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**CITY OF MILWAUKIE
CITY COUNCIL AGENDA
JULY 1, 1997**

MILWAUKIE CITY HALL
10722 SE Main Street

1770th MEETING

WORK SESSION

4:00 - Council Information Sharing

EXECUTIVE SESSION -- Pursuant to ORS 192.660

4:30 - Real Property Transaction

WORK SESSION

5:15 - Council Goals

REGULAR SESSION

7:00 p.m.

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

- II. **PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**
 - A. **Haulers' Report (JoAnn Herrigel)**
 - B. **Resource Conservation Program (JoAnn Herrigel)**

- 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.)*
 - A. **City Council Minutes of June 20, 1997**
 - B. **IGA with Clackamas County Regarding Electrical and Plumbing Permits -- Resolution (Mike Swanson)**
 - C. **Contract Award for Water Meter Reading Services (Angus Anderson)**
 - D. **Contract Award for 1997 Overlay Project (Paul Roeger)**
 - E. **Contract Award for 1997 Waterline Project (Paul Roeger)**

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

Council Goals (Mayor Lomnicki)

- 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. **Transportation System Plan, File CPA-96-01 -- Ordinance (Dan Pava)**
- B. **Contract Award for Towing Services (Brent Collier)**
- C. **Sewer Charge Refund (Angus Anderson)**
- D. **Low Income Utility Rate Reduction Program -- Resolution (Angus Anderson)**
- E. **Small Scale Energy Loan Program (SELP) HVAC City Hall/Library (Kelly Somers)**
- F. **Willow Street Local Improvement District -- Resolutions (Jim Brink)**

- VII. **INFORMATION**

Monthly Financial Reports

- 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.

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



To: Mayor and City Council

Through: Dan Bartlett, City Manager *Dan*
Charlene Richards, Assistant City Manager *CR*

From: JoAnn Herrigel, Program Services Coordinator *JH*

Subject: Garbage and Recycling Rates

Date: June 19, 1997

Action Recommended

Review the rate of return and the attached comparative residential, commercial and drop box rates for solid waste and recycling . No rate increase is being requested.

Background

Review of the financial data submitted to the City by the haulers shows a 11.3 % rate of return before taxes for the twelve month period including January through December 1996. This is 1.1 % lower than the rate of return reported for January through December of 1995. The rate of return allowed by the City provides for reinvestment in capital equipment and facilities and a reasonable profit for the business. The City also considers the prevailing benchmark for rate of return established by Clackamas County. Clackamas County's benchmark is currently 10%. No rate increase has been requested by the haulers.

Because of the \$ 5.00 per ton disposal decrease at Metro transfer stations beginning July 9, 1997, a projection of the 1997 revenue and expenses was prepared by the haulers and reviewed by the City. The disposal savings were more than offset by increased driver wages and benefits under the union contract effective January 1 1997 and by standard inflationary cost increases for certain other items. The 1997 financial data showed a projected rate of return for the year ending December 1997 of 10.4%

In reviewing the reports from the garbage haulers, several services, including 20, 60 and 90 gallon can weekly collection service reflected lower rates than are required to cover their actual cost. A rate adjustment was considered in order to rectify this problem. However, given the overall rate of return, the haulers decided against requesting any change at this time.

(Confidential)
 FINANCIAL DATA - CONSOLIDATED SUMMARY
 MILWAUKIE RATE REVIEW - 1997 (FYE 1996)

	12/31/96	12/31/96	12/31/95	12/31/95
	CONSOLIDATED	CONSOLIDATED	CONSOLIDATED	CONSOLIDATED
	\$	%	\$	%
MILWAUKIE GROSS REVENUE	3,196,166	100.00%	3,134,681	100.00%
MILWAUKIE EXPENSES:				
EMPLOYEE RELATED:	[784,814]	[24.6%]	[793,156]	[25.3%]
Direct	528,153	16.60%	538,062	17.20%
G & A	256,661	8.00%	255,094	8.10%
VEHICLE & EQUIP. RELATED	[456,556]	[14.3%]	[459,517]	[14.6%]
Fuel	50,696	1.60%	46,284	1.50%
Repair /Maintenance	135,039	4.20%	151,627	4.80%
Depreciation	131,027	4.10%	128,180	4.10%
Insurance	67,636	2.10%	52,988	1.70%
Interest/Lease/Rent	43,155	1.40%	26,171	0.80%
PUC,License, Fees	11,137	0.30%	38,312	1.20%
Supplies/Bins	17,866		15,955	0.50%
SUBCONTRACTS	13,955	0.40%	10,487	0.50%
DISPOSAL	1,272,543	39.80%	1,160,855	37.00%
FRANCHISE FEES	92,995	2.90%	89,712	2.90%
SAFETY & TRAINING	6,214	0.20%	5,068	0.20%
GENERAL & ADMINISTRATIVE				
Office: Rent	6,400		5,093	
Depreciation	33,734		31,121	
Repairs/Maint.	834	1.90%	1,644	1.90%
Cleaning	748		529	
Supplies	11,361		15,271	
Postage	7,077		5,847	
Promotion & Education	6,804	0.20%	11,103	0.40%
Professional Fees	51,377	1.60%	51,323	1.60%
Insurance	1,309	0.00%	267	0.00%
Telephone/Utilities	18,638	0.60%	15,798	0.50%
Prop.Tax/Lic. Fees	2,909	0.10%	2,859	0.10%
Dues & Subscriptions	5,526	0.20%	4,227	0.10%
Prof. Meetings & Seminars	17,268	0.50%	4,093	0.10%
Bad Debt,Bank,Ref.,Damage	10,904	0.30%	11,134	0.30%
Route Purchase	13,126	0.40%	16,095	0.50%
Interest/Amortization (other)	33,523	1.10%	25,382	0.80%
Miscellaneous	41,462	1.30%	47,487	1.50%
TOTAL EXPENSES	2,890,077	90.40%	2,768,068	88.30%
Adjustment to Expenses	-27,144	-0.80%	-20,892	-0.70%
Additional Adjustment to Expenses	-27,630	-0.90%		
TOTAL ADJUSTMENT EXPENSES	2,835,303	88.70%	2,747,176	87.60%
NET BEFORE TAXES	360,863	11.30%	387,505	12.40%
NET RECYCLING	-287,430	-9.00%	-169,107	-5.40%
NET YARD DEBRIS	17,768	0.60%	-43,779	-1.40%

Milw. Rate Review 1997 (FYE 1996)

As of 5/21

SUMMARY OF COMPARATIVE RATES
1996 RATES

SERVICE	BEAVERTON		CLACKAMAS COUNTY				OREGON							WASHINGTON COUNTY		WEST LINN	WILSONVILLE
	(3)	(6)	(1)	(6)	(2)	(6)	(6)	(1)	(6)	(3)	(1)	(3)	(6)	(3)	(6)	(6)	(5)
<u>RESIDENTIAL WKLY</u>	Cart		(4)	(7)													Cart
yd 1 Can 20 Gal.	14.50	-	17.00	14.10	15.95	13.70	14.25	14.80	12.90	14.80	15.60	16.01	18.00	18.00	15.30		
yd 1 Can 32 Gal.	-	14.40	19.20	15.15	18.05	17.25	15.90	17.50	16.80	-	-	18.40	20.90	-	-		
yd 2 Cans 32 Gal.	-	25.45	38.40	30.30	28.65	33.15	29.25	35.90	26.30	32.10	-	36.80	38.80	-	-		
yd. Ea add. Can 32 Gal	-	11.25	19.20	15.15	10.60	14.70	12.50	17.95	6.40	16.10	-	18.40	17.90	-	-		
crb. 35 Gal Cart	16.50	-	18.70	15.15	19.05	-	15.90	17.95	18.90	-	17.15	18.60	-	-	-	17.95	
crb 60 Gal Cart	-	-	27.60	29.00	22.70	21.60	27.60	27.50	22.85	-	28.58	24.90	26.11	-	-	24.90	
crb 90 Gal Cart	-	-	29.20	30.65	24.70	22.30	29.20	29.20	27.85	-	34.93	-	31.22	-	-	-	
<u>COMMERCIAL WKLY</u>	35 Gal Cart																
1 Can 32 Gal	16.50	14.90	16.20	15.15	14.30	15.45	17.10	16.00	not regulated	16.65	13.32	13.13	18.40	19.25	13.35		
2 Cans 32 Gal	-	25.70	30.20	30.30	25.90	29.35	30.80	32.00	-	30.10	26.64	25.15	35.80	38.50	24.75		
60 Gallon Cart	-	-	25.10	29.00	-	22.40	-	-	-	-	24.48	-	26.11	-	21.40		
90 Gallon Cart	-	-	27.30	30.65	-	24.10	-	-	-	-	30.70	23.43	31.22	-	23.35		
1 1/2 Yard Container	110.21	108.80	114.85	127.75	95.38	120.30	135.55	129.05	-	124.15	104.60	103.57	101.29	149.55	104.85		
2 Yard Container	145.88	145.00	144.05	155.55	123.61	159.35	181.45	171.55	-	150.30	138.50	137.25	133.73	189.55	137.05		
3 Yard Container	203.10	199.55	202.55	224.60	175.11	217.70	-	-	-	206.45	189.66	169.66	171.85	-	-		
<u>DROP BOX + Disposal</u>																	
20 Yard	93.94	72.50	80.55	80.55	110.90	79.75	80.55	88.90	-	80.55	113.30	68.55	95.76	62.90	74.00		
30 Yard	130.12	87.75	98.10	98.10	125.00	101.55	98.10	113.10	-	98.10	149.25	69.95	132.06	82.30	111.00		
40 Yard	159.41	95.55	113.35	113.55	125.00	117.35	113.35	-	-	113.35	171.30	103.80	158.27	95.25	128.00		
(+Rental)																	
<u>FRANCHISE FEE</u>	4%	approx 1%	5%	\$350/year + free service	4%	3%	\$300/year + free service	4%	4%	3%	3%	3%	3%	approx 7%	3%		
<u>FREE SERVICE/CLEANUP</u>		F/S		F/S	C/U	C/U	F/S & C/U		C/U	C/U	C/U	F/S & C/U		F/S & C/U	F/S & C/U		
<u>RECYCLING SERVICES:</u>																	
Principal Recyclables	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Yard Debris - weekly	No	No	Yes	Yes	Yes	Yes	No	Yes	No	No	No	Yes	No	Yes	Yes		
Yard Debris - bi-weekly	Yes	No	No	No	No	No	No	No	Yes	No	Yes	No	Yes	+ (depot)	No		
Milk Jugs	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Plastic #1-7	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Magazines	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Scrap Paper	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		

FOOTNOTES:

- (1) No curbside collection of yrnd debris
- (2) Weekly curbside collection of yard debris paid by City General Fund
4 cans/bags allowed at no extra charge.
- (3) Bi-Weekly (not weekly) curbside collection of rd debris. Extra charge after 2nd can/bag.
(Portland collection rates are curbside) (\$3 surcharge for yard garbage collection in Portland.)
- (4) Canby goes to Riverbend Landfill in Yamhill County where disposal is \$26.88/Ton vs. \$75/Ton in the Metro area.
- (5) Beaverton, Tigard, Tualatin and Wilsonville have fully automated residential collection with carts, with only a cart for yard debris.
- (6) Extra charge after 1st can/bag of yard debris
- (7) Curbside rate for solid waste collection is \$1.60 less for 20 and 32 gal. cans



June 20, 1997

To: Mayor and City Council
Through: Dan Bartlett, City Manager *DB*
Charlene Richards, Assistant City Manager *CR*
From: JoAnn Herrigel, Program Services Coordinator *JH*
Subject: Resource Conservation Program

Action Requested:

Sign and announce the attached commendation for the Milwaukie Resource Conservation Program.

Background:

In 1996, Milwaukie received a Metro and a DEQ grant to support the Conservation Program. Nancy Bond was hired to coordinate this program. In the past year, working closely with Kelly Somers, the city's Fleet and Facilities Manager, Nancy has made great progress toward reducing water, energy and material use in the four city facilities. Nancy has also provided technical assistance to over ten local schools and commercial businesses.

Activities completed to date under the Resource Conservation Program include:

- Review of water, energy and materials use at each of the four city facilities and development of recommendations for reducing resource use at each site.
- Implementation of the majority of the city facility recommendations, including lowering temperatures of all water heaters in the city, reducing after-hour light use and installing aerators on all appropriate water faucets.
- Development of educational materials and trainings for all city employees identifying ways that they can reduce resource use at work.
- Selection, procurement and installation of appropriate recycled content building materials (including carpet, paint, and counter covering) as part of the remodeling projects at the Library and PSB.

The project has had wide media coverage and has been received very well by participating schools and commercial businesses. We look forward to further success in the final year of this two year program.

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

COMMENDATION

WHEREAS, in 1996 the City Council approved the receipt of Metro and DEQ grant funds for conducting a Conservation program in the City of Milwaukie.

WHEREAS, the city has hired a Resource Conservation Program Coordinator to review resource use practices in all city facilities and to provide similar technical assistance to businesses throughout the city.

WHEREAS, the city and local businesses have implemented water, energy and materials conservation measures, which will save them money.

WHEREAS, this program assists the city in cutting costs at a time of tight budgets.

WHEREAS, the Conservation Program supports Milwaukie's mission to maintain the city as a good place to live and work that is clean, safe, responsive and provides quality services.

NOW, THEREFORE, the City Council of the City of Milwaukie, hereby commends city staff and participating commercial businesses for their efforts to date in conserving precious water, energy and material resources, and encourages the continuation of resource efficient practices.

IN WITNESS WHEREOF, I have hereunto set my hand this ___ day of July, 1997.

Craig J. Lomnicki, Mayor

ATTEST:

Pat DuVal, City Recorder

**CITY OF MILWAUKIE
CITY COUNCIL WORK SESSION
JUNE 17, 1997**

Council President Trotter 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, and Kappa.

Staff present: City Manager Bartlett; Assistant City Manager Richards; Community Development Director Collins; and Senior Planners Heiser and Pava.

Information Sharing

1. **Council President Trotter** discussed the Transportation System Plan public hearing process and noted the Ardenwald sixth grade class might attend.
2. The group discussed the upcoming Festival Daze Events.
3. **Councilmember Schreiber** commented on correspondence regarding the Oregon Convention Center.
4. The group discussed retirement events for Parks District Director Roger Brown.
5. **Councilmember Tomei** noted the upcoming Livable Oregon/MDDA walking tour which she planned to attend.
6. **Councilmember Tomei** commented on the meeting with the Oak Lodge Sanitary Sewer District in which service options were discussed.
7. **Council President Trotter** discussed the manner in which he understood City Boards and Commissions were to make comments in their functional areas of expertise. Council discussion during the Board and Commission review project indicated the ordinance referred to internal communications. He expressed concern about a recent letter from the Park and Recreation Board (PARB) to the School District and Parks District Boards regarding the Milwaukie Jr. High School site.
8. **Councilmember Schreiber** said she attended several SB 122 meetings in the area. The meetings were well-attended, and the residents were mainly concerned with equity. Oak Lodge attendees had questions about maintaining their current levels of library and fire services if the area were annexed into Gladstone. She discussed the costs involved with annexing

residential property versus commercial/industrial. She informed the City Council she had been invited to attend the next Oak Lodge CPO meeting to participate and provide information. Most of the concerns she heard were about planning, annexation, and representation.

South Willamette River Crossing Study

Chris Deffebach, Metro Senior Planner, presented an overview of the project. The intent of the Study was to identify and prioritize Willamette River crossing options between the Marquam and I-205 Bridges for the next 20 years. It was clear that crossing demands exceed current capabilities, and the Sellwood Bridge is nearing the end of its planned life span. The Study will also consider and support the sensitive land use goals on the river.

There are three major steps in the process. The first was to define a series of strategies and options, and the second was to screen these options to determine if they met the intent of the Study. Staff recommends carrying seven of the options through the third evaluation step using travel demand forecasts and designs.

Deffebach pointed out the travel shed zones for the Ross Island, Sellwood, and I-205 Bridges. The study indicates the uses of the bridges are different; for example, the I-205 Bridge generally serves more regionally-oriented demands.

The screening process also considered the location of public parks and environmentally sensitive areas in the corridor. The riverfront does not have a lot of vacant land and is essentially a sensitive environment. The criteria identified those projects for conceptual engineering.

She reviewed the staff recommendations: two possible Ross Island Bridge improvements to increase capacity; two possible Sellwood Bridge replacement options; three new crossings options in Clackamas County -- (1) between Milwaukie and Riverwood; (2) vicinity of existing railroad bridge; and (3) between south Lake Oswego and Oak Grove. Metro staff will work with ODOT engineers on the conceptual engineering elements.

Councilmember Kappa asked how traffic would be funneled from the Ross Island and Sellwood Bridges. **Deffebach** replied the conceptual engineering would look at improved connections to I-405, Powell Blvd., and Hwy. 99E.

Deffebach commented on the options not recommended for further evaluation. The new bridges at Holgate, Ochoco, and the existing railroad bridge were set aside because of park land and environmental impacts. Adding lanes to the I-205 Bridge was recommended for consideration in the context of I-205 needs. The options of additional ramps for the Marquam Bridge and a new Caruthers Street Bridge posed design issues with I-405 and I-5 structures.

Deffebach discussed the test combinations and investment options for the existing Sellwood Bridge to maintain pedestrian and bicycle facilities. She highlighted the steps in the review schedule and indicated staff anticipated a Metro Council decision in September.

Councilmember Kappa was concerned with the visual impact to the Milwaukie riverfront in Option 7 -- *Milwaukie/Riverwood*. **Deffebach** said the Technical Advisory Committee will develop assumptions for the modeling group, and Milwaukie staff will be involved.

Councilmember Tomei expressed concern about the River Road Bridge option and its distance from McLoughlin Blvd.

Councilmember Schreiber felt a lot of money would be spent to thwart the Milwaukie/Riverwood connection. It seems better to follow an established traffic pattern with connectors to support the existing business communities.

Council President Trotter asked the timeframe after the decision is made later this summer. **Deffebach** believed Metro planners and ODOT engineers could complete the designs in one year.

Councilmember Schreiber asked how many lanes the proposed bridges would have. **Deffebach** said there are both two- and four-lane options depending on the needs indicated in the traffic demand model. She added there will be another public input phase after the modeling is completed.

Deffebach asked City Council if it had any suggestions of community and business groups Metro staff should contact. Council recommended contacting the MDDA, St. John's Catholic, St. John's Episcopal, Historic Milwaukie and Island Station Neighborhood District Associations, and the North Clackamas Chamber of Commerce.

Transportation System Plan

Pava indicated he had about five editorial corrections to the document that could be brought up for the record. Other changes might be made based on public hearing testimony. **Council President Trotter** suggested making the editorial changes a part of the staff presentation.

Councilmember Tomei understood from the last work session that Figures 6.3 - 6.7 would show street trees. She had hoped the City Council would have had the changes prior to this hearing. **Pava** said these changes could not be completed prior to tonight's hearing.

Council President Trotter asked if the drawings could be re-worked in two weeks. **Pava** said it was his impression the changes were minor. The illustrations indicated sample street cross sections, and it was not his understanding they were needed for tonight's meeting. He also suggested modifying the language in the text boxes.

Council President Trotter said the street tree diagrams were not in Chapter 8. This document will be ancillary to the Comprehensive Plan which guides implementation of the Subdivision and Zoning Ordinances. He asked if the street tree element would be perfected in amendments to the Subdivision and Zoning Ordinances. **Pava** said, as an ancillary document to the Comprehensive Plan, it is meant to stand alone. It will provide background and guidelines. The sample street tree cross sections were akin to design guidelines.

Councilmember Schreiber noted the criteria in Figure 6.3 called for landscape strips on collectors and arterials "where desirable." She suggested amending the text. **Pava** noted street trees were incorporated in the median strips in Figure 6.3.. He suggested inserting language to the landscape criteria stating it was "preferred that landscaped strips line arterials and collectors." Staff will work with DKS Associates to prepare drawings depicting this. The illustrations in Figure 6.3 are sample cross sections of sample treatments.

Pava referred to staff report Exhibit 7. He recommended adding Policy 4 to Chapter 8 regarding planting strips based on City Council discussion at the previous work session. He indicated he was also prepared to make language changes to the section on truck routes.

Councilmember Kappa noted he had communicated his own concerns to **Pava** and asked if his recommendations had been incorporated based on that discussion. **Pava** said, if the City Council desires to proceed with further clarification, he was prepared to make some suggestions to address those concerns. He referred to Figure 7.1 -- *Truck Freight Routes Map* and commented on Councilmember Kappa's concerns about minor truck routes. He

suggested language be added to indicate either recommending prominent "No Thru Truck" signs or to more specifically address the allowable number of axles or gross vehicle weight.

Councilmember Kappa was concerned about the severe left- and right-hand turns on the King Road and Harrison route. It is not a good mix for ped/bike traffic and sets up a potentially dangerous situation. He felt local deliveries should enter and exit from the same direction. For example, a delivery truck could enter from 82nd Avenue, make its delivery on 42nd Avenue, and return in the same direction.

Bartlett reminded Council that the City of Milwaukie was a participant in a Regional Transportation Plan. Compatibility with the overall plan must be evaluated. The City would have to determine with ODOT if east/west truck connections could be limited.

Councilmember Kappa said truck traffic could be dangerous in the residential neighborhood between 42nd Avenue and Hwy. 224.

Council President Trotter asked if this issue was discussed in the Citizens Transit Working Group. **Pava** said the minutes of the meetings do not indicate that it had. He referred to Table 6.11 -- *Future Street Improvements Project List* -- in which the Harrison Street/42nd Avenue/King Road Alignment was listed. Chapter 9 provides a cost estimate for that particular project. He suggested language regarding "No Thru Truck" signage.

Councilmember Kappa said the Working Group had discussed this, but there was no final outcome.

Collins stressed the importance of working with the City's street classifications and circulation system.

Councilmember Kappa did not believe the situation would be workable until King Road connected with Hwy. 224. He continued to be concerned about the sharp left- and right-hand turns. **Collins** said the route works now and pointed out the TSP was a 20-year improvement plan to support growth.

Council President Trotter discussed minor truck routes and how to best promote them. A statement on page 7-6 encourages trucks to use the minor preferred routes when doing business in the City.

Pava pointed out the policies on page 8-16. Policy 3 discusses a comprehensive system of signs, and Policy 6 addresses improvements to ensure safety of truck movement.

Council President Trotter felt the “wordsmithing” could follow. It will be important to promote the identified locally-preferred routes and contact freight carriers as part of the implementation process.

Councilmember Kappa said he felt this could best be done with signage.

Councilmember Tomei agreed there should be signs on King Road and Linwood Avenue.

Councilmember Tomei referred to staff report Exhibit 4 -- *Comparison of Existing and Proposed Street Classifications in the Milwaukie Transportation System Plan*. She asked if the proposed classification of 22nd Avenue/River Road as a collector was correct. **Pava** said it should be corrected to read “arterial.” He referred to Figure 6.4 and noted 22nd Avenue/River Road should be deleted from the “*Collector List*.”

Council President Trotter asked for a brief discussion in the written documentation of the difference between current and proposed collector street definitions. **Pava** said the proposed definitions focus on functions rather than vehicle capacities. To date, the definition has been one dimensional and focused on the automobile. The new definition addresses the hierarchy of access, connectivity, and circulation.

Council President Trotter pointed out many see the traffic count as the determining factor. **Pava** said traffic volume numbers are addressed only in Chapter 6 which assesses needs but is not a policy statement.

Councilmember Kappa added traffic volume is only a contributing factor to street classifications. **Pava** said the volumes were used as a reference for design purposes.

Councilmember Kappa had come to the conclusion that traffic management was needed on arterials and collectors in residential areas. There must be a way to slow vehicle speeds.

Council President Trotter referred to page 1-8 and asked if the paragraph that read, “*Access management on Arterial and Collector streets should be looked at for maintaining traffic flow and mobility*” addressed traffic management or just driveways. **Pava** said that was a reference to driveways.

Councilmember Schreiber noted the criteria in Figure 6.3 stating that arterials were “not to be considered” for neighborhood traffic management.

Councilmember Kappa did not feel the classification mattered if the street went through a residential area. The neighborhood has to come first, not the automobile. He recommended traffic management for arterial streets.

Council President Trotter commented there were different speed limits on all of Milwaukie's streets. **Councilmember Tomei** added that some arterials, such as 22nd Avenue/River Road, have a 25 mph speed limit. **Council President Trotter** pointed out that arterials may have higher speeds than collectors. The Neighborhood Traffic Management Plan (NTMP) was adopted for lower speed routes, and he had concerns about Councilmember Kappa's recommendation.

Pava said, in general, arterials are a different class of street. He noted King Road, Harrison Street, Linwood Avenue, and Harmony Road tended to be residential. Because arterials need to function for a variety of reasons, the NTMP was probably not the set of tools to be used on arterials.

Councilmember Kappa agreed there could not be speed humps on Lake Road or River Road. His objective was to slow the traffic, and he felt only a management program could do that. He wanted the NTMP on all streets including arterials.

Council President Trotter pointed out that traffic management professionals advised speed humps and narrowing techniques found in the NTMP would not be advisable for arterials.

Councilmember Schreiber referred to Table 6.7 -- *Proposed Street Design Criteria* -- and suggested adding a phrase about design control for neighborhood traffic management on arterials. **Pava** suggested adding "*other techniques as appropriate*" so arterials would not be ruled out. This wording would lead the reader to understand other things could be done. **Councilmember Schreiber** said there are times when traffic volumes come into neighborhoods, but the issue could be dealt with through design.

Councilmember Kappa wanted to know what these design techniques might be. **Councilmember Schreiber** responded the wording would leave the options open to creative designs. **Council President Trotter** added he did not hear the Lake Road design was faulty, so perhaps it could be applied to other arterials.

Councilmember Kappa said his concern was that the residential areas of Lake, King, and River Roads could not handle higher vehicle speeds. He cautioned the TSP was the document the City would have to live by.

Councilmember Tomei said she agreed with Mayor Lomnicki's point at the last work session that Figures 6.3 - 6.7 should depict street trees in planting strips.

Council President Trotter pointed each street would be evaluated based on the existing right-of-way and what could be done within it. He felt there should be examples of other preferred options.

Councilmember Tomei recommended showing trees on both sides of the street in all the examples. **Pava** said the drawings were sample street cross sections and acted as guidelines. The policy will clearly state the preference for planting strips with street trees. **Councilmember Tomei** said Figure 6.3 does not indicate that, and, if planting strips with street trees is preferred, it should be shown.

Council President Trotter suggested in both Figures 6.3 and 6.4 that the landscape criteria be amended to "preferred." He pointed out the TSP will be the guiding document for the Subdivision Ordinance, and he would prefer to indicate options toward which developers and staff could be directed if the preferred option were not feasible.

Councilmember Kappa asked where the 3 Lane 60' R/W No Median option would be appropriate and suggested eliminating it. **Pava** said this design would be seen, for example, on King Road.

Councilmember Kappa suggested, instead of the nine-foot sidewalks, a five-foot sidewalk with a four-foot planting strip and trees.

Council President Trotter said the implementation of the TSP will be in the Subdivision Ordinance where actual street designs will be described. He asked if that would not be the appropriate place to develop a definitive design. **Pava** said the existing Subdivision Ordinance is not illustrative. He understood the point of a three-lane cross section showing trees on both sides of the street with sidewalks and bike lanes. He suggested a note to the effect that this was an over-arching policy that provides guidance.

Councilmember Schreiber did not want to preclude redesign, and there will be areas where the City will have to work with an existing situation. The City wants to encourage vegetation and not eliminate creative designs.

Councilmember Kappa discussed postponing the adoption of the TSP. It is a significant document impacting lives and neighborhoods, and it has to be a document the City can live by.

Council President Trotter said the Comprehensive Plan is not an implementing document; implementation comes in the Subdivision and Zoning Ordinances. The City Council needs to address overall direction.

Councilmember Kappa did not feel his concerns about arterials had been addressed.

The group discussed voting on the proposed ordinance based on City Charter Municipal Code guidance. **Council President Trotter** understood from Mayor Lomnicki that he would not be opposed to the City Council's adopting the ordinance in his absence. A member of the prevailing side could move to reconsider.

Councilmember Kappa asked if the TSP could be adopted in sections. **Bartlett** said the TSP should be considered as a unit; however, the City Council may direct staff to modify certain sections. The next opportunity to consider the TSP would be at the July 1, 1997, regular session.

Councilmember Tomei felt strongly about Figures 6.3 - 6.7 but not to the point of postponing adoption.

Bartlett indicated Councilmember Kappa had requested an executive session.

Council President Trotter adjourned the work session at 6:45 p.m.

Pat DuVal, Recorder

**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	Angus Anderson, Finance Director
Charlene Richards, Assistant City Manager	Maggie Collins, Community Development Director
Tim Ramis, City Attorney	Dan Pava, Senior Planner

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.

Pat DuVal, Recorder/Secretary

①

TO: Mayor and City Council
THROUGH: Dan Bartlett, City Manager *Dave*
FROM: Mike Swanson
DATE: June 13, 1997
RE: Proposed Intergovernmental Agreement Between the City and Clackamas
County Relating to the Review, Inspection and Issuance of Electrical and
Plumbing Permits

BACKGROUND

Clackamas County has sufficient trained and certified staff necessary to fulfill the City's electrical and plumbing permit responsibilities. Plumbing permit responsibilities may well be assumed in the near future by the City of Happy Valley under an existing Intergovernmental Agreement. The Agreement's amendment and termination provisions will allow for this change when appropriate.

Given the shortage of trained, certified electrical inspectors, electrical inspection responsibilities will most likely continue to be provided by Clackamas County.

The proposed Intergovernmental Agreement provides for the "purchase" of review, inspection and issuance services by Clackamas County on behalf of the City. The permit fees are apportioned-after deducting the five percent State of Oregon surcharge-with eighty-eight percent going to the County and twelve percent to the City.

ACTION REQUESTED

Approval of the Resolution approving the proposed Intergovernmental Agreement between the City and Clackamas County.

CITY OF MILWAUKIE

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF MILWAUKIE AND CLACKAMAS COUNTY REGARDING THE ISSUANCE OF ELECTRICAL AND PLUMBING PERMITS

WHEREAS, the City has need of services related to the review, inspection and issuance of certain electrical and plumbing applications and permits; and

WHEREAS, Clackamas County has qualified staff available to provide the said services to the City; and

WHEREAS, the parties find it would be beneficial to both entities for Clackamas County to provide the said services; and

WHEREAS, the City acknowledges that it has the authority to enter into this Intergovernmental Agreement pursuant to the powers contained in its Charter and ORS 190.010; and

WHEREAS, Clackamas County acknowledges that it has the authority to enter into this Intergovernmental Agreement pursuant to ORS 190.010;

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

Section 1: The Intergovernmental Agreement between the City of Milwaukie and Clackamas County for the provision of electrical and plumbing permit review, inspection and issuance, attached hereto and incorporated herein, is hereby approved.

Section 2: The City Council of the City of Milwaukie hereby authorizes the City Manager to sign said agreement on behalf of the City.

This Resolution introduced and adopted by the City Council this ___ day of _____, 1997.

Craig Lomnicki, Mayor

ATTEST:

Pat Duval, City Recorder

APPROVED AS TO FORM:

COOPERATIVE INTERGOVERNMENTAL AGREEMENT

This agreement is made and entered into by and between CLACKAMAS COUNTY, a governmental subdivision of the State of Oregon ("County"), and the CITY OF MILWAUKIE, an Oregon municipal corporation ("City").

WITNESSETH

RECITALS:

City is desirous of a contractual relationship with County whereby the County will be responsible for the plan review, inspection, issuance, and enforcement of certain electrical and plumbing applications and permits, filed pursuant to State Building Codes and this agreement. The parties will enter into separate agreements regarding the support and administration of hardware and software for any City permitting requirements which are beyond the scope of this agreement. The parties acknowledge that they have authority to execute this Cooperative Intergovernmental Agreement pursuant to ORS Chapter 190.

NOW, THEREFORE, the premises being generally as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

Section 1: Effective Date This agreement shall take effect on the date that both parties have signed the agreement and continue thereafter from year to year in perpetuity unless terminated by the parties consistent with Section 9 below.

Section 2: County Responsibilities:

- a. County agrees to provide for City the services of plan review, inspection, permit issuance and enforcement of the State of Oregon Electrical Code and the State of Oregon Plumbing Code through the City administration and enforcement of such code.
- b. County agrees to provide City with access to, use of and training on the County's Sierra computer permitting system, subject to licensing by Sierra and implementation of the County's HP 9000 UNIX System, for the purposes of this agreement. The system shall be programmed to differentiate between permits issued for the City and all others through easily readable descriptors. County shall acquire for City software and hardware required to provide City with a functional permits system, and the County shall bill the City for the costs of the Reflection software installed on the City's computers. All hardware and software to be purchased by County for connection to this system shall be the sole property of, and approved by, the City.

Section 3. City Responsibilities:

- a. City shall issue electrical and plumbing permits using County's computer system in a form similar to the County's and containing the information required by law. City shall retain responsibility to determine the conformity of any permit application to City ordinance requirement and any other applicable law, rule, or regulation.
- b. City agrees to inform applicants of County's policy on inspection requests.
- c. City agrees that in the event of termination (see Section 9), County shall complete its obligation in the enforcement of its open permits until closure.

Section 4. Revenue Sharing: The City shall forward to the County five percent (5%) of all permit revenues collected for the previous month by the fifteenth (15th.), which shall represent the State of Oregon surcharge. The County shall be responsible for the State of Oregon surcharge report and forwarding surcharges collected to the State of Oregon Building Codes Division. In addition, the City shall forward to the County eighty-eight percent (88%) of the remaining permit revenues, which shall represent the County's share of the total permit revenue. The City shall retain the balance (twelve percent (12%) of the remaining revenues) which shall represent the City's share of the total permit revenues. The City shall remit to the County the State surcharge and County's share in the proportions outlined above for all amounts collected prior to the execution of this agreement.

For those permits which are issued by the County for the City, the County shall retain five percent (5%) of all the permit revenues collected which shall represent the State of Oregon surcharge. In addition, the County shall retain eighty-eight percent (88%) of the remaining permit revenues which shall represent the County's share of the total permit revenue. The County shall remit to the City the remaining twelve percent (12%) of the permit revenues, which shall represent the City's share of the total permit revenue.

Section 5. Indemnity and Insurance: Each party agrees to indemnify and protect the other party from claims and causes of action arising from its own negligence and the performance of their respective obligations under the terms of this agreement. Nothing in this agreement is intended nor shall it be construed as imposing any liability on a jurisdiction for claims in excess of the Oregon Tort Claims Act. Each party agrees to maintain insurance levels, or self-insurance in accordance with ORS 30.282, for the duration of this agreement to levels necessary to protect against public body liability as specified in ORS 30.270.

Section 6. Amendment Provisions: This agreement may be amended in writing as may be mutually agreed to between the parties.

Section 7. Enforcement: City shall be responsible for processing all violations of the State of Oregon Electrical Code and State of Oregon Plumbing Code. County shall notify City of such violations and transfer appropriate files to City.

Section 8. Termination: This agreement may be terminated by either party, provided, however, the party terminating the agreement shall give 30 days written notice to the other party of its intent to terminate, unless other wise mutually agreed to by the parties.

Section 9. Written Notice and Addresses: All written notice required under this agreement shall be sent as follows:

<u>City</u> Building Official City of Milwaukie 6101 SE Johnson Creek Blvd. Milwaukie, OR 97206	<u>County</u> : Building Codes Division Department of Transportation & Development 902 Abernethy Road Oregon City, OR 97045-1100
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IN WITNESS WHEREOF, the parties have set their hands and affixed their seals as of the date herein written.

The City of Milwaukie has acted in this matter pursuant to a resolution adopted by the City Council on _____, 1997.

Clackamas County has acted in this matter pursuant to Order No. _____ by its Board of Commission on the _____, 1997.

CITY OF MILWAUKIE, by and through
its City Manager

CLACKAMAS COUNTY, by and through
its Board of Commissioners

Dan Bartlett, City Manager

Chair, Ed Lindquist

APPROVED AS TO FORM:

City Attorney

Commissioner Bill Kennemer

Commissioner Judie Hammerstad



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 Water Meter Reading Services

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:

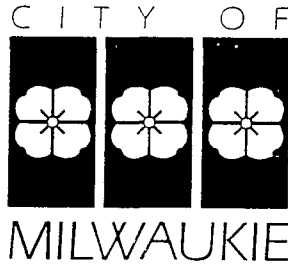
In 1993, the Water Division determined that maintenance of the water system was being degraded by the need for staff to conduct monthly meter readings. In response to this dilemma, the City decided to issue a Request for Proposals to determine the cost of contracting out this service. An RFP was issued 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.

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



TO: Mayor and City Council

THRU: Dan Bartlett, City Manager *dan*

FROM: Jim Brink, Public Works Director *J 5736-18-97*

RE: 1997 Street Overlay Project
Bid Award

DATE: June 18, 1997

ACTION REQUESTED

City Council authorize the City Manager to sign a contract for the 1997 Street Overlay Project to Vancouver Paving for the bid amount of \$118,391.00.

BACKGROUND

During the process that led to the approval of the Sherrett St Sanitary Sewer LID staff noted that the CIP had a waterline improvement project scheduled for FY2000-2001 and a pavement overlay scheduled for FY2001-2002 in the same area as the sewer project.

Staff recommended and Council approved advancing the waterline improvement project and the overlay so as to accomplish all three (3) projects during the summer of 1997. This would minimize disruption and inconvenience to the neighborhood as well as providing the possibility of lower unit prices at least for the waterline project.

DISCUSSION

The 1997 Street Overlay Project was advertised for bid on May 7, 1997.

Six bids were received for the project, ranging from \$118,391 to \$134,125, with Vancouver Paving lowest responsible bidder (Attachment A). After verification of the bidders extensions and having checked references, it is the recommendation of the Public Works Department that the bid be awarded to Vancouver Paving.

Comparison of Unit Prices for Major Bid Items

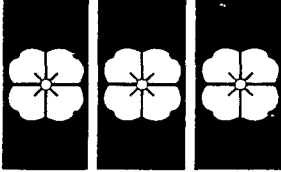
	<u>Class "C Asphalt Concrete</u>	<u>Paving Grade Geotextile</u>
1996	\$31.40/ton	\$1.12/sy
1997	\$39.00/ton	\$1.35/sy

RECOMMENDATION

That City Council award the contract for the 1997 Street Overlay Project to Vancouver Paving for the bid amount of \$118,391.00. The appropriate FY 97-98 budget line number is 22-7522.

Attachment A

1997 STREET OVERLAY PROJECT															
1997 Overlay Project															
RD972_1.XLS															
		Vancouver Paving				K.F. Jacobsen		Eagle Elsner		Lakeside Industries		Kerr Contractors		Oregon Asphaltic Paving	
Item No.	Description	Quantity	Unit	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
1	Mobilization	1	L.S.	\$5,150.00	\$5,150.00	\$12,000.00	\$12,000.00	\$4,500.00	\$4,500.00	\$6,300.00	\$6,300.00	\$8,000.00	\$8,000.00	\$8,600.00	\$8,600.00
2	Traffic Control	1	L.S.	\$1,500.00	\$1,500.00	\$6,000.00	\$6,000.00	\$6,000.00	\$6,000.00	\$4,000.00	\$4,000.00	\$2,800.00	\$2,800.00	\$6,600.00	\$6,600.00
3	Asphalt Class C	2100	Tons	\$39.00	\$81,900.00	\$35.80	\$75,180.00	\$40.50	\$85,050.00	\$38.50	\$80,850.00	\$37.50	\$78,750.00	\$39.00	\$81,900.00
4	Paving Grade Geotextile	19500	S.Y.	\$1.35	\$26,325.00	\$1.65	\$32,175.00	\$1.65	\$32,175.00	\$2.00	\$39,000.00	\$1.50	\$29,250.00	\$1.50	\$29,250.00
5	Pavement Grinding	1200	S.F.	\$2.93	\$3,516.00	\$3.50	\$4,200.00	\$4.50	\$5,400.00	\$4.00	\$4,800.00	\$2.00	\$2,400.00	\$4.00	\$4,800.00
	Total Cost				\$118,391.00		\$129,555.00		\$133,125.00		\$134,950.00		\$121,200.00		\$131,150.00

C I T Y O F

MILWAUKIE
MEMORANDUM

TO: Mayor and City Council

THRU: Dan Bartlett, City Manager *DB*
Jim Brink, Public Works Director *JEB*

FROM: Paul Roeger, Civil Engineer *PR*

RE: '96 - '97 Waterline Upsizing Project
Bid Award

DATE: June 20, 1997

ACTION REQUESTED

City Council authorize the City Manager to sign a contract for the 1996-1997 Waterline Upsizing Project, Alternate "B", with D.M. Excavating Co., Inc., for the bid amount of \$122,220.25.

BACKGROUND

The Water Department has identified waterlines that need to be upgraded to improve fire protection and domestic water flows. All of the main replacements in this project have been identified in the "Public Facilities Plan, 1988-2008" as high or moderate priority and have been identified in the CIP. Funds are budgeted in this year's Water Fund, under line item 31-7531, for these improvements.

Kathryn Court, Mary Court, and 35th Court have existing 2-inch galvanized lines that serve eleven single family residences and two vacant lots. These will be replaced with 4-inch lines to improve available volume and eliminate rusty lines.

33rd Avenue, 34th Avenue, and Barba Street have existing 4-inch cast iron lines that connect to existing 8-inch lines at Sherrett Street and at 36th Avenue and serve 33 single family residences and a nine unit apartment complex. These will be replaced by 6-inch lines with three new hydrants; one on 33rd Avenue; one at the intersection of 34th Avenue and Sherrett Street, and one at the intersection of 34th Avenue and Mary Court.

Addition of the fire hydrants will improve fire protection. New service lines will be installed to all the existing meter locations and new meters and meter setters will be installed.

I have attached vicinity maps to help show the layout. Advertising was done as required. Ten sets of plans went out to contractors for bidding and nine bids were received on June 19, 1997, for opening at 2:00PM at the Johnson Creek Facility. The bid summary of all bids is attached including the engineers estimate.

Two alternatives were bid. Alternate "A" was for Class 52 ductile iron pipe and alternate "B" was for C-900 PVC pipe.

Low bidder was D.M. Excavating Co., Inc. Public Works has verified the bidder's extensions. D.M. Excavating has done work for the City before and all departments have been very satisfied with their performance.

Also, the timing of this project is very good because the City is also having sanitary sewer installed on Sherrett Street, 34th Avenue, and Kathryn Court in conjunction with the City of Portland work on Sherrett Street and north. The City of Milwaukie will also do an asphalt overlay over all of the affected streets after the sewer and water are completed.

RECOMMENDATION

Therefore, it is the recommendation of the Public Works Department that City Council authorize the City Manager to sign a the contract for the 1996-1997 Waterline Upsizing Project, Alternate "B", with D.M. Excavating Co., Inc. for the low bid of \$122,220.25.

PROJECT AREA

McLOUGHLIN BLVD.

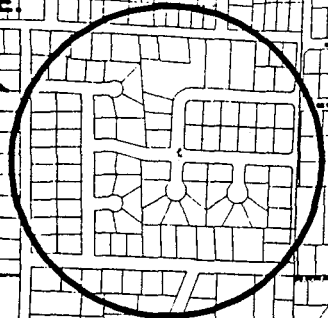
32ND AVE.

42ND AVE.

JOHNSON CREEK BLVD.

HARRISON ST.

KING ROAD



'96-'97 Waterline Upsizing Project

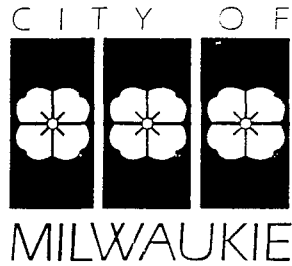
Item #	Contractor:	Item of Work	Estimated Quantity	Unit	D.M. Exc.		Copenhagen Utilities		Ken Hood Constr.		S-2 Contractors	
					Unit Price	Total Bid Price	Unit Price	Total Bid Price	Unit Price	Total Bid Price	Unit Price	Total Bid Price
1		ALTERNATE "A"										
		Class 52 D.I.										
		a. 4" pipe	495	L.F.	\$ 24.20	\$ 11,979.00	\$ 25.00	\$ 12,375.00	\$ 25.00	\$ 12,375.00	\$ 40.00	\$ 19,800.00
		b. 6" pipe	1955	L.F.	\$ 23.70	\$ 46,333.50	\$ 27.00	\$ 52,785.00	\$ 27.00	\$ 52,785.00	\$ 43.00	\$ 84,065.00
		ALTERNATE "B"										
		C-900										
		a. 4" pipe	495	L.F.	\$ 19.75	\$ 9,776.25	\$ 20.00	\$ 9,900.00	\$ 20.00	\$ 9,900.00	\$ 34.00	\$ 16,830.00
		b. 6" pipe	1955	L.F.	\$ 20.80	\$ 40,664.00	\$ 22.00	\$ 43,010.00	\$ 23.00	\$ 44,965.00	\$ 38.00	\$ 74,290.00
2		D.I. Valves & Fittings										
		a. 6" F.H. Assemblies	3	Each	\$ 1,810.00	\$ 5,430.00	\$ 2,200.00	\$ 6,600.00	\$ 2,300.00	\$ 6,900.00	\$ 1,500.00	\$ 4,500.00
		b. B.O. Assembly in Pvmnt.	3	Each	\$ 460.00	\$ 1,380.00	\$ 1,000.00	\$ 3,000.00	\$ 620.00	\$ 1,860.00	\$ 500.00	\$ 1,500.00
		c. 6" G.V. & boxes	10	Each	\$ 620.00	\$ 6,200.00	\$ 350.00	\$ 3,500.00	\$ 460.00	\$ 4,600.00	\$ 300.00	\$ 3,000.00
		d. 4" G.V. & boxes	3	Each	\$ 555.00	\$ 1,665.00	\$ 300.00	\$ 900.00	\$ 416.00	\$ 1,248.00	\$ 250.00	\$ 750.00
3		e. D.I. or G.I. Fittings	1200	Lbs.	\$ 2.60	\$ 3,120.00	\$ 1.50	\$ 1,800.00	\$ 3.25	\$ 3,900.00	\$ 1.00	\$ 1,200.00
		Live tap on existing main										
4		a. 8x6 tap tee, 6"G.V.	1	Each	\$ 1,310.00	\$ 1,310.00	\$ 2,000.00	\$ 2,000.00	\$ 1,572.00	\$ 1,572.00	\$ 2,000.00	\$ 2,000.00
		Surf. removal & replacmt.										
5		a. Class "C" A.C.	2450	L.F.	\$ 9.50	\$ 23,275.00	\$ 9.00	\$ 22,050.00	\$ 7.40	\$ 18,130.00	\$ 6.50	\$ 15,925.00
		b. Topsoil and Seeding	L.S.	L.F.	\$ 350.00	\$ 350.00	\$ 2,000.00	\$ 2,000.00	\$ 600.00	\$ 600.00	\$ 1,500.00	\$ 1,500.00
		c. Concrete	10	S.F.	\$ 38.00	\$ 380.00	\$ 15.00	\$ 150.00	\$ 30.00	\$ 300.00	\$ 10.00	\$ 100.00
6		ALTERNATE "B" ONLY										
		1" Saddles on C-900 PVC	45	Each	\$ 49.00	\$ 2,205.00	\$ 50.00	\$ 2,250.00	\$ 65.00	\$ 2,925.00	\$ 15.00	\$ 675.00
7		2" Saddles on C-900 PVC	1	Each	\$ 80.00	\$ 80.00	\$ 55.00	\$ 55.00	\$ 100.00	\$ 100.00	\$ 30.00	\$ 30.00
		Water Services										
		a. 1" Standard (Short side)	30	Each	\$ 410.00	\$ 12,300.00	\$ 400.00	\$ 12,000.00	\$ 600.00	\$ 18,000.00	\$ 200.00	\$ 6,000.00
		b. 1" Standard (Long side)	15	Each	\$ 575.00	\$ 8,625.00	\$ 550.00	\$ 8,250.00	\$ 900.00	\$ 13,500.00	\$ 400.00	\$ 6,000.00
8		c. 2" Standard Type	1	Each	\$ 610.00	\$ 610.00	\$ 900.00	\$ 900.00	\$ 1,300.00	\$ 1,300.00	\$ 500.00	\$ 500.00
		Disconnect & Abandon	L.S.	L.S.	\$ 1,850.00	\$ 1,850.00	\$ 4,000.00	\$ 4,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00	\$ 3,000.00
		Traffic Control	L.S.	L.S.	\$ 3,000.00	\$ 3,000.00	\$ 3,500.00	\$ 3,500.00	\$ 4,000.00	\$ 4,000.00	\$ 3,182.00	\$ 3,182.00
		TOTAL BID ALT. "A":				\$ 127,807.50		\$ 135,810.00		\$ 144,070.00		\$ 153,022.00
		TOTAL BID ALT. "B":			\$ 122,220.25		\$ 125,865.00		\$ 136,800.00		\$ 140,982.00	

'96-'97 Water' Upsizing Project

Item #	Contractor:			Bill Booker Constr.		Wystan Brown Exc.		Skyline		Hubco Excavation	
	Item of Work	Estimated Quantity	Unit	Unit Price	Total Bid Price	Unit Price	Total Bid Price	Unit Price	Total Bid Price	Unit Price	Total Bid Price
1	ALTERNATE "A" Class 52 D.I.										
	a. 4" pipe	495	L.F.	\$ 35.25	\$ 17,448.75	\$ 35.00	\$ 17,325.00	\$ 23.00	\$ 11,385.00	\$ 31.00	\$ 15,345.00
	b. 6" pipe	1955	L.F.	\$ 36.40	\$ 71,162.00	\$ 44.00	\$ 86,020.00	\$ 23.00	\$ 44,965.00	\$ 34.50	\$ 67,447.50
	ALTERNATE "B" C-900										
	a. 4" pipe	495	L.F.	\$ 26.25	\$ 12,993.75	\$ 32.00	\$ 15,840.00	\$ 22.00	\$ 10,890.00	\$ 26.50	\$ 13,117.50
	b. 6" pipe	1955	L.F.	\$ 27.45	\$ 53,664.75	\$ 40.00	\$ 78,200.00	\$ 22.00	\$ 43,010.00	\$ 30.00	\$ 58,650.00
2	D.I. Valves & Fittings										
	a. 6" F.H. Assemblies	3	Each	\$ 1,920.00	\$ 5,760.00	\$ 1,200.00	\$ 3,600.00	\$ 2,000.00	\$ 6,000.00	\$ 1,978.00	\$ 5,934.00
	b. B.O. Assembly in Pvmt.	3	Each	\$ 670.00	\$ 2,010.00	\$ 150.00	\$ 450.00	\$ 1,200.00	\$ 3,600.00	\$ 600.00	\$ 1,800.00
	c. 6" G.V. & boxes	10	Each	\$ 340.00	\$ 3,400.00	\$ 290.00	\$ 2,900.00	\$ 1,000.00	\$ 10,000.00	\$ 275.00	\$ 2,750.00
	d. 4" G.V. & boxes	3	Each	\$ 280.00	\$ 840.00	\$ 170.00	\$ 510.00	\$ 800.00	\$ 2,400.00	\$ 230.00	\$ 690.00
	e. D.I. or G.I. Fittings	1200	Lbs.	\$ 1.70	\$ 2,040.00	\$ 2.00	\$ 2,400.00	\$ 5.00	\$ 6,000.00	\$ 1.15	\$ 1,380.00
3	Live tap on existing main										
	a. 8x6 tap tee, 6"G.V.	1	Each	\$ 1,200.00	\$ 1,200.00	\$ 1,100.00	\$ 1,100.00	\$ 1,700.00	\$ 1,700.00	\$ 2,277.00	\$ 2,277.00
4	Surf. removal & replacmt.										
	a. Class "C" A.C.	2450	L.F.	\$ 11.00	\$ 26,950.00	\$ 5.00	\$ 12,250.00	\$ 8.00	\$ 19,600.00	\$ 11.50	\$ 28,175.00
	b. Topsoil and Seeding	L.S.	L.F.	\$ 500.00	\$ 500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 1,500.00	\$ 2,990.00	\$ 2,990.00
	c. Concrete	10	S.F.	\$ 9.00	\$ 90.00	\$ 25.00	\$ 250.00	\$ 50.00	\$ 500.00	\$ 39.00	\$ 390.00
5	ALTERNATE "B" ONLY										
	1" Saddles on C-900 PVC	45	Each	\$ 40.00	\$ 1,800.00	\$ 45.00	\$ 2,025.00	\$ 125.00	\$ 5,625.00	\$ 86.00	\$ 3,870.00
	2" Saddles on C-900 PVC	1	Each	\$ 50.00	\$ 50.00	\$ 100.00	\$ 100.00	\$ 150.00	\$ 150.00	\$ 165.00	\$ 165.00
6	Water Services										
	a. 1" Standard (Short side)	30	Each	\$ 470.00	\$ 14,100.00	\$ 450.00	\$ 13,500.00	\$ 600.00	\$ 18,000.00	\$ 545.00	\$ 16,350.00
	b. 1" Standard (Long side)	15	Each	\$ 510.00	\$ 7,650.00	\$ 650.00	\$ 9,750.00	\$ 800.00	\$ 12,000.00	\$ 840.00	\$ 12,600.00
	c. 2" Standard Type	1	Each	\$ 870.00	\$ 870.00	\$ 1,000.00	\$ 1,000.00	\$ 850.00	\$ 850.00	\$ 1,150.00	\$ 1,150.00
7	Disconnect & Abandon	L.S.	L.S.	\$ 8,600.00	\$ 8,600.00	\$ 2,500.00	\$ 2,500.00	\$ 1,500.00	\$ 1,500.00	\$ 3,875.00	\$ 3,875.00
8	Traffic Control	L.S.	L.S.	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 2,000.00	\$ 1,500.00	\$ 1,500.00	\$ 5,200.00	\$ 5,200.00
	TOTAL BID ALT. "A";				\$ 163,620.75		\$ 157,055.00		\$ 141,500.00		\$ 168,353.50
	TOTAL BID ALT. "B";				\$ 143,518.50		\$ 149,875.00		\$ 144,825.00		\$ 161,363.50

'96-'97 Waterline Upsizing Project

Item #	Contractor:	Item of Work	Estimated Quantity	Unit	J.D. Strong		Engineers Estimate	
					Unit Price	Total Bid Price	Unit Price	Total Bid Price
1		ALTERNATE "A"						
		Class 52 D.I.						
		a. 4" pipe	495	L.F.	\$ 48.00	\$ 23,760.00	\$ 23.00	\$ 11,385.00
		b. 6" pipe	1955	L.F.	\$ 49.00	\$ 95,795.00	\$ 25.00	\$ 48,875.00
		ALTERNATE "B"						
		C-900						
		a. 4" pipe	495	L.F.	\$ 44.00	\$ 21,780.00	\$ 19.00	\$ 9,405.00
		b. 6" pipe	1955	L.F.	\$ 45.00	\$ 87,975.00	\$ 22.00	\$ 43,010.00
2		D.I. Valves & Fittings						
		a. 6" F.H. Assemblies	3	Each	\$ 2,500.00	\$ 7,500.00	\$ 2,000.00	\$ 6,000.00
		b. B.O. Asembly in Pvmt.	3	Each	\$ 800.00	\$ 2,400.00	\$ 500.00	\$ 1,500.00
		c. 6" G.V. & boxes	10	Each	\$ 700.00	\$ 7,000.00	\$ 600.00	\$ 6,000.00
		d. 4" G.V. & boxes	3	Each	\$ 600.00	\$ 1,800.00	\$ 500.00	\$ 1,500.00
		e. D.I. or G.I. Fittings	1200	Lbs.	\$ 5.00	\$ 6,000.00	\$ 3.00	\$ 3,600.00
3		Live tap on existing main						
		a. 8x6 tap tee, 6"G.V.	1	Each	\$ 1,500.00	\$ 1,500.00	\$ 1,200.00	\$ 1,200.00
4		Surf. removal & replacmt.						
		a. Class "C" A.C.	2450	L.F.	\$ 6.00	\$ 14,700.00	\$ 10.00	\$ 24,500.00
		b. Topsoil and Seeding	L.S.	L.F.	\$ 1,500.00	\$ 1,500.00	\$ 1,000.00	\$ 1,000.00
		c. Concrete	10	S.F.	\$ 150.00	\$ 1,500.00	\$ 8.00	\$ 80.00
5		ALTERNATE "B" ONLY						
		1" Saddles on C-900 PVC	45	Each	\$ 100.00	\$ 4,500.00	\$ 50.00	\$ 2,250.00
		2" Saddles on C-900 PVC	1	Each	\$ 150.00	\$ 150.00	\$ 100.00	\$ 100.00
6		Water Services						
		a. 1" Standard (Short side)	30	Each	\$ 400.00	\$ 12,000.00	\$ 450.00	\$ 13,500.00
		b. 1" Standard (Long side)	15	Each	\$ 600.00	\$ 9,000.00	\$ 600.00	\$ 9,000.00
		c. 2" Standard Type	1	Each	\$ 1,200.00	\$ 1,200.00	\$ 550.00	\$ 550.00
7		Disconnect & Abandon	L.S.	L.S.	\$ 1,500.00	\$ 1,500.00	\$ 2,400.00	\$ 2,000.00
8		Traffic Control	L.S.	L.S.	\$ 2,500.00	\$ 2,500.00	\$ 2,000.00	\$ 1,000.00
		TOTAL BID ALT. "A":				\$ 189,655.00		\$ 131,690.00
		TOTAL BID ALT. "B":				\$ 184,505.00		\$ 126,195.00



****MEMORANDUM****
Community Development Department
June 20, 1997

TO: Mayor and City Council

THROUGH: Dan Bartlett, City Manager

FROM: *MC* Maggie Collins, Community Development Director

SUBJECT: Transportation System Plan (CPA 96-01)
Public Hearing Continued from June 17, 1997 to July 1, 1997

The June 17, 1997 public hearing was adjourned at the Council Deliberation step of the public hearing process. By motion the Council continued CPA 96-01 to the regularly scheduled Council meeting on July 1, 1997.

The **Action Requested** is to: (1) Adopt the Draft Transportation System Plan as an ancillary document to the Milwaukie Comprehensive Plan; and (2) Replace Chapter 5 of the Milwaukie Comprehensive Plan with Chapter 8 of the Transportation System Plan.

Status of Requested Action

At the June 17, 1997 public hearing, several changes to the Draft Transportation System Plan (TSP) were recommended by staff. In the public testimony step of the hearing, testimony was received questioning the Plan's "collector" designation for several streets in Milwaukie.

Since there was some confusion as to what language and Map amendments were being proposed for final adoption, staff was directed to bring back information on several points:

Memo to Mayor and Council
CPA 96-01
June 20, 1997
Page 2

- (1) Text and map changes proposed by staff or discussed by the Council (see attached Exhibit 2);
- (2) An evaluation of the effect of granting the petitioners' request to not designate certain streets as collectors in the TSP proposed for adoption (see attached Community Development Department Staff Report dated July 20, 1997); and
- (3) An actual copy of the final Draft of TSP Chapter 8, which is labeled as "Chapter 5" of the Milwaukie Comprehensive Plan (see attached Exhibit 3).

Exhibit 1, the draft adoption ordinance, has been slightly amended from the version presented in the 6/17 Council packet (see Community Development Department Staff Report dated July 20, 1997 for details).



MEMORANDUM

COMMUNITY DEVELOPMENT DEPARTMENT
June 20, 1997

To: Milwaukie City Council

Through: Dan Bartlett, City Manager

From: *MC* Maggie Collins, Community Development Director
Daniel Pava AICP, Senior Planner *DP*

Subject: Transportation System Plan - July 1, 1997 - Continuation of Public Hearing
File No. CPA 96-01

Action Requested

Adoption of the Transportation System Plan (TSP) as an Ancillary Document to the Milwaukie Comprehensive Plan; and replacement of the Transportation Element pages 5TR-1 through 5TR-11, including Map #8 in Chapter 5 of the Comprehensive Plan, with Chapter 8 of the Transportation System Plan. The draft ordinance attached as **Exhibit 1** has been revised to specifically reference pages 5TR-1 through 5TR-11 and Map #8 which is the current Comprehensive Plan Transportation Element.

Background

The City Council held a public hearing on the Transportation System Plan on June 17, 1997. Community Development staff presented numerous text changes to address Council and Planning Commission work session comments. **Exhibit 2** is a legislative draft that identifies each of these word changes, and the other changes that were made by Council at the June 17 work session and public hearing. **Exhibit 3** is the actual text of Chapter 8 *Goals, Objectives and Policies*, to be adopted by the Council to replace pages 5TR-1 through 5TR-11 in Chapter 5 of the Comprehensive Plan.

COMMUNITY DEVELOPMENT • PUBLIC WORKS
6101 SE JOHNSON CREEK BLVD.
MILWAUKIE, OREGON 97206
PHONE: (503) 786-7600 • FAX: (503) 774-8236

Discussion of Petitions

Public testimony on June 17, 1997, concerned some streets proposed to be designated as collectors in the Transportation System Plan. Petitions were submitted that were signed by residents of Home Avenue, Monroe Street, Washington Street, 32nd Avenue, and 34th Avenue. The petitioners oppose any change to the present definition of their streets being designated as collector streets in the Transportation System Plan. The Council directed staff to address the effect of designating these five streets as neighborhood routes.

The current definition in the Milwaukie Comprehensive Plan of a collector street is "to serve internal traffic within areas having a single land use pattern. The collector streets carry local traffic within a neighborhood area. They carry traffic from the local streets to the minor and/or major arterials network or to schools, local shopping centers, or other local streets within the neighborhood. Local public transit may use collector streets. Main Street and 32nd Avenue north of Harrison are collectors." The current definition states that 32nd Street is a collector; and the existing Comprehensive Plan classifies Home Avenue, Monroe Street east of ORE224, Washington Street, 32nd Avenue and 34th Avenue as collectors, as does Clackamas County.

The proposed Transportation System Plan definition is, "Collectors provide both access and circulation within residential neighborhoods and commercial/industrial areas. They serve a citywide function of connectivity. Together with arterials, collectors are typically spaced about one-half mile apart. Access control for collectors is not as high a priority as for arterials, but is especially needed near intersections with other collectors and arterials. Collectors serve residential neighborhoods, distributing trips from the local street system and distributing it to and from the arterial street system. Neighborhood traffic management strategies can be appropriate for use on collectors in residential areas. Collector street design can vary by land use type (residential, commercial)."

The definition of neighborhood routes in the Transportation System Plan is that they "serve to allow local traffic in and out from residential areas to arterials and collectors. They are similar to local streets in design (with residential frontage) but carry more traffic and are routes commonly used by local residents. Neighborhood routes do not provide citywide circulation, but mainly serve an immediate neighborhood. Because their traffic levels are greater than local streets and potential for speeding can be higher, neighborhood traffic management techniques can be appropriate." Thus, the main difference is that neighborhood streets do not provide city-wide circulation, but mainly serve an immediate neighborhood. Collectors allow access to neighborhood streets and to other areas of the City.

Home Avenue, Monroe Street, Washington Street, 32nd Avenue and 34th Avenue all serve both the local residential neighborhoods *and* citywide circulation by virtue of geography and the layout of Milwaukie street system. The Transportation System Plan street designations of these streets and others as collectors are based upon several earlier area-wide traffic modeling studies and level of service analyses discussed in Chapter 2. The modeling demonstrated how automotive traffic moves and will move and use the existing street network.

For example, if Home Avenue is considered a neighborhood route, it will still be used to travel between King Road and Railroad Avenue and to access the residential areas to the east and west. Should through traffic seek an alternate route it is likely that Stanley, Linwood, 42nd and 37th Avenues would experience increased congestion and decreased levels of service at the associated intersections.

Designating Monroe along its entire length to be a neighborhood route could result in increased traffic on King Road and Harrison Street, effectively dividing Milwaukie. Washington Street and 34th Avenue provide the only through access between Lake Road and ORE 224 and Milwaukie neighborhoods to the south and north without diverting farther to the east. Should traffic seek an alternate route it is likely that 21st, 27th, 28th, 29th, and 37th Avenues, Freeman Way, Monroe Street, Harrison Street, and Lake Road would experience increased congestion and decreased levels of service at the associated intersections.

Whether the streets are actually designated to be collectors or neighborhood routes will not alter how traffic will move. Both designation as either a collector or neighborhood street make possible various forms of neighborhood traffic management in accordance with the new City policy.

The staff conclusion is that each of these streets is properly designated as a collector in the Transportation System Plan and that there are valid concerns about traffic impacts that need to be addressed as a consequence. The best thing to do would be to further study how each of the streets designated as a collector in the Transportation System Plan will perform in the future, and to investigate what might be appropriate traffic management techniques to address safety problems.

Staff Recommendation Regarding Collectors

1. Retain the designation of collector for the subject streets, recognizing that further modeling is appropriate for a system and plan that has a twenty-year scope.
2. Add a Policy #5 under Streets Goal Statement #2 in Chapter 8 that states, "The City shall conduct a special study to determine appropriate traffic management techniques for collector streets."

Staff Recommendation

Staff recommends that the Council adopt the Transportation System Plan, including all of the changes shown in Exhibit 2, as an Ancillary Document to the Comprehensive Plan; and that Chapter 8 of the Transportation System Plan as shown in Exhibit 3 replace the current Comprehensive Plan Transportation Element found on pages 5TR-1 through 5TR-1, including Map #8 (Transportation), as recommended by the Planning Commission, based on the Findings contained in the staff report dated May 27, 1997.

Exhibits:

1. Draft Revised Ordinance for Adoption of the Transportation System Plan
2. Legislative Summary of all Proposed Changes to TSP Text and Graphics
3. Proposed Transportation Element of the Comprehensive Plan to Replace Existing

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AMENDING ORDINANCE NUMBER 1437, THE COMPREHENSIVE PLAN (CPA-96-01) BY ADOPTING THE TRANSPORTATION SYSTEM PLAN AS AN ANCILLARY DOCUMENT; AND REPLACING THE TRANSPORTATION GOALS, OBJECTIVES AND POLICIES IN CHAPTER 5 WITH CHAPTER EIGHT OF THE TRANSPORTATION SYSTEM PLAN.

WHEREAS, the City of Milwaukie desires to review, amend and revise its Comprehensive Plan on a regular basis; and

WHEREAS, the Transportation System Plan has been developed by the City with the assistance of three citizen working groups and extensive opportunity for public comment, and reviewed by adjacent jurisdictions and relevant public agencies; and

WHEREAS, the Transportation System Plan fosters State Planning Goal 12 and implements the State Transportation Planning Rule requirement for local governments to complete long-range multi-modal transportation plans; and

WHEREAS, the Planning Commission has reviewed the Transportation System Plan, CPA-96-01 at a duly advertised public hearing on May 27, 1997; and

WHEREAS, the City Council held a duly advertised public hearing on June 17, 1997;

NOW, THEREFORE, THE CITY OF MILWAUKIE DOES ORDAIN AS FOLLOWS:

Section 1. Findings. Findings of fact in support of the proposed amendment are as follows:

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

2. The draft Transportation System Plan (Exhibit 1) has been evaluated in accordance with Policy 7, Objective 1 from Chapter 2 of the Milwaukie Comprehensive Plan as detailed in Findings 3 through 7.

3. **Conformance with the Comprehensive Plan, its goals, policies, and spirit.** The proposed final draft Transportation System Plan is in conformance with the goals, policies and spirit of the Milwaukie Comprehensive Plan. Adopting the Transportation System Plan as an ancillary document will provide the factual basis and substantiation for the new goals, objectives and policies found in Chapter 8 that will replace and make current those policies now in Chapter 5 of the Comprehensive Plan.

The planning process for the Transportation System Plan has been carried out in accordance with the policies related to Objectives 2 and 3, Chapter 1 that encourage broadly based public participation and promote informed public participation in planning decisions. The Plan will also facilitate policies found in Chapter 3 (Air, Water and Land Resources Quality Element) Objectives 1 and 2, because it provides a means to control air quality problems through local land use and transportation planning. The Plan also promotes traffic management measures designed to improve traffic flow on the Milwaukie Expressway, McLoughlin Boulevard, and major arterials consistent with Objective 3, Policy 5 in Chapter 3.

The functional classification scheme used in the Transportation System Plan enables realization of land use policies found under Objective 2, Chapter 4 (Residential Land Use Density and Location) of the Milwaukie Comprehensive Plan. The Transportation System Plan proposes multi-modal access improvements and roadway design standards along McLoughlin Boulevard and ORE224 consistent with the policies of Objective 13, Chapter 4 of the Milwaukie Comprehensive Plan. The Transportation System Plan recommends using neighborhood traffic management techniques to promote Neighborhood Element Needs Objective 2, Chapter 4 of the Milwaukie Comprehensive Plan. The provision of enhanced pavement maintenance facilitates Objective 2, Chapter 4 of the Milwaukie Comprehensive Plan; and the Neighborhood Area Guidelines found in Chapter 4 of the Milwaukie Comprehensive Plan are strengthened by the addition of complementary transportation policies and proposed projects contained in the Transportation System Plan.

The Plan provides for a coherent and predictable extension of transportation improvements in accordance with the City Growth Element, Chapter 6 of the Milwaukie Comprehensive Plan.

4. Public need for change. The City of Milwaukie has not previously completed a comprehensive multi-modal transportation plan that identifies and addresses all transportation system needs over a twenty year period. The existing Transportation Element focuses mainly on automobiles and transit and does not comprehensively address other modes of transportation, especially bicycling and walking. In-depth existing and future condition analyses had not been previously completed by the City to the benefit of the public. Current State mandates, plans and policies, require that local governments plan for all modes of transportation in an integrated fashion.

5. Public need is best satisfied by this particular change. This plan amendment accomplishes the public need for change by providing the policy framework and identifying project improvements that satisfy the public's need for a balanced and diverse, safe and accessible transportation system. The Transportation System Plan was accomplished through extensive research and public participation.

6. The change will not adversely affect the health, safety, and welfare of the community. The proposed Comprehensive Plan amendment recommends solutions to identified public needs that relate to safety and well-being of citizens traveling in Milwaukie and the greater region. Enhanced safety improvements will be made through proposed transportation system infrastructure projects. The proposed Goals, Objectives and Policies section of the

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
JULY 1, 1997**

The one thousand seven hundred and seventieth 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
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Also present:

Dan Bartlett, City Manager Charlene Richards, Assistant City Manager Pam Beery, City Attorney Brent Collier, Police Chief Angus Anderson, Finance Director	Jim Brink, Public Works Director Maggie Collins, Community Development Director Dan Pava, Senior Planner JoAnn Herrigel, Program Services Coordinator Nancy Bond, Program Specialist -- Conservation
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PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

Haulers' Report

Herrigel presented the staff report. The haulers' financial data indicated an 11.3% rate of return before taxes for the period between January and December 1996. No rate increase was requested.

Resource Conservation Program

Herrigel presented the staff report. The proposed commendation would formally endorse the Milwaukie Resource Conservation Program to local businesses. Activities completed to date included: reviewing water, energy, and materials use in each City facility; developing educational materials; and selecting and installing recycled content building materials in City remodeling projects. **Mayor Lomnicki** read the commendation for the record. **Herrigel** introduced **Nancy Bond**, Program Coordinator.

Mayor Lomnicki expressed his appreciation to **Council President Trotter** for presiding at the previous Council meeting.

CONSENT AGENDA

It was moved by Councilmember Kappa and seconded by Councilmember Tomei to adopt the Consent Agenda which consisted of the following items:

1. City Council minutes of June 17, 1997;
2. Resolution 23-1997: A Resolution of the City Council of the City of Milwaukie, Oregon, Approving an Intergovernmental Agreement between the City of Milwaukie and Clackamas County Regarding the Issuance of Electrical and Plumbing Permits;
3. Contract Award for Water Meter Reading Services;
4. Contract Award for 1997 Overlay Projects; and
5. Contract Award for 1997 Waterline Project.

Motion passed unanimously.

AUDIENCE PARTICIPATION

Sally Collins, 11367 SE 35th, Friends of the Milwaukie Jr. High School Pool. The School District accepted the proposal for keeping the pool open this summer. Funds were raised through contributions, and the School District is providing insurance and pool management and acting as the 501C organization. She was seeking innovative planning as well moral and financial support from the City Council and other groups interested in children. Donations can be mailed to the School District office on Lake Road.

PUBLIC HEARING

Council Goals 1997 - 1999

Mayor Lomnicki called the public hearing on the 1997 - 1999 City Council Goals to order at 7:16 p.m.

The purpose of the hearing was to consider public comment on the proposed Goals. **Mayor Lomnicki** reviewed the conduct of the hearing.

Report: **Mayor Lomnicki** said Council developed the eight Goals and related Objectives in a series of work session. The Goals support the City's Mission Statement and its citizens' 2015 Vision. **Mayor Lomnicki** read the Goals and related Objectives:

Goal: *continue to provide effective city services in a cost effective manner*

Objectives:

- respond to citizens' needs and demonstrate that we are using public resources well; and
- evaluate two services against "best practices" benchmarks.

Goal: *maintain effective Community Oriented Police Services (COPS)*

Objectives:

- reduce drug-related crimes;
- reduce vehicle speeding;
- involve Citizens in addressing neighborhood security issues;
- enhance neighborhood safety (more visible patrols and quicker responses); and
- reduce juvenile crime and the number of repeat offenders.

Goal: *encourage civic responsibility by providing opportunities for increased Citizen involvement in all aspects of the City*

Objectives:

- continue development of neighborhood service delivery model including code enforcement;
- assist neighborhoods to develop their own visions consistent with the overall City Vision;
- assist in the formation of Business/Industrial Neighborhood District Associations;
- recognize the diversity within our City and encourage participation of all members of the community;
- promote active involvement in City Government, Boards, Commissions, Neighborhood Associations, and Council meetings; and
- provide support services for Citizens to educate themselves about community activities.

Goal: *continue revitalization of the City Center and the Riverfront*

Objectives:

- complete land use designations;
- complete design review ordinance;
- identify viable public-private partnerships to initiate phase one projects of the City Center Master Plan;
 - evaluate relocation of downtown transit center;
 - evaluate future uses of the Milwaukie Junior High School site and other public lands; and
 - establish the ability to quickly respond to potential development/redevelopment opportunities

- Riverfront
 - acquire additional Riverfront property; and
 - identify viable public-private partnerships to construct phase one improvements

Goal: *continue to improve City infrastructure including: transportation system, street maintenance, storm drainage, water and sewer collection systems.*

Objectives:

- implement the Transportation System Plan including the Lake Road Multi-modal Plan;
- implement the storm drainage master plan;
- implement the pavement management plan;
- implement the Neighborhood Traffic Management Program including School Trip Safety Plan Elements; and
- develop a coordinated funding strategy for:
 - Transportation System Plan (TSP);
 - street maintenance and repair;
 - street improvements; and
 - storm water system improvements

Goal: *maintain involvement in the development and implementation of regional transportation plans, including light rail.*

Objectives:

- obtain funding for Milwaukie transportation priorities through inclusion of major regionally significant projects in the Regional Transportation Plan and regional funding strategies; and
- participate in designing the best possible transit system for Milwaukie
 - promote citizen participation in review and comment on the Draft Environmental Impact Statement.

Goal: *implement City services area expansion plan.*

Objectives:

- complete urban services agreements with sanitary sewer; water; fire protection; parks, open space and recreation; and streets, roads and mass transit districts by the next Comprehensive Plan Periodic Review in 1998;
- coordinate Clackamas Regional Center Area Plan implementation with City of Milwaukie Comprehensive Plan through City Planning Commission and Council involvement;
- evaluate the impacts of annexing areas within our current urban growth agreement; and
- annex areas identified as mutually beneficial.

Goal: *enhance the City's natural environment*

Objectives:

- complete master plans for City-owned open spaces;
- identify and prioritize parks and open space projects for the City to be implemented by NCPRD; and
- develop and implement urban forestry plan.

Correspondence: None.

Public Testimony: **Dale Potts**, 12177 SE Grove Loop, Linwood NDA Chair. He said the Goals should be more representative of the desires of Milwaukie citizens including light rail and other matters.

Council Comments: None.

Questions of Clarification: None.

Close Hearing: **Mayor Lomnicki** closed the public testimony portion of the hearing on the 1997 - 1999 City Council Goals at 7:25 p.m.

Discussion: **Councilmember Trotter** discussed Council's development of these Goals and how the members worked to articulate citizen and regional needs in concert with the City's Vision.

Councilmember Kappa said the Goal development process was very acceptable, and he particularly supported the continuation of the COPS program and enhancement of the natural environment. He felt the proposed Goals were the best he had seen during his five years on the City Council.

Councilmember Schreiber commented on the time and energy the City Council put into the development process. Through the City Manager, staff will be directed to devise work plans to carry out the adopted Goals.

Councilmember Tomei noted this was her first experience as a Councilor in identifying Citywide Goals, and it was edifying that work plans and timelines were developed to support the adopted Goals.

Mayor Lomnicki referred to draft Goals page 13 and noted the last objective should specify the South/North High Capacity Transit Study.

Decision: **It was moved by Councilmember Schreiber and seconded by Councilmember Trotter to adopt the 1997 - 1999 Goals with Mayor Lomnicki's amendment. Motion passed unanimously.**

OTHER BUSINESS**Transportation System Plan, File CPA-96-01**

Pava presented the staff report in which the City Council was requested to adopt the Draft Transportation System Plan (TSP) as an ancillary document to the Comprehensive Plan and replace Chapter 5 of the Milwaukie Comprehensive Plan with Chapter 8 of the TSP. He noted the following: Exhibit 2 was the legislative draft and Exhibit 3 was the new Chapter 5 of the Comprehensive Plan.

Mayor Lomnicki reminded the audience the public testimony portion of the Transportation System Plan (TSP) hearing was closed at the June 17, 1997, meeting. The City Council would continue its deliberation and decision at this meeting.

Councilmember Kappa referred to Exhibit 2, page 6-13, Figure 6.3 -- *Arterial Sample Street Cross Sections* -- and asked for clarification of "*appropriate techniques.*" **Pava** said this referred to broader applications such as: re-striping travel lanes to slow speed; signalization control and phasing; widening sidewalks; adding curb corner extensions; designing planted median strips on arterials; managing access at selected intersections; closing and consolidating commercial driveways; increasing enforcement; and utilizing social techniques such as the "Slow Down" banner and Speed Watch Program.

Mayor Lomnicki noted arterial streets were intended for cross commutes, and the City is influenced by traffic needs beyond its boundaries. The Regional Transportation Plan (RTP) coordinates these designations between adjacent agencies. **Pava** commented on Milwaukie's work with Portland and Clackamas County.

Councilmember Trotter referred to Figure 6.10 -- *Automobile Master Plan* -- and said he understood Monroe Street from McLoughlin Blvd. to Hwy. 224 was a collector rather than an arterial as indicated.

Councilmember Kappa referred to Exhibit 2, Chapter 8 Goals -- "*...promote livability by establishing a safe, efficient, balanced and diverse system that reduces the overall vehicle miles traveled in the next twenty years.*" He expressed concern that, if arterials were carrying more traffic for an increasing population, the ability to reduce the overall vehicle miles might be skewed.

Randy McCourt, DKS Associates, responded that vehicle miles traveled are evaluated on a regionwide basis, and each community has a share of the amount of traffic moving through it. There was nothing in Milwaukie's Plan that would make the vehicle miles disproportionate to other communities in the region. He discussed coordination with other jurisdictions and the potential for moving traffic to inappropriate routes if needed arterials were downgraded.

Councilmember Schreiber referred to original draft page 8-3 and asked for clarification of *Goal Statement 3: Increase the use of walking for all travel purposes*. **Pava** said the general intent was to increase opportunities to use alternative modes of transportation and make fewer car trips

Councilmember Tomei referred to Exhibit 2, page 6-6. Residents were very concerned about the figure of 5,000 - 10,000 vehicles per day. Currently, Home Avenue only has 2,000 vehicles per day. She felt either the definition of collector should be revised, or Home Avenue should be designated differently.

McCourt said, in the functional classification, volume is driven by connectivity. The intent was not to set thresholds but provide general characteristics and guidelines.

Councilmember Trotter suggested using the term "*generally carrying*" on draft original pages 6-4, 6-6, and 6-7 to allow latitude and act as a guideline rather than an absolute.

Councilmember Schreiber said the threshold means some type of remediation will take place when that volume is reached.

Councilmember Tomei did not feel the volumes were relevant and suggested eliminating them. The definition tells how the street functions.

Councilmember Trotter said he was looking for a methodology to make the statement less demanding. He felt the word "*generally*" might be more appropriate.

Mayor Lomnicki felt it would be sufficient to use words rather than numbers to describe the street characteristics.

Councilmember Schreiber referred to Chapter 2 and commented some of the figures were not where she would have expected to find them.

Councilmember Schreiber referred to original draft page 8-15, Goal Statement 1, Objective 1, Policy 2 regarding railroad crossing improvements and asked if these included bridges and trestles. **Collins** responded that bridges and trestles would be a major rail improvement and suggested adding "*at grade*."

Councilmember Trotter referred to Exhibit 2, page 6-6, paragraph beginning "At 5,000 vehicles per day, a roadway operates beyond ... These roads are likely to have turn lanes at some intersections and as the volumes approach 10,000 a center left turn lane may become desirable." Turn lanes could apply to any street, and he suggested adding a turn lane category to Table 6.7 -- *Proposed Street Design Criteria*. He recommended adding the entire paragraph to the right hand column of that table.

Councilmember Kappa referred to Exhibit 2, page 6-13, Figure 6.3 -- *Arterial Sample Street Cross Sections*. He felt strongly that there should be traffic management on arterials and collectors to address livability issues. Some of Pava's suggestion, although appropriate, were not sufficiently broad based.

Councilmember Trotter replied that all arterials would have traffic management using those techniques appropriate for arterials. Instead of going through the Neighborhood Traffic Management Program (NTMP) process, the TSP states arterial improvements will include these designs.

Mayor Lomnicki added that arterials are part of the regional network.

Councilmember Kappa felt there should be traffic management on arterials going through neighborhoods. He urged the NTMP be applied across the board.

Councilmember Tomei felt the techniques outlined in the TSP were appropriate for an arterial and indicated she had no problem with the wording.

Councilmember Kappa said signalization helps control traffic but not speeding problems. He felt the TSP should focus more on the pedestrian instead of the automobile. He recommended applying the NTMP to arterials to provide a system that protected pedestrians.

Councilmember Trotter said the NTMP process determines if traffic calming devices are appropriate on those streets that have been prioritized in the ranking system. He felt the TSP language was stronger in that it ensured arterials would be taken into account.

Councilmember Tomei discussed the meetings between ODOT, the City of Milwaukie, and the Island Station Neighborhood regarding 22nd Avenue/River Road traffic problems. Signal and configuration changes were determined more appropriate than installing speed humps. **Councilmember Kappa** asked her if she felt safe walking on that street, and she responded she did not at this time.

Councilmember Kappa was concerned about bike and pedestrian safety. He felt the NTMP would be specific about addressing what can be done on arterials to protect citizens.

Mayor Lomnicki said the TSP did not preclude the alternatives listed in the NTMP.

Councilmember Trotter discussed the public testimony and petitions to downgrade certain street classifications. He disagreed with staff's opinion on Home Avenue and supported Hammang's and Aschenbrenner's position that Home Avenue should not be a collector. He felt Home Avenue better fit with the definition of a neighborhood route since it does not serve as Citywide circulation. Home Avenue provides connectivity to Railroad Avenue and King Road which are a collector and regionally significant route respectively. It is also longer than most local streets. Staff had no technical objections to his position.

Mayor Lomnicki asked how he would define Citywide connector.

Councilmember Trotter referred to draft original page 8-12 which contained the street type definitions. Home Avenue is within a quarter mile of both Stanley and 42nd Avenues which provide the connectivity. Traffic counts are general in nature, and the modeling did not indicate Home Avenue would ever be a collector street.

Councilmember Tomei indicated her support for Councilmember Trotter's proposal.

Pava said technically, unlike other collectors included in the study, Home Avenue could be considered a neighborhood route, and the ramifications would not be considered extreme.

Councilmember Kappa asked Collins to discuss the TSP review process.

Collins said the review opportunities would be: during adoption of the Regional Transportation Plan (RTP); the Comprehensive Plan Periodic Review; NTMP implementation; CIP approval; and Regional Center Master Plan.

Councilmember Kappa urged adding a statement that the Traffic Safety and Transportation Board (TSTB) be included in the process and make recommendations to the Planning Commission and City Council. **Collins** said the City Council can assign tasks to its advisory boards and commission.

Councilmember Schreiber said she did not feel this type of statement should be included in a document ancillary to the Comprehensive Plan. The involvement can be an assignment in the overall TSTB work plan.

Councilmember Trotter commented on the public involvement process in the Comprehensive Plan Review.

Councilmember Trotter felt it appropriate to comment on the petitions to downgrade the other four streets designated as collectors.

- Monroe Street -- concurred with staff's recommendation for the following reasons: already proposed change from minor arterial to collector between McLoughlin Blvd. and Hwy. 224; consistent with County designation east of City limits; connects two arterial, Linwood Avenue and 21st Street; and recommended collector designation in Lancaster's 1993 traffic analysis.
- 32nd Avenue -- concurred with staff's recommendation for the following reasons: serves both residential and commercial areas including a CSO zone; and connects two arterials, Harrison Street and Johnson Creek Blvd.
- 34th Avenue -- concurred with staff's recommendation for the following reason: Lancaster's 1993 report indicated 46% of the traffic had neither origin or destination on 34th Street therefore indicating its function in Citywide connectivity.
- Washington Street -- concurred with staff's recommendation for the following reasons: distributes traffic from 21st Street to Lake Road and to Hwy. 224; and serves both residential and commercial areas.

Mayor Lomnicki reviewed the six proposed amendments he noted during the discussion and asked Council to vote on them individually.

It was moved by Councilmember Trotter and seconded by Councilmember Tomei to add the words "at grade" to original draft, page 8-15, Goal Statement 1, Objective 1, Policy 2 regarding railroad crossing improvements. Motion passed unanimously.

It was moved by Councilmember Tomei and seconded by Councilmember Schreiber to direct staff to delete reference to volume as a condition of street classification. Motion passed unanimously.

It was moved by Councilmember Trotter and seconded by Councilmember Tomei to add a "turn lane" category to Exhibit 2, page 6-12, Table 6-7 based on the language on page 6-6. Motion passed unanimously.

It was moved by Councilmember Trotter and seconded by Councilmember Tomei to designate Home Avenue as a neighborhood route from collector. Mayor Lomnicki did not agree entirely, but the connectivity needs were met by Stanley and 42nd Avenues. Motion passed unanimously.

Councilmember Kappa moved to add language to Figure 6.3 -- *Arterial Sample Street Cross Sections* -- regarding the application of Neighborhood Traffic Management Program principles on arterials. Motion died for lack of a second.

Councilmember Kappa moved to add language regarding review and comment by the Traffic Safety and Transportation Board. Motion died for lack of a second.

It was moved by Councilmember Trotter and seconded by Councilmember Tomei to accept map corrections to Figure 6.10 as submitted by staff. Motion passed unanimously.

Councilmember Trotter referred to the recommendation in the June 20, 1997, staff report. Staff recommended adding Chapter 8, Streets Goal Statement #2, Policy #5 -- *"The City shall conduct a special study to determine appropriate traffic management techniques for collector streets."* **Councilmember Trotter** felt it did not need to be included because it was covered in the NTMP.

Pava referred to Exhibit 3, page 5TR-22, item #5 -- *"The City shall conduct a special study to determine appropriate traffic management techniques for collector streets."* **Councilmember Trotter** asked if City Council had directed this, and **Pava** responded that staff added it based on Council discussion. **Councilmember Trotter** did not believe another study was needed, and the money would be better spent on traffic management.

It was moved by Councilmember Trotter and seconded by Councilmember Tomei to delete Exhibit 2, page 8-16, item #5 and Exhibit 3, page 5TR-22, item #5 -- "The City shall conduct a special study to determine appropriate traffic management techniques for collector streets." Motion passed unanimously.

Councilmember Kappa asked if the issue of truck routes on King Road had been settled. **Pava** said King Road is a minor preferred truck route from 82nd Avenue to McLoughlin Blvd.

It was moved by Councilmember Trotter and seconded by Councilmember Tomei to accept the legislative amendments in Exhibit 2.

Councilmember Kappa asked if City Council would adopt the entire document. **Mayor Lomnicki** said at this point the amendments were being considered, then the City Council would go on to adopt the entire document.

Motion passed unanimously.

It was moved by Councilmember Schreiber and seconded by Councilmember Trotter to read the ordinance amending the Comprehensive Plan by adopting the Transportation System Plan as an ancillary document and replacing the Transportation Goals, Objectives, and Polices in Chapter 5 with Chapter 8 of the Transportation System Plan for the first time by title only as amended. Motion passed 4 - 1 with the following vote: Mayor Lomnicki, Councilmember Tomei, Councilmember Schreiber, and Councilmember Trotter aye; Councilmember Kappa nay; no abstentions. The ordinance was read for the first time by title only.

The second reading of the ordinance will be scheduled for the July 15, 1997, meeting.

General Obligation Bond Refunding

Anderson reported the City of Milwaukie was in the process of refinancing its General Obligation Bond. The analysis indicates the City will save approximately \$117,000.

Contract Award for Towing Services

Anderson discussed the previous staff recommendation for towing services and reviewed the process. Based on testimony and questions at the June 17, 1997, meeting, the City Council directed staff to review the proposals. Staff now recommended rejecting all bids, complete a new RFP, and extend the contract with Olson Brothers to September 30, 1997, based on the investigation and the City Attorney's comments.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to reject all towing service proposals. Motion passed unanimously.

It was moved by Mayor Lomnicki and seconded by Councilmember Kappa to extend the current contract with Olson Brothers to September 30, 1997. Motion passed unanimously.

Sewer Charge Refund

Anderson presented the staff report in which the City Council was requested to direct staff concerning administration of utility accounts that have been charged for sewer but not connected to the City's collection/treatment system. He discussed the reimbursement policy and the goal of having all properties in the City connected to the municipal sanitary sewer system.

Councilmember Schreiber referred to the bulleted list on staff report page 3 -- *"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."* She felt the statement could be misinterpreted, and **Anderson** said he would clarify it.

It was moved by Councilmember Kappa and seconded by Councilmember Tomei to adopt the City of Milwaukee Sewer Charge Reimbursement Policy.

Anderson referred to Councilmember Schreiber's concerns with the refund item and suggested it read *"refunds will include interest for the last six year or other applicable time period ..."* **Mayor Lomnicki** asked if the maker and seconder of the motion would accept the friendly amendment. Councilmember Kappa and Councilmember Tomei said they would accept the friendly amendment.

Motion passed unanimously.

Low Income Utility Rate Reduction Program -- Resolution

Anderson presented the staff report in which the City Council was requested to adopt a resolution establishing qualifying income limits for the low income utility rate reduction program. The proposed resolution increases the qualifying income level for one person living alone to \$16,200 and \$18,500 for more than one person in one residence. The levels were based on Clackamas County Section 8 Housing Assistance income qualifications. He added this was not a utility fee waiver but a discount paid from the General Fund to the applicable utility funds.

Councilmember Schreiber discussed the 1994 decision to apply the reduced rate across the board based on income levels. She felt there should also be a discussion on rentals.

Anderson reviewed the process for low income renters. There are certain instances when the renter does not pay the utility bill directly, so the rate reduction does not apply. He added there were about 150 customers in the low income program, and the annual budget was approximately \$15,000.

Councilmember Kappa asked why the qualifying level had increased substantially and if the reconnection fee was waived if a non-profit organization helped the individual pay the utility bill. **Anderson** said the increase was large since the City had not reviewed the level annually based on Section 8 Housing Assistance figures. Responding to the next question, he said if a non-profit organization pays, the reconnection fee is waived. He discussed the process for handling delinquent accounts and noted the City works with customers to develop a payment plan and waives the fee.

Mayor Lomnicki suggested amending the resolution to read that the low income standards will be based on Clackamas County Housing Authority Section 8 levels rather than designating specific amounts. This would alleviate problems in keeping up with increases.

Councilmember Tomei asked how a utility customer would find out about the program. **Anderson** said information is available at the Milwaukie Center and published in the City newsletter, *Clackamas Review*, and interactive bulletin board.

It was moved by Councilmember Tomei and seconded by Councilmember Kappa to adopt the resolution amending Resolution 26-1994, to establish qualifying income levels for the City Low Income Utility Rate Program with amendments. Motion passed unanimously.

RESOLUTION NO. 24-1997:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AMENDING RESOLUTION NO. 26-1994, TO ESTABLISH QUALIFYING INCOME LEVELS FOR THE CITY LOW INCOME UTILITY RATE PROGRAM.

Small Scale Energy Loan Program (SELP) HVAC City Hall/Library

Brink presented the staff report in which the City Council was requested to authorize the City Manager to sign documents required to apply for and execute a small scale energy loan from the Oregon Department of Energy. The funds from the loan would be used to improve the City Hall and Library systems.

It was moved by Councilmember Kappa and seconded by Councilmember Tomei to authorize the City Manager to sign documents required to apply for and execute a small scale energy loan from the Oregon Department of Energy to upgrade the HVAC systems for City Hall and the Library. Motion passed unanimously.

Willow Street Local Improvement District -- Resolutions

Brink presented the staff report in which the City Council was requested to adopt a resolution directing staff to prepare a preliminary engineering report regarding the feasibility of providing street and storm improvements that front 3 tax lots in the Lewelling Neighborhood on Willow Street. Staff withdrew the second resolution which would have declared the Council's intent to form a Local Improvement District (LID) to construct these improvements.

It was moved by Councilmember Kappa and seconded by Councilmember Tomei to adopt the resolution directing staff to prepare a preliminary engineering report regarding the feasibility of providing street and storm improvements that front 3 tax lots in the Lewelling Neighborhood on Willow Street. Motion passed unanimously.

RESOLUTION NO. 25-1997:

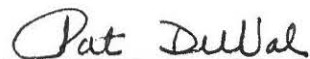
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, DIRECTING STAFF TO HAVE PREPARED A PRELIMINARY ENGINEERING REPORT REGARDING THE FEASIBILITY OF PROVIDING STREET AND STORM IMPROVEMENTS THROUGH THE FORMATION OF A LOCAL IMPROVEMENT DISTRICT IN THE AREA OF LEWELLING ON WILLOW STREET.

INFORMATION

1. **Councilmember Kappa** noted the Festival Daze events including the skateboard park.
2. **Mayor Lomnicki** thanked the citizens who volunteered to organize the Festival Daze event.
3. **Bartlett** announced the School District had provided information by June 19 on the costs of operating the Milwaukie Jr. High School pool.

ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 9:50 p.m.



Pat DuVal, Recorder/Secretary

Transportation Element includes language directed at programs and activities that will enhance livability and positively impact the health, safety and welfare of the community.

7. The change is in conformance with applicable Statewide Planning Goals. The proposed Comprehensive Plan amendment is in conformance with Statewide Planning Goals: 1- Citizen Involvement and 12 - Transportation. A public involvement program was established at the beginning of the Transportation System Plan project. Public meetings were conducted from the beginning of the project and continue through public review and adoption. Three citizen working groups participated in the identification of needs, priorities, solutions and draft document review. Public input has been solicited through presentations at community organizations and also from relevant agency staff reviews of work products. The proposed Comprehensive Plan amendment is consistent with Statewide Planning Goal 12 - Transportation, because the City has completed a comprehensive long-range multi-modal plan that meets State guidelines, and addresses areas of focus as listed in the Transportation Planning Rule 660-12-020. Milwaukie's proposed Transportation System Plan has an overall goal that is consistent with the Statewide Planning Goal, "to provide and encourage a safe, convenient and economic transportation system".

Section 2. Comprehensive Plan Ancillary Document. The Transportation System Plan is adopted as an ancillary document to the Comprehensive Plan of Ordinance 1437.

Section 3. Comprehensive Plan Amendment. The text of Chapter Five, Transportation Element Objectives 1-9 inclusive and related policies, including Map 8, found on pages 5TR-1 through 5TR-11 of the Milwaukie Comprehensive Plan, is replaced with Chapter Eight of the Transportation System Plan as presented in Exhibit 3 of the City Council staff report dated June 20, 1997.

Read the first time on _____, and moved to second reading by _____ vote of the City Council.

Read the second time and adopted by the City Council on _____

Signed by the Mayor on _____

Craig J. Lomnicki, Mayor

ATTEST:

APPROVED AS TO FORM:
O'DONNELL, RAMIS, CREW, CORRIGAN &
BACHRACH

Pat DuVal, City Recorder

City Attorney

**CHANGES HAVE OCCURED TO THE TSP ON THE FOLLOWING
PAGES:**

1. Acknowledgments Page (no strike-through or underlining occurs on this page).
2. Figures Index - iv
3. Chapter 1: 1-9; 1-10
4. Chapter 2: 2-22
5. Chapter 6: 6-6; 6-12; 6-13; 6-14; 6-15; 6-16; 6-17; 6-38
6. Chapter 7: 7-4
7. Chapter 8: 8-1; 8-13; 8-16;
Maps were also inserted at pages 8-3; 8-5; 8-8; 8-10; 8-17; 8-18
8. Chapter 9: 9-1; 9-2; 9-4; 9-13; 9-16; 9-17

Acknowledgments

Milwaukie Community Development Department

Debbie Bischoff, Project Manager

Maggie Collins, Director

Diana Myrvang, Nancy Waddell, & Jane Leeson, Public Involvement Coordinators

Jeanne Garst & Marcia Hamley, Office Assistants

Daniel Pava, AICP, Senior Planner

Milwaukie Public Works Department

Matt Freid, GIS Coordinator

Jim Brink, P.E., Acting Director

Greg Drechsler, P.E., Former Acting Director

Paul Roeger, P.E., Civil Engineer

Mike Clark, Supervisor, Street Operations

Ruthanne Bennett & Bud McCune, Engineering Section

Technical assistance and cover illustration provided by

DKS Associates - Ransford S. McCourt, P.E., Principal; Julie Sutherland, Planner

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Joe Marek

Mohammed Fattahi

Thom Kaffun, No. Clackamas Parks & Rec. District

Dan Layden, Metro

Greg Jones, City of Portland

Jennifer Gerlach, Tri-Met

Lidwein Rahman, ODOT

Evelyn Rayfield, ODOT

Citizen Participation (See Appendix for list of Working Groups)

Planning Commissioners

Carolyn Tomei, Chair

Gordon Jones

William Johnson

Deborah Linn

Scott McClure

Michael Smith

Calvin Walter

City Councilors

Craig Lomnicki, Mayor

Rick Farley

Rob Kappa

Jean Schreiber

Don Trotter

Carolyn Tomei

This project was partially funded by a grant from the Transportation and Growth Management (TGM) Program, a Joint Program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. TGM grants rely on federal Intermodal Surface Transportation Efficiency Act and Oregon Lottery funds.

The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

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Chapter 7 - Rail and Truck Freight Needs and Priorities

At-grade crossings are the primary concern of commercial and passenger railroad companies and the City of Milwaukie. Railroad crossings with streets need to facilitate the efficient movement of goods and passengers with a minimum of conflict with other travel modes. The City is also concerned about the existence of asphalt crossings, because they deteriorate more quickly than concrete or rubber crossings and can be hazardous for pedestrians and bicyclists to cross.

The movement of trucks in and through Milwaukie was evaluated in developing the TSP. The existing regional routes (State highways and interstates) serve the movement of trucks through Milwaukie. Local preferred minor routes are proposed for trucks delivering or picking up goods in Milwaukie or for local businesses providing services to locations in Milwaukie. If adopted, these routes should be advertised to known truck-oriented businesses that frequent Milwaukie. Wayfinding signs posted at selected locations would also facilitate use of these routes. Rail and truck freight-related goals, objectives and policies are found in Chapter 8.

Goals for rail and truck freight are:

1. Ensure a safe, accessible and efficient rail freight system that facilitates the movement of goods to Milwaukie and through the region and State while minimizing conflicts with other travel modes.
2. Ensure a safe and efficient passenger rail system through Milwaukie that minimizes conflicts with other travel modes.
3. Provide a safe, cost-effective and efficient truck route system that facilitates the movement of goods to Milwaukie and through the region.

Chapter 8 - Goals, Objectives and Policies

The policies in this chapter will guide the City of Milwaukie in meeting the needs, priorities and plans identified in the five preceding modal element chapters. This chapter contains a comprehensive set of goals, objectives and policies which address infrastructure improvements as well as policies and programs to be implemented to achieve the City's overall goal: *to promote livability by establishing a safe, efficient, balanced and diverse transportation system that reduces the total automobile vehicle miles traveled in the next twenty years*. Each travel mode is covered in this chapter. The specific goals, objectives and policies developed are a result of significant public participation and the desire to correct existing and future identified transportation system needs. Central themes that are noticeable in each of the modal sections are: completing modal system connections and related infrastructure needs; securing additional funding sources to make modal improvements; coordinating with other local, regional and State entities to achieve physical improvements and system-wide connectivity; promoting safety; and encouraging the use of other travel modes besides the automobile.

Chapter 9 - Plan Implementation

This section determines how best to implement all of the identified transportation system projects over the next twenty years in a manner that is consistent with and complements Milwaukie's Vision, major plans such as the Regional Center Master Plan, and Council Goals. It makes sense to combine individual modal projects into multimodal projects for implementation when there is more than one modal need associated with a particular location or corridor.

Besides specific projects, plan implementation includes recommendations for: conducting studies of ORE 99E and ORE 224 capacity and circulation needs; studying Regional Center future parking needs; establishing Neighborhood Traffic Management and Transportation Demand Management programs in the City's budget; and continued coordination with Tri-Met on developing costs and funding sources for implementing transit-related improvements.

It is projected that over \$90 million will be needed to make all identified Plan improvements, over the next 20 years. This chapter details funding for transportation system improvements. First, existing and potential revenue sources for transportation system improvements are described. Examples are: Gas Tax, Local Improvement Districts, Vehicle Fees, and System Development Charges. ~~The results of Measure 47 dictate that~~ The City needs to be creative and work with Neighborhood District Associations, adjacent jurisdictions and agencies to develop funding sources to implement needed improvements.

Chapter 9 includes guiding principles to assist the City Council with the final project prioritization process for multimodal projects. These guiding principles are derived from the State Transportation Planning Rule, Region 2040 Growth Concept Plan, the adopted Milwaukie Vision Statement and citizen participation in TSP development.

TRAFFIC SIGNALS

- TRAFFIC CONTROL SIGNALS
- ▲ FLASHING SIGNALS

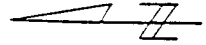
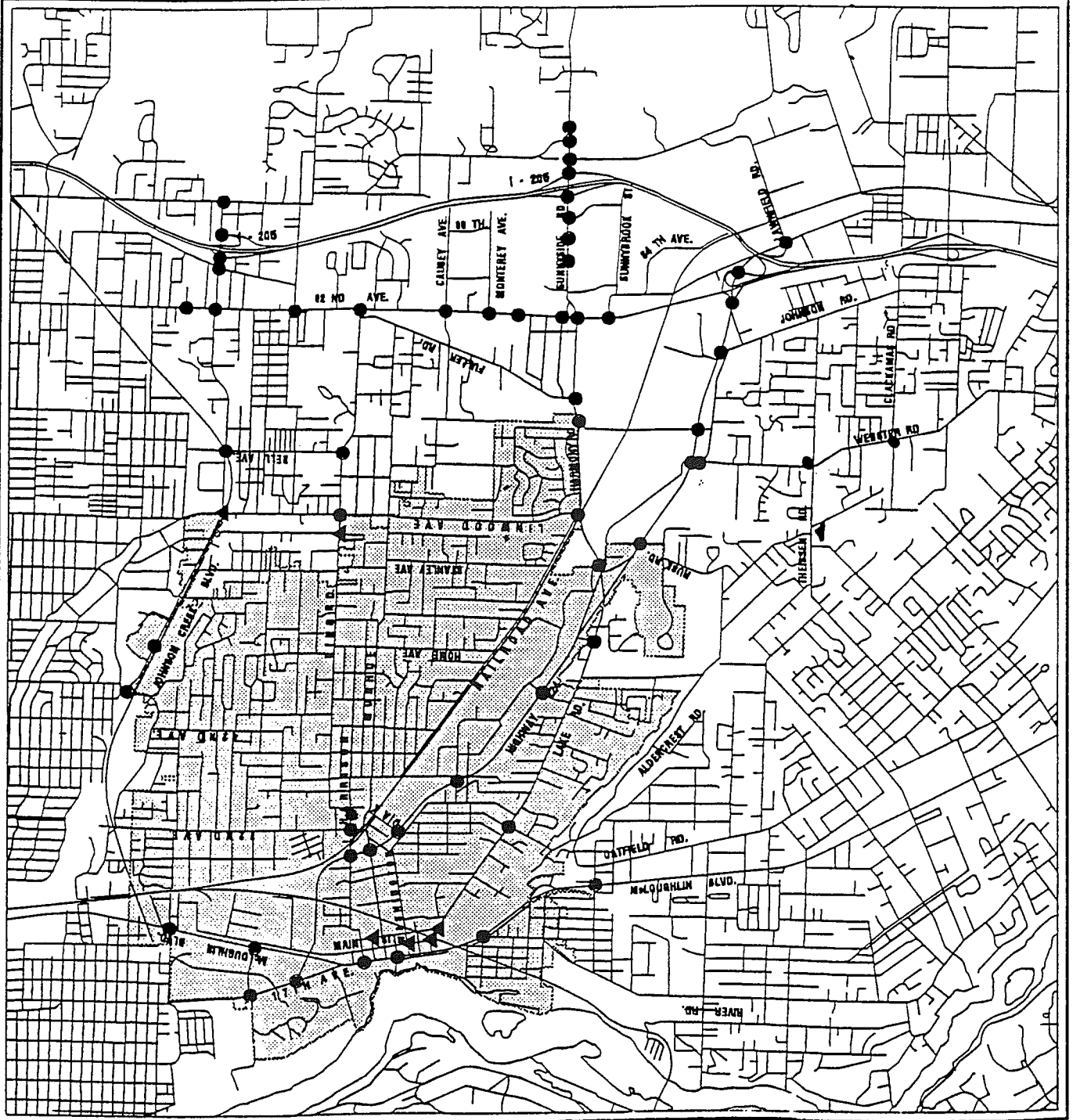


FIGURE 2.7

Transportation System Plan



Safety Issues

Safety issues related to streets can be determined best by identifying high accident locations. Figures 2.8 through 2.10 summarize reported accidents in Milwaukie, by year, for ~~1992, 1993 and part of 1994~~ 1994, 1995, and 1996. ~~The maps for 1992 and 1993 include accident data for the full year, while the 1994 map represents data for only the first six months.~~ Different symbols indicate whether the accident involved a single motor vehicle, a pedestrian and a motor vehicle, or a bicyclist and a motor vehicle. Table 2.1 summarizes the accidents reported by year for 1994, 1995, and 1996, with 1994 including only six months of data.

Table 2.1
Milwaukie Accident Summary

Year	Auto-Only Accidents	Motorcycle Accidents	Pedestrian Accidents	Bicyclist Accidents	Total Accidents
1992-1994	117 223	0	5 7	6 4	128 234
1993-1995	234 197	1	3 4	0 1	237 203
1994 (Half) 1996	233 302	2	6 6	5 2	244 312

In general, the accidents reported are spread out within Milwaukie; without high, single-point concentrations. Overall, most accidents occurred along busy thoroughfares such as ORE 99E and ORE 224 or at intersections with these roadways.

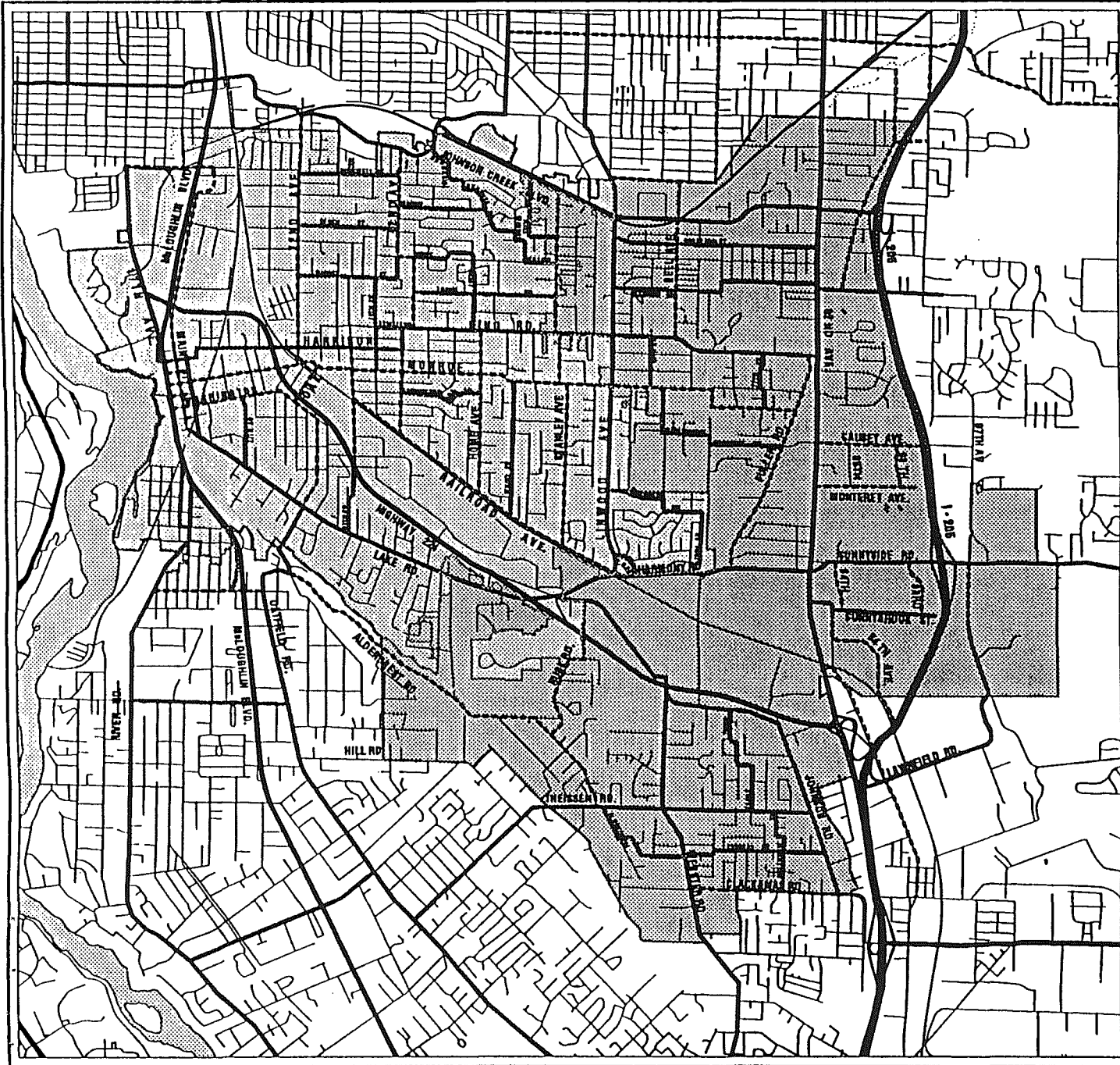
Most frequently identified accident locations were where the highest volumes of traffic occur, such as ORE 99E and downtown Milwaukie, ORE 224/Oak Street/Washington Street near the Milwaukie Marketplace shopping center, and the Linwood Road/Harmony Road/Lake Road intersection.

Maintenance and Operations








There are 70 miles of mostly improved roadways in Milwaukie. The City has a Streets Division in its Public Works Department that maintains City streets. Currently, there are six full-time employees and an FY '97/'98 budget of \$1.7 million for this program. Staff responsibilities include: patching, sealing, overlays, sweeping, mowing, brush cutting, signing, striping, and signal maintenance. Street lights are maintained by PGE. Through cooperative understandings and agreements, ODOT and Clackamas County assist the City with the latter three maintenance and operations items. The Streets Division also works with other Public Works Department staff and private contractors, to complete major overlays and road reconstruction projects.

Milwaukie has recently completed a study of pavement conditions for City streets. Preliminary finding suggest that nearly 35% of the roads need resurfacing today. If the current budget for maintenance is held constant over the next five years, for example, maintenance needs will increase. Current staffing and equipment is adequate to implement the present program budget. Additional engineering staff is needed to assist with current road maintenance and improvement projects.

Another issue that plagues full maintenance of streets is bringing streets up to current standards. City staff estimates that almost half of City streets need to be reconstructed to meet current standards. This could cost upwards of \$35 million to complete.



REVISED FUNCTIONAL CLASSIFICATION

-  FREEWAYS AND REGIONAL ROUTES
-  ARTERIALS
-  COLLECTORS
-  NEIGHBORHOOD
-  LOCALS
-  CITY OF MILWAUKIE
-  COUNTY LAND WITHIN UOBMA

Note: Monterey Avenue to be shown as a minor arterial in TSP per Clarkamas County, and Hill Road to be shown as a collector.



FIGURE 6.1

Transportation
System
Plan



Table 6.3 summarizes regionally significant routes in Milwaukie. These routes are also consistently identified as regional routes by Metro in the Regional Transportation Plan (RTP). Coordination with Metro staff on the Regional Transportation Plan's Regional Functional Classification needs to be completed for River Road/22nd Avenue and 17th Avenue which are regionally significant routes.

**Table 6.3
Regionally Significant Routes**

Regional
Johnson Creek Boulevard
Linwood Avenue
King Road/Harrison Street
Lake Road/Harmony Road/Sunnyside Road
17th Avenue
Oatfield Road
River Road/22nd Avenue

COLLECTORS

Certain routes are city circulation routes and provide access in and around Milwaukie. These streets should be divided into collectors, neighborhood routes and local streets. They directly involve the City of Milwaukie for planning, building, operating and maintaining. Some of the higher volume routes in this group are operated by Clackamas County.

Collectors can be distinguished from the other two classes by their connectivity and their higher traffic volume within the City. They have higher traffic because they tend to serve as city circulation routes.

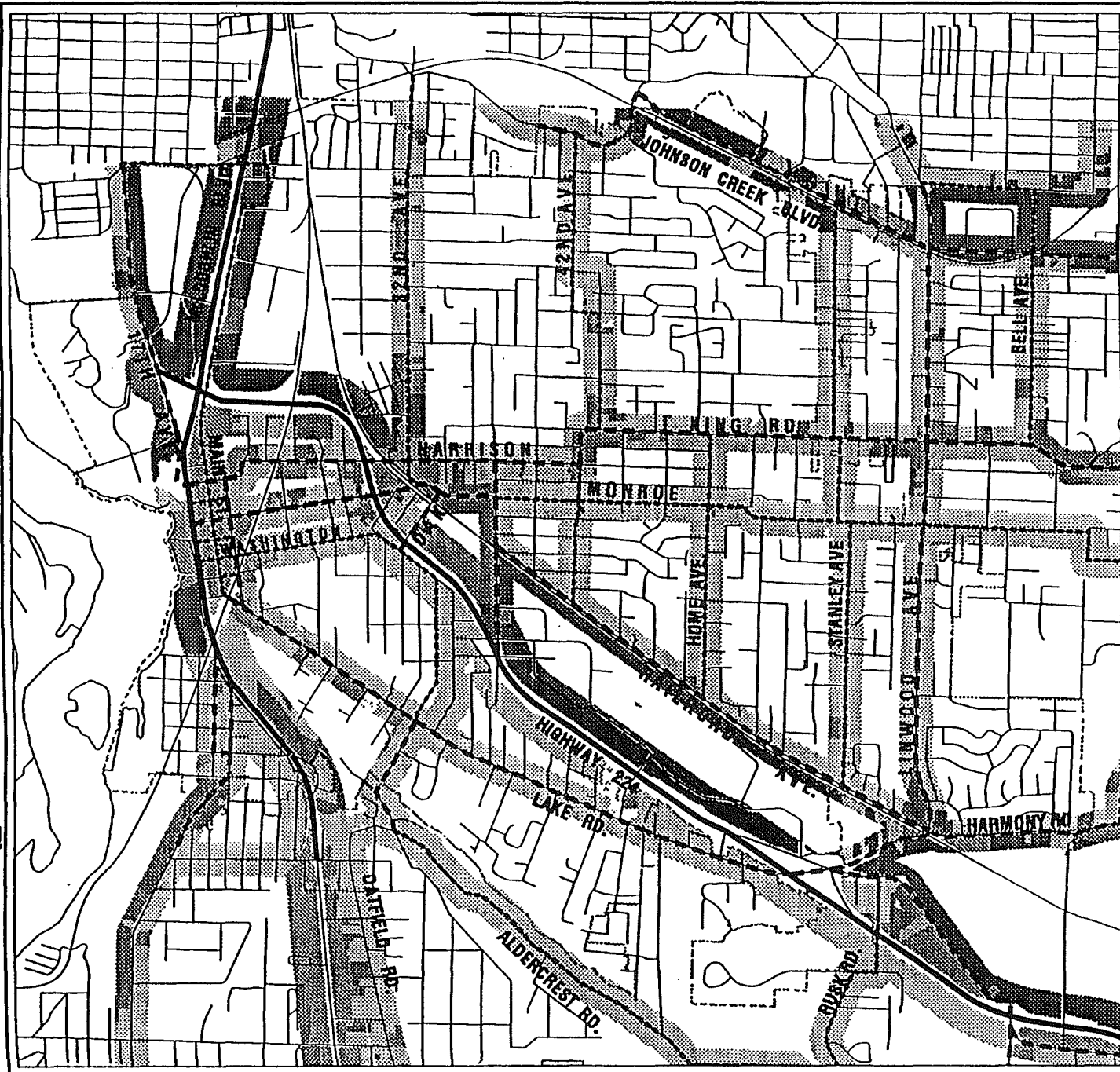
For collector facilities, there are three key factors that relate to street function are:

- They connect areas within the city, providing cross town routes;
- Actual use, measured in terms of traffic volume over 5,000 trips per day; and
- Adjacent land use.

At 5,000 vehicles per day, a roadway operates beyond local and neighborhood functions, requiring more than two lanes for turning traffic. These roadways are likely to have turn lanes at some intersections and as the volumes approach 10,000 a center left turn lane may become desirable.

Where collectors exist in residential areas, measures such as neighborhood traffic management may be needed to ~~retain~~ protect the neighborhood character and livability of these routes. This should be judged on a case-by-case basis.

The volume of traffic carried by a street, although it does not solely dictate the street cross-section, provides a framework for determining what street cross-section is appropriate. Adjacent land uses play a role in collector street cross-section design. For example, residential land uses would dictate the need for



FUNCTIONAL CLASSIFICATION

With Existing Land Uses








-  REGIONAL ROUTES
-  ARTERIAL ROUTES
-  COLLECTOR ROUTES
-  SINGLE UNIT RESIDENTIAL
-  MULTI UNIT RESIDENTIAL
-  INDUSTRIAL
-  COMMERCIAL



FIGURE 6.2

Transportation
System
Plan



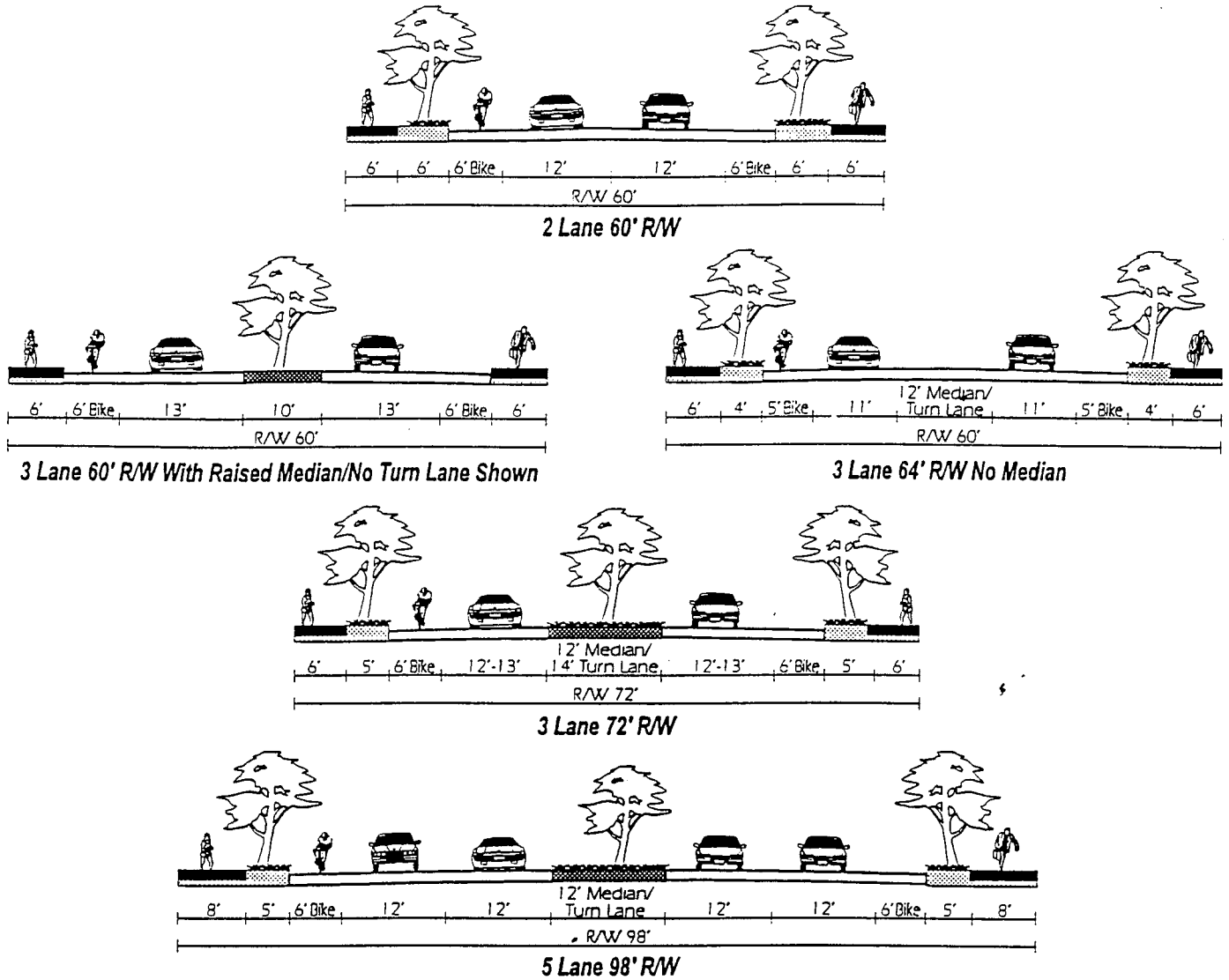
Table 6.7
Proposed Street Design Criteria

Vehicle Lane Widths: (preferred minimum widths)	Truck Route = 12 feet Bus Route = 12 feet Arterial = 12 feet Collector = 11 feet Neighborhood = 10 feet Local = 9 ¹ to 10 feet Turn Lane = 10 feet
On-Street Parking:	Residential = 6 to 8 feet Commercial = 7 to 8 feet
Bikeways: (minimum widths)	Bicycle Lanes: New Construction = 6 feet Reconstruction = 5 to 6 feet Combined bicycle and travel lane accommodation = 14 to 15 feet
Curb Extensions for Pedestrians:	Consider on any Pedestrian Route
Sidewalks: (minimum width)	Local = 5 feet ² Neighborhood = 5 feet ² Collector = 6 <u>5</u> to 8 ³ feet Arterial = 6 <u>5</u> to 10 ³ feet
Landscape Strips:	Residential/Neighborhood = Optional Collector/Arterial = Desirable
Medians:	5-Lane = Required 3-Lane = Optional
Neighborhood Traffic Management:	Local = Consider Under Special Conditions Neighborhood = Should Consider Collectors = Consider Under Special Conditions Arterials = Not to be Considered <u>Other</u> <u>Techniques as Appropriate</u>
Transit	Arterial or Collector Streets Neighborhood Streets = Under Special Circumstances
Access Control	Refer to Table 6.13

¹ 9-foot lanes would only be used in conjunction with on-street parking.

² 5-foot with landscape strip; 6-foot against curb.

³ Larger sidewalks than minimums should be considered for areas with significant pedestrian volumes. Commercial areas where pedestrian flows of over 100 pedestrians an hour are present or forecast; specific analysis should be conducted to size sidewalks appropriately for safe movement.



Arterial List

Johnson Creek Boulevard
Linwood Avenue
King Road/Harrison Street
Lake Road/Harmony Road/Sunnyside Road
17th Avenue
Oatfield Road
River Road/22nd Avenue

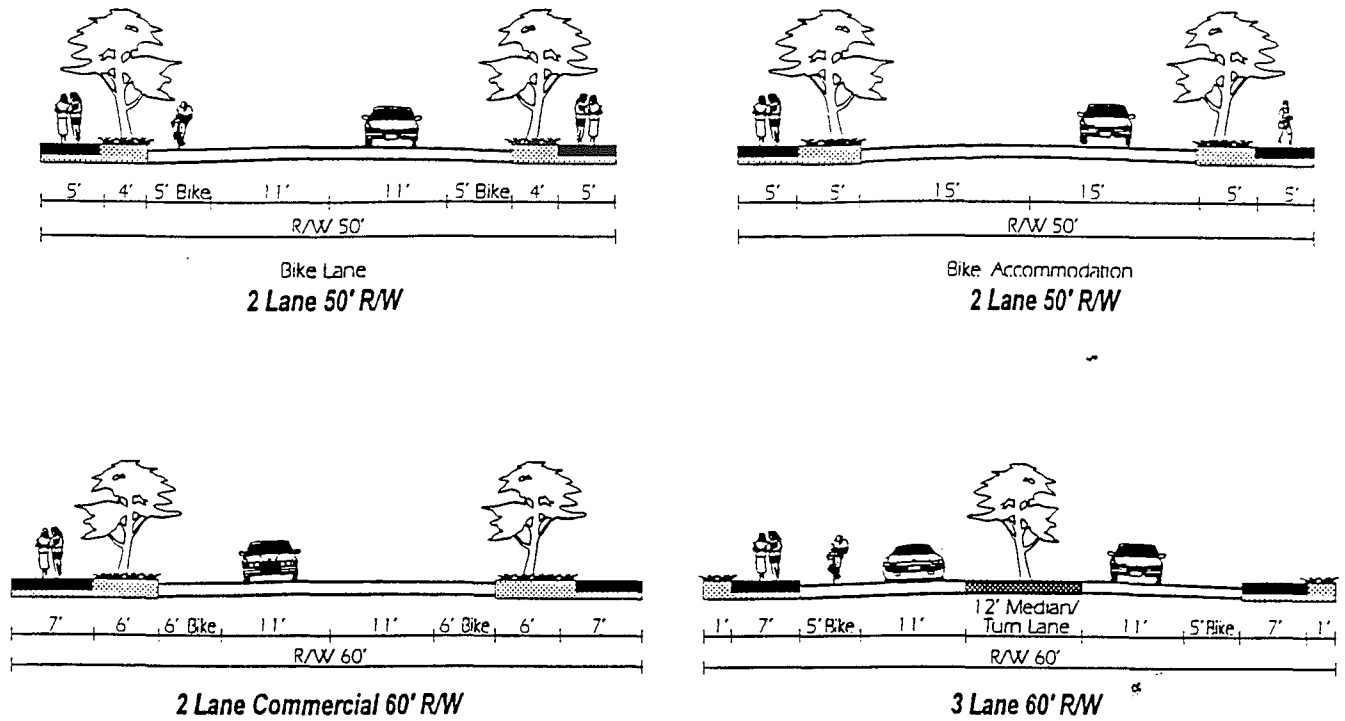
Criteria

Vehicle Lane Widths: (minimum widths)	Truck Route = 12 ft. Bus Route = 12 ft. 11 ft. (12 ft. Preferred)
Bicycle Lanes: (minimum widths)	New Construction = 6 ft. Reconstruction = 5 to 6 ft.
Curb Extensions for Pedestrians:	Consider on any Pedestrian Route
Sidewalks: (minimum width)	6 to 8 ft.
Landscape Strips:	Preferred
Medians:	5-Lane = Required 3-Lane = Optional
Neighborhood Traffic Management:	Other Techniques as Appropriate

Notes:

1. Space between curb and median minimum 19' with mountable curb design.
2. Selection of placement of sidewalk and planter specific to application. Cross sections show choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show the desirable applications given number of lanes plus minimum standards can be applied case by case.
5. Typically 6" to 2' is provided from R/W line to edge of concrete surface (for maintenance/utilities).
6. Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.
7. Based on minimum distance to travel 3 blocks (1,000+linear ft.) with on-street parking without ducking out of traffic.

**Figure 6.3
 ARTERIAL
 SAMPLE STREET CROSS SECTIONS**



Collector List

32nd Avenue	42nd/43rd Avenues	Jackson Street
Washington Street	Main Street	Railroad Avenue
Jefferson Street	Stanley Avenue	Rusk Road
Home Avenue	Oak Street	37th Avenue
34th Avenue	Monroe Street	

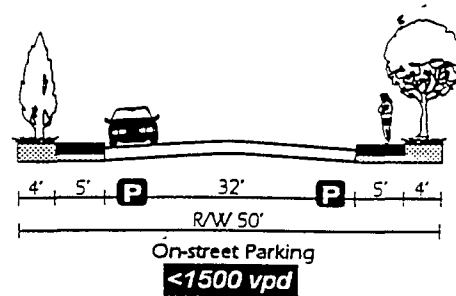
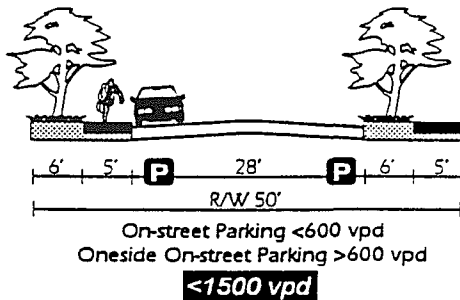
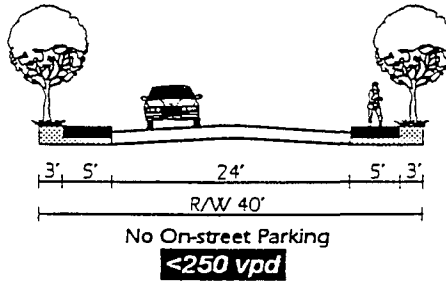
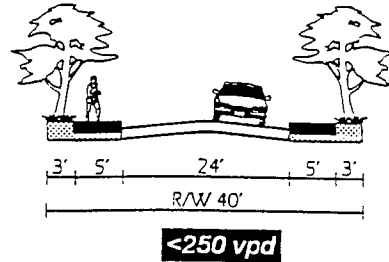
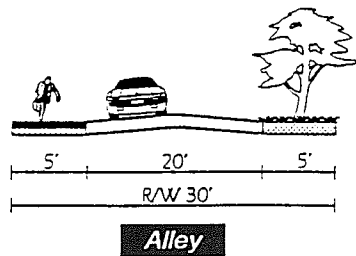
Notes:

1. Space between curb and median minimum 19' with mountable curb design.
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show the desirable applications given number of lanes plus minimum standards can be applied case by case.
5. Typically 6" to 2' is provided from R/W line to edge of concrete surface (for maintenance/utilities).
6. Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.
7. Based on minimum distance to travel 3 blocks (1,000+linear ft.) with on-street parking without ducking out of traffic.
8. Encourage curb extensions at intersections on Commercial Collectors.

Criteria

Vehicle Lane Widths: (minimum widths)	11 ft.
On-Street Parking	Residential = 6 to 8 ft. Commercial = 7 to 8 ft.
Bicycle Lanes: (minimum widths)	New Construction = 6 ft. Reconstruction = 5 to 6 ft.
Curb Extensions for Pedestrians:	Consider on any Pedestrian Route
Sidewalks: (minimum width)	5 to 7 ft.
Landscape Strips:	Preferred
Medians:	3-Lane = Optional
Neighborhood Traffic Management:	Under Special Conditions

Figure 6.
COLLECTOR
SAMPLE STREET CROSS SECTIONS



Notes:

1. Space between curb and median minimum 19' with mountable curb design.
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show the desirable applications given number of lanes plus minimum standards can be applied case by case.
5. Typically 6" to 2' is provided from R/W line to edge of concrete surface (for maintenance/utilities).
6. Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.
7. Based on minimum distance to travel 3 blocks (1,000+linear ft.) with on-street parking without ducking out of traffic.

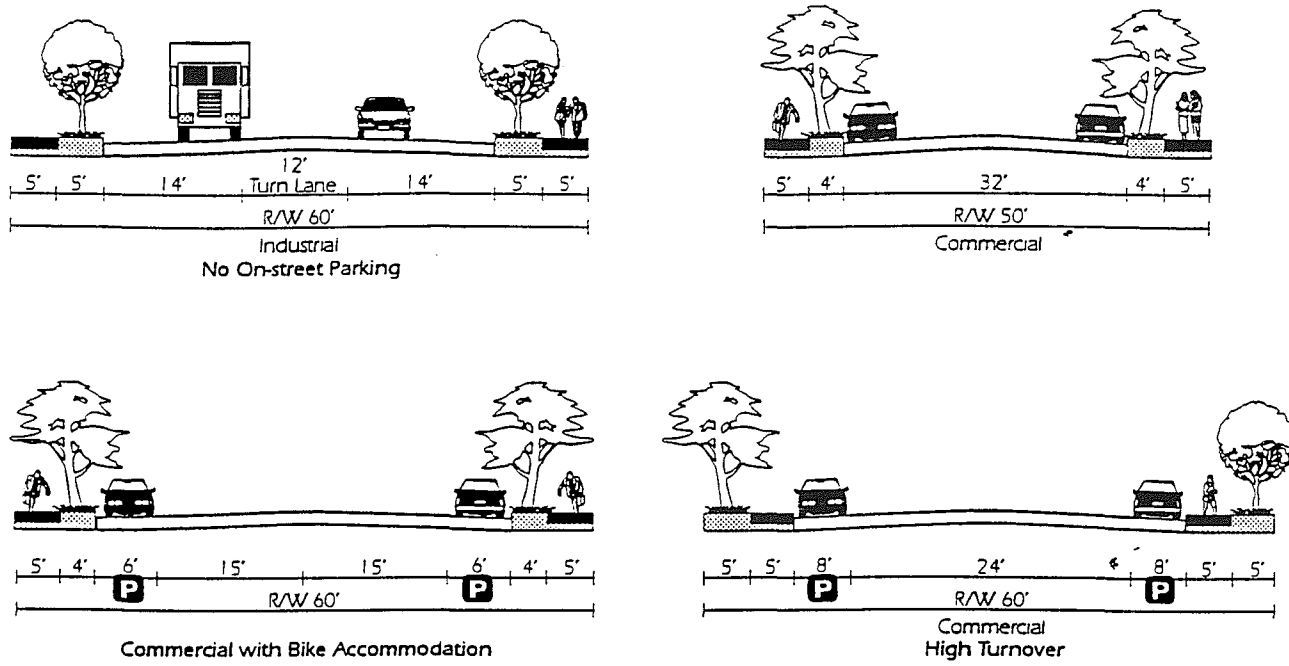
Criteria

Vehicle Lane Widths: (minimum widths)	9 to 10 ft.
On-Street Parking	6 to 7 ft.
Curb Extensions for Pedestrians:	Consider on any Pedestrian Route
Sidewalks: (minimum width)	5 ft.
Landscape Strips:	Preferred
Neighborhood Traffic Management:	Under Special Conditions

P - On-street Parking

<1500 vpd - Guide for Traffic Volume Per Day

**Figure 6.5
LOCAL STREET RESIDENTIAL
SAMPLE STREET CROSS SECTIONS**



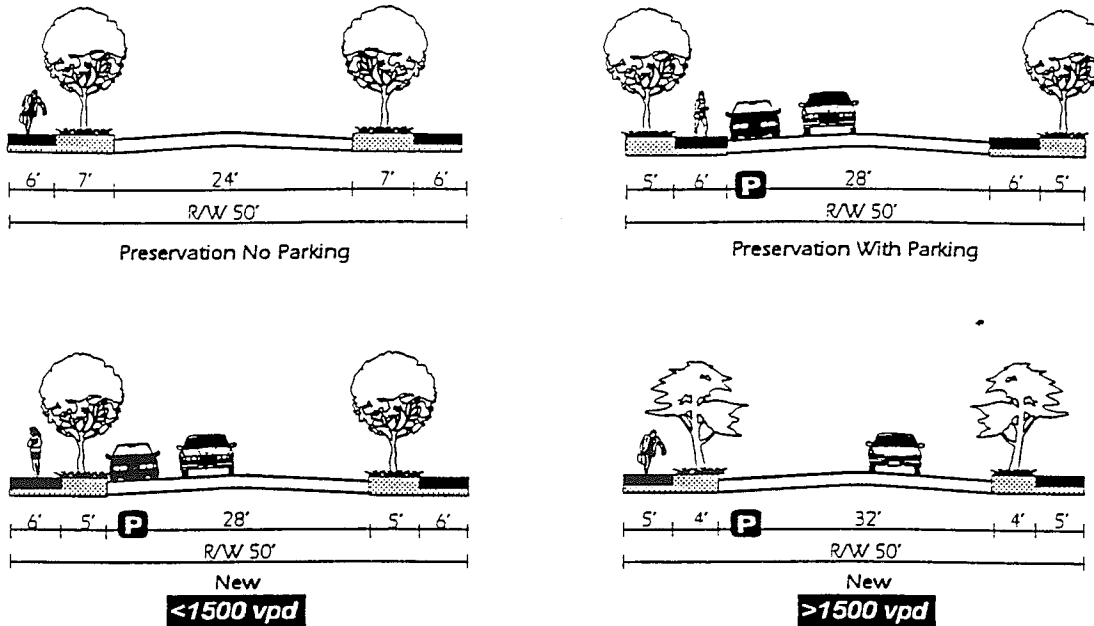
Criteria

Vehicle Lane Widths: <i>(minimum widths)</i>	9 to 10 ft.
On-Street Parking	7 to 8 ft.
Curb Extensions for Pedestrians:	Consider on any Pedestrian Route
Sidewalks: <i>(minimum width)</i>	5 ft.
Landscape Strips:	Preferred
Neighborhood Traffic Management:	Under Special Conditions

Notes:

1. Space between curb and median minimum 19' with mountable curb design.
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show the desirable applications given number of lanes plus minimum standards can be applied case by case.
5. Typically 6" to 2' is provided from R/W line to edge of concrete surface (for maintenance/utilities).
6. Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.
7. Based on minimum distance to travel 3 blocks (1,000+linear ft.) with on-street parking without ducking out of traffic.

Figure 6.0
COMMERCIAL & INDUSTRIAL LOCAL
SAMPLE STREET CROSS SECTIONS



Neighborhood List

Roswell Street	Mason Lane	Wood Avenue
Olsen Street	Howe Street	Washington Street/Ada Lane
Harvey Street	Logus Road	Furnberg Drive/70th Avenue
Brookside Drive	27th Avenue	Cedar Crest Drive
Regents Drive/Willow Street	37th Avenue	

Notes:

1. Space between curb and median minimum 19' with mountable curb design.
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show the desirable applications given number of lanes plus minimum standards can be applied case by case.
5. Typically 6" to 2' is provided from R/W line to edge of concrete surface (for maintenance/utilities).
6. Actual width of street and sidewalk area can be adjusted within R/W based on modal priorities and adjacent land use.
7. Based on minimum distance to travel 3 blocks (1,000+linear ft.) with on-street parking without ducking out of traffic.

Criteria

Vehicle Lane Widths: (minimum widths)	10 ft.
On-Street Parking	6 to 8 ft.
Curb Extensions for Pedestrians:	Consider on any Pedestrian Route
Sidewalks: (minimum width)	5 ft.
Landscape Strips:	Preferred
Neighborhood Traffic Management:	Appropriate when Warranted

P - On-street Parking

<1500 vpd - Guide for Traffic Volume Per Day

Figure 6.7
NEIGHBORHOOD
SAMPLE STREET CROSS SECTIONS

STREETS PLAN

OVERVIEW

A street plan contains several key elements which are shown in Figure 6.8. While all of the streets in Milwaukie are multimodal, there are key elements which address motor vehicle needs that will be addressed in this section. Six key components of the streets plan are:

- Capital-Oriented Improvements (safety, capacity or standard-upgrade issues)
- Maintenance of Streets
- Transportation Demand Management
- Neighborhood Traffic Management
- Access Control
- Parking

CAPITAL-ORIENTED IMPROVEMENTS

To address the needs for capital-oriented street improvements within Milwaukie, capacity and circulation conditions were analyzed for future year 2015 conditions. Safety conditions were analyzed by reviewing existing accident records and future traffic signal warrants. Reconstruction needs were identified by City and County staff. The following sections outline the analysis of needs for capacity, circulation, safety and upgrading facilities. Many of the improvements needed to address safety also improve capacity, providing an opportunity to address multimodal facilities and access control in one project. For the City of Milwaukie to maximize transportation investments, capital-oriented street improvement projects should address several of these needs, rather than a single benefit.

CAPACITY AND CIRCULATION NEEDS

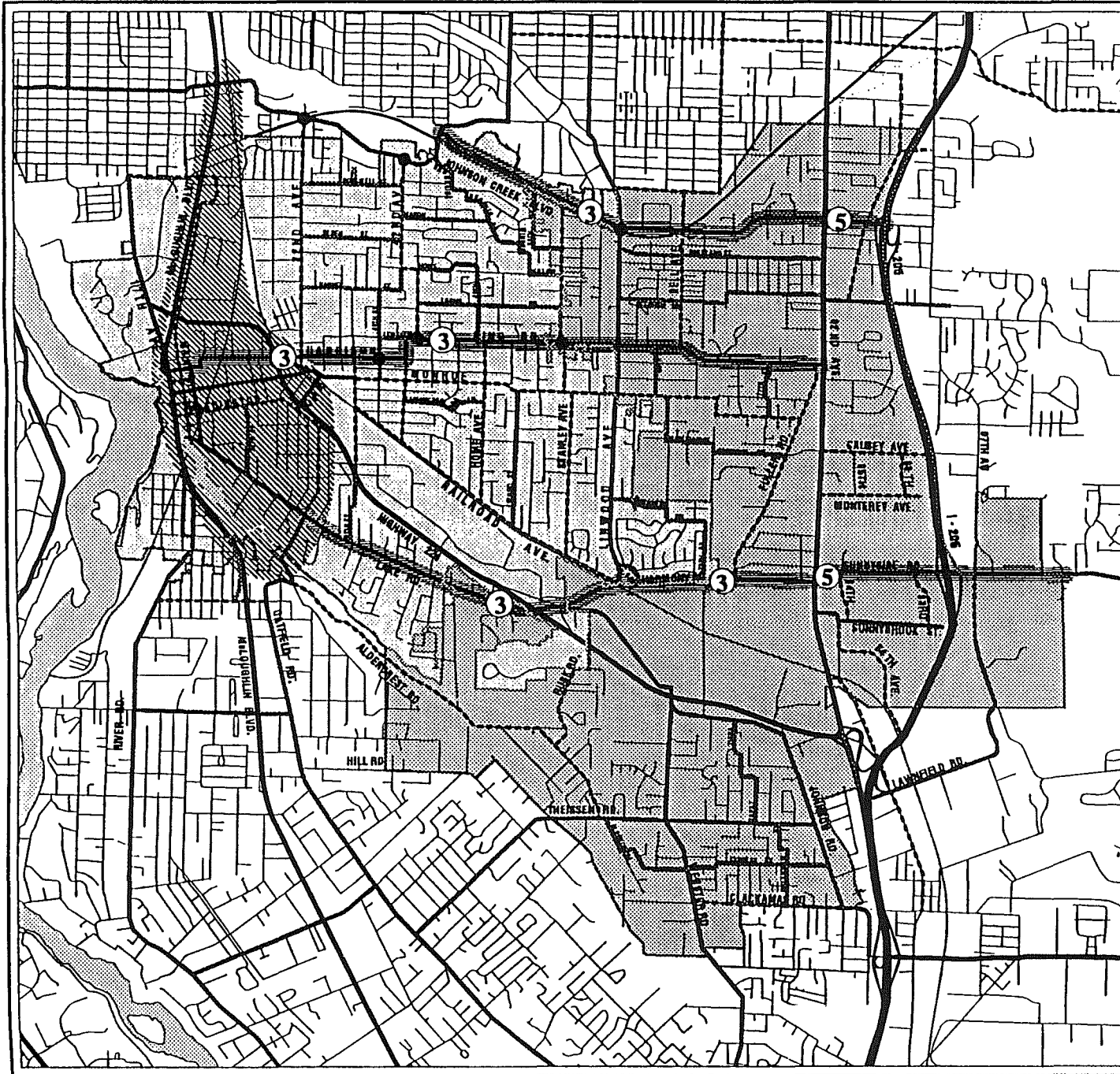
TRAVEL DEMAND FORECASTS

Forecasts of evening peak hour traffic volumes for the Milwaukie area were developed for the year 2015 using Metro's regional travel demand model. The model addresses modal choice in developing a vehicle trip table. The future base roadway network includes existing roadways plus those improvements which are currently funded and would likely be implemented before the 2015 land use scenario is reached; for example, widening Johnson Creek Boulevard to three lanes between 45th Avenue and 79th Avenue.⁴

FUTURE NEEDS

Future transportation conditions were evaluated in a similar manner. Improvements to intersections, roadways between intersections, and new or extended facilities were considered, resulting in a package of recommended street improvements.

⁴ *Regional Roadway Project Atlas*. Metro, October 1, 1994.



AUTOMOBILE MASTER PLAN











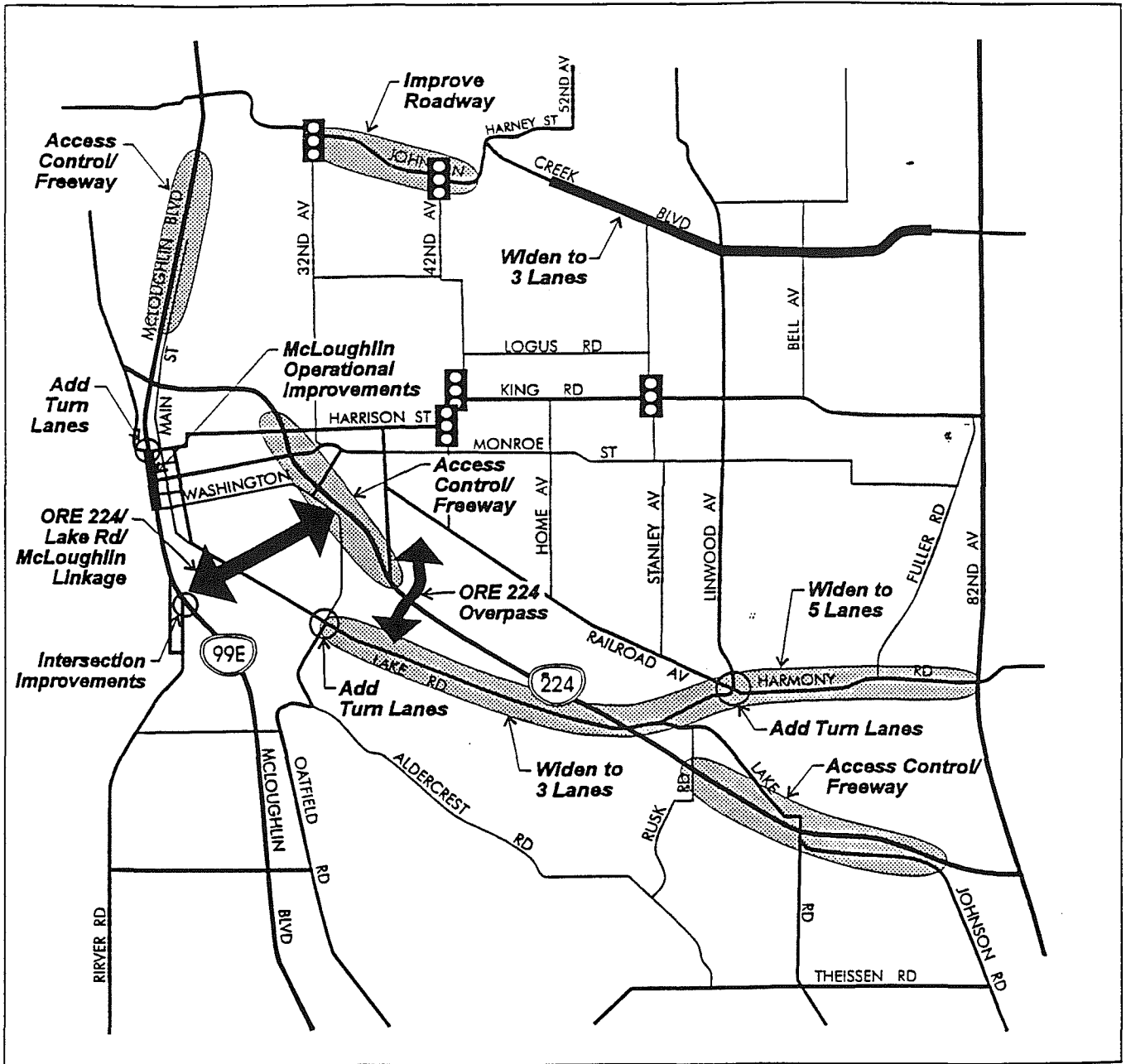
-  FREEWAYS AND REGIONAL ROUTES
-  ARTERIALS
-  COLLECTORS
-  NEIGHBORHOOD
-  LOCALS
-  NEW TRAFFIC SIGNALS
-  COUNTY LAND WITHIN UGBMA
-  CITY OF MILWAUKIE
-  ULTIMATE NUMBER OF LANES
-  OREGON 224/99B ACCESS CONTROL STUDY AREA

Figure 6.10



LEGEND

 - Install Traffic Signal

Figure 6.11
AUTOMOBILE ACTION PLAN

STRATEGIES

Several strategies were developed by City staff for future freight-related projects in Milwaukie. These strategies are aimed at providing the City with priorities to direct its funding toward rail and truck freight projects that meet the goals and policies of the City. Table 7.1 which follows the discussion of strategies, provides an assessment of how each strategy meets the requirements of the aforementioned goals.

Strategy 1 - "Do Nothing"

This strategy does nothing to meet the future rail and truck freight needs of the City of Milwaukie.

Strategy 2 - "Improve Railroad Crossings for Pedestrians and Other Travel Modes"

This strategy focuses on reconstructing all asphalt railroad crossings in Milwaukie with concrete or rubberized material so that pedestrians and other travelers such as bicyclists can cross these intersections safely. The replacement of asphalt crossings with concrete or rubberized material will provide a more permanent and even surface and will require less maintenance.

Implementation: The City should request the Southern Pacific Railroad Company and the Oregon Public Utilities Commission (PUC) to replace the existing asphalt railroad crossings with concrete or rubberized material. A schedule of improvements including prioritizing the most needed projects should be accomplished in the short term. The City should coordinate with these entities until all of the asphalt crossings are replaced.

Strategy 3 - "Improve Railroad Crossings For Efficient Movement of Commercial and Passenger Trains"

This strategy focuses on the City coordinating with the Southern Pacific Railroad Company to identify problems with those at-grade crossings that are in need of design changes, and develop mutually agreed upon solutions and construction projects. Once consensus is reached on a railroad crossing solution, the parties should work together to improve the situation.

Implementation: The City should actively participate in railroad crossing improvement planning and construction and in doing so, ensure that other transportation modes are not negatively impacted by railroad crossing improvements. Generally, it is a PUC and railroad goal to eliminate at-grade crossings by closing them or making them grade-separated from a roadway. While this promotes rail safety, it may create a barrier to circulation for pedestrians, bicyclists and others. Railroad needs should be balanced with the needs of all travel modes.

Strategy 4 - "Improve Local Business Accessibility to Railroad Services"

This strategy has the City participating with local businesses who request to work with the Southern Pacific Railroad Company or other appropriate entities, on expanding railroad services to particular businesses.

Implementation: The City should assist a local business, if so requested, by meeting with interested local business and railroad representatives, to investigate local business connectivity into rail system service.

Strategy 5 - "Improve Truck Route Roadways and Intersections To Adequately Serve Trucks"

All truck routes should be designed and built to accommodate the safe movement of trucks through the City and greater region. This strategy requires that necessary roadway improvements be made to local, County and State roadways to facilitate the safe and efficient movement of truck freight. Improvements may be to widen lane widths or modify intersection radii to accommodate truck movement or to coordinate signal timing to reduce the number of times trucks must stop and start (which causes the greatest noise and air impacts).

Critical to the efficient movement of freight trucks is the maintenance of regional trucks routes at adequate levels of service. Highways 224 and 99E are regional truck routes through Milwaukie and are of primary importance to the City. Chapter 6 of the TSP discusses the need to maintain and improve these highways to ensure adequate service capacity and flow of traffic and to deter regional traffic using local streets where congestion exists.

Implementation: The City should coordinate with ODOT and other relevant agencies to plan for and make necessary improvements to the regional truck routes over the next twenty years. As part of this effort, the City should periodically evaluate truck movement needs in the City and coordinate with the appropriate jurisdictions and agencies to ensure that roadway improvements along truck routes are identified and addressed in a timely manner.

Strategy 6 - "Consider Minor Truck Routes in the Delivery of Local Goods and Services"

This strategy suggests that specific roadways within the City be identified as minor truck routes and be the preferred roadways for truck travel in the City when making local deliveries or pickups. Trucks traveling through Milwaukie to destinations elsewhere in the region and State should use regional truck routes such as ORE 99E, ORE 224, and Interstate-205. This TSP includes a Truck Freight Routes Map that shows minor preferred truck routes that should be advertised to companies that frequently serve Milwaukie businesses and residents. The intent is that trucks will use the preferred roadways when traveling to destinations in the City. It is understood and accepted that trucks may need to travel on streets not on the Truck Freight Routes Map to complete local business transactions.

Implementation: The City should notify appropriate freight carriers and businesses of the Truck Freight Routes Map when adopted, that includes preferred minor truck routes for local deliveries. The City should strongly encourage these companies to have their drivers follow the preferred truck routes and not travel on collector, neighborhood and local streets, unless making specific deliveries on one of these streets. The City should consider implementing appropriate comprehensive signing reflecting truck routes in the City.

Chapter 8

Goals, Objectives and Policies



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

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

The ultimate goal for Milwaukie's ~~t~~Transportation sSystem Plan is to promote livability by establishing a safe, efficient, balanced and diverse system that reduces the overall vehicle miles traveled in the next twenty years

WALKING

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

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

Policies

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

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

Policies

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

5. The City will implement the adopted Walkways Action Plan which will be updated periodically as walkway projects are completed and walkway priorities change. See Figure 3.2.
6. The City will continue to coordinate with Clackamas County, the City of Portland, the North Clackamas School District, the North Clackamas Parks and Recreation District, Metro, Tri-Met and other jurisdictions and agencies to ensure that appropriate local and regional on-road and off-road walkway connections are planned, constructed and maintained.

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

Policies

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

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

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

Policy

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

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

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

Policies

1. Safe, convenient, and well-maintained walkways and related pedestrian facilities will be provided throughout the City.
2. The City will coordinate with Tri-Met on the accommodation of pedestrian needs at transit locations and with transit services.

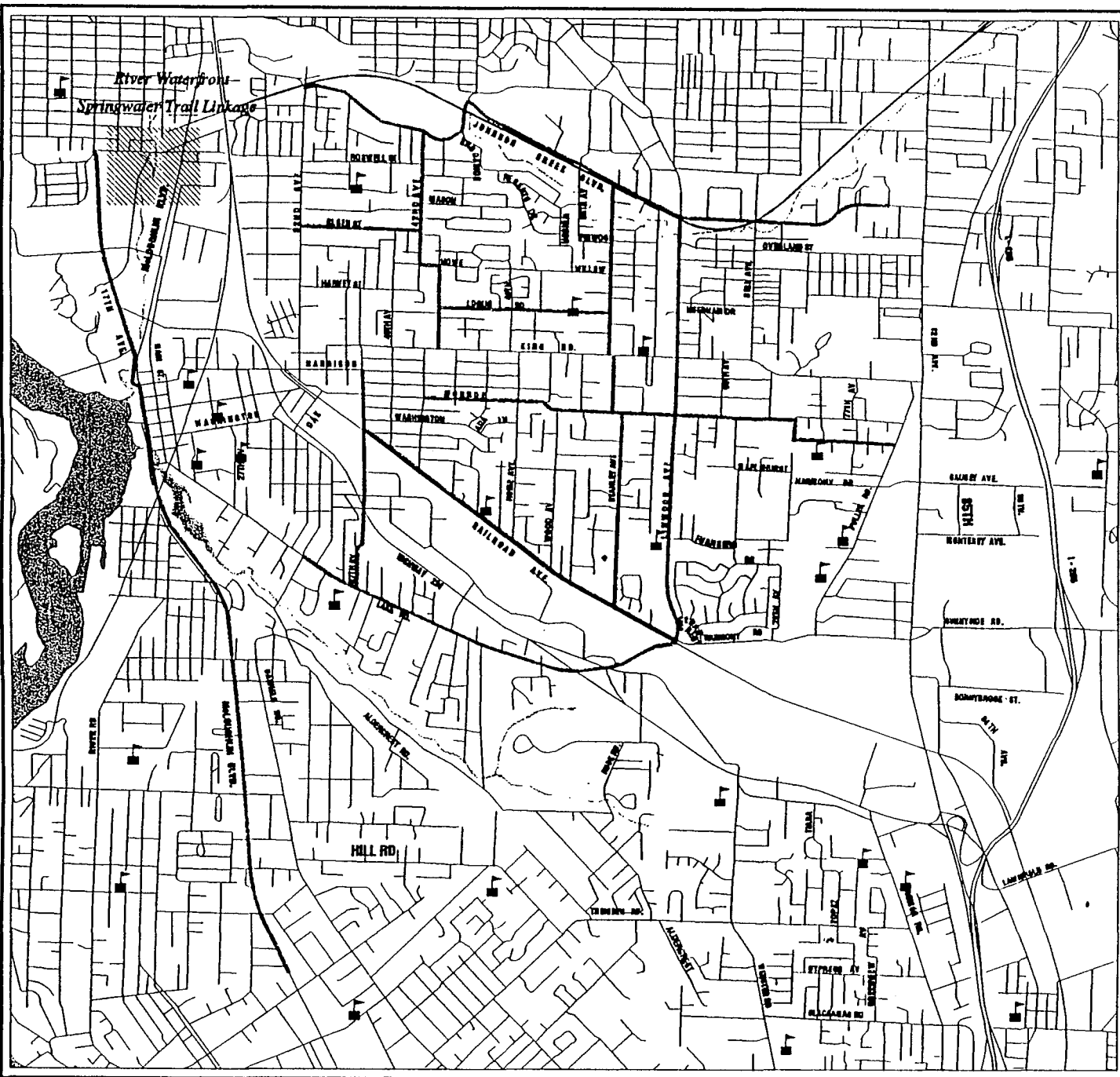
WALKWAYS ACTION PLAN

-  WALKWAY IMPROVEMENTS
-  SCHOOLS

This map is part of the Milwaukee Comprehensive Plan adopted by the Milwaukee City Council pursuant to Ordinance on July 1, 1997. Poster-sized maps are on file at the Community Development Department

FIGURE 3.2 06/19/97

Transportation
System
Plan



3. The City will support the expanded use of walking through the review, encouragement and requirement, when appropriate, of pedestrian-friendly design and construction considerations with existing and new developments and redevelopment projects, to encourage walking.

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

Policies

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

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

Policies

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

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

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

Policy

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

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

Policy

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

BICYCLING

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

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

Policies







1. The City will ensure that bikeways are constructed on all identified bikeway network roadways, either as separate projects or integrated with other roadway related improvements. Bikeways will be constructed according to current local, regional, State and federal standards.
2. As opportunities arise, the City will review, pursue and implement smaller scale bikeway improvement projects.
3. Regulations requiring developers to include bicycle facilities and bikeway connections within proposed developments and to adjacent land uses and rights-of-way will be enforced in accordance with adopted policies and standards.
4. The City will periodically review City bicycle facility standards to ensure consistency with regional, State and federal standards.
5. The City will coordinate with Clackamas County and the ODOT to review and consider possible use and installation of bicycle-sensitive control devices (i.e. quadruple loop detectors) which would be identified with appropriate markings and signage for intersection projects.

OBJECTIVE #2: To connect local bikeways and routes for bicyclists to ride to local and regional destinations, activity centers, connections to other transportation modes and the regional bicycle network.

Policies

1. Bikeway projects will be implemented that connect to local and regional destinations, activity centers, transit routes and stations, and the regional bikeway network using the adopted Bikeways Network Master Plan. See Figure 4.1.
2. The City will construct bikeways that fill in gaps in the existing bikeway network.
3. The City will implement strategies to reduce bicycle-related accidents at locations where a high number of bicyclist-related accidents have been reported.
4. The adopted Bikeways Network Master Plan will be updated as needed, to reflect new or revised routes, connections, destinations and activity centers.

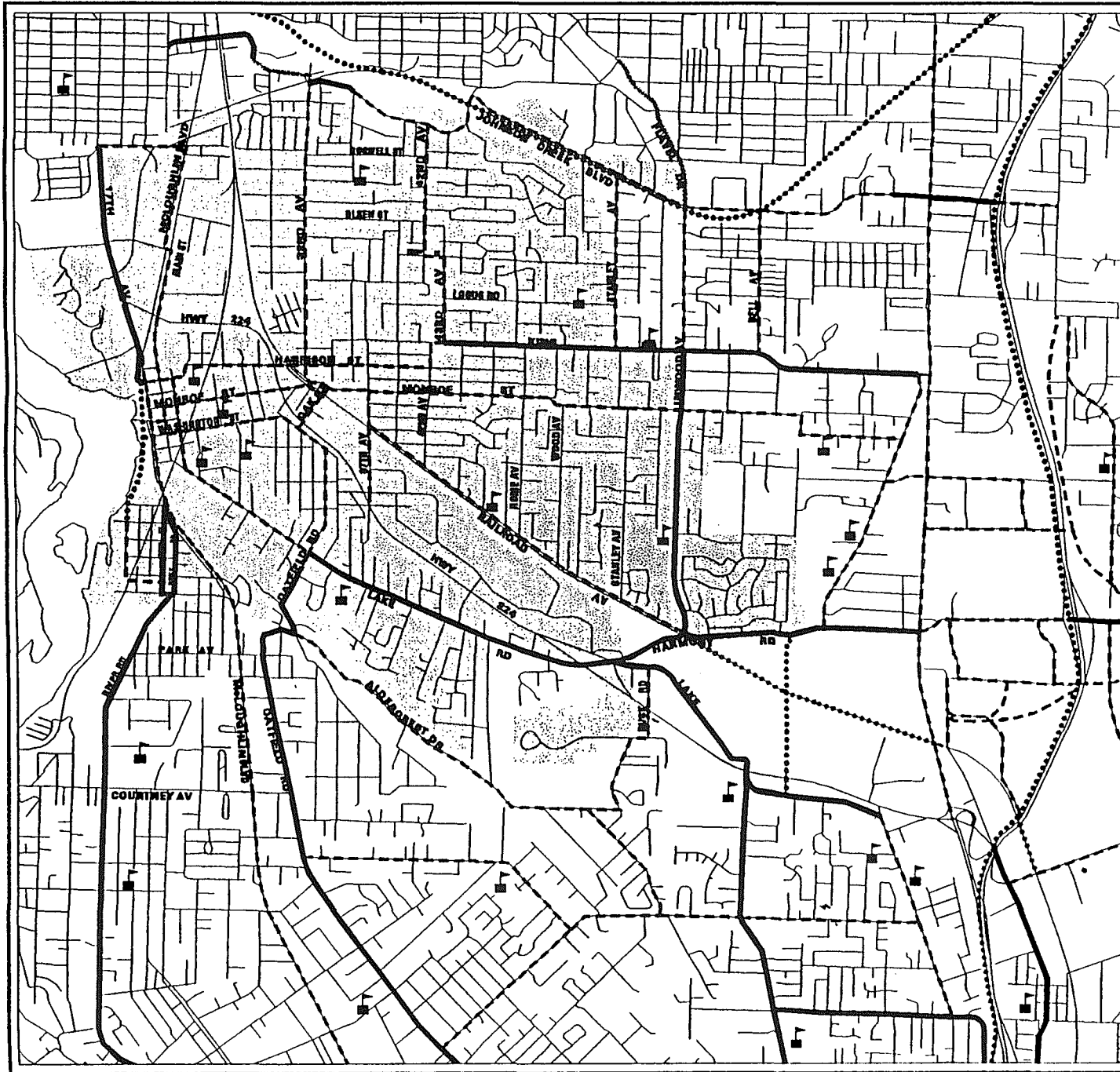
BIKEWAYS NETWORK MASTER PLAN

-  EXISTING BIKEWAYS/TRAILS
-  PROPOSED BIKEWAYS NETWORK
-  PLANNED BIKEWAYS
-  EXISTING TRAILS
-  PROPOSED TRAILS
-  SCHOOLS

This map is part of the Milwaukee Comprehensive Plan adopted by the Milwaukee City Council pursuant to Ordinance on July 1, 1997. Poster-sized maps are on file at the Community Development Department.

FIGURE 4.1 06/19/97

Transportation System Plan



5. The City will implement the Bikeways Action Plan in the Capital Improvements Program which will be updated periodically as bikeways are completed and bikeway priorities change. See Figure 4.2.
6. The City will continue to coordinate with Clackamas County, the City of Portland, the North Clackamas Parks and Recreation District, the North Clackamas School District, Tri-Met, Metro, and other jurisdictions and agencies to ensure that appropriate local and regional bikeway connections, for both on and off-road bikeways, are planned, constructed and maintained.

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

Policies

1. The City will coordinate with Clackamas County, ODOT, the North Clackamas Parks and Recreation District, Metro and other agencies to obtain funding to complete bikeway network improvements.
2. The City will apply for transportation funds whenever available, and seek non-traditional funding sources, to implement planned bikeway network improvements.
3. The City will reconsider the funding amount in the bikeway network fund established in the Capital Improvement Program, so that implementation of bikeway network improvements will be accomplished. Permanent funding sources will be identified and the adequacy of the designated amount will be reviewed and revised at least every three years.
4. Bikeway projects will be periodically updated in the Capital Improvements Program, as new priority projects are identified in the Bikeways Action Plan and as other projects are implemented.

GOAL STATEMENT 2: Maintain and enhance existing and future bicycle facilities to encourage use.

OBJECTIVE #1: To provide an ongoing bicycle facilities maintenance program.

Policy

1. The City will establish and maintain an ongoing bicycle facilities maintenance program that includes a public comment component.

GOAL STATEMENT 3: Increase the use of bicycles for all travel purposes.

OBJECTIVE #1: To provide adequate bicycle support facilities.

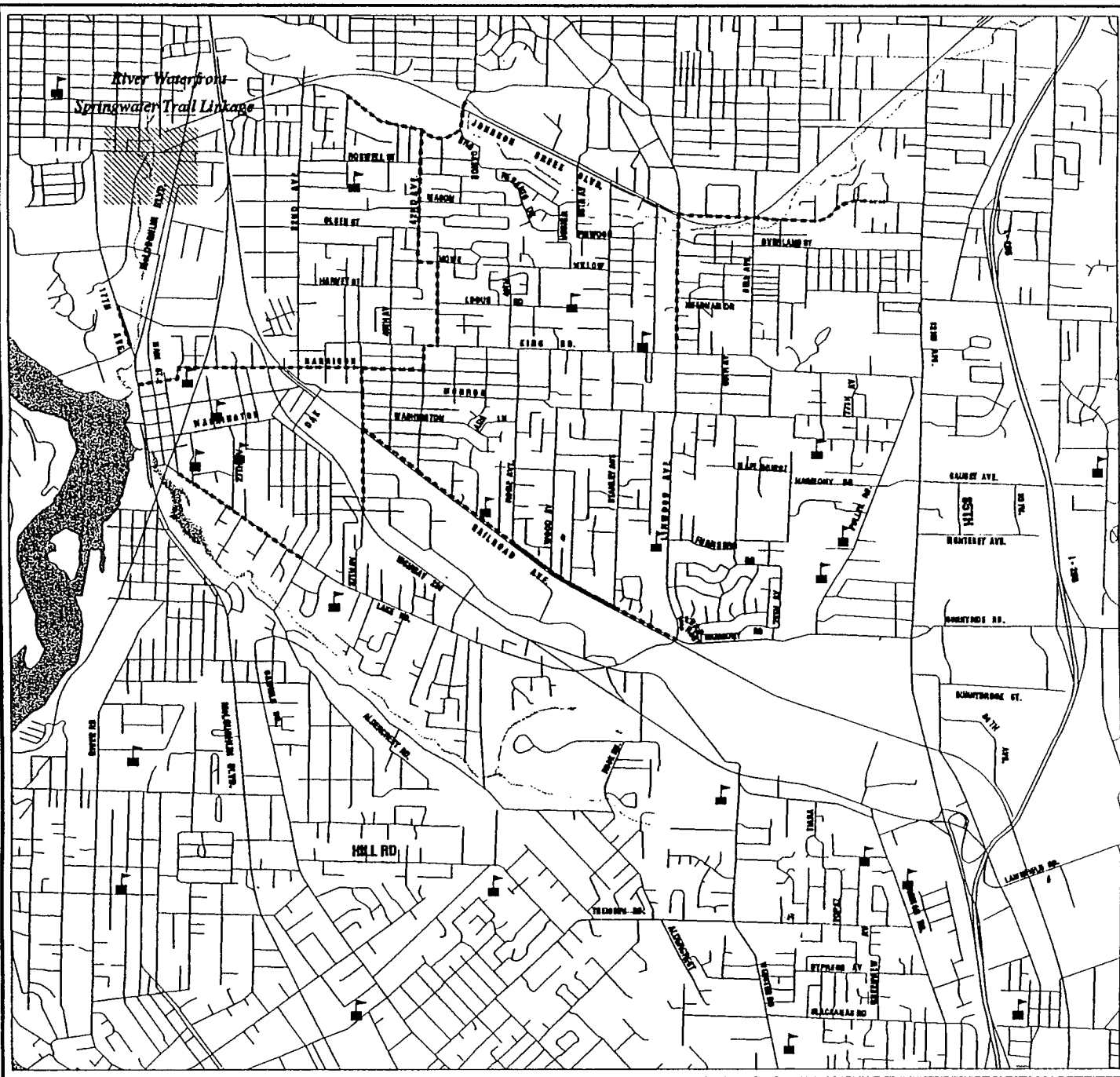
BIKEWAYS ACTION PLAN

- BIKEWAY IMPROVEMENTS
- SCHOOLS

This map is part of the Milwaukee Comprehensive Plan adopted by the Milwaukee City Council pursuant to Ordinance on July 1, 1997. Poster-sized maps are on file at the Community Development Department.

FIGURE 4.2 06/19/97

Transportation
System
Plan



Policies

1. The City will require, as appropriate, and encourage the placement of bicycle lockers and bicycle racks at major destinations and activity centers. The City will encourage covered bicycle parking whenever possible.
2. Safe, convenient, and well-maintained bikeways will be provided throughout the City and to the regional bikeway network.
3. The City will coordinate with Tri-Met on the accommodation of bicyclist needs at transit locations and with transit services. Examples of facilities at transit locations include bicycle lockers, bicycle racks, restrooms and water fountains. Examples of bicyclist-related services are bicycles on buses and on high capacity transit.

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

Policies

1. The City will encourage schools to provide bicycle racks for use by students, faculty and administration.
2. The City will support community sponsored bicycle events as appropriate.

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

Policies

1. The City will contact major employers about providing bicycle facilities and employee incentives for bicycling to work.
2. The City will coordinate with Clackamas County annually to promote and encourage citizen participation in National Bike-to-Work Week.

GOAL STATEMENT 4: Reduce the number of bicycle-related accidents by increasing safety and security of bicyclists.

OBJECTIVE #1: To promote bicycle safety education programs for the improvement of bicycle handling skills, traffic skills, and observation of traffic laws, and to promote safety for bicyclists of all ages.

Policy

1. The City will participate and/or pursue activities for Milwaukie residents that increase bicyclist safety and reduce the number of bicyclist-related accidents.

OBJECTIVE #2: To promote motorists' understanding of the need for sharing the road.

Policy

1. The City will coordinate with Clackamas County and Metro on the distribution of information to motorists on bicycle traffic laws and sharing the road.

OBJECTIVE #3: To reduce bicyclist and motorist violation of traffic safety laws.

Policy

1. The City will promote an increased awareness and enforcement of motor vehicle and helmet laws as they relate to bicyclists and motorists.

OBJECTIVE #4: To increase security for bicycles and bicyclists.

Policy

1. The City will participate in efforts to increase security for bicycles and bicyclists.

TRANSIT

GOAL STATEMENT 1: Work with Tri-Met to provide local citizens with a convenient and accessible public transit system that is integrated with other transportation modes and transit-supportive land use development.

OBJECTIVE #1: To integrate transit facilities and services, as appropriate.

Policies

1. The City will continue to require that new development along transit routes provide transit and passenger related amenities through the Transportation Planning Review process.
2. The City will actively continue to support and participate in high capacity transit planning and development through Milwaukie and the region.
3. The City will coordinate with Tri-Met to provide benches, bus shelters, bicycle parking, and other passenger amenities at transit facilities to encourage the use of transit by pedestrians and bicyclists.
4. The City will work with Tri-Met and Clackamas County to implement special needs transportation in accordance with the Americans with Disabilities Act (ADA).
5. The City will coordinate with Tri-Met when planning for road improvements on transit routes or arterials and collectors suitable for transit routes, to ensure that structural and design aspects are addressed.

6. The City will participate in the planning of future Fastlink routes through Milwaukie to provide high quality service along busy corridors not served by high capacity transit.

OBJECTIVE #2: To connect local walkways and bikeways to the public transit system that serves regional destinations and activity centers including the Milwaukie Regional Center.

Policies

1. The City will improve pedestrian and bicyclist accessibility along major transit routes and to transit stations using the adopted Walkways and Bikeways Network Master Plans ~~with the Transit Routes Map. See Figures 3.1, 4.1, and 2.17.~~
2. The City will continue to coordinate with Tri-Met to ensure adequate pedestrian connections to transit routes and station locations.

OBJECTIVE #3: To support a public transit system that is accessible to the largest number of people.

Policies

1. The City will locate transit-oriented development around transit stations, along major transit routes, and in the designated Regional Center area.
2. The City will support more intense and mixed use zoning designations in areas around transit stations, along major transit routes, in the designated Regional Center and along designated Main Street areas identified in the Metro 2040 Growth Concept Plan, through provisions in the Comprehensive Plan and Zoning Ordinance. The City will seek higher concentrations of employment opportunities, residential development and commercial uses in these areas. The City will ensure that development is built consistently with the density allowed by zoning, while protecting the livability of existing neighborhoods.
3. The City will encourage provision of housing for the elderly and moderate income families to be located in close proximity to public transit facilities and services, and interconnected transportation facilities such as walkways and bikeways.
4. The City will coordinate with Tri-Met to ensure that pedestrians and disabled people are accommodated as needed at transit locations and with transit services.
5. The City will continue to coordinate with Tri-Met to ensure that transit opportunities are provided to employees at major employment centers.
6. The City will ensure that transit-oriented public facilities are located along the Primary Transit Network as defined in the Regional Transportation Plan.

GOAL STATEMENT 2: Ensure that Tri-Met maintains and enhances existing and future transit facilities and services to encourage use.

OBJECTIVE #1: To coordinate with Tri-Met on an ongoing transit facilities maintenance program.

Policy

1. The City will coordinate with Tri-Met to ensure that safe, convenient, and well-maintained transit facilities and services are provided by Tri-Met throughout the City.

OBJECTIVE #2: To coordinate with Tri-Met and adjacent jurisdictions on identifying existing and future transit related needs.

Policies

1. The City will coordinate with Tri-Met and adjacent jurisdictions on the annual identification of transit facility and service needs based on public input.
2. The City will coordinate with Tri-Met in long-range transit planning and service delivery including the high capacity transit system and the Primary Transit Network in the Regional Transportation Plan.

OBJECTIVE #3: To support adequate funding for planned transit system improvements.

Policies

1. The City will support Tri-Met, ODOT, Metro, and other agencies that apply for transportation funds to implement planned transit system improvements which affect Milwaukie and the greater region.
2. The City in cooperation with Tri-Met, ODOT, Metro, and other agencies will investigate non-traditional funding sources to implement improvements to the local and regional transit system.

STREETS

GOAL STATEMENT 1: Provide an accessible transportation system that links different transportation modes to destinations within the City and to regional destinations using the regional transportation network.

OBJECTIVE #1: To rely on existing Freeways/Expressways and Major Arterials as the regional streets network, for the through movement of regional traffic.

Policies

1. The City will work with Metro, Clackamas County, the City of Portland and ODOT to ensure that Interstate-205, ORE 224 (Milwaukie Expressway), ORE 99E (McLoughlin Boulevard), and ORE 213 (SE 82nd Avenue) are the primary thoroughfares for regional traffic, and that these corridors are properly maintained and provide adequate capacity so that through traffic does not divert to alternative routes while in the City.

2. The City will continue to work with ODOT, Clackamas County, the City of Portland and Metro to either improve existing routes or develop a new east/west corridor route that functions as a supportive arterial corridor for city-wide traffic through the region.
3. The City will encourage locally provided employment and commercial opportunities in order to lessen the number of locally generated regional work and shopping trips.
4. The City will continue to participate in the regional Joint Policy Advisory Committee (JPACT) to identify solutions to congestion problems along the McLoughlin Boulevard corridor. In evaluating alternatives, the following factors will be considered:
 - Plans for the Regional Center and Riverfront development will be integrated with highway improvements.
 - The opportunity will be taken during any improvement or modification to create new and more efficient vehicular access to the riverfront, as well as bicyclist and pedestrian access not in conflict with motorized transportation.
 - Improved pedestrian and bicyclist connections will be provided between downtown and the riverfront through the provision of walkways and bikeways, amenities, signals, separated crossings, etc., designed to ensure the safety of pedestrians and bicyclists. Options will be considered to minimize traffic impacts through the downtown core area.

GOAL STATEMENT 2: Provide a safe, well-maintained, cost-effective and convenient transportation system.

OBJECTIVE #1: To classify roadways within the City for the multimodal functions and adjacent land uses they serve.

Policies

1. The following definitions will apply for each of the street types listed below:

Freeway: Freeways provide for high speed and high volumes of traffic efficiently and safely. These facilities generally provide direct land access. Access control and other methods will be used on nearby cross streets in the area of interchanges to preserve and protect the operation of the facility. Freeways connect interstate, inter-regional and intercity origins and destinations and generally carry the largest portion of trips entering and leaving the urban area. Freeways typically do not serve intra-city travel and are not effective in servicing local traffic. The objective of these facilities is to service the longer trips and higher volumes of a region.

Arterial: Arterials serve to interconnect and support the regional arterial highway system. They serve key regional as well as citywide function of connectivity. Arterials link major commercial, residential, industrial and institutional areas. They are typically spaced about one mile apart to assure mobility and reduce the incidence of traffic using collectors, neighborhood routes, or local streets in lieu of a well placed arterial street. Access control is a

key element of arterials, to assure safe and adequate service to transit, automobiles and trucks. Usually, arterials provide access to freeways.

Collector: Collectors provide both access and circulation within residential neighborhoods and commercial/industrial areas. They serve a citywide function of connectivity. Together with arterials, collectors are typically spaced about one-half mile apart. Access control for collectors is not as high a priority as for arterials, but is especially needed near intersections with other collectors or arterials. Collectors serve residential neighborhoods, distributing trips from the local street system and distributing it to and from the arterial street system. Neighborhood traffic management strategies can be appropriate for use on collectors in residential areas. Collector street design can vary by land use type (residential, commercial).

Neighborhood: Neighborhood routes serve to allow local traffic in and out from residential areas to arterials and collectors. They are similar to local streets in design (with residential frontage), but carry more traffic and are routes commonly used by local residents. Neighborhood routes do not provide citywide circulation, but mainly serve an immediate neighborhood. Because their traffic levels are greater than local streets and potential for speeding can be higher, neighborhood traffic management techniques can be appropriate.

Local: Local streets have the sole function of providing access to immediate adjacent land. These streets do not serve through traffic. Local street design can vary by land use type (e.g., residential, commercial, industrial).

Figure 6.1 shows the classification of streets within the City. Design criteria for these streets are found in the Transportation Improvement Standards Tables of the Zoning and Subdivision Ordinances. Figure 6.10 is the Automobile Master Plan.

2. The City will continue to work with Metro, Clackamas County and the City of Portland to ensure that the road system is maintained, and that compatible classifications and standards are enforced.
3. The City will continuously develop and refine street design standards as necessary to reflect multimodal needs, adjacent land uses, available rights-of-way and changes to regional, State and federal guidelines and standards.
4. 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.
5. The City shall conduct a special study to determine appropriate traffic management techniques for collector streets.

OBJECTIVE #2: To improve the access, circulation and safety of roadways.

Policies

1. The City will prioritize and complete roadway improvements when funding becomes available that address the following:
 - Improvements for Pedestrians and Transit Riders
 - Improvements at High Accident Locations
 - Street Maintenance Improvements
 - Neighborhood Traffic Calming
 - Improvements for Bicyclists
 - Improvements to Bring Inadequate Travel Lanes up to City Current Standards
2. All transportation-related improvements will be designed and constructed to meet City standards developed in the City's Roadway Manual, the Americans with Disabilities Act (ADA), and to address provisions for bicycling, walking and transit.
3. Transportation improvements will be reviewed and may be required of applicants as part of development and/or redevelopment project approval.
4. The City will consider adoption of a System Development Charge (SDC) for transportation that would be applied to new development.
5. The location, timing, and funding sources for road construction and improvement projects within the City will be guided by the Transportation System Plan.
6. The City will coordinate with ODOT to address improvements to State highways within Milwaukie that will benefit all modes of transportation.

OBJECTIVE #3: To ensure that neighborhood and local streets serve local traffic in a safe manner.

Policies

1. The City will develop and implement a Neighborhood Traffic Management Program and will incorporate guidelines and criteria to be developed in the City's Roadway Manual.
2. Funding sources to help implement the Neighborhood Traffic Management Program will be continuously pursued.

OBJECTIVE #4: To maintain traffic flow and mobility on arterial and collector roadways.

Policies

1. The City will conduct studies, or coordinate on them with appropriate agencies, along Arterial and collector roadways to determine if and where access control measures should be implemented. Priority corridors for study will be ORE 224 and ORE 99E.

2. As part of the development review process, the City will ensure that all new driveway placements along arterial and collector roadways will be in accordance with the City's adopted access management system.

OBJECTIVE #5: To maintain City streets in good to excellent condition as defined by the Pavement Quality Index.¹

Policies

1. The City will continuously pursue funding sources to help meet street maintenance needs.
2. The City will continue to provide a regular street sweeping and general maintenance program.
3. The City will make maintenance improvements to roadways as funds become available.
4. The City will continue to coordinate with Clackamas County and ODOT to ensure adequate maintenance of their jurisdictional roadways in and near Milwaukie.

OBJECTIVE #6: To enhance street system connectivity wherever practical and feasible.

Policies

1. The City will anticipate opportunities to incrementally extend and connect streets and require street connectivity through the development review process, as appropriate.
2. The City will not permit closed street systems and cul-de-sac designs with new development unless existing lot configurations, topography, or development patterns prevent full street extensions.
3. The City will permit narrow street designs where appropriate, to conserve land, calm traffic or promote connectivity.

RAIL AND TRUCK FREIGHT

GOAL STATEMENT 1: Ensure a safe, accessible and efficient rail freight system that facilitates the movement of goods to Milwaukie and through the region and State while minimizing conflicts with other travel modes.

OBJECTIVE #1: To ensure that commercial rail transportation moves safely and efficiently through Milwaukie and is accessible to Milwaukie businesses, as appropriate.

¹ PMS Report and Results, by Pavement Management Systems Inc., for the City of Milwaukie, August 1995.

Policies

1. The City will coordinate with local railroad companies and the Oregon Public Utilities Commission to provide an efficient and accessible commercial railroad system in and through Milwaukie.
2. The City will coordinate with local railroad companies and the Oregon Public Utilities Commission to seek funds that will improve all railroad crossings in the City from asphalt to concrete or rubberized material.

GOAL STATEMENT 2: Ensure a safe and efficient passenger rail system through Milwaukie that minimizes conflicts with other travel modes.

OBJECTIVE #1: To ensure that passenger rail transportation moves safely and efficiently through Milwaukie.

Policies

1. The City will coordinate with the Oregon Public Utilities Commission and commercial railroad companies to provide an efficient passenger rail system through Milwaukie.
2. The City shall work with other jurisdictions and agencies in the region to plan for and implement if feasible, passenger rail service to and from Milwaukie going to other destinations in the region.

GOAL STATEMENT 3: Provide a safe, cost-effective and efficient truck route system that facilitates the movement of goods and services to Milwaukie and through the region.

OBJECTIVE #1: To ensure that trucks have appropriate and adequate access within the City and through the region to deliver goods.

Policies

1. The movement of goods and business-oriented truck operations region-wide through Milwaukie will be encouraged to the maximum extent possible to use the Major Truck Routes as identified in Figure 7.1.
2. Trucks that deliver goods and business oriented trucks with destinations within the City will be encouraged to travel on the minor preferred truck routes whenever possible. Trucks should avoid neighborhood and local streets not identified on the map, unless they are delivering to destinations on these streets.
3. Actions to encourage truck usage on identified preferred local routes will include the notification of appropriate freight carriers and a comprehensive system of signs.

4. The City will coordinate with Clackamas County and ODOT to implement improvements along truck routes on County roads and State highways, as identified in the Transportation System Plan, to ensure safety of truck movement.
5. The City will work with the private sector and public agencies as appropriate to:
 - develop the regional Intermodal Management System (IMS),
 - monitor the efficiency of freight movements on the regional transportation network, and
 - reduce inefficiencies or conflicts on the freight network.
6. The City will implement improvements along truck routes maintained by the City as identified in the Transportation System Plan, to ensure safety of truck movement.
7. The City will ensure that implementing ordinances provide for adequate freight loading and parking areas in commercial and industrial zoning districts and in the Milwaukie Regional Center.

TRANSPORTATION PLANNING RULE

GOAL STATEMENT 1: Improve and enhance the livability of Milwaukie residents by decreasing reliance on the automobile and increasing the use of other modes to minimize transportation system impacts on the environment.

OBJECTIVE #1: To promote bicycling, walking and transit as more accessible modes of transportation through required improvements to the transportation system and land uses connecting to the transportation system.

Policies

1. To implement local, State, and regional transportation plans, the City will conduct development review for new development proposals including any construction, renovation, expansion, alteration, or change of an existing use. The development review process shall be conducted as a limited land use decision process. The Community Development Director shall have the authority to condition development proposals in a manner that will meet transportation planning objectives.
2. For proposed City-initiated transportation facilities, services, and improvements that require review under the Milwaukie Comprehensive Plan, the review process will be coordinated and consolidated with other jurisdictions whenever possible.
3. As part of the next periodic review of the Comprehensive Plan, the City will prepare corridor design plans for commercial corridors in the City. Key locations shall include the ORE 99E (McLoughlin Boulevard) and ORE 224 corridors. The plans will address opportunities for combined access and include new design standards encouraging pedestrian orientation. The specific plan concept will be investigated as a means to implement the corridor plan.

TRANSPORTATION DEMAND MANAGEMENT

GOAL STATEMENT 1: Provide a Transportation Demand Management Program that works with employers and residents in Milwaukie to meet regional air quality and vehicle miles traveled reductions.

OBJECTIVE #1: To develop strategies and implement programs that can provide Oregon Department of Environmental Quality (DEQ) ECO Program compliance assistance to major employers/businesses and can assist the City in meeting Vehicle Miles Traveled (VMT) reductions for destination (i.e., work end) commutes and off-peak travel demand trips.

Policies

1. The City will work with the Oregon DEQ, Tri-Met, Metro and neighboring jurisdictions to provide marketing, technical and program assistance to major employers for ECO Program compliance.
2. The City will develop and implement a local Transportation Demand Management Program that compliments, expands and improves access to regional transit pass subsidies, emergency rides home, and carpool/carpool matching database to major employers.

PARKING

GOAL STATEMENT 1: By 2015, reduce the number of overall parking spaces in the City by 10%.

OBJECTIVE #1: To develop strategies and implement programs/activities that reduce the overall need and number of parking spaces in the City.

Policies

1. The City will evaluate existing and future parking needs and develop a Parking Plan for the designated Regional Center Plan area.
2. The City will coordinate with Clackamas County, the City of Portland, Metro, Tri-Met, and other jurisdictions, agencies and community organizations on strategies and activities to reduce the need for parking spaces.

Chapter 9

Plan Implementation



The ultimate goal for Milwaukie's transportation system is to promote livability by establishing a safe, efficient, balanced and diverse system that reduces the overall vehicle miles traveled in the next twenty years. Modal plans for walking, bicycling, transit, automobile, and rail and truck were developed as part of Milwaukie's Transportation System Plan (TSP) and are the Master Plans for optimizing travel choices in Milwaukie. Integrating these modal elements into a citywide plan requires an approach to prioritization which incorporates both needs and community vision. The adopted Milwaukie Vision Statement calls for development of multimodal linkages within the City and seamless connections between various areas of the City. In addition, Milwaukie's designation as a Regional Center in Metro's 2040 Growth Concept Plan has implications for the prioritization of transportation improvements in Milwaukie.

The following sections of this chapter detail the priority needs developed for each of the TSP modal elements. The Master Plans developed for each mode guide transportation system development in Milwaukie. They were refined into Action Plans which list specific projects that can be undertaken in the next five to ten years to help implement the Master Plans. Projects were identified based on existing and future needs and citizen input. Action Plans represent the highest needs within each travel mode.

Funding options are explored and estimated project costs are provided after the sections on the different modal plans. A process for prioritizing Action Plan elements of the TSP is also covered. Milwaukie's TSP includes a process for reviewing transportation investment options that meet the vision and future land use goals of the City. Milwaukie decision-makers can determine the highest transportation system priorities, balancing technical needs with community vision.

WALKING

The most frequently identified pedestrian need in Milwaukie is the lack of continuous sidewalks constructed on City streets that include appropriate facilities for children, elderly and the disabled. Additionally, the maintenance of existing sidewalks without obstacles and in good repair is a commonly identified need. Other specific needs that were identified by the Pedestrian/Bicyclist Working Group include: pedestrian-related facilities at key locations, an increase in walking for all travel purposes; and the reduction of pedestrian-related accidents through activities that enhance safety and security.

Pedestrian/Bicyclist Working Group members completed an Improvement Prioritization Questionnaire, which was used to rank or prioritize strategies for implementation. The ranking (from highest to lowest) included:

- Fill in gaps where some sidewalks exist
- Address locations with relatively higher pedestrian accident rates
- Complete corridors to major pedestrian uses such as the Springwater Corridor and the Expanded City Center
- Connect to major transit locations
- Complete corridors that commuters might use
- Connect to schools, parks, residential and commercial areas
- Reconstruct existing pedestrian facilities to meet current City standards.
- 42nd/43rd Avenues between Johnson Creek Boulevard and King Road.

It should be noted that Working Group members thought that all the above mentioned priorities were important and should be addressed.

The Walkways Network Master Plan is shown on Figure 3.1. The Master Plan is the primary walkway network for the City. When it is completed, there will be continuous walkways to major pedestrian destinations such as schools, transit locations, parks and the Regional Center. The primary walkway network will also increase safe pedestrian travel in and between neighborhoods.

A Walkways Action Plan which lists walkway projects that should be implemented within the next 10 years is shown on Figure 3.2. Below is the list of the Walkway Action Plan projects. The Action Plan represents the highest walkway needs of the primary walkway network. Identified corridors in this plan eliminate gaps where some sidewalks exist, address corridors with relatively high accident rates, and lead to major pedestrian destinations.

Walkway Action Plan Projects

- **Linwood Avenue** between Johnson Creek Boulevard and Harmony Road
- **Johnson Creek Boulevard** between 32nd and 79th Avenues
- **Lake Road** between Oatfield and Harmony Roads
- **17th Avenue** between Lava Drive and Ochoco Street
- **37th Avenue** between ORE 224 and Harrison Street
- **Railroad Avenue** between 37th Avenue and Harmony Road
- **Olsen Street** between 32nd and 42nd
- **Logus Road** between 43rd and Stanley Avenues
- **Stanley Avenue** between Willow Street and Johnson Creek Boulevard

Emphasis on the reconstruction of existing pedestrian facilities to meet current City standards should be a focus of the City by allocating funds to retrofit the remaining sidewalk intersections that do not have handicapped accessible ramps that meet Americans with Disability Act (ADA) standards. Also, improved crosswalk facilities should be addressed during the retrofitting program as the budget permits.

BICYCLING

The most frequently identified bicyclist need in Milwaukie is the provision of bikeways, which are generally bike lanes, on all Arterial and Collector streets. These streets are usually the most direct routes for bicyclists and many bicyclist destinations are located along them. The existing bikeway network has gaps which makes it difficult for bicyclists to travel safely. The Pedestrian/Bicyclist Working Group identified this concern and other specific existing and future needs including: bicyclist-related facilities at key locations (e.g. bicycle parking), maintenance of existing and future facilities (e.g. bike lanes), an increase in bicycling for all travel purposes, and the reduction of bicyclist-related accidents through activities that enhance safety and security.

Pedestrian/Bicyclist Working Group members completed an Improvement Prioritization Questionnaire, ranking the strategies presented above according to his or her priorities and considering the transportation goals and policies related to bicyclists. The ranking of the strategies follows, from most important to least important, although all were considered by the group to be important:

- Fill in gaps where some bikeways exist
- Areas with higher rates of bicyclist accidents
- Connect to schools, parks, residential and commercial areas (tied)
- Corridors that commuters might use (tied)
- Corridors to major bicycle uses such as the Springwater Trail and the Expanded City Center
- Corridors to major transit locations

Working Group members were decisive about the first two priorities, while the remaining priorities were close in ranking. Three additional improvement priorities were suggested by the group:

- Reconstruction of existing facilities to current City standards
- More secured bicycle parking at destinations
- Regular street maintenance program

A Bikeways Network Master Plan was created to provide an interconnected bikeway network for bicyclists to use when traveling in and through Milwaukie. The Bikeways Network Master Plan is the overall long-range bikeway system for Milwaukie. It identifies bikeway projects that need to be accomplished for the network to be complete (see Figure 4.1). Projects identified in the Master Plan should be integrated into project development with other street-related projects either when development occurs or when funding for City-initiated projects is realized.

A Bikeways Action Plan was also developed and consists of projects that the City should actively try to fund and construct in the next ten years. These are high priority projects that eliminate gaps in the network, address corridors with relatively high accident rates, and lead to major destinations within the City and region. (see Figure 4.2). The following is a list of potential bikeway projects from the Bikeways Action Plan.

Bikeway Action Plan Projects

- **Linwood Avenue** between Johnson Creek Boulevard and Harmony Road
- **Johnson Creek Boulevard** between 32nd Avenue and 79th Avenue
- **Lake Road** between Oatfield Road and 21st Avenue
- ~~17th Avenue~~ between ORE 99E and Ochoeco Street
- **Harrison Street** between ORE 99E and King Road (via 42nd Avenue)
- **37th Avenue** between ORE 224 and Monroe Street
- Railroad Avenue between 37th Avenue and Harmony Road
- 42nd/43rd Avenues between Johnson Creek Boulevard and King Road

PUBLIC TRANSPORTATION

Tri-Met provides transit service to Milwaukie and the greater Portland metropolitan region. City and County staff work closely with Tri-Met regarding local and countywide service needs. Tri-Met staff incorporate local opinions on transit facility and service needs when they do their annual transit service refinements. This on-going process should continue until all transit-related needs are met. With the progress in planning for South/North Light Rail Transit in Milwaukie, a new era is emerging for an enhanced and accessible public transportation system, with Milwaukie as a regional hub. The Transit Plan for Milwaukie should guide this future and be amended as new decisions regarding transit facilities and services are made. Included in this plan is Milwaukie's continued participation in Light Rail Transit planning.

A transit questionnaire was administered to three citizen groups including the Transit Working Group, as part of transportation system needs identification. It asked respondents about their opinions on existing public transit and their suggestions for improving facilities and services into the future. The questionnaire is shown in Appendix 10. The most frequently responded needs related to public transportation are:

- More frequent bus service on existing routes
- New bus service to specific destinations
- More accessible (closer) bus service
- Add light rail service to Milwaukie
- More facilities including bus shelters and improved facilities such as the Milwaukie Transit Center

The recommended public transit plan has the following components:

- **The integration of transit facilities and services.** This includes but is not limited to the provision of transit-related facilities at or near transit locations, improvements to roadways that increase the efficiency and use of transit, planning for high capacity transit and high speed rail and its place in the future public transit system. In particular, this will require extensive City coordination with Tri-Met/Metro to assure South-North HCT planning and design reflects Milwaukie's overall transportation needs.

- **Connectivity of transit facilities and services with other travel modes.** This includes but is not limited to providing bikeways and walkways that lead directly to transit locations and the provision of Park-and-Ride or Kiss-and-Ride locations for automobile travelers to access public transit.
- **Evaluate public transit system needs annually and report priority needs to Tri-Met.** This is an ongoing implementation approach for public identification of transit system facility and service needs that is forwarded to Tri-Met. There is an established system of reporting county-wide needs annually through a Clackamas County Transportation Coordinating Committee (CTCC) Service Request Report to Tri-Met. The City needs to continue its participation in this process and also continue its soliciting of public input to be reflected in CTCC reports. This information will assist the City's coordination with Tri-Met and other jurisdictions and agencies in addressing citizen identified needs. In particular, planning future bus transit services in Milwaukie in coordination with Tri-Met/Metro on South-North HCT is necessary.
- **Funding source identification and implementation of public transit system improvements.** This entails cooperative efforts from the City, Tri-Met, Clackamas County and other jurisdictions and agencies to locate traditional and non-traditional sources of revenue to funding public transit improvements. This is a critical component of the plan that affects the City's ability to meet Transit Goals, Objectives and Policies.

Potential Transit Improvements

A number of recommended transit system improvements were recently collected from public input by the Milwaukie staff represented Clackamas Transportation Coordinating Committee (CTCC). This list was submitted to Tri-Met this Fall (1995) as part of Tri-Met's annual service needs identification process. The following is the first priority list of identified service need improvements that affect Milwaukie and its future growth area (UGBMA):

First Priority

New Line - ORE 224/Clackamas Town Center: Serving downtown Milwaukie, Milwaukie Marketplace, Oregon Institute of Technology, Clackamas Community College and Promenade, and destinations further east.

New Line - Johnson Creek Boulevard/82nd Avenue: Serving downtown Portland to Clackamas Town Center via the Sellwood Bridge, Johnson Creek Boulevard. Serves industrial area from 45th Avenue to Bell Avenue.

Line Revision - Bus #71 - 92nd Street: Extend to Clackamas Town Center via 92nd Avenue, Otty Road or Johnson Creek Boulevard and 82nd Avenue.

New Line - 82nd/I-205: Serving Clackamas Town Center, 82nd Drive, Johnson Creek Boulevard, Interchange, I-205 to Gateway Center.

New Line - River Road/Thiessen Road: Serving downtown Milwaukie to Clackamas Town Center via River Road, Thiessen Road and 82nd Drive.

New Line - Oregon City/Jennings Avenue: Serving Oregon City to Clackamas Town Center via McLoughlin Boulevard, Jennings Avenue, Webster Road, ORE 224, 82nd Avenue and Sunnybrook.

As stated in a previous section, coordination of planning and design and future bus transit services related to the South-North HCT is an additional first priority.

Second through fourth priority lists can be found in Chapter 5 of the TSP.

AUTOMOBILES

Forecasts of 2015 traffic volumes were developed using Metro's travel demand forecast model. The forecasts assessed automobile needs and priorities based on future population growth and the capacity of the transportation system to support the additional traffic. These data were reviewed and refined to produce detailed traffic forecasts at intersections. When automobile trips are assigned to the roadway network, the level of traffic growth is expected to create the need for improvements at several locations. Table 6.11 lists potential projects which should improve 2015 travel conditions where congestion exists along roadways and at intersections.

In addition, the Roads Working Group evaluated various elements of the street system and then ranked them in terms of priorities for improvements. Each group member was given a certain number of points that he or she could allocate to each category according to his or her vision of priorities for the City. This was a small sample and should be considered as initial public opinion on street-related priorities. The ranking of the different improvement priorities follows, from most important to least important:

- Street Maintenance
- Multimodal Improvements
- Neighborhood Traffic Management
- Circulation Enhancements
- Capacity Improvements
- Safety Improvements
- Improve Roadways to City Standards

The Proposed Automobile Master Plan is shown in Figure 6.10. It represents road and intersection improvements and studies that need to occur in the next twenty years to ensure that vehicular traffic can travel to local and regional destinations without experiencing significant delays. The City, through its Capital Improvement Program (CIP), joint funding with other agencies (County, Metro) and development approval process would implement the projects listed in Table 6.11. The proposed Automobile Action Plan is shown in Figure 6.11. It depicts the priority road projects that the City should pursue based on technical data and citizen participation.

STREET PROJECTS

A series of traffic improvements were identified which are needed to meet future circulation needs of the year 2015. Most of these projects will require resources beyond the City's available revenue funds. Some of these projects will be addressed through the Clackamas County Capital Improvement Program and the ODOT Transportation Improvement Program. Others will be built by adjacent development. It is important for the City of Milwaukie to pursue initial planning studies of specific projects noted in Table 6.11 to provide the basis for future regional and local transportation improvement and funding programs.

OTHER STREET SYSTEM PROGRAMS

Street Maintenance/Operations, Neighborhood Traffic Management (NTM), Transportation Demand Management (TDM), Access Management, and Regional Center Parking are automobile (street) related programs which may require City funds to be allocated to improve transportation conditions in Milwaukie. Each of these is discussed in the following sections.

STREET MAINTENANCE/OPERATIONS

In 1994, the City hired Pavement Management Systems, Inc. (PMSI) to inventory the existing pavement condition of roadways in the City and to determine the cost of improving paved roadways identified in poor condition over the next ten years using different funding scenarios. Preliminary results of the PMSI work suggests that 30 lane-miles of pavement, or 20 percent of paved roadways, in the City are currently in poor condition and in need of rehabilitation. It is estimated that an average of over seven lane miles per year will be in need of rehabilitation between 1996 and 2004. This means an additional 66 lane-miles in the City that will need pavement improvements.

The present condition of Milwaukie's streets requires the City to go beyond current maintenance levels to achieve having all paved roadways in good to excellent surface condition. If nothing is done to improve pavement surface condition, the City's ability to maintain its streets will fall far behind its possible resources as the number of paved roads in good condition diminish and the amount of lane miles in need of rehabilitation increase. PMSI estimates that up to 80% of the paved lane miles in the City will be in poor condition. This would border on a situation in twenty years where nearly all streets would require reconstruction. The PMSI study developed two strategies for Milwaukie to rectify this situation.

A "need based" strategy seeks to address current and future needs as they arise, so that all roads are maintained in good pavement condition. Because 30 lane-miles have been identified for pavement rehabilitation in 1996, an estimated \$2,010,000 will have been needed in the first year to make the necessary roadway improvements to these 30 miles of roads. In addition, an average annual appropriation of \$223,000 above the existing street maintenance budget of \$1.27 million, would need to be allocated to address lane mile needs on an annual basis through 2004. The total cost for the "need based" scenario is preliminarily estimated at \$4,280,000 above current maintenance expenditures.

A "balanced" approach addressing pavement management needs in Milwaukie would spread estimated expenditures over the next ten years. Approximately between \$310,000 and \$400,000 per year above the existing street maintenance budget would be required to address identified roadway needs in each of the next ten years. The total cost for this "balanced" approach is estimated at \$3,550,000 million.

NEIGHBORHOOD TRAFFIC MANAGEMENT

Neighborhood Traffic Management (NTM) is a term that has been used to describe traffic control devices typically used in residential neighborhoods to slow traffic. A number of streets in Milwaukie have been identified as Neighborhood streets. These streets are typically longer than the average Local street and would be appropriate locations for potential of NTM applications. A wide range of traffic control devices are being tested throughout the region, including such devices as chokers, medians, speed awareness (using the "speed wagon") traffic circles and speed humps. The City of Milwaukie has established standards for NTM and has installed speed humps as a test project on 34th Avenue. NTM traffic control devices are being tested within the confines of Milwaukie to assess their applicability. A critical aspect of NTM projects is building consensus for appropriate application. NTM measures should be applied only where a majority of neighborhood residents agree that it would be effective (i.e. via petition).

Strategies for NTM seek to reduce traffic speeds on neighborhood streets, thereby improving livability in Milwaukie. The role of the TSP as a long range plan should not be to identify the type of improvements that are required to address specific neighborhood traffic needs but rather to address what type of streets are appropriate to be considered for NTM. The proposed functional classification system includes a new category (Neighborhood Routes), which defines potential streets for application of NTM. City staff should be directed to finalize the details of the NTM program including process and alternatives for improvement of the NTM program. The details should be included in the Roadway Design Manual.

The strategy for citywide implementation of NTM could be based on one of the following levels of implementation:

- **Aggressive:** The City would fund a NTM program which allows most requests for NTM measures on Neighborhood routes to be installed.
- **Reactive:** The City allocates a certain amount of money per year to install selected NTM projects. The number of projects would be limited. The City could also encourage implementation of NTM projects by private development and neighborhood associations.
- **Do Nothing:** The City would not allocate money toward NTM projects, although it could still provide guidelines if private development or neighborhood associations wanted to install NTM projects.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management is the general term used to describe any action that removes single occupant vehicle trips from the roadway network during peak travel demand periods. The following are examples of TDM measures:

- Work with employers to install bicycle racks
- Work with property owners to place parking stalls for carpoolers near building entrances
- Provide incentives to take transit and use other modes (i.e. free transit pass)
- Provide information regarding commute options to larger employers (e.g. carpools, vanpools)
- Encourage linkage of housing, retail and employment centers (including having local home builders and employers provide incentives to live and work in or near Milwaukie)
- Encourage flexible working hours

- Encourage telecommuting
- Schedule deliveries outside of peak hours
- Provide City staff support to Milwaukie TDM coordination

The Oregon Department of Environmental Quality (DEQ) has established Employee Commute Options (ECO) goals for trip reductions and has been developing a program for the region along with Metro. A specific subcommittee of Metro's Joint Policy Advisory Committee on Transportation (JPACT) addresses TDM issues regionally. The City of Milwaukie can take a leadership role within the community to work with employers on meaningful demand reduction. While many of the programs noted above are passive, with City staff and committee participation, these programs can produce short term benefits. This would require funding staff time for this purpose.

TDM should be a priority of the City. It can be employed as an interim measure to implement the 2040 Growth Concept and can assist the City in meeting the ten percent vehicle miles traveled (VMT) reduction and parking spaces reduction required by the Transportation Planning Rule. Potential strategies for implementation of TDM are listed below.

- **Aggressive:** The City would fund a staff position to implement a TDM program in Milwaukie. The City could take specific actions (i.e., ordinances) which would encourage employer TDM programs.
- **Moderately Aggressive:** The City would fund a part-time staff position to begin implementation of a TDM program.
- **Reactive:** The City would wait for DEQ's ECO (Employee Commute Options) rules and respond to those requirements appropriately.
- **Do Nothing:** The City could opt to not implement TDM in Milwaukie at a citywide level.

The City should also consider being a role model for local businesses through implementation of its own TDM measure for City employees.

ACCESS MANAGEMENT PLAN

Access management is important, particularly on high volume roadways, for maintaining traffic flow and mobility. Where neighborhood and local streets function to provide access, arterial and collector streets serve greater traffic volume. Numerous driveways, or street intersections, increase the number of conflicts and potential for accidents and decrease mobility and traffic flow. There is extensive research indicating the negative safety and capacity impacts of multiple or close access points on high volume streets.¹ Milwaukie, as with every city, needs a balance of streets which provide access with streets and serve mobility. While limits on access do not need to apply to every street, if key arterials and collectors do not have access control, traffic will intrude into neighborhoods causing significant impacts. Table 6.13 summarizes a set of proposed access management guidelines for Milwaukie. This system has been adapted from ODOT's Access Management Manual.

The City needs to develop specific access management plans for arterial and collector streets similar to the recently completed Lake Road Multimodal Connection Study.

The City should act on the following strategies to implement access management in Milwaukie:

¹ *Access Management Manual*, Oregon Department of Transportation, Planning Section, August 1991.

- Examine roadways with potential to remove access points. Certain streets should be studied to determine if and where access control measures should be implemented. Examples of potential studies are the ORE 224 corridor through Milwaukie, ORE 99E to the north of downtown.
- New driveway placement should be in accordance with Table 6.13 and should be included in the City's Zoning Ordinance and Roadway Design Manual when developed. Access requirements should be evaluated at the site plan review stage and shared access should be considered where feasible.

REGIONAL CENTER PARKING

As stated previously, Milwaukie is designated as a Regional Center in Metro's 2040 Growth Concept Plan. Milwaukie's Regional Center is intended to become the focus of compact higher density and intensity mixed use development and redevelopment with enhanced transit and highway improvements. Its location encompasses the downtown area and east to the ORE 224 area. Because of this designation, parking needs in Milwaukie may be different from its current demands and requirements. Parking standards should be reviewed in light of this designation as part of implementing the City's Regional Center Master Plan. This could include developing specific maximum parking ratios for the Expanded City Center. In areas near the proposed Light Rail Transit stations, lower parking ratios are possible near the station. Planning in these station areas should consider variable (reduced) off-street parking ratios as an element toward meeting Transportation Planning Rule requirements.

The following strategies should be addressed by Milwaukie:

- Parking needs should be reviewed for individual developments at the site plan review stage. Parking provisions should be compared to demand, as identified by the Institute of Traffic Engineers (ITE) or the State DEQ, with the goal of a ten percent reduction in parking supply.
- Consolidation of parking (i.e., parking structures or shared parking) should be encouraged to avoid excessive use of land for surface parking lots
- The City should seek joint use of Light Rail Station area parking resources for Milwaukie's Regional Center to encourage highest density development (to meet 2040 goals).

RAIL AND TRUCK FREIGHT

Currently, there are two active major railroad lines that traverse Milwaukie, connecting the Portland area to the greater region and State. Commercial rail transportation uses both of these lines, the Southern Pacific (SP) Main line and a Branch line. Rail freight traffic is active through Milwaukie with a minimum of six inbound and six outbound trains per day. The primary need for rail transportation is to have the rail infrastructure including crossings exist and operate in good to excellent condition. It is also important to minimize conflicts between rail transportation and other modes of travel where they intersect. In the City's broader view of transportation system planning, the City needs to ensure that rail transportation is safely and efficiently conducted, but also that other modes of transportation are not negatively impacted in their safety and function.

The movement of goods and services by trucks to and from Milwaukie and through the region has different needs than rail freight. The safe and efficient movement of goods is a common goal, but trucks utilize different infrastructure, have different land use implications and must be integrated with other modes in the broader transportation system. Truck freight have specific travel needs such as adequate

lane widths, adequate turning radii at intersections, and adequately designed loading and unloading areas. Truck services also need to have roadways operating at an adequate level of service so that goods and services can move efficiently through the City, region and state. The Roads Working Group identified many of these needs and also recommended that a local truck route be established for trucks making deliveries in Milwaukie. Residents would like to minimize truck traffic through residential areas as well as potential safety, noise and roadway construction impacts.

A number of strategies for implementing a rail and truck freight plan were developed by City staff, consistent with the related goals and policies. These priority strategies are listed below:

- Improve railroad crossings for pedestrian and other travel modes
- Improve railroad crossings for the efficient movement of commercial and passenger trains
- Improve local business accessibility to railroad services
- Improve truck route roadways and intersections to adequately serve trucks
- Consider minor truck routes in the delivery of local goods and services

One outcome of the previously listed strategies is that a revised "Truck Freight Routes Map" was developed (see Figure 7.1). This map highlights proposed freight truck routes in Milwaukie. If these routes are adopted as part of the TSP, the City should notify freight truck companies who serve Milwaukie residents and businesses of the preferred corridors for truck travel in the City. The City should also consider street signing related to truck routes.

FINANCING

Funding Sources and Opportunities

There are several potential funding sources for transportation system improvements. These are funding options which have been used in the past by agencies in Oregon. In most cases, these funding sources can be sufficient to fund transportation improvements for local communities. Due to the complexity of today's transportation projects and rising levels of need, it is necessary to seek several avenues of funding. Many of Milwaukie's transportation needs are regional in nature (for example, ORE 99E or ORE 224). At a regional level, Metro has identified \$4.5 billion of transportation projects in the preferred 2015 Regional Transportation Plan (RTP). The region has identified less than one billion dollars of funding for the 2015 RTP. Because of this situation, joint funding of projects and hybrid funding will be needed working together at regional and local levels. Unique or hybrid project funding generally will include the funding sources discussed below, combined in a new package. Table 9.1 summarizes several funding options available for transportation improvements.

The City of Milwaukie's motor vehicle fees, which are dedicated to transportation, amount to about \$900,000 per year. These are State gas tax monies that are passed through to the cities based upon population. Over 75 to 90 percent of these funds are used for maintenance and preservation activities on roadways. This source of funds has generally been used for system maintenance in the past with a small allocation for capital projects (which in most cases includes rebuilding streets to newer standards). Because of limited revenues from the motor vehicle fees, many transportation projects are funded through other sources.

Within the Portland region, funding for major transportation projects is typically brought to a vote of the public for approval. Specific projects are outlined for use of public funds, such as the Major Streets Transportation Improvement Program (MSTIP) in Washington County or the Westside Light Rail Project. Because of the need to gain public approval for transportation funding, it is important to develop a consensus in the community for supporting needed transportation improvements. The Transportation System Plan (TSP) can be valuable for this purpose. In most communities, where time is taken to build a consensus regarding a transportation plan, existing funding sources (similar to those noted) can be packaged together to address funding needs.

Several groups of projects were identified in the TSP. They include:

- Walkway Improvements
- Bikeway Improvements
- Street Improvements
- Street Maintenance
- Transit Improvements

Table 9.2 identifies which existing funding sources might be used to implement elements of the plan. Tax increment financing has not been used in Milwaukie and other fees were not identified in this initial funding summary beyond those associated with motor vehicle fees. Historically, the funding sources have been developed to support roadways for automobiles. Few funding sources have been allocated to other travel modes. Other travel modes were generally implemented as an element of a roadway project. Now motor vehicle fees and exactions are specifically allocated to roadway, bikeway and walkway improvements. Unfortunately, most of the current funding structure to support roadway development will require either supplementary funding or reallocation of funding to address other modes in a balanced fashion.

**Table 9.1
Potential Transportation Revenue Sources**

Type	Description
System Development Charges (SDC)	SDCs or traffic impact fees have been used in Oregon and throughout the United States. The cornerstone to development of SDCs in meeting the rational nexus test, which involves two principals: 1) there must be a reasonable connection between growth generated by development and the facilities constructed to serve that growth; and 2) there must be a connection between the fees collected from the project which are constructed. Charges are typically developed based on a measurement of the demand that new development places on the transportation system and the capital costs required to meet that demand. Recent legislation (SB 1156) requires that SDC credits of at least 30% are required for transit oriented development within 1/4 mile of a LRT station.
Gas Tax	The State, cities and counties provide their basic roadway funding through a tax placed on gasoline. State gas tax is approved legislatively while local gas taxes are approved by voters. State funds are dedicated to roadway construction and maintenance. This tax does not fall under the Measure 5 limits, because it is a pay-as-you-go user tax. While Multnomah and Washington Counties have separate gas tax to support roadways within their counties, Clackamas County does not. Only one percent of these funds are generally used for bicycle and pedestrian- related improvements.
Street Utility Fees	Certain cities have used street utility fees for maintenance. The fees are collected monthly with water or sewer bills. These funds are not for capacity improvements, but for supporting local roadway maintenance based upon land use type and trip generation. This frees other revenue sources for capacity needs. Utility fees can be vulnerable to Measure 5 limitations, unless they include provisions for property owners to reduce or eliminate charges based on actual use.
Exactions	Frontage improvements are common examples of exaction costs passed onto developers. Developers of sites adjacent to unimproved roadway frontage are responsible to provide those roadway improvements. Developers of sites adjacent to improvements identified as SDC projects can be credited the value of their frontage work, which is included in the SDC project cost estimate.
Local Improvement Districts (LID)	LIDs provide a means for funding specific improvements that benefit a specific group of property owners. LIDs require owner/voter approval and a specific project definition. Assessments are placed against benefiting properties to pay for improvements. LIDs can be matched against other funds where a project has system wide benefit, beyond benefiting the adjacent properties. Fees are paid through property tax bills special assessment billings.
Tax Increment Financing	In designated Urban Renewal Districts, tax increment funds can be used for any capital improvements). These funds currently fall under Measure 5 limitations. The recent rejection of Measure 1 severely limits the use of this funding source in the future. There are presently no Urban Renewal Districts in the City of Milwaukie.
Special Assessments	A variety of special assessments are available in Oregon to defray costs of sidewalks, curbs, gutters, street lighting, parking and CBD or commercial zone transportation improvements. These assessments would likely fall within the Measure 5 limitations. Jurisdictions in the Portland region (such as Washington County) have passed local levies to fund local road maintenance to supplement gas tax revenues.
Fees	Gresham collects a Public Street Charge and a Driveway Approach Permit Fee. These fees are project specific and vary year to year based upon development permits.
Other Vehicle Fees	The State collects truck weight mile taxes, vehicle registration fees, and license fees. These funds are pooled together with the gas tax in distributing state motor vehicle fees to local agencies. Local agencies do not have the authority to impose local registration fees (a 1990 ballot measure for this purpose was defeated).
Oregon Special Public Works Fund	The Special Public Works Fund (SPWF) Program was created by the legislature in 1985 as an economic development element of the Oregon Lottery. The program provides grants and loan assistance to eligible municipalities. There has been little use of these funds on urban Arterials.

To accommodate a more balanced funding program, the City will need to specifically seek funding for programs such as walkway improvements. One approach would be for the City to initiate a walkway grants program where an allocation of funds (for example, \$50,000 per year) is set aside for neighborhoods to match with local funds (at a level determined by Council - for example, 10%, 25%, 50% or 75%) through special assessments or LIDs. This hybridization of funding, where local support is matched with other funding sources can become a significant element of transportation funding in the future with constrained overall funds. Additionally, should new gas tax funds be developed statewide or regionally, the City can incorporate more diverse travel mode projects, using the TSP as a guide.

Table 9.2
Fundable Projects by Source

Source	Bicyclist	Pedestrian	Streets	Maintenance	Transit
System Development Charges (SDC)	•	•	✓		
Gas Tax/Motor Vehicle Fees	✓*	✓*	✓	✓	
Street Utility Fees				✓	
Exactions	•	✓	✓		
Local Improvement Districts (LID)	•	•	✓		
Tax Increment Financing					
Special Assessments	•	•	✓	✓	✓
Fees					
Other Vehicle Fees					
Oregon Special Public Works Fund			✓		✓
Employee Tax					✓

- Typically as part of roadway project where other modes are incorporated
- ✓ Used as a primary source of funding
- * These improvements must be within the right-of-way.

COSTS

Order of magnitude cost estimates were developed for the projects identified in the automobile, bicycling and walking elements. Since many of the projects have more than one modal facility need, the costs were developed at a project level incorporating all modes, as appropriate. It may be desirable to break project travel mode elements out separately, however, in most cases, there are greater cost efficiencies of undertaking a combined, overall project. Each of these project costs will need further refinement to detail, such as right-of-way requirements and costs associated with special design details as projects are pursued. Table 9.3 summarizes the elements of the plan which were not project specific and how costs will be addressed for these elements.

**Table 9.3
Other Street Program Costs**

Mode	Issues
Parking	The TSP does not define specific projects. Off-street parking will be provided by private property owners as land develops. Downtown area parking issues will need to be addressed based upon needs, using packaged funding including local and private sources.
Neighborhood Traffic Management	Specific NTM projects are not defined. These project will be subject to neighborhood consensus, based upon City of Milwaukie design criteria. Humps/undulations can cost \$2,000 to \$4,000 each and traffic circle can cost \$3,000 to \$8,000 each. Based upon this, a limited program could cost \$10,000 to \$40,000 per year, depending upon neighborhood needs. If this cost were entirely funded through the City, implementation may lag behind neighborhood needs. If private cost sharing (or matching funds) is established as a criteria for the neighborhoods, the program could become more comprehensive. Consideration of neighborhood value provided by NTM should be consider by the City in determining whether to pursue non-public funds. It is important that any new development incorporate elements of NTM as part of its on-site design.
Public Transportation	Tri-Met will continue to develop costs and funding sources for implementing transit related improvements. The City can supplement this by incorporating transit features through development exactions and roadway project design. Funding for future LRT will be through special assessment (previously passed in November 1994).
Trucks/Freight	Roadway funding will address these needs. Roadway overcrossings of railroads can use special PUC funds set aside for safety improvements to railroad crossings.
Rail	Cost to be addressed and funded by private railroad companies and the State.
Air, Water, Pipeline	Not required by City.
Transportation Demand Management	City support may include staff involvement in TDM program, helping initiate or coordinate activities. Costs could range from \$20,000 to \$75,000 per year. DEQ will be establishing regional guidelines. Private business will need to support employee trip reduction programs. Requirements of TDM can be exacted as conditions of development.

Many of the project costs have been developed by Clackamas County or previous work by the City. Where the TSP identified the comparable needs, these project costs have been utilized. Table 9.4 summarizes the key project in the TSP by agency. Table 9.5 provides a rough break out of project costs by mode, based on assumptions related to modal benefit and pavement width required for each mode.

**Table 9.4
Action Plan Project Costs**

PROJECT	AGENCY	INITIAL PROJECT ESTIMATE
MULTIMODAL PROJECTS		
1. 32nd/JCB Signal	City	\$105,000
2. 42nd/JCB Signal	City	\$119,000
3. ORE 99E/Harrison Intersection	ODOT/City	\$1,500,000
4a. 42nd/Harrison Signal	City	\$140,000
4b. 43rd/King Signal	City	\$140,000
4c. Harrison/42nd/King Alignment	County/City	\$1,340,000
5a. Stanley/King Signal	City	\$150,000
5b. Stanley Realignment	City/County	\$970,000
6. Linwood/Railroad/Harmony/ Lake Widening	City/County/Tri-Met	\$6,860,000
7. Lake/Oatfield Turn Lane	City	\$55,000
8. ORE 224 Access Control	ODOT	\$50,000,000
9. ORE 224/ORE 99E/Lake Study	City/County	\$75,000
10. ORE 99E Access Control	ODOT	\$5,000,000
11. ORE 99E/River Road	City/County/ODOT	\$450,000
12. Downtown ORE 99E	ODOT/City	\$3,800,000
13. JCB Multimodal (32nd-45th)	Portland/City	\$2,594,000
14. JCB Multimodal (45th-82nd)	Regional/County/City	\$5,210,000
BIKEWAY/WALKWAY PROJECTS		
15. 17th Avenue Bike/Ped	Regional/City	\$600,000 200,000
16. Linwood Avenue Bike/Ped	Regional/City/County	\$260,000
17. Harrison Street ORE 99E-King Bike	City/County	\$2,600,000
18. Railroad Ave Bike/Ped	Regional/City	\$1,000,000
19. 37th Avenue (ORE 224-Harrison) Bike/Ped	TBD	TBD
20. Stanley Avenue (Willow to Johnson Creek Blvd) Ped	TBD	TBD
21. 42nd/43rd Avenues Bike/Ped	TBD	TBD
TOTAL OF ALL PROJECTS		\$84,488,000 84,088,000 *

*Includes \$1,520,000 for Lake Road Multimodal improvements not specifically listed as a separate project in Table 6.11.

Table 9.5
Action Plan Project Costs by Mode

Project	Total Project Cost	Automobile Element	Bicycling Element	Walking Element
32nd/JCB Signal	105,000	89,250	5,250	10,500
42nd/JCB Signal	119,000	101,150	5,950	11,900
ORE 99E/Harrison Intersection	1,500,000	666,500	555,500	278,000
42nd/Harrison Signal	140,000	119,000	7,000	14,000
43rd/King Signal	140,000	119,000	7,000	14,000
Harrison/42nd/King Alignment	1,340,000	1,206,000	67,000	67,000
Stanley/King Signal	150,000	127,500	7,500	15,000
Stanley Realignment	970,000	873,000	48,500	48,500
Linwood/RR/Harmony/Lake	6,860,000	4,007,685	2,003,850	848,465
Lake/Oatfield	55,000	44,000	0	11,000
ORE 224 Access Control	50,000,000	45,000,000	2,500,000	2,500,000
ORE 224/ORE 99E/Lake	75,000	63,750	5,625	5,625
ORE 99E Access Control	5,000,000	4,500,000	250,000	250,000
ORE 99E/River Road	450,000	405,000	22,500	22,500
ORE 99E Downtown	3,800,000	2,843,300	554,700	402,000
JCB Multimodal (32nd-45th)	2,594,000	1,297,000	589,545	707,455
JCB Multimodal (45th-82nd)	5,210,000	3,043,740	1,521,870	644,390
17th Avenue Bike/Ped	600,000 200,000	0	400,000 0	200,000
Linwood Avenue Bike/Ped	260,000	0	170,000	90,000
Harrison Street ORE 99E-King	2,600,000	1,950,000	390,000	260,000
Railroad Avenue Bike/Ped	1,000,000	750,000	150,000	100,000
37th Avenue Bike/Ped	TBD	0	TBD	TBD
Stanley Avenue Ped	TBD	0	0	TBD
42nd/43rd Avenues Bike/Ped	TBD	0	TBD	TBD
Total	84,488,000 84,088,000*	68,093,875	9,705,790 9,305,790	6,688,335

*Includes \$1,520,000 for Lake Road Multimodal improvements not specifically listed as a separate project in Table 6.11 (as do individual element totals include their portions of same).

Note: Maintenance and operating costs are not included in this table.

PRIORITIZING OPTIONS

Transportation funding resources are limited within the City. Alone, Milwaukie would have few resources to address all of its transportation needs. Many transportation projects require the City to work together with its regional partners (Clackamas County, Metro, Tri-Met, ODOT, and adjacent cities) to forward significant transportation projects. Projects which are multimodal (addressing walking, transit, bicycling, autos, and trucks) increase the productivity and efficiency of the existing arterial and collector system to serve growth (particularly in light of the regional 2040 proposals in Milwaukie); and projects that provide local improvements within and between neighborhoods have the greatest potential to move forward, working together with other agencies.

One way to prioritize the projects identified with high need in Milwaukie requires decision-makers to use a weighted ranking methodology such as that shown in Table 9.6. Here, five guiding principles of the TSP are used to guide decisions. These guiding principles have been developed through statewide requirements, regional planning, citizen input, and technical evaluation.

Table 9.6
Summary of Guiding Principles

Criteria	Basis	Weight
1. Does this project address more than one mode of transportation?	The City Vision Statement and Transportation Planning Rule section 660-12-035(4) which mandates reduction in vehicle miles traveled VMT and avoiding principal reliance on any one mode of travel	
2. Does this project address both regional and local needs?	Region 2040 calls for cities to look beyond only their local needs in decision making.	
3. Does this project provide connectivity locally?	The City Vision Statement	
4. Does this project serve to reduce neighborhood disruption, while accommodating existing and planned land use?	The City Vision Statement and Citizen Working Groups	
5. Does the project make the best use of existing transportation facilities?	Citizen Working Groups	

A combination of technical rating and weighting of criteria should be used in prioritizing the City's TSP improvement priorities. Staff can prepare technical ratings of the Action Plan elements of highest need. These ratings could be merged with decision-maker's weighting using the guiding principles suggested above. The outcome will be a rating of the transportation plan projects for further development by staff and the regional agencies. These projects would form the priority TSP Action Plan list that will be updated periodically as projects are completed and new priorities are determined.

Milwaukie's existing transportation system and Comprehensive Plan Transportation Element are for the most part automobile oriented. The intent of the TSP has been to optimize each of the travel modes discussed to develop a safe, efficient, balanced and diverse transportation system. Modal priorities have been defined that benefit modal network plans. The final Action Plan list will most likely be a combination of different modal projects that optimize the individual modal plans and the overall system. The TSP provides the framework for understanding long-range citywide transportation system needs and priorities, while also identifying short-range multimodal priorities that address the most immediate deficiencies in the transportation system.

Chapter 5

Transportation

Element

Goals, Objectives

and Policies

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

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

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

WALKING

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

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

Policies

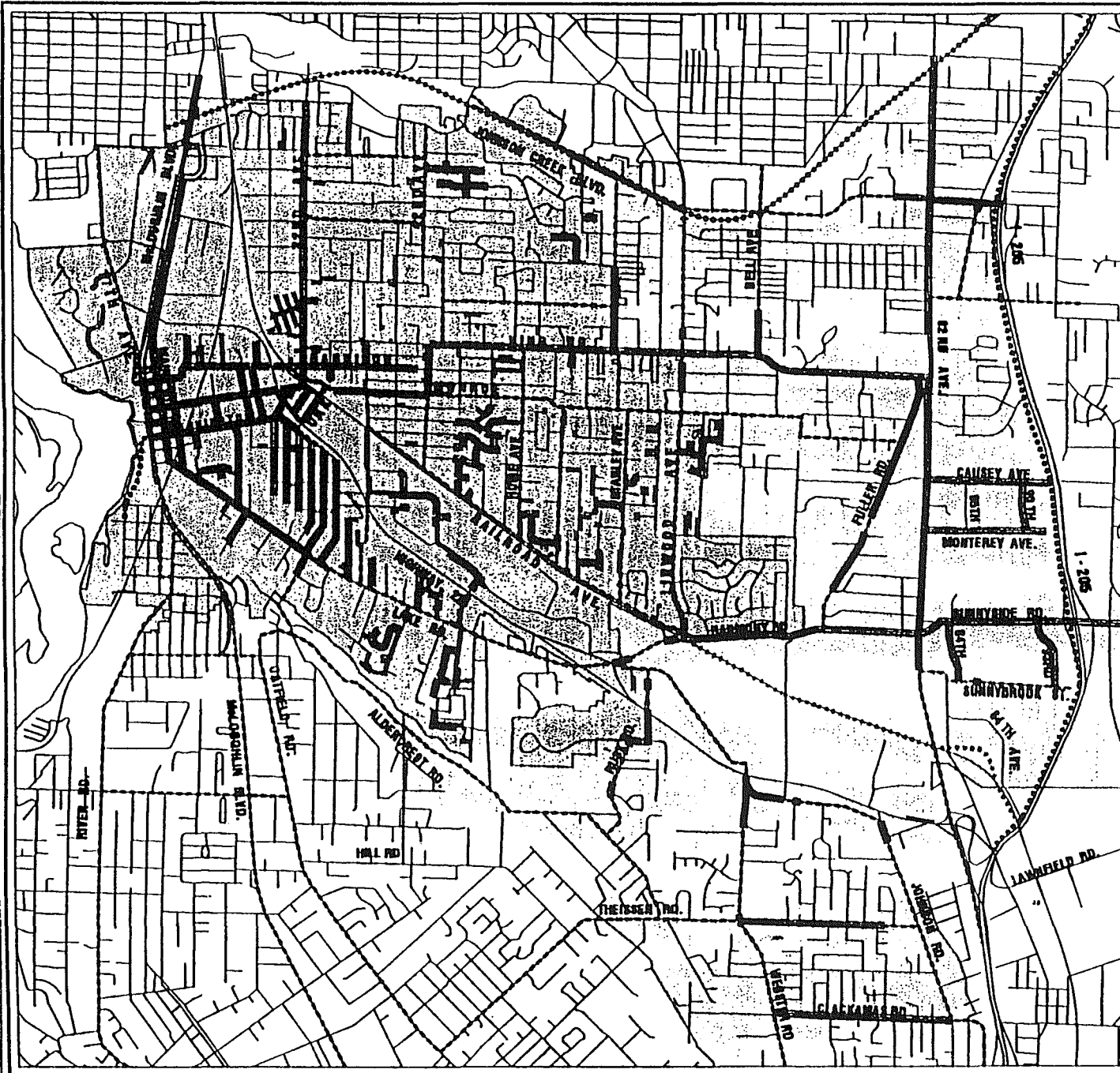
1. The City will ensure that walkways and related pedestrian improvements (e.g. crosswalks) are constructed on all identified walkway network roadways, either as separate projects or integrated with other roadway-related improvements. Walkway improvements will be implemented in accordance with current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

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

Policies

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

WALKWAYS NETWORK MASTER PLAN



- EXISTING WALKWAY NETWORK
- - - - - PROPOSED WALKWAYS
- TRAILS
- · - · - · PROPOSED TRAILS
- CITY OF MILWAUKEE
- URBAN GROWTH MANAGEMENT AREA BOUNDARY

This map is part of the Milwaukee Comprehensive Plan adopted by the Milwaukee City Council pursuant to Ordinance on July 1, 1997. Poster-sized maps are on file at the Community Development Department.

FIGURE 3.1 06/19/97

Transportation
System
Plan



STR-3

5. The City will implement the adopted Walkways Action Plan which will be updated periodically as walkway projects are completed and walkway priorities change. See Figure 3.2.
6. The City will continue to coordinate with Clackamas County, the City of Portland, the North Clackamas School District, the North Clackamas Parks and Recreation District, Metro, Tri-Met and other jurisdictions and agencies to ensure that appropriate local and regional on-road and off-road walkway connections are planned, constructed and maintained.

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

Policies

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

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

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

Policy

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

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

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

Policies

1. Safe, convenient, and well-maintained walkways and related pedestrian facilities will be provided throughout the City.
2. The City will coordinate with Tri-Met on the accommodation of pedestrian needs at transit locations and with transit services.

3. The City will support the expanded use of walking through the review, encouragement and requirement, when appropriate, of pedestrian-friendly design and construction considerations with existing and new developments and redevelopment projects, to encourage walking.

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

Policies

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

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

Policies

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

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

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

Policy

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

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

Policy

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

BICYCLING

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

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

Policies

1. The City will ensure that bikeways are constructed on all identified bikeway network roadways, either as separate projects or integrated with other roadway related improvements. Bikeways will be constructed according to current local, regional, State and federal standards.
2. As opportunities arise, the City will review, pursue and implement smaller scale bikeway improvement projects.
3. Regulations requiring developers to include bicycle facilities and bikeway connections within proposed developments and to adjacent land uses and rights-of-way will be enforced in accordance with adopted policies and standards.
4. The City will periodically review City bicycle facility standards to ensure consistency with regional, State and federal standards.
5. The City will coordinate with Clackamas County and the ODOT to review and consider possible use and installation of bicycle-sensitive control devices (i.e. quadruple loop detectors) which would be identified with appropriate markings and signage for intersection projects.

OBJECTIVE #2: To connect local bikeways and routes for bicyclists to ride to local and regional destinations, activity centers, connections to other transportation modes and the regional bicycle network.

Policies

1. Bikeway projects will be implemented that connect to local and regional destinations, activity centers, transit routes and stations, and the regional bikeway network using the adopted Bikeways Network Master Plan. See Figure 4.1.
2. The City will construct bikeways that fill in gaps in the existing bikeway network.
3. The City will implement strategies to reduce bicycle-related accidents at locations where a high number of bicyclist-related accidents have been reported.
4. The adopted Bikeways Network Master Plan will be updated as needed, to reflect new or revised routes, connections, destinations and activity centers.

5. The City will implement the Bikeways Action Plan in the Capital Improvements Program which will be updated periodically as bikeways are completed and bikeway priorities change. See Figure 4.2.
6. The City will continue to coordinate with Clackamas County, the City of Portland, the North Clackamas Parks and Recreation District, the North Clackamas School District, Tri-Met, Metro, and other jurisdictions and agencies to ensure that appropriate local and regional bikeway connections, for both on and off-road bikeways, are planned, constructed and maintained.

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

Policies

1. The City will coordinate with Clackamas County, ODOT, the North Clackamas Parks and Recreation District, Metro and other agencies to obtain funding to complete bikeway network improvements.
2. The City will apply for transportation funds whenever available, and seek non-traditional funding sources, to implement planned bikeway network improvements.
3. The City will reconsider the funding amount in the bikeway network fund established in the Capital Improvement Program, so that implementation of bikeway network improvements will be accomplished. Permanent funding sources will be identified and the adequacy of the designated amount will be reviewed and revised at least every three years.
4. Bikeway projects will be periodically updated in the Capital Improvements Program, as new priority projects are identified in the Bikeways Action Plan and as other projects are implemented.

GOAL STATEMENT 2: Maintain and enhance existing and future bicycle facilities to encourage use.

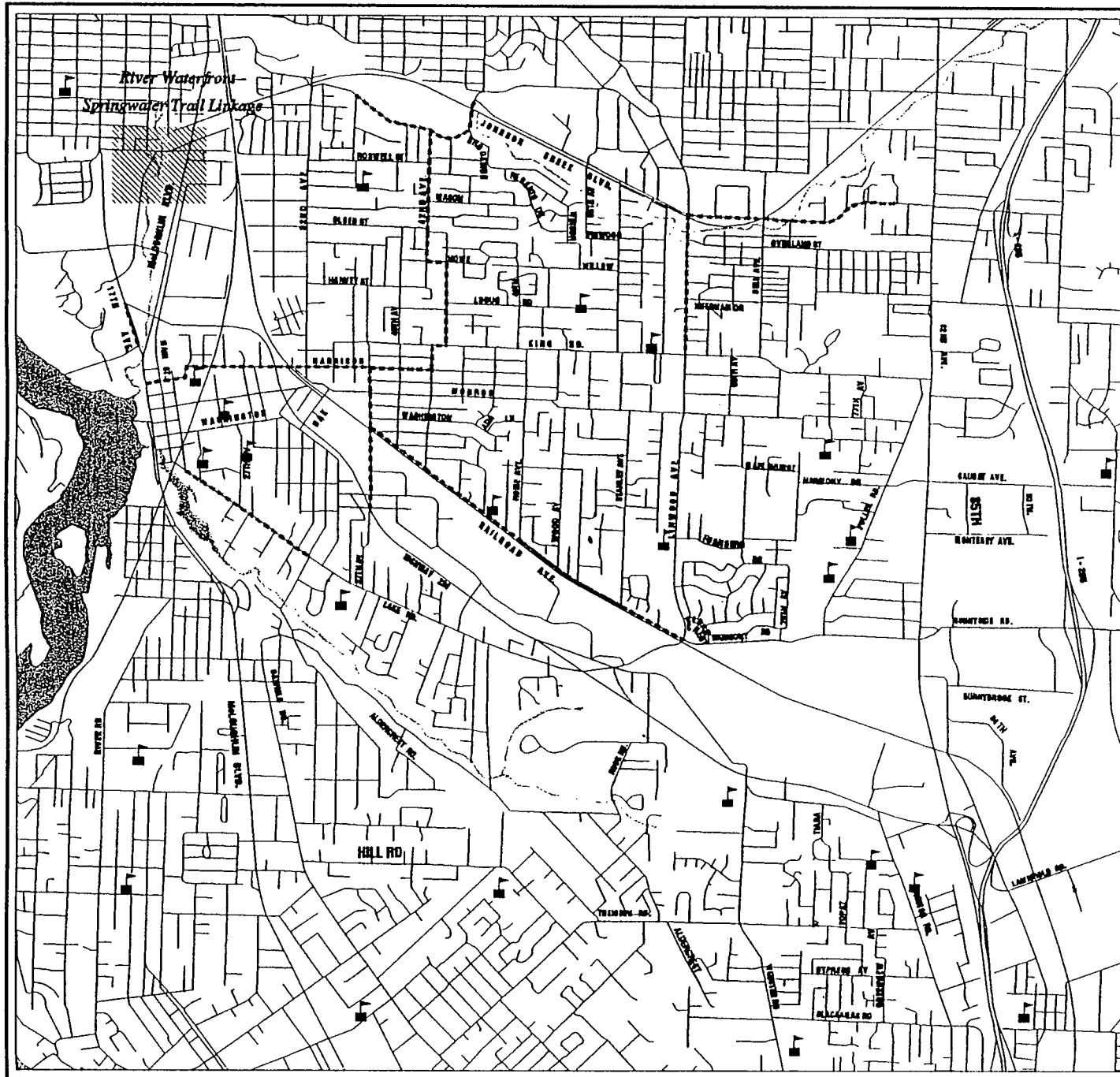
OBJECTIVE #1: To provide an ongoing bicycle facilities maintenance program.

Policy

1. The City will establish and maintain an ongoing bicycle facilities maintenance program that includes a public comment component.

GOAL STATEMENT 3: Increase the use of bicycles for all travel purposes.

OBJECTIVE #1: To provide adequate bicycle support facilities.



BIKEWAYS ACTION PLAN

- BIKEWAY IMPROVEMENTS
- SCHOOLS

This map is part of the Milwaukee Comprehensive Plan adopted by the Milwaukee City Council pursuant to Ordinance on July 1, 1997. Poster-sized maps are on file at the Community Development Department.

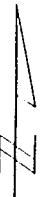


FIGURE 4.2 06/19/97

Transportation
System
Plan



Policies

1. The City will require, as appropriate, and encourage the placement of bicycle lockers and bicycle racks at major destinations and activity centers. The City will encourage covered bicycle parking whenever possible.
2. Safe, convenient, and well-maintained bikeways will be provided throughout the City and to the regional bikeway network.
3. The City will coordinate with Tri-Met on the accommodation of bicyclist needs at transit locations and with transit services. Examples of facilities at transit locations include bicycle lockers, bicycle racks, restrooms and water fountains. Examples of bicyclist-related services are bicycles on buses and on high capacity transit.

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

Policies

1. The City will encourage schools to provide bicycle racks for use by students, faculty and administration.
2. The City will support community sponsored bicycle events as appropriate.

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

Policies

1. The City will contact major employers about providing bicycle facilities and employee incentives for bicycling to work.
2. The City will coordinate with Clackamas County annually to promote and encourage citizen participation in National Bike-to-Work Week.

GOAL STATEMENT 4: Reduce the number of bicycle-related accidents by increasing safety and security of bicyclists.

OBJECTIVE #1: To promote bicycle safety education programs for the improvement of bicycle handling skills, traffic skills, and observation of traffic laws, and to promote safety for bicyclists of all ages.

Policy

1. The City will participate and/or pursue activities for Milwaukie residents that increase bicyclist safety and reduce the number of bicyclist-related accidents.

OBJECTIVE #2: To promote motorists' understanding of the need for sharing the road.

Policy

1. The City will coordinate with Clackamas County and Metro on the distribution of information to motorists on bicycle traffic laws and sharing the road.

OBJECTIVE #3: To reduce bicyclist and motorist violation of traffic safety laws.

Policy

1. The City will promote an increased awareness and enforcement of motor vehicle and helmet laws as they relate to bicyclists and motorists.

OBJECTIVE #4: To increase security for bicycles and bicyclists.

Policy

1. The City will participate in efforts to increase security for bicycles and bicyclists.

TRANSIT

GOAL STATEMENT 1: Work with Tri-Met to provide local citizens with a convenient and accessible public transit system that is integrated with other transportation modes and transit-supportive land use development.

OBJECTIVE #1: To integrate transit facilities and services, as appropriate.

Policies

1. The City will continue to require that new development along transit routes provide transit and passenger related amenities through the Transportation Planning Review process.
2. The City will actively continue to support and participate in high capacity transit planning and development through Milwaukie and the region.
3. The City will coordinate with Tri-Met to provide benches, bus shelters, bicycle parking, and other passenger amenities at transit facilities to encourage the use of transit by pedestrians and bicyclists.
4. The City will work with Tri-Met and Clackamas County to implement special needs transportation in accordance with the Americans with Disabilities Act (ADA).
5. The City will coordinate with Tri-Met when planning for road improvements on transit routes or arterials and collectors suitable for transit routes, to ensure that structural and design aspects are addressed.

6. The City will participate in the planning of future Fastlink routes through Milwaukie to provide high quality service along busy corridors not served by high capacity transit.

OBJECTIVE #2: To connect local walkways and bikeways to the public transit system that serves regional destinations and activity centers including the Milwaukie Regional Center.

Policies

1. The City will improve pedestrian and bicyclist accessibility along major transit routes and to transit stations using the adopted Walkways and Bikeways Network Master Plans.
2. The City will continue to coordinate with Tri-Met to ensure adequate pedestrian connections to transit routes and station locations.

OBJECTIVE #3: To support a public transit system that is accessible to the largest number of people.

Policies

1. The City will locate transit-oriented development around transit stations, along major transit routes, and in the designated Regional Center area.
2. The City will support more intense and mixed use zoning designations in areas around transit stations, along major transit routes, in the designated Regional Center and along designated Main Street areas identified in the Metro 2040 Growth Concept Plan, through provisions in the Comprehensive Plan and Zoning Ordinance. The City will seek higher concentrations of employment opportunities, residential development and commercial uses in these areas. The City will ensure that development is built consistently with the density allowed by zoning, while protecting the livability of existing neighborhoods.
3. The City will encourage provision of housing for the elderly and moderate income families to be located in close proximity to public transit facilities and services, and interconnected transportation facilities such as walkways and bikeways.
4. The City will coordinate with Tri-Met to ensure that pedestrians and disabled people are accommodated as needed at transit locations and with transit services.
5. The City will continue to coordinate with Tri-Met to ensure that transit opportunities are provided to employees at major employment centers.
6. The City will ensure that transit-oriented public facilities are located along the Primary Transit Network as defined in the Regional Transportation Plan.

GOAL STATEMENT 2: Ensure that Tri-Met maintains and enhances existing and future transit facilities and services to encourage use.

OBJECTIVE #1: To coordinate with Tri-Met on an ongoing transit facilities maintenance program.

Policy

1. The City will coordinate with Tri-Met to ensure that safe, convenient, and well-maintained transit facilities and services are provided by Tri-Met throughout the City.

OBJECTIVE #2: To coordinate with Tri-Met and adjacent jurisdictions on identifying existing and future transit related needs.

Policies

1. The City will coordinate with Tri-Met and adjacent jurisdictions on the annual identification of transit facility and service needs based on public input.
2. The City will coordinate with Tri-Met in long-range transit planning and service delivery including the high capacity transit system and the Primary Transit Network in the Regional Transportation Plan.

OBJECTIVE #3: To support adequate funding for planned transit system improvements.

Policies

1. The City will support Tri-Met, ODOT, Metro, and other agencies that apply for transportation funds to implement planned transit system improvements which affect Milwaukie and the greater region.
2. The City in cooperation with Tri-Met, ODOT, Metro, and other agencies will investigate non-traditional funding sources to implement improvements to the local and regional transit system.

STREETS

GOAL STATEMENT 1: Provide an accessible transportation system that links different transportation modes to destinations within the City and to regional destinations using the regional transportation network.

OBJECTIVE #1: To rely on existing Freeways/Expressways and Major Arterials as the regional streets network, for the through movement of regional traffic.

Policies

1. The City will work with Metro, Clackamas County, the City of Portland and ODOT to ensure that Interstate-205, ORE 224 (Milwaukie Expressway), ORE 99E (McLoughlin Boulevard), and ORE 213 (SE 82nd Avenue) are the primary thoroughfares for regional traffic, and that these corridors are properly maintained and provide adequate capacity so that through traffic does not divert to alternative routes while in the City.

2. The City will continue to work with ODOT, Clackamas County, the City of Portland and Metro to either improve existing routes or develop a new east/west corridor route that functions as a supportive arterial corridor for city-wide traffic through the region.
3. The City will encourage locally provided employment and commercial opportunities in order to lessen the number of locally generated regional work and shopping trips.
4. The City will continue to participate in the regional Joint Policy Advisory Committee (JPACT) to identify solutions to congestion problems along the McLoughlin Boulevard corridor. In evaluating alternatives, the following factors will be considered:
 - Plans for the Regional Center and Riverfront development will be integrated with highway improvements.
 - The opportunity will be taken during any improvement or modification to create new and more efficient vehicular access to the riverfront, as well as bicyclist and pedestrian access not in conflict with motorized transportation.
 - Improved pedestrian and bicyclist connections will be provided between downtown and the riverfront through the provision of walkways and bikeways, amenities, signals, separated crossings, etc., designed to ensure the safety of pedestrians and bicyclists. Options will be considered to minimize traffic impacts through the downtown core area.

GOAL STATEMENT 2: Provide a safe, well-maintained, cost-effective and convenient transportation system.

OBJECTIVE #1: To classify roadways within the City for the multimodal functions and adjacent land uses they serve.

Policies

1. The following definitions will apply for each of the street types listed below:

Freeway: Freeways provide for high speed and high volumes of traffic efficiently and safely. These facilities generally provide direct land access. Access control and other methods will be used on nearby cross streets in the area of interchanges to preserve and protect the operation of the facility. Freeways connect interstate, inter-regional and intercity origins and destinations and generally carry the largest portion of trips entering and leaving the urban area. Freeways typically do not serve intra-city travel and are not effective in servicing local traffic. The objective of these facilities is to service the longer trips and higher volumes of a region.

Arterial: Arterials serve to interconnect and support the regional arterial highway system. They serve key regional as well as citywide function of connectivity. Arterials link major commercial, residential, industrial and institutional areas. They are typically spaced about one mile apart to assure mobility and reduce the incidence of traffic using collectors, neighborhood routes, or local streets in lieu of a well placed arterial street. Access control is a

key element of arterials, to assure safe and adequate service to transit, automobiles and trucks. Usually, arterials provide access to freeways.

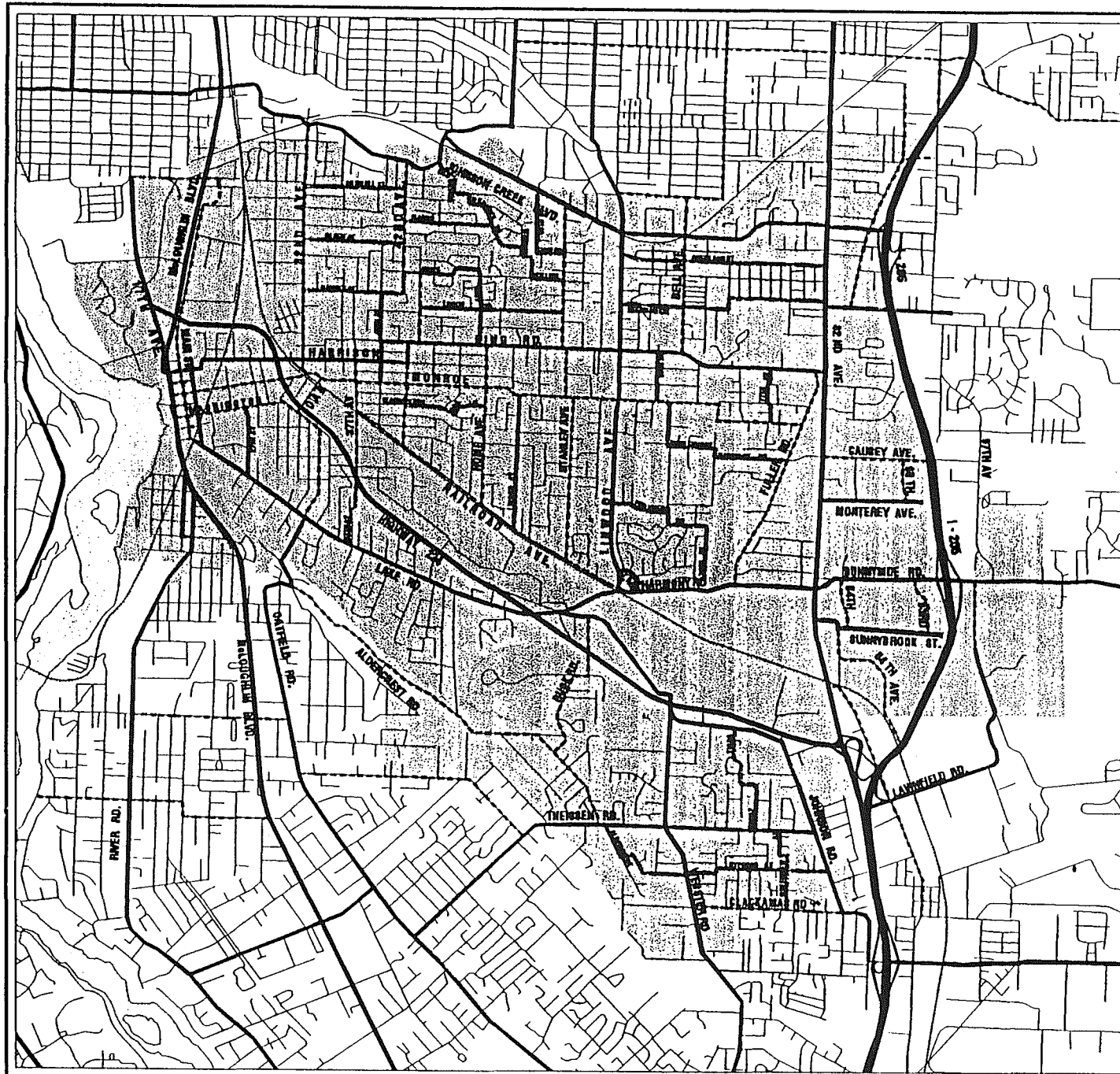
Collector: Collectors provide both access and circulation within residential neighborhoods and commercial/industrial areas. They serve a citywide function of connectivity. Together with arterials, collectors are typically spaced about one-half mile apart. Access control for collectors is not as high a priority as for arterials, but is especially needed near intersections with other collectors or arterials. Collectors serve residential neighborhoods, distributing trips from the local street system and distributing it to and from the arterial street system. Neighborhood traffic management strategies can be appropriate for use on collectors in residential areas. Collector street design can vary by land use type (residential, commercial).

Neighborhood: Neighborhood routes serve to allow local traffic in and out from residential areas to arterials and collectors. They are similar to local streets in design (with residential frontage), but carry more traffic and are routes commonly used by local residents. Neighborhood routes do not provide citywide circulation, but mainly serve an immediate neighborhood. Because their traffic levels are greater than local streets and potential for speeding can be higher, neighborhood traffic management techniques can be appropriate.








Local: Local streets have the sole function of providing access to immediate adjacent land. These streets do not serve through traffic. Local street design can vary by land use type (e.g., residential, commercial, industrial).

Figure 6.1 shows the classification of streets within the City. Design criteria for these streets are found in the Transportation Improvement Standards Tables of the Zoning and Subdivision Ordinances. Figure 6.10 is the Automobile Master Plan.

2. The City will continue to work with Metro, Clackamas County and the City of Portland to ensure that the road system is maintained, and that compatible classifications and standards are enforced.
3. The City will continuously develop and refine street design standards as necessary to reflect multimodal needs, adjacent land uses, available rights-of-way and changes to regional, State and federal guidelines and standards.
4. 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.
5. The City shall conduct a special study to determine appropriate traffic management techniques for collector streets.



REVISED FUNCTIONAL CLASSIFICATION

-  FREEWAYS AND REGIONAL ROUTES
-  ARTERIALS
-  COLLECTORS
-  NEIGHBORHOOD
-  LOCALS
-  CITY OF MILWAUKIE
-  COUNTY LAND WITHIN UGBMA

This map is part of the Milwaukee Comprehensive Plan adopted by the Milwaukee City Council pursuant to Ordinance on July 1, 1997. Poster-sized maps are on file at the Community Development Department



FIGURE 6.1

Transportation
System
Plan 06/19/97



OBJECTIVE #2: To improve the access, circulation and safety of roadways.

Policies

1. The City will prioritize and complete roadway improvements when funding becomes available that address the following:
 - Improvements for Pedestrians and Transit Riders
 - Improvements at High Accident Locations
 - Street Maintenance Improvements
 - Neighborhood Traffic Calming
 - Improvements for Bicyclists
 - Improvements to Bring Inadequate Travel Lanes up to City Current Standards
2. All transportation-related improvements will be designed and constructed to meet City standards developed in the City's Roadway Manual, the Americans with Disabilities Act (ADA), and to address provisions for bicycling, walking and transit.
3. Transportation improvements will be reviewed and may be required of applicants as part of development and/or redevelopment project approval.
4. The City will consider adoption of a System Development Charge (SDC) for transportation that would be applied to new development.
5. The location, timing, and funding sources for road construction and improvement projects within the City will be guided by the Transportation System Plan.
6. The City will coordinate with ODOT to address improvements to State highways within Milwaukie that will benefit all modes of transportation.

OBJECTIVE #3: To ensure that neighborhood and local streets serve local traffic in a safe manner.

Policies

1. The City will develop and implement a Neighborhood Traffic Management Program and will incorporate guidelines and criteria to be developed in the City's Roadway Manual.
2. Funding sources to help implement the Neighborhood Traffic Management Program will be continuously pursued.

OBJECTIVE #4: To maintain traffic flow and mobility on arterial and collector roadways.

Policies

1. The City will conduct studies, or coordinate on them with appropriate agencies, along Arterial and collector roadways to determine if and where access control measures should be implemented. Priority corridors for study will be ORE 224 and ORE 99E.

2. As part of the development review process, the City will ensure that all new driveway placements along arterial and collector roadways will be in accordance with the City's adopted access management system.

OBJECTIVE #5: To maintain City streets in good to excellent condition as defined by the Pavement Quality Index.¹

Policies

1. The City will continuously pursue funding sources to help meet street maintenance needs.
2. The City will continue to provide a regular street sweeping and general maintenance program.
3. The City will make maintenance improvements to roadways as funds become available.
4. The City will continue to coordinate with Clackamas County and ODOT to ensure adequate maintenance of their jurisdictional roadways in and near Milwaukie.

OBJECTIVE #6: To enhance street system connectivity wherever practical and feasible.

Policies

1. The City will anticipate opportunities to incrementally extend and connect streets and require street connectivity through the development review process, as appropriate.
2. The City will not permit closed street systems and cul-de-sac designs with new development unless existing lot configurations, topography, or development patterns prevent full street extensions.
3. The City will permit narrow street designs where appropriate, to conserve land, calm traffic or promote connectivity.

RAIL AND TRUCK FREIGHT

GOAL STATEMENT 1: Ensure a safe, accessible and efficient rail freight system that facilitates the movement of goods to Milwaukie and through the region and State while minimizing conflicts with other travel modes.

OBJECTIVE #1: To ensure that commercial rail transportation moves safely and efficiently through Milwaukie and is accessible to Milwaukie businesses, as appropriate.

¹ PMS Report and Results, by Pavement Management Systems Inc., for the City of Milwaukie, August 1995.

Policies

1. The City will coordinate with local railroad companies and the Oregon Public Utilities Commission to provide an efficient and accessible commercial railroad system in and through Milwaukie.
2. The City will coordinate with local railroad companies and the Oregon Public Utilities Commission to seek funds that will improve all railroad crossings in the City from asphalt to concrete or rubberized material.

GOAL STATEMENT 2: Ensure a safe and efficient passenger rail system through Milwaukie that minimizes conflicts with other travel modes.

OBJECTIVE #1: To ensure that passenger rail transportation moves safely and efficiently through Milwaukie.

Policies

1. The City will coordinate with the Oregon Public Utilities Commission and commercial railroad companies to provide an efficient passenger rail system through Milwaukie.
2. The City shall work with other jurisdictions and agencies in the region to plan for and implement if feasible, passenger rail service to and from Milwaukie going to other destinations in the region.




GOAL STATEMENT 3: Provide a safe, cost-effective and efficient truck route system that facilitates the movement of goods and services to Milwaukie and through the region.

OBJECTIVE #1: To ensure that trucks have appropriate and adequate access within the City and through the region to deliver goods.

Policies

1. The movement of goods and business-oriented truck operations region-wide through Milwaukie will be encouraged to the maximum extent possible to use the Major Truck Routes as identified in Figure 7.1.
2. Trucks that deliver goods and business oriented trucks with destinations within the City will be encouraged to travel on the minor preferred truck routes whenever possible. Trucks should avoid neighborhood and local streets not identified on the map, unless they are delivering to destinations on these streets.
3. Actions to encourage truck usage on identified preferred local routes will include the notification of appropriate freight carriers and a comprehensive system of signs.

TRUCK FREIGHT ROUTES MAP

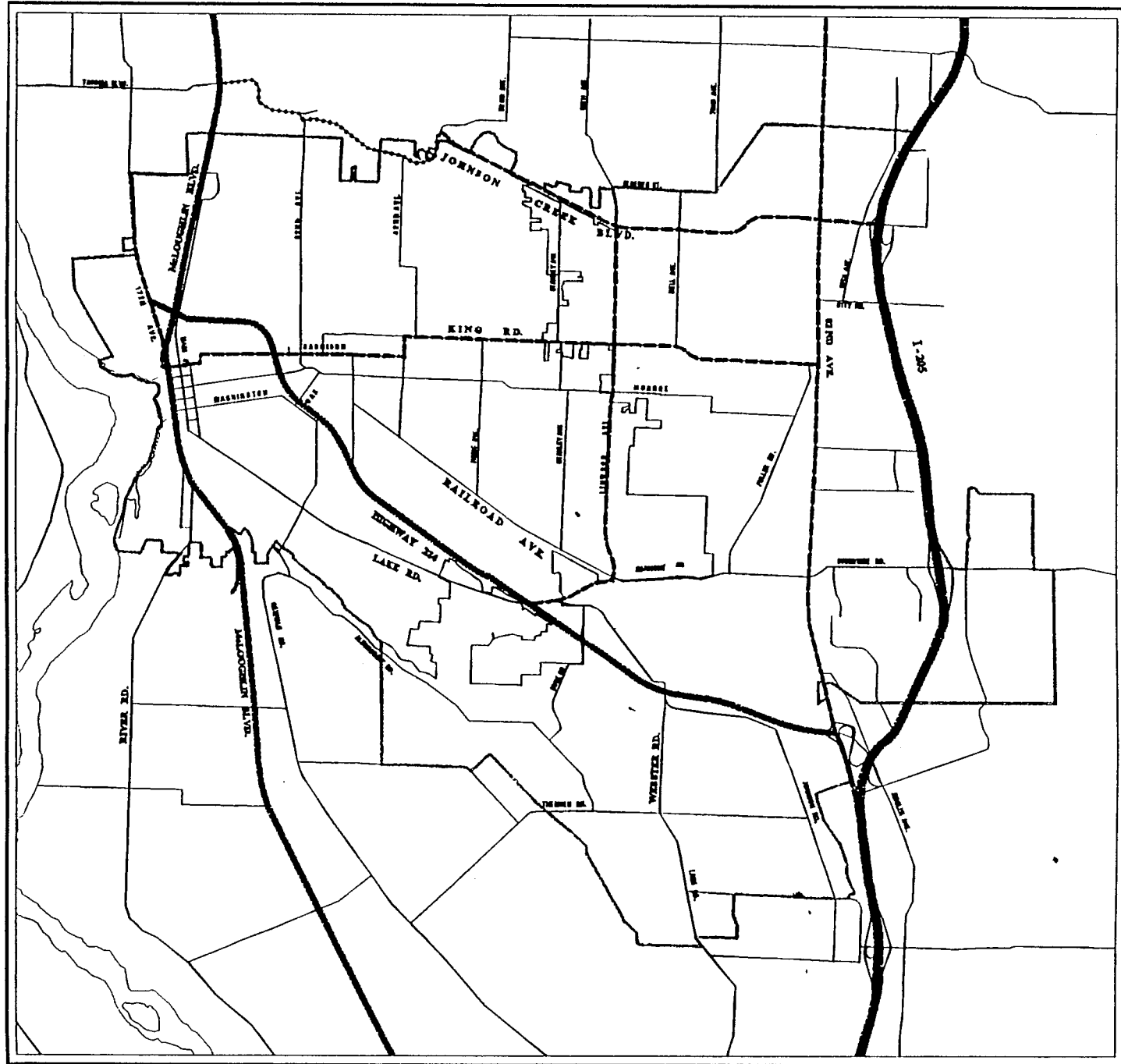
-  MAJOR TRUCK ROUTES (REGIONAL)
-  MINOR PREFERRED TRUCK ROUTES (LOCAL)
-  WEIGHT RESTRICTED MINOR PREFERRED TRUCK ROUTES (LOCAL)

This map is part of the Milwaukee Comprehensive Plan adopted by the Milwaukee City Council pursuant to Ordinance on July 1, 1997. Poster-sized maps are on file at the Community Development Department



FIGURE 7.1 06/19/97

Transportation
System
Plan



STR-31

4. The City will coordinate with Clackamas County and ODOT to implement improvements along truck routes on County roads and State highways, as identified in the Transportation System Plan, to ensure safety of truck movement.
5. The City will work with the private sector and public agencies as appropriate to:
 - develop the regional Intermodal Management System (IMS),
 - monitor the efficiency of freight movements on the regional transportation network, and
 - reduce inefficiencies or conflicts on the freight network.
6. The City will implement improvements along truck routes maintained by the City as identified in the Transportation System Plan, to ensure safety of truck movement.
7. The City will ensure that implementing ordinances provide for adequate freight loading and parking areas in commercial and industrial zoning districts and in the Milwaukie Regional Center.

TRANSPORTATION PLANNING RULE

GOAL STATEMENT 1: Improve and enhance the livability of Milwaukie residents by decreasing reliance on the automobile and increasing the use of other modes to minimize transportation system impacts on the environment.

OBJECTIVE #1: To promote bicycling, walking and transit as more accessible modes of transportation through required improvements to the transportation system and land uses connecting to the transportation system.

Policies

1. To implement local, State, and regional transportation plans, the City will conduct development review for new development proposals including any construction, renovation, expansion, alteration, or change of an existing use. The development review process shall be conducted as a limited land use decision process. The Community Development Director shall have the authority to condition development proposals in a manner that will meet transportation planning objectives.
2. For proposed City-initiated transportation facilities, services, and improvements that require review under the Milwaukie Comprehensive Plan, the review process will be coordinated and consolidated with other jurisdictions whenever possible.
3. As part of the next periodic review of the Comprehensive Plan, the City will prepare corridor design plans for commercial corridors in the City. Key locations shall include the ORE 99E (McLoughlin Boulevard) and ORE 224 corridors. The plans will address opportunities for combined access and include new design standards encouraging pedestrian orientation. The specific plan concept will be investigated as a means to implement the corridor plan.

TRANSPORTATION DEMAND MANAGEMENT

GOAL STATEMENT 1: Provide a Transportation Demand Management Program that works with employers and residents in Milwaukie to meet regional air quality and vehicle miles traveled reductions.

OBJECTIVE #1: To develop strategies and implement programs that can provide Oregon Department of Environmental Quality (DEQ) ECO Program compliance assistance to major employers/businesses and can assist the City in meeting Vehicle Miles Traveled (VMT) reductions for destination (i.e., work end) commutes and off-peak travel demand trips.

Policies

1. The City will work with the Oregon DEQ, Tri-Met, Metro and neighboring jurisdictions to provide marketing, technical and program assistance to major employers for ECO Program compliance.
2. The City will develop and implement a local Transportation Demand Management Program that compliments, expands and improves access to regional transit pass subsidies, emergency rides home, and carpool/carpool matching database to major employers.

PARKING




GOAL STATEMENT 1: By 2015, reduce the number of overall parking spaces in the City by 10%.

OBJECTIVE #1: To develop strategies and implement programs/activities that reduce the overall need and number of parking spaces in the City.

Policies

1. The City will evaluate existing and future parking needs and develop a Parking Plan for the designated Regional Center Plan area.
2. The City will coordinate with Clackamas County, the City of Portland, Metro, Tri-Met, and other jurisdictions, agencies and community organizations on strategies and activities to reduce the need for parking spaces.

TRUCK FREIGHT ROUTES MAP

-  MAJOR TRUCK ROUTES (REGIONAL)
-  MINOR PREFERRED TRUCK ROUTES (LOCAL)
-  WEIGHT RESTRICTED MINOR PREFERRED TRUCK ROUTES (LOCAL)

This map is part of the Milwaukee Comprehensive Plan adopted by the Milwaukee City Council pursuant to Ordinance on July 1, 1997. Poster-sized maps are on file at the Community Development Department

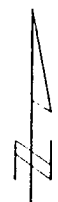
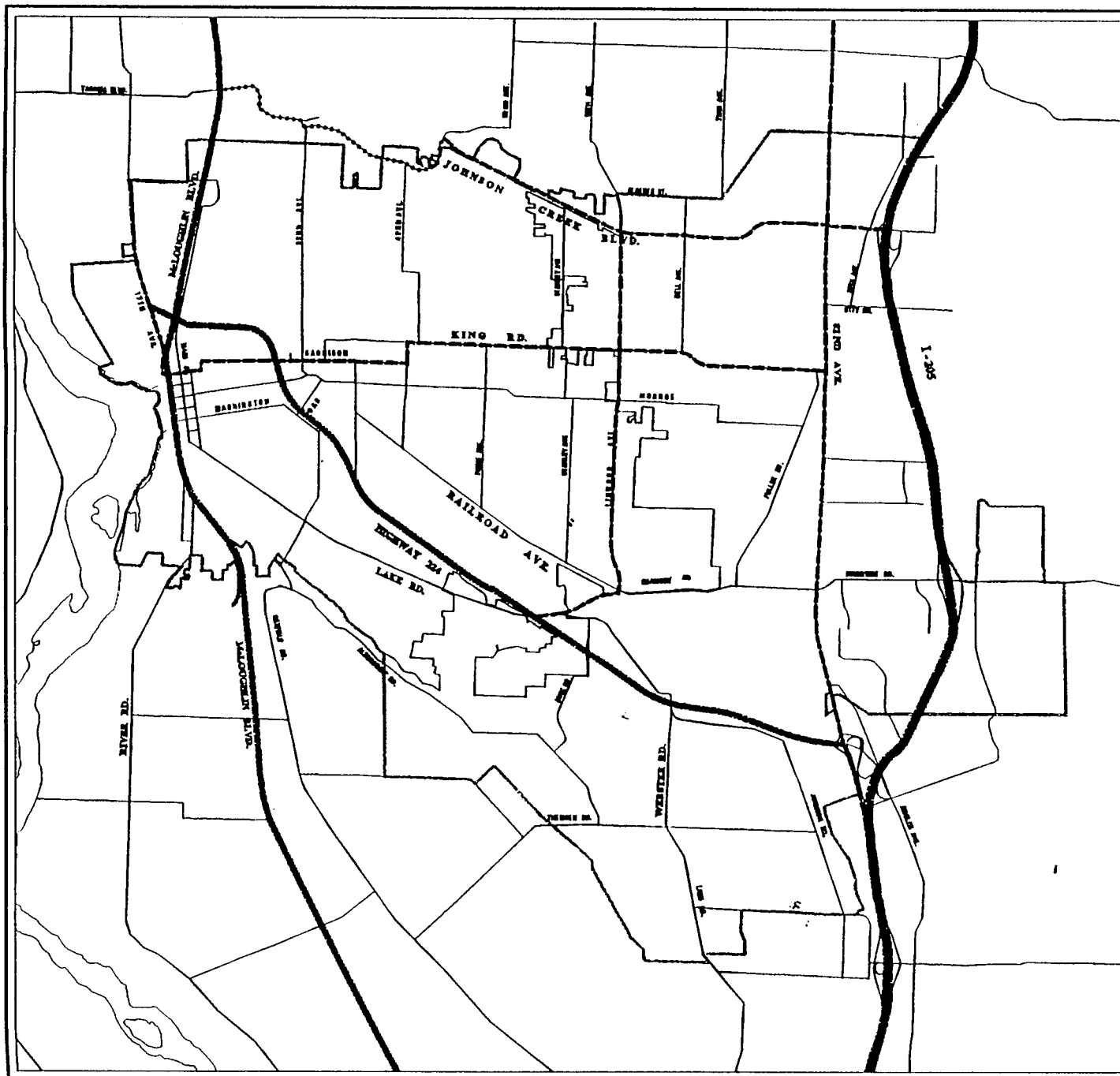


FIGURE 7.1 06/19/97

Transportation System Plan





MEMORANDUM

TO: Mayor and City Council
THROUGH: Dan R. Bartlett, City Manager
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&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	\$0.00	\$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
TOTAL	\$74.11	\$106.20	\$74.00	\$70.00

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

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.

OLSON BROS. SERVICE, INC.

Honorable Mayor & City Council
City of Milwaukie
10722 SE Main Street
Milwaukie, OR 97222

June 23, 1997

14115 S.E. McLoughlin
Milwaukie, OR 97267
Phone: 659-5141

Since 1957
We Thank You.

Dear Mayor Lomnicki & City Council:

Olson Brothers Service shares the concerns of Milwaukie's residents and the city council in its awarding the upcoming tow contract to the company that is best able to demonstrate its ability to provide the city's towing needs. One way to demonstrate this ability is for the applicant to answer the qualifying questions requested by the city, in the order asked, and to continue answering if qualified.

The city's form "Request for Proposals for TOWING SERVICES" given to each applicant stated the requirements the city expected in completing and submitting the form:

- On page 4 of the proposal form under RESPONDENT QUALIFICATIONS, the form states "All RESPONDENTS must have been in business as a firm for five years." On page 10 of the proposal form, Atlas Towing answered EXHIBIT "A" question #1 as being in business less than 5 years.
- On page 4 of the proposal form under PROPOSAL REQUIREMENTS, it is stated in italics "*All Proposals submitted in response to this Request for Proposals must include: ... Resumes and technical experience of key personnel. (Identify the proposed contract manager)*". The form submitted by Atlas Towing did not include this requirement.
- On page 11 of the proposal, Atlas Towing answered question 5 by naming only two political entities, not three as was required.

Another concern we believe worth your consideration is the investigating process of the applicants and their facilities. We are aware of the difficulties in creating a form or questionnaire to guide decision makers in areas where they may be unfamiliar and, because of this, we take this opportunity to suggest that perhaps in the future a request might be made of the applicants to submit to the city what they, the towers, feel the city should consider while updating or improving their questionnaire. We feel that more questions addressing the towing needs of the city and the towing facilities available to fulfill these needs need be addressed in more depth.

Please keep in mind, there is much more in providing a towing service than putting a body behind a steering wheel. We would be happy to respond if requested.

Olson Brothers Towing is second to none in Milwaukie.

Sincerely,



OAK GROVE



14115 SE McLoughlin
Milwaukie, OR 97267
659-5141

MILWAUKIE



10700 SE McLoughlin
Milwaukie, OR 97222
654-2220

TOWING



14115 SE McLoughlin
Milwaukie, OR 97267
659-5141

TIRES



14115 SE McLoughlin
Milwaukie, OR 97267
659-8310

Graham's

BOOK AND STATIONERY

460 SECOND STREET

P.O. BOX 568

LAKE OSWEGO, OREGON 97034

phone 503-636-5676

fax 503-699-0663

1997 JUN 19 11 14 15

Honorable Mayor & City Councillors
City of Milwaukie

6/18/97

Dear Mayor Lomnicki,

We have been working diligently as downtown business people in concert with the City of Milwaukie to rejuvenate our downtown. We look forward to a vibrant downtown that is in harmony with our riverfront and our community. Attracting new, healthy businesses that are part of our vision is necessary. But supporting each other to keep our long time businesses in downtown Milwaukie is even more important.

I understand that Olson Bros. towing contract with the City is now up for renewal. During the last 5 years they have paid close attention to customer service: maintaining a constant, fair price throughout the contract period, providing a secure area for towed cars, providing experienced personnel from 6:30 am to 6:00 pm to assist customers. Their excellent response time has been indicative of their experience and professionalism. Their proposed flat fee pricing in many cases will actually cost towed customers less.

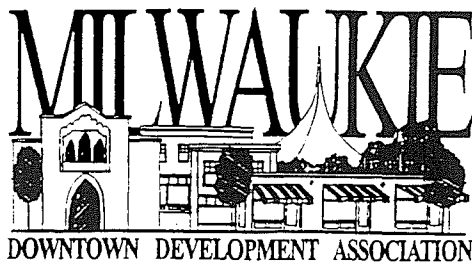
Olson Bros. is the kind of long time, customer oriented downtown business we need to support. I urge you and your fellow councillors to renew the City towing contract with Olson Bros. It will be good for the City, the downtown, the community and the strong Regional Center we are working toward.

Sincerely,



Paul Graham, Owner

Graham's Book & Stationery, Inc.



10952 Southeast 21st Avenue, Suite 5 • Milwaukie, Oregon 97222 • (503) 653-0378

June 18, 1997

Honorable Mayor & City Council
City of Milwaukie
10722 SE Main Street
Milwaukie, OR 97222

Dear Mayor Lomnicki & City Council:

I am writing to you in support of Olson Brother's Texaco and their proposal to continue towing services for the City of Milwaukie. As you know, Olson Brother's has two stations in the Milwaukie area, both serving the community and its residents in variety of areas. It is that service and community involvement that we believe warrants your attention and appreciation through renewal of the contract.

Olson Brother's epitomizes the best in community service. We are aware of perhaps just a few of the areas that they have stepped forward to make Milwaukie a better place. In downtown Milwaukie alone they :

- 1) Offer free assistance with setting up barricades for Milwaukie Festival Daze.
- 2) Offer free assistance with staging of the "Share the Lights" Festival.
- 3) Sponsor a bowling team and prizes for the Bowling for \$ fundraiser supporting the Share the Lights Festival.
- 4) Work with the affected vehicle's owner to inexpensively resolve mechanical issues that may have caused an inability to move a vehicle.
- 5) Waive towing fees in special cases where an owner may have unintentionally parked at the time of parade staging, lessening feelings of ill-will during a time when the community is working hard to create community spirit and unity.

Brad Olson, one of the co-owners also exemplifies the best in community involvement. He takes time to serve on the Association Board of Directors and was chosen for this position based upon his previous history of involvement in Association projects and planning activities.

While one cannot place a dollar value on some of these contributions, the caring and thoughtful approach to personal and professional conduct are tangible assets that will save City staff countless hours in personal interaction with the public. We urge you to renew this contract, continuing to support a local business that has history, a track record of quality service, and demonstrated community interest at heart.

Sincerely,

Dodie Linder, MS
President, MDDA

Manager: Karen O'Dowd

Board: *President* Paul Graham, Graham's Book & Stationery • *Vice President* Roxanne Bross, Milwaukie Travel • *Treasurer* Pamela Reynolds, Statements Plus

Cheri Baker, Drs. Sabo & Schultheis; Dan Bartlett, City Manager; Arlie Brown, Perry Pharmacy; Mark Ellington, Dark Horse Comics; Dodie Linder, Downtown Resident; Craig Lomnicki, Mayor of Milwaukie
Gary McClain, McClain, Mundorf & Kovac; David Mealey, Milwaukie Family Chiropractic; Doug Naef, Doug Naef Insurance Agency; Whitney Shubert, Milwaukie High School; Darlene Weil, ESP

TOWING SERVICES

PROPOSAL EVALUATION

Class A

CLASS "A"

	<u>A&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&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	\$138.25	\$147.50	\$119.00	\$120.50

TOWING SERVICES

PROPOSAL EVALUATION

Class C

CLASS "C"

	<u>A&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	\$143.50	\$200.00	\$54.00	\$137.00



MEMORANDUM

TO: Mayor and City Council
THROUGH: Dan R. Bartlett, City Manager *DB*
FROM: Brent W. Collier, Chief of Police *BW*
Angus M. Anderson, Finance Director *AM*
DATE: July 1, 1997
RE: Award of Contract for Towing Services

RECOMMENDATION:

Consider rejecting all responses and directing staff to re-issue a Request for Proposals for Towing Services. In addition, authorize the City Manager to execute a Contract Extension to OLSON BROTHERS TOWING from July 1, 1997 through September 30, 1997.

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.

An initial review and evaluation was conducted by staff with a recommendation presented to Council on June 17, 1997 to award the contract to ATLAS TOWING. After public testimony Council directed staff to conduct additional investigation and review. During the course of that investigation and review several factors were discovered that led staff to consult with the City Attorney regarding award of bid. Staff and City Attorney agree that an equitable process could best be served by rejecting all bids and reissuing the RFP. In a reissued RFP the requirements of each respondent would be more clearly delineated and verification of statements required by all respondents. In addition a thorough review of specifications would be completed, including consultation with the City of Portland and other entities that offer similar services.

O'DONNELL RAMIS CREW
CORRIGAN & BACHRACH

ATTORNEYS AT LAW
1727 N.W. Hoyt Street
Portland, Oregon 97209

TELEPHONE: (503) 222-4402
FAX: (503) 243-2944

DATE: July 1, 1997

TO: Dan Bartlett, City Manager
Mayor and City Council, City of Milwaukie

FROM: Pamela J. Beery, City Attorney's Office (PJB)

RE: Award of Contract for Towing Services

THIS MEMORANDUM CONSTITUTES AN ATTORNEY/CLIENT COMMUNICATION, AND AS SUCH IS A RECORD EXEMPT FROM PUBLIC INSPECTION PURSUANT TO ORS 192.502(8). TO THE EXTENT IT IS DISCUSSED DURING A PUBLIC MEETING, THAT DISCUSSION SHOULD OCCUR IN AN EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(1)(f).

On the Council agenda for July 1, 1997 is a proposed award of a towing services contract. Based on recent meetings with affected staff (Angus Anderson, Finance Director and Brent Collier, Police Chief), we are jointly recommending a revised course of action in this matter.

Summary

Further investigation and analysis of the proposals for towing services and of the providers of those services, consistent with the request for proposals, has produced additional information relevant to this contract and of concern to staff. Staff is therefore recommending rejecting all proposals and going through a new request for proposal process.

From a legal standpoint this course of action is the most conservative and is supported by our office. Discussion and analysis follows.

Discussion and Analysis

Though technically an award of a towing contract by a request for proposal process is not a "public contract" for competitive bidding purposes under ORS Chapter 279, the analysis of the City's response process is similar and will result in a reasonable and defensible decision by the City.

Memo re: Award of Contract for Towing Services
July 1, 1997
Page 2

Key facts which are important in analyzing the appropriate response to the proposals received to date are as follows:

1. Price

- a. The apparent lowest cost proposal is Atlas Towing at \$70.00 for the most common type of tow.
- b. Atlas Towing is a minority owned business as that term is defined in the state purchasing law and the City's purchasing rules. However, that factor is not determinative in the award of this contract (i.e., we are not required to grant preference in this award).
- c. The second lowest cost proposal is Olson Towing. However, the apparent third low, A&B, has stated that we have incorrectly calculated their cost for this tow at \$74.11 because we have included a "gate charge" at a lot which is open 24 hours per day¹.

2. Qualifications

Atlas Towing in their response to the request for proposal acknowledged that they had not been in business for five years. Therefore, they have been business a shorter time period than any other provider. However, the current owner of Atlas has been affiliated with other towing businesses for longer than the time during which Atlas Towing has been in business. This same factual circumstance applies to A&B Towing as well.

The respondent qualifications in the request for proposals required that "all respondents must have been business as a firm for five years." This qualification as stated is ambiguous and does not require that a respondent be with the same firm for five years or that the principals in the firm the City would be dealing with be consistent throughout. Staff believes that the future request for proposals should be rewritten so that all respondents will be on an equal footing and will be capable of fair evaluation under this criterion.

¹ The fact that this lot is open 24 hours a day and therefore these tows would not be subject to a gate charge is not apparent from the written proposal but was learned in verbal discussions with A&B following the close of time for submission of requests for proposals. Further, only one lot of A&B Towing is open 24 hours per day; overflow from that lot would be subject to a gate charge.

Memo re: Award of Contract for Towing Services

July 1, 1997

Page 3

In addition, each of the respondents was interviewed by staff and it has now been determined that Atlas, the apparent lowest cost respondent, cannot meet the requirement that each respondent submit references from three governments with whom the respondent contracts for towing services. Respondents must be in good standing with those local governments. Atlas, the apparent low bidder, only was able to provide two references and in fact, its contract has been terminated by a jurisdiction for misconduct.

3. Opportunity to Make a Proposal

Since the agenda bill for this item was prepared, staff has received a complaint from a towing company which wished to submit a proposal and had requested to be mailed a copy of the request for proposals when it was issued. Staff inadvertently did not mail such notice when the request for proposals was advertised. However, the request was advertised in the Daily Journal of Commerce as is customary with such contracts. Some requestors did receive mailed packets and in overall fairness staff believes that we should treat perspective bidders consistently and provide mailed notice to all who request it. In addition, in the new request for proposals it would be staff's intention to advertise not only in the Daily Journal of Commerce but in a periodical commonly distributed in the towing industry in the Portland metropolitan area.

Options and Recommendation

There are essentially three options available given the fact pattern described above in this request for proposals:

1. Reject all proposals and start the process over, tightening the specifications and improving consistency of notice to prospective bidders. This is the most conservative approach and is recommended by staff and by our office. As Council is undoubtedly aware, when the towing contract was last awarded in 1992, one of the bidders for this year's contract award filed a lawsuit against the City as a result of not being awarded the contract. We believe that this award will be carefully analyzed and possibly contested. A conservative approach is therefore recommended.
2. Reject the proposal from Atlas and award to the next low proposal (Olson). Because of the qualifications problems with Atlas' proposal, Council would be within its legal rights to reject Atlas' proposal. Based on the written submittals, this would result in an award to Olson Towing. However, as noted above, A&B Towing has notified staff that there is an error in our method of tabulating their bid; if their approach were accepted, A&B would become the

O'DONNELL RAMIS CREW
CORRIGAN & BACHRACH

Memo re: Award of Contract for Towing Services
July 1, 1997
Page 4

lowest cost per tow. Staff does not think it is appropriate to consider verbal modifications to a proposal and if such modification is allowed, it should be allowed to all three. This process is not clean and does not result in the most fair approach to all parties which would be that the written proposals only are accepted. Council should note that A&B is the party which filed the lawsuit against the City in 1992 and therefore an award to Olson is subject to some risk, though as noted Olson has the apparent lowest cost per tow based on the written documentation and award to Olson would be legally supportable.

3. Reject proposal of Atlas due to nonconformity and allow modifications to proposals, resulting in award to A&B Towing. As alluded to above, this option is not recommended since only the written proposals should be considered by the City and it is virtually impossible to control the submission of information when modifications such as that proposed by A&B Towing are allowed. Therefore this option is not recommended.

This matter will be discussed with the City Council in executive session prior to the regular session on July 1, 1997. It is anticipated that one or more of the proposers will be in attendance at the Council session. Certain confidential information concerning the proposals and the proposing companies may be discussed in executive session and the Council is reminded that due to a likelihood of litigation in this matter it is important to maintain the confidentiality of executive session discussions.

Further, one or more of the proposing companies may wish to address the City Council prior to Council action on July 1. It is recommended that if Council allows such input that the Council simply listen and then take whatever action the Council thinks is appropriate without engaging the parties in extensive dialogue.

Staff and I will be available on July 1 to answer your questions and hope that this information is helpful to you as you determine how best to proceed with this award of contract for towing services.

cc: Brent Collier
Angus Anderson
pjb/acm/65021/towing.mel

**EXTENSION OF CONTRACT FOR TOWING SERVICES
BETWEEN THE CITY OF MILWAUKIE AND
OLSEN BROS. SERVICE, INC.**

Recitals

Whereas, on June 3, 1992, the City of Milwaukie and Olson Bros. Service, Inc. entered into a contract for emergency towing services; and

Whereas, the contract expired on June 3, 1997; and

Whereas, the City is in the process of awarding a new contract for emergency towing services; and

Whereas, it is unlikely that the new contract will be awarded prior to September 30, 1997; and

Whereas, it would be beneficial for both parties to extend the emergency towing services contract through September 30, 1997; now, therefore:

Agreement

1. On June 3, 1992, the City of Milwaukie and Olson Bros. Service, Inc. entered into a contract for emergency towing services. The term of the agreement was for five years and the contract expired on June 3, 1997.
2. Because both parties operated under the terms of the contract from June 3, 1997 to date, both parties agree that the contract did not terminate on June 3, 1997 and that both parties are bound by the terms of the contract from June 3, 1997 to the date of the signing of this extension.
3. The contract entered into and between Olson Bros. Service, Inc. and the City of Milwaukie on June 3, 1992 shall remain in effect until September 30, 1997.

Dated at Milwaukie, Oregon this _____ day of July, 1997.

FOR OLSEN BROS. SERVICE, INC.

FOR THE CITY OF MILWAUKIE

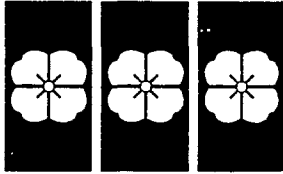
By: _____

By: _____

Title: _____

Title: _____

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

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

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

②

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.

4

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.

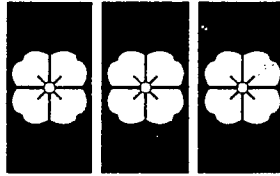
We are all proud of the health of the natural environment in Milwaukie and want to make sure it stays that way. One obvious means of protecting our environment is to keep from putting sewage into the ground by discontinuing reliance on cess pools and septic tank drain fields by establishing a connection 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

C I T Y O F



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

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

CITY OF MILWAUKIE
COUNCIL AGENDA ITEM SUMMARY

Agenda of: July 1 1997

- Order of Business: Work Session
- Time needed for work session item
- Executive Session
- Proclamations, commendations, special reports and awards
- Public Hearing
- Other Business
- Consent Agenda
- Information

Title of Item: Approval to Apply for SELP Loan

Staff Report by: Dan B.

Department Head OK: JGB 6-11-97

City Attorney OK: _____

Comments:

Submitted by: Telly Jones

Date: June 10, 1997

Do you wish to have this form returned as confirmation? _____

Please submit this form to the City Manager's Office so item will be included in proper agenda.

One item per sheet, please.

2



TO: Mayor and City Council

THRU: Dan Bartlett, City Manager *[Signature]*
Jim Brink, Public Works Director *[Signature]* FEB 6-11-97

FROM: Kelly Somers, Fleet/Facilities Manager *[Signature]*

DATE: May 19, 1997

RE: SELP Loan (Small Scale Energy Loan Program) HVAC City Hall/Library

ACTION REQUESTED

Authorize the City Manager to sign all documents required to apply for and execute a small scale energy loan from the Oregon Department of Energy. The funds from the loan will be used to upgrade the HVAC systems for City Hall and the Library.

BACKGROUND

City Hall currently has an oil fired hot water boiler that is the primary heat for the building. This system is old and inefficient. Most employees have a small electric heater under their desk to supplement the heating system. The current system does not circulate the air and does not meet the standards for indoor air quality. During summer months the building is cooled with one roof-mounted air conditioner and 15 individual window air conditioners. These units also are not very effective and are energy eaters. The building has single pane low efficiency windows that lets heat escape in the winter and allows heat into the building during summer. The building has several areas that need additional insulation or sealing to prevent energy loss.

The Library has two heating and cooling systems, one each for the old and new sections of the Library. The system that services the new section is very efficient and needs nothing. The old section has a very good heating and air handling system but the cooling portion relies on water from the City domestic water supply for cooling. The water is not cold enough to work efficiently and being a single pass system this is a great waste of water. The interior of the Library becomes very uncomfortable during the summer months.

COMMUNITY DEVELOPMENT • PUBLIC WORKS
6101 SE JOHNSON CREEK BLVD.
MILWAUKIE, OREGON 97206
PHONE: (503) 786-7600 • FAX: (503) 774-8236

DISCUSSION

Staff is proposing to borrow the money from the Oregon State Department of Energy Small Scale Energy Loan Program. The loan can be used for the cost of engineering, design, permits, commissioning and construction of the project. The terms of the loan can range from 5 to 20 years for repayment. The intent of the project is to reduce the energy cost to heat and cool City Hall and the Library and provide good indoor air quality for the building occupants. The energy savings will be used to help repay the loan. Because of the extent of the project at City Hall it will be necessary to budget funds to help repay the loan.

Fiscal Impact

The ~~æ~~ cost estimate for design and construction of the project as follows:

Library	\$ 60,000.00
City Hall	\$300,000.00
 Total Cost	 \$360,000.00

The project would include design of the system, installation of the equipment, new windows and insulation for City Hall and commissioning. The design team will look at some systems alternatives for City Hall. The choices are gas, electric, hot water, or a combination of them. The design will also take into consideration the fact that we are also going to put a new roof on City Hall and what effect the new HVAC equipment will have on the roof structure.

CITY OF

MILWAUKIE
MEMORANDUM
June 11, 1997

TO: Mayor and City Council
THRU: Dan R. Bartlett, City Manager *Dan*
FROM: Jim Brink, City Engineer *JTB 6-20-97*
SUBJECT: Willow Street LID

Action Requested:

- a. Adoption of a resolution directing staff to prepare a preliminary engineering report regarding the feasibility of providing street and storm improvements that front 3 tax lots in the Lewelling neighborhood on Willow Street.
- b. Adoption of a resolution declaring Council intent to form a Local Improvement District to construct street and storm improvements that front 3 tax lots in the Lewelling neighborhood on Willow Street.

Purpose: Initiate the LID process for the Willow Street project.

Background:

1. Council received a project status report on 6-3-97 and provided guidance to Public Works on critical issues.
2. Work on the project is expected to begin on or about 9-1-97 and last 30-45 days. **It is important to initiate the LID process as soon as possible so that all required items are completed prior to the project start date.**

Discussion:

1. The City Attorney has stated that the two resolutions can be addressed at a single public meeting. I recommend this approach because it will save two weeks, all required information is known at this time, and all affected property owners will be made aware of the public meeting and the two proposed resolutions.
2. **Adoption of a resolution (Attachment A) directing staff to prepare a preliminary engineering report regarding the feasibility of providing street and storm improvements to 3 tax lots that front Willow Street in the Lewelling neighborhood.**

The required items for the Engineer's Report are attached:

- a. A topo map showing the nature, location and extent of the proposed improvement and an assessor's map showing the lands to be assessed to pay part of the costs (Attachment B).
- b. Preliminary plans, specs, and estimates of the work to be done. Plans, specs, and schedule of prices for the west end are attached. Plans, specs, and schedule of prices for the east end are not yet complete. They are being prepared by Compass Engineering and should be available in two (2) weeks.

COMMUNITY DEVELOPMENT • PUBLIC WORKS
6101 SE JOHNSON CREEK BLVD.
MILWAUKIE, OREGON 97206
PHONE: (503) 786-7600 • FAX: (503) 774-8236

2

c. An estimate of the costs of the improvement. (Attachment C).

d. A recommendation as to the method of assessment to be used to arrive at a fair apportionment of the whole or any portion of the costs of the improvement to the properties benefited. **The recommended method of assessment is by front footage.** A tax lot option are also shown.

e. A description of the location and assessed value of each lot, or portion thereof, to be benefited by the improvement with the names of the owners (Attachment D).

f. A statement showing outstanding assessments against the properties to be assessed.

3. Adoption of a resolution (Attachment E) declaring Council intent to form a Local Improvement District to construct street and storm improvements that front 3 tax lots in the Lewelling neighborhood on Willow Street.

The required items for this resolution are attached:

a. Description of area of improvements as shown on the topo and assessor's maps in the Engineer's Report.

b. Engineer's Report as described above.

street\project\rd-97-1\rd971_2.doc
6-20-97

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE OREGON DIRECTING STAFF TO HAVE PREPARED A PRELIMINARY ENGINEERING REPORT REGARDING THE FEASIBILITY OF PROVIDING STREET AND STORM IMPROVEMENTS THROUGH THE FORMATION OF A LOCAL IMPROVEMENT DISTRICT IN THE AREA OF LEWELLING ON WILLOW STREET.

WHEREAS, the City Council recognizes the need for certain street and storm improvements in the area of Lewelling; and

WHEREAS, the City Council is considering formation of a local improvement district to finance the street and storm improvements; and

WHEREAS, the Milwaukie Municipal Code (MMC) section 3.08.030 requires the City Council to cause an engineer's report to be prepared prior to creation of a local improvement district;

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

Section 1: The staff is hereby directed to prepare the Preliminary Engineering Report required prior to formation of a local improvement district per MMC section 3.08.030, to include the following:

- a. A plat or map showing the general nature, location, and extent of the proposed improvement and the lands to be assessed to pay all or any part of those costs;
- b. Plans, specifications, and estimates of the work to be done;
- c. An estimate of the costs of the improvement;
- d. A recommendation as to the method of assessment to be used to arrive at a fair apportionment of the whole or any portion of the costs of the improvement to the property benefited;
- e. A description of the location and assessed value of each lot, or portion thereof, to be benefited by the improvement, with the names of the owners; and

4

f. A statement showing outstanding assessments against the property to be assessed.

Introduced and adopted by the City Council on _____, 1997.

Craig J. Lomnicki, Mayor

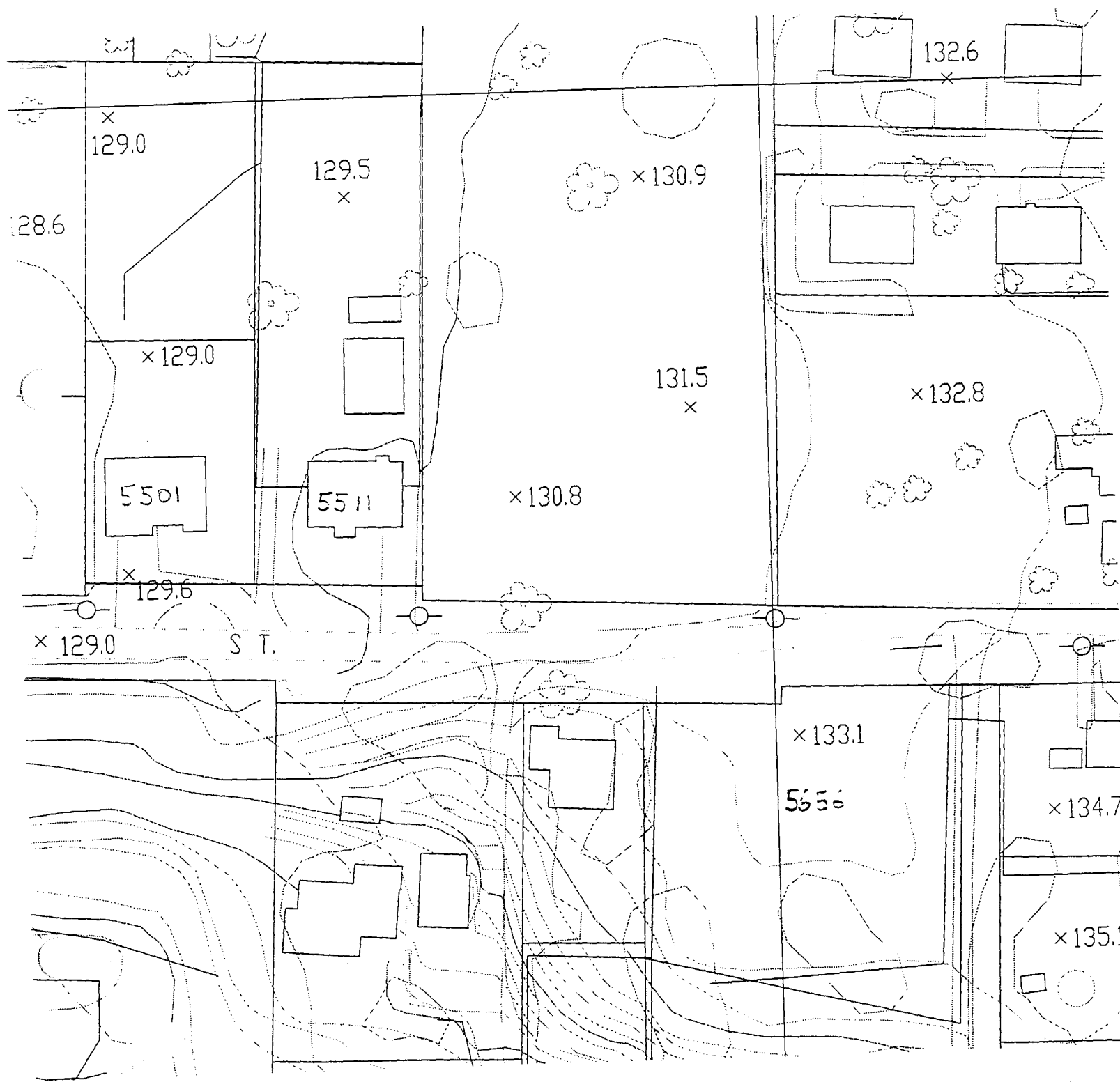
ATTEST:

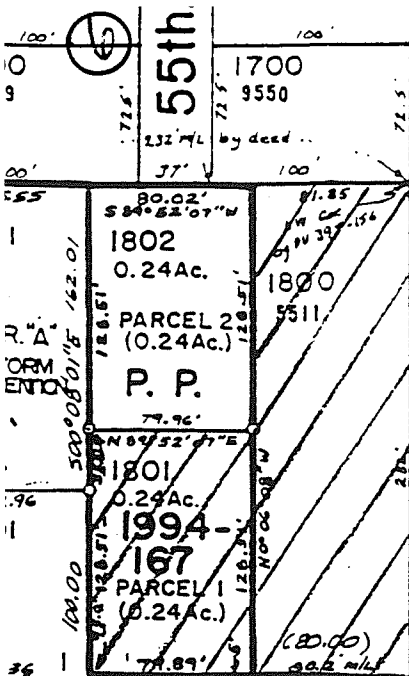
APPROVED AS TO FORM:
O'DONNELL, RAMIS, CREW & CORRIGAN

Pat DuVal, City Recorder

City Attorney

WILLOW STREET LID TOPO MAP

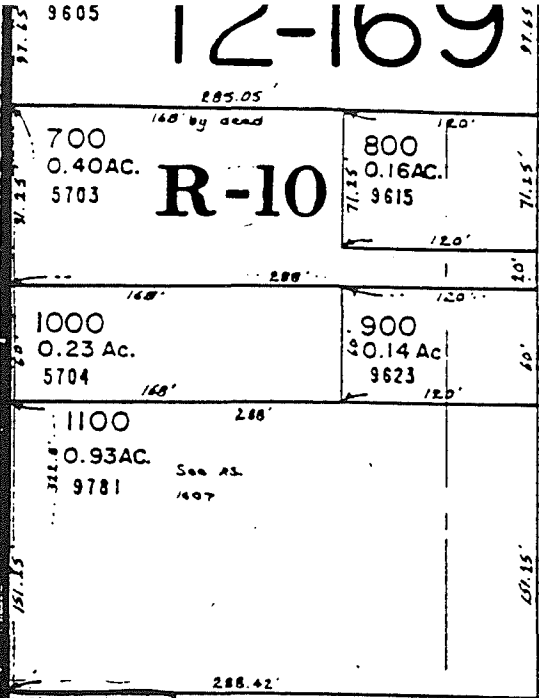




FIRWOOD MEADOWS (SEE REPLAT)

SEE DEED BOOK 98 PAGE 362 INDICATES PRIVATE ROAD

SE COR. GEO. WILLIS DLC 42

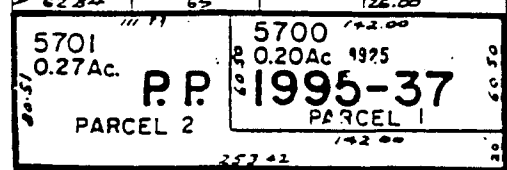


R-10



12-118

DREFSHILL ROAD



P.P. 1995-37

S

Existing Improvements

Proposed Improvements (LID)

Affected Properties

12

Improvements

ed

ers

NOTE: Spatter shown. Platteau indicates parcels on East as occupying this gap. See aerial.

2500
2600
3100
3101
6301
1900
2700

ASSESSOR'S MAP

SEE MAP 12E 30DA

9800

RD
CO.
AVENUE

EY

WILLOW STREET PROJECT
COST SHARE OPTIONS

PITTSBURGH HEIGHTS

7

	Front Footage	"A" Total Cost *	"B" Total Cost				
Love	80	7353	9742				
Coryell	80	7353	9742				
Wright	158	14522	9742				
	318	29227	29227				
Project Cost Estimate East End)				Project Cost Estimate (West End)			
	22,628	Construction		27,928	Construction		
	2,263	Design		2,794	Design		
	2,263	Contingency		2,794	Contingency		
	3,394	Const. Engring		4,190	Const. Engring		
	30,548	Total		37,706	Total		
City Costs (East End)				City Costs (West End)			
	1,131	Design		1,397	Design		
	1,697	Const. Engring		2,095	Const. Engring		
	1,131	Contingency		9,800	Storm		
	11314	Street Improvments		1,397	Contingency		
	15,274	Total		9064	Street Improvments		
				23,753	Total		
				Property Owner Cost Share:		\$29,227	
				City Cost Share		\$39,027	
				Total Project Cost Estimate		\$68,254	
	"A"	Split by Front Footage					
	"B"	Split Equally Among Taxlots					
	(1)	Engineer estimate for the east end is preliminary and not based on engineer plans					
6/20/97							

Attachment D

	TLNO	DEVELO	PHONE(H)	PHONE(O)	PROJECT	OWNER	COOWNER	MAILADDR	SITSTRN	SITSTRNA	YEARBLT	LANDVAL	BIDGVAL
	12E30DB01800		659-1385		RD-97-1	LOVE RODNEY E		5511 SE WILLOW ST	5511	WILLOW ST	1950	44590	59860
DA	12E30DB01801	Y	653-0374		RD-97-1	CORYELL JOHN P	&WENDI D	5501 SE WILLOW ST	5501	WILLOW ST	1942	39470	50810
DA	12E30DB04100	Y		621-3772	RD-97-1	WRIGHT RANDALL	HAYHURST DEBORAH	14751 SE WANDA DR	5656	WILLOW ST	1900	40150	4230

DA = Developer's Agreement

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE OREGON DECLARING THE INTENT TO FORM A LOCAL IMPROVEMENT DISTRICT TO CONSTRUCT STREET AND STORM IMPROVEMENTS IN THE AREA OF LEWELLING ADOPTING THE PRELIMINARY ENGINEERING REPORT, CALLING FOR A PUBLIC HEARING, AND DIRECTING THAT NOTICE OF THE HEARING BE GIVEN.

WHEREAS, the City Council by Resolution No. _____ directed that a Preliminary Engineering Report be prepared for the construction of street and storm improvements in an area generally described as Willow Street from 56th Avenue to Winsor Drive; and

WHEREAS, the Preliminary Engineering Report has been completed and submitted to the City Council which finds the proposed project to be feasible, and recommends this project be given a priority. Based on the City Engineer's findings, the City Engineer recommends the district be formed and the improvements be made;

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

Section 1: The City Council by this resolution declares its intention to make the following improvements:

315 feet of street, curb, sidewalk, and storm drainage. 165 feet of the improvements are located on the north side of Willow Street and 150 feet of improvements are located on the south side of Willow Street.

The improvements will be located in the area generally described in the legal description found in Exhibit "A," attached hereto and incorporated herein by this reference.

Section 2: The City Council by this resolution declares its intention to form a local improvement district and to assess the benefited owners for _____, a portion of the cost of the improvement.

Section 3: It is the intention of the City Council that the improvements be constructed in accordance with the plans and specifications contained within the Preliminary Engineering Report provided in Exhibit "B," attached hereto and incorporated herein by this reference. The Preliminary Engineering Report may be changed in the hearings and construction process and is hereby adopted subject to amendments.

Section 4: The total estimated cost for the proposed improvement is \$ _____ and the benefited properties shall be assessed on a front footage basis to arrive at a fair apportionment of the costs among the specially benefited properties.

Section 5: A public hearing shall be held at _____ on _____, 1997, at _____ p.m. At this time the City Council will hear objections or remonstrances to the proposed improvement by any property owner within the proposed local improvement district boundary.

Section 6: The Finance Director is hereby directed to give notice of the public hearing as provided in Section 3.08.040 of the Milwaukie Municipal Code.

Section 7: All remonstrances shall be filed with the City Recorder by the close of the initial public hearing. Thereafter, no remonstrances shall be considered.

Introduced and adopted by the City Council on _____, 1997.

Craig J. Lomnicki, Mayor

ATTEST:

APPROVED AS TO FORM:
O'DONNELL, RAMIS, CREW & CORRIGAN

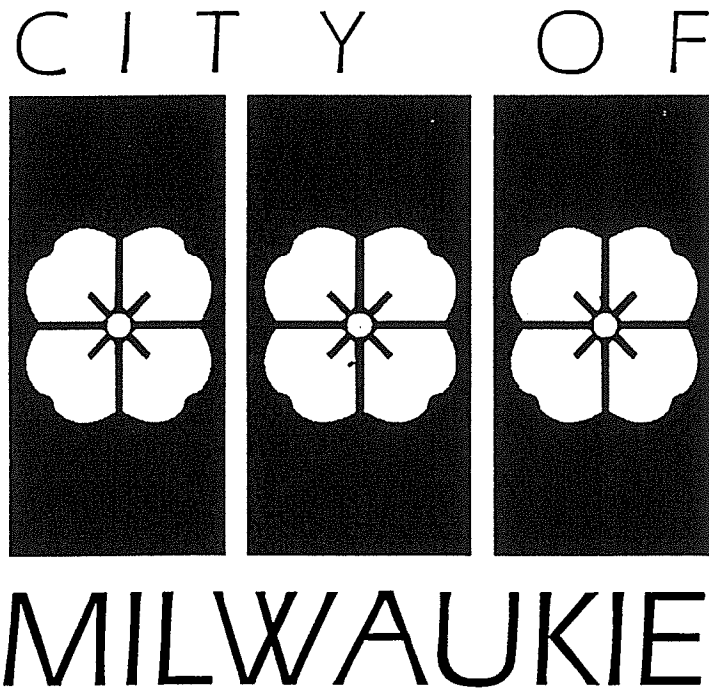
Pat DuVal, City Recorder

City Attorney

CITY OF MILWAUKIE
WILLOW STREET LOCAL IMPROVEMENT
DISTRICT PROJECT

LEWELLING NEIGHBORHOOD

AUGUST 1997



PUBLIC WORKS DEPARTMENT
CITY OF MILWAUKIE, OREGON
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206

**NOTICE
TO
BIDDERS**

NOTICE TO BIDDERS

Notice is hereby given that the City of Milwaukie, Oregon will receive sealed bids until 2:00 PM on August 15, 1997 at the Public Works Facility located at 6101 SE Johnson Creek Boulevard, Milwaukie, Oregon 97206. Time at which each bid received for the **WILLOW STREET LOCAL IMPROVEMENT DISTRICT PROJECT** will be publicly opened and read. Late bids will not be considered.

Bidders must be prequalified to bid for street construction. Bidders not currently prequalified for this contract by the Oregon Department of Transportation may apply for prequalification with the City of Milwaukie. Bidders filing prequalification applications must request an early decision and file the statement no later than August 4, 1997.

The proposed work includes but is not limited to the following: **Reconstruction of approximately 160 feet of road including curb, sidewalk and driveway approaches. In addition, the project includes installation of approximately 540 SY of subgrade geotextile, aggregate base, and applying 130 tons of State Class C asphalt; traffic control, pipe installation and other appurtenances as required.** Contract Documents may be examined at Milwaukie Public Works Department. A non-refundable twenty five dollar (\$25.00) fee for each set of plans and specifications will be charged to contractors, additional three dollar (\$3.00) will be charged if mailing is needed.

All bidders shall comply with the requirements of ORS 279.350 "Workmen to be Paid Not Less than Prevailing Wage Rates". the project is to be completed within 60 calendar days after issuance of Notice to Proceed. Protests of Bid Specifications shall be presented to the City in writing no later than August 4, 1997. Envelopes containing protests shall be marked: **BID SPECIFICATION PROTEST - WILLOW STREET LOCAL IMPROVEMENT DISTRICT.**

Bids shall be addressed to Mr. James Brink, Public Works Director, 6101 SE Johnson Creek Boulevard, Milwaukie, Oregon 97206, and clearly marked "**BID FOR WILLOW STREET LOCAL IMPROVEMENT DISTRICT PROJECT**". All proposals must be accompanied by a bid guarantee in the amount of ten percent (10%) of the total bid amount. The successful bidder will be required to furnish a bond for faithful performance of the contract in the full amount of the contract price. Bid shall be typed or prepared in ink, and shall be signed in ink by the bidder or an authorized representative of the bidder. Alteration or erasures, if any, shall be initialed in ink by the person signing the bid.

The City of Milwaukie reserves the right to reject any or all bids or to waive any informalities in the bidding.

James Brink
Public Works Director
City of Milwaukie, OR

August 1997

PROPOSAL

City of Milwaukie
Willow Street Local Improvement District Project
Bid Proposal

TO: Mr. James Brink, P.E.
Public Works Director
6101 SE Johnson Creek Blvd.
Milwaukie, Oregon 97206

The undersigned (check one of the following and insert information requested);

___ a. A Corporation organized and existing under the laws of the State of _____; or

___ b. A partnership registered under the laws of the State of _____; or

___ c. An individual doing business under and assumed name registered under the laws of the State of _____

The undersigned bidder declares that the only persons or parties interested in this proposal are those named herein, and that this proposal is in all respects fair and without fraud and that it is made without collusion with any representative of the Owner.

The bidder further declares that: a) s/he have examined the plans, specifications, and other proposed contract documents; b) s/he have determined the extent, nature and type of work to be done, the location and condition of the existing streets and roadways giving access to the site of the work, and topography of the site of the work; and c) s/he have satisfied themselves as to the conditions of the work and materials as included herein is brief, and is intended only to identify the said quantities with detailed requirements of the contract documents.

The bidder does hereby propose to furnish all materials, tools, equipment, and appliances; and to perform all labor and work necessary to construct and complete the project entitled:

Willow Street Local Improvement District Project

and all specified work appurtenant thereto, and in connection with this project for the Owner within the time limit specified and in accordance with plans, specifications, and change order documents prepared by the Public Works Director for the sums set forth in the following schedule of prices. Bidder agrees to comply with provisions of ORS 279.350, Oregon Prevailing Wage Rate Law.

Willow Street Local Improvement District Project
Lewelling Neighborhood
Bid Item List

Item No.	Description	Est. Qty.	Unit	Unit Price	Total Cost
1.	Mobilization	1	L.S.	_____	_____
2.	Traffic Control	1	L.S.	_____	_____
3.	General Excavation	222	C.Y.	_____	_____
4.	Subgrade Geotextile	540	S.Y.	_____	_____
5.	Aggregate Base	163	C.Y.	_____	_____
6.	Type "G-2" Inlet	1	E.A.	_____	_____
7.	Pipeline Trench Excav.	155	L.F.	_____	_____
8.	Furnish & Install Class B Backfill	155	L.F.	_____	_____
9.	Furnish & Install 12" dia. ADS N-12	93	L.F.	_____	_____
10.	Furnish & Install 6" dia. Perf. Pipe	62	L.F.	_____	_____
11.	Asphalt Class C	130	Tons	_____	_____
12.	Install Driveways	3	E.A.	_____	_____
13.	Install Type "C" curb	160	L.F.	_____	_____
14.	Relocate Power Pole	1	E.A.	_____	_____
15.	Regrade Ditch	160	L.F.	_____	_____
16.	Install (5' wide, 4" thick) Sidewalk	160	L.F.	_____	_____
17.	Saw Cut	56	L.F.	_____	_____

Total Bid Price for project _____
(In Numbers)

Total Bid Price _____

(In letters)

Contract time of completion for the complete project NOT TO EXCEED 60 calendar days from issuance of Notice to Proceed.

Accompanying herewith is Bid Security which is equal to ten percent (10%) of the total amount of the base bid.

The undersigned agrees, if awarded the Contract, to execute and deliver to the Owner within ten (10) days after receiving the Contract forms and Agreement, satisfactory Performance and Labor and Materials Payment Bonds, each in an amount equal to one hundred percent (100%) of the Contract sum, using forms provided therefor by the Owner. The Surety requested to issue the Performance Bond will be:

(Name of Surety Company)

The undersigned hereby authorizes said Surety to disclose any information to the Owner concerning the undersigned's ability to supply a Performance Bond in the amount of the Contract.

The undersigned certifies that: (1) this Bid has been arrived at independently and is being submitted without collusion with, and without any agreement, understanding, or planned common course of action with any vendor of materials, supplies, equipment or services described in the Advertisement for Bids designed to limit independent bidding or competition; and (2) the contents of the Bid have not been communicated by the undersigned or its employees or agents to any person not an employee or agent of the undersigned or its surety on any bond furnished with the Bid, and will not be communicated to any such person prior to the official opening of the bids; and (3) if awarded the Contract, s/he will commence work within ten (10) calendar days after the date of receipt of written Notice to Proceed, and that s/he will complete the work within the specified number of days set forth in the Agreement.

The undersigned certifies that s/he has received and duly considered the following Addenda to the specifications.

Addenda Number(s): _____ to _____, inclusive.

CONTRACT

DOCUMENTS

CITY OF MILWAUKIE

PERFORMANCE-PAYMENT BOND
Willow Street Local Improvement District

KNOW ALL MEN BY THESE PRESENTS:

That we _____

a _____, hereinafter called
(Corporation, Partnership or individual)

"Principal", and _____ of _____
(Surety)

State of _____, hereinafter called the "Surety", are held and firmly bound unto the City of Milwaukie, Oregon, hereinafter called the "City", in the penal sum of _____ dollars (\$ _____) in lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators, and successors, jointly and severally, firmly by these presents.

The condition of this obligation is such that whereas, the Principal entered into a certain contract with City, dated the ____ day of _____, 1997, a copy of which is hereto attached and made a part hereof for the construction of the project entitled:

WILLOW STREET LOCAL IMPROVEMENT DISTRICT PROJECT

Now, therefore, if the Principal shall well, truly and faithfully perform its duties, all the undertakings, covenants, terms, conditions, and agreements of said contract during the original term thereof, and any extensions thereof which may be granted by the City, with or without notice to the Surety, and if they shall notify all claims and demands incurred under such contracts, and shall fully indemnify and save harmless the City from all costs and damages which it may suffer by reason of the failure to do so, and shall reimburse and repay the City all expense which the City may incur in making good any default, and shall promptly make payment to all person, firms, subcontractors, and corporations furnishing materials for or performing labor in the prosecution of the work provided for in such contract, and any authorized extension or modification thereof, including all amounts due for materials, lubricants, oil, gasoline, repairs on machinery, equipment and tools, consumed or used in connection with the construction of such work, and all insurance premiums on said contractor or otherwise, then this obligation shall be void otherwise to remain in full force and effect.

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Provided, further, that the said Surety, for value received hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the contract or to the work to be performed thereunder or the specifications accompanying the same shall in any way affect its obligation on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the contract or to the work or to the specifications.

Provided, further, that the said Principal shall warrant all equipment and materials furnished and work performed under this contract for a period of one (1) year from the date of the written acceptance of the project by the owner.

Provided, further, that no final settlement between the City and the Contractor shall abridge the right of any beneficiary hereunder, whose claim may be unsatisfied.

In witness whereof, this instrument is executed in four (4) counterparts, each one of which shall be deemed an original, this the ____ day of _____, 1997.

ATTEST:

(Seal)

(Principal) Secretary

This is to certify to:

That the following described policy or policies have been issued to:
(name and address of insured)

By the (name and address of insurance company)

Description of contract:

Type of Coverage	Limits of Liability	Policy No.	Expiration Date
1. Workmen's Compensation	Statutory		
2. Employers' Liability	\$		
	Bodily Injury	Property Damage *	
3. Comprehensive General Liability			
A. Premises & Operations	\$	\$	
B. Blanket Contractual	\$	\$	
C. Independent Sub-contractors	\$	\$	
D. Products Liability and Completed Operations	\$	\$	
4. Comprehensive Automobile Liability (owned, hired & now-owned)	\$	\$	
5. Other			

Expires 12:01 standard time at the address of named insured stated herein.

* Indicate the following property damage liability features:

	Yes	No
1. "Broadform" including occurrence and care, custody, and control	—	—
2. Explosion, collapse, and underground damage exclusions	—	—

The insurer agrees that it will notify in writing, of any material change, expiration or cancellation of the above described policies not less than 30 days before such change, expiration or cancellation becomes effective. It is further agreed the above-named owner, his officer, agents (including the engineer) and employees are included as additional named insureds but only as respects the performance of the above described contract.

(Name of insurance company)

Date: _____

Authorized Representative

PRIME CONTRACTOR
SUBCONTRACTOR

FIRST 90 DAY LAST

Business Name (DBA):	CCB Registration Number:	Project Name:	Project Number:
Phone: ()	Type Of Work:		
Street Address:	Project Location:		
Mailing Address:	Project County:		
Date Pay Period Began:		Date Pay Period Ended:	

THIS SECTION FOR PRIME CONTRACTORS ONLY

Public Contracting Agency Name:
Phone: ()
Date Contract Specifications First Advertised For Bid:
Contract Amount

THIS SECTION FOR SUBCONTRACTORS ONLY

Subcontract Amount:
Prime Contractor Business Name (DBA):
Phone: () CCB Registration Number:
Date You Began Work On The Project:

(1)	(2)	(3) DAY AND DATE	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)					
NAME, ADDRESS AND SOCIAL SECURITY NUMBER OF EMPLOYEE	TRADE, CLASSIFICATION (INCLUDE GROUP # IF APPLICABLE)	HOURS WORKED EACH DAY						TOTAL HOURS	BASIC HOURLY RATE OF PAY	HOURLY FRINGE BENEFIT PAID AS WAGE TO EMPLOYEE	GROSS AMOUNT EARNED	TOTAL DEDUCTION FICA, FED. STATE, ETC	NET WAGE PAID FOR WEEK	HOURLY FRINGE BENEFIT PAID TO PARTY, PLAN, FUND OR PROGRAM	NAME OF BENEFIT PARTY, PLAN, FUND, OR PROGRAM
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NAME, ADDRESS AND SOCIAL SECURITY NUMBER OF EMPLOYEE	TRADE, CLASSIFICATION (INCLUDE GROUP # IF APPLICABLE)	(3) DAY AND DATE							TOTAL HOURS	BASIC HOURLY RATE OF PAY	HOURLY FRINGE BENEFIT PAID AS WAGE TO EMPLOYEE	GROSS AMOUNT EARNED	TOTAL DEDUCTION FICA, FED. STATE, ETC.	NET WAGE PAID FOR WEEK	HOURLY FRINGE BENEFIT PAID TO PARTY, PLAN, FUND OR PROGRAM	NAME OF BENEFIT PARTY, PLAN, FUND, OR PROGRAM
		HOURS WORKED EACH DAY														
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CERTIFIED STATEMENT

DO HEREBY STATE:

(NAME OF SIGNATORY PARTY)

(TITLE)

I, THAT I PAY OR SUPERVISE THE PAYMENT OF THE PERSONS EMPLOYED BY: _____ ON THE _____ (CONTRACTOR, SUBCONTRACTOR OR SURETY) _____ (BUILDING OR WORK) THAT DURING THE PAYROLL PERIOD COMMENCING ON THE _____ DAY OF _____, 19____, AND ENDING THE _____ DAY OF _____, 19____ ALL PERSONS EMPLOYED ON SAID PROJECT HAVE BEEN PAID THE FULL WEEKLY WAGES EARNED, THAT NO REBATES HAVE BEEN OR WILL BE MADE EITHER DIRECTLY OR INDIRECTLY TO OR ON BEHALF OF SAID _____ FROM THE FULL WEEKLY WAGES EARNED BY ANY PERSON, AND THAT NO DEDUCTIONS HAVE BEEN MADE EITHER DIRECTLY OR INDIRECTLY FROM THE FULL WAGES EARNED BY ANY PERSON, OTHER THAN PERMISSIBLE DEDUCTIONS AS SPECIFIED IN ORS 652.610, AND DESCRIBED AS FOLLOWS:

(2) THAT ANY PAYROLLS OTHERWISE UNDER THIS CONTRACT REQUIRED TO BE SUBMITTED FOR THE ABOVE PERIOD ARE CORRECT AND COMPLETE; THAT THE WAGE RATES FOR WORKERS CONTAINED THEREIN ARE NOT LESS THAN THE APPLICABLE WAGE RATES CONTAINED IN ANY WAGE DETERMINATION INCORPORATED IN THE CONTRACT; THAT THE CLASSIFICATION SET FORTH THEREIN FOR EACH WORKER CONFORMS WITH WORK PERFORMED.
 (3) THAT ANY APPRENTICES EMPLOYED IN THE ABOVE PERIOD ARE DULY REGISTERED IN A BONA FIDE APPRENTICESHIP PROGRAM REGISTERED WITH A STATE APPRENTICESHIP AGENCY RECOGNIZED BY THE BUREAU OF APPRENTICESHIP AND TRAINING, UNITED STATES DEPARTMENT OF LABOR, OR IF NO SUCH RECOGNIZED AGENCY EXISTS IN A STATE, ARE REGISTERED WITH THE BUREAU OF APPRENTICESHIP AND TRAINING, UNITED STATES DEPARTMENT OF LABOR.

HAVE READ THIS CERTIFIED STATEMENT, KNOW THE CONTENTS THEREOF AND IT IS TRUE TO MY KNOWLEDGE.

NAME AND TITLE

SIGNATURE

NOTE TO CONTRACTORS: YOU MUST ATTACH COPIES OF THIS FORM TO EACH OF YOUR PAYROLL SUBMISSIONS ON THIS PROJECT. SEE THE BOLI PUBLICATION PREVAILING WAGE RATES FOR PUBLIC WORKS CONTRACTS IN OREGON FOR INSTRUCTIONS ON COMPLETING THIS FORM.

TO: Public Agency

RE: Certification of Registered Apprentice(s)
and/or Trainee(s)

The undersigned hereby certify the following apprentice(s) and/or trainee(s) is/are registered with the Oregon State Apprenticeship and Training Council in a formal program as indicated below.

Agree. Number	Name	Occupation	Current Period	Percent of Wage	Effective Date
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Ration provisions are:

By _____ / _____ / _____
Signature Contractor or Subcontractor Date

BUREAU OF LABOR AND INDUSTRIES NOTICE OF AWARD OF PUBLIC WORKS CONTRACT

(For use by Public Agencies in Complying with ORS 279.363)

1. CONTRACTING AGENCY INFORMATION

Name _____ Agency Number _____
Address _____
City, State, Zip _____
Agency Representative _____ Phone _____

2. CONTRACT INFORMATION

Project Name _____ Project Number _____
Project Manager Name _____ Fax Number _____
Phone Number _____
Project Location (Street(s), City, State) _____
Project County _____ Contract Amount _____
Source of Funds (i.e. 100% Federal Funds, 50/50 Federal/State, 100% Local, etc.) _____

Note: If this project is Federally funded and subject to the Davis Bacon Act, do not submit this form to the Oregon Bureau of Labor and Industries. If Federal funds are involved, but the project is subject to Oregon prevailing wage rate, please specify.

Date Contract Specifications First Advertised for Bid _____
Date Contract Awarded _____ Date Work Expected to Begin _____
Date First Progress Payment Due _____ Expected Date of Completion _____

3. PRIME CONTRACTOR INFORMATION

Name _____
Address _____
City, State, Zip _____ Phone _____
Construction Contractors Board Registration Number _____
Workers' Comp. Insurance Company _____
Workers' Comp Policy/Binder Number _____

**THIS FORM WILL BE RETURNED TO THE CONTRACTING AGENCY FOR
CORRECTION AND RESUBMITTAL IF INCOMPLETE.**

RETURN THIS COMPLETED FORM TO: Bureau of Labor and Industries
Wage and Hour Division Rm 1160
Prevailing Wage Section
800 NE OREGON # 32
PORTLAND, OR 97232
(503) 731-4074, EXT. 250 FAX: (503)731-4623

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Bureau of Labor and Industries
Prevailing Wage Rate Unit
800 N.E. Oregon St., # 32
Portland, OR 97232
Phone: (503) 731-4074, Fax: (503) 731-4623

PUBLIC WORK CONTRACT FEE INFORMATION FORM
(For use by contractors in complying with ORS 279.375)

THIS FORM TO BE USED FOR PROJECTS AWARDED AFTER SEPTEMBER 9, 1995 ONLY

Contractors: Please complete and mail this form to BOLI at the above address, along with the appropriate fee (1/10th of 1% of the contract price*) payable to BOLI. **MINIMUM FEE IS \$100.00, MAXIMUM FEE IS \$5,000.00.** Without the following completed information, the bureau may be unable to properly credit you for payment received.

BUSINESS NAME (DBA) _____ **CCB #** _____

MAILING ADDRESS: _____ **PHONE: ()** _____
(STREET OR PO BOX #)

(CITY, STATE, ZIP)

PROJECT NAME: _____

PROJECT NUMBER: _____ **PROJECT LOCATION:** _____

AGENCY AWARDED CONTRACT: _____

AGENCY CONTACT PERSON: _____ **PHONE: ()** _____

CONTRACT AMOUNT: _____ **DATE AWARDED:** _____ **DATE WORK BEGAN:** _____

*(Contract amount X .001)

(Please duplicate this form for future use)

Bureau of Labor and Industries
Prevailing Wage Rate Unit
800 N.E. Oregon St., # 32
Portland, OR 97232
phone: (503) 731-4074, ext.: 250
FAX: (503) 731-4623

PUBLIC WORKS CONTRACT FEE ADJUSTMENT FORM

THIS FORM TO BE USED FOR RECONCILIATION OF FEES ON COMPLETION OF
PUBLIC WORKS PROJECTS

(As required by ORS 279.375 and OAR 839-16-210)

Contractors: Please complete and mail this form to BOLI at the above address, after completion of the public works project and not less than 30 days after the final payment by the contracting agency. Contractors are required to determine the final contract price, including all change orders or other adjustments to the original contract price and to calculate the adjusted prevailing wage rate fee, based on the revised contract price. Documentation must be included to support the final contract price. The prevailing wage rate fee, .001, (1/10th of 1%) shall be applied to the final contract price, with credit taken for fees already submitted. The contractor must submit the additional fee payable to BOLI with the adjustment form or requests for refund if applicable. NO ADDITIONAL FEE WILL BE CHARGED, NOR A REFUND MADE, ON ANY RECONCILED AMOUNTS UNDER \$100.00.

BUSINESS NAME (DBA) _____ CCB # _____

MAILING ADDRESS: _____ PHONE: () _____
(STREET OR PO BOX #, CITY, STATE, ZIP)

PROJECT NAME: _____

PROJECT NUMBER: _____ PROJECT LOCATION: _____

AGENCY AWARDED CONTRACT: _____ DATE AWARDED: _____

FINAL CONTRACT AMOUNT: _____ FINAL FEE DUE*: _____
(Include all change orders and adjustments to the contract price) *(Final Contract amount X .001)

ORIGINAL CONTRACT AMOUNT: _____ INITIAL FEE PAID*: _____
*(Contract amount X .001)

BALANCE DUE: _____ REFUND DUE: _____
(Final contract fee less initial fee paid)

Sample Calculation:

Final Contract Amount:	\$400,000.00	Final Fee Due:	\$400.00
Original Contract Amt:	<u>-300,000.00</u>	Initial Fee Paid:	<u>-300.00</u>
Total Adjustment:	\$100,000.00	Amount Due or Refund Due:	\$100.00

*Documentation may consist of change orders or other contract documents substantiating the amount of the contract.

BUREAU OF LABOR AND INDUSTRIES
WAGE AND HOUR DIVISION

LIST OF SUBCONTRACTORS BY PROJECT
For use by Prime Contractors in Complying with
ORS 701.055 (11) and OAR 812-03-000 (14)

PRIME CONTRACTOR NAME _____

Address _____

City, State, Zip _____ Phone _____

PROJECT NAME AND NUMBER _____

Project Location _____

CONTRACTING
AGENCY NAME _____ Phone _____

<u>SUBCONTRACTOR NAME</u>	<u>CCB REGISTRATION NUMBER</u>	<u>ADDRESS</u>	<u>PHONE NUMBER</u>
---------------------------	--	----------------	-------------------------

The primary contractor shall provide the initial list of subcontractors to the contracting public agency and to the Wage and Hour Division of the Bureau of Labor and Industries, 800 NE Oregon #32, Portland, OR 97232, on the same date that the initial payroll and certified statement form WH-38 is due. The primary contractor will prepare and submit updated lists of subcontractors with each submittal of the payroll and certified statement.



PLANNED PUBLIC IMPROVEMENT SUMMARY

FISCAL YEAR _____

PAGE _____ OF _____

(Name of State or Local Government Agency)

Project Number	Project Name	Project Type	Project Location	Estimated Project Cost	Agency or Contract Work

ORS 289.023 generally states that not less than 30 days prior to adoption of its budget for the subsequent budget period, each public agency shall prepare and file with the Commissioner of the Bureau of Labor and Industries a list of every public improvement known to that agency that the agency plans to fund in the budget period. If the agency decides to use its own equipment and personnel for construction projects estimated to cost more than \$50,000, the agency shall show that the decision conforms to the policy of the State of Oregon that public agencies shall make every effort to construct public improvements at the least cost to the public agency, and the public agency shall cause to be kept and preserved a full, true and accurate account of the costs of performing the work including all engineering and administrative expenses and a reasonable estimate of the cost, including investment cost, of the equipment used. NOTE: This Improvement Summary together with the project estimate and least cost determination constitutes a public record available in the usual manner for public review or copying. Mail a copy of this public improvement summary to: Wage and Hour Division, 800 NE Oregon St., # 32, Portland, Oregon 97232.

INSTRUCTIONS
TO
BIDDERS

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INSTRUCTIONS TO BIDDERS

This project shall be constructed following the 1990 American Public Works Association Standard Specifications for Public Works Construction, as ammended on June 22, 1992 unless otherwise indicated in the Drawings or any section of these Specifications. Where differences in the specification exist, these City of Milwaukie Specifications will have precedence.

All work under this Contract shall conform to the OSHA rules and regulations concerning construction safety and health standards.

SPECIAL

SPECIFICATIONS

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TRENCH BACKFILL AND COMPACTION

Trench backfill shall be with granular backfill material in conformance with the appropriate Standard Plans and the following requirements:

GENERAL REQUIREMENT

- A. Backfill shall be kept moist such that the moisture content is within 2%± of optimum moisture.
- B. Maximum density and optimum moisture will be determined using AASHTO methods. A minimum of one test will be required. This test shall be done by the Certified Material Testing firm.
- C. Trench backfill for storm trenches under 8 feet in depth in roadways shall be mechanically compacted. The top 3 feet shall be compacted to at least 95% of maximum density using AASHTO T-99 and the remainder shall be compacted to at least 90% of maximum density using AASHTO T-99.
- D. When working in areas outside of traveled roadways, in yards or easements, backfill compaction may be achieved throughout the entire depth of trench by mechanical compaction to at least 90% density. Compaction of backfill will be accepted by either visual inspection, density testing, or a combination thereof. The method of acceptance will be determined by the Engineer in the field at the time of installation.
- F. All subgrade for pavement base, sidewalks, curbs and drives shall be mechanically compacted to at least 95% density.
- G. Compaction testing will be performed every 300 feet or at the discretion of the Engineer. Locations will be selected on the field. The cost of compaction testing will be incidental to backfill.

MECHANICAL COMPACTION REQUIREMENT

- A. The method of compaction shall be at the Contractor's option.
- B. The Contractor shall be responsible to provide the proper size and type of compaction equipment and select the proper method of utilizing said equipment to attain the required compaction density.
- C. In place compaction tests will be made at random locations as indicated by the Engineer. At least one test will be performed for every 300 feet of trench. Additional tests may be taken on lateral trenches. Testing will be made on the subgrade at the direction of the Engineer. Additional testing may also be required at the direction of the Engineer.
- D. The lift to be compacted shall be equal to or less than that shown in the table below, using mechanical compaction equipment.

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TRENCH BEDDING AND BACKFILL

All trench bedding and backfill shall be Class B, 1"-0 crushed rock meeting the requirements of the 1990 APWA Standard Specifications for Public Works Construction section 207.

Trench bedding and backfill in the pipe zone area and the remainder of the trench shall be placed in 6 inch loose material lifts. Compaction shall be mechanical or any other means approved by the Engineer to obtain the required compaction. Compaction shall be as previously described.

Excess water shall not be added to the material, the Engineer will deduct as appropriate.

Measurement ~~and~~ payment for trench bedding and backfill will be per ton.

NATIVE BACKFILL MATERIAL

Suitable native backfill materials shall be protected from becoming contaminated or too wet for use. Only at locations outside the roadway, and as directed by the Engineer, native backfill shall be used. Bedding and a minimum of one foot of pipe zone material (1"-0) shall be placed over the pipe prior to backfilling with native material.

Native Backfill shall be incidental to trench excavation.

RESTORATION AND CLEANUP

At the end of each working day, the project shall be cleaned up and secured as directed by the Engineer. This will include, but is not limited to, the cleaning of all storm inlets, sidewalks, crosswalks, traffic lanes, and other surfaces, and the securing of all barricades, steel plates, and appurtenances, and the replacement of mail boxes or other items removed during construction. All excavated trenches will be backfilled or covered with steel sheets. Inlets and sumps shall be protected from sand or other material entering said appurtenances in accordance with the EROSION PREVENTION AND SEDIMENT CONTROL PLANS TECHNICAL GUIDANCE HANDBOOK and the Erosion Control Plan.

All areas damaged by construction shall be restored to equal or better condition as determined by the Engineer. Restoration of landscaping includes reseeding grassy areas located along the west side of the existing sidewalk and shall be considered incidental to the Erosion Control bid item. No separate payment will be made for landscape restoration. Restoration of pavement shall be made incidental to the Asphalt Concrete bid item. Whenever possible, the Contractor shall avoid damaging existing trees and shrubs.

Any costs incurred by the Contractor in providing compliance with this specification will be considered incidental to the work and no separate payment will be made thereof.

The Contractor must work with the Engineer to prepare as constructed data.

CONTROL OF WORK

UTILITIES AND EXISTING IMPROVEMENTS

- A. Information shown as to location of existing water courses, drains, water lines, storm lines or utility lines is provided for the Contractor's information and convenience and is not, in any way, warranted to be accurate by the City. The Contractor shall verify all such information and shall deal with varying conditions at its own expense.
- B. Operation of water valves and hydrants by unauthorized personnel is strictly prohibited. Obtain written permission from, and pay any fee required to the Milwaukie Water Division, prior to using a water hydrant. Hydrants will be used in strict conformance with all permit conditions.
- C. Provide for the flow of all water services, water mains, stormlines, drains, or water courses interrupted during the progress of the work and restore such drains or water courses as approved by the Engineer at no additional cost to the City.
- D. Be responsible for all costs for the repair of any and all damage to any utility, whether previously known or disclosed during the work, as may be caused by the work. Maintain in place utilities not shown on the drawings to be relocated or altered by others. If the Contractor requires temporary relocation for convenience or because of the method of construction or as a result of site conditions, the Contractor shall bear all costs for said temporary relocation. Maintain utilities which are relocated by others in their relocated positions in order to avoid interference with structures which cross the project work. In order to protect underground facilities, excavators performing work shown on these Plans must notify utilities at least 48 business day hours but not more than 10 business days prior to commencing an excavation in accordance with the provisions of ORS 757.541 to 757.571.
- E. Make excavations and borings ahead of work, as necessary, to determine the exact location of interfering utilities, or underground structures. When this is not feasible or practical or the need for such work was not foreseen, such utility owners or the City shall have the right to enter upon the Right-of-Way and upon any structure therein for the purpose of making new installations, changes or repairs. Conduct operations so as to provide the time needed for such work to be accomplished during the progress of the improvement, at no additional cost to the City.

- F. It is understood that there will be interfering utilities, service laterals, and other underground pipes, drains or structures encountered on underground projects that are not shown or are shown incorrectly on the Plans and/or have not been previously discovered in the field. The Contractor agrees this is a normal and usual occurrence in the construction of underground improvements. Furthermore, Bidders understand and agree that work in some cases must be done in close proximity to said utilities and underground pipes, drains, and structures not shown or shown incorrectly on the Plans, which may require a change in operations and may cause sloughing of the trench, additional traffic control, additional pavement and backfill costs, and time; the Contractor agrees that a reasonable number of these occurrences are usual and ordinary on underground projects and are reflected in the Bid and plan of operation.
- G. The Engineer will require a reasonable amount of time to perform design changes necessitated by directly conflicting utilities, and/or the utility owners will require a reasonable amount of time to make necessary utility relocations. The amount of time will be decided between the Project Manager and the Contractor's Project Supervisor on a case by case basis.
- H. The Contractor agrees to provide a reasonable amount of time for design changes and/or utility relocations due to said interference in the Bid and understands that no additional compensation for interruption of schedule, extended overhead, delay or any other impact claim or ripple effect or any other costs whatsoever will be paid. Additional contract time will be allowed for design changes and/or utility relocation conflicts or interferences.

PROTECTION OF PROPERTY

- A. Protect all trees, lawns, and planted areas within the Right-of-Way or easements. Restore all on-surface disturbed areas by seeding, mulching, and providing erosion control.

If conditions are such that seeding cannot be done, provide temporary erosion control measures as set forth in the EROSION PREVENTION AND SEDIMENT CONTROL TECHNICAL GUIDANCE HANDBOOK or as directed by the Engineer.

TRENCH BACKFILL AND COMPACTION

Trench backfill shall be either 1"-0 crushed rock or native material as called for in the plans and shall be placed in conformance with the appropriate Standard Plans and the following requirements:

GENERAL REQUIREMENT

- A. Backfill shall be kept moist such that the moisture content is within 2%± of optimum moisture.
- B. Maximum density and optimum moisture will be determined using AASHTO methods. A minimum of one test will be required. This test shall be done by the Certified Material Testing firm.
- C. Trench backfill for storm trenches shall be mechanically compacted. The top 3 feet shall be compacted to at least 95% of maximum density using AASHTO T-99 and the remainder shall be compacted to at least 90% of maximum density using AASHTO T-99 except in the pipe zone which shall be compacted to 95% of maximum density. Do not overcompact within the pipe zone.
- D. When working in areas outside of traveled roadways, in yards or easements, backfill compaction may be achieved throughout, the entire depth of trench by mechanical compaction to at least 90% density. Compaction of backfill will be accepted by either visual inspection, density testing, or a combination thereof. The method of acceptance will be determined by the Engineer in the field at the time of installation.
- F. All subgrade for pavement base, sidewalks, curbs and drives shall be mechanically compacted to at least 95% density.
- G. Compaction testing will be performed every 300 feet or at the discretion of the Engineer. Locations will be selected on the field. The cost of compaction testing will be incidental to backfill.

MECHANICAL COMPACTION REQUIREMENT

- A. The method of compaction shall be at the Contractor's option.
- B. The Contractor shall be responsible to provide the proper size and type of compaction equipment and select the proper method of utilizing said equipment to attain the required compaction density.
- C. In place compaction tests will be made at random locations as indicated by the Engineer. At least one test will be performed for every 300 feet of trench or as directed by the Engineer. Additional tests may be taken on lateral trenches. Testing will be made on the subgrade only at the direction of the Engineer. Additional testing may also be required at the direction of the Engineer.

DISPOSAL OF EXCAVATED MATERIALS

All excavated materials identified by the Engineer to be **suitable** shall be delivered to the Public Works Department or to a designated location as directed by the Engineer with at least one day of notice. All **unsuitable** material shall become the property of the Contractor, and shall be disposed of by the Contractor at no additional cost to the City. Sewage, hazardous waste, contaminated excavated material, manholes, pipes or other unsuitable materials excavated by the Contractor shall become the property of the Contractor, and shall be disposed in a landfill approved for acceptance of such material. All costs for disposing of this excess material shall be included in the Bid items for the particular work involved.

EROSION CONTROL

This work shall consist of the installation and maintenance of temporary construction site erosion control measures. Erosion control design standards and control measures are published under a separate reference: EROSION PREVENTION AND SEDIMENT CONTROL PLANS TECHNICAL GUIDANCE HANDBOOK, City of Milwaukie, (hereinafter referred to as the Erosion Control Handbook). This publication is available at the Public Works Department 6101 SE Johnson Creek Boulevard, Milwaukie OR 97206. Utilize the latest version of the Erosion Control Handbook revised February 1995.

The intent of the City is that no excavated material or other construction debris enter the storm system.

The Contractor shall prepare its Erosion Control Plan previous to the preconstruction conference. Changes and/or additions to the Erosion Control Plan may be required by the Engineer.

PAYMENT

Erosion Control will be paid on a Lump Sum basis.




GRANULAR TRENCH BACKFILL MATERIAL FOR STORM PIPE

Measurement and payment for this item will be made on a per cubic yard in place basis. If excess water is added to the material, the Engineer will deduct as appropriate. Imported granular material is specified to be placed in the trench or pipe line embankment. See detail for trench width pay limits.



TO: CITY COUNCIL and BUDGET COMMITTEE,
CITY OF MILWAUKIE, OREGON

THRU: Dan R. Bartlett, City Manager

FROM: Angus M. Anderson, Finance Director 

DATE: June 12, 1997

RE: Monthly Financial Reports

This report is the financial report for May 31, 1997, covering almost the full fiscal year which began on July 1, 1996. ONE MORE MONTH! It appears that we will once again end the year on stable financial footings. That will stand us well as we enter the uncertainties of BM50 for next year.

The included reports are:

- A) PROGRAM SUMMARY:** This report is presented in exactly the same format as was used in the Budget Document. This provides a view of the adopted budget, year to date results (through May), budget balance and full year projections for each program that is budgeted.
- B) APPROPRIATION REPORT:** This report presents all FUNDS and APPROPRIATION CATEGORIES as adopted by City Council. Presented are figures for adopted budget, year to date results (through May), budget balance and full year projections for each fund and appropriation category.
- C) REVENUE REPORT:** This report presents all FUNDS and all major resource classification in each fund. It also presents the adopted budget, year to date results (through May), budget balance and full year projections for each classification and fund.
- D) FUND BALANCE REPORT:** This report is a true "snapshot" of the fund balances as of one day in time, in this case May 31, 1997. The results presented are Total Revenues, Total Expenditures and Fund Balance (always resulting in a zero for budget presentation). These classifications are shown as adopted budget, year to date results, budget balance and full year projections. As this is a snapshot that changes monthly, there isn't much emphasis placed on this report until nearing the end of the fiscal year. Until that time the report is considered to contain very preliminary data.

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

PROGRAM STATUS REPORT
WITH FYE PROJECTIONS

PROGRAM	FY 1996-97 budget	YTD 5/31/97	balance	PROJECTION 6/30/97	OVER/ UNDER
LEGISLATIVE					
Total Expenditures	\$40,810	\$35,675	\$5,135	\$40,000	\$810
ADMINISTRATION/COMMUNITY SERVICES					
City Manager	109,946	112,973	-3,027	124,000	(14,054)
City Records	114,197	96,719	17,478	111,203	2,994
Data Processing	286,094	170,353	115,741	237,740	48,354
Neighborhood Services	114,407	79,259	35,148	108,783	5,624
City Attorney	109,100	77,543	31,557	92,000	17,100
Human Resources	213,202	185,048	28,154	209,800	3,402
Recycling Programs	165,209	110,050	55,159	134,536	30,673
Parks Land Acquisition	1,626,554	352,918	1,273,636	355,000	1,271,554
Ledding Library	1,337,104	863,408	473,696	1,013,810	323,294
Public Safety Bldg Const	152,255	99,639	52,616	137,837	14,418
Total Expenditures	\$4,228,068	\$2,147,909	\$2,080,159	\$2,524,709	\$1,703,359
PUBLIC SAFETY					
Police Administration	193,763	175,672	18,091	190,000	3,763
Police Field Services	2,861,109	2,629,622	231,487	2,878,000	(16,891)
Police Support Services	182,414	156,053	26,361	173,000	9,414
Emergency Dispatch	397,787	340,556	57,231	371,000	26,787
Fire Administration	773,721	109,272	664,449	236,000	537,721
Fire Operations	2,529,718	2,254,596	275,122	2,430,000	99,718
Fire Prevention	160,641	128,030	32,611	160,000	641
Emergency Radio Comm	0	0	0	0	0
Total Expenditures	\$7,099,153	\$5,793,803	\$1,305,350	\$6,438,000	\$661,153
COMMUNITY DEVELOPMENT					
Total Expenditures	\$711,902	\$593,738	\$118,164	\$639,800	\$72,102
PUBLIC WORKS					
Public Works Administration	308,061	242,732	65,329	342,682	(34,621)
Public Works Engineering	448,141	317,689	130,452	348,953	99,188
Building	352,185	232,935	119,250	235,789	116,396
Electrical Inspection	58,300	0	58,300	50,000	8,300
Plumbing Inspection	58,300	0	58,300	50,000	8,300
Code Enforcement Abatement	62,000	69	61,931	5,000	57,000
State Gas Tax/Street Repair	1,510,124	1,091,189	418,935	1,321,875	188,249
Bike Path	39,493	2,893	36,600	3,151	36,342
Water	3,563,358	1,364,718	2,198,640	1,516,047	2,047,311
Water SDC	275,216	2,999	272,217	3,200	272,016
Sewer	3,064,582	1,945,280	1,119,302	2,215,000	849,582
Sewer SDC	789,569	7,509	782,060	8,000	781,569
Storm Sewer	1,145,198	655,233	489,965	671,491	473,707
Storm Sewer SDC	79,411	1,320	78,091	1,500	77,911
Fleet Services	553,595	479,769	73,826	508,956	44,639
Facilities Maintenance	500,964	390,033	110,931	478,316	22,648
Public Parking Facilities	42,346	13,881	28,465	19,654	22,692
Total Expenditures	\$12,850,843	\$6,748,248	\$6,102,595	\$7,779,614	\$5,071,229
FINANCE					
Finance Administration	168,948	148,251	20,697	159,253	9,695
General Government	317,322	183,990	133,332	201,699	115,623
Municipal Court	208,222	164,269	43,953	179,885	28,337
Accounting	250,443	196,935	53,508	215,435	35,008
Intergovernmental/Interfund	3,781,804	3,292,306	489,498	3,342,776	439,028
PSB Debt Service	995,769	455,315	540,454	455,315	540,454
Photocopier	49,167	49,634	-467	52,383	(3,216)
Telephone	91,956	66,305	25,651	73,305	18,651
Knutson Cemetary Trust	40,714	0	40,714	0	40,714
Forfeiture Trust	5,000	1,000	4,000	1,000	4,000
Total Expenditures	\$5,909,345	\$4,558,004	\$1,351,341	\$4,681,052	\$1,228,293
TOTAL ALL PROGRAMS					
Total Expenditures	\$30,840,121	\$19,877,376	\$10,962,745	\$22,103,175	\$8,736,946

APPROPRIATION REPORT
WITH FYE PROJECTIONS

FUND	APPROPRIATION CATEGORY	FY 1996-97 APPROPRIATION	YTD 5/31/97	balance	PROJECTION 6/30/97	OVER/ (UNDER)
GENERAL FUND						
	Administration/Community Service	279,616	189,308	90,308	243,319	36,297
	Police Services	3,451,320	3,130,797	320,523	3,452,000	(680)
	Community Development	711,902	593,738	118,164	639,800	72,102
	Public Works	468,785	232,935	235,850	335,789	132,996
	Finance	208,222	164,269	43,953	179,885	28,337
	Transfers	3,614,304	3,292,306	321,998	3,342,776	271,528
	Contingency	167,500		167,500	0	167,500
	TOTAL GENERAL FUND	\$8,901,649	\$7,603,352	\$1,298,297	\$8,193,570	\$708,079
CODE ENFORCEMENT ABATEMENT FUND						
	Public Works	50,000	69	49,931	5,000	45,000
	Contingency	12,000		12,000	0	12,000
	CODE ENFORCMNT ABATMNT	\$62,000	\$69	\$61,931	\$5,000	\$57,000
STATE GAS TAX/ST REPAIR FND						
	Public Works	1,478,916	1,091,189	387,727	1,321,875	157,041
	Contingency	31,208		31,208	0	31,208
	TOTAL STATE GAS TAX FUND	\$1,510,124	\$1,091,189	\$418,935	\$1,321,875	\$188,249
BIKE PATH FUND						
	Public Works	3,151	2,893	258	3,151	0
	Contingency	36,342		36,342	0	36,342
	TOTAL BIKE PATH FUND	\$39,493	\$2,893	\$36,600	\$3,151	\$36,342
STORM SEWER SDC FUND						
	Public Works	1,440	1,320	120	1,500	(60)
	Contingency	77,971		77,971	0	77,971
	TOTAL STORM SEWER SDC FND	\$79,411	\$1,320	\$78,091	\$1,500	\$77,911
WATER SDC FUND						
	Public Works	3,272	2,999	273	3,200	72
	Contingency	271,944		271,944	0	271,944
	TOTAL WATER SDC FND	\$275,216	\$2,999	\$272,217	\$3,200	\$272,016
SEWER SDC FUND						
	Public Works	8,192	7,509	683	8,000	192
	Contingency	781,377		781,377	0	781,377
	TOTAL SEWER SDC FUND	\$789,569	\$7,509	\$782,060	\$8,000	\$781,569
PARKS & REC DISTRICT FUND						
	Administration/Community Service	\$1,626,554	\$352,918	\$1,273,636	\$355,000	\$1,271,554
LIBRARY SERVICES FUND						
	Administration/Community Service	1,187,792	863,408	324,384	1,013,810	173,982
	Contingency	149,312		149,312	0	149,312
	TOTAL LIBRARY SRVCS FUND	\$1,337,104	\$863,408	\$473,696	\$1,013,810	\$323,294
PUBLIC SAFETY FUND						
	Police Services	183,753	171,107	12,646	160,000	23,753
	Fire-Rescue Services	2,952,995	2,491,899	461,096	2,826,000	126,995
	Emergency Radio Communications	0	0	0	0	0
	Contingency	511,085		511,085	0	511,085
	TOTAL PUBLIC SAFETY FUND	\$3,647,833	\$2,663,006	\$984,827	\$2,986,000	\$661,833

APPROPRIATION REPORT
WITH FYE PROJECTIONS

WATER FUND						
Public Works	2,164,091	1,364,718	799,373	1,516,047	648,044	
Debt Service	238,043	0	238,043		238,043	
Reserves	0	0	0		0	
Contingency	1,161,224		1,161,224	0	1,161,224	
TOTAL WATER FUND	\$3,563,358	\$1,364,718	\$2,198,640	\$1,516,047	\$2,047,311	
SEWER FUND						
Public Works	2,646,489	1,945,280	701,209	2,215,000	431,489	
Contingency	418,093		418,093	0	418,093	
TOTAL SEWER FUND	\$3,064,582	\$1,945,280	\$1,119,302	\$2,215,000	\$849,582	
STORM SEWER FUND						
Public Works	883,638	655,233	228,405	671,491	212,147	
Contingency	261,560		261,560	0	261,560	
TOTAL STORM SEWER FUND	\$1,145,198	\$655,233	\$489,965	\$671,491	\$473,707	
PUBLIC SAFETY FACILITY DEBT SERVICE FUND						
Debt Service	455,315	455,315	0	455,315	0	
Reserves	540,454		540,454	0	540,454	
TOTAL PUBLIC SAFETY FAC DEBT SRV	\$995,769	\$455,315	\$540,454	\$455,315	\$540,454	
CAPITAL PROJECTS						
Capital outlay	\$152,255	\$99,639	\$52,616	\$137,837	\$14,418	
FLEET SERVICES						
Public Works	\$553,595	\$479,769	\$73,826	\$508,956	\$44,639	
FACILITIES MANAGEMENT						
Public Works	\$543,310	\$403,913	\$139,397	\$497,970	\$45,340	
ADMINISTRATIVE SERVICES						
Legislative	40,810	35,675	5,135	40,000	810	
Administration/Community Service	832,539	642,635	189,904	774,743	57,796	
Public Works	756,202	560,420	195,782	691,635	64,567	
Finance	842,514	645,115	197,399	702,075	140,439	
Contingency	35,322		35,322		35,322	
TOTAL ADMIN SERVICES FUND	\$2,507,387	\$1,883,846	\$623,541	\$2,208,453	\$298,934	
KNUTSON CEMETARY TRUST						
Public Works	\$40,714	\$0	\$40,714	\$0	\$40,714	
FORFEITURE TRUST						
Transfers	\$5,000	\$1,000	\$4,000	\$1,000	\$4,000	
TOTALS	\$30,840,121	\$19,877,376	\$10,962,745	\$22,103,175	\$8,736,946	

REVENUE REPORT
WITH FYE PROJECTIONS

<u>FUND</u>	<u>CATEGORY</u>	HY 1995-96 <u>budHct</u>	YTD <u>5/31/97</u>	<u>balance</u>	PROJECTION <u>6-30/96</u>	OVER/ <u>(UNDER)</u>
GENERAL FUND						
	Fund Balance Available	1,751,090	2,532,781	-781,691	2,532,781	781,691
	Property Taxes	4,901,770	4,928,761	-26,991	5,025,000	123,230
	Intergovernmental Revenue	555,789	392,413	163,376	438,064	(117,225)
	Licenses, Permits & Charges for Service	418,000	384,862	33,138	404,855	(13,145)
	Fines & Forfeitures	232,500	231,750	750	239,404	6,904
	Franchise Fees	876,000	860,944	15,056	924,406	48,406
	Other Financing Sources	166,500	155,282	11,218	186,250	19,750
	TOTAL GENERAL FUND	\$8,901,649	\$9,486,793	(\$585,144)	\$9,750,759	\$849,110
CODE ENFORCEMENT ABATEMENT FUND						
	Fund Balance Available	60,000	61,466	-1,466	61,466	1,466
	Fines & Forfeitures	0	350	-350	0	0
	Other Financing Sources	2,000	2,962	-962	2,500	500
	CODE ENFORCMT ABATMNT	\$62,000	\$64,778	(\$2,778)	\$63,966	\$1,966
STATE GAS TAX/ST REPAIR FND						
	Fund Balance Available	307,643	508,888	-201,245	508,888	201,245
	Intergovernmental Revenue	909,321	748,339	160,982	909,000	(321)
	Licenses, Permits & Charges for Service	5,000	25,954	-20,954	21,000	16,000
	Franchise Fees	273,160	257,732	15,428	290,000	16,840
	Other Financing Sources	15,000	19,344	-4,344	18,000	3,000
	TOTAL STATE GAS TAX FUND	\$1,510,124	\$1,560,258	(\$50,134)	\$1,746,888	\$236,764
BIKE PATH FUND						
	Fund Balance Available	28,100	67,092	-38,992	67,092	38,992
	Intergovernmental Revenue	9,093	7,559	1,534	9,090	(3)
	Other Financing Sources	2,300	3,299	-999	3,500	1,200
	TOTAL BIKE PATH FUND	\$39,493	\$77,950	(\$38,457)	\$79,682	\$40,189
STORM SEWER SDC FUND						
	Fund Balance Available	57,111	62,166	-5,055	62,166	5,055
	Licenses, Permits & Charges for Service	20,000	37,095	-17,095	20,000	0
	Other Financing Sources	2,300	3,621	-1,321	3,000	700
	TOTAL STORM SEWER SDC FND	\$79,411	\$102,882	(\$23,471)	\$85,166	\$5,755
WATER SDC FUND						
	Fund Balance Available	234,716	243,521	-8,805	243,521	8,805
	Licenses, Permits & Charges for Service	26,000	25,704	296	25,000	(1,000)
	Other Financing Sources	14,500	12,187	2,313	8,000	(6,500)
	TOTAL WATER SDC FND	\$275,216	\$281,411	(\$6,195)	\$276,521	\$1,305
SEWER SDC FUND						
	Fund Balance Available	704,569	718,790	-14,221	718,790	14,221
	Licenses, Permits & Charges for Service	55,000	71,020	-16,020	45,000	(10,000)
	Other Financing Sources	30,000	35,559	-5,559	25,000	(5,000)
	TOTAL SEWER SDC FUND	\$789,569	\$825,368	(\$35,799)	\$788,790	(\$779)
PARKS & REC DISTRICT FUND						
	Fund Balance Available	183,565	156,207	27,358	156,207	(27,358)
	Other Financing Sources	349,000	38,293	310,707	28,000	(321,000)
	Interfund Transfers	1,093,989	1,080,916	13,073	1,080,916	(13,073)
	TOTAL PARKS & REC FUND	\$1,626,554	\$1,275,417	\$351,137	\$1,265,123	(\$361,431)
LIBRARY SERVICES FUND						
	Fund Balance Available	319,687	437,466	-117,779	437,466	117,779
	Property Taxes	181,500	187,018	-5,518	191,750	10,250
	Intergovernmental Revenue	512,500	566,076	-53,576	561,000	48,500
	Fines & Forfeitures	26,000	29,519	-3,519	33,000	7,000
	Other Financing Sources	11,000	21,924	-10,924	18,750	7,750
	Interfund Transfers	286,417	262,549	23,868	286,417	0
	TOTAL LIBRARY SRVCS FUND	\$1,337,104	\$1,604,552	(\$167,448)	\$1,528,383	\$191,279
PUBLIC SAFETY FUND						
	Fund Balance Available	682,445	827,051	-144,606	827,051	144,606
	Property Taxes	775,700	798,813	-23,113	890,500	114,800
	Intergovernmental Revenue	103,750	101,486	2,264	103,750	0
	Licenses, Permits & Charges for Service	1,000	6,057	-5,057	5,000	4,000
	Other Financing Sources	15,000	51,339	-36,339	30,000	15,000
	Interfund Transfers	2,069,938	1,897,443	172,495	2,069,938	0
	TOTAL PUBLIC SAFETY FUND	\$3,647,833	\$3,682,188	(\$34,355)	\$3,926,239	\$278,406

**REVENUE REPORT
WITH FYE PROJECTIONS**

WATER FUND					
Fund Balance Available	1,771,674	1,785,933	-14,259	1,785,933	14,259
Licenses, Permits & Charges for Service	1,740,184	1,699,025	41,159	1,810,357	70,173
Other Financing Sources	51,500	1,291,270	-1,239,770	125,019	73,519
TOTAL WATER FUND	\$3,563,358	\$4,776,228	(\$1,212,870)	\$3,721,309	\$157,951
SEWER FUND					
Fund Balance Available	905,582	227,096	678,486	227,096	(678,486)
Licenses, Permits & Charges for Service	2,143,000	1,827,064	315,936	2,200,000	57,000
Other Financing Sources	16,000	58,105	-42,105	40,000	24,000
Special Assessment Debt Payments	0	4,496	-4,496	0	0
TOTAL SEWER FUND	\$3,064,582	\$2,116,761	\$947,821	\$2,467,096	(\$597,486)
STORM SEWER FUND					
Fund Balance Available	484,383	613,859	-129,476	613,859	129,476
Licenses, Permits & Charges for Service	648,815	588,416	60,399	675,000	26,185
Other Financing Sources	12,000	28,807	-16,807	25,000	13,000
TOTAL STORM SEWER FUND	\$1,145,198	\$1,231,083	(\$85,885)	\$1,313,859	\$168,661
PUBLIC SAFETY FACILITY DEBT SERVICE FUND					
Fund Balance Available	520,166	581,339	-61,173	581,339	61,173
Property Taxes	460,603	476,458	-15,855	485,000	24,397
Other Financing Sources	15,000	34,540	-19,540	37,680	22,680
TOTAL PUBLIC SAFETY FAC DEBT SRV	\$995,769	\$1,092,337	(\$96,568)	\$1,104,020	\$108,251
CAPITAL PROJECTS					
Fund Balance Available	152,255	132,337	19,918	132,337	(19,918)
Other Financing Sources	0	4,646	-4,646	5,500	5,500
TOTAL CAPITAL PROJECTS	\$152,255	\$136,983	\$15,272	\$137,837	(\$14,418)
FLEET SERVICES					
Fund Balance Available	0	-6,724	6,724	-6,724	(6,724)
Licenses, Permits & Charges for Service	518,595	481,444	37,151	489,000	(29,595)
Other Financing Sources	500	-2,482	2,982	0	(500)
Interfund Transfers	34,500	33,751	749	33,751	(749)
TOTAL FLEET SERVICES	\$553,595	\$505,988	\$47,607	\$516,026	(\$37,569)
FACILITIES MANAGEMENT					
Fund Balance Available	0	33,604	-33,604	33,604	33,604
Licenses, Permits & Charges for Service	498,310	431,313	66,997	516,250	17,940
Fines & Forfeitures	20,000	20,444	-444	25,000	5,000
Other Financing Sources	25,000	5,086	19,914	0	(25,000)
TOTAL FACILITIES MANAGEMENT	\$543,310	\$490,447	\$52,863	\$574,854	\$31,544
ADMINISTRATIVE SERVICES					
Fund Balance Available	163,476	111,169	52,307	111,169	(52,307)
Licenses, Permits & Charges for Service	2,342,911	2,060,627	282,284	2,247,956	(94,955)
Other Financing Sources	1,000	10,252	-9,252	0	(1,000)
TOTAL ADMIN SERVICES FUND	\$2,507,387	\$2,182,048	\$325,339	\$2,359,126	(\$148,261)
KNUTSON CEMETARY TRUST					
Fund Balance Available	39,714	39,957	-243	39,957	243
Other Financing Sources	1,000	3,120	-2,120	2,112	1,112
TOTAL KNUTSON CEMETARY TRUST	\$40,714	\$43,077	(\$2,363)	\$42,069	\$1,355
FORFEITURE TRUST					
Fund Balance Available	0	1,065	-1,065	1,065	1,065
Fines & Forfeitures	5,000	12,100	-7,100	13,200	8,200
TOTAL FORFEITURE TRUST	\$5,000	\$13,165	(\$8,165)	\$14,265	\$9,265
TOTALS	\$30,840,121	\$31,449,714	(\$609,593)	\$31,761,979	\$921,858

**FUND BALANCE REPORT
WITH FYE PROJECTIONS**

<u>FUND</u>	<u>CATEGORY</u>	FY 1995-96 <u>budget</u>	YTD <u>5/31/97</u>	<u>balance</u>	PROJECTION <u>6/30/96</u>
GENERAL FUND					
	Total Revenues	8,901,649	9,486,793	-585,144	9,750,759
	Total Expenditures	8,901,649	7,603,352	1,298,297	8,193,570
	TOTAL GENERAL FUND	\$0	\$1,883,440		\$1,557,190
CODE ENFORCEMENT ABATEMENT FUND					
	Total Revenues	62,000	64,778	-2,778	63,966
	Total Expenditures	62,000	69	61,931	5,000
	CODE ENFORCMNT ABATMNT	\$0	\$64,710		\$58,966
STATE GAS TAX/ST REPAIR FND					
	Total Revenues	1,510,124	1,560,258	-50,134	1,746,888
	Total Expenditures	1,510,124	1,091,189	418,935	1,321,875
	TOTAL STATE GAS TAX FUND	\$0	\$469,069		\$425,013
BIKE PATH FUND					
	Total Revenues	39,493	77,950	-38,457	79,682
	Total Expenditures	39,493	2,893	36,600	3,151
	TOTAL BIKE PATH FUND	\$0	\$75,058		\$76,531
STORM SEWER SDC FUND					
	Total Revenues	79,411	102,882	-23,471	85,166
	Total Expenditures	79,411	1,320	78,091	1,500
	TOTAL STORM SEWER SDC FND	\$0	\$101,562		\$83,666
WATER SDC FUND					
	Total Revenues	275,216	281,411	-6,195	276,521
	Total Expenditures	275,216	2,999	272,217	3,200
	TOTAL WATER SDC FND	\$0	\$278,412		\$273,321
SEWER SDC FUND					
	Total Revenues	789,569	825,368	-35,799	788,790
	Total Expenditures	789,569	7,509	782,060	8,000
	TOTAL SEWER SDC FUND	\$0	\$817,859		\$780,790
PARKS & REC DISTRICT FUND					
	Total Revenues	1,626,554	1,275,417	351,137	1,265,123
	Total Expenditures	1,626,554	352,918	1,273,636	355,000
	TOTAL PARKS & REC FUND	\$0	\$922,498		\$910,123
LIBRARY SERVICES FUND					
	Total Revenues	1,337,104	1,504,552	-167,448	1,528,383
	Total Expenditures	1,337,104	863,408	473,696	1,013,810
	TOTAL LIBRARY SRVCS FUND	\$0	\$641,144		\$514,573
PUBLIC SAFETY FUND					
	Total Revenues	3,647,833	3,682,188	-34,355	3,926,239
	Total Expenditures	3,647,833	2,663,006	984,827	2,986,000
	TOTAL PUBLIC SAFETY FUND	\$0	\$1,019,182		\$940,239
WATER FUND					
	Total Revenues	3,563,358	4,776,228	-1,212,870	3,721,309
	Total Expenditures	3,563,358	1,364,718	2,198,640	1,516,047
	TOTAL WATER FUND	\$0	\$3,411,510		\$2,205,262

FUND BALANCE REPORT
WITH FYE PROJECTIONS

SEWER FUND				
Total Revenues	3,064,582	2,116,761	947,821	2,467,096
Total Expenditures	3,064,582	1,945,280	1,119,302	2,215,000
TOTAL SEWER FUND	\$0	\$171,481		\$252,096
STORM SEWER FUND				
Total Revenues	1,145,198	1,231,083	-85,885	1,313,859
Total Expenditures	1,145,198	655,233	489,965	671,491
TOTAL STORM SEWER FUND	\$0	\$575,850		\$642,368
PUBLIC SAFETY FACILITY DEBT SERVICE FUND				
Total Revenues	995,769	1,092,337	-96,568	1,104,020
Total Expenditures	995,769	455,315	540,454	455,315
TOTAL PUBLIC SAFETY FAC DEBT SRV	\$0	\$637,022		\$648,705
CAPITAL PROJECTS				
Total Revenues	152,255	136,983	15,272	137,837
Total Expenditures	152,255	99,639	52,616	137,837
TOTAL CAPITAL PROJECTS	\$0	\$37,345		\$0
FLEET SERVICES				
Total Revenues	553,595	505,988	47,607	516,026
Total Expenditures	553,595	479,769	73,826	508,956
TOTAL FLEET SERVICES	\$0	\$26,219		\$7,070
FACILITIES MANAGEMENT				
Total Revenues	543,310	490,447	52,863	574,854
Total Expenditures	543,310	403,913	139,397	497,970
TOTAL FACILITIES MANAGEMENT	\$0	\$86,533		\$76,884
ADMINISTRATIVE SERVICES				
Total Revenues	2,507,387	2,182,048	325,339	2,359,126
Total Expenditures	2,507,387	1,883,846	623,541	2,208,453
TOTAL ADMIN SERVICES FUND	\$0	\$298,202		\$150,672
KNUTSON CEMETARY TRUST				
Total Revenues	40,714	43,077	-2,363	42,069
Total Expenditures	40,714	0	40,714	0
TOTAL KNUTSON CEMETARY TRUST	\$0	\$43,077		\$42,069
FORFEITURE TRUST				
Total Revenues	5,000	13,165	-8,165	14,265
Total Expenditures	5,000	1,000	4,000	1,000
TOTAL FORFEITURE TRUST	\$0	\$12,165		\$13,265
TOTALS	\$0	\$11,572,338	\$0	\$9,658,804

1,355