

**CITY OF MILWAUKIE  
CITY COUNCIL WORK SESSION  
February 7, 1995**

The work session opened at 5:30 p.m. The following Councilmembers were present:

Craig Lomnicki,  
Mayor  
Rick Farley

Jean Schreiber  
Rob Kappa  
Don Trotter

Staff present:

Dan Bartlett,  
City Manager  
Charlene Richards,  
Assistant to the  
City Manager  
Tim Ramis,  
City Attorney

Angus Anderson,  
Finance Director  
Maggie Collins,  
Community Development Director  
Debbie Bischoff,  
Senior Transportation Planner  
Pat DuVal,  
Recorder/Secretary

Also present:

Chuck Swank,  
Grove, Mueller, Hall & Swank

**Review Comprehensive Annual Financial Report**

**Angus Anderson**, Finance Director, introduced Chuck Swank from the City's auditing firm, Grove, Mueller, Hall & Swank.

**Swank** discussed the management letter and the areas in which the City would have an opportunity to strengthen internal controls and operating efficiency. These areas were:

1. Check Signer. **Swank** said duties should be segregated so the same person does not process the cash disbursements and operate the check signer.

**Councilmember Farley** said there should also be a third person for backup in the event one of the regular employees responsible for the issuance of checks is not available. That person could act as an emergency signer.

**Swank** agreed that there would have to be enough signers available. Someone could be assigned as a backup. He suggested that checks under \$500 might only need one signer.

2. Vendor Acceptance. **Swank** recommended that the City develop a policy for formal vendor acceptance, to assure that only approved vendors are paid.

**Anderson** said the size of the department made it difficult to separate duties. Bonnie Shield handles the invoices and the check writing. Signing and mailing the checks are the third and fourth steps. He said he signs off on the check edit before any checks are run. He said he would probably assign Pat Walsh to run the checks through the signer. He said the department would also work on a vendor acceptance policy.

**Councilmember Schreiber** asked if there was competition for vendor status with the City of Milwaukie. **Anderson** said there was not.

3. Cash Receipts. **Swank** discussed the need for supporting documentation for certain cash receipts. As an example, he noted a deposit of \$480,000 that was deposited incorrectly and took six months to resolve because there was no supporting documentation. Standardized methodology is needed.

**Anderson** reviewed the recently implemented procedure for depositing large checks in the amount of \$100,000, or more. When the department needs to deposit a check immediately, the receipt is completed and either he or Jim Stockton, Senior Accountant, review it.

4. Payroll. **Swank** recommended using the payroll service to access more computer-generated information. The benefit would be increased accuracy while saving labor costs.

**Anderson** said staff is continuing its training on the system. He added that a full reconciliation is done on each payroll.

5. Utility System. **Swank** discussed the concern that the monthly utility billings are not reconciled to the revenue accounts. This would cross-check the accuracy of the system.

**Anderson** said the department has already begun addressing this issue.

6. Business Licenses. **Swank** discussed the need for increased control to assure that all businesses operating in the City are billed and that the appropriate amount is being collected. This would also need to be accomplished in a cost-effective manner.

**Anderson** said Jan Vallandingham was using the reverse directory to locate businesses.

**Bartlett** said there is an electronic phone number system that the City could purchase, but he questioned that it would be cost effective. He added that Jan was working with business parks to identify new tenants. The City also contacts people who put flyers soliciting business on utility poles.

7. Court Reconciliations. **Swank** said that Court personnel was continuing to work on reconciling the accounting records to the general ledger.

**Anderson** said he was proud of what was being done in Court. Billings are now done on a monthly basis. By the end of this month, bail will be reconciled.

8. Fixed Assets. **Swank** said the City has not updated its fixed asset inventory since 1989, although capital outlay figures have been picked up.

**Anderson** said it was in his budget to contract for a fixed asset inventory that would include evaluation and depreciation.

**Swank** added that this has some insurance benefits.

9. General Ledger. **Swank** noted that reconciliations of balance sheet accounts were not being prepared in a timely manner.

**Anderson** said all reconciliations are now done on a monthly basis and completed by the tenth of the following month.

**Councilmember Farley** asked if a contractor could slip by without a business license. **Anderson** said the contractor would usually be caught during the inspection process.

**Swank** discussed employee cross training. He said, although it can be disruptive to an organization, it is good for internal control. **Anderson** agreed that cross training was good for both the organization and the employee. He said to fully implement cross training in the Finance Department would be about a two- or three-year process.

### Transportation System Plan Update

**Debbie Bischoff**, Senior Transportation Planner, updated City Council on the Transportation System Plan (TSP) project. She summarized the Transportation Planning Rule requiring local governments to complete a long-range, multi-modal plan. The City received a Transportation and Growth Management Program grant from ODOT and DLCD that includes a project deadline of June 30, 1995. Two aspects that Milwaukie needs to address are: (1) reduce parking and vehicle miles by 10% in the next twenty years; and (2) develop a plan that is fundable. **Bischoff** had a timeline of the TSP project on which the technical and public involvement elements were being done simultaneously.

**Mayor Lomnicki** asked if the TSP would look at issues like speed humps on 32nd Avenue. **Bischoff** said the TSP would usually be more general; however, more specific programs could be considered.

**Bischoff** displayed maps from Milwaukie's GIS division. The first map indicated the locations of sidewalks in the City. The greatest number of sidewalks exist in the downtown and MarketPlace areas.

The next map showed an inventory of bicycle facilities in the City. **Councilmember Farley** asked about bike lanes on the Springwater Corridor. **Bischoff** said the Springwater Corridor bike lanes would be in addition to the City's inventory. The Corridor is close to Johnson Creek Blvd., but staff believes many people will use the on-road facilities. Current bus routes were shown on the public transportation map.

**Bischoff** said the Transportation Plan would be complete by June and will go through periodic updates.

**Councilmember Schreiber** said she thought there would be people interested in finding out where sidewalks and bus lines will go in the future and asked if copies of these maps were available to the public. **Bischoff** recommended that interested parties contact the Community Development Department.

**Bischoff** said the figures indicate a need for more bike facilities and transportation connections. Most of the routes are adequate, and there is not too much congestion. There are some delays at Harrison at McLoughlin Blvd. and 32nd Avenue; and Johnson Creek Blvd. at 32nd Avenue, Linwood Avenue, and 82nd Avenue.

**Councilmember Kappa** asked if these volumes were measured at peak hours.

**Bischoff** said the traffic counts were taken between 4:00 p.m. and 6:00 p.m. Intersections that could become a problem in the future are Linwood at Harmony and 34th Avenue at Lake Road.

**Councilmember Trotter** asked if the problems at Harrison and McLoughlin were observed before or after completion of the jughandle. **Bischoff** said probably after construction. She added that side streets generally suffer when a large volume of traffic is being moved on a highway.

**Bischoff** said, now that existing conditions have been identified, staff and working groups will look at the next twenty years. Staff is concerned about Johnson Creek Blvd. at both Linwood and Stanley Avenues and King Rd. at 43rd Avenue. She discussed the County's plan for signalization at Linwood and Johnson Creek Blvd.

**Councilmember Farley** said sometimes there are 20-30 cars backed up behind a slow driver on King Rd.

**Councilmember Kappa** said he hears complaints about King Rd. all the time.

**Bischoff** said that, once transportation needs are identified, the City will work with Metro 2015 data to help identify future needs. The City will also look for ways to fund projects to meet these needs.

**Councilmember Schreiber** asked if the City was working with Clackamas County. **Bischoff** said a lot of work is being done with the County. Technical people from the County and Tri-Met, among others, are sharing information.

**Bischoff** discussed the public involvement portion of the program. The Roads Working Group report indicates a concern about major east/west connectors in the City. The Group is also interested in intersection improvements, signage, freight routes, speeding, and truck routes through the City. The Ped/Bike Group has a long list of desirable changes that include the availability of bike racks and lockers. This month, the Transit Working Group evolved from the Light Rail Group.

**Councilmember Kappa** asked if there was any feedback from freight haulers. **Bischoff** said representatives attended the December meeting, and their continued attendance was encouraged. The working groups are developing goals, objectives, and policies to reflect the different modes of transportation within the TSP.

**Councilmember Schreiber** asked if the Ped/Bike Working Group members saw themselves as more than recreational. **Bischoff** said the group is very knowledgeable, and some members either bike or walk to work instead of driving. The Plan needs to look at ways to encourage alternate forms of transportation.

**Bischoff** said the Plan will also look at what is adjacent to the roadways. She had a map of arterials and where they lie in the City. The data indicates that there is a lot of residential along the major streets. Each modal element will have a primary system.

**Mayor Lomnicki** said he thought it would be helpful if the various elements of the Plan could be on acetate overlays, rather than individual diagrams.

**Bischoff** summed up her presentation by saying that the City was looking at the function of roadways as being multi-modal. Arterials and collectors get people into and out of the City. The Working Groups and staff will prepare a final feasibility report and a funding recommendation. Technical agencies will review the projects and continue to work with the City Council and Planning Commission.

*Pat DuVal*

Pat DuVal, Recorder/Secretary



**CITY OF MILWAUKIE  
CITY COUNCIL AGENDA  
FEBRUARY 7, 1995**

**MILWAUKIE CITY HALL**  
10722 SE Main Street

**1712th MEETING**

**WORK SESSION**

5:00 - Review Comprehensive Annual Financial Report  
5:45 - Transportation System Plan Update

**REGULAR SESSION**

7:00 p.m.

**I. CALL TO ORDER**

**Presentation of the Colors by Troop 144  
Pledge of Allegiance**

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

**Proclamation - Scouting Anniversary Week**

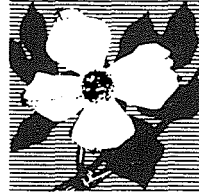
**III. PUBLIC HEARING** *(Public Comment will be allowed on items appearing on this portion of the agenda following a brief staff report presenting the item and action requested. The Mayor may limit testimony.)*

**Consider Traffic Safety Commission Request Regarding Signal Device on 32nd Avenue (Dan Bartlett)**

**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. 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. Zoning Map Amendments for Annexed Lands (ZC-94-01) and Subdivision Ordinance Text Amendment for Flag Lot Buildability (ZA-94-07) - Ordinance, second reading (Jim Crumley)**
- B. Consider Repealing Milwaukie Municipal Code Chapter 2.08, Civil Service Commission - Ordinance (Charlene Richards)**
- C. Consider Johnson Creek Boulevard Safety Improvement Plan - Resolution (Maggie Collins)**
- D. Consider Purchase Order Approval (Angus Anderson)**



**\*\*\*MEMORANDUM\*\*\***

**COMMUNITY DEVELOPMENT DEPARTMENT**

**February 7, 1995**

**To:** Mayor and City Council  
**Through:** *DB* Dan Bartlett, City Manager  
**From:** *MC* Maggie Collins, Community Development Director  
Debbie Bischoff, Senior Transportation Planner  
**Subject:** Transportation System Plan Update

Action Requested

No action is required since this is a project update.

Background

Community Development Department is completing a Transportation System Plan (TSP) for Milwaukie. This implements the Transportation Planning Rule requirement for local governments to complete long-range multi-modal transportation plans. The City has received a Transportation and Growth Management Program grant from the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development, for technical assistance with the TSP. The project deadline based on the grant is June 30, 1995.

Discussion

Staff is moving forward on development of a Transportation System Plan (TSP) for Milwaukie. The TSP is to be a long-range plan that addresses multiple transportation modes such as bicycling, walking, transit, and automobile and freight movements, that are planned, developed, operated and maintained in a coordinated manner.

Attached is a Transportation Planning Rule Summary and the Milwaukie TSP schedule for your information. The Summary includes the elements of the TSP that must be addressed by Milwaukie. Noteworthy aspects of our TSP are that the Plan must be fundable; i.e., identified transportation improvements must have funding sources

associated with them; and that as part of being in the Portland metropolitan region, we must reduce vehicle miles traveled (VMT) and parking spaces by 10% over the next twenty years.

Thus far, Staff has been working with a consultant, DKS Associates, on technical matters related to the TSP. New traffic counts for roadways and intersections in the City have been collected and the City has had a Pavement Management System Inventory of our roadways completed that included an inventory of TSP needs such as sidewalks and bicycle lanes. The consultant is completing an Existing Conditions Report based on this information. Also, Matt Freid, GIS Coordinator for Milwaukie, has produced inventory related maps. The consultant is about to undertake traffic modeling using Metro 2015 land use projection data and street forecasts. The outcome of this modeling will be Milwaukie's future roadway system. Staff is also finalizing a report that is an evaluation of existing plans, policies and standards that affect Milwaukie.

The TSP Public Involvement Program is actively moving forward. Staff held a TSP Public Kick-off Meeting in October 1994. At this meeting, two Citizen Working Groups were formed: Roads (Automobile and Freight) and Pedestrian/Bicyclist. The Working Groups have been meeting regularly and produced their first product in December 1994; a Transportation Needs Report, which is attached for your information. The Working Groups are meeting and providing input for the next report on Modes Prioritization. As part of this effort, they will be suggesting revisions to the Goals, Objectives and Policies that exist in the Transportation Element of the Comprehensive Plan. They will also review and recommend a prioritization of transportation modes within our transportation system. This report should be completed by the end of March.

A third Citizen Working Group that will address transit issues will be activated in February. This Working Group will be an expansion of the Light Rail Working Group, and will address bus transportation issues as well as light rail.

The Planning Commission received a briefing on the TSP project at its meeting on January 24, 1995. We anticipate bringing to you at least one more briefing on the project prior to formal worksessions and a public hearing.

attachments

tsppcmem.doc

## TRANSPORTATION PLANNING RULE SUMMARY

The Transportation Planning Rule (TPR) was adopted on April 26, 1991 under Chapter 660-12, Oregon Administrative Rule.

The *purpose of the TPR* is to:

- 1) Implement Statewide Planning Goal 12 (Transportation)
- 2) Provide compliance with other Statewide Planning Goals
- 3) Coordinate of transportation needs at all governmental levels
- 4) Serve as the necessary Public Facilities Planning for transportation, through development of Transportation System Plans.

The *Transportation System Plan or TSP is defined as:*

“a plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas.”

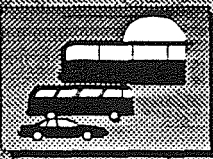
The “plan” has two parts: a TSP with land use controls and a network of facilities and services to meet overall transportation needs; and establish projects and their funding sources to implement the plan.

TSPs must be prepared and coordinated with other local, regional and State Transportation Plans, and with transit and other transportation districts for facilities and services.

*Elements of a TSP that are applicable to Milwaukie are:*

- 1) A road plan for a network of arterials and collectors
- 2) A public transportation plan
- 3) A bicycle and pedestrian plan
- 4) An air, rail, water and pipeline plan
- 5) Policies and land use regulations for implementing the TSP
- 6) A parking plan intended to achieve a 10% reduction in the number of spaces per capita over the planning period
- 7) Design plan to achieve objectives for reducing automobile vehicles miles travelled (VMT) per capita
- 8) Establish measurable objectives to accomplish reductions in VMT
- 9) Adopt land use and subdivision ordinance amendments that allow transit oriented development, implement demand management programs, achieve reductions in the number of parking spaces per capita, and require all major commercial and industrial developments to provide on-site transit stops or connections to stops
- 10) Evaluate alternative land use designations, densities and design standards to meet local and regional transportation needs
- 11) Include a financing program with specific components

Metropolitan Planning Organizations (MPOs) such as Metro are required to complete their TSPs four years after Rule adoption (1995). Cities within the MPO have one additional year to complete their TSPs. Milwaukie has received a State Transportation and Growth Management Grant to help complete its TSP. Project timeframe and deadline based on the grant is June, 1995.

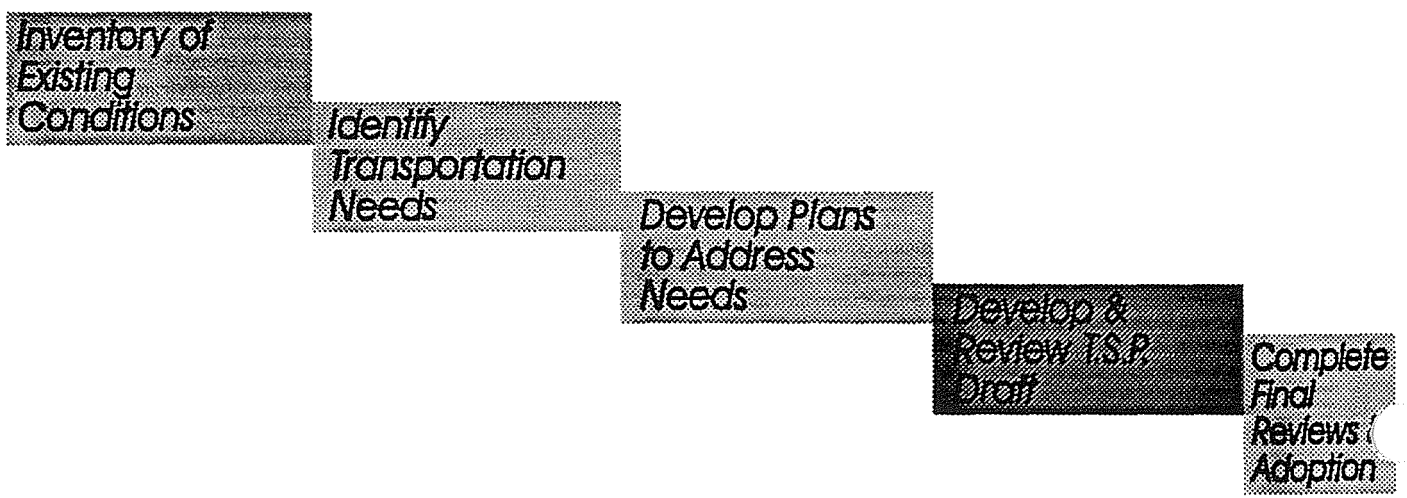


# Milwaukie T.S.P. Schedule

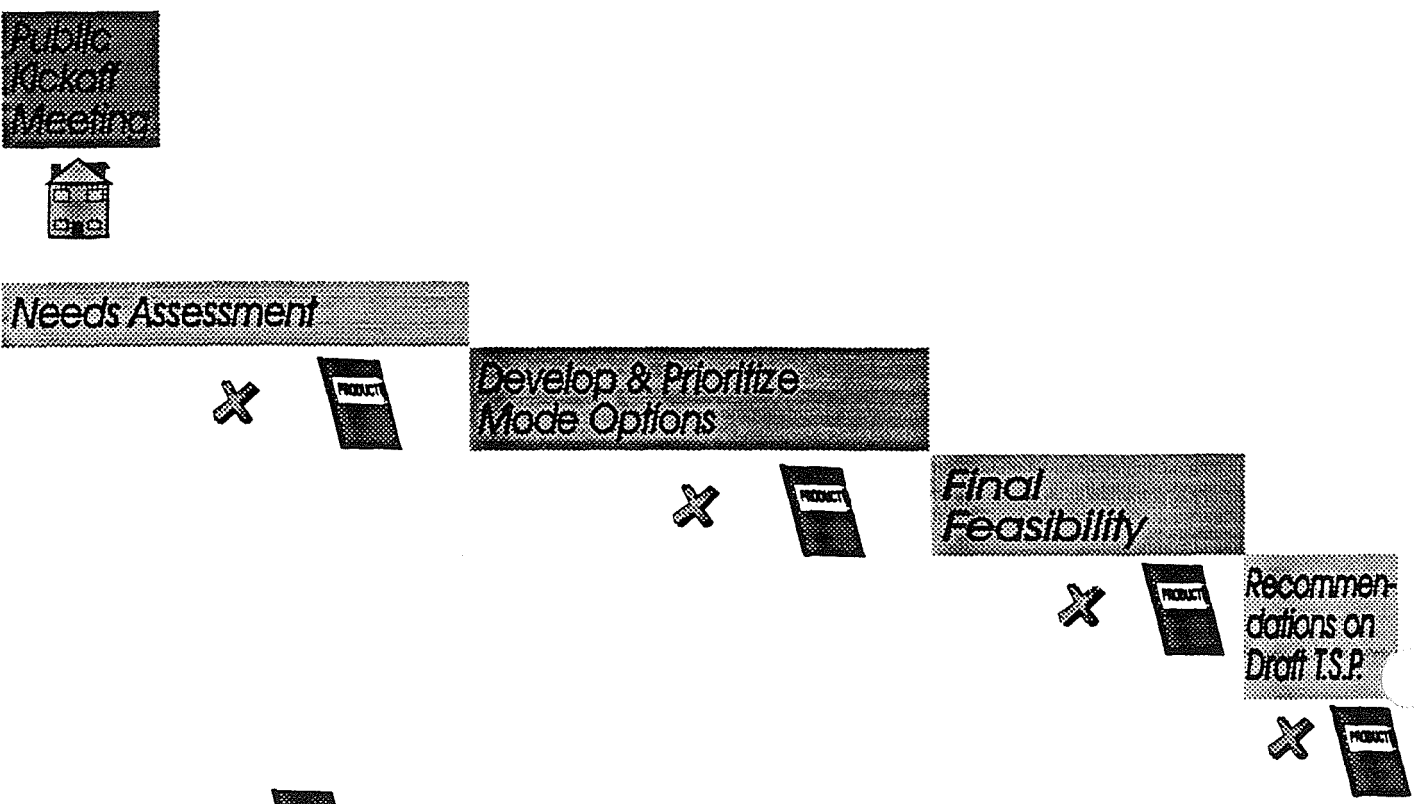
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| OCT  | NOV | DEC | JAN  | FEB | MAR | APR | MAY | JUN |

## Public Involvement Program

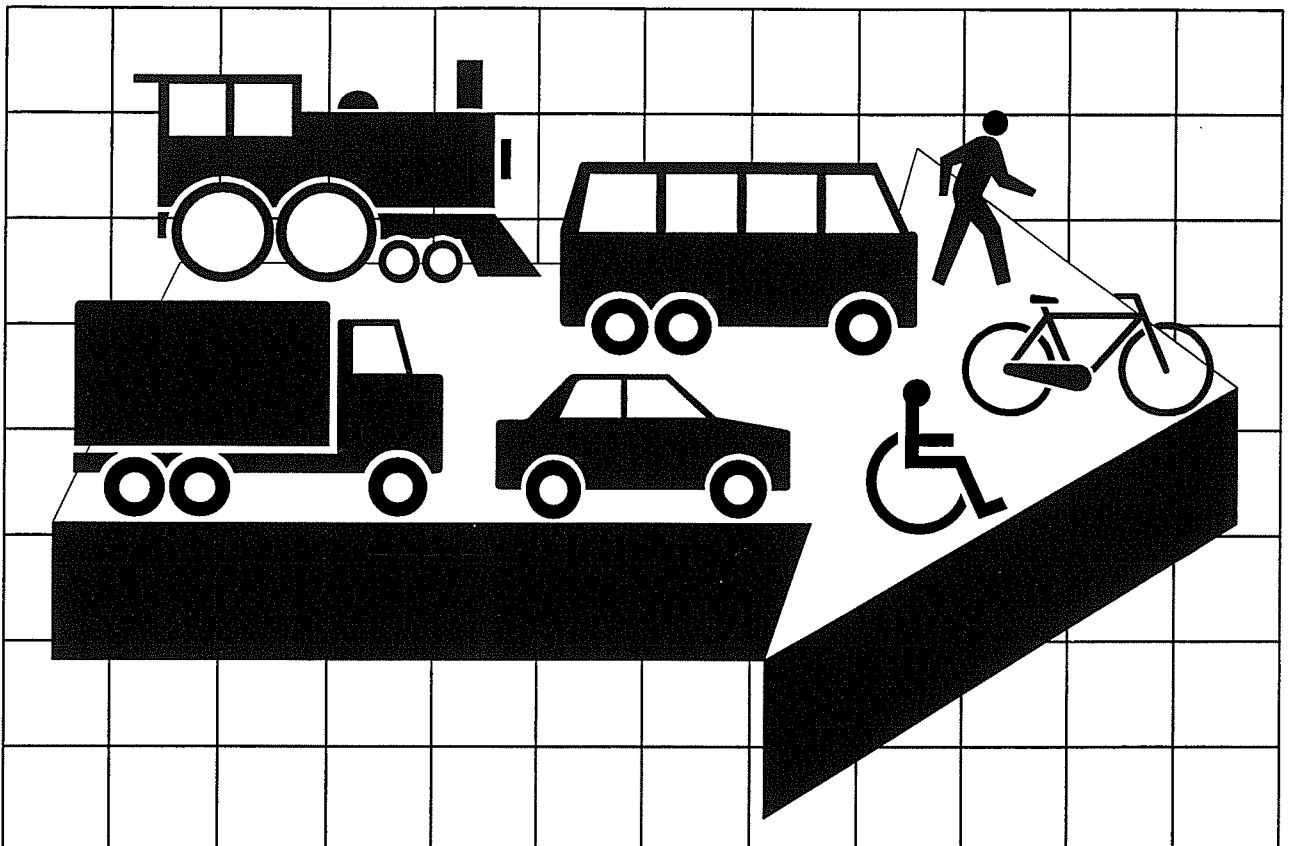
TECHNICAL



PUBLIC INVOLVEMENT



Working Group Meeting(s)
 Working Group Product



**City of Milwaukie**

**Transportation System Plan  
Citizen Working Groups Report**

# **Transportation Needs**

**December 23, 1994**

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### Appendices

- Appendix 1 - Background Information
- Appendix 2 - List of Working Group Members
- Appendix 3 - Questions from October 17, 1994 Meeting
- Appendix 4 - Map of Milwaukie

Milwaukie Community Development Department

Report Prepared by: Debbie Bischoff, Senior Planner  
with help from: Diana Myrvang, Public Involvement Coordinator  
Marcia Hamley, Office Assistant

## **INTRODUCTION**

Citizen Working Groups are an important component in the successful completion of a multi-modal Transportation System Plan (TSP) for Milwaukie. See Appendix 1 for background information on the project. The active Roads and Bicyclist/Pedestrian Working Groups have completed their first major task of identifying transportation system needs for automobile, freight, bicycle and pedestrian travel in Milwaukie and the surrounding area. See Appendix 2 for the current roster of working group members and Appendix 3 for questions posed to the working groups to stimulate their thoughts on transportation needs in Milwaukie.

The information presented in the Transportation System Plan Needs Report is a summary of individual working group member opinions on needs and improvements that should be made to the existing transportation system. The Working Groups' suggestions are to make the transportation system safer and more accessible for different travel modes. They also encourage the mixing of land uses within the City to promote walking, bicycling and local trips by automobile. It should be noted that there are a few conflicting opinions presented in this report, based on differing perceptions of individual members within the working groups.

The Transportation System Plan Needs Report will provide staff, the consultant and City decisionmakers, with a clearer understanding of citizen identified transportation needs. City staff and the consultant will incorporate report information into the development of the Transportation System Plan; and in particular, the transportation system needs chapter. Once transportation needs are identified in the TSP, the Plan will then address implementation of improvements and activities over the next twenty years to meet those needs.

**TRANSPORTATION SYSTEM NEEDS:  
ROADS WORKING GROUP FINAL REPORT**

Comments from the Roads Working Group are divided into two sections: needs for automobile travel and needs for freight travel.

Automobile Travel Needs

Overall, the Roads Working Group felt that it is fairly easy to get to destinations in the local area by automobile. That is, if you are a resident and know the street system well. If you are a visitor, you may be confused about traveling around the City. This is because the City does not have enough streets that are north-south or east-west links through the City. Travelers in the City have to make a number of turns onto different streets to get to local destinations and residences. The Roads Working Group would like to see better north-south and east-west connections through the City. However, they did express concern that more through streets might encourage more traffic through some of the residential parts of the City. Working Group members do not want the unique residential character of the City altered.

In general, the Roads Working Group believes that there are an adequate number of streets in the City. Improvements to these roadways should be done to better align roadways as connectors, improve intersection crossings, and provide for sidewalks and bicycle facilities.

The Roads Working Group suggested numerous road improvements to address automobile travel. Their list of identified needs is divided into roadway improvements, signage, safety, roadway classification, and general comments.

**Roadway Improvements**

- Improve the intersection of Johnson Creek Boulevard/Linwood Avenue/Flavel Drive.
- Improve Johnson Creek Boulevard, east of Tacoma Avenue.
- Connect Monroe Street to Oak Street by the railroad tracks.
- Remove hill on Monroe Street near 60th Avenue.
- Construct sidewalks on roads east of 42nd Avenue that lead to downtown.
- Make improvements from Washington Street onto Highway 224 (similar to what was done on Johnson Road and Highway 224).

## **Transportation System Plan Needs Report**

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- Improve Webster Road and Highway 224 intersection, so that there is a lane for traffic heading through the intersection and a lane for vehicles (trucks) turning onto Highway 224.
- Install turn signals at the intersections of Harrison Street and Highway 224 and Oak Street and Highway 224.
- Improve intersection of Oak Street and Railroad Avenue.
- Make a connection between McLoughlin Boulevard and 82nd Avenue other than Highway 224.
- Close Jackson Street between Main Street and 21st Avenue to automobile traffic, for a transit/pedestrian mall.
- Regrade shoulders on Oatfield Road for a smoother surface.
- Regrade Lake Road.

### **Signage**

- Ensure that intersection signs meet the Manual on Uniform Traffic Control Devices (MUTCD) standards.
- Do not overload streets with signage.
- Need to enforce signage when placed in right-of-way.

### **Safety Issues**

- Slow traffic in the City down to the speed limit, with zero tolerance for all traffic that goes above the speed limit.
- Lower speed limits in City.
- Continue the use of the Speed Monitoring Awareness Radar Trailer (SMART) and other speed monitoring devices along with increased speed control enforcement by the Police Department.
- Discourage through traffic in neighborhoods.
- Tailgaters and slow drivers are hazardous on roadways.

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- At-grade railroad crossings through town could cause a problem for emergency response vehicles.
- Johnson Creek Boulevard is partly located in a residential area and there is a lot of through traffic and speeders. Traffic needs to be diverted away from this section of Johnson Creek Boulevard to make it function more like a neighborhood residential street.

### **Roadway Classification**

- The functional classification of Railroad Avenue should be evaluated to see if it is better classified as a collector street rather than an arterial street.

### **General Comments**

- It is difficult to access commercial uses along 82nd Avenue, especially during the holidays.
- Consider a beltway around the City.
- Consider a traffic calming circle device on Tacoma Street, to deter traffic from using 17th Street to get to the Sellwood Bridge.
- Encourage large businesses to provide mixed use development with a residential component on-site.
- Concerned about traffic volumes on 34th Avenue, traffic should be diverted.
- Divert traffic along Lake and Oatfield Roads.

Freight Travel

The Roads Working Group considered freight travel in and through Milwaukie. Freight travel includes the movement of trucks and commercial/industrial trains. Generally, the Working Group perceives truck traffic through Milwaukie to occur on the State highways such as McLoughlin Boulevard, Highway 224, and 82nd Avenue. Additional truck traffic is thought to occur on Johnson Creek Boulevard and Railroad Avenue. Comments on freight travel concentrated on truck movement through the City and are listed below:

**Roadway Improvements**

- Improve intersection at 17th Avenue and McLoughlin Boulevard by widening turning radii to provide adequate maneuvering area for large trucks.
- Webster Road and Highway 224 intersection should be widened to include a through lane and a turn lane to facilitate movement for trucks and automobiles.
- Improve Railroad Avenue to make it more accessible for truck traffic from Omark Industrial Park.

**Signage**

- Signage for truck routes is unnecessary since larger trucks know to stay on State highways and signage would be ignored.
- Signage for truck routes and for prohibiting trucks on neighborhood streets is necessary and should be implemented.
- 32nd Avenue should have signs prohibiting heavy trucks.
- 34th Avenue should have signs prohibiting heavy trucks.

**General Comments**

- Concern expressed about truck traffic on 34th Avenue between Oatfield Road and Highway 224.
- Different sized trucks deliver different sized goods to different markets: homes, businesses, manufacturing facilities and warehouses.
- Citizens should establish a "truck watch" on their streets.

## **Transportation System Plan Needs Report**

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- Freight movement should be kept on the outskirts of the City using State highways and on Johnson Creek Boulevard (45th to 82nd) and Railroad Avenue.
- No large trucks should use Railroad Avenue from the Milwaukie Marketplace to get to Sunnyside Road/I-205 area.
- Large trucks use 32nd Avenue, a truck restriction by weight, such as 20 gross vehicle tons, should be enforced.
- Truck weights should be limited on Washington and Monroe Streets. Heavy trucks are deteriorating these roadways.

**TRANSPORTATION SYSTEM NEEDS:  
PEDESTRIAN/BICYCLIST WORKING GROUP FINAL REPORT**

Comments from the Pedestrian/Bicyclist Working Group are divided into two sections: pedestrian travel and bicycle travel.

Pedestrian Travel Needs

The Pedestrian/Bicyclist Working Group identified many pedestrian needs for the City's transportation system. First, and probably foremost, is the lack of sidewalks constructed and available for pedestrian use including appropriate facilities for the disabled. Second is a need to maintain existing sidewalks without obstacles and in good repair. The following is a list of Working Group suggestions presented under the headings of sidewalk needs, intersection needs, safety and general comments:

**Sidewalk Needs**

- McLoughlin Boulevard and intersecting streets.
- Sunnyside Road/Harmony Road corridor - Price Fuller Road to 82nd Avenue on the northside, Lake Road, 35th Ave. into Milwaukie)
- Railroad and Lake Avenues
- Linwood Avenue
- Johnson Creek Boulevard.
- Stanley Avenue
- King Road from existing sidewalks to 82nd Avenue.
- Roswell Street, especially near elementary school.
- Logus Road and 48th/49th Avenues, near Llewellyn Elementary School.
- Rowe Junior High School area, is in need of east-west sidewalks.
- Complete sidewalks around Milwaukie Elementary School area.
- Harrison Street to Main Street up to 32nd Avenue.
- 42nd Street

## **Transportation System Plan Needs Report**

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- Monroe Street
- Sidewalks from Waverly Heights to downtown.

### **Pedestrian Intersection Needs\***

- Improve all intersections along Highway 224.
- Improve all intersections along McLoughlin Boulevard.
- Improve Harrison Street and 21st Avenue intersection, also consider closing driveway by intersection closest to Masonic Temple.
- Install traffic signal at the intersection of Main Street and Harrison Street.
- Improve 43rd Avenue and King Road intersection.
- Improve intersection of Railroad Avenue and Harrison Street.
- Move utility poles at intersection of 23rd Avenue and Lake Road.
- Improve Harmony Road and Linwood Avenue intersection.
- Improve Harrison Street and 34th Avenue intersection.
- Improve the intersection of Waverly Drive and 17th Avenue.

\*Intersection improvements include pedestrian crosswalks, handicapped ramps at curbs, and walk signals with adequate timing for pedestrians to get across the intersection.

### **Safety**

- Better lighting of streets, especially in older neighborhoods.
- Pedestrian ways should have clear visibility from traffic lanes.
- Better separation of automobile lanes, sidewalks and bicycle lanes.
- Remove all sidewalk obstructions such as utility poles and mailboxes from a clear distance of 48 inches from the curb.
- Repair uneven and broken sidewalks.

## Transportation System Plan Needs Report

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### General Comments

- Provide good street crossings for pedestrians.
- Improve land use design as it relates to pedestrian connections and sidewalks.
- Encourage street designs with greenway strip to separate sidewalks from vehicle traffic.
- Street trees are okay but should be monitored for root problems that can affect sidewalks.
- Provide public restrooms and secured bicycle parking at popular destinations such as downtown Milwaukie, the riverfront area, and at local parks.
- Educate citizens on the various transportation modes.
- City should look at unfulfilled development agreements for a way to increase the number of sidewalks.
- Sidewalk construction should be a high priority with gas tax funding.
- Sidewalk construction is too costly with today's economy, no need for formal sidewalks. Asphalt with graded gravel between two slightly raised concrete strips is most useful for pedestrians.
- Waterfront area should be accessible for pedestrians (and bicyclists).
- Cut back overgrown plants in planters on sidewalks downtown.
- City needs sidewalks and lighted streets.
- Other less expensive or interim improvements related to pedestrian facility design include: curbs without sidewalks to provide separation from vehicles; paint to delineate pedestrian areas and crossings; reflectors along the edge of roadway pavement; eliminate on-street parking on one side of roadway; and construct overpasses and walkways.

## **Transportation System Plan Needs Report**

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### Bicycle Travel Needs

The Pedestrian/Bicyclist Working Group discussed bicycle travel throughout Milwaukie and the greater vicinity. In general, the condition for bicyclists getting around Milwaukie and the greater area is poor and unsafe. Bicycle lanes need to be provided on both arterial and collector streets.

The Working Group first discussed popular bicyclist destinations. Then they reviewed the most direct ways to get to these locations and came up with priority bicycle lane and intersection improvement needs. The following is the Pedestrian/Bicyclist Working Groups list of popular bicyclist destinations, bicycle lane and intersection improvement needs, and general comments on bicycle travel needs in the Milwaukie vicinity.

#### **Popular Bicyclist Destinations**

- North Clackamas Aquatic Center
- Public Safety Building
- All schools
- Kaiser Medical Center (east of I-205)
- All parks
- Access to Highway 224
- Downtown Milwaukie
- Milwaukie Marketplace and other retail centers
- Downtown riverfront area
- Milwaukie Center

#### **Bicycle Lanes and Intersection Needs**

- Harrison Street
- King Road, where bicycle lanes do not exist.

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- There are not completely accessible bicycle routes to southeast and downtown Portland. Currently used routes are McLoughlin Boulevard and 17th Avenue.
- 32nd Avenue (which is very dangerous currently).
- Linwood Avenue from King Road to Johnson Creek Boulevard.
- Stanley Avenue from King Road to Johnson Creek Boulevard.
- Main Street, north of Harrison Street to the theater.
- Monroe Street, with a closure to through automobile traffic.
- Railroad Avenue
- Resurface Lake Road.
- Johnson Creek Boulevard
- 21st Street
- 42nd Street
- Improve intersection of Waverly Drive and 17th Avenue.
- Widen bridges on Highway 224 to accommodate bicyclists.
- Widen 82nd Avenue for bicyclists and improve intersection of 82nd Avenue and Highway 224.

### **General Comments**

- Bicycle facilities and routes should be on through streets, without a lot of stop signs.
- Bicycle parking should be located at destinations and at transit centers.
- Improve intersections to make them bicyclist cross-able.
- Install underground electronic loops in travel lanes at major intersections so that bicyclists can trigger a signal change.
- Allow disabled persons in wheelchairs to utilize bicycle lanes when sidewalks with ramps do not exist.

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- Street maintenance is important because pot holes and debris are safety concerns of bicyclists.
- The City's waterfront area should be made accessible to bicyclists.
- The ideal roadway in a residential area is one that has an identified bicycle lane on one side of the road.
- Motorist education is needed to be more aware of bicyclists (and pedestrians).
- Bicycle lane improvements made to King Road are good.
- East Burnside Street in Portland is a good example of a street that works for bicyclists, with on-street parking, a bicycle lane and car lane on each side of the street.

## APPENDIX 1

### BACKGROUND INFORMATION

The City of Milwaukie is implementing the State mandated Transportation Planning Rule with development of a multi-modal Transportation System Plan (TSP). The TSP will include the following plans: roads, bicycle, pedestrian, air, rail, water and pipeline, and parking. The City has received a grant from the State through its Transportation and Growth Management Program to provide assistance in development of the TSP. The grant includes a timeframe for project completion which is June 30, 1995.

The Community Development Department is the lead department for TSP development. The firm of DKS Associates is assisting the City with technical aspects of transportation planning. The technical work and Public Involvement Program are ongoing and will share information throughout TSP development. Both are essential elements for Milwaukie to achieve the best local TSP in the region. The Public Involvement Program has four goals:

1. To educate Milwaukie citizens on issues relating to transportation system planning in the City.
2. To elicit public input in developing a successful Transportation System Plan.
3. To provide mechanisms for local review and input to the Transportation System Plan Draft Recommendations.
4. To produce a comprehensive and conflict-free future Transportation System Plan that incorporates widespread and diverse citizen involvement and input.

The Public Involvement Program has two components for public input. One component includes general public participation at public meetings and throughout the TSP process. The second component is the Citizen Working Groups which are designated by transportation modes: Roads (automobile and freight), Pedestrian/Bicyclist and Public Transportation. The Citizen Working Groups are charged with completing three work products that will provide valuable public input into TSP development. The first product is this Needs Report. Future products will be a Mode Options Prioritization Report and a Final Feasibility Report.

### Citizen Working Groups

The Community Development Department held its TSP Public Involvement Kick-off Meeting on October 17, 1994. The meeting was both an overview for the general public on the TSP project and the first meeting of the citizen working groups. Three sessions were held simultaneously, for the Roads, Pedestrian/Bicyclist and Public Transportation.

The working groups reviewed questions on the existing transportation system. The questions were designed to evaluate the existing conditions by transportation mode and solicit citizen input on transportation needs. The Working Groups discussed the questions and gave opinions and comment.

The Roads Working Group and the Pedestrian/Bicyclist Working Group both met again on November 14, 1994, to review the questions and discuss the existing transportation system and associated needs once more. The Working Groups met jointly on December 1, 1994, to review and comment on a November 22, 1994, draft of the Transportation Needs Report. Members provided comments on the draft and identified final transportation needs not previously mentioned.

It should be noted that the Public Transportation Working Group had sparse participation at the October 17, 1994 Public Involvement Kick-off Meeting. The few citizens at the meeting did not express significant concerns about public transportation in Milwaukie. They concluded that Milwaukie has adequate public transportation system through the multiple services of Tri-Met. There is a transit center downtown, special transit services, park and ride facilities and a number of bus routes that lead to Portland and greater Clackamas County. The City has an active Light Rail Working Group that has been meeting regularly over the past year to provide input into the South-North Light Rail planning process. This group will expand its purview to buses to provide necessary input into TSP over the next few months.

# APPENDIX 2

CITY OF MILWAUKIE  
TRANSPORTATION SYSTEM PLAN  
ROADS WORKING GROUP MEMBERS

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NAME

1. Terry Flink
2. Tina Krause-Marshall
3. Jeff Marshall
4. Rob Kappa
5. Dwight Dillon
6. Dick Baker
7. Patty Wisner
8. Julie Wisner
9. Fred Wilson
10. Susan Stone
11. Ed Salmons
12. Norm Unrein
13. Dorothy Pengraph
14. Dick Port
15. Mark Fields
16. Matt O'Brien

CITY OF MILWAUKIE  
TRANSPORTATION SYSTEM PLAN  
PEDESTRIAN/BICYCLE WORKING GROUP MEMBERS

---

NAME

1. Gerri Sue Lent
2. Gloria Flink
3. Bud Boyer
4. JoAnn Herrigel
5. Dick Baker
6. Julie Wisner
7. Patty Wisner
8. Sherrie Henson
9. Kay Cormier
10. Kathy Goss
11. Michelle Greely Roberts
12. Caroline Locher
13. Katie Young
14. Jim Young

# APPENDIX 3

## TRANSPORTATION SYSTEM PLAN PUBLIC KICK-OFF MEETING October 17, 1994

### ROADS (AUTOMOBILE/FREIGHT) TASK FORCE

Facilitators: Debbie Bischoff, City of Milwaukie  
Ron Weinman, Clackamas County  
Michael Ray, ODOT

#### Discussion Questions:

#### AUTOMOBILE TRAFFIC

1. How easy or difficult is it to drive an automobile in the Milwaukie area?
2. Can you easily get to local destinations by automobile in the Milwaukie area?
3. What do you like or not like about driving in the Milwaukie area?
4. What types of improvements would you like to see happen that would facilitate safe and convenient automobile use in Milwaukie?
5. Other comments related to driving an automobile in the Milwaukie area?

#### FREIGHT TRAFFIC

1. Are there adequate routes in the Milwaukie area to accommodate the movement of freight traffic?
2. What changes would you recommend in freight routes to facilitate the movement of freight in the Milwaukie area?
3. What types of system improvements would you like to see happen to facilitate the movement of freight in the Milwaukie area?
4. Other comments related to transporting freight in the Milwaukie area?

NEXT TASK FORCE MEETING: To be determined at tonight's meeting.

**TRANSPORTATION SYSTEM PLAN  
PUBLIC KICK-OFF MEETING  
October 17, 1994**

**PEDESTRIAN/BICYCLE TASK FORCE**

Facilitators: Diana Myrvang, City of Milwaukie  
Ron Skidmore, Clackamas County

Discussion Questions:

**PEDESTRIANS**

1. What is the most important thing we can do in the transportation system that would make it more likely for you to walk within Milwaukie?
2. Many Milwaukie streets lack complete sidewalks.  
How high a priority should be placed on using transportation funds (gas taxes) for sidewalk construction?  
  
What types of streets should be the priority for construction of missing sidewalks: arterial/collector (main thoroughfares) or local streets?
3. Where would you like to walk in the Milwaukie area with a more improved system?
4. What intersections do you find dangerous for pedestrians to cross?
5. What kind of sidewalk or street design is the most useful and attractive for pedestrians?  
  
Sidewalk width? Curb location? Parking? Street trees?
6. Other comments related to improving walking in Milwaukie?

# APPENDIX 4

## MILWAUKIE STREET MAP

