

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
SEPTEMBER 17, 1996**

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

Mayor Lomnicki,
Mayor
Rick Farley

Jean Schreiber
Rob Kappa
Don Trotter

Also present:

Dan Bartlett,
City Manager
Pam Beery,
City Attorney
Charlene Richards,
Assistant to the
City Manager
Dave Wheaton,
Public Works Director

Maggie Collins,
Community Development Director
Mike Swanson,
Acting Fire Administrator
Cynthia Sturgis,
Senior Librarian
Rafael Cruz,
Civil Engineer

PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

National Disability Awareness Month

Mayor Lomnicki read a proclamation naming October 1996 as *Disability Employment Awareness Month*.

Women in Construction Week

Sharon Van Horn introduced members of the local organization and discussed some of the activities. Contributions to the community included providing \$2,000 in scholarships and donating funds to the construction of Ardenwald Park, flood assistance, and the Edwards Center.

Mayor Lomnicki read a proclamation naming September 16 - 22, 1996, as *Women in Construction Week*.

School Trip Safety Plan Update

Cruz presented an update of the program designed to address safety issues near school zones. The objectives are to improve pedestrian safety near school zones and interface with other traffic programs in the City.

The parties involved are the Police Department; Engineering Division to analyze data and to design and install traffic control devices; school administration to provide data and keep parents informed; parents to promote participation in walking routes, report hazards and educate and encourage their children; Transportation and Traffic Safety Board by sponsoring individual schools and by considering funding strategies; City Council to approve funding; and the Neighborhood Associations to promote the program and report potential hazards.

The School Trip Safety plan is expected to be consistent with other programs such as the Neighborhood Speed Watch, Transportation System Plan, Traffic Management Plan, street improvement projects, other regional programs, and South/North light rail. He discussed the accomplishments to date that include strong yellow-green signs at 32nd Avenue; crossing guards at 32nd Ave., walking paths at Wake St., pavement markings; improved identification of school zones; and increased Police Department enforcement.

Next steps will include identifying needs; accurately mapping walking routes; including projects in the CIP and developing funding strategies; improving route problem areas with signs or other markings; and, finally, evaluating the effectiveness of the improvements. Proposed improvements are replacing existing signs with strong yellow-green signs pending federal approval; improving crosswalks annually; constructing new sidewalks; budgeting for flashing yellow signals; and implementing a traffic management plan with the Transportation and Traffic Safety Board for City Council consideration.

Cruz recommended support of the School Trip Safety Program and the proposed improvements consistent with other regional or local programs. He summarized the goals which were to improve safety near schools and to implement an integrated, City-wide improvement plan.

Councilmember Farley asked if the piles of rock and sand were still near Ardenwald School at 32nd and Roswell. **Bartlett** said this was material from the Johnson Creek Blvd. improvement project which will be there until completion. He said staff would review for any sight distance problems.

Councilmember Farley asked how many volunteer crossing guards there were. **Cruz** said the volunteer program was through the schools; however, he thought there was one adult at the 32nd and Roswell location.

Councilmember Trotter referred to the school presentations made before the City Council in May and asked when specific reference to these recommendations would be forthcoming. **Bartlett** responded some of the easily accomplished improvements such as signage and traffic control devices have been done. The larger, more costly projects such as traffic calming will have to be built into the CIP and prioritized for the construction season following July 1, 1997. He added most of the street fund has been programmed for the next five years.

Councilmember Trotter suggested the implementation process of the May 1996 studies be an agenda item in the near future. Some of the small dollar items may be done outside of the CIP program.

Mayor Lomnicki suggested a list of improvements completed to date along with a budget and time frame for those items still needing to be addressed.

Councilmember Trotter expressed concern that these issues be resolved with as many elements implemented prior to the end of the school year as possible.

Councilmember Kappa said, in conjunction with the recommendations related to crosswalks and speed humps, he wanted the update on the 34th Avenue Speed Hump Pilot Project. He asked when staff would have a recommendation for building improvements into the CIP. **Bartlett** said the CIP will be updated during the budget preparation process which the City Council will review in the spring. He indicated he would work with staff to develop the time frame and to identify funding for the School Trip Safety Program. To help get an idea of the costs, 5% - 10% of the design work will probably have to be done. He discussed the feasibility of a sidewalk program and assessing individual property owners for a share of the costs.

Mayor Lomnicki said he considered completion of more project elements important.

Councilmember Trotter said, if some of the items are long-term because of engineering, he would like to know how long to expect the preliminary engineering to take and what could be accelerated. He wanted to help expedite the program.

Councilmember Kappa asked if there were any reports on the success of radar against neighborhood speeding. **Cruz** discussed the Neighborhood Speed Watch Program, and citations indicated a strong enforcement program.

Councilmember Schreiber said the issue becomes increasingly complex and expressed concern about clarifying roles and responsibilities. **Bartlett** said the program in its simplest form includes education, engineering, and enforcement, and many City departments are involved. He felt photoradar would be very helpful. He suggested a special work session to continue discussion of the School Trip Safety Program the second week of October. City Council agreed to this time frame.

Susan Stone, Traffic Safety and Transportation Board member, suggested involving the board in the upcoming work session. **Mayor Lomnicki** agreed. **Stone** asked about prohibitive costs, and **Bartlett** said the TSP indicated Milwaukie was deficient in sidewalks. The cost, which is usually very expensive, is shared by both the property owner and the City. **Stone** said flashing lights and speed humps, not sidewalks, were a priority with the Ardenwald group. **Bartlett** said an engineer would have to prepare a generalized costing for all five of the elementary schools, and this would be built into the CIP.

Councilmember Kappa said the School Trip Safety Program is a priority, and education is an important element. The City and School District can provide only so much; the rest is a joint working relationship with the community.

Carol Matson thanked her Ardenwald neighbors for their support. She told the City Council the neighborhood was organizing to get speed humps constructed, and the City should feel the urgency. Children's safety should be a top priority for everyone.

CONSENT AGENDA

It was moved by Councilmember Farley and seconded by Councilmember Trotter to approve the following Consent Agenda which consisted of the minutes of the September 3, 1996, City Council meeting. Motion passed unanimously.

AUDIENCE PARTICIPATION

None.

PUBLIC HEARING

None scheduled.

OTHER BUSINESS

Addendum to Memorandum of Understanding with Clackamas County Fire District #1 for Fire Prevention Services

Randy Bruegman, CCFD #1 Fire Chief, presented the staff report in which the City Council was asked to authorize the Mayor and City Manager to sign the intergovernmental agreement between Clackamas County Fire District #1 and the City of Milwaukie for South Metro Fire Marshal's services. The changes included a five-year extension, automatic rate review in the event other jurisdictions decide to join the cooperative venture, and provision for a 90-day notice if the Fire Marshal's Office decides to relocate.

It was moved by Councilmember Trotter and seconded by Councilmember Farley to authorize the Mayor and City Manager to sign the intergovernmental agreement between Clackamas County Fire District #1 and the City.

Councilmember Trotter said, as the City's representative to the Joint Oversight Committee, he felt the venture was mutually beneficial and the agreement should continue.

Motion passed unanimously.

Model Bylaw Review: Library Board

Richards presented the staff report in which the City Council was requested to consider proposed changes to the Library Board model bylaws.

Pam Meredith, Library Board member, indicated the Board's support of the draft bylaws with one exception regarding the day and time of its meeting. The Board was concerned the bylaws would have to come back before the City Council for amendment and approval in the event the day and time of the meeting were changed.

Councilmember Trotter suggested striking "regular Board meetings are held the fourth Monday of each month at 5:30 p.m. at a place designated by staff" in V.F and relying on the statement in V.A "the board shall hold meetings as necessary at a time and place designated by staff consistent with Oregon Public Meetings Law."

It was moved by Councilmember Schreiber and seconded by Councilmember Farley to accept the bylaws as proposed by the Library Board. Motion passed unanimously.

Model Bylaw Review: Historic Resources Commission

Collins presented the staff report in which the City Council was requested to consider proposed changes to the model bylaws. The Commission reviewed the model bylaws at its June 24, 1996, meeting and proposed five changes. These were: Article III.B filling vacancies "within six months of the vacancy"; Article IV. (new) D by adding a new clause from the Commission's previous bylaws stating "In the event that an officer cannot complete the specified term, an emergency election shall be held for the completion of the term."; Article IV.D renumber to IV.E; Article V.B revise to state "If a quorum is not attained fifteen minutes following the scheduled time to call to order, no formal meeting shall be held."; and Article V.E renumber to V.G. She brought this item forward since no member of the Commission was able to attend.

Councilmember Kappa asked if adding language such as "expediently filling vacancies" would be acceptable. **Collins** said the Commission is very sensitive to the need for recruitment and filling vacancies.

Councilmember Trotter said these bylaws are for the Commission's internal operation. Recruitment and appointment is an external operation and should not be considered. He also felt "emergency election" in Article IV.D was rather severe and proposed using the words "special election."

Mayor Lomnicki commented on suggestion #1 regarding appointment "within six months of the vacancy" probably did not apply to an internal document. He realized the concern of the Commission and suggested reporting Council's understanding back to the members.

Councilmember Kappa suggested, if a quorum were not attained as addressed in Article V.B, that the group go into a work session.

Councilmember Trotter said there could be no action or public hearing without a quorum. He assumed there would still be minutes of the proceedings although there was no formal action. He suggested revising the second sentence to read "no public hearing or action items should be considered." **Collins** felt the Commission would accept this recommendation.

It was moved by Councilmember Farley and seconded by Councilmember Trotter to accept the draft model bylaws by implementing Historic Resources Commission recommendations 2 - 5 with language modifications as amended by Trotter and deleting recommendation 1. Motion passed unanimously.

Sara Hite Memorial Rose Garden Master Plan

Richards presented the staff report in which the City Council was requested to approve the improvements to North Clackamas Park as set forth in the Sara Hite Memorial Rose Garden Master Plan. The Milwaukie City Council is acting as the property owner and must approve any changes to North Clackamas Park. The Master Plan has been presented at several public meetings and reviewed by the City Council, Park and Recreation Board, and Planning Commission. The Community Development Director issued administrative approval including several conditions. She introduced Fran Whitehill and Harold Stohler, Friends of the Milwaukie Center, who have been instrumental in the project.

Roald Berg discussed the project for which professional architects produced a six-phase program for development of the rose garden. He felt there were significant social, economic, and educational benefits to be derived from the project. The project cost is estimated at \$300,000, and active fundraising plans are being made that include a benefit banquet and the sale of commemorative bricks.

Councilmember Kappa asked if this master plan was an element of the overall North Clackamas Park Master Plan. Richards responded the elements of the rose garden were in the master plan, and the rose garden was given an administrative review.

Councilmember Kappa asked if all of the questions that came up during the administrative review had been sufficiently answered. **Richards** said, when Collins made her administrative review, she felt all of the issues had been addressed. This document will become a part of the overall master plan.

Councilmember Farley asked how the project would be funded. **Richards** said a subcommittee of the Friends of the Milwaukie Center have taken on the responsibility of identifying funding sources.

Councilmember Farley asked when the project would be completed. **Berg** said completion of the six phases is expected to be in 2000.

Councilmember Trotter discussed the proposed removal of two complete rows of parking and asked if this loss was taken into account during the administrative review. **Collins** said it was, and the Parks District was notified it would be expected to address the lost parking in a future plan.

Councilmember Trotter asked about the process of incorporating this document into the Comprehensive Plan. **Collins** said this document will be incorporated, and the entire master plan will be adopted as an ancillary document to the Comprehensive Plan.

Councilmember Kappa asked for clarification of deferring the parking issue to the overall master plan. **Collins** said parking was a larger issue than the rose garden area. The existing master plan indicated this as a passive recreation area. She pointed out there was parking available at the adjacent church facility. The parking issue will have to be addressed by the District at a later date.

Collins indicated the conditions for administrative approval in the staff report.

It was moved by Councilmember Trotter and seconded by Councilmember Schreiber to approve the improvements to North Clackamas Park as set forth in the Sara Hite Memorial Rose Garden Master Plan on page 59 of the staff report as contained in the City Council packet with the conditions of the approval on page 10 of the staff report as contained in the City Council packet. Motion passed unanimously.

Personal Services Contract Amendment, Tashman Johnson, LLC

Collins presented the staff report in which the City Council was requested to authorize an amendment to the existing contracts with Tashman Johnson, LLC, for a total of \$56,200 for fiscal year 1996 - 1997. The added scope of work would help coordinate work with Clackamas County Service District #1 and riverfront planning. She felt Tashman and Associates would be able negotiators on behalf of the City on issues relating to the Kellogg Treatment Plant. Other work would be added to the long-standing contract with Tashman for land acquisition.

Councilmember Schreiber asked for clarification of the dollar amount. **Bartlett** said Tashman is working under two separate contracts for the City. One contract is for riverfront planning, and the second is for land acquisition.

Councilmember Farley asked if Tashman could come back for more money. **Collins** said Tashman is approved for \$56,200. **Bartlett** added, if the scope of work were modified, he could approve up to 20% for change orders.

Councilmember Trotter asked if this money was in the current budget. **Collins** responded funds were available.


It was moved by Councilmember Kappa and seconded by Councilmember Trotter to authorize the amendment to the Tashman Johnson Personal Services Contracts in the amount \$56,200 for fiscal year 1996 - 1997. Motion passed 4 - 1 with the following vote: Mayor Lomnicki, Councilmember Schreiber, Councilmember Kappa, and Councilmember Trotter aye; Councilmember Farley nay; no abstentions.

INFORMATION

South/North Safety and Security Task Force Scope of Work

Councilmember Trotter asked how and when appointments would be made to the South/North Safety and Security Task Force. **Bartlett** responded the draft scope of work was provided as information only at this time, and the process has not been determined. **Councilmember Kappa** asked if appointment would be made from the whole community. **Bartlett** said the group will not formally launch its plan to include other representatives until the location and designs are more specific.

Mayor Lomnicki adjourned the meeting at 8:50 p.m.



Pat DuVal, Recorder/Secretary

CITY OF MILWAUKIE
CITY COUNCIL AGENDA
SEPTEMBER 17, 1996

MILWAUKIE CITY HALL
10722 SE Main Street

1751st MEETING

WORK SESSION

- 5:00 - Council Information Sharing
- 5:30 - Furnberg Park Master Plan (Diane Campbell)
- 6:15 - Fire Issues (Mike Swanson)

REGULAR SESSION

7:00 p.m.

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

- II. **PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**
 - A. **National Disability Employment Awareness Month -- Proclamation**
 - B. **Women in Construction Week -- Proclamation**
 - C. **School Trip Safety Plan Update (Dave Wheaton)**

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

City Council Minutes of September 3, 1996

- 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.)*

None scheduled.

- 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. **Addendum to Memo of Understanding with Clackamas County Fire District #1 for Fire Prevention Services (Mike Swanson)**
- B. **Model Bylaws Review**
 - 1. **Historic Resources Commission (Maggie Collins)**
 - 2. **Library Board (Charlene Richards)**
- C. **Sara Hite Memorial Rose Garden Master Plan (Charlene Richards)**
- D. **Personal Services Contract Amendment, Tashman Johnson, LLC (Maggie Collins)**

- VII. **INFORMATION**
South/North Safety and Security Task Force Scope of Work

- VIII. **ADJOURNMENT**

EXECUTIVE SESSION

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

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

PROCLAMATION

WHEREAS, 20 percent of the population of the United States of America is comprised of people with disabilities; and

WHEREAS, current studies place unemployment among the country's population of people with disabilities at more than 70 percent; and

WHEREAS, more than two-thirds of adults with disabilities in this country desire to work but cannot find employment; and

WHEREAS, the Americans with Disabilities Act provided civil rights protection for America's 49,000,000 persons with disabilities; and

WHEREAS, America's shrinking labor force requires employers to utilize untapped human resources, such as persons with disabilities;

NOW, THEREFORE, I, Craig J. Lomnicki, Mayor of the City of Milwaukie, Oregon, do hereby proclaim that the month of October 1996 is designated as

DISABILITY EMPLOYMENT AWARENESS MONTH

and call upon the residents of the City of Milwaukie to observe the month by learning about people with disabilities, their strengths and abilities and the programs which serve their needs.

IN WITNESS WHEREOF, I have hereunto set my hand this _____ day of September 1996.

ATTEST:

Pat DuVal,
City Recorder

Craig Lomnicki, Mayor
City of Milwaukie

PROCLAMATION

WHEREAS, the National Association of Women in Construction (NAWIC) was founded in 1953 by 16 women in Fort Worth, Texas. Today over 6,500 women who are employed in the construction industry or related fields belong to NAWIC; and

WHEREAS, the objective of NAWIC is to unite women actively employed in all phases of the construction industry, promoting fellowship, goodwill, cooperation and better understanding between them; and to promote education and service to the industry, as well as to serve the local community through donations of both funds and services to various special community service projects in the Milwaukie and Portland area; and

WHEREAS, the Portland Chapter supports national and local scholarship funds encouraging young men and women to enter the construction industry, with Portland Chapter scholarships being awarded locally this year to students from Clackamas Community College; and

WHEREAS, the Portland Chapter also joins with the other chapters of NAWIC in encouraging young people to consider the importance of the construction industry through building competition at the grade school level in "Block Kids" Competition, and at the High School level through a Drafting Competition; and

WHEREAS, the Portland Chapter of the National Association of Women in Construction will commemorate the founding of their organization the week of September 16 - 22, 1996.

NOW, THEREFORE, I, Craig J. Lomnicki, Mayor of the City of Milwaukie, Oregon, do hereby proclaim September 16 - 22, 1996, to be

WOMEN IN CONSTRUCTION WEEK

in Milwaukie, Oregon, in recognition of NAWIC'S vital role in supporting the people who are literally building our future.

IN WITNESS WHEREOF, I have hereunto set my hand this _____ day of September 1996.

ATTEST:

Pat DuVal,
City Recorder

Craig Lomnicki, Mayor
City of Milwaukie

SCHOOL TRIP SAFETY PROGRAM UPDATE



Objectives

- Improve pedestrian safety near school zones
- Consistent with other programs
- Implement a School Trip Safety Program in the City of Milwaukee



Background

- Implemented 32nd Ave. improvements
- Traffic Safety Commission directed to complete pedestrian safety studies for elementary schools
- City has taken lead in improving safety with help from the School District
- Pedestrian Safety Studies



Involvement

- Police Department
- Engineering
- School Administration
- Parents
- Traffic Safety & Transp. Board
- City Council
- Neighborhood Associations



Consistent with Programs

- Neighborhood Speed Watch
- Transportation System Plan
- Traffic Management
- Street Improvements
- Regional Programs
- South - North Light Rail



Accomplishments to date

- Strong Yellow Green Signs at 32nd
- Crossing Guards at 32nd Ave.
- Walking path at Wake St.
- "SCHOOL" Pavement Markings
- New Crosswalks near school zone
- Encourage better Sign Visibility
- Identified School Zone Limits
- Increased Enforcement



Where are we going?

- Needs Identified
- Map of trip to school
- Include in CIP & Develop Funding Plan
- Route improvements or traffic control measures
- Implement route improvements
- Periodic evaluation



Proposed Improvements

- Replace existing signs with Strong Yellow Green signs
- Improve intersection crossings
- Build new sidewalks
- Budget for Flashing Yellow Signals
- Implement Traffic Management



Recommendation

- Support School Trip Safety Program and Proposed Improvement Plan which is consistent with other local and regional programs.



Summary

- Improve Safety near schools
- Implement the Improvement Plan throughout the City
- Integrate with other city and regional programs and projects





MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Dave Wheaton, Public Works Director
Linda Mullen, Neighborhood Services Coordinator

THROUGH: Dan R. Bartlett, City Manager

RE: School Pedestrian Safety Studies

DATE: May 21, 1996

ACTION REQUESTED

Accept the Milwaukie, Campbell, and Linwood elementary school Pedestrian Safety Study Reports, with Traffic Safety Commission's comments.

BACKGROUND

With Resolution 3 - 1995, Council directed the Traffic Safety Commission to complete pedestrian safety studies for each elementary school in Milwaukie. The Ardenwald project was finished about a year ago, and studies began at Milwaukie, Campbell and Linwood in the Fall. The Lewelling survey results are still being tabulated, and are not yet finalized into a report for the Traffic Safety Commission.

Study methodology varied. For example, parents from Milwaukie and Campbell elementary schools met on a regular basis to identify safety concerns and potential solutions. The principals from Linwood and Lewelling worked with their advisory committees to implement surveys which they sent home to parents. The volunteers from each school dedicated a lot of time and energy to these reports, and are anxious to see their ideas implemented. Each report (attached) gives specific background information, recommendations, and next steps.

**Hector Campbell Elementary Pedestrian Safety Task Force
Final Report
to
Milwaukie Traffic Safety Commission
April 8, 1996**

INTRODUCTION

The Hector Campbell Pedestrian safety task Force is a working sub-group of the Traffic Safety Commission. Its purpose is to advise the Milwaukie City Council on ways to improve pedestrian safety in the Hector Campbell school zone. This is the final report of recommended improvements for pedestrian safety near the school, as directed in City Council Resolution No. 3-1995.

Members of the Hector Campbell Pedestrian Safety Task Force have participated in a series of meetings since November to prioritize their safety concerns and recommendations.

Members of the Task Force include:

Roger Capps
George Durey
Valori Fletcher
Pauline Nelson
Tom Petchell - Spokesperson
Shaun Spencer

The representative from Traffic Safety Commission is Susan Stone.

SUMMARY OF THE PROCESS

The group began by identifying physical areas of concern or other safety issues near the school. In general, these included:

- Monroe Street
- Home Street
- Park Street
- Crossing 42nd
- Site obstructions

The group looked at issues specific to location and also categorized them by type of problem. They then grouped them according to cost and time before beginning their final prioritization.

AREAS OF CONCERN:

Monroe Street

The street in general (narrow, high speeds, limited sidewalks)
Intersection of Home and Monroe - drainage also a problem
Intersection of 47th and Monroe (no cross walk or stop signs)

Home Street - from Railroad to hill

reduced sight distances and reaction times
crossing Home is a problem

Park St.

Speeds

The East/West streets between 37th and 42nd

They are narrow, kids play in them, cars go too fast on them

Harrison
Jackson
Monroe
Jefferson
Washington

Walkers from other side of Harrison (don't these kids take the bus?)

crossing 42nd
walking alone

47th St. just above the school

limited visibility and speeds
kids on bikes there, too

Visibility Issues:

40th and Washington
44th and Jackson

Good Things to capitalize on

Kids along Railroad must take bus

There is a walking path from Park, but it is in disrepair

Garrett Street has sidewalks almost the whole way

Ada St. has sidewalks which connect to Washington, 47th and Adams to the school.

There are some sidewalks on Monroe (37th to 42nd)

King Street bike paths

CONCERNS BY CATEGORY

Drainage

Home and Monroe
Park and Monroe

Signage

| | |
|-------------------|-------------------------------------|
| Jackson and 47th | No stop signs |
| 42nd and Franklin | School sign at Franklin not visible |
| 47th and Monroe | No stop signs or cross walk |

Lack of Sidewalks

King West of 42nd
Lewellyn
Franklin
Rail road

Site Obstructions

Jackson and 44th
Jackson and 42nd
Harrison and 47th
Park and 48th
Washington and 40th
47th, just above school

Solution

determine if right-of-way or private
property for abatement

Problematic Intersections

Home and Monroe (volume, speed, drainage)
any along 42nd

Problematic Streets

Monroe
narrow, high vehicle speeds, limited sidewalks
Home Street (from Railroad to hill)
reduced sight distances and reaction times
crossing Home is a problem
Park
Speeds

POTENTIAL SOLUTIONS

Drainage

Home and Monroe
Park and Home

Hook up to storm drain system

Signage

J and 47th
42nd and Franklin
standards/warrants)
47th and Monroe

Determine desired result
stop sign
cross walk

Lack of Sidewalks

King West of 42nd
Lewellyn
Franklin
Rail road

Install sidewalks
LID - cost to homeowner
Limit parking
create walking path

Site Obstructions

Jackson and 44th
Jackson and 42nd
Harrison and 47th
Park and 48th
Washington and 40th
47th, just above school

Determine if right-of-way or private
property for abatement
Limit parking (school)

Problematic Intersections

Home and Monroe
any along 42nd
Home and Park

Improve signage
Add cross walks
Consider curb extensions
Consider flashing yellows or other mechanism

Problematic Streets/Speeding

Monroe
Home Street
Park

SMART Trailer
Banner
speed humps
Sidewalks
Pilot article
Speedwatch program

Low Cost/Short Term

Project and Location:

Signage at Jackson and 47th
Signage at 42nd and Franklin
Signage at 47th and Monroe

Notes:

Traffic signs must meet engineering warrants
studies need to be done first

Clear sight obstructions from overgrown shrubs at:

Jackson and 44th
Jackson and 42nd
Jefferson and 42nd
Franklin and 42nd
Harrison and 47th
Park and 48th
Washington and 40th

Code Enforcement program can follow-up
after the final report

Reduce impact of sight obstructions

Limit parking on 47th, above school Impact to some homeowners

Reduce Speeding on:

Monroe
Home
Park

Speedwatch program

Training available through P Works

SMART Trailer

Banner

Pilot articles - public information

High Cost/Long Term

Project and Location:

Notes:

Drainage improvements at Home and Monroe and Park

Master plan in progress

Add sidewalks at:

King west of 42nd

Lewellyn Street

Franklin Street

Railroad

Lamplighter

This is currently a home-owner expense

unless other infrastructure improvements are made

Improve intersections

Home and Monroe

Any along 42nd Ave.

Home and Park

Each intersection will have different solutions
engineering studies required

possibilities:

flashing yellow beacons

cross walks

curb extensions

improve signage

Reduce Speeding on Streets

Home

Monroe

Park

Curb extensions

Speed humps - City doesn't have speed hump
"program"

Improve Visibility on Home

between Hunter and Park

Improve student drop-off and pick up area

RECOMMENDATIONS

The group wants to focus efforts in the following areas: 47th and Monroe, 42nd Avenue, and Home between Park and Monroe. The recommendations below are in priority order

- 1) Reduce Speeding on
 Monroe
 Home
Through public education efforts such as the banner and speed watch program.
- 2) Install crosswalk at 47th and Monroe
- 3) Improve Intersections with Flashing Yellow Beacons and/or curb extensions
 along 42nd
 Home and Park
- 4) Improve Signage
 Jackson and 47th
 47th and Monroe
 on Home
- 5) Tie: 5a) Clear Sight obstructions
 Jackson and 42nd
 Jackson and 44th
 Jefferson and 42nd
 Harrison and 47th
 Park and 48th
 5b) Reduce Speeding with curb extensions and/or speed humps
 on Home
 on Monroe
- 7) Improve the student drop-off and pick-up area in front of the school
- 8) Improve Drainage
 Home and Monroe
 Monroe and Park
- 9) Limit parking on 47th above school

NEXT STEPS

The City will do further engineering work to determine.
 Which projects meet traffic engineering standards
 Preliminary cost estimates
 Gantt chart time frames

Linwood Elementary Safety Survey

Information for the City of Milwaukie

Background Information

The Linwood School Advisory Committee conducted a survey of parents in January, and had 215 respond. The intent of the survey was to identify parental concerns and ideas regarding the safety of kids walking to and from school. The results of the survey were tallied by Principal Karen Lachman, and reviewed by the School Advisory Committee.

There are several safety issues raised by the survey results. The school is taking the lead to resolve some. The School Advisory Committee is forwarding these recommendations for the City to address.

Recommendations

- 1) Move the cross walk from its current location at the school driveway on Stanley to Stanley Park (at Harlow) where the students actually cross.
- 2) Install a mechanical device (i.e., flashing yellow beacons) and/or better safety signs on Linwood to alert traffic to slow down. *Please note:* the school has already worked with the Police Department to increase patrols on Linwood Avenue during student drop-off and pick-up times. This has been very successful when Police are present, but they can not be there every day.
- 3) Provide periodic clean-up of the Linwood bike path.
- 4) Install sidewalks on Stanley and Cedar Crest. Offer alternatives back to the Advisory Committee if funding is a problem.
- 5) Prune shrubs at end of school driveway on Stanley which currently limit visibility.

Next Steps

This report will be presented with other school pedestrian safety task force reports to the Traffic Safety Commission, and will then be forwarded to the City Council.

which projects meet engineering standards
preliminary cost estimates
Gantt chart time frames

**Milwaukie Elementary Pedestrian Safety Task Force
Final Report**

to

**Milwaukie Traffic Safety Commission
February 26, 1996**

INTRODUCTION

The Milwaukie Elementary Pedestrian Safety Task Force is a working sub-group of the Traffic Safety Commission. Its purpose is to advise the Milwaukie City Council on ways to improve pedestrian safety in the Milwaukie Elementary school zone. This is the final report of recommended improvements for pedestrian safety near Milwaukie Elementary School, as directed in City Council Resolution No. 3-1995.

Members of the Milwaukie Elementary Pedestrian Safety Task Force have participated in a series of meetings since October 1995 to prioritize their safety concerns in and around the school.

Members of the Task Force include:

Marla Andrew
Jerry Miller
Shirley Park
Melanie Phillips
Todd Sonflieth
Denise Wofford - Chairperson
Sandy Wright

Traffic Safety Commission was represented by Nancy Anderson.

SUMMARY OF THE PROCESS

The group began by identifying areas of concern near the school. In general, these included:

27th Avenue and its cross street Willard
Lake Road
Madison Street
Washington Street
The area immediately in front of the school.

In addition to physical locations, the task force has concerns about:

The speed and driving habits of high school drivers on Willard, 27th, Washington, and Lake Road
The tight bus schedules for school bus drivers, which may result in unsafe driving habits and student walking conditions

LIST OF PROBLEM AREAS

SE 27th Ave

SE 27th between Washington and Lake Road
includes hill and curve in front of school
includes intersection at Willard
Drainage is bad at 27th and Lake
Crosswalks at 27th Ave & Lake Road
High school traffic is bad during lunch periods and when school is dismissed
The driveway into Milwaukie Elementary School is narrow and shrubs impede visibility.

Cross Streets to 27th

No speed signs on Willard
Need more visible signs on Willard, 27th, Washington
Signs on Washington obscured by the trees

Lake Road

Kids walking west of 37th on Lake Road don't have sidewalks.
The area On Lake between 34th and 37th is especially dangerous.
Crosswalk At Lake Road & 27th Ave.

Madison

There are limited sidewalks on Madison
No stops at 30th or 32nd and Madison (or the entire neighborhood behind the school)
Traffic goes too fast in this neighborhood and it is an all-walking area
Parking on Madison and congestion during drop off and pick up of students

Other

There is concern about how light rail alignments will affect traffic near the school.
School bus drivers could improve driving habits
Concerns about proposed changes to Lake Road

POTENTIAL SOLUTIONS

Low Cost

Overhead banner/sign in front of school
Re-route Willard to one way
Use Smart Trailer at school
Use HS kids as crossing guards
Close Madison to any (morn.) traffic
Paint yard signs
Flags on speed signs
Flashing yellow lights
Add walking stripe on Madison
Sports people enter lot off Lake Rd.
Restrict parking on 27th during drop-off
Restrict parking on one area of 27th
Operate Speed Watch
Have crossing guards at 27th and Wash.
Stop sign at 30th and Madison
Define physical walking routes
Change bus routes or times

Short Term

SMART Trailer
HS sports people enter lot off Lake Rd.
Restrict parking on 27th during drop-off
Restrict parking on one area of 27th
Coordinate with HS peds walking thru MES
27th and Wash crossing guards
Operate speed watch
Flags on speed signs
Flashing yellows
Stop sign at 30th and Madison
Cross walk on Madison

High Cost

Speed humps on 27th
Curb extensions
 in front of school
 at 27th and Willard
Sidewalk on Madison
Walking overpass on 224
Overhanging, flashing yellow light at:
 27th and Washington
 27th and Lake
Traffic Control device at 27th/Lake
Traffic Control device at 27th/Wash
Cross walks on Madison
Turn Madison into cul de sac

Long Term

Speed Humps on 27th
Re-route traffic at 27th and Willard
Overhead sign at MES
Traffic control device at 27th/Lake
HS kids as crossing guards
Curb extensions
Sidewalks on Madison
Cul-de-sac on Madison

RECOMMENDATIONS

The group prioritized potential solutions, and agreed on the top projects they would like to pursue. These are listed below in priority order.

1. Install speed humps on 27th Avenue.
2. Install curb extensions on 27th Ave in front of the school, and at 27th and Willard.
3. Timed flashing yellow lights attached to school speed signs in school zones.
4. Additional traffic control at 27th/Washington (Task force is aware that the City is working on improvements to Lake Road and would like to work with the City during the planning process).
5. Change Willard to a one-way street (west bound).
6. Walking stripe on Madison.
7. Restricted parking on 27th Ave during school hours.
8. Speed hump in front of school, with curb extensions. - raised X walk
9. Sidewalks on Madison from 33rd Ave to West end.
10. Sidewalks on Madison from 31st Ave to West end.

ITEMS ACCOMPLISHED

1. Use of Speed Monitoring Awareness Radar Trailer (SMART).
2. Requested use of overhead street banner (SLOW DOWN) in front of school.
3. Established safe walking routes with assistance from DARE Officer (Steve Moist), school PTO, and school advisory committee.

NEXT STEPS

The next step in the process is for the City to do further engineering work to determine:

- Which projects meet traffic engineering standards
- Preliminary cost estimates
- Gantt chart time frames

Status of Pedestrian Safety Studies

Milwaukie Elementary School

Study completed. Report to Traffic Safety Commission in March.

Hector Campbell Elementary School

Preliminary Report to be reviewed by Campbell Pedestrian Safety Task Force at March 26 meeting. Report to Traffic Safety Commission in April.

Linwood

The Appointed Advisory Committee conducted a survey of parents. A first draft report, based upon the survey's results, has been prepared and is awaiting school advisory committee review. Comments are expected March 15th. Report to Traffic Safety Commission expected in April.

Lewelling

The principal has drafted a survey to parents. It will go out after Spring Break. Results are expected in late March. Report to Traffic Safety Commission will be in April or May.



Milwaukie Traffic Safety Commission

School Trip Safety Program Final Report

presented to

Milwaukie City Council

In January, 1995, the Milwaukie City Council issued resolution 3-1995 directing the Milwaukie Traffic Safety Commission to develop a recommended school trip safety program. The MTSC enthusiastically accepted this charge, and this report summarizes our work the past sixteen months of activities.

Charge: Develop a recommended school trip safety program for pedestrian students, drawing from available community resources to represent and address each elementary school

Each member of the MTSC was liaison to one or more of the city elementary schools. The MTSC member and school alignments were:

| | | |
|----------------|---|-------------------------------|
| Susan Stone | - | Ardenwald and Hector-Campbell |
| Nancy Anderson | - | Milwaukie and St. John's |
| Julie Wisner | - | Lewelling |
| Dick Baker | - | Linwood |

Most schools, except Linwood and St. John's, chose the task force route to address issues. The task force membership included teachers, school staff, parents, and concerned neighbors and citizens. Linda Mullen, Neighborhood Services Coordinator, was primary coordinator of, and moderator for, task force activities. As each task force began its work, the ideas from previous task forces' efforts were offered and incorporated where appropriate.

St. John's did not respond to numerous offers of assistance from both MTSC members and city staff. Linwood school staff chose to generate a survey that was sent to all parents.

Timeframe: Twelve months.

The MTSC began its efforts immediately, but experienced some lag time in getting school participation and task forces created. Also, the schools and task forces were inactive during the summer months. One MTSC member could not participate because Hector Campbell chose to meet during the work day and the member was not able to attend

COMMUNITY DEVELOPMENT • PUBLIC WORKS

ARTHUR JOHNSON CREEK BEVE

MILWAUKIE, OREGON 97122

PHONE (503) 786-7600 • FAX (503) 774-5236

Recommendations: Each of the schools that were represented by a task force have prepared a final report to MTSC, which has been or will be forwarded to the City Council. In addition to the recommendations from each task force's final report, MTSC makes the following comments and recommendations.

Ardenwald

- The Ardenwald report has been presented to both MTSC and City Council. MTSC strongly supports all items in the task force final report.

Milwaukie

- Flashing yellow beacon with timers on the "Speed 20 MPH" signposts, in both directions, would be an excellent traffic control/improvement at 27th and Washington. This addition would also benefit St. John's Elementary
- A raised cross-walk in front of the school may be an alternative to the speed hump and curb extensions recommended by the task force.

St. John's

- Did not respond to numerous offers of assistance from both MTSC members and city staff.

Linwood

- Rather than develop a task force, chose to develop a survey that was sent to all parents. The MTSC strongly supports all items in the report entitled "Information for the City of Milwaukie".

Lewelling

- Task force not active yet. Only one meeting was scheduled, at which one parent and the MTSC member were present. The one parent expressed an interest in generating support within the school, but no further action has occurred.

Hector-Campbell

- The MTSC strongly supports all items in the task force final report.

In addition to the traffic control and safety measures identified in each report, the MTSC considers the following, in order of preference, to be the most important for installation at each school. In prioritizing this list, the MTSC has considered the installation or implementation times and cost impacts of each of these measures in tandem with the degree of increased safety offered by each.

1. Each school administration should continue or commence efforts to enlist adult crossing guards for areas outside the visibility of the school grounds.
2. Each school administration and Parent Teacher Organization should continue its efforts toward student and parent education of safe walking routes and proper use of designated cross-walks.
3. Flashing yellow-beacons with timers on the "Speed 20 MPH" signposts.
4. Speed humps, where feasible.
5. Raised and striped cross-walks, where feasible.
6. Bright yellow-green school zone signs, immediately upon approval and availability from Federal Highway Administration, which is now estimated to be the end of 1997.
7. Sidewalks in areas where the city can work with homeowners for most impact and least cost.

8. The MTSC will draft a letter to Tri-Met, North Clackamas School District, and the contract bus company, reminding them of their role in protecting our city's future - the children of Milwaukie - by practicing their safe driving skills in our neighborhoods and obeying all posted speed signs.

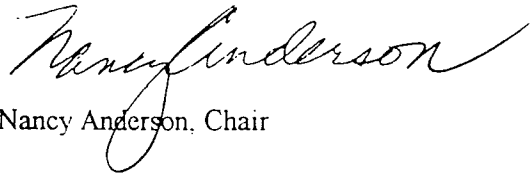
9. MTSC will continue to be available to all Milwaukie schools to assist in addressing related issues.

The MTSC strongly supports the City of Milwaukie budgeting for a Neighborhood Traffic Management Program to assist with implementation of traffic calming measures as part of the School Trip Safety Program recommendations.

The MTSC recognizes that the Transportation System Plan is a regional effort for long range planning, and believes it should not negatively impact the School Trip Safety Program by delaying the installation and implementation of these recommendations.

In summary, the MTSC has actively met the challenge of City Council to work with the community schools to make our streets safer and our city more livable.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Nancy Anderson". The signature is written in black ink and is positioned above the printed name.

Nancy Anderson, Chair



"Highway Excellence—100 Years and Beyond"
1893 FHWA 1993

Thank you for your past interest in the use of fluorescent yellow green warning signs.

The attached Federal Register is forwarded for your information. We encourage you to submit your comments directly to the FHWA Docket Room (see ADDRESSES portion of docket).

A time extension has been granted for public comments, extending the comment period until February 15, 1997.

Thank you.

Cherie L. Kittle
Transportation Specialist
(202) 366-2188

RECEIVED

SEP 09 1996

PUBLIC WORKS

Federal Register

Friday
June 7, 1996

Part III

Department of Transportation

Federal Highway Administration

23 CFR Part 655

National Standards for Traffic Control
Devices; Revision of the Manual on
Uniform Traffic Control Devices;
Pedestrian, Bicycle, and School Warning
Signs; Proposed Rule

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 655

[FHWA Docket No. 96-9]

RIN 2125-AD89

National Standards for Traffic Control Devices; Revision of the Manual on Uniform Traffic Control Devices; Pedestrian, Bicycle, and School Warning Signs

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of proposed amendment to the Manual on Uniform Traffic Control Devices (MUTCD); request for comments.

SUMMARY: The MUTCD is incorporated by reference in 23 CFR part 655, subpart F, and recognized as the national standard for traffic control on all public roads. After the current 1988 Edition of the MUTCD was published, a decision was made by the FHWA on January 6, 1988, at 53 FR 236, to postpone rulemaking on all requests for revisions to the MUTCD except those changes which would significantly impact safety. The FHWA announced its intent to rewrite and reformat the MUTCD on January 10, 1992, at 57 FR 1134. This effort is still underway and as work progresses, many changes and modifications are being proposed. The FHWA is inviting comments on a proposed change to the MUTCD which would assign the color fluorescent yellow green as an optional color for pedestrian, bicycle, and school warning signs.

DATES: Submit comments on or before October 7, 1996.

ADDRESSES: Submit written, signed comments to FHWA Docket No. 96-9, Federal Highway Administration, Room 4232, HCC-10, 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard.

FOR FURTHER INFORMATION CONTACT: For information regarding this notice of proposed amendment contact Mr. Ernest Huckaby, Office of Highway Safety, Room 3416, (202) 366-9064, or Mr. Raymond Cuprill, Office of Chief Counsel, Room 4217, (202) 366-0834, Department of Transportation, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590.

Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday except Federal holidays.

SUPPLEMENTARY INFORMATION: The MUTCD is available for inspection and copying as prescribed in 49 CFR Part 7, appendix D. It may be purchased for \$44.00 from the Superintendent of Documents, U. S. Government Printing Office, Washington, DC 20402. Stock No. 050-001-00308-2.

The FHWA both receives and initiates requests for amendments to the MUTCD. Each request is assigned an identification number which indicates, by Roman numeral, the organizational part of the MUTCD affected and, by Arabic numeral, the order in which the request was received.

This notice is being initiated by the FHWA to provide an opportunity for comment on the desirability of the proposed amendment to the MUTCD. Based on comments submitted in response to this notice and upon its own experience, the FHWA will issue a final rule concerning this request.

Background*Request I-16(C)—Fluorescent Strong Yellow Green Signs*

The FHWA is exploring new technology to improve transportation safety and the effectiveness of traffic control devices. The FHWA is working to reduce the number of pedestrian and bicycle accidents through the use of the new color called fluorescent yellow green, formerly called strong yellow green in the MUTCD. The word "fluorescent" more accurately describes the nature of the proposed color. Fluorescent colors not only reflect light, as do nonfluorescent colors, but they also emit additional light. For this reason, fluorescent colors appear brighter than similar nonfluorescent colors. A fluorescent yellow green sign will stand out from its background, commanding the attention of drivers approaching school zones and pedestrian and bicycle crossings. This color is one of four unassigned colors contained in the MUTCD for use on highways.

Studies

The FHWA has initiated and completed two studies with the use of fluorescent yellow green signs—a pilot study in conjunction with the National Park Service and a nationwide study. Copies of the final reports from the pilot study and the 24 participants in the nationwide study are available for review in FHWA Docket No. 96-9 in the FHWA Docket Room at the address listed above. In early 1992, an FHWA

pilot study was completed by the National Park Service which examined the effects of fluorescent yellow green crossing signs on motorist behavior at five pedestrian and bicycle crossings in the Washington, D.C. area. The scope of this study included before and after observations at five sites on the George Washington and Rock Creek Parkways, where the new crossing signs were installed, and at one comparison site where no changes were made. The pilot study was limited in scope to recreational crossings. While the results were positive, further studies were recommended to examine the effectiveness of the sign in other States and under other crossing conditions, such as, nonrecreational use and school crossings.

In early 1993, the FHWA conducted a nationwide study to evaluate the fluorescent yellow green on school, as well as pedestrian and bicycle, crossing signs. A total of 57 jurisdictions were given permission to participate in the study. Guidance was provided for evaluation design and site selection criteria. Field observations consisted of behavioral data used to measure motorist, pedestrian, and bicyclist actions, and volume counts used to provide a measure of exposure. In addition to collecting behavior data and volume counts, speed data was also collected to determine if the new crossing signs had an effect on the speed profile. Public opinion surveys were also distributed randomly to persons who traveled through the study area and to staff members and parents in schools which were a part of the study.

Of the 57 original jurisdictions, 24 of the participants responded with final report recommendations. Two major issues were mentioned concerning the adoption of fluorescent yellow green. The first issue involved the cost of the fluorescent yellow green sheeting material. This material costs more than one and a half times as much as the High Intensity sign material. A gradual phase-in is recommended as part of routine maintenance in view of the cost and number of replacements necessary. Another major issue is that the novelty effect may wear off and over time the fluorescent yellow green signs may be regarded as the standard yellow signs are now.

Overall evaluation results showed that the fluorescent yellow green signs had only marginal effects in improving the behavior of motorists. At the few sites where the number of motorists slowing or stopping for pedestrians or bicyclists did increase, the amount of increase was not significant. The fluorescent yellow green signs had little

or no noticeable effect on the speed of motor vehicles. The greatest impact from the study was found in the public opinion surveys. Survey comments indicated a positive response to the new signs. It was evident from the survey results that the signs were very effective in getting the attention of motorists. Many people felt the fluorescent yellow green signs would increase pedestrian safety.

Proposed Change to MUTCD

Although the evaluation data showed only marginal effects in improving the behavior of motorists, the FHWA's review and examination of the studies and public surveys described above appear to indicate that this new color warning sign would improve the conspicuity of the sign message and is very effective in getting the attention of motorists during daylight conditions. The FHWA proposes to adopt the fluorescent yellow green as an optional color for Pedestrian Crossing Sign (W11-2), Bicycle Crossing Sign (W11-1), School Advance Sign (S1-1), School Crossing Sign (S2-1), and School Bus Stop Ahead Sign (S3-1). If a State or local highway agency elects to use the fluorescent yellow green signs at these specified locations, the FHWA recommends that a systematic approach be used to install these signs. For example, if a specific school area is identified as a candidate for fluorescent yellow green, then all school signs installed in that immediate area should be fluorescent yellow green. The mixing of standard yellow and fluorescent yellow green within a selected site area should be avoided.

The Commission Internationale de l'Eclairage (CIE) (English: International Commission on Illumination) chromaticity coordinates (x,y), defining the corners of the Fluorescent Yellow Green daytime color region, are as follows:

| x | y |
|-------|-------|
| 0.387 | 0.610 |
| 0.460 | 0.540 |
| 0.421 | 0.486 |
| 0.368 | 0.539 |

These four pairs of chromaticity coordinates determine the acceptable color in terms of the CIE 1931 Standard Colorimetric System (2 degree standard observer) measured with CIE Standard Illuminant D65 in accordance with

ASTM E991. In addition, the color shall be fluorescent, as determined by ASTM E1247.

The chromaticity limits given above supersede the color Brilliant Yellow Green, issued by the National Joint Committee on Uniform Traffic Control Devices in May 1969, which is no longer applicable.

Rulemaking Analyses and Notices

Executive Order 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures

The FHWA has determined that this action is not a significant regulatory action within the meaning of Executive Order 12866 or significant within the meaning of Department of Transportation regulatory policies and procedures. It is anticipated that the economic impact of this rulemaking would be minimal. The change proposed in this notice provides additional guidance, clarification, and optional applications for traffic control devices. The FHWA expects that application uniformity will improve at little additional expense to public agencies or the motoring public. Therefore, a full regulatory evaluation is not required.

Regulatory Flexibility Act

In compliance with the Regulatory Flexibility Act (Pub. L. 96-354, 5 U.S.C. 601-612), the FHWA has evaluated the effects of this proposed action on small entities, including small governments. This notice of proposed rulemaking adds some alternative traffic control devices and only a very limited number of new or changed requirements. Based on this evaluation, the FHWA hereby certifies that this action would not have a significant economic impact on a substantial number of small entities.

Executive Order 12612 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that this action would not have sufficient federalism implications to warrant the preparation of a federalism assessment. The MUTCD is incorporated by reference in 23 CFR part 655, subpart F, which requires that changes to the national standards issued by the FHWA shall be adopted by the States or other Federal agencies within two years of

issuance. The proposed amendment is in keeping with the Secretary of Transportation's authority under 23 U.S.C. 109(d), 315, and 402(a) to promulgate uniform guidelines to promote the safe and efficient use of the highway. To the extent that this amendment would override any existing State requirements regarding traffic control devices, it does so in the interests of national uniformity.

Executive Order 12372 (Intergovernmental Review)

Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.

Paperwork Reduction Act

This action does not contain a collection of information requirement for purposes of the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 *et seq.*

National Environmental Policy Act

The agency has analyzed this action for the purpose of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*) and has determined that this action would not have any effect on the quality of the environment.

Regulation Identification Number

A regulation identification number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

List of Subjects in 23 CFR Part 655

Design standards, Grant programs—transportation, Highways and roads, Incorporation by reference, Signs, Traffic regulations.

(23 U.S.C. 109(d), 114(a), 315, and 402(a); 23 CFR 1.32, 655.601, 655.602, and 655.603; 49 CFR 1.48)

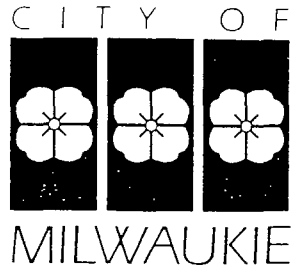
Issued on: May 28, 1996.

Rodney E. Slater,

Federal Highway Administrator.

{FR Doc. 96-14261 Filed 6-06-96; 8:45 am}

BILLING CODE 4910-22-P



Pedestrian Safety is Goal Near Schools

It's back-to-school time. Amid the reminders to drive carefully near school zones, Milwaukie parents will be happy to learn of a program the city has undertaken with local elementary schools to improve pedestrian safety near school zones.

Over a year ago, the city, joined with community members to launch the School Trip Safety program. Volunteer parents and concerned neighbors from Ardenwald, Campbell, Linwood and Milwaukie elementary schools convened to study safety problems and to make recommendations for safety improvements

The low-budget items were included in the city's Public Works Department summer work schedule. The items below have been completed. The more expensive projects will under-go engineering and cost-estimate studies. Because the city's construction funds are limited, a funding plan needs to be identified. The City Council will consider ideas later this year.

Projects Completed

Ardenwald

- Installed "Strong Yellow Green" school zone and crosswalk signs on 32nd Ave.
- Installed flashing yellow beacons on 32nd Ave.
- Painted a "safe walking path" on Wake Street.
- Conducted a Police Department safety program for all students.

Hector Campbell

- Installed new crosswalk at the intersection of Home and Park.
- Installed new pedestrian crossing signs along Home near Park.
- Posted new "End School Zone" signs on Railroad Ave.
- Painted a new crosswalk on 46th near Washington St.
- Painted two 8 foot "SCHOOL" signs on Home to raise driver awareness of school zones.
- Conducted code enforcement to encourage home owners to prune shrubs limiting visibility of students and street signs.

Linwood

- Painted two 8 foot "SCHOOL" signs on Linwood Ave. to raise driver awareness of school zones.

Posted "End School Zone" signs on Linwood Ave.
Alerted School District of need to trim shrubs covering signs near the school.

Milwaukie Elementary

Painted six 8 foot "SCHOOL" signs on Lake Rd., Washington, and 27th Ave. to raise driver awareness of school zones.

Conducted code enforcement to encourage home owners to prune shrubs limiting visibility of students and street signs.

Posted "End School Zone" signs on Lake Rd.

Alerted School District of need to trim shrubs covering signs near the school.

Relocated a cross walk at Lake and Willard to match where kids actually cross the street.

You are encouraged to do your part:

Always drive the speed limit.

Watch for kids near school zones.

Keep trees pruned to maintain a driver's ability to read street signs or see pedestrians.

For more information, call Linda Mullen at 786-7545, or Rafael Cruz at 786-7608.

THE MILWAUKIE NEIGHBORHOOD SPEED WATCH PROGRAM



Speeding drivers on residential streets is one of the most common complaints received by the City of Milwaukee. The City's new **NEIGHBORHOOD SPEED WATCH PROGRAM** encourages neighborhood residents to become involved in addressing this problem.

NEIGHBORHOOD SPEED WATCH is a public awareness program in which concerned citizens can take an active role in solving the problem of speeders in their own neighborhoods. City residents record speeds and license numbers of cars traveling in excess of speed designations on neighborhood streets. Notification is sent from the City to the registered owners of those vehicles.

Often, drivers who speed through neighborhoods are unaware of the effect their actions have on the peace and safety of neighborhood streets. Notification from the City encourages drivers to slow down.

HOW THE MILWAUKIE SPEED WATCH PROGRAM WORKS

1. Citizens who wish to take part in this program notify the Engineering Department by phone or letter, expressing their interest in initiating a **NEIGHBORHOOD SPEED WATCH PROGRAM** in their neighborhood. **SPEED WATCH** efforts can be conducted on streets classified as "Local Service" streets and "Collector" streets.
2. The Engineering Department schedules the **SPEED WATCH** projects on a first-come first-served basis.
3. Approximately two days before the **SPEED WATCH** begins, a flyer from the citizen group is distributed throughout the neighborhood explaining the program and asking for cooperation in making it a success.
4. Citizens agreeing to participate in the program are briefed on the requirements expected of them. They are instructed in the use of radar equipment, proper data collection and appropriate behavior while conducting data collection. A radar unit is loaned out to the citizens.
5. Residents schedule data collection during the times they feel speeding to be at its worst. One person in the group is responsible for operating the radar unit. Another records the required vehicle information on a "Speeding Vehicle Report" form.
6. Once all data collection is complete, the neighborhood residents return the radar unit to the Engineering Department, along with all completed Speeding Vehicle Report forms.
7. License numbers of vehicles found to be speeding excessively are sent through the Department of Motor Vehicles' database and a list of registered owners and their addresses is compiled. The official description of the vehicle (received from DMV) will be cross-checked with the description of the vehicle given by the citizens.
8. A letter from the Traffic Division is then sent to the registered owners of all matched vehicles. The letter advises them of the observed violation and asks them to encourage drivers of their vehicles to drive at or below the residential speed when traveling on neighborhood street.

The **NEIGHBORHOOD SPEED WATCH PROGRAM** encourages safe and prudent driving by motorists traveling on neighborhood streets.

If you are interested in participating in the **NEIGHBORHOOD SPEED WATCH PROGRAM** or have questions, call the Engineering Department at 786-7600.

PLEASE NOTE

This is a Public Awareness Program. The purpose is to inform speeding drivers of the neighborhood's concern for speeding. Registered owners of vehicles found speeding are not fined and no violation is cited on their driving record.



PUBLIC WORKS DEPARTMENT

6101 S.E. JOHNSON CREEK BLVD.
MILWAUKIE, OREGON 97206
PHONE (503) 786-7600
FAX: (503) 774-8236

THE MILWAUKIE NEIGHBORHOOD SPEED WATCH PROGRAM



A PUBLIC AWARENESS PROGRAM

CITY OF MILWAUKIE
CITY COUNCIL AGENDA
SEPTEMBER 17, 1996

MILWAUKIE CITY HALL
10722 SE Main Street

1751st MEETING

WORK SESSION

- 5:00 - Council Information Sharing
- 5:30 - Furnberg Park Master Plan (Diane Campbell)
- 6:15 - Fire Issues (Mike Swanson)

REGULAR SESSION

7:00 p.m.

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

- II. **PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**
 - A. **National Disability Employment Awareness Month -- Proclamation**
 - B. **Women in Construction Week -- Proclamation**
 - C. **School Trip Safety Plan Update (Dave Wheaton)**

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

City Council Minutes of September 3, 1996

- 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.)*

None scheduled.

- 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. **Addendum to Memo of Understanding with Clackamas County Fire District #1 for Fire Prevention Services (Mike Swanson)**
- B. **Model Bylaws Review**
 - 1. **Historic Resources Commission (Maggie Collins)**
 - 2. **Library Board (Charlene Richards)**
- C. **Sara Hite Memorial Rose Garden Master Plan (Charlene Richards)**
- D. **Personal Services Contract Amendment, Tashman Johnson, LLC (Maggie Collins)**

- VII. **INFORMATION**
South/North Safety and Security Task Force Scope of Work

- VIII. **ADJOURNMENT**

EXECUTIVE SESSION

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

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



**NORTH
CLACKAMAS
PARKS & RECREATION
DISTRICT**

MEMO

TO: City of Milwaukie City Council
FROM: Diane Kean Campbell, NCPRD
DATE: September 6, 1996
SUBJECT: FURNBERG PARK MASTER PLAN

Diane Kean Campbell

Upon the request of the City of Milwaukie City Council and the City Parks and Recreation Board, the North Clackamas Parks and Recreation District began the master planning process for the improvements to Furnberg Park.

In May of 1996, a citizen selection panel chose the landscape architecture firm, Walker and Macy to master plan the park. Upon their selection, a citizen involvement process commenced. Four public master planning meetings were held. The meetings were designed to solicit input about what improvements the citizens would like to see at Furnberg Park.

In addition to the input we received from the neighbors surrounding the park, we also involved the Linwood Neighborhood District Association and the Parks and Recreation Board in the master planning process. Our last two public meetings were held in conjunction with the Linwood NDA monthly meetings. The Linwood NDA Land Use Committee has formally approved the master plan. (A letter formalizing their support is attached.)

As a result of the public master planning meetings, the master plan includes enhancements to the existing wetland, a boardwalk around the wetland, a new play structure focusing on children ages 1 - 7, an asphalt path that connects to the boardwalk, bollards around the cul-de-sac to restrict vehicle entrance into the wetland, two parking spaces (one wheelchair accessible), benches, picnic tables, a concrete pad for the portable toilet used in the summer months, and replacement of existing cottonwood trees with new trees that do not pose a safety hazard.

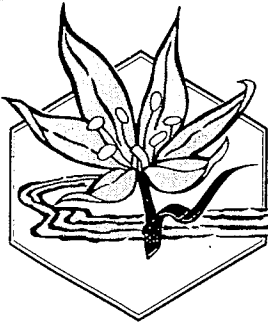
The Parks District is currently working with the City of Milwaukie Planning staff to gain approval of the Community Service Overlay Zone application and the Natural Resources Overlay Zone application.

A copy of the proposed master plan for Furnberg Park is attached with this memo. The Parks District looks forward to meeting with City Council and the Parks and Recreation Board to discuss the improvements to the park at the work session on September 17th.

DKC

cc: City of Milwaukie Parks and Recreation Board
Thom Kaffun, Park Services Manager, Staff Liaison to the City of Milwaukie
Mike Zilis, Walker and Macy
Laura Herbon, Walker and Macy

f:\planning\furnberg\encilmem.doc



**NORTH
CLACKAMAS**
PARKS & RECREATION
DISTRICT

August 6, 1996

Linwood Neighborhood District Association
Land Use Committee
C/O Tracy Cook
5651 SE Harlene
Milwaukie, OR 97222

Linwood NDA Land Use Committee:

At the July 25, 1996, Linwood NDA meeting, the final schematic design for Furnberg Park was presented to the association and citizens who live near the park.

The design included enhancements to the existing wetland, a boardwalk around the wetland, a new play structure focusing on children ages 1 - 7, an asphalt path that connects to the boardwalk, bollards around the cul-de-sac to restrict vehicle entrance into the wetland, two parking spaces (one wheelchair accessible), benches, picnic tables, a concrete pad for the portable toilet used in the summer months, and replacement of existing cottonwood trees with new trees that do not pose a safety hazard.

The citizens who attended this meeting approved the schematic design. They were informed that if agency approval necessitates significant changes to the design, that these changes will be brought before the citizens for their approval.

The North Clackamas Parks and Recreation District is seeking the Linwood NDA Land Use Committee's approval of the schematic design presented at the July 25, 1996, meeting. Signing below will indicate the Land Use Committee's approval of the final design.

Sincerely,

Diane Kean Campbell

Diane Kean Campbell
Project Manager

COMMENTS:

SIGNATURES:

P. R. Katz - CO CHAIR LAND USE
B. Schwartz

Tracy L. Cook
de Chair

Landy Bels



MEMORANDUM

To: Council Packet Recipients
From: Pat DuVal, City Recorder *pat*
Subject: September 17, 1996, Agenda Packet Material
Date: September 12, 1996

Information Only

The attached inspection data is for the September 17 **fire issues** work session.

NUMBER OF INSPECTIONS PERFORMED DURING 1991-1996

Milwaukie

Clackamas

1991

67 inspections
14 plans reviews
3 pre-applications
9 fire investigations

1991

1307 inspections
341 plan reviews
57 plan reviews
73 fire investigations

1992

480 inspections
165 plan reviews
29 pre-applications
64 fire investigations
18 fire hazard complaints

1992

1447 inspections
361 plan reviews
46 pre-applications
88 investigations
58 fire hazard complaints

1993

975 inspections
178 plan reviews
34 pre-applications
24 fire investigations
21 fire hazard complaints

1993

1504 inspections
450 plan reviews
106 pre-applications
78 fire investigations
23 fire hazard complaints

1994

515 inspections
74 plan reviews
14 pre-applications
30 fire investigations
9 fire hazard complaints

1994

1574 inspections
638 plan reviews
57 pre-applications
185 fire investigations
42 fire hazard complaints

1995

433 inspections
54 plan reviews
4 pre-applications
24 fire investigations
14 fire hazard complaints

1996 (Jan - Jun)

191 inspections
39 plan reviews
9 pre-applications
13 fire investigations
3 fire hazard complaints

1995

1926 inspections
601 plan reviews
81 pre-applications
108 fire investigations
50 fire hazard complaints

1996 (Jan - Jun)

1000 inspections
189 plan reviews
28 pre-applications
55 fire investigations
14 fire hazard complaints

PROCLAMATION

WHEREAS, 20 percent of the population of the United States of America is comprised of people with disabilities; and

WHEREAS, current studies place unemployment among the country's population of people with disabilities at more than 70 percent; and

WHEREAS, more than two-thirds of adults with disabilities in this country desire to work but cannot find employment; and

WHEREAS, the Americans with Disabilities Act provided civil rights protection for America's 49,000,000 persons with disabilities; and

WHEREAS, America's shrinking labor force requires employers to utilize untapped human resources, such as persons with disabilities;

NOW, THEREFORE, I, Craig J. Lomnicki, Mayor of the City of Milwaukie, Oregon, do hereby proclaim that the month of October 1996 is designated as

DISABILITY EMPLOYMENT AWARENESS MONTH

and call upon the residents of the City of Milwaukie to observe the month by learning about people with disabilities, their strengths and abilities and the programs which serve their needs.

IN WITNESS WHEREOF, I have hereunto set my hand this _____ day of September 1996.

ATTEST:

Pat DuVal,
City Recorder

Craig Lomnicki, Mayor
City of Milwaukie

PROCLAMATION

WHEREAS, the National Association of Women in Construction (NAWIC) was founded in 1953 by 16 women in Fort Worth, Texas. Today over 6,500 women who are employed in the construction industry or related fields belong to NAWIC; and

WHEREAS, the objective of NAWIC is to unite women actively employed in all phases of the construction industry, promoting fellowship, goodwill, cooperation and better understanding between them; and to promote education and service to the industry, as well as to serve the local community through donations of both funds and services to various special community service projects in the Milwaukie and Portland area; and

WHEREAS, the Portland Chapter supports national and local scholarship funds encouraging young men and women to enter the construction industry, with Portland Chapter scholarships being awarded locally this year to students from Clackamas Community College; and

WHEREAS, the Portland Chapter also joins with the other chapters of NAWIC in encouraging young people to consider the importance of the construction industry through building competition at the grade school level in "Block Kids" Competition, and at the High School level through a Drafting Competition; and

WHEREAS, the Portland Chapter of the National Association of Women in Construction will commemorate the founding of their organization the week of September 16 - 22, 1996.

NOW, THEREFORE, I, Craig J. Lomnicki, Mayor of the City of Milwaukie, Oregon, do hereby proclaim September 16 - 22, 1996, to be

WOMEN IN CONSTRUCTION WEEK

in Milwaukie, Oregon, in recognition of NAWIC'S vital role in supporting the people who are literally building our future.

IN WITNESS WHEREOF, I have hereunto set my hand this _____ day of September 1996.

ATTEST:

Pat DuVal,
City Recorder

Craig Lomnicki, Mayor
City of Milwaukie

SCHOOL TRIP SAFETY PROGRAM UPDATE



Objectives

- Improve pedestrian safety near school zones
- Consistent with other programs
- Implement a School Trip Safety Program in the City of Milwaukee



Background

- Implemented 32nd Ave. improvements
- Traffic Safety Commission directed to complete pedestrian safety studies for elementary schools
- City has taken lead in improving safety with help from the School District
- Pedestrian Safety Studies



Involvement

- Police Department
- Engineering
- School Administration
- Parents
- Traffic Safety & Transp. Board
- City Council
- Neighborhood Associations



Consistent with Programs

- Neighborhood Speed Watch
- Transportation System Plan
- Traffic Management
- Street Improvements
- Regional Programs
- South - North Light Rail



Accomplishments to date

- Strong Yellow Green Signs at 32nd
- Crossing Guards at 32nd Ave.
- Walking path at Wake St.
- "SCHOOL" Pavement Markings
- New Crosswalks near school zone
- Encourage better Sign Visibility
- Identified School Zone Limits
- Increased Enforcement



Where are we going?

- Needs Identified
- Map of trip to school
- Include in CIP & Develop Funding Plan
- Route improvements or traffic control measures
- Implement route improvements
- Periodic evaluation



Proposed Improvements

- Replace existing signs with Strong Yellow Green signs
- Improve intersection crossings
- Build new sidewalks
- Budget for Flashing Yellow Signals
- Implement Traffic Management



Recommendation

- Support School Trip Safety Program and Proposed Improvement Plan which is consistent with other local and regional programs.



Summary

- Improve Safety near schools
- Implement the Improvement Plan throughout the City
- Integrate with other city and regional programs and projects





MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Dave Wheaton, Public Works Director
Linda Mullen, Neighborhood Services Coordinator

THROUGH: Dan R. Bartlett, City Manager

RE: School Pedestrian Safety Studies

DATE: May 21, 1996

ACTION REQUESTED

Accept the Milwaukie, Campbell, and Linwood elementary school Pedestrian Safety Study Reports, with Traffic Safety Commission's comments.

BACKGROUND

With Resolution 3 - 1995, Council directed the Traffic Safety Commission to complete pedestrian safety studies for each elementary school in Milwaukie. The Ardenwald project was finished about a year ago, and studies began at Milwaukie, Campbell and Linwood in the Fall. The Lewelling survey results are still being tabulated, and are not yet finalized into a report for the Traffic Safety Commission.

Study methodology varied. For example, parents from Milwaukie and Campbell elementary schools met on a regular basis to identify safety concerns and potential solutions. The principals from Linwood and Lewelling worked with their advisory committees to implement surveys which they sent home to parents. The volunteers from each school dedicated a lot of time and energy to these reports, and are anxious to see their ideas implemented. Each report (attached) gives specific background information, recommendations, and next steps.

**Hector Campbell Elementary Pedestrian Safety Task Force
Final Report
to
Milwaukie Traffic Safety Commission
April 8, 1996**

INTRODUCTION

The Hector Campbell Pedestrian safety task Force is a working sub-group of the Traffic Safety Commission. Its purpose is to advise the Milwaukie City Council on ways to improve pedestrian safety in the Hector Campbell school zone. This is the final report of recommended improvements for pedestrian safety near the school, as directed in City Council Resolution No. 3-1995.

Members of the Hector Campbell Pedestrian Safety Task Force have participated in a series of meetings since November to prioritize their safety concerns and recommendations.

Members of the Task Force include:

Roger Capps
George Durey
Valori Fletcher
Pauline Nelson
Tom Petchell - Spokesperson
Shaun Spencer

The representative from Traffic Safety Commission is Susan Stone.

SUMMARY OF THE PROCESS

The group began by identifying physical areas of concern or other safety issues near the school. In general, these included:

- Monroe Street
- Home Street
- Park Street
- Crossing 42nd
- Site obstructions

The group looked at issues specific to location and also categorized them by type of problem. They then grouped them according to cost and time before beginning their final prioritization.

AREAS OF CONCERN:

Monroe Street

The street in general (narrow, high speeds, limited sidewalks)
Intersection of Home and Monroe - drainage also a problem
Intersection of 47th and Monroe (no cross walk or stop signs)

Home Street - from Railroad to hill

reduced sight distances and reaction times
crossing Home is a problem

Park St.

Speeds

The East/West streets between 37th and 42nd

They are narrow, kids play in them, cars go too fast on them

Harrison
Jackson
Monroe
Jefferson
Washington

Walkers from other side of Harrison (don't these kids take the bus?)

crossing 42nd
walking alone

47th St. just above the school

limited visibility and speeds
kids on bikes there, too

Visibility Issues:

40th and Washington
44th and Jackson

Good Things to capitalize on

Kids along Railroad must take bus

There is a walking path from Park, but it is in disrepair

Garrett Street has sidewalks almost the whole way

Ada St. has sidewalks which connect to Washington, 47th and Adams to the school.

There are some sidewalks on Monroe (37th to 42nd)

King Street bike paths

CONCERNS BY CATEGORY

Drainage

Home and Monroe
Park and Monroe

Signage

| | |
|-------------------|-------------------------------------|
| Jackson and 47th | No stop signs |
| 42nd and Franklin | School sign at Franklin not visible |
| 47th and Monroe | No stop signs or cross walk |

Lack of Sidewalks

King West of 42nd
Lewellyn
Franklin
Rail road

Site Obstructions

Jackson and 44th
Jackson and 42nd
Harrison and 47th
Park and 48th
Washington and 40th
47th, just above school

Solution

determine if right-of-way or private
property for abatement

Problematic Intersections

Home and Monroe (volume, speed, drainage)
any along 42nd

Problematic Streets

Monroe
narrow, high vehicle speeds, limited sidewalks
Home Street (from Railroad to hill)
reduced sight distances and reaction times
crossing Home is a problem
Park
Speeds

POTENTIAL SOLUTIONS

Drainage

Home and Monroe
Park and Home

Hook up to storm drain system

Signage

J and 47th
42nd and Franklin
standards/warrants)
47th and Monroe

Determine desired result
stop sign
cross walk

Lack of Sidewalks

King West of 42nd
Lewellyn
Franklin
Rail road

Install sidewalks
LID - cost to homeowner
Limit parking
create walking path

Site Obstructions

Jackson and 44th
Jackson and 42nd
Harrison and 47th
Park and 48th
Washington and 40th
47th, just above school

Determine if right-of-way or private
property for abatement
Limit parking (school)

Problematic Intersections

Home and Monroe
any along 42nd
Home and Park

Improve signage
Add cross walks
Consider curb extensions
Consider flashing yellows or other mechanism

Problematic Streets/Speeding

Monroe
Home Street
Park

SMART Trailer
Banner
speed humps
Sidewalks
Pilot article
Speedwatch program

Low Cost/Short Term

Project and Location:

Signage at Jackson and 47th
Signage at 42nd and Franklin
Signage at 47th and Monroe

Notes:

Traffic signs must meet engineering warrants
studies need to be done first

Clear sight obstructions from overgrown shrubs at:

Jackson and 44th
Jackson and 42nd
Jefferson and 42nd
Franklin and 42nd
Harrison and 47th
Park and 48th
Washington and 40th

Code Enforcement program can follow-up
after the final report

Reduce impact of sight obstructions

Limit parking on 47th, above school Impact to some homeowners

Reduce Speeding on:

Monroe
Home
Park

Speedwatch program

Training available through P Works

SMART Trailer

Banner

Pilot articles - public information

High Cost/Long Term

Project and Location:

Notes:

Drainage improvements at Home and Monroe and Park

Master plan in progress

Add sidewalks at:

King west of 42nd

Lewellyn Street

Franklin Street

Railroad

Lamplighter

This is currently a home-owner expense

unless other infrastructure improvements are made

Improve intersections

Home and Monroe

Any along 42nd Ave.

Home and Park

Each intersection will have different solutions
engineering studies required

possibilities:

flashing yellow beacons

cross walks

curb extensions

improve signage

Reduce Speeding on Streets

Home

Monroe

Park

Curb extensions

Speed humps - City doesn't have speed hump
"program"

Improve Visibility on Home

between Hunter and Park

Improve student drop-off and pick up area

RECOMMENDATIONS

The group wants to focus efforts in the following areas: 47th and Monroe, 42nd Avenue, and Home between Park and Monroe. The recommendations below are in priority order

- 1) Reduce Speeding on
 Monroe
 Home
Through public education efforts such as the banner and speed watch program.
- 2) Install crosswalk at 47th and Monroe
- 3) Improve Intersections with Flashing Yellow Beacons and/or curb extensions
 along 42nd
 Home and Park
- 4) Improve Signage
 Jackson and 47th
 47th and Monroe
 on Home
- 5) Tie: 5a) Clear Sight obstructions
 Jackson and 42nd
 Jackson and 44th
 Jefferson and 42nd
 Harrison and 47th
 Park and 48th
 5b) Reduce Speeding with curb extensions and/or speed humps
 on Home
 on Monroe
- 7) Improve the student drop-off and pick-up area in front of the school
- 8) Improve Drainage
 Home and Monroe
 Monroe and Park
- 9) Limit parking on 47th above school

NEXT STEPS

The City will do further engineering work to determine.
 Which projects meet traffic engineering standards
 Preliminary cost estimates
 Gantt chart time frames

Linwood Elementary Safety Survey

Information for the City of Milwaukie

Background Information

The Linwood School Advisory Committee conducted a survey of parents in January, and had 215 respond. The intent of the survey was to identify parental concerns and ideas regarding the safety of kids walking to and from school. The results of the survey were tallied by Principal Karen Lachman, and reviewed by the School Advisory Committee.

There are several safety issues raised by the survey results. The school is taking the lead to resolve some. The School Advisory Committee is forwarding these recommendations for the City to address.

Recommendations

- 1) Move the cross walk from its current location at the school driveway on Stanley to Stanley Park (at Harlow) where the students actually cross.
- 2) Install a mechanical device (i.e., flashing yellow beacons) and/or better safety signs on Linwood to alert traffic to slow down. *Please note:* the school has already worked with the Police Department to increase patrols on Linwood Avenue during student drop-off and pick-up times. This has been very successful when Police are present, but they can not be there every day.
- 3) Provide periodic clean-up of the Linwood bike path.
- 4) Install sidewalks on Stanley and Cedar Crest. Offer alternatives back to the Advisory Committee if funding is a problem.
- 5) Prune shrubs at end of school driveway on Stanley which currently limit visibility.

Next Steps

This report will be presented with other school pedestrian safety task force reports to the Traffic Safety Commission, and will then be forwarded to the City Council.

which projects meet engineering standards
preliminary cost estimates
Gantt chart time frames

**Milwaukie Elementary Pedestrian Safety Task Force
Final Report**

to

**Milwaukie Traffic Safety Commission
February 26, 1996**

INTRODUCTION

The Milwaukie Elementary Pedestrian Safety Task Force is a working sub-group of the Traffic Safety Commission. Its purpose is to advise the Milwaukie City Council on ways to improve pedestrian safety in the Milwaukie Elementary school zone. This is the final report of recommended improvements for pedestrian safety near Milwaukie Elementary School, as directed in City Council Resolution No. 3-1995.

Members of the Milwaukie Elementary Pedestrian Safety Task Force have participated in a series of meetings since October 1995 to prioritize their safety concerns in and around the school.

Members of the Task Force include:

Marla Andrew
Jerry Miller
Shirley Park
Melanie Phillips
Todd Sonflieth
Denise Wofford - Chairperson
Sandy Wright

Traffic Safety Commission was represented by Nancy Anderson.

SUMMARY OF THE PROCESS

The group began by identifying areas of concern near the school. In general, these included:

27th Avenue and its cross street Willard
Lake Road
Madison Street
Washington Street
The area immediately in front of the school.

In addition to physical locations, the task force has concerns about:

The speed and driving habits of high school drivers on Willard, 27th, Washington, and Lake Road
The tight bus schedules for school bus drivers, which may result in unsafe driving habits and student walking conditions

LIST OF PROBLEM AREAS

SE 27th Ave

SE 27th between Washington and Lake Road
includes hill and curve in front of school
includes intersection at Willard
Drainage is bad at 27th and Lake
Crosswalks at 27th Ave & Lake Road
High school traffic is bad during lunch periods and when school is dismissed
The driveway into Milwaukie Elementary School is narrow and shrubs impede visibility.

Cross Streets to 27th

No speed signs on Willard
Need more visible signs on Willard, 27th, Washington
Signs on Washington obscured by the trees

Lake Road

Kids walking west of 37th on Lake Road don't have sidewalks.
The area On Lake between 34th and 37th is especially dangerous.
Crosswalk At Lake Road & 27th Ave.

Madison

There are limited sidewalks on Madison
No stops at 30th or 32nd and Madison (or the entire neighborhood behind the school)
Traffic goes too fast in this neighborhood and it is an all-walking area
Parking on Madison and congestion during drop off and pick up of students

Other

There is concern about how light rail alignments will affect traffic near the school.
School bus drivers could improve driving habits
Concerns about proposed changes to Lake Road

POTENTIAL SOLUTIONS

Low Cost

Overhead banner/sign in front of school
Re-route Willard to one way
Use Smart Trailer at school
Use HS kids as crossing guards
Close Madison to any (morn.) traffic
Paint yard signs
Flags on speed signs
Flashing yellow lights
Add walking stripe on Madison
Sports people enter lot off Lake Rd.
Restrict parking on 27th during drop-off
Restrict parking on one area of 27th
Operate Speed Watch
Have crossing guards at 27th and Wash.
Stop sign at 30th and Madison
Define physical walking routes
Change bus routes or times

Short Term

SMART Trailer
HS sports people enter lot off Lake Rd.
Restrict parking on 27th during drop-off
Restrict parking on one area of 27th
Coordinate with HS peds walking thru MES
27th and Wash crossing guards
Operate speed watch
Flags on speed signs
Flashing yellows
Stop sign at 30th and Madison
Cross walk on Madison

High Cost

Speed humps on 27th
Curb extensions
 in front of school
 at 27th and Willard
Sidewalk on Madison
Walking overpass on 224
Overhanging, flashing yellow light at:
 27th and Washington
 27th and Lake
Traffic Control device at 27th/Lake
Traffic Control device at 27th/Wash
Cross walks on Madison
Turn Madison into cul de sac

Long Term

Speed Humps on 27th
Re-route traffic at 27th and Willard
Overhead sign at MES
Traffic control device at 27th/Lake
HS kids as crossing guards
Curb extensions
Sidewalks on Madison
Cul-de-sac on Madison

RECOMMENDATIONS

The group prioritized potential solutions, and agreed on the top projects they would like to pursue. These are listed below in priority order.

1. Install speed humps on 27th Avenue.
2. Install curb extensions on 27th Ave in front of the school, and at 27th and Willard.
3. Timed flashing yellow lights attached to school speed signs in school zones.
4. Additional traffic control at 27th/Washington (Task force is aware that the City is working on improvements to Lake Road and would like to work with the City during the planning process).
5. Change Willard to a one-way street (west bound).
6. Walking stripe on Madison.
7. Restricted parking on 27th Ave during school hours.
8. Speed hump in front of school, with curb extensions. - raised X walk
9. Sidewalks on Madison from 33rd Ave to West end.
10. Sidewalks on Madison from 31st Ave to West end.

ITEMS ACCOMPLISHED

1. Use of Speed Monitoring Awareness Radar Trailer (SMART).
2. Requested use of overhead street banner (SLOW DOWN) in front of school.
3. Established safe walking routes with assistance from DARE Officer (Steve Moist), school PTO, and school advisory committee.

NEXT STEPS

The next step in the process is for the City to do further engineering work to determine:

- Which projects meet traffic engineering standards
- Preliminary cost estimates
- Gantt chart time frames

Status of Pedestrian Safety Studies

Milwaukie Elementary School

Study completed. Report to Traffic Safety Commission in March.

Hector Campbell Elementary School

Preliminary Report to be reviewed by Campbell Pedestrian Safety Task Force at March 26 meeting. Report to Traffic Safety Commission in April.

Linwood

The Appointed Advisory Committee conducted a survey of parents. A first draft report, based upon the survey's results, has been prepared and is awaiting school advisory committee review. Comments are expected March 15th. Report to Traffic Safety Commission expected in April.

Lewelling

The principal has drafted a survey to parents. It will go out after Spring Break. Results are expected in late March. Report to Traffic Safety Commission will be in April or May.



Milwaukie Traffic Safety Commission

School Trip Safety Program Final Report

presented to

Milwaukie City Council

In January, 1995, the Milwaukie City Council issued resolution 3-1995 directing the Milwaukie Traffic Safety Commission to develop a recommended school trip safety program. The MTSC enthusiastically accepted this charge, and this report summarizes our work the past sixteen months of activities.

Charge: Develop a recommended school trip safety program for pedestrian students, drawing from available community resources to represent and address each elementary school

Each member of the MTSC was liaison to one or more of the city elementary schools. The MTSC member and school alignments were:

| | | |
|----------------|---|-------------------------------|
| Susan Stone | - | Ardenwald and Hector-Campbell |
| Nancy Anderson | - | Milwaukie and St. John's |
| Julie Wisner | - | Lewelling |
| Dick Baker | - | Linwood |

Most schools, except Linwood and St. John's, chose the task force route to address issues. The task force membership included teachers, school staff, parents, and concerned neighbors and citizens. Linda Mullen, Neighborhood Services Coordinator, was primary coordinator of, and moderator for, task force activities. As each task force began its work, the ideas from previous task forces' efforts were offered and incorporated where appropriate.

St. John's did not respond to numerous offers of assistance from both MTSC members and city staff. Linwood school staff chose to generate a survey that was sent to all parents.

Timeframe: Twelve months.

The MTSC began its efforts immediately, but experienced some lag time in getting school participation and task forces created. Also, the schools and task forces were inactive during the summer months. One MTSC member could not participate because Hector Campbell chose to meet during the work day and the member was not able to attend

COMMUNITY DEVELOPMENT • PUBLIC WORKS

ARTHUR JOHNSON CREEK BEVE

MILWAUKIE, OREGON 97122

PHONE (503) 786-7600 • FAX (503) 774-5236

Recommendations: Each of the schools that were represented by a task force have prepared a final report to MTSC, which has been or will be forwarded to the City Council. In addition to the recommendations from each task force's final report, MTSC makes the following comments and recommendations.

Ardenwald

- The Ardenwald report has been presented to both MTSC and City Council. MTSC strongly supports all items in the task force final report.

Milwaukie

- Flashing yellow beacon with timers on the "Speed 20 MPH" signposts, in both directions, would be an excellent traffic control/improvement at 27th and Washington. This addition would also benefit St. John's Elementary
- A raised cross-walk in front of the school may be an alternative to the speed hump and curb extensions recommended by the task force.

St. John's

- Did not respond to numerous offers of assistance from both MTSC members and city staff.

Linwood

- Rather than develop a task force, chose to develop a survey that was sent to all parents. The MTSC strongly supports all items in the report entitled "Information for the City of Milwaukie".

Lewelling

- Task force not active yet. Only one meeting was scheduled, at which one parent and the MTSC member were present. The one parent expressed an interest in generating support within the school, but no further action has occurred.

Hector-Campbell

- The MTSC strongly supports all items in the task force final report.

In addition to the traffic control and safety measures identified in each report, the MTSC considers the following, in order of preference, to be the most important for installation at each school. In prioritizing this list, the MTSC has considered the installation or implementation times and cost impacts of each of these measures in tandem with the degree of increased safety offered by each.

1. Each school administration should continue or commence efforts to enlist adult crossing guards for areas outside the visibility of the school grounds.
2. Each school administration and Parent Teacher Organization should continue its efforts toward student and parent education of safe walking routes and proper use of designated cross-walks.
3. Flashing yellow-beacons with timers on the "Speed 20 MPH" signposts.
4. Speed humps, where feasible.
5. Raised and striped cross-walks, where feasible.
6. Bright yellow-green school zone signs, immediately upon approval and availability from Federal Highway Administration, which is now estimated to be the end of 1997.
7. Sidewalks in areas where the city can work with homeowners for most impact and least cost.

8. The MTSC will draft a letter to Tri-Met, North Clackamas School District, and the contract bus company, reminding them of their role in protecting our city's future - the children of Milwaukie - by practicing their safe driving skills in our neighborhoods and obeying all posted speed signs.

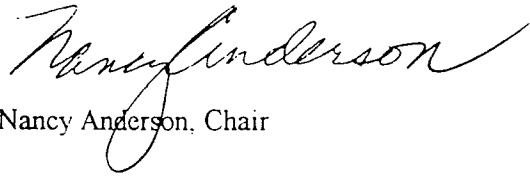
9. MTSC will continue to be available to all Milwaukie schools to assist in addressing related issues.

The MTSC strongly supports the City of Milwaukie budgeting for a Neighborhood Traffic Management Program to assist with implementation of traffic calming measures as part of the School Trip Safety Program recommendations.

The MTSC recognizes that the Transportation System Plan is a regional effort for long range planning, and believes it should not negatively impact the School Trip Safety Program by delaying the installation and implementation of these recommendations.

In summary, the MTSC has actively met the challenge of City Council to work with the community schools to make our streets safer and our city more livable.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Nancy Anderson". The signature is written in black ink and is positioned above the printed name.

Nancy Anderson, Chair



"Highway Excellence—100 Years and Beyond"
1893 FHWA 1993

Thank you for your past interest in the use of fluorescent yellow green warning signs.

The attached Federal Register is forwarded for your information. We encourage you to submit your comments directly to the FHWA Docket Room (see ADDRESSES portion of docket).

A time extension has been granted for public comments, extending the comment period until February 15, 1997.

Thank you.

Cherie L. Kittle
Transportation Specialist
(202) 366-2188

RECEIVED

SEP 09 1996

PUBLIC WORKS

Federal Register

Friday
June 7, 1996

Part III

Department of Transportation

Federal Highway Administration

23 CFR Part 655

National Standards for Traffic Control
Devices; Revision of the Manual on
Uniform Traffic Control Devices;
Pedestrian, Bicycle, and School Warning
Signs; Proposed Rule

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 655

[FHWA Docket No. 96-9]

RIN 2125-AD89

National Standards for Traffic Control Devices; Revision of the Manual on Uniform Traffic Control Devices; Pedestrian, Bicycle, and School Warning Signs

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of proposed amendment to the Manual on Uniform Traffic Control Devices (MUTCD); request for comments.

SUMMARY: The MUTCD is incorporated by reference in 23 CFR part 655, subpart F, and recognized as the national standard for traffic control on all public roads. After the current 1988 Edition of the MUTCD was published, a decision was made by the FHWA on January 6, 1988, at 53 FR 236, to postpone rulemaking on all requests for revisions to the MUTCD except those changes which would significantly impact safety. The FHWA announced its intent to rewrite and reformat the MUTCD on January 10, 1992, at 57 FR 1134. This effort is still underway and as work progresses, many changes and modifications are being proposed. The FHWA is inviting comments on a proposed change to the MUTCD which would assign the color fluorescent yellow green as an optional color for pedestrian, bicycle, and school warning signs.

DATES: Submit comments on or before October 7, 1996.

ADDRESSES: Submit written, signed comments to FHWA Docket No. 96-9, Federal Highway Administration, Room 4232, HCC-10, 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard.

FOR FURTHER INFORMATION CONTACT: For information regarding this notice of proposed amendment contact Mr. Ernest Huckaby, Office of Highway Safety, Room 3416, (202) 366-9064, or Mr. Raymond Cuprill, Office of Chief Counsel, Room 4217, (202) 366-0834, Department of Transportation, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590.

Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday except Federal holidays.

SUPPLEMENTARY INFORMATION: The MUTCD is available for inspection and copying as prescribed in 49 CFR Part 7, appendix D. It may be purchased for \$44.00 from the Superintendent of Documents, U. S. Government Printing Office, Washington, DC 20402. Stock No. 050-001-00308-2.

The FHWA both receives and initiates requests for amendments to the MUTCD. Each request is assigned an identification number which indicates, by Roman numeral, the organizational part of the MUTCD affected and, by Arabic numeral, the order in which the request was received.

This notice is being initiated by the FHWA to provide an opportunity for comment on the desirability of the proposed amendment to the MUTCD. Based on comments submitted in response to this notice and upon its own experience, the FHWA will issue a final rule concerning this request.

Background*Request I-16(C)—Fluorescent Strong Yellow Green Signs*

The FHWA is exploring new technology to improve transportation safety and the effectiveness of traffic control devices. The FHWA is working to reduce the number of pedestrian and bicycle accidents through the use of the new color called fluorescent yellow green, formerly called strong yellow green in the MUTCD. The word "fluorescent" more accurately describes the nature of the proposed color. Fluorescent colors not only reflect light, as do nonfluorescent colors, but they also emit additional light. For this reason, fluorescent colors appear brighter than similar nonfluorescent colors. A fluorescent yellow green sign will stand out from its background, commanding the attention of drivers approaching school zones and pedestrian and bicycle crossings. This color is one of four unassigned colors contained in the MUTCD for use on highways.

Studies

The FHWA has initiated and completed two studies with the use of fluorescent yellow green signs—a pilot study in conjunction with the National Park Service and a nationwide study. Copies of the final reports from the pilot study and the 24 participants in the nationwide study are available for review in FHWA Docket No. 96-9 in the FHWA Docket Room at the address listed above. In early 1992, an FHWA

pilot study was completed by the National Park Service which examined the effects of fluorescent yellow green crossing signs on motorist behavior at five pedestrian and bicycle crossings in the Washington, D.C. area. The scope of this study included before and after observations at five sites on the George Washington and Rock Creek Parkways, where the new crossing signs were installed, and at one comparison site where no changes were made. The pilot study was limited in scope to recreational crossings. While the results were positive, further studies were recommended to examine the effectiveness of the sign in other States and under other crossing conditions, such as, nonrecreational use and school crossings.

In early 1993, the FHWA conducted a nationwide study to evaluate the fluorescent yellow green on school, as well as pedestrian and bicycle, crossing signs. A total of 57 jurisdictions were given permission to participate in the study. Guidance was provided for evaluation design and site selection criteria. Field observations consisted of behavioral data used to measure motorist, pedestrian, and bicyclist actions, and volume counts used to provide a measure of exposure. In addition to collecting behavior data and volume counts, speed data was also collected to determine if the new crossing signs had an effect on the speed profile. Public opinion surveys were also distributed randomly to persons who traveled through the study area and to staff members and parents in schools which were a part of the study.

Of the 57 original jurisdictions, 24 of the participants responded with final report recommendations. Two major issues were mentioned concerning the adoption of fluorescent yellow green. The first issue involved the cost of the fluorescent yellow green sheeting material. This material costs more than one and a half times as much as the High Intensity sign material. A gradual phase-in is recommended as part of routine maintenance in view of the cost and number of replacements necessary. Another major issue is that the novelty effect may wear off and over time the fluorescent yellow green signs may be regarded as the standard yellow signs are now.

Overall evaluation results showed that the fluorescent yellow green signs had only marginal effects in improving the behavior of motorists. At the few sites where the number of motorists slowing or stopping for pedestrians or bicyclists did increase, the amount of increase was not significant. The fluorescent yellow green signs had little

or no noticeable effect on the speed of motor vehicles. The greatest impact from the study was found in the public opinion surveys. Survey comments indicated a positive response to the new signs. It was evident from the survey results that the signs were very effective in getting the attention of motorists. Many people felt the fluorescent yellow green signs would increase pedestrian safety.

Proposed Change to MUTCD

Although the evaluation data showed only marginal effects in improving the behavior of motorists, the FHWA's review and examination of the studies and public surveys described above appear to indicate that this new color warning sign would improve the conspicuity of the sign message and is very effective in getting the attention of motorists during daylight conditions. The FHWA proposes to adopt the fluorescent yellow green as an optional color for Pedestrian Crossing Sign (W11-2), Bicycle Crossing Sign (W11-1), School Advance Sign (S1-1), School Crossing Sign (S2-1), and School Bus Stop Ahead Sign (S3-1). If a State or local highway agency elects to use the fluorescent yellow green signs at these specified locations, the FHWA recommends that a systematic approach be used to install these signs. For example, if a specific school area is identified as a candidate for fluorescent yellow green, then all school signs installed in that immediate area should be fluorescent yellow green. The mixing of standard yellow and fluorescent yellow green within a selected site area should be avoided.

The Commission Internationale de l'Eclairage (CIE) (English: International Commission on Illumination) chromaticity coordinates (x,y), defining the corners of the Fluorescent Yellow Green daytime color region, are as follows:

| x | y |
|-------|-------|
| 0.387 | 0.610 |
| 0.460 | 0.540 |
| 0.421 | 0.486 |
| 0.368 | 0.539 |

These four pairs of chromaticity coordinates determine the acceptable color in terms of the CIE 1931 Standard Colorimetric System (2 degree standard observer) measured with CIE Standard Illuminant D65 in accordance with

ASTM E991. In addition, the color shall be fluorescent, as determined by ASTM E1247.

The chromaticity limits given above supersede the color Brilliant Yellow Green, issued by the National Joint Committee on Uniform Traffic Control Devices in May 1969, which is no longer applicable.

Rulemaking Analyses and Notices

Executive Order 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures

The FHWA has determined that this action is not a significant regulatory action within the meaning of Executive Order 12866 or significant within the meaning of Department of Transportation regulatory policies and procedures. It is anticipated that the economic impact of this rulemaking would be minimal. The change proposed in this notice provides additional guidance, clarification, and optional applications for traffic control devices. The FHWA expects that application uniformity will improve at little additional expense to public agencies or the motoring public. Therefore, a full regulatory evaluation is not required.

Regulatory Flexibility Act

In compliance with the Regulatory Flexibility Act (Pub. L. 96-354, 5 U.S.C. 601-612), the FHWA has evaluated the effects of this proposed action on small entities, including small governments. This notice of proposed rulemaking adds some alternative traffic control devices and only a very limited number of new or changed requirements. Based on this evaluation, the FHWA hereby certifies that this action would not have a significant economic impact on a substantial number of small entities.

Executive Order 12612 (Federalism Assessment)

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that this action would not have sufficient federalism implications to warrant the preparation of a federalism assessment. The MUTCD is incorporated by reference in 23 CFR part 655, subpart F, which requires that changes to the national standards issued by the FHWA shall be adopted by the States or other Federal agencies within two years of

issuance. The proposed amendment is in keeping with the Secretary of Transportation's authority under 23 U.S.C. 109(d), 315, and 402(a) to promulgate uniform guidelines to promote the safe and efficient use of the highway. To the extent that this amendment would override any existing State requirements regarding traffic control devices, it does so in the interests of national uniformity.

Executive Order 12372 (Intergovernmental Review)

Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.

Paperwork Reduction Act

This action does not contain a collection of information requirement for purposes of the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 *et seq.*

National Environmental Policy Act

The agency has analyzed this action for the purpose of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*) and has determined that this action would not have any effect on the quality of the environment.

Regulation Identification Number

A regulation identification number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

List of Subjects in 23 CFR Part 655

Design standards, Grant programs—transportation, Highways and roads, Incorporation by reference, Signs, Traffic regulations.

(23 U.S.C. 109(d), 114(a), 315, and 402(a); 23 CFR 1.32, 655.601, 655.602, and 655.603; 49 CFR 1.48)

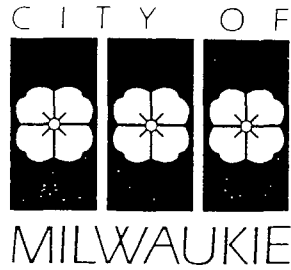
Issued on: May 28, 1996.

Rodney E. Slater,

Federal Highway Administrator.

{FR Doc. 96-14261 Filed 6-06-96; 8:45 am}

BILLING CODE 4910-22-P



Pedestrian Safety is Goal Near Schools

It's back-to-school time. Amid the reminders to drive carefully near school zones, Milwaukie parents will be happy to learn of a program the city has undertaken with local elementary schools to improve pedestrian safety near school zones.

Over a year ago, the city, joined with community members to launch the School Trip Safety program. Volunteer parents and concerned neighbors from Ardenwald, Campbell, Linwood and Milwaukie elementary schools convened to study safety problems and to make recommendations for safety improvements

The low-budget items were included in the city's Public Works Department summer work schedule. The items below have been completed. The more expensive projects will under-go engineering and cost-estimate studies. Because the city's construction funds are limited, a funding plan needs to be identified. The City Council will consider ideas later this year.

Projects Completed

Ardenwald

- Installed "Strong Yellow Green" school zone and crosswalk signs on 32nd Ave.
- Installed flashing yellow beacons on 32nd Ave.
- Painted a "safe walking path" on Wake Street.
- Conducted a Police Department safety program for all students.

Hector Campbell

- Installed new crosswalk at the intersection of Home and Park.
- Installed new pedestrian crossing signs along Home near Park.
- Posted new "End School Zone" signs on Railroad Ave.
- Painted a new crosswalk on 46th near Washington St.
- Painted two 8 foot "SCHOOL" signs on Home to raise driver awareness of school zones.
- Conducted code enforcement to encourage home owners to prune shrubs limiting visibility of students and street signs.

Linwood

- Painted two 8 foot "SCHOOL" signs on Linwood Ave. to raise driver awareness of school zones.

Posted "End School Zone" signs on Linwood Ave.
Alerted School District of need to trim shrubs covering signs near the school.

Milwaukie Elementary

Painted six 8 foot "SCHOOL" signs on Lake Rd., Washington, and 27th Ave. to raise driver awareness of school zones.

Conducted code enforcement to encourage home owners to prune shrubs limiting visibility of students and street signs.

Posted "End School Zone" signs on Lake Rd.

Alerted School District of need to trim shrubs covering signs near the school.

Relocated a cross walk at Lake and Willard to match where kids actually cross the street.

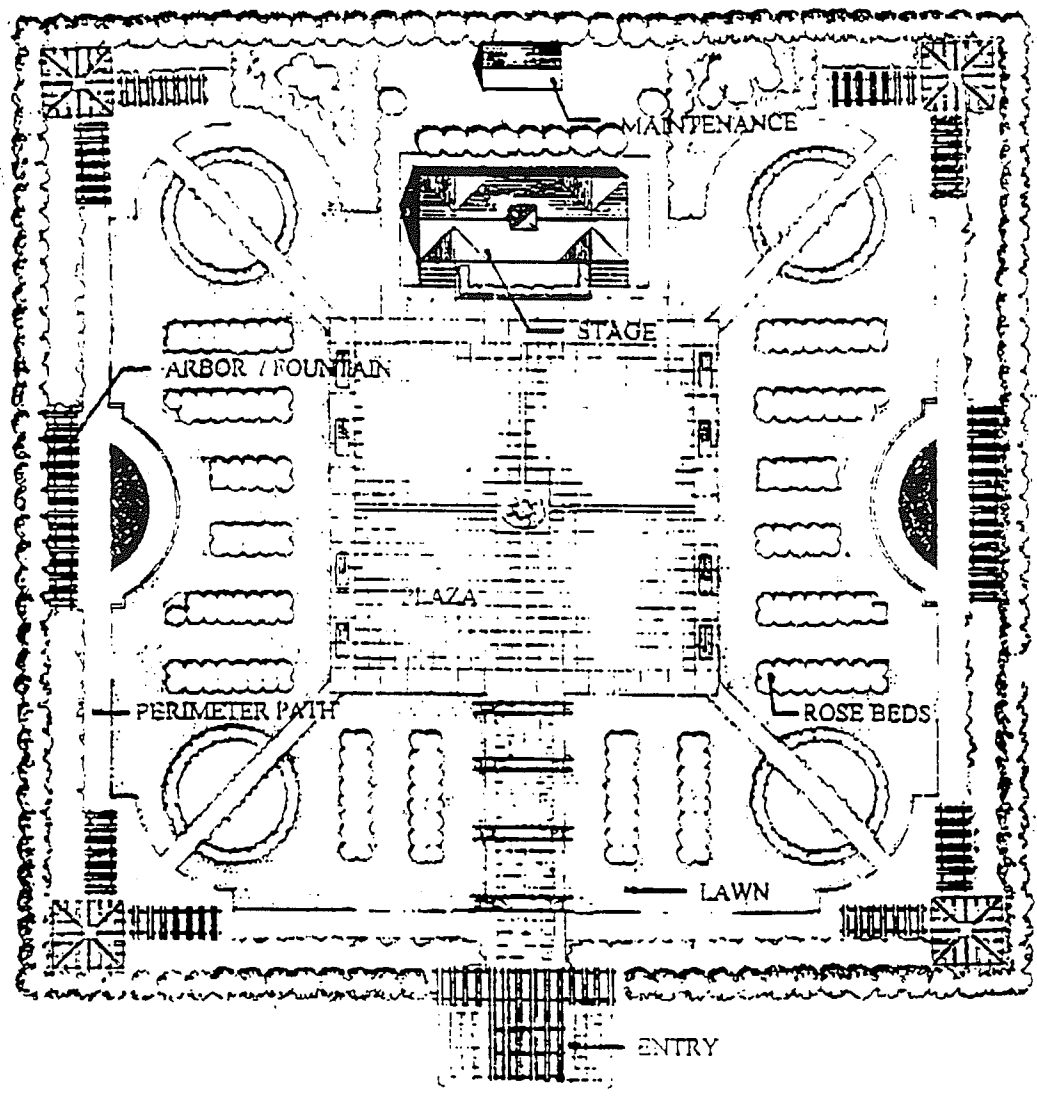
You are encouraged to do your part:

Always drive the speed limit.

Watch for kids near school zones.

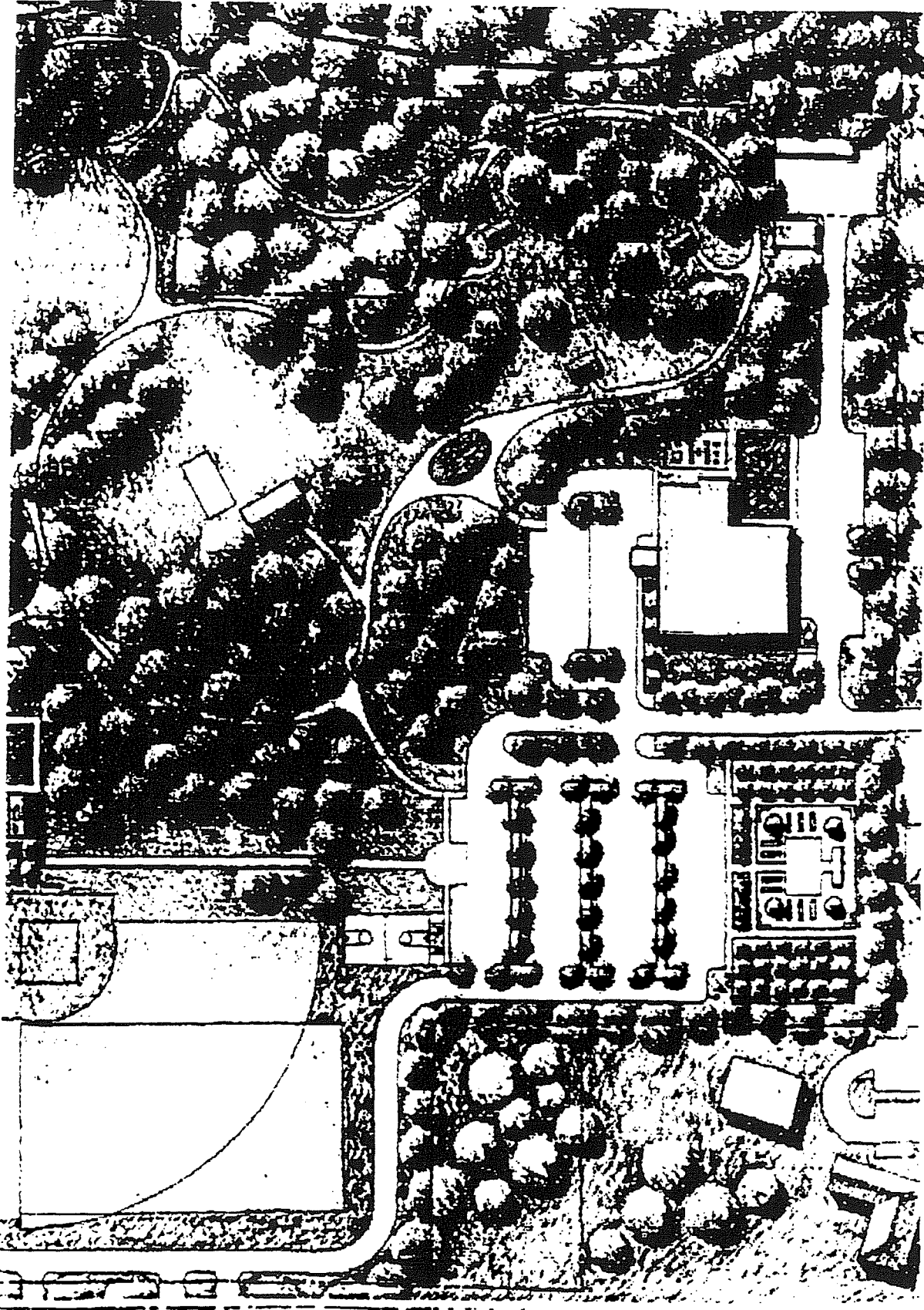
Keep trees pruned to maintain a driver's ability to read street signs or see pedestrians.

For more information, call Linda Mullen at 786-7545, or Rafael Cruz at 786-7608.



SARA HITE
 MEMORIAL ROSE GARDEN
 MASTERPLAN

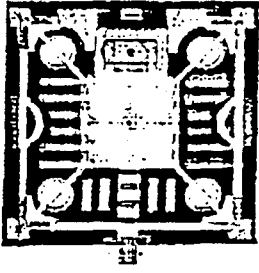
MILWAUKIE OREGON



ckamas Park

Parks and Recreation District

r & Macy



■ THE PROJECT

The goal of the Sara Hite Memorial Rose Garden project design are the following:

- Become a recognized showcase garden in the community
- Accommodate a variety of community and private events
- Work to develop a project constructed with high quality and lasting materials
- Coordinate with future park development plans

■ THE MASTERPLAN

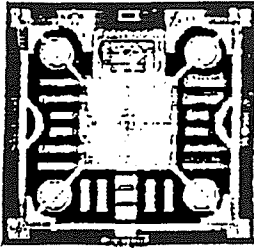
The master plan shows the long term development of the garden. This plan was developed with coordination with the garden committee, and the North Clackamas Park master plan. Plans for placement of the rose beds was completed with consultation of the Portland Rose Garden Society.

■ THE PHASES

Six project phases are described on the following pages. The intent of these phases are to show small projects which are realistic and can build momentum for the project. It was the opinion of the garden committee that building momentum through continued construction progress is the best way to insure the gardens completion.

These phases are shown as a general outline for construction of the project. As the garden progresses, some of these phases may be combined or be included at earlier times.

The estimates assume labor and materials at typical construction prices. No allowance has been made for donated materials or labor although some of this will occur. The six phases are included on the following pages:



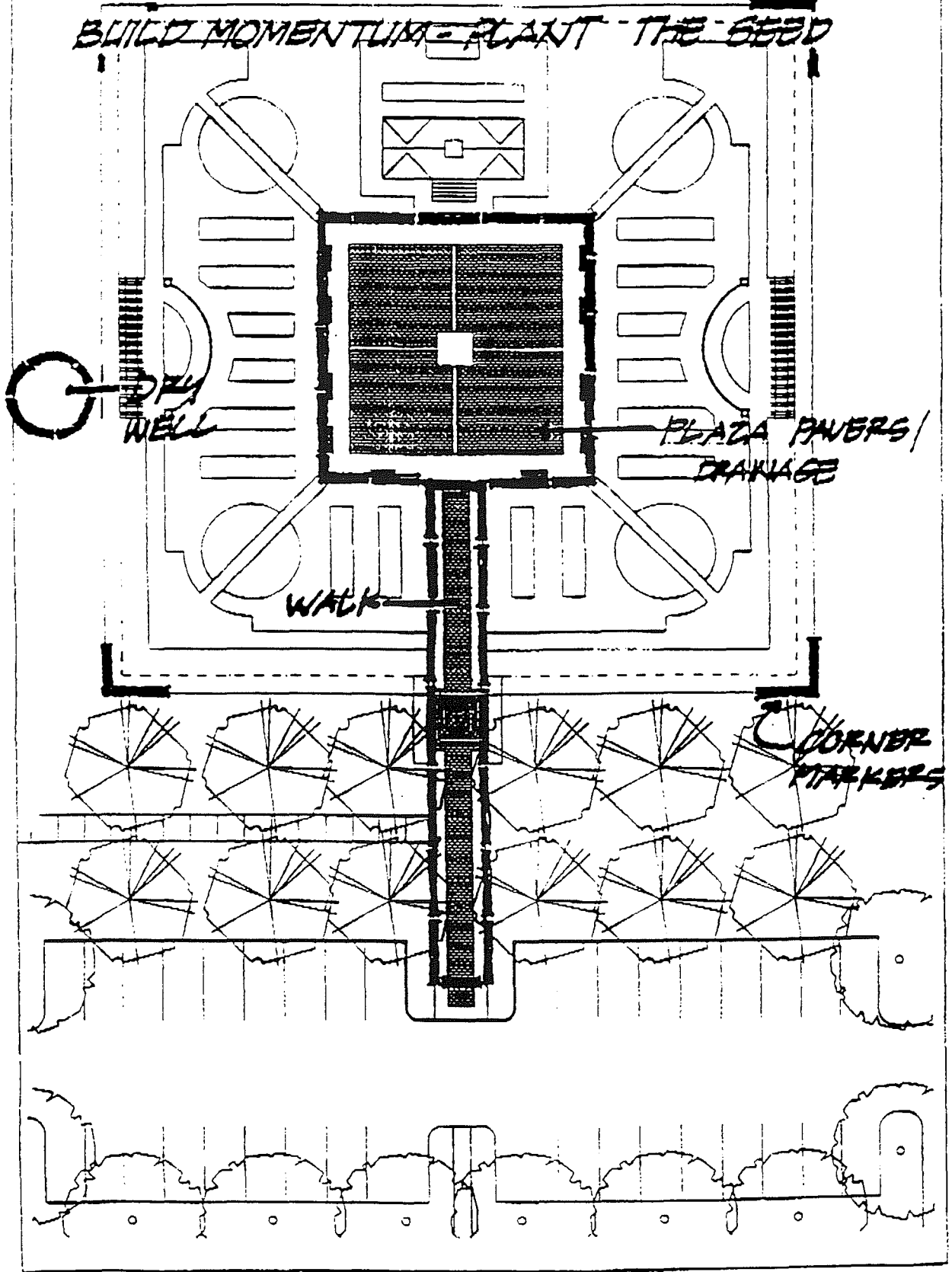
PHASE I

■ The phase one project is intended to build momentum for further project construction. This phase of the project includes: installation of the main plaza, accommodation of drainage and marking the boundaries of the garden with a simple wood fence. The cost for this phase of the project is as follows:

| PHASE I COST | QUANTITY | UNIT | UNIT PRICE | SUBTOTAL |
|--|----------|------|------------|---------------|
| DEMOLITION | | | | |
| Stripping to 6" depth | 90 | CY | 6 | 495 |
| GRADING / DRAINAGE | | | | |
| Rough grading | 90 | CY | 12 | 1,080 |
| Finish grading | 4,800 | SF | 0 | 720 |
| Dry-Well | 15 | CY | 9 | 135 |
| Drainline w/ filter fabric, connection to dry-well | 300 | LF | 5 | 1,500 |
| PAVING | | | | |
| Concrete curb (flush 6") | 240 | LF | 6 | 1,440 |
| Concrete pavers | 3,600 | SF | 5 | 18,000 |
| LANDSCAPE STRUCTURES | | | | |
| Three rail fence at corners only | 160 | LF | 7 | 1,120 |
| SUBTOTAL | | | | 24,490 |
| ADDITIONAL COSTS | | | | |
| Contractor overhead and profit (10%) | 1 | EA | | 2,449 |
| Contractor mobilization (5%) | 1 | EA | | 1,225 |
| Contingency (5%) | 1 | EA | | 3,674 |
| PHASE I TOTAL | | | | 31,837 |

PHASE I

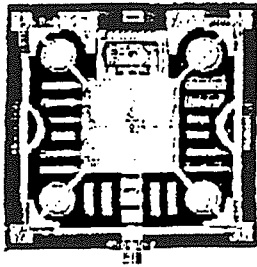
BUILD MOMENTUM - PLANT - THE SEED



Nevue
 Ngan
 Associates
 P.O. BOX 2004
 HONOLULU, HI 96810
 PHONE 877-6667
 FAX 808-877-6610

SARA HITE MEMORIAL ROSE GARDEN

PHASE OF THE RELEASED CONCEPT
 1440 SE Harbor Dr., 2nd
 Honolulu, HI 96813
 808-877-6667



PHASE 2

■ The phase two project includes the addition of water, power, and a concrete pad for a shelter or tent. This phase represents completion of most of the heavy construction and earth moving and sets the stage for garden development. The cost estimate for this phase is as follows:

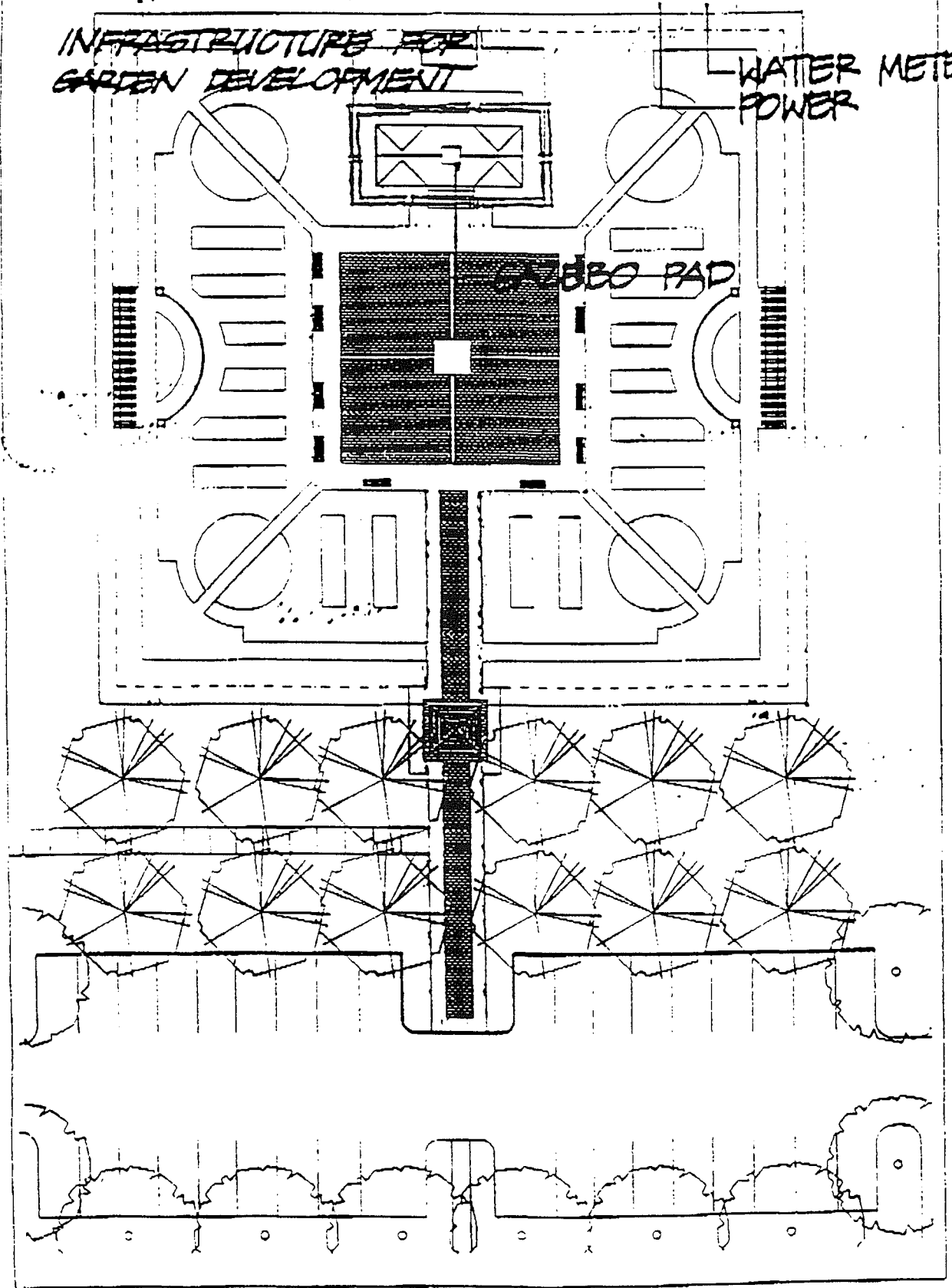
| <u>PHASE II COSTS</u> | | | | <u>QUANTITY</u> | <u>UNIT</u> | <u>UNIT PRICE</u> | <u>SUBTOTAL</u> |
|--|-----|----|---|-----------------|-------------|-------------------|-----------------|
| PAVING | | | | | | | |
| Concrete pad for gazebo | x40 | SF | 5 | | | | 2,100 |
| UTILITIES | | | | | | | |
| Water Meter | 1 | EA | | 1,200 | | | 1,200 |
| Power meter and pannel in stainless steel box. | 1 | EA | | 2,500 | | | 2,500 |
| SUBTOTAL. | | | | | | | 5,800 |
| ADDITIONAL COSTS | | | | | | | |
| Contractor overhead and profit (10%) | 1 | EA | | | | | 580 |
| Contractor mobilization (5%) | 1 | EA | | | | | 290 |
| Contingency (1.5%) | 1 | EA | | | | | 870 |
| PHASE II TOTAL | | | | | | | 7,540 |

PHASE 2

INFRASTRUCTURE FOR GARDEN DEVELOPMENT

WATER METER
POWER

GARBO PAD

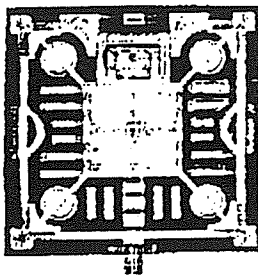


Neve
Ngan
Associates
7th Floor
P.O. Box 1000
Portland, OR 97208
503-255-1111
FAX 503-255-1112

SARA HITE MEMORIAL ROSE GARDEN

DESIGNED BY THE ARCHITECTS
1400 NE 14th Ave, Ste. 200
Portland, OR 97232
503-255-1111





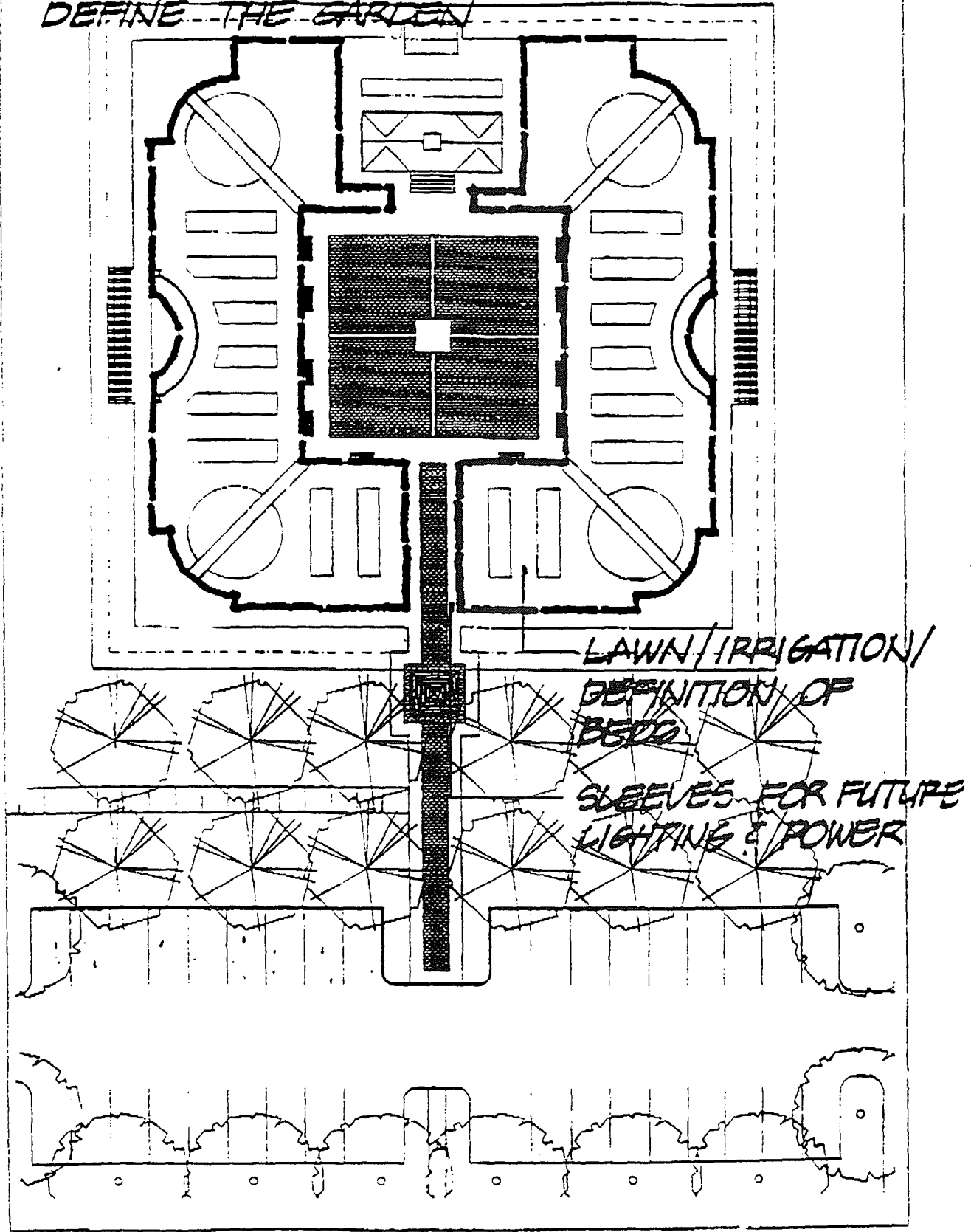
PHASE 3

■ The phase three project includes irrigation lawn and definition of the planting beds. In anticipation of future improvements, sleeving for future lighting and power is installed. The cost estimate for this phase is as follows:

| <u>PHASE III COSTS</u> | | | | |
|--------------------------------------|----------|------|------------|---------------|
| | QUANTITY | UNIT | UNIT PRICE | SUBTOTAL |
| IRRIGATION | | | | |
| Lawn areas | 7,500 | SF | 0 | 3,000 |
| Rose bed areas | 3,030 | SF | 1 | 2,121 |
| PLANTING | | | | |
| Soil preparation in rose beds | 3,030 | SF | 0 | 909 |
| Seeded lawn | 7,500 | SF | 0 | 1,125 |
| UTILITIES | | | | |
| Conduit for future lighting | 550 | LF | 3 | 1,650 |
| SUBTOTAL | | | | 8,811 |
| ADDITIONAL COSTS | | | | |
| Contractor overhead and profit (10%) | | EA | | 881 |
| Contractor mobilization (5%) | | EA | | 441 |
| Contingency (15%) | | EA | | 1,322 |
| PHASE III TOTAL | | | | 11,454 |

PHASE 3

DEFINE THE GARDEN



LAWN / IRRIGATION /
DEFINITION OF
BEDS

SLEEVES FOR FUTURE
LIGHTING & POWER

Nevue
Ngan
Associates
P.O. Box 6866
Portland, OR 97207
503 257-1000
FAX 503 257-1010

SARA HITE MEMORIAL ROSE GARDEN

PHASE OF THE WILSON CENTER
1000 NE GARDEN ST. PORTLAND, OR 97232
(503) 257-1000

ARCHITECT
N&A

PHASE 4

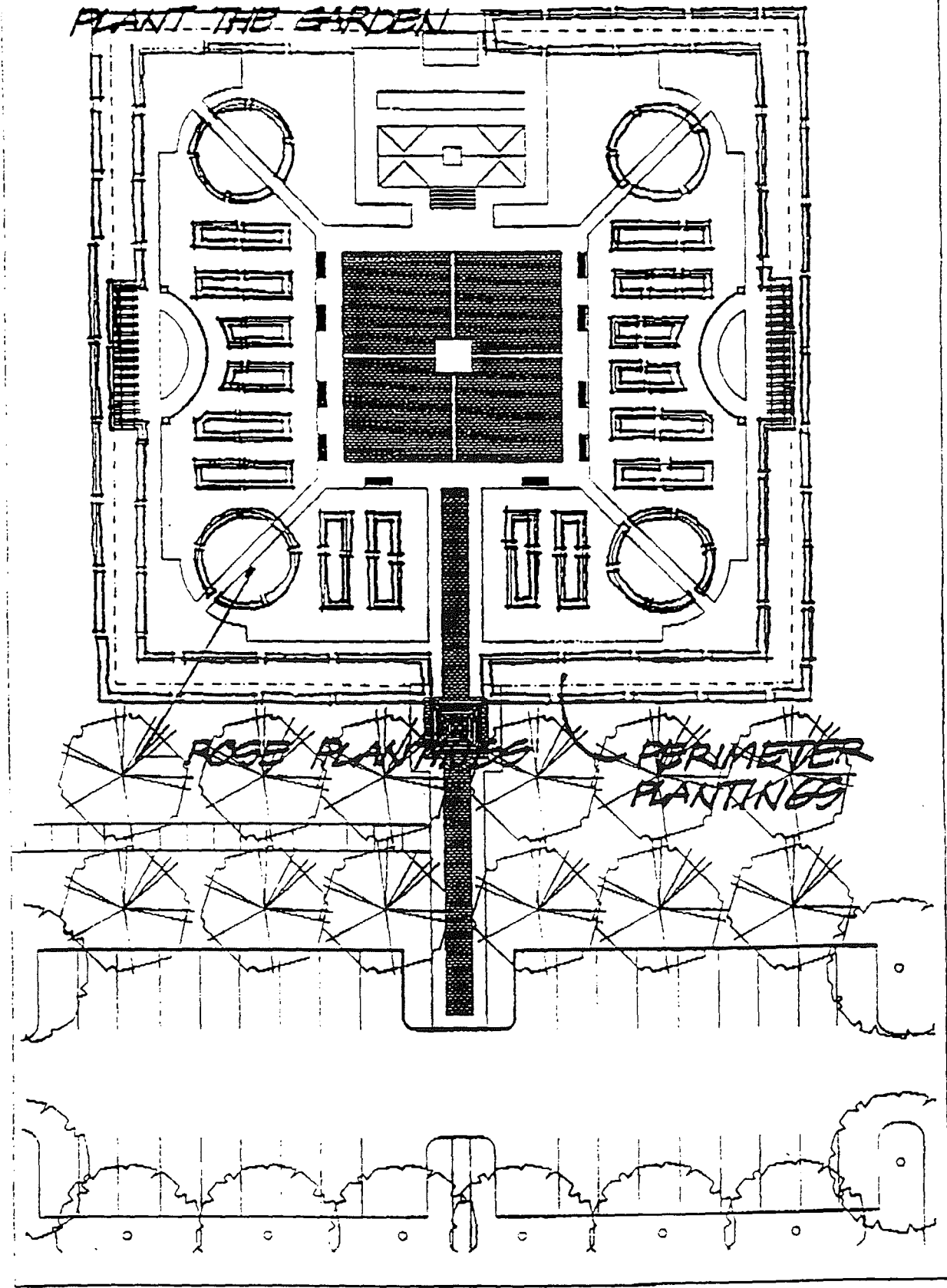
■ The phase four project includes all planting for the project. After this phase, the project is a will be a usable and rentable park. Subsequent phases will occur as time and money allow. Costs for this phase assumes that all plants are purchased and installed by contractors. The cost for this phase is as follows:

| <u>PHASE IV COSTS</u> | <u>QUANTITY</u> | <u>UNIT</u> | <u>UNIT PRICE</u> | <u>SUBTOTAL</u> |
|--------------------------------------|-----------------|-------------|-------------------|-----------------|
| PLANTING | | | | |
| Perimeter plantings | 2,480 | SF | 3 | 6,200 |
| Trees | 12 | EA | 400 | 4,800 |
| Rose plantings | 3,030 | SF | 8 | 24,240 |
| SUBTOTAL | | | | 35,240 |
| ADDITIONAL COSTS | | | | |
| Contractor overhead and profit (10%) | | EA | | 3,524 |
| Contractor mobilization (5%) | | EA | | 1,762 |
| Contingency (15%) | | EA | | 5,286 |
| PHASE VI TOTAL | | | | 45,812 |



PHASE 4

PLANT THE GARDEN



ROSE PLANTINGS

PERIMETER PLANTINGS

Nevue
Ngan
Associates
P.O. Box 8000
Seattle, WA 98108
(206) 837-4000
FAX (206) 837-4010

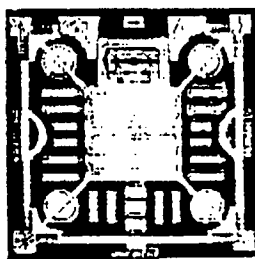
SARA HITE MEMORIAL ROSE GARDEN

PROJECT OF THE SARA HITE CENTER
1400 15th Avenue SW, Box
Seattle, WA 98148
(206) 837-4000

PHASE 5

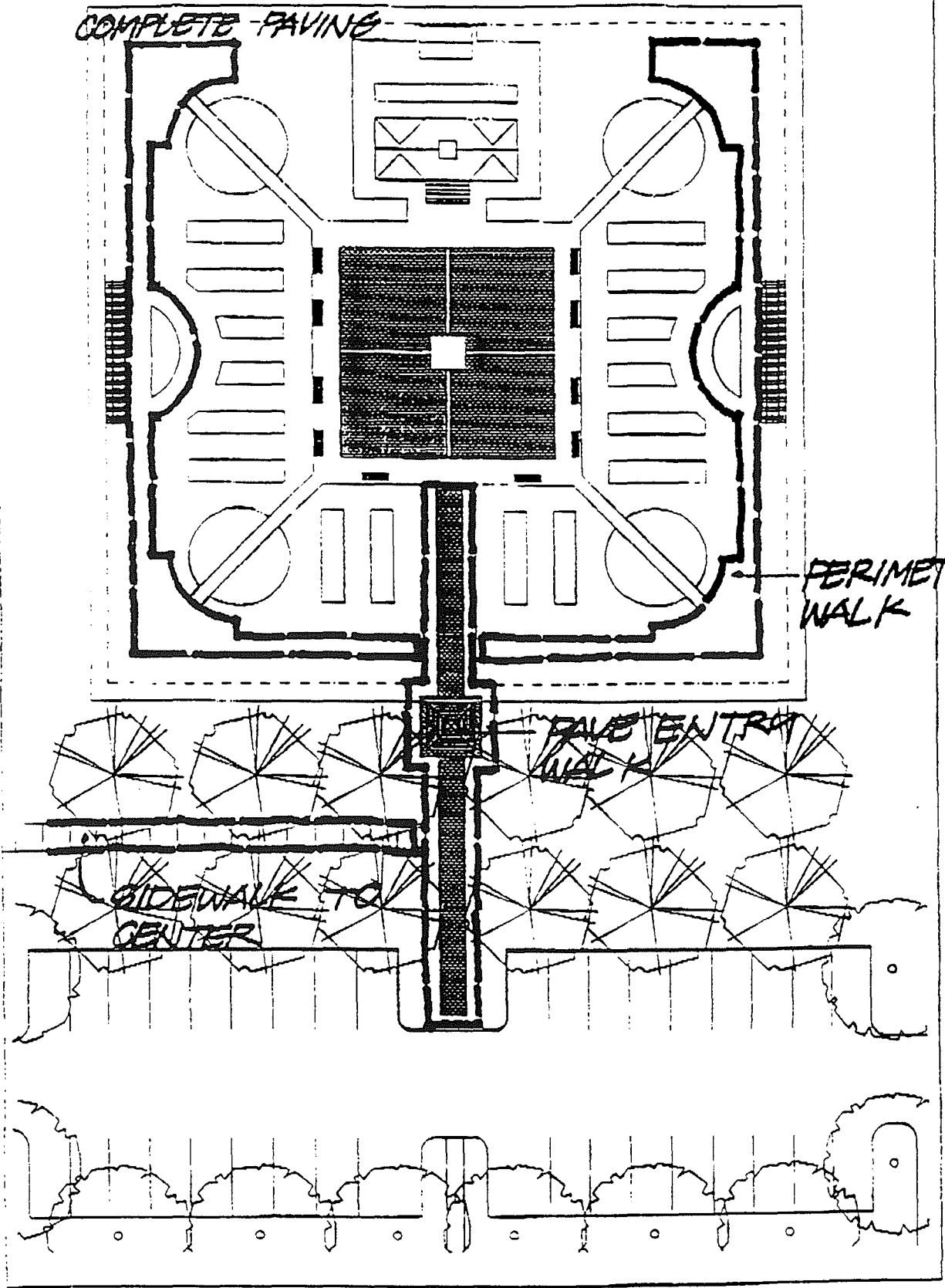
■ The phase five project completes all paving for the garden. This includes a crushed stone perimeter path, a concrete paver entry path and a sidewalk connection to the Milwaukee Center. Ideally, the perimeter path will occur in conjunction with phase four. This will allow the project to be fully accessible at its opening. The cost for this phase of the project is as follows:

| PHASE V COSTS | QUANTITY | UNIT | UNIT PRICE | SUBTOTAL |
|--------------------------------------|----------|------|------------|---------------|
| PAVING | | | | |
| Perimeter walkway | 3,720 | SF | 8 | 29,760 |
| Entry walkway | 1,555 | SF | 8 | 13,240 |
| Sidewalk to center | 1,530 | SF | 3 | 3,825 |
| SUBTOTAL | | | | 46,825 |
| ADDITIONAL COSTS | | | | |
| Contractor overhead and profit (10%) | 1 | EA | | 4,683 |
| Contractor mobilization (5%) | 1 | EA | | 2,341 |
| Contingency (15%) | 1 | EA | | 7,024 |
| PHASE V TOTAL | | | | 60,873 |



PHASE 5

COMPLETE PAVING



Nevue
Ngan
Associates
P.O. BOX 6800
FARMERS, CA 97707
PHONE 877-4444
FAX 888-877-4444

SARA HITE MEMORIAL ROSE GARDEN

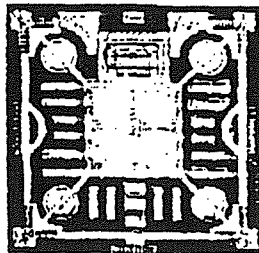
DESIGNED BY THE ARCHITECTS
AND LANDSCAPE ARCHITECTS
ASSOCIATES, INC.
1000 10TH AVENUE
SUITE 1000
DENVER, CO 80202



PHASE 6

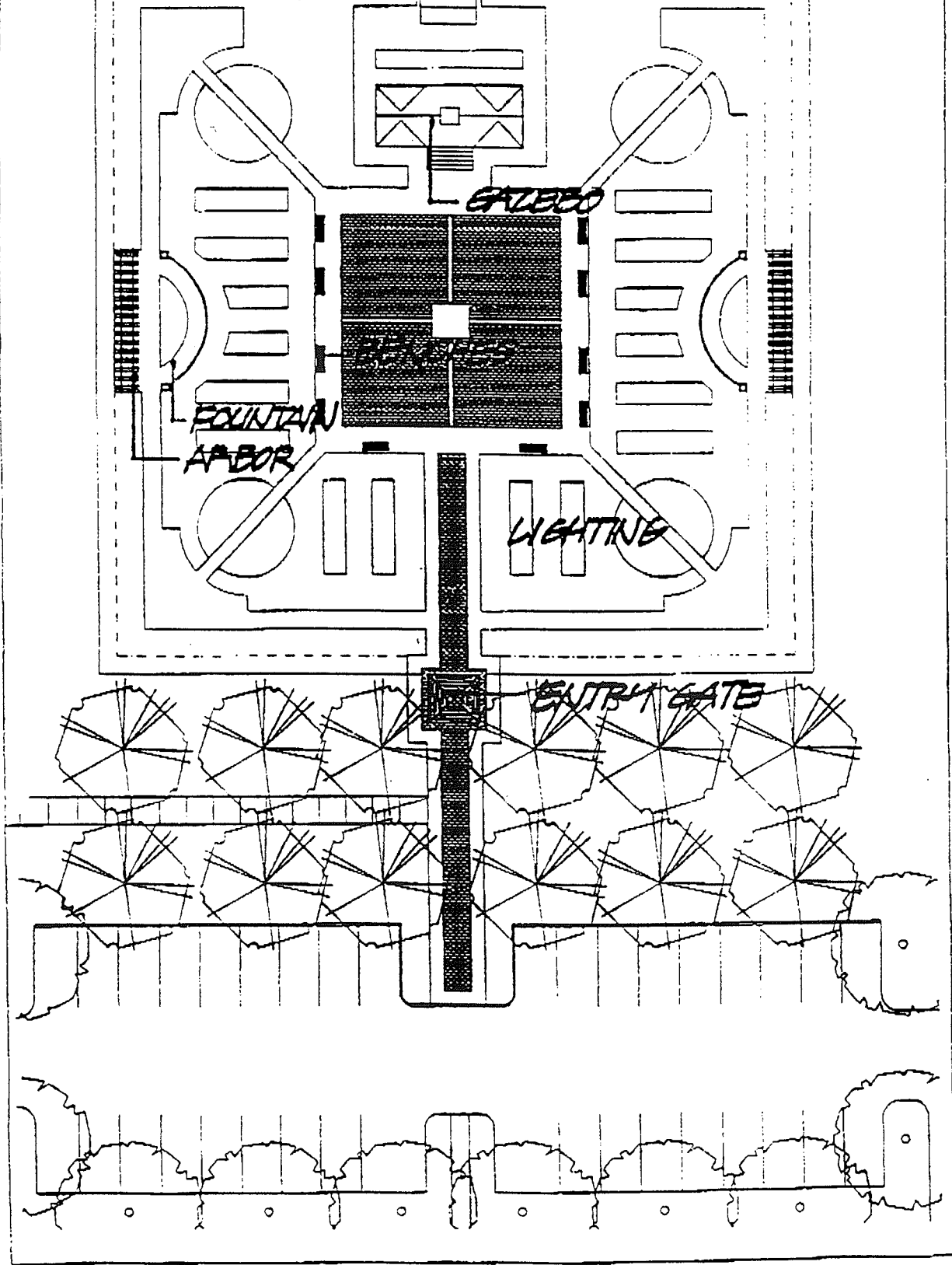
■ The phase six projects are the finishing touches which will help to embellish the garden and to make it a true destination for park visitors and a desired place to have events. These improvements include entry arbor, perimeter arbors, trellis, and potential water fountains. Permanent furnishings are also included in this phase. The cost estimate for this phase is intended to give a general order of magnitude for implementation. Specific construction costs will depend on materials, finishes and the amount of donated labor and materials. The cost for this phase of the project is as follows:

| PHASE VI | QUANTITY | UNIT | UNIT PRICE | SUBTOTAL |
|--------------------------------------|----------|------|------------|----------------|
| SITE FURNISHINGS | | | | |
| Arbor | 2 | LF | 2,000 | 4,000 |
| Entry Gate | | LS | 6,000 | 6,000 |
| Gazebo | | LS | 80,000 | 80,000 |
| Fountains | 2 | EA | 5,000 | 10,000 |
| Benches | 10 | EA | 400 | 4,000 |
| Lighting | 8 | EA | 1,000 | 8,000 |
| SUBTOTAL | | | | 112,000 |
| ADDITIONAL COSTS | | | | |
| Contractor overhead and profit (10%) | | EA | | 11,200 |
| Contractor mobilization (5%) | | EA | | 5,600 |
| Contingency (15%) | | EA | | 16,800 |
| PHASE VI TOTAL | | | | 145,600 |



PHASE 6

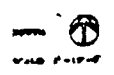
THE FINISHING TOUCHES

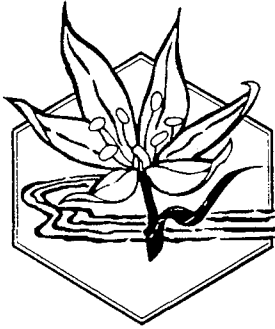


Nevue
Ngan
Associates
P.A. 202 555 5555
PROFESSIONAL ARCHITECTS
1000 20TH STREET
FAC 202 555 5555

SARA HITE MEMORIAL ROSE GARDEN

PHASES OF THE GARDEN CENTER
DRAWN BY NEVUE NGAN ASSOCIATES
1000 20TH STREET
FAC 202 555 5555



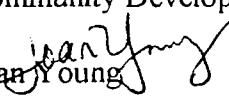


**NORTH
CLACKAMAS**
PARKS & RECREATION
DISTRICT
**MILWAUKIE
CENTER**

| | |
|--------------|-------------------|
| EXHIBIT | 5 |
| DATE | 3-18-96 |
| FILE | Milw Center / CDD |
| NO. OF PAGES | 1 |
| FILE NO. | CSO-92-04 adm |

February 22, 1996

To: Maggie Collins
City of Milwaukie
Community Development Director

From: Joan Young 
North Clackamas Parks and Recreation District
Milwaukie Center Director

Re: File No.: CSO #92-04 Administrative Review

The Rose Garden Committee of the Friends of the Milwaukie Center, Inc. request an appeal of the conditions of approval of the City of Milwaukie Community Development Staff Report regarding the Sara Hite Memorial Rose Garden, dated February 13, 1996.

The following concerns have been voiced:

- The meeting of February 12, 1996 between planners and North Clackamas Parks and Recreation District staff did not include any of the Friends' Rose Garden Committee members or the staff of the Milwaukie Center. This did not allow for adequate question and answer process.
- The Rose Garden master plan includes a gazebo. The gazebo is an integral part of the garden, allowing for the garden to be self-supporting through rentals. The gazebo is located 50 feet from the property line, with plantings behind it for screening purposes. The landscape architect, Bo Nevue, had a conversation with City Planning Dept. at the beginning of the master planning process and was told that placement of the gazebo 45' from the property line would be "more than adequate." Any noise from the gazebo would be projected away from the east property line, into the garden area.
- The Rose Garden, other than passive use, will have conditions of use for rentals which will include those already in place in North Clackamas Park, such as non-amplified music, and no alcohol. Night time use of the garden for rental purposed will be restricted.
- The Master Plan for North Clackamas Park includes greatly increased parking availability in the south parking lot, adjacent to the Rose Garden. In addition, the North Clackamas Parks and Recreation District staff that handle rentals of the park and the Milwaukie Center coordinate events to prevent parking concerns on an ongoing basis.

It is for the above mentioned reasons that we ask you to reconsider the conditions you have initially set down for approval of the Rose Garden. The Rose Garden Committe is anxious to receive full approval from your department so they can move ahead to apply for grant money to proceed with this community project. Thank you.

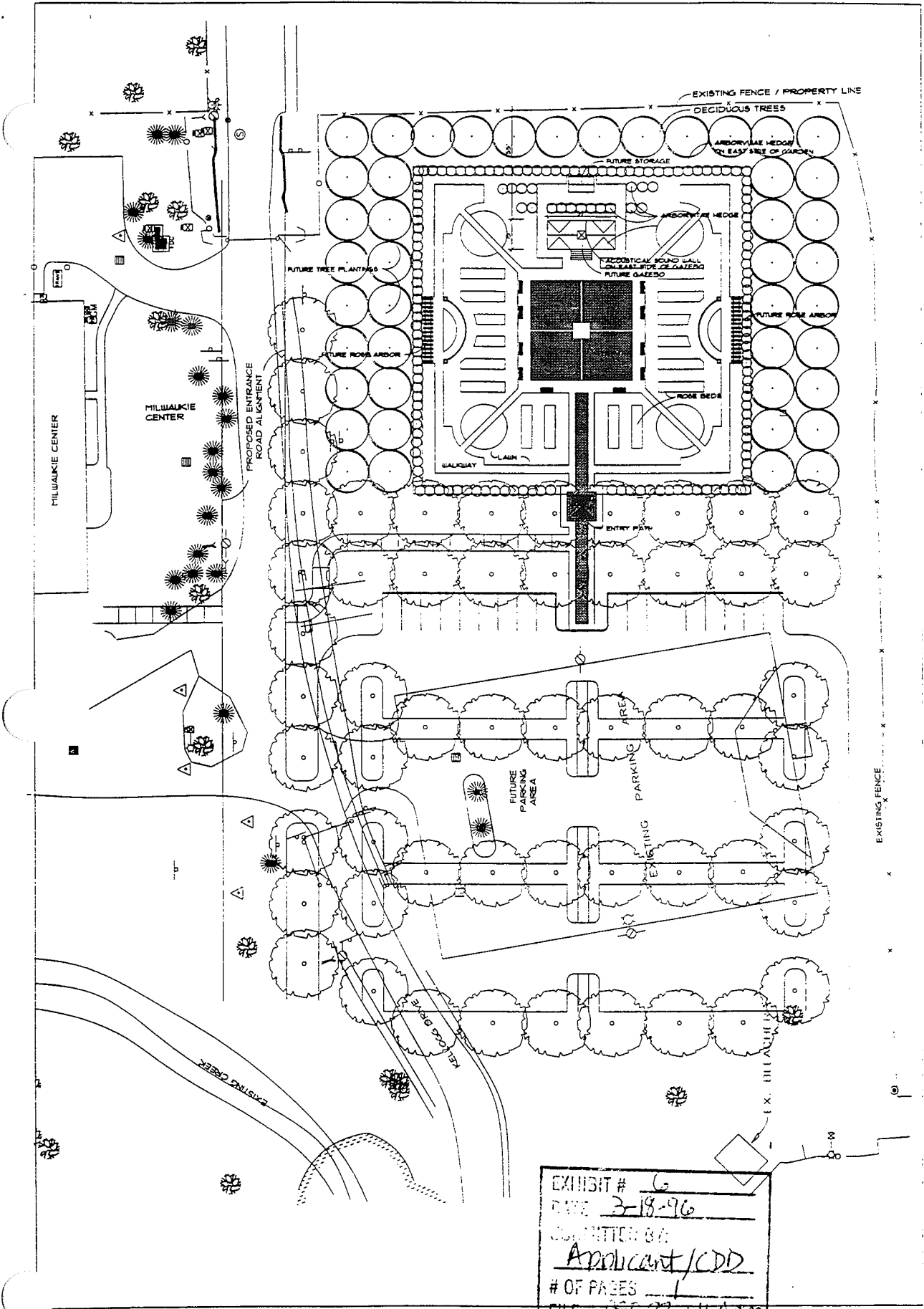


EXHIBIT # 6
 DATE 3-18-96
 SUBMITTED BY: Applicant/CDD
 # OF PAGES 1
 FILE # 150 92-04 Adm

Nevue
 Ngan
 Associates
 P.O. BOX 9088
 PORTLAND, OR 97207
 (503) 227-5802
 FAX (503) 227-5810

SARA HITE MEMORIAL ROSE GARDEN
 FRIENDS OF THE MILWAUKIE CENTER
 3440 SE Kalliee Crk. Drv.
 MILWAUKIE, OR 97222
 (503) 227-0802

RECEIVED
 MAR 14 1996
 CITY OF MILWAUKIE
 PLANNING DEPARTMENT

NORTH
 SCALE: 1"=20'-0"



RECEIVED

MAR 06 1996

CITY OF MILWAUKIE
PLANNING DEPARTMENT

TO: Maggie Collins, Director
Community Development
City of Milwaukie

FROM: Joan Young, Director
Milwaukie Center

DATE: March 6, 1996

RE: Sara Hite Memorial Rose Garden

Enclosed: Draft - Conditions of Use-Sara Hite Memorial Rose Garden
Letter of Support - Father Tate-Eastern Orthodox Church of the Annunciation
Outline of Review Process - Conditions of Use

We have talked to Suzzanne at Deerfield Village and she supports this document and the development of the Rose Garden. Further, she wants to help us get the job done. She is writing a letter to communicate her support.

Please call if you need more information or have questions.

| | |
|---------------|-------------------------------|
| EXHIBIT # | <u>7</u> |
| DATE | <u>3-18-96</u> |
| SUBMITTED BY: | <u>Milwaukie Center / CDD</u> |
| # OF PAGES | <u>5</u> |
| FILE # | <u>CSO-92-04 adm</u> |

SARA HITE MEMORIAL ROSE GARDEN

MISSION STATEMENT

It is the mission of the Friends of the Milwaukie Center, and the North Clackamas Parks & Recreation District to work cooperatively in the establishment, development and maintenance of the Sara Hite Memorial Rose Garden in the North Clackamas Park. This Rose Garden will be available for the enjoyment of everyone.

GOALS

1. To provide an attractive place for people to enjoy and for the education and benefit of the community.
2. To provide a place for remembrance of loved ones.
3. To have the Friends of the Milwaukie Center, Inc. and the North Clackamas Parks & Recreation District work cooperatively toward the financial stability of the Sara Hite Memorial Rose Garden.

It is the Friends' expectation that the rental of this area for special events, (i.e. weddings, celebrations) will generate funds for maintenance of the Garden.

CONDITIONS OF USE

ALL NORTH CLACKAMAS PARKS AND RECREATION DISTRICT (NCPRD) RULES AND REGULATIONS APPLY TO THE ROSE GARDEN WITH THE FOLLOWING EXCEPTIONS:

1. No Cooking
2. No Portable Lighting
3. No Pets
4. Scheduled Special Event Conditions Will Apply - See Section B
5. No amplified music and no voice amplification above 45 decibels
6. No helium filled balloons

A. Potential Uses:

1. Special Events
 - Weddings
 - Community Gatherings
 - Celebrations
 - Memorial Services
2. Individuals for Educational Purposes, Exercise, Informal Visiting, and Cultural Activities.

B. Scheduling

The garden will be available for individuals to enjoy anytime that North Clackamas Park is open, except when the garden has been scheduled for Special Events.

Special Events May Be Scheduled As Follows:

Hours of Use: After 10:00 AM for set-up and no later than 8:00 PM or 1/2 hour after sunset for clean-up.

The event can begin no earlier than 12:00 Noon and end no later than 6:00 PM.

Scheduling will be done through the Facility Use Coordinator at the Milwaukie Center. The Coordinator is also responsible for coordinating with NCPRD events.

At the time an event is scheduled the Facility Use Coordinator will inform potential renters of the Conditions of Use as well as the method of mitigating parking problems, i.e. car pools, and off site parking opportunities. The Milwaukie Center is an excellent partner to the Garden as a site for Wedding Receptions.

All scheduled events will be supervised by a staff person of NCPRD.

The portable sound system owned by the Friends of the Milwaukie Center is the only sound system allowed for use in the Garden. The staff person assigned to the event will be responsible for setting up and putting away the system.

There might be times when the Garden would be unavailable due to maintenance schedules.

The NCPRD policy regarding refunds and cancellations will apply to the rental of the Garden

C. Maximum capacity - 150 people

D. Parking Coordination

In the event of potential over crowded parking due to several simultaneously scheduled events in the Park, NCPRD staff will facilitate coordination of park property parking and offer the following alternatives to renters:

- 1. Car Pooling
- 2. Shuttle from nearby facilities
 - Clackamas Christian Center
 - Church of Jesus Christ of Latter-Day Saints
 - Eastern Orthodox Church of Annunciation
- 3. Use of Explorer Scouts or other volunteer groups to direct parking



EASTERN ORTHODOX
CHURCH OF THE ANNUNCIATION

13515 S. E. RUSK ROAD
MILWAUKIE, OREGON 97222

(503) 659-3646

February 14, 1996

Joan Young
Milwaukie Senior's Centre
5440 S.E. Kellogg Creek Drive
Milwaukie, Oregon 97222

Dear Ms. Young,

I am writing in support of the ROSE GARDEN proposed for Clackamas Park.

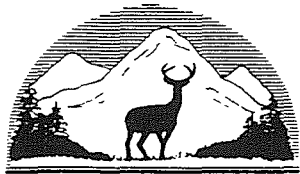
I first heard about it at a meeting with the Metro Parks Commission several years ago. Since that time I have been looking forward to it. I know that I speak for all the members of Annunciation Church in stating our support of this project. We would be delighted to see that huge pile of gravel that "graces" the park on our boundry replaced by a ROSE GARDEN.

It would be a real enhancement to the neighborhood, and a very nice addition to the park. We fully support it!

Please contact us if there is anything we can do to further this worthy project.

Your Neighbor,

Fr. Matthew Tate,
Rector



DEERFIELD VILLAGE

RECEIVED

MAR 14 1996

CITY OF MILWAUKIE
PLANNING DEPARTMENT

ASSISTED LIVING RESIDENCE

March 12, 1996

Maggie Collins
Director of Community Development
City of Milwaukie
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206

Dear Maggie Collins:

I am writing to you at this time to express my support for the Sara Hite Memorial Rose Garden planned at the North Clackamas Park. Daisa Lawson has provided me with the overall plan and with the conditions of use. I feel a lot of effort and consideration has gone into this project and that, with the conditions outlined, the Rose Garden will only prove to enhance Deerfield's attraction for future residents.

If you wish to talk with me further about the project, please contact me at (503)653-4064. I am looking forward to the completion of the Sara Hite Memorial Rose Garden and if our community can be of some assistance please let us know. Thank you for your time and consideration with this matter.

Sincerely,

Suzanne C. McKechnie, Manager

| | |
|---------------|-------------------------|
| EXHIBIT # | 8 |
| DATE | 3-18-96 |
| SUBMITTED BY: | Deerfield Village to CD |
| # OF PAGES | 1 |
| FILE # | CSO-97-04 adm |

CLACKAMAS CHRISTIAN CENTER
ASSEMBLY OF GOD

RECEIVED (65)

MAR 15 1996

CITY OF MILWAUKIE
PLANNING DEPARTMENT

March 15, 1996

To the City of Milwaukie

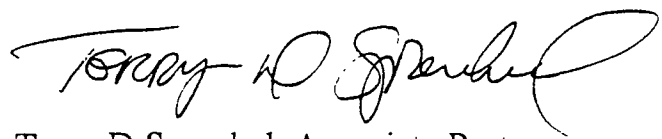
Attention: Debbie Bischoff

Clackamas Christian Center wishes to cooperate with North Clackamas Parks and Milwaukie Center with special events that may cause a need for additional overflow parking.

This cooperation is with the understanding that use of our parking lot must be prearranged for each scheduled event, and will not conflict with any events of the church.

We will not be able to provide additional overflow parking on Sundays, as we are using all spaces. We do however, look forward to assisting you in any way that we can.

Sincerely,



Terry D Sprenkel, Associate Pastor

| | |
|--------------|---------------|
| EXHIBIT # | 9 |
| DATE | 3-18-96 |
| SUBMITTED BY | Church to CDD |
| # OF PAGES | 1 |
| FILE # | CSO-92-04-adm |

Councilmember Trotter said this taking requests like Murray's and relating the need to the Parks District is a challenge in the evolution of a process. He suggested asking the District to look at the property and assess the possible uses.

LaRocque said acquiring this property would be difficult to rationalize since it is fragmented from the existing school grounds.

Mayor Lomnicki agreed with Trotter's suggestion about asking the Parks District to look at the acquisition option from its point of view.

Councilmember Trotter said the Parks District has the authority to look at the property when the Parks and Recreation Commission learns of an available site. He suggested the Commission develop a process for handling requests similar to Murray's.

LaRocque recommended developing a data base and criteria for property acquisition.

The work session was adjourned at 6:50 p.m.

Mayor Lomnicki called the second work session to order at 7:50 p.m. after the regular session adjourned. The group continued its discussion of park projects.

Present were Councilmembers Farley, Schreiber, Kappa, and Trotter; North Clackamas Parks District staff Thom Kaffun; Milwaukie Center Director Joan Young; Dan Bartlett, City Manager; and Charlene Richards, Assistant to the City Manager; Maggie Collins, Community Development Director; and Park and Recreation Commission applicant Linda Raney.

Sara Hite Memorial Rose Garden

Young addressed the City Council as a representative of the Friends of the Milwaukie Center regarding the Sara Hite Memorial Rose Garden project. In May 1991, Wilma Owing, a well-known rose gardener, approached the Friends seeking a place to bequeath her roses. The Friends formed a committee to look at the concept of the rose garden at the Milwaukie Center. The project, which will be a centerpiece for North Clackamas Park, is scheduled for completion in 2000. It was named in honor of Sara Hite, former Center Director, after her death in 1994. The Friends have worked with Community Development staff, and the project is part of the North Clackamas Park Master Plan. Area churches, rose societies, Deerfield Village Retirement Facility, and Clackamas County Commissioners have sent letters supporting the project.

Young said the garden will be 150' x 150' with a 60' x 60' plaza area with a 12-foot wide entry way framed by an arbor. The Friends are seeking community support for funds by selling engraved bricks, benches, and rose beds. If the entire project were contracted, the cost is estimated at \$350,000. Once the plaza and initial infrastructure is complete, much can be done by volunteers. To date, the Friends have collected over \$12,000.

Councilmember Kappa asked how, with so many park needs, can interest be generated in this project. **Young** responded the rose garden project is unique, and certain groups and individuals are very interested in seeing it completed.

Bartlett said there are many people dedicated to this project who will work with the community.

Councilmember Kappa was concerned the project would take years to complete. **Young** said the \$350,000 estimate was if all aspects of the project were contracted.

Councilmember Trotter said he believed the next Parks District budget included \$30,000 for this project. He added the master plan for North Clackamas Park will be coming sometime in the future for adoption as an ancillary document to the Comprehensive Plan. It is currently going through the community service overly process.

Young commented the rose garden portion of the master plan was fast-tracked by the Planning Commission and Community Development staff.

Century Park Improvement Plan

Kaffun said Rotary would provide some funding for the Century Park project. The proposal is to refurbish the playground area and install a concrete walk and curblin sidewalk. The project, which is currently going through the CSO process, will probably be completed this fiscal year.

Mayor Lomnicki understood the current design was to have trees between the street and sidewalk and asked why this was not in the design. **Kaffun** agreed with the concept; however, in Century Park there are already large existing trees, so the curblin sidewalk was selected.

Councilmember Trotter said, since the street is a dead end and has very light traffic, he was in favor of saving the existing trees.

Mayor Lomnicki felt the concept of trees between the street and sidewalk should be kept in mind as parks are redesigned.

COOPERATIVE INTERGOVERNMENTAL AGREEMENT

This agreement, made this 20 day of August, 1992, is entered by and between North Clackamas Parks and Recreation District, a district formed under ORS Chapter 451 "County Service Facilities," hereinafter referred to as "Service District," and the City of Milwaukie, hereinafter referred to as "City," pursuant to the provisions of the Intergovernmental Cooperation Act, ORS 190.003-190.250.

The City of Milwaukie and Service District agree to the following:

SECTION A. PARKS CAPITAL IMPROVEMENTS

SERVICE DISTRICT

- 1) The Service District will acquire land and develop regional parks and recreation facilities for the North Clackamas area. These regional facilities include:
 - A State-of-the Art Aquatics Complex
 - 4 Lighted Softball Fields
 - 2 Lighted Soccer Fields
 - 2 Multi-purpose fields
 - 1 Riverfront Park in Oak Grove
 - Approximately 75 Acres of Natural Areas
 - Walking Trails Linking North Clackamas Park, the Southern Pacific Property, and Mount Talbert
- 2) Between 1991 and 1996, the Service District will provide a total of between \$500,000 and \$800,000 (in 1990 dollars) in funding and resources for land acquisition and the development of neighborhood parks facilities within the City of Milwaukie.
- 3) Between 1991 and 1996, the Service District will provide each of 4 other subareas of the district with funding and resources equivalent to a total of \$500,000 to \$800,000 (in 1990 dollars) for land acquisition and the development of neighborhood parks facilities.
- 4) The Service District may undertake improvements to parks currently under the jurisdiction of the City of Milwaukie. These improvements are subject to the approval of the Milwaukie City Council, or it's designee.

PARKS DISTRICT INTERGOVERNMENTAL AGREEMENT WITH
CITY OF MILWAUKIE July 23, 1992

CITY OF MILWAUKIE

1) The City of Milwaukie, or it's designee, will decide how the total \$500,000 to \$800,000 in neighborhood facilities funding, provided by the Service District between 1991 and 1996, will be allocated. This funding may be used to do one or more of the following:

- Acquire land for neighborhood or mini-parks
- Build neighborhood parks
- Build mini-parks or vest parks
- Improve or rehabilitate existing parks facilities
- Expand existing parks facilities
- Improve school district ballfields or play facilities within the area
- Build walking and biking trails within the area
- Other similar capital improvements for parks purposes
- Improvements to and/or expansion of senior centers

2) The City of Milwaukie will retain the deeds to all parks facilities currently under the City's jurisdiction. These parks and facilities are listed in Attachment #1.

The Milwaukie City Council, or it's designee, must approve all capital improvements to these facilities undertaken by the Service District before such improvements can be made.

All proposed name changes to these parks are also subject to the approval of the Milwaukie City Council, under the advisement of the Milwaukie Parks Commission.

All parks and facilities owned by the City of Milwaukie, but maintained and operated by the Service District will have signage explaining this dual relationship. Signs within these parks would make statements along the lines of: "This park built by the City of Milwaukie and maintained by the North Clackamas Regional Parks and Recreation District".

3) The City of Milwaukie may construct new parks or make improvements to parks currently under its jurisdiction over and beyond the \$500,000 to \$800,000 allocation described above. These improvements will be at the City's own expense and will not be covered by Service District funds.

At the City's request, the Service District may maintain such parks. For parks not listed on Attachment #1, the City and Service District will negotiate a maintenance agreement covering the level of service to be provided and cost to be paid by the City.

70

PARKS DISTRICT INTERGOVERNMENTAL AGREEMENT WITH
CITY OF MILWAUKIE July 23, 1992

SECTION B. MAINTENANCE OF PARKS FACILITIES

SERVICE DISTRICT

- 1) The Service District will be responsible for the maintenance of all new indoor and outdoor park facilities constructed by the district (see #1 and #2 under capital improvements).
- 2) The Service District will maintain and operate those parks facilities currently under the City's jurisdiction (See Attachment #1) beginning September 1, 1992.
- 3) Upon assuming maintenance of City of Milwaukie parks facilities in fiscal year 1992-93, the Service District will guarantee employment for City of Milwaukie parks staff according to the guidelines established in ORS 236. Employees must perform to District standards and abide by District personnel regulations.
- 4) The Service District will maintain all parks listed on Attachment #1 for district maintenance at a level equal to or better than the Milwaukie maintenance standards on August 31, 1992. (See Attachment #2)

CITY OF MILWAUKIE

- 1) The City of Milwaukie will continue to maintain those parks currently under its jurisdiction through August 31, 1992. The funding "passed through" to the City of Milwaukie by the Service District during fiscal years 1991-92 shall be used exclusively for the maintenance and operations of the parks facilities. Any funds remaining will be used by the City for the purchase of park land.
- 2) As of September 1, 1992 the City of Milwaukie will transfer maintenance responsibility of its parks to the Service District. This transfer will include a complete transfer of parks and recreation staff according to ORS 236. If the City desires to sell any parks and recreation associated equipment, including mowers, tractors, and vehicles, to the District and the District is interested in purchasing these items, this equipment will be sold at fair market value.

The City may at it's option transfer parks and recreation associated equipment to the District in exchange for a credit toward the maintenance by the District of properties listed on Attachment #1, Milwaukie Open Spaces to be Maintained and Operated by the City of Milwaukie or transfer of employee vacation credits in excess of 80 hours (ORS 236.610(2)). This credit will be equal to the fair market value of the equipment transferred to the District

PARKS DISTRICT INTERGOVERNMENTAL AGREEMENT WITH
CITY OF MILWAUKIE July 23, 1992

SECTION C. RECREATIONAL PROGRAMMING

SERVICE DISTRICT

- 1) The Service District will provide extensive aquatics and recreational programming including programs for all ages and differing abilities, coordination and scheduling of fields services, and summer youth recreation programs for the entire North Clackamas area. Some recreational classes to supplement existing recreation programs may also be provided by the Service District.
- 2) As of September 1, 1992, the Service District will provide City of Milwaukie residents with a Summer Youth Recreation Program equal or better than the program currently operated by the City's Parks Department. (See Attachment #3)
- 3) As of September 1, 1992, the Service District will assume responsibility for the scheduling and management of all sports fields (such as soccer, softball, and baseball) located on parks currently under the jurisdiction of the City of Milwaukie. All programs operated in Milwaukie will be acknowledged as "City of Milwaukie Parks and Recreation Program operated under contract with North Clackamas Parks and Recreation District thru June 30, 1995.

CITY OF MILWAUKIE

- 1) The City of Milwaukie will continue to provide recreational programs as it sees fit through August 31, 1992. These programs may be funded with parks maintenance and operations funds provided by the Service District.
- 2) The City of Milwaukie may provide recreation programs in addition to those provided by the Service District. These programs will be at the City's own expense and will not be covered by Service District funds.

SECTION D. MILWAUKIE CENTER

SERVICE DISTRICT

- 1) During the fiscal year 1991-92, the Service District will provide the City of Milwaukie with funding to maintain and operate the Milwaukie Center.

This "pass-through" of funding will be equivalent at a minimum to the current, 1990 City of Milwaukie budget allocation for the Milwaukie Center (\$165,955) plus a 6% annual increase for inflation. Upon transition the Milwaukie Center's budget shall increase each year by at least 6% per year until June 30, 1995.

PARKS DISTRICT INTERGOVERNMENTAL AGREEMENT WITH
CITY OF MILWAUKIE July 23, 1992

The Service District will also provide the Milwaukie Center's budget with an additional funding of \$98,000 to maintain and operate the Milwaukie Center upon completion of the Center's expansion by the City of Milwaukie. Subsequently, this sum will also increase annually by at least 6% per year until June 30, 1995.

- 2) On September 1, 1992, the Service District will assume responsibility for the maintenance and operation of the Milwaukie Center.
- 3) Upon assuming maintenance and operation of the Milwaukie Center, the Service District will guarantee employment for the Milwaukie Center staff in accordance with ORS 236. Employees must perform to District standards and abide by District personnel regulations.
- 4) Under the jurisdiction of the Service District, the Milwaukie Center will continue to administer and provide a combination of educational, recreational, and social services to the community. These programs will continue to be primarily geared towards the needs and interests of older residents in the North Clackamas area.
- 5) The Service District and the City of Milwaukie may use the Milwaukie Center facilities for such activities as public meetings without charge, consistent with building policies and 1991-1992 frequency of use. All other governmental users will pay a fee consistent with building use policies approved by the City of Milwaukie.
- 6) The Service District will maintain the Milwaukie Center at a level equal to or better than the Milwaukie Center maintenance standards on August 31, 1992. (See Attachment #4)

CITY OF MILWAUKIE

- 1) The City of Milwaukie will continue to maintain and operate the Milwaukie Center through August 31, 1992.
- 2) As of September 1, 1992 the City of Milwaukie will transfer maintenance and operations responsibility of the Milwaukie Center to the Service District.
- 3) At the time of transfer (September 1, 1992) all Milwaukie Center policies developed by the Milwaukie Center Community Advisory Board will be adopted by the Service District. This Board will also continue its present role as primary policy advisor with regards to the activities and operations of the Milwaukie Center.

PARKS DISTRICT INTERGOVERNMENTAL AGREEMENT WITH
CITY OF MILWAUKIE July 23, 1992

- 4) It is understood that, half (9) of the Milwaukie Center Community Advisory Board's members will be appointed by the Service District Board and half (9) will be appointed by the Milwaukie City Council. Current members will continue to serve until their term ends. All future appointments must reside in the District.

Milwaukie Center Community Advisory Board decisions regarding capital improvements, programs policies, and maintenance and operations policies will have to be approved by both the Milwaukie City Council (deedholders to the property and facilities) and the Service District Boards.

Milwaukie Center Community Advisory Board will also provide the Service District Board of Directors with budget recommendations.

- 5) The City of Milwaukie and Service District will make major capital improvements to the Milwaukie Center and City parks, as designated in its Neighborhood Masterplan and Capital Improvements Plans using the District's Neighborhood Parks Allocation funds to the City and/or a portion of the City General Fund.
- 6) The City of Milwaukie will continue to retain the deed to the Milwaukie Center and all subsequent capital improvements or name changes by the Service District must be approved by the City Council, under advisement of the Milwaukie Center Community Advisory Board.

SECTION E. ADMINISTRATIVE ISSUES

- 1) The Board of County Commissioners is the governing body (referred to as the "Service District Board" in this document) of this County service district, which is officially called the North Clackamas Parks and Recreation District.
- 2) An Regional Parks Advisory Board (RPAB), composed of 9 members (1 from each of 5 subareas of the district, 3 at-large, and 1 from the Milwaukie Center) will advise the Board of County Commissioners on all capital improvements, maintenance and operations, and recreational programming activities to be undertaken by the Service District. The Milwaukie City Council will appoint the individual representing the Milwaukie parks subarea. The Milwaukie City Council will also appoint the Milwaukie Center Board member during 1991-92. As of September 1, 1992, the Milwaukie Center Board will designate one of its members and an alternate to serve on the RPAB.

(74)

PARKS DISTRICT INTERGOVERNMENTAL AGREEMENT WITH
CITY OF MILWAUKIE July 23, 1992

- 3) Each of the five subareas of the District will also have its own Neighborhood Parks Advisory Board to make recommendations on the allocation of the \$500,000 to \$800,000 in neighborhood facilities funds.

The approval of the Neighborhood Parks Advisory Board, the RPAB, and the Service District's Board of Directors will be necessary before neighborhood facilities funds are allocated. All Neighborhood Parks Advisory Boards will hold public meetings within their subareas in order to receive input from the public concerning the allocation of neighborhood park funds.

The Milwaukie City Council, or it's designee, will serve as Milwaukie's Neighborhood Parks Advisory Board.

- 4) The Service District Director will provide the Milwaukie City Council with a quarterly report describing District operations and maintenance of facilities and programs within the City.
- 5) The Service District will provide cost-center accounting adequate to track expenditures for Milwaukie parks development, maintenance, recreation programs, and Milwaukie Center operations and maintenance.

SECTION F. WITHDRAWAL OF THE CITY OF MILWAUKIE FROM THE SERVICE DISTRICT

- 1) The City of Milwaukie may choose at any time to withdraw those parks currently under its jurisdiction (as of November 1, 1990) and the Milwaukie Center from the Service District. (Parks are listed in Attachment #1.)

If the City withdraws its parks and senior facilities, no reduction in the tax rate will be provided to City of Milwaukie residents. City of Milwaukie residents will continue to receive all of the benefits of in-district residents (lower user fees, priority use of facilities, etc.).

- 2) If the City of Milwaukie chooses to withdraw those parks currently under its jurisdiction and the Milwaukie Center after improvements have been made to these facilities using Service District funds, a pass-through of funds (i.e. rebate) will be provided by the Service District to the City for maintenance and operations.

For parks, if withdrawn between September 1, 1992 and July 1, 1994, this pass-through would be equivalent to the 1990 City of Milwaukie budget allocation for parks and recreation (\$174,795), plus a 6% annual increase for inflation. After June 30, 1995, this pass-through will be negotiated based on

PARKS DISTRICT INTERGOVERNMENTAL AGREEMENT WITH
CITY OF MILWAUKIE July 23, 1992

the tax rate of the Service District at the time of withdrawal times the assessed valuation of Milwaukie minus the amount expended by the Service District in the City of Milwaukie subareas on District-owned facilities.

For the Milwaukie Center, this pass-through would be equivalent to the portion of the District's senior center funding allocated to maintenance and operations of the Milwaukie Center, but will not be less than the total amount identified on page 5, D-1.

- 3) The City of Milwaukie may choose at any time to withdraw entirely from the service district subject to legal restrictions established in the Oregon Revised Statutes and Boundary Commission regulations, provided that the City's share of any outstanding bonded indebtedness has been retired or is paid off.

SECTION G MISCELLANEOUS (BOILER PLATE)

- 1) HOLD HARMLESS

Each party agrees to release, defend, indemnify and/or hold harmless the other, its officers, commissioners, councilors, employees, and agents from and against all damages, claims, injuries, costs or judgements which may in any manner arise as a result of the party's performance under this contract, subject to Oregon Tort claims limitations.

- 2) DISPUTES

Disputes regarding this agreement, which cannot be resolved by respective managers, shall be first directed to each party's counsel. Failing resolution, parties shall mutually agree upon a third party mediator.

- 3) LAWS GOVERNING

THIS CONTRACT shall be construed and governed in all respects in accordance with laws of the State of Oregon. Should any portion of this agreement or amendment thereto be adjudged by a Court of appropriate final jurisdiction to be in violation of any local, state or federal law, then such portion or portions shall become null and void, and the balance of this agreement shall remain in effect. Both parties agree to immediately renegotiate any part of this agreement found to be in such violation by the Court and to bring it into compliance with said laws.

PARKS DISTRICT INTERGOVERNMENTAL AGREEMENT WITH
CITY OF MILWAUKIE July 23, 1992

THIS CONTRACT shall remain in effect to the end of the fiscal year in which both parties have signed and will be automatically renewed for successive one (1) year periods effective on July 1 of each year unless written notice of cancellation is given by either party to the other at least 180 days prior to the beginning of the next fiscal year.

THIS CONTRACT subject to any applicable constitutional debt limitations and is contingent upon funds being appropriated thereof.

THIS CONTRACT contains the entire agreement between the parties and supersedes any and all other agreements, written or oral, expressed or implied, pertaining to the subject matter hereof.

IN WITNESS WHEREOF, the parties have caused this agreement to be executed by the duly authorized officers on the dates hereinafter written.

NORTH CLACKAMAS PARKS AND RECREATION DISTRICT

CITY OF MILWAUKIE

By: Jude Hammetstad

By: Craig J. Lomnicki
Mayor Craig J. Lomnicki

By: Doreen Hooley

Date: 8/4/92

By: [Signature]
Service District Board

Date: 8/20/92

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Scott Parker, County Counsel

[Signature]
City Attorney's Office

PARKS DISTRICT INTERGOVERNMENTAL AGREEMENT WITH
CITY OF MILWAUKIE July 23, 1992

ATTACHMENT #1

MILWAUKIE PARKS TO BE MAINTAINED AND OPERATED BY
THE SERVICE DISTRICT

| SITE | ACRES |
|-------------------------------|-------|
| Lewelling Tennis Courts | 0.31 |
| Rowe Tennis Courts | 0.31 |
| Ardenwald Park | 0.96 |
| Jefferson Street Park | 2.10 |
| Spring Park | 6.32 |
| Stanley Park | 1.97 |
| Century Park | 0.50 |
| Water Tower Park | 0.92 |
| Furnberg Park | 4.00 |
| North Clackamas Park | 45.00 |
| Dogwood Park | 0.75 |
| Well #8 | 0.25 |
| Wichita Water | 0.95 |
| Fire Admin/Historical Society | 1.22 |
| Monroe/Washington Triangles | 0.02 |
| Scott Park/Library | 3.08 |
| Pioneer Cemetery | 1.77 |
| Spring Creek Park | 0.80 |
| Kellogg Lake Park | 3.50 |

MILWAUKIE OPEN SPACES TO BE MAINTAINED AND OPERATED BY
THE CITY OF MILWAUKIE

| | |
|---|------|
| Old Shop (40th & Harvey) | 1.00 |
| Police Dept. Grounds (2566 SE Harrison) | 1.00 |
| City Hall Grounds and Parking Lot | 0.96 |

If the City of Milwaukie so chooses, it may contract with the Service District to maintain the three facilities listed above. The Service District would charge the City a fee that would allow the District to cover (but not exceed) its maintenance costs.

DRAFT #3

NCPRD IGA With City of Milwaukee

Page 2, No. 3: Add to last sentence "and the City will reimburse the District for actual cost".

Page 3, Section B, No. 2: Add "Attachment #1".

Page 3, Section B, No. 3: Eliminate "at equal or greater pay".

Page 3, Section B, No. 4: Add "See Attachment #2".

Page 4, Section C, No. 2: Add "brochure" after attached, line 4.

Page 5, No. 3: Add "Employees must perform to District standards and abide by District personnel regulations".

Page 5, No. 6: (Need) See Attachment #3.

Page 6, No. 4: Change second paragraph at end to "Service District Board of Directors".

Page 6, Section E, No. 1: Change "will serve" to "is" in Line 1 and "will be" to "is" in Line 4.

Page 7, Section F, No. 1: Change second paragraph, line 1, "In this case, where" to "If".

Page 8, Section F, No. 2: Top paragraph - Eliminate "For Parks" and combine with previous paragraph, bottom of page 7.

Page 8, Section G: Change title from "Boiler Plate" to "Miscellaneous".

Page 9: Add paragraph following paragraph #2 as follows: "This agreement subject to any applicable constitutional debt limitations and is contingent upon funds being appropriated thereof".

Park Maintenance Standards Milwaukie Parks and Recreation

The following standards are the ones currently being met by Milwaukie Parks and Recreation. Although these standards do not necessarily reflect the desired level of maintenance, it does reflect the actual level of maintenance.

The Milwaukie Parks facilities are broken into several categories. The categories include: High Maintenance, Moderate Maintenance, Special Use Facilities, and Infrastructure.

HIGH MAINTENANCE AREAS

High Maintenance Areas include: City Hall, Scott Park, Dogwood Park, The Milwaukie Center, Well #8, Johnson Creek Facility, and the Park District temporary Office.

High Maintenance areas are those associated with City buildings, located in the downtown area or are located as an entry point into the City. These areas are mowed a minimum of once per week, edged once per month and fertilized three times per year. Along with this, they are treated for broad leaf weed at least twice a year, flower beds weeded as needed and litter picked up weekly. Generally all High Maintenance areas are irrigated as needed. Mowing in these areas should be performed year a round as weather permits.

MODERATE MAINTENANCE AREAS

Moderate Maintenance areas include: Century Park, Furnberg Park, Water Tower Park, Stanley Park, and North Clackamas Park. Ardenwald Park will be within this category upon completion.

Moderate maintenance areas are typically neighborhood parks. These facilities are mowed an average of every 10 days, trimmed with a weedeator monthly, and edged twice at the beginning of summer and at the end of the summer. Garbage and litter are collected on a weekly basis or more frequent if needed. Playgrounds are inspected on a weekly basis. Herbicides are applied as needed.

SPECIAL USE FACILITIES

Special use facilities: There are a variety of special use facilities. The facilities are treated differently based on the activities that occur within them. These facilities range from the Cemetery to the Boat Ramp. Pieces of larger facilities are included within this category. An example of this would be the horse arena at North Clackamas Park. Although North Clackamas Park is listed as a Moderate area, many of its amenities fit within the special use category. For the purpose of establishing a standard, Special use facilities will be listed independently and defined separately.

Boat Ramp: The boat ramp is primarily a parking lot. It does have some planting area between the upper and lower lots which are kept clear of vegetation. The vegetation removal is done both manually and chemically. To the southern end of the parking lot is a small grass area. This area is mowed on a bi weekly basis. Litter and garbage is collected twice a week during the nonfishing season and three times a week during fishing season. The heaviest use times for this facility is during the Spring Chinook run. During this time of year, we patrol the ramp area on a daily basis for litter.

Cemetery: The cemetery is unique because it has a trustee. Before it became a City facility, an association operated the Cemetery. At that time, the trustee was Ernie Hager. When the Cemetery transferred, Mr. Hager continued to operate as a trustee. Generally, he raises money through donations. The money is used to cover all of the fertilizer and broad leaf control expense. This provides about two applications per year.

Mowing at the Cemetery is done on a weekly basis prior to Memorial Day. All stones are trimmed around and the moss removed at least twice within 5 weeks of Memorial Day. After Memorial Day, the Cemetery is mowed every three weeks or as needed. Weekly mowing resumes three weeks prior to Labor Day along with trimming around the stones. After Labor Day, mowing returns to a three week cycle.

North Clackamas Park (NCP) Horse Arena: The horse arena at NCP is offered on both a reservation and drop in basis. The critical elements of the arena include the fencing and the footing. Footing is replaced on an ongoing basis by using woodchips from local Christmas tree recycling. Fencing is repaired as needed.

NCP Volleyball Courts: Sand is added as needed and the nets are replaced as needed.

NCP Ballfields and Soccerfields: The Softball fields are mowed on a weekly basis. This begins in late March or early April. Lighting maintenance is performed on an annual basis when the ground is firm enough to support the needed truck. The soccer fields are mowed on a year around basis when possible due to

year around use. Historically, these facilities are fertilized annually.

NCP Picnic areas: The three picnic areas in NCP are rented on a daily basis beginning the week after Easter and ending at the end of September. The shelter tables are washed after every picnic. The gravel parking area adjacent to the shelter is raked after every picnic.

INFRASTRUCTURE

Infrastructure: This heading includes such items as roads, irrigation, and restrooms.

Restrooms: There are two restrooms. The first restroom is located at NCP. This block constructed restroom is washed and sanitized using a mixture of chlorine bleach on a daily basis. During days of scheduled events, it is inspected at regularly scheduled intervals depending on the size and type of the event. The other restroom is all steel and located at the boatramp. This restroom is cleaned at least twice per week. During high use time, such as the spring Chinook run, the restroom is cleaned and inspected on a daily basis.

Roads, Sidewalks, and Parking Lots: All debris is blown from sidewalks on a weekly basis. These include the sidewalks along main street. Parking lots and road ways are swept and repaired on an as needed basis by City of Milwaukie Public Works.

BEFORE THE BOARD OF
NORTH CLACKAMAS PARKS AND RECREATION DISTRICT
OF CLACKAMAS COUNTY, STATE OF OREGON

In the matter of entering into an agreement with the City of Milwaukie regarding the North Clackamas Parks and Recreation District

ORDER NO: 92-672

In this matter coming before the Board of County Commissioners acting as the governing body of the North Clackamas Parks and Recreation District, and it appearing to the Board that the North Clackamas Parks and Recreation District desires to provide for an early transition of the Parks and Recreation Programs, facilities and staff of the City of Milwaukie;

It further appearing that the City of Milwaukie has indicated that it is willing to have its programs, facilities and staff transferred to the Parks District;

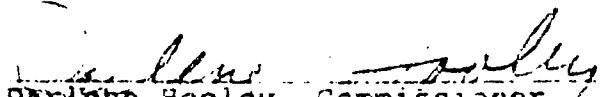
It further appearing that it is in the public interest to accept the agreement as proposed by the City of Milwaukie and the Parks District;

NOW, THEREFORE, IT IS HEREBY ORDERED that the North Clackamas Parks and Recreation District enter into the attached Intergovernmental Agreement with the City of Milwaukie for the purposes of providing parks and recreation services as specified in the agreement.

Dated this 20th day of August, 1992

BOARD OF COUNTY COMMISSIONERS
Acting as the governing body of the
North Clackamas Parks and
Recreation District

N/A
Judie Hammerstad, Chairperson


Darlene Hooley, Commissioner


Ed Lindquist, Commissioner



September 3, 1996

Roald K. Berg
Rose Garden Committee
5440 SE Kellogg Creek Drive
Milwaukie, OR 97222

Dear Mr. Berg:

I am responding to your July 8, 1996, letter concerning the Sara Hite Memorial Rose Garden. You requested two things from the City in order to meet your construction schedule. First, you wanted the City to waive all building permit fees. Second, you wanted the City to remove the pea gravel pile.

I am not in a position to waive building permit fees. These fees are set by the City Council and include a portion which is required by State law to be paid to the State of Oregon. I will take a proposal to the City Council to waive all but the State portion of these fees. In the past, the City has not waived fees for non-profit entities and has also charged its own building projects the full permit fee.

Kelly Somers, our Fleet and Facilities Manager has been assigned to coordinate the removal of the pea gravel. He does not have funds budgeted for equipment and manpower to remove the gravel. It cost the City \$80,000 to have a contractor move this material from the former Albertson's site to the current pile. We are not in a position to use City crews and equipment to move this material to a disposal site and pay a dumping fee.

Kelly has contacted contractors who may have an interest in hauling this material in exchange for the gravel. He is working on this and will coordinate with Thom Kaffun and Joan Young.

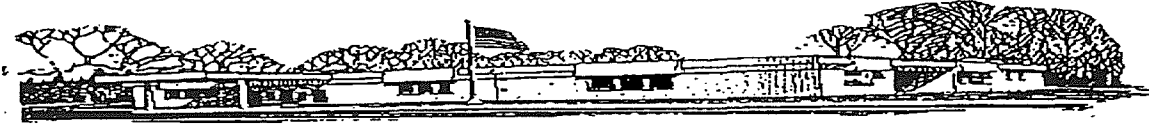
I realize this response does not meet your original expectation. It does not mean that City staff do not support your project. We want to work with you and the Parks District to see that this plan becomes reality. We are bound to follow Council policy and cannot authorize expenditure of funds that are not budgeted or waive fees that are set by the City Council without Council authorization. I will advise you when this matter is scheduled for Council action.

Sincerely,

Dan R. Bartlett
City Manager

cc: Mayor and City Council
Alan Brunk, Chairman, Friends of the Milwaukie Center, Inc
Roger Brown, Director, North Clackamas Parks and Recreation District
Thom Kaffun, Manager, Parks Services, NCPRD
Joan Young, Director, Milwaukie Center
cm1354

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



FRIENDS OF MILWAUKIE CENTER, INC.

A Non-Profit Organization

Organized in 1980 to support and promote Milwaukie Center and its services to the community.

July 8, 1996

Dan Bartlett, Manger
City of Milwaukie
10722 SE Main St.
Milwaukie, OR 97222

Dear Dan:

As you may already be aware, the Friends of the Milwaukie Center are actively pursuing the construction of a professionally designed and landscaped Rose Garden complete with a 3000 square foot plaza and a covered gazebo for the ground south of and adjacent to the Milwaukie Center facility, just inside the entrance to North Clackamas Park. This Rose Garden will be known as the Sara Hite Memorial Rose Garden.

This project was initiated several years ago, and now as Chairman of the Sara Hite Memorial Rose Garden Committee, I am very gratified and enthusiastic about being involved with this project and the progress made since October of 1995.

We have completed the following actions:

1. We have a completed set of final construction drawings from our landscape architects based on the Master Plan completed in 1994-95.
2. We have selected a style and supplier for the paver blocks that will be used for the 3000 sq. ft. plaza that will be in the center of the Rose Garden.
3. We have received approval for location and construction by Milwaukie Planning Department staff.
4. We have the support of and endorsement by the North Clackamas Parks and Recreation District.
5. We have submitted applications for obtaining grant moines to help finance the project.
6. We continue to sponsor benefit functions and sell personalized paver bricks for the Gardens' entry pathway for additional financial support of this project.

Our goal is to have the first three phases completed by the end of September 1996. We have a core of hard-working volunteers waiting for the green light to proceed.

This Rose Garden will provide the Milwaukie Community with a most unique outdoor facility for a variety of social, educational and ceremonial events that will involve a wide cross section of participants, both local and visitors.

The Sara Hite Memorial Rose Garden will be finished with an initial donation of rose bushes from a local award winning and well known rose fancier who has also committed an additional \$1000 to purchase new roses for the garden as needed. We would like to initiate rose planting by Spring 1997.

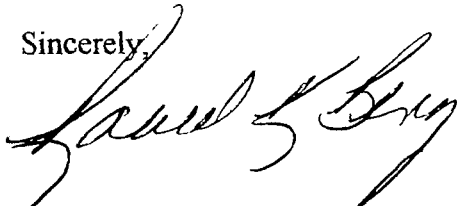
In order for us to meet our September time line, we would like to request your assistance and support as a team member of the Milwaukie governing infrastructure by:

- 1) Waiving any and all of the building permit fees by the Planning Department.
- 2) Providing assistance from the City of Milwaukie to remove the pea gravel pile, by providing equipment and manpower. If the City of Milwaukie can find a dump site, we would be willing to work with you on any dumping costs.

This would greatly expedite our cause and allow us to move forward.

The members of the Rose Garden Committee and Friends of the Milwaukie Center, Inc. sincerely appreciate your assistance in this matter. Please contact me at your soonest convenience at (w) 659-1708 or (h)654-0789 (eves). Thank you.

Sincerely,



Roald K. Berg, Chairman
Rose Garden Committee.

cc. Alan Brunk, Chairman, Friends of the Milwaukie Center, Inc.
Thom Kaffun, Manager, Parks Services, NCPRD.
Joan Young, Director, Milwaukie Center.



**COMMUNITY DEVELOPMENT DEPARTMENT
City of Milwaukie**

Date: August 29, 1996
To: Mayor and City Council
Thru: *Dan* Dan Bartlett, City Manager
From: *Maggie* Maggie Collins, Community Development Director
Subject: **Personal Services Contract Amendments**

Action Requested

Authorization to amend an existing Personal Services Contract for Jeff Tashman, Tashman Johnson, LLC in the amount of \$11,200, bringing said contract to a total of \$41,200. Approval of additional Personal Services contract work with Jeff Tashman, Tashman Johnson, LLC, for land acquisition in the amount of \$15,000. Total of two Personal Services Contracts would be \$56,200 for FY 96-97.

Background

Currently the Community Development Department has contracted with Jeff Tashman of Tashman Johnson LLC for management of the Riverfront Master Plan process.

Tashman's contract covers the work of Les Prentice, Prentice Associates, as well. Murase Associates, KPFF Consulting Engineers and E.D. Hovee & Company, also part of the Riverfront Planning Team, are under contract directly with the City, although their work is managed by Tashman.

I am proposing a modification of the Tashman contract to increase the scope of services and contract amount of the Reiverfront Master Plan process. The increase in services is for Jeff Tashman to serve as a liaison with the Clackamas County Sewerage Facility Study process through the decision-making period, which is anticipated to last from

Memo to City Council
August 29, 1996
Page 2

September, 1996 to approximately February, 1997. Liaison duties would also include any necessary coordination with County Service District #1 through FY 96-97. If this is agreeable, a separate Scope of Work would be developed to guide Tashman's liaison responsibilities with the Service District.

Rationale

Extra contacts and coordination work with the Service District have become necessary, but are outside the scope of the budget for the Riverfront Master Plan process. My schedule does not permit the necessary time to continue interagency staff work with the Sanitary District. As a result of his current riverfront planning experience, Tashman has background and understanding of the sewerage facility planning issues as they relate to City needs and to the planning work now in process for the Riverfront Master Plan.

The cost for such services is estimated to not exceed \$11,200 for FY 96-97, and the additional contract amount would set this figure as maximum compensation.

Other Contracted Work

For the last three years, Jeff Tashman has also been under contract to the City for land acquisition services. His last contract expired on June 30, 1996. I recommend that Tashman's land acquisition contract with the City be renewed for FY 96-97 not to exceed \$15,000. (Just over \$13,000 was billed in FY 95-96.)

Summary

The existing and proposed contracts with Tashman are summarized on the next page.

Attachment

| Contracts with Tashman Johnson LLC: Fiscal Year 1996/97 | | | |
|---|------------------|-----------|------------------|
| August 20, 1996 | | Proposed | New Contract |
| | Contract Amount | Amendment | Amount |
| Milwaukie Riverfront Master Plan | 30,000.00 | 11,200.00 | 41,200.00 |
| Riverfront Land Acquisition (7/1/96 - 6/30/97) | 0 | 15,000.00 | 15,000.00 |
| | | | |
| | | | |
| Total | 30,000.00 | | 56,200.00 |

South/North Safety and Security Task Force Scope of Work

Purpose

The purpose of the South/North Safety and Security Task Force is to provide an independent review of South/North design standards, facilities and operating plans in order to ensure that the alignment alternatives under consideration have been designed to be as safety and secure as feasible. The products prepared by the Task Force should address citizen, jurisdictional and South/North committee-generated concerns regarding safety and security.

Objectives

1. Propose a safety and security design plan for future engineering phases of the project.
2. Review and comment on preliminary engineering facility designs to increase the Project's level of safety and security.
3. To propose safety and security design standards and project element to be included within the project's final design.
4. To implement community-based committees which will work with Tri-Met to integrate safety and security elements into the project's final design.

Products

1. **Safety and Security Design Plan.** The *Safety and Security Design Plan* would be a written proposal by the Task Force for future project design efforts by Metro and Tri-Met. The plan would be used by Tri-Met to help guide preliminary engineering design work and could include a check list of design elements to be addressed by each design team.
2. **Preliminary Engineering Review and Comments.** Prior to completion of Preliminary Engineering, the Task Force would review all draft engineering and architectural drawings and specifications and would issue comments addressing safety and security issues to Tri-Met.
3. **Preliminary Engineering Safety and Security Inventory.** Following completion of Preliminary Engineering, the Task Force would prepare an inventory of safety and security design components included within the Preliminary Engineering drawings and specifications to be incorporated within the Project's final design.

4. **Implementation Plan.** Prior to initiating Final Design, the Task Force would propose a *Safety and Security Implementation Plan* which would work to implement the safety and security inventory and a community-based final design process aimed at meeting local and system-wide safety and security needs.

Organization

The Task Force is made up of members from law enforcement, residential and business groups within the corridor appointed by the Project Management Group. Membership of the Task Force will change as the Project Advances into Preliminary Engineering and Final Design:

- During preparation of the *Safety and Security Design Plan*, the Task Force will be made up of law enforcement representatives and community-wide citizen representation (for example: the Chair of the Citizens Advisory Committee, a representative from the City of Portland's Office of Neighborhoods, a representative from the Association for Portland Progress and representation from the Milwaukie/Clackamas County community).
- After publication of the Draft Environmental Impact Statement and selection of the preferred alignment and first construction segment, the Task Force will be expanded to include neighborhood and business representatives associated with that alignment and segment.
- Finally, as the project advances into Final Design, the Safety and Security Design Review Committees will include representatives from the neighborhood.

The Task Force will report to the South/North Project Management Group, which will be responsible for ensuring that the Project addresses the findings and recommendations made by the Task Force. The Project Management Group and the Citizens Advisory Committee will also be asked to respond to the Task Force's findings and recommendations when they are forwarded to the Steering Committee.

The Task Force will be staffed through Tri-Met Engineering, Metro and consultants as required.

Schedule

| | |
|--|-------------|
| <i>Safety and Security Design Plan</i> | March 1997 |
| Review and Comment on PE | Spring 1998 |
| <i>Safety and Security PE Inventory</i> | Summer 1998 |
| <i>Safety and Security Implementation Plan</i> | Fall 1998 |

D:\FILES\WP\ISS\TF.SCP