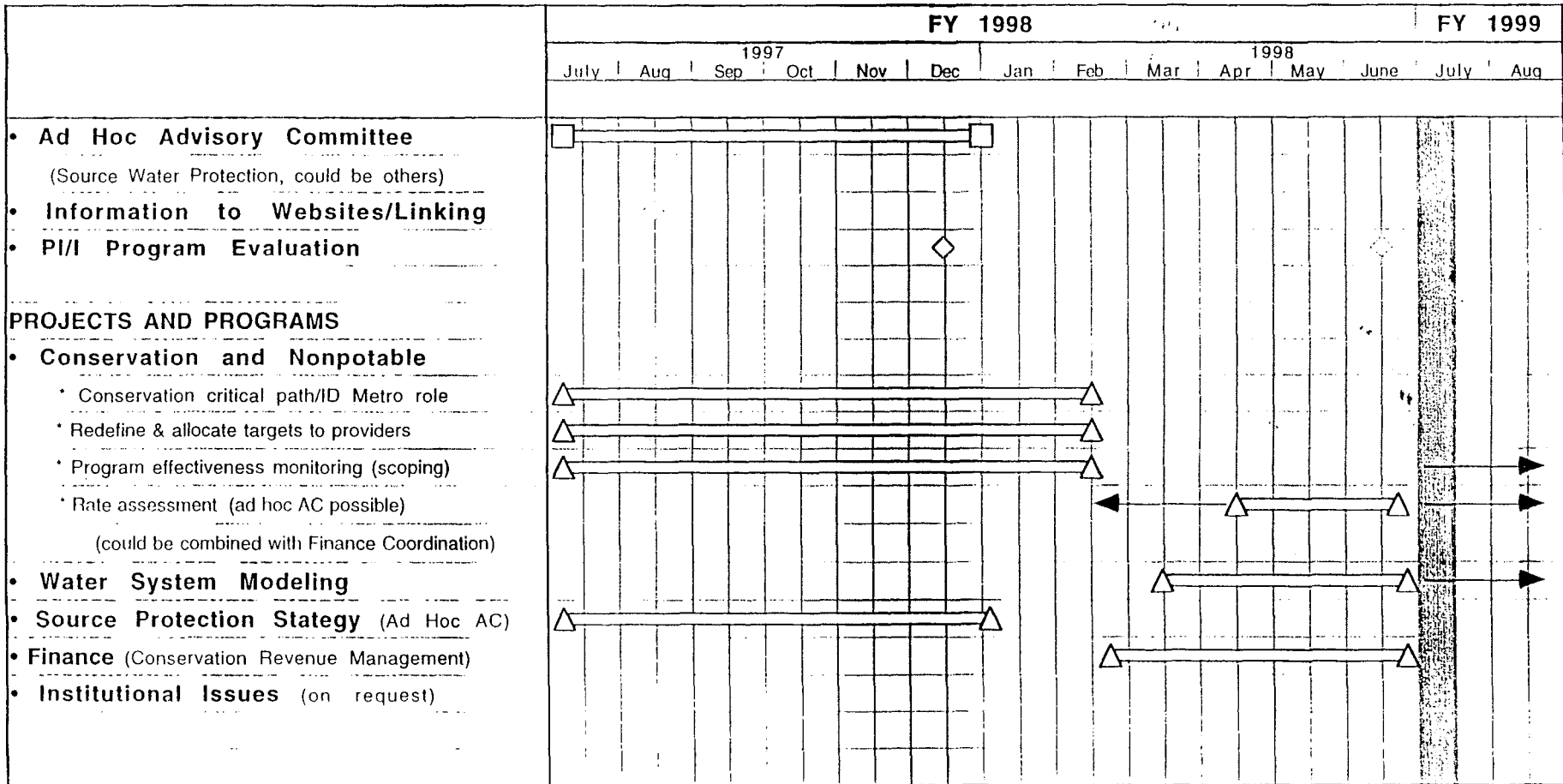
As one of the primary first strategies in the RWSP the Consortium will focus on the effective development of conservation programs and the exploration of non-potable water sources.

These goals and objectives will be monitored and revised as needed by the Consortium as a part of their annual work program and budget development.

	FY 1998												FY 1999	
	1997						1998							
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug
<b>ADMINISTRATION</b>														
• Fiscal reports		X		X		X		X		X		X		
• Prepare Annual Report														
• FY 98/99 Work Plan & Budget														
* Mid-year Progress Report														
* Dues Notices														
• Meeting Logistics														
• Coordination of RWSP Implementation														
Conservation program coordination														
Activities to maintain source viability and enhance current source availability														
• Interagency Coordination														
Region 2040 and Framework Plan														
Local Governmental Planning														
State / Federal Activities & Projects														



Wednesday, June 4, 1997



Wednesday, June 4, 1997

