

MILWAUKIE
CITY COUNCIL MEETING
June 19, 1984
7 p.m.

COUNCIL CHAMBERS

1458th MEETING

The one thousand four hundred and fifty eighth meeting of the Milwaukie City Council was held on June 19, 1984 with the following Councilors present:

Mike Richmond Don Graf
Don Wilson Roger Hall

Absent: Ron Kinsella, Mayor

Also present:

Hugh Brown, City Manager Dick Bailey, Fire Chief
Greg Eades, City Attorney Marge Post, Finance Director
Steve Hall, P.W. Director Ron Goodpaster, Police Chief
Topaz Faulkner, Comm. Laurie Perkin, Secretary
Services Director

AUDIENCE PARTICIPATION

The meeting was called to order by President of the Council, Don Graf, who presented certificates of appreciation to the following businesses:

Roy's Hobby Center
Cousin's Plumbing
Timm's Jewelry
Peake Memorial Chapel

Certificates were prepared also for Hamilton's Home Furnishings and Beverly Hills Beauty Salon, representatives of which were not present.

Ron Goodpaster, Chief of Police, presented U.S. Savings Bonds for \$75 to outstanding safety patrol officers, Kandie Starr and Tony Fowler, elementary students in the North Clackamas School System.

Doris Olsen, Chairman of Friends of the Center, presented a check for \$5000 to the city as final payment of the Friends \$10,000 pledge for 1983-84. Ms. Olsen also read a memo from the Friends dated June 19, 1984 committing the Friends to an additional \$10,000 donation for FY 84-85, \$5000 to be used to maintain outreach services and \$5000 to be used for other Center services.

Jim Backenstos addressed the Council regarding illegal political signs which he said were placed in the right-of-way and had no disclaimer on them. He said also that he would like the full budget committee to be involved in the discussion on the budget contingency plan planned for Thursday, June 28.

Mel Paulson addressed the Council regarding rumors that the Senior Center would close if the levy request failed. He objected to these rumors and to the apparent discord at the Senior Center among different groups.

A recess was declared at 7:55 p.m.
The meeting reconvened at 8 p.m.

Graf announced that item IV(a), Discussion of RR/Harmony/Lake Road Improvements, be moved up on the agenda. Public Works Director has prepared memo dated June 13, 1984 recommending Council select the Harmony/Railroad/Harrison alternative. He has included in the packet: public hearing transcript (May 17, 1984), background of project, and information from County regarding impact on downtown Milwaukie. Public Works Director said if the "no build" option was chosen, it was suggested that a meeting be arranged with Clackamas County Commissioners to arrange completion of portions of the project needed by the County. He said the city had five years to begin construction, after this the money would be put back into regional fund to be competed for by other jurisdictions. Gary Spanovich from Clackamas County said County staff supports the Harmony build option.

The following persons spoke in opposition to the project as it was recommended:

Jim Backenstos, Charles Rae, Mel Folio

The following persons objected to not having been notified and/or asked to be notified when a decision is made on this issue:

Dick Port, Chuck Martin, Bill McConnell, Mel Folio, Kathy Bolin, Bill Hupp

The following person spoke in favor of the project as it is recommended by staff:

Bill McConnell
Councilmember Don Wilson

Kathy Bolin expressed concern that if Tri-Met could not complete phase two of the project which is part of the criteria for federal funding, then the city, county and state would be held responsible for the funding. She suggested getting some kind of assurance from Tri-Met regarding phase two construction.

Council agreed to delay the decision on this matter until the next meeting and until all those interested could be notified.

A five minute recess was declared at 9 p.m.

the meeting reconvened at 9:05

LEGISLATION

Election to receive state funds

Finance Director has prepared ordinance required in order to receive state revenue sharing funds. It was MOVED by Graf, SECONDED by Wilson, to read the ordinance the first time by title only. MOTION CARRIED unanimously. (AN ORDINANCE OF THE CITY OF MILWAUKIE ELECTING TO RECEIVE STATE REVENUES.) The ordinance will be read the second time at the special Council meeting scheduled for June 28.

Resolution re appropriations for Budget Year 1983-84

Finance Director has prepared resolution reducing the appropriations by \$4,275 for all funds for fiscal year 83-84 due to errors made when the budget was adopted for fiscal year 1983-84. It was MOVED by Hall, SECONDED by Wilson, to adopt Resolution No. 10-1984 (A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE REDUCING THE TOTAL APPROPRIATIONS FOR FISCAL YEAR 1983-84.) MOTION CARRIED unanimously.

Resolution re equipment repair fund

Finance Director has prepared resolution to increase appropriations and resources in the Equipment Repair Fund for 1983-84 due to increased expenditures. It was MOVED by Richmond, SECONDED by Wilson, to approve Resolution 11-1984 (A RESOLUTION OF THE COUNCIL OF THE CITY OF MILWAUKIE AUTHORIZING AN INCREASE OF APPROPRIATIONS AND RESOURCES IN THE EQUIPMENT REPAIR FUND FOR 1983-84) MOTION CARRIED unanimously.

Payment of bills

It was MOVED by Hall, SECONDED by Wilson, that the bills listed for June 19, 1984 be approved for payment. MOTION CARRIED unanimously.

OTHER BUSINESS

Audit Firm recommendation

Finance Director has prepared memo dated June 13, 1984 recommending Council authorize City Manager to sign agreement with Deloitte Haskins & Sells for audit services. Although their bid was the second lowest of three bids, their staff commitment, level of staff expertise and management resources outweigh the difference in the low bid, she said. It was MOVED by Richmond, SECONDED by Wilson, that City Manager be authorized to sign agreement as recommended. MOTION CARRIED unanimously.

Apt. to Center Advisory Board

It was MOVED by Wilson, SECONDED by Richmond, to appoint Alan Brunk, Jean Higginbotham, and Doris Burton to the Center Advisory Board. (Vera Ginther who was interviewed at June 5 Council meeting has withdrawn her application).

Approval of Liquor License

City Manager has recommended approval of liquor license for Kaylo's - The Little Store. It was MOVED by Wilson, SECONDED by Hall, to approve the license as recommended. MOTION CARRIED unanimously.

It was decided that staff should direct a letter to ODOT stating that the City Council feels that it is mandatory that the Johnson Creek bypass be taken care of before any changes are made at Tacoma St.

There was further discussion on RR/Harmony project. Graf suggested city get clarification from Tri-Met regarding phase 2 of the project before making a decision. City Attorney said the Comp. plan makes reference to street improvements and transit routes and Council should refer to these portions of the Comp. plan when making their decision.

It was decided to hold evaluations of the City Attorney and City Manager prior to the special meeting on the June 28, at 5 p.m.

Richmond requested information regarding process used in the selection of representatives for the League of Oregon Cities subcommittees.

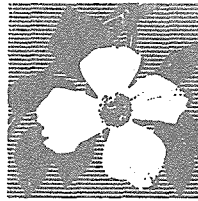
CONSENT AGENDA

- Approval of minutes-June 5, 1984
- Sewer Study - consultant recommendation (approval of contract with REHABCO)
- # 1 Reservoir rehabilitation - bid recommendation (approval to reject all bids and direct staff to replace existing tank with new tank within 5 years.)
- City acceptance of improvements: Chelsea Terrace Subdivision (acceptance of improvements totalling \$12,957.00 for street and utility improvements which include waterline construction for Clackamas Water District amounting to \$3,300).
- Storefront rental - approval of application for tax exempt status.

It was MOVED by Hall, SECONDED by Wilson to adopt the Consent Agenda.

The meeting was adjourned at 9:50 p.m.

Laurie Perkin Secretary



CITY COUNCIL AGENDA
June 19, 1984
7 p.m.

COUNCIL CHAMBERS

1458th MEETING

5 p.m. - Work Session - Update on Financial Reporting System
and Public Works Projects

I CALL TO ORDER

- a) Call to order
- b) Pledge of allegiance

II AUDIENCE PARTICIPATION

- a) Presentation of safety awards
- b) Presentation of certificates to businesses
- c) Presentation from Friends of the Center
- d) Film - Fire Dept. "Emergency Medical Service - A System in Milwaukie, Oregon"

III LEGISLATION

- a) Election to receive state funds
ORDINANCE
- b) Adjustments in 1983-84 budget appropriations
RESOLUTION
- c) Increasing appropriations- Equipment Repair Fund
RESOLUTION
- d) Payment of bills

IV OTHER BUSINESS

- a) Discussion of RR/Harmony/Lake Rd. project
- b) Audit firm recommendation
- c) Appointment to Center Advisory Board
- d) Schedule work session - June 21 - Budget Contingency Plan and June 28 - special meeting

V CONSENT AGENDA

- a) Approval of minutes - June 5, 1984
- b) Sewer study - consultant recommendation
- c) # 1 Reservoir rehabilitation - bid recommendation
- d) City acceptance of improvements: Chelsea Terrace Subdivision
- e) Storefront rental - application for tax exempt status

VI INFORMATION

- a) Minutes - Civil Service Commission

VII ADJOURNMENT



MEMORANDUM

TO: MAYOR AND CITY COUNCIL
FROM: HUGH H. BROWN, CITY MANAGER
SUBJECT: CITY COUNCIL MEETING - JUNE 19, 1984
DATE: JUNE 15, 1984

The work session Tuesday will be split between finance and public works matters. The finance portion will be to primarily discuss the monthly revenue and expenditure reports through April which are part of the work session packet. Public works will review the status of projects underway. Both departments have several items on the agenda which will be reviewed also. A light supper will be provided.

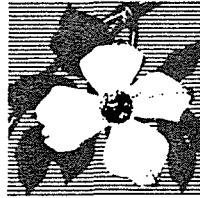
The videotape showing is the product of a recent collaboration of the fire department and Milwaukie Cablevision. The film idea originated with recent coverage of a McLoughlin accident by KOIN-TV and was expanded to show the cooperative efforts of several agencies in response to such an emergency.

The Railroad/Harmony matter is for the purpose of identifying a preference of routes. This preference can be indicated without the City yet committing to the project construction itself. Staff recommendation is to support the Harmony/Railroad/Harrison route and hold any commitment to the project until funding can be identified. This would be fall at the soonest, considering the tax limitation measure and the city's budget for 1985-86.

Have a good weekend.

Hugh H. Brown
City Manager

HHB/le



MEMORANDUM

TO: MAYOR AND CITY COUNCIL
FROM: HUGH BROWN, CITY MANAGER
SUBJECT: INFORMATION UPDATE
DATE: JUNE 15, 1984

The following items are being sent to you for your consideration and information:

- 1) Letter to Ed Hardt, ODOT, requesting review of a new Johnson Creek route east from Tacoma.
- 2) Letter to advisory bodies regarding budget election and contingency planning.
- 3) Memo listing city memberships and subscriptions as requested by City Council.
- 4) Memo concerning practice fire burn on Tuesday morning. Please give me a call Monday if you would like to be present during the orientation, and, if you wish, to actually put on fire protective gear and go into the building.
- 5) Memo concerning the carrying of the Olympic torch through Milwaukie on July 7.
- 6) The budget contingency plan will be finalized Tuesday for deliver to City Council Wednesday. Two alternatives are being prepared - one a total cutback of approximately \$1.4 million to tax base operations and the other a phased cut back of approximately \$680,000 which would be based on an August levy request plus a large contingency.
- 7) Greg Eades has forwarded information to you in preparation for his annual evaluation. I will be doing the same shortly. If you desire to again do our evaluations consecutively, I suggest the evening of Thursday, July 12 or Monday, July 16. I anticipate the management compensation recommendations will be submitted to you for the July 17 City Council meeting and the evaluations should occur before your considerations of those recommendations.

A handwritten signature in black ink, appearing to read "Hugh H. Brown". The signature is fluid and cursive.

Hugh H. Brown
City Manager

Memorandum

13 JUN 84 10: 45

FO-9120VATIK-

June 12, 1984

TO: Hugh Brown, City Manager
FROM: Richard Bailey, Fire Chief
SUBJECT: Live Fire Exercise June 19, 1984

Hugh:

Please find below the scenario for the live fire exercise to be held June 19.


0830 to 0930	Set up at burn site
0930 to 0945	Discussion of safety procedures & initial exercise
0945 to 1230	Burn Exercise
1230 to 1330	Lunch
1330 to Complete	Burn Exercise/Burn Down

There will be several exercises involving two dwellings. There will be both live fire and static smoke exercises of varying degrees of difficulty.

Between exercises there will be both critiques of problems and procedures for the ensuing exercise.

There will be opportunity for interested persons to participate in each type of exercise under the supervision of the Fire Chief and Safety Officer. Such participation is encouraged.

Interested persons who wish to participate should arrive at the burn site prior to 0930 (11334 SE Stanley) and they should wear grubby clothes


Richard Bailey, Fire Chief

M E M O R A N D U M

III
a

TO: Hugh Brown, City Manager; and
Members of the City Council

FROM: Ronald D. Goodpaster, Chief of Police

DATE: June 15, 1984

SUBJECT: SAFETY PATROL OFFICERS - AWARDS

Two elementary school students in the North Clackamas school system have been selected as outstanding safety patrollers for the 1983-84 school year. Both students will receive \$75 savings bonds in honor of their outstanding work. The savings bonds will be presented to these students at the regularly scheduled council meeting June 19, 1984.

Kandie Starr, a fifth grade student from the Milwaukie Elementary School, has an excellent record as Safety Patrol Captain. Kandie was trained as a third grade student and is assigned to patrol duty every other week. Not only has Kandie done an excellent job as captain for two years, but she also plays in community league baseball, sings in school chorus, and maintains a very high grade point average.

Tony Fowler is an eighth grade student at St. Johns. Tony was recommended by his school as an outstanding safety patroller. Tony is thought of as being very responsible, careful, and prompt. He looks out for the children and takes especially good care of the small ones. He has been commended because of his ability to enforce the use of school crosswalks and his willingness to take the duty even when it is not his turn.

The Milwaukie Police Department and the City of Milwaukie take this opportunity to honor these outstanding safety patrol officers for 1984.

Ronald D. Goodpaster
Ronald D. Goodpaster
Chief of Police

RDG:GCE:ck

MEMORANDUM

5 JUN 84 10:10

MILWAUKIE-OR

HC

DATE : June 19, 1984
TO : Mayor Ron Kinsella
Members of Milwaukie City Council
FROM : Friends of Milwaukie Senior Center
SUBJECT : Donation

The Friends of Milwaukie Senior Center have committed themselves to an additional \$10,000 donation, FY 84-85, to the City of Milwaukie. Five thousand dollars of this sum is to be used for maintaining outreach services and \$5000 to be expended for other Center services.

DO:mh

cc: Sara Hite, Center Director
Topaz Faulkner, Community Services Director

11 JUN 84 13: 55

-MILWAUKEE-OR

MEMORANDUM

TO: HUGH BROWN, CITY MANAGER
FROM: MARGARET A. POST, FINANCE DIRECTOR
DATE: JUNE 11, 1984
SUBJECT: ELECTION TO RECEIVE STATE FUNDS.

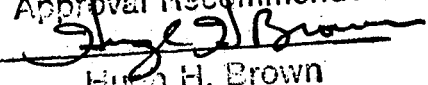
III
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①
Margaret A Post

In order to elect to receive state funds the City Council must pass an ordinance indicating their election and specifying dates of public hearing. The necessary ordinance has been prepared and should be forwarded to Council for action.

MAP/vk

Enclosure

Approval Recommended


Hugh H. Brown
City Manager

III
a(2)

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF MILWAUKIE ELECTING TO RECEIVE STATE REVENUES.

WHEREAS, the Council has declared the city's election to receive state revenues and

WHEREAS, a public hearing before the Budget Committee was held January 7, 1984 and a public hearing before the City Council was held on February 21, 1984, giving citizens opportunity to comment on use of State Revenue Sharing,

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

Section 1. Pursuant to ORS 221.770, the city hereby elects to receive state revenues for fiscal year 1984-85.

Read the first time on _____, 1984 and moved to second reading by _____ vote of the City Council.

Read the second time and adopted by the City Council on _____, 1984.

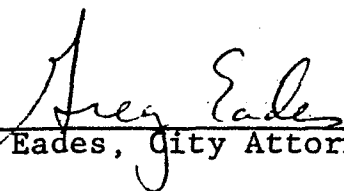
Signed by the Mayor on _____, 1984.

Ronald D. Kinsella, Mayor

ATTEST:

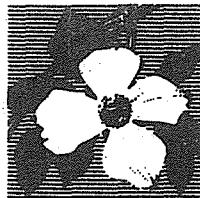
Laurie Perkin, Recorder

Approved as to form:



Greg Eades, City Attorney

CITY OF MILWAUKIE



FINANCE DEPARTMENT
in the City Hall • phone 659-5171

III
B ①

June 13, 1984

To: Hugh Brown, City Manager

From: Margaret A. Post, Finance Director

Re: Appropriations for Budget Year 1983-84

When the budget was adopted for fiscal year in 1983-84 the Resolution did not balance to the budget. A resolution has been prepared reducing the appropriations by \$4,275 for all funds. The error was made in not properly adding the appropriations together for all funds.

In addition there were minor adjustments that have been made within the budget document to balance the line items to the totals as represented in the schedules and the appropriations. None of these adjustments increased appropriations. The major error which was made was in the Sewer Fund where we needed to decrease the contingency by \$12,061 to \$5,423. These corrections have been made within the appropriate line items.

It is recommended that the City Council pass the Resolution reducing the total appropriations from \$9,238,282 to \$9,234,007.

Attachment

RESOLUTION NO. _____

III
B(2)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE REDUCING THE TOTAL APPROPRIATIONS FOR FISCAL YEAR 1983-84.

WHEREAS, the City Council on June 21st, 1984 passed a Resolution appropriating a total of \$9,238,282 for fiscal year 1983-84; and

WHEREAS, the total appropriations should have been \$9,234,007;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Milwaukie that the total appropriations for fiscal year 1983-84 are \$9,234,007.

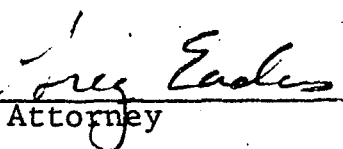
Introduced and adopted by the City Council of the City of Milwaukie, Oregon on this 19th day of June, 1984.

Mayor

ATTEST:

City Recorder

Approved as to form:



City Attorney



CITY OF MILWAUKIE
Inter-Department Memorandum

III
e ①

TO: Hugh Brown, City Manager DATE: June 13, 1984
FROM: Margaret A. Post, Finance Director *Marg Post*
SUBJECT: Equipment Repair Fund - Increasing Appropriations and
Resources - Fiscal Year 1983-84

A resolution has been prepared to increase appropriations and resources in the Equipment Repair Fund for 1983-84 due to increased expenditures. The resource increase is from maintenance and repair revenues. This revenue is higher in this fund due to the repayments made this fiscal year to cover previous year deficits.

If you have questions or require additional information please advise me.

cc: Steve Hall, Public Works Director

Attachment

RESOLUTION NUMBER _____

III
C (2)

A RESOLUTION OF THE COUNCIL OF THE CITY OF MILWAUKIE AUTHORIZING AN INCREASE OF APPROPRIATIONS AND RESOURCES IN THE THE EQUIPMENT REPAIR FUND FOR 1983-84

WHEREAS, the City of Milwaukie will experience a budget deficit in the Equipment Repair Fund unless appropriations and resources are increased; and

WHEREAS, it is necessary legally to pass a resolution increasing appropriations and resources in order not to overexpend the adopted 1983-84 budget;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Milwaukie, Oregon that appropriations and resources are increased as follows:

ADD TO	AMOUNT
7-00- 179 -00 Maintenance & Repair Revenues	\$11,000
7-00-324-00 Materials for Resale	\$11,000

Introduced and adopted by the City Council of the City of Milwaukie, Oregon this 19th day of June, 1984.

Mayor

ATTEST:

City Recorder

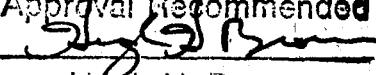
Approved as to form:

Mary Eades

City Attorney

CITY OF MILWAUKIE
 BILLS PAYABLE JUNE 19, 1984

III
 C
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Approval Recommended

 Hugh H. Brown
 City Manager

1. A & A Welder's Supply, Inc.	3.50	1-62	3.50
2. Apollo Pools, Inc.	139.95	30-	139.95
3. A.T. & T.	1,032.31	1-21	127.21
		1-22	46.10
		1-23	139.51
		1-24	27.05
		1-26	46.10
		1-27	23.05
		1-28	23.05
		1-31	23.05
		1-34	48.79
		1-35	29.35
		1-36	23.05
		1-53	205.95
		1-61	12.41
		1-62	80.61
		1-91	43.68
		1-92	46.10
		1-93	23.05
		4-	16.05
		7-	16.05
		20-	16.05
		30-	16.05
4. B & P Quick Print	166.09	1-21	166.09
5. Baker & Taylor Company	5.48	1-34	5.48
6. A Beeper Company Associates	48.00	1-52	48.00
7. Bernard's Garage	314.02	1-52	106.44
		7-	207.58
8. The Blade	153.00	1-61	76.50
		1-63	76.50
9. Boise Cascade	61.88	1-23	31.81
		1-52	3.18
		1-53	26.89
10. Bound to Stay Bound Books, Inc.	32.46	1-34	32.46
11. Bureau of Labor & Industries	130.00	1-23	65.00
		1-28	65.00
12. C.C.F.I.T.C.	150.00	1-51	150.00
13. CRS City Rubber Stamp	30.29	1-10	30.29
14. Campbell Fencing	28.00	1-52	28.00
15. Chevron U.S.A., Inc.	764.10	4-	764.10
16. Chevron U.S.A., Inc.	45.00	1-61	45.00
17. Childers Enterprises, Inc.	500.00	1-23	500.00
18. Childrens Press	44.23	1-34	44.23
19. City Council	275.00	1-10	275.00
20. Clackamas County Review	96.82	1-21	46.82
		30-	50.00
21. Cliff Ponder And Co., Inc.	126.30	1-34	126.30
22. Columbia Battery	48.86	7-	48.86
23. Columbia Body & Equipment Co.	28.26	7-	28.26
24. Columbia Hydraulic Service, Inc.	226.75	7-	226.75
25. Commercial Refrigeration, INC.	144.54	1-32	144.54
26. Crary Shoe Manufacturing Co.	350.00	1-52	350.00
27. Custom Parts & Trailer Supply, Inc.	9.53	7-	9.53

CITY OF MILWAUKIE
BILLS PAYABLE JUNE 19, 1984

III
C (2)

28.	Clackamas Cty. Animal Control	219.00	1-52	219.00
29.	" " Dept. Environmental Services	66.00	1-52	66.00
30.	Clackamas Cty. Fire District #1	97.89	1-62	97.89
31.	" " Printing Dept.	355.80	1-10	187.80
			1-23	163.20
			1-35	4.80
32.	" " Recorder	11.00	1-92	11.00
33.	" " Service Dist.#1	40,120.19	1-32	60.00
			20-	40,060.19
34.	" " Sheriff's Dept.	7.05	1-52	7.05
35.	" Water District	30.00	1-32	30.00
36.	Dancor Ltd.	85.00	1-52	85.00
37.	Dept. of General Services	10.00	1-52	10.00
38.	Dorsey's Auto Detail	50.00	1-52	50.00
39.	Dwyer Community Hospital	155.26	1-62	155.26
40.	Eager Beaver Tree Service	30.00	1-52	30.00
41.	Ellsworth, Merritt E.	122.80	1-32	122.80
42.	Enterprise Courier	5.65	1-35	5.65
43.	Far West Federal Bank	75.00	1-52	75.00
44.	Fire Protection Publications	16.00	1-62	16.00
45.	H.D. Fowler Mfg.	133.00	4-	19.67
			20-	19.66
			30-	93.67
46.	General Tree Service	400.00	1-36	400.00
47.	The Gibbons Company, Inc.	5.49	1-41	5.49
48.	Glenn's Oak Grove Auto Parts	92.75	1-62	21.25
			7-	71.50
49.	Haddix, Yvonne	54.40	1-32	54.40
50.	Hite, Sara	54.59	1-32	54.59
51.	The H. Marvin Ginn Corporation	127.50	1-61	127.50
52.	Home Laundry	189.11	1-62	189.11
53.	Hooper Center	100.00	1-52	100.00
54.	Hopp's Custom Upholstery	25.00	1-62	25.00
55.	Hyneman, Glorianne	301.80	1-32	301.80
56.	ICMA	312.50	1-21	70.00
			1-35	47.50
			1-91	195.00
57.	IMS Press	99.00	1-34	99.00
58.	J & F Industries, Inc.	167.00	1-62	167.00
59.	Jess's Bear Frame & Axle	20.00	1-52	20.00
60.	Jorgensen, Sherry	18.00	1-31	18.00
61.	Keller Supply Company	7.34	30-	7.34
62.	Kovac, Leonard J., Jr.	407.50	1-22	407.50
63.	Kem Equipment, Inc.	601.25	7-	601.25
64.	Kraft, Norman	272.77	1-23	272.77
65.	L G P I	465.00	1-28	465.00
66.	Langley, Kathleen	21.40	1-32	21.40
67.	League of Oregon Cities	821.00	1-10	459.50
			1-21	173.50
			1-22	50.00
			1-23	45.00
			1-31	50.00
			1-51	40.00
			1-62	2.00

CITY OF MILWAUKIE
BILLS PAYABLE JUNE 19, 1984

III
c (3)

68. Light Truck Parts	15.00	7-	15.00
69. McFarlane's Bark, Inc.	5.00	1-36	5.00
70. McGuire Bearing Co.	70.68	7-	70.68
71. McNaughton's Appliance Center	68.95	1-62	68.95
72. Main Street Cleaners	516.70	1-52	390.15
		1-61	3.79
		1-62	113.90
		1-63	8.86
73. Marriott Corporation	132.00	1-63	132.00
74. Marvac Products Co.	60.00	1-52	60.00
75. Metro Ford Tractor, Inc.	364.83	7-	364.83
76. Milwaukie Automotive Service	2,643.00	3-	2,643.00
77. Milwaukie Glass	40.35	7-	40.35
78. Milwaukie Lumber	131.00	1-36	68.37
		1-62	23.12
		4-	39.51
79. Milwaukie Plumbing	44.70	1-52	44.70
80. Moen Machinery	7.85	1-36	5.45
		7-	2.40
81. Moore Excavation, Inc.	723.45	20-	723.45
82. The Bill Morrison Co.	40.00	1-62	40.00
83. Motorola	2,944.25	1-52	2,800.00
		1-62	144.25
84. National Builders Hardware	104.95	7-	104.95
85. North Clackamas Chamber of Commerce	280.00	1-21	280.00
86. Northwest Natural Gas	682.67	1-32	256.90
		1-34	265.42
		4-	3.25
		7-	122.10
		20-	3.26
		30-	31.74
87. Northwest Office Outfitters, Inc.	64.00	1-23	64.00
88. Northwest Outdoor Equipment	26.80	1-36	26.80
89. Northwest Samco	73.80	20-	73.80
90. Nudelman Bros.	164.00	1-52	130.00
		1-53	18.00
		1-62	16.00
91. Oregon District Attorney's Assn.	70.00	1-22	70.00
92. Oak Lodge Sanitary District	688.50	20-	688.50
93. Olson Bros. Service, Inc.	29.50	1-62	29.50
94. Oregon Appliance Service	26.30	1-62	26.30
95. Oregonian Publishing Company	21.00	1-35	21.00
96. State of Oregon	4.00	1-51	4.00
97. Oregon Trauma Research	120.00	1-62	120.00
98. P.G.E.	28,872.82	1-32	667.85
		1-34	342.26
		1-36	11.68
		1-37	519.35
		1-41	18,695.11
		1-53	265.60
		1-61	352.33
		4-	1,124.21
		7-	82.82
		20-	375.26

CITY OF MILWAUKIE
BILLS PAYABLE JUNE 19, 1984

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99. Pacific Coast Industrial Laundry	235.50	1-34	18.00
		1-37	16.00
		1-51	4.00
		1-62	13.50
		4-	61.34
		20-	61.33
		30-	61.33
100. Pacific Northwest Bell	1,965.39	1-34	141.61
		1-37	636.69
		1-53	539.37
		1-61	54.31
		1-62	154.26
		4-	77.32
		7-	38.21
		20-	174.81
		30-	148.81
101. Paramount Supply Company	13.44	7-	13.44
102. Parker, Ila	10.40	1-32	10.40
103. The Parts Store	87.49	7-	87.49
104. Petty Cash	291.63	1-10	7.80
		1-21	9.00
		1-23	8.00
		1-32	48.18
		1-34	34.55
		1-52	43.17
		1-62	62.14
		4-	22.82
		7-	48.39
		20-	3.47
		30-	4.11
105. Portland Door Closer	42.00	1-34	42.00
106. Portland Precision Instrument	23.10	1-52	23.10
107. Portland Road & Driveway	1,380.00	4-	1,380.00
108. Publishers Central Bureau	523.04	1-34	523.04
109. Queen Pump Company	5,697.00	30-	5,697.00
110. R & E. Research Associates, Inc.	5.95	1-34	5.95
111. Recker, Yvonne	46.40	1-32	46.40
112. Robertson, Richard T.	44,362.62	30-	44,362.62
113. Rock Creek Sand & Gravel	325.00	4-	325.00
114. Rub-A-Dub Car Washes	26.00	1-52	26.00
115. Stafford Oil Company, Inc.	6,974.79	1-023	6,974.79
116. Stiger, Dr. John	845.50	1-62	845.50
117. Traffic Safety Supply	145.20	4-	145.20
118. Tri-Cty. Affirmative Action	15.00	1-28	15.00
119. Truck Wrecking Yard	50.00	7-	50.00
120. Valley Communications	444.00	1-36	21.00
		1-52	189.00
		1-91	34.00
		4-	100.00
		30-	100.00
121. Water, Food & Research Lab., Inc.	126.00	30-	126.00
122. Western-Pacific Construction Materials	849.07	4-	849.07
123. Wichita Feed & Hardware	466.35	1-36	133.30
		1-32	15.50

CITY OF MILWAUKIE
BILLS PAYABLE JUNE 19, 1984

III
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123. Wichita Feed & Hardware (Continued)		1-62	148.90
		4-	62.32
		7-	77.19
		20-	7.00
		30-	22.14
124. Wilcox Printery	23.00	1-51	23.00
125. Willamette Valley Healthcare	67.00	1-62	67.00
126. Wynne Publishing Company	7.95	1-34	7.95
127. Zellerbach Paper Company	50.75	1-36	50.75
			<hr/>
	\$155,243.08		\$155,243.08

CHART OF ACCOUNTS
FUNDS & DEPARTMENTS

- 01 General Fund
 - 10 City Council
 - 21 City Administration
 - 22 City Attorney
 - 23 Finance
 - 24 Purchasing
 - 26 Court
 - 27 Cable Franchise
 - 28 Personnel
 - 31 Community Services Administration
 - 32 Milwaukie Center
 - 34 Library
 - 35 Planning
 - 36 Parks & Recreation
 - 37 City Hall
 - 41 General Government
 - 51 Police Administration
 - 52 Field Services
 - 53 Support Services
 - 61 Fire Administration
 - 62 Fire Suppression
 - 63 Fire Prevention
 - 91 Public Works Administration
 - 92 Public Works Engineering
 - 93 Public Work Building
- 03 Equipment Reserve Fund
- 04 State Tax Street Fund
- 05 Improvement Bond Sinking Fund
- 06 Street Improvement Fund
- 07 Equipment Repair Fund
- 09 Bike Path Fund
- 10 Fixed Asset Account Group
- 12 Federal Revenue Sharing Fund
- 13 Community Development Fund
- 20 Sewer Fund
- 30 Water Fund

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MEMORANDUM

TO: HUGH BROWN
CITY MANAGER

FROM: STEVEN HALL
PUBLIC WORKS DIRECTOR

SUBJECT: RAILROAD/HARMONY/LAKE
SELECTED ALTERNATIVE

DATE: JUNE 13, 1984

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ACTION REQUESTED

City Council direct staff to prepare a resolution supporting Council in selection of preferred alternative for the next regular Council Meeting. Staff recommends adoption of the Harmony/Railroad/Harrison alternative as the best of the considerations based on the Environmental Assessment Summary and information available.

NOTE: If Council decides to choose the "No Build" option, it is suggested that the decision be deferred until a meeting can be arranged with the Clackamas County Commissioners to work out a strategy which would meet the needs of the County in completing a portion of the project within the County and still allowing the City Council to take that option if so desired.

BACKGROUND

The thought of this project began in 1978 and has progressed to this point in time where a decision is necessary to choose a preferred alternative or choose a "No Build" alternative.

The background is covered by several attached documents which which include:

1. Hearing Transcript (May 17, 1984)
2. Memorandum, 23 June 1983
3. Memorandum, 6 May 1983
4. Informational Meeting Report, 12 April 1983
5. Memo for Grant Application, 9 September 1980

The City Council also has copies of the Environmental Assessment Summary Draft which were presented for the Public Hearing held a few weeks ago.

This project has sparked some controversy in the area due to its connection with future Tri-Met expansion. This project is actually one segment of an overall transit development program which was established for northern Clackamas County in conjunction with

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the Metropolitan Service District, Oregon Department of Transportation and Tri-Met. This includes major trunk routes traversing 82nd, McLoughlin and seeking east/west corridors between those routes. The southern terminus of this transit improvement program is Oregon City with the City of Milwaukie being the northern terminus and focal point of that bus traffic. The Railroad/Harmony/Lake Road decision is one piece of that puzzle which provide for future needs in mass transit for the entire region. This project has focused on its local impact as it should, but it must be reviewed in the context of the regional needs in conjunction with local priorities.

This decision will no doubt be difficult and controversial, but is a decision that needs to be made as soon as possible.

The City and County staff will be available to answer any questions the City Council may have at this meeting to help them in making the decision necessary at this point in time.

SUMMARY

1. City Council and Clackamas County Commissioners have indicated a need for this project by applying to Metro for funding in 1980.
2. The preliminary investigation's study has indicated several routes of which staff is recommending the Harmony/Railroad/Harrison option.
3. Funds are available within the current budget for the preliminary study.
4. City and County have signed an agreement distributing the responsibility and costs of the project to each individual entity.
5. Informational meetings and public hearings have been held to determine public input for the project.
6. Funding is committed for the entire project, although local City match is a question at this point in time.
7. The City has approximately 5 years to construct that portion within the City besides the "No Build" alternative.

Encl.: Several

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CITY OF MILWAUKIE

CLACKAMAS COUNTY

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PUBLIC HEARING TRANSCRIPT*

May 17, 1984

7:00 p.m.

Hector Campbell Grade School Gym
11326 S.E. 47th
Milwaukie, Oregon 97222

RE: ENVIRONMENTAL ASSESSMENT ON RAILROAD AVENUE/LAKE ROAD/HARMONY ROAD
DOWNTOWN MILWAUKIE TO THE CLACKAMAS TOWN CENTER

- * This transcript represents a transcript of the May 17 public hearing on Railroad/Lake/Harmony. Some sound recording problems occurred and the transcript represents as accurate a transcription as possible.

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Mr. Ron Kinsella: My name is Ron Kinsella and I am the mayor of the city of Milwaukie. Because this is a joint Milwaukie/Clackamas County project, both the Commissioners and the City Council will receive testimony tonight. I will chair the meeting tonight and be assisted by Steve Hall, Public Works Director; Gary Spanovich, Clackamas County Project Manager; and Ken Rolfe, the ODOT Right-of-Way Supervisor.

This is a formal hearing held in conformance with federal statutes and regulations and the Oregon Action Plan to consider design proposals and related economic, social and environmental impacts for a transportation improvement project for Railroad Avenue/Lake Road/Harmony Road between the Clackamas Town Center and Downtown Milwaukie.

The purpose of the hearing tonight is to receive testimony on the project alternatives. Please be sure that any testimony that you give is presented here at the mikes so that we can record that information and it will become part of the hearing testimony.

We will spend a very brief time explaining the alternatives, then discuss the right-of-way acquisition program and procedures for this project, review a little bit - the rest of the hearing process, and then hear testimony on the project.

The department has produced and released an Environmental Assessment and those are available on the back table for public review and comment. Comments received relative to the distribution of the document as well as testimony from this hearing, will be responded to in a subsequent report. No commitment has been made by the City of Milwaukie, Clackamas County or the Federal Highway Administration on the alternatives being considered at this hearing.

The purpose of the proposed improvements is to rehabilitate the preferred roadway, improve accessibility, safety and intersection capacity for autos, buses, bicyclists, and pedestrians.

Two Build Alternatives have been developed by a Technical Advisory Committee and as a result of citizen input also being considered is a No Build Alternative. The two Build Alternatives under consideration are:

- .Railroad Avenue/Harmony Road
- .Lake Road/Harmony Road

This project is financed by 85% federal funds which are set aside from the Interstate Transfer Program. That's the program that discontinued the development of the Mt. Hood Freeway and the I-505 freeway, and 15% local match from local funds.

The Environmental Assessment does not make recommendations about which alternative is best, but compares the impacts and the pros and cons of each one. Following this public hearing the Milwaukie City Council and Clackamas County Board of Commissioners will decide on the recommended alternative.

The current schedule for the project is to obtain a decision from the city and the county in June.

With that introduction, I'd like now to introduce Gary Spanovich and Steve Hall to give a brief description of the alternatives.

Following them Ken Rolfe will describe the right-of-way impacts.

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Gary Spanovich: As many of you know who have been following this project, it has been controversial. Some of that controversy is a result of some misunderstanding on what the project consists of and what it is trying to accomplish. What I would like to do is run through a brief summary of its development and purpose.

If you have any questions on the project, we have staff people in the lobby which will be happy to answer your questions. So feel free to step into the hall and ask them questions during the public testimony.

The purpose of the project is to improve east-west transportation accessibility between Downtown Milwaukie and the Clackamas Town Center. To achieve this purpose, City of Milwaukie and Clackamas County have identified two different types of transportation improvements.

The first type of improvement we refer to as Phase 1 would be implemented within 5 years. Phase 1 is to rehabilitate the roadway of the preferred alternative and to develop sidewalks, bikelanes, roadway shoulders, and to improve safety by adding left turn bays at selected intersections. Neither alternative or any of our design options involve adding additional travel lanes, the roadway will remain as two travel lanes. All the project seeks to do is to make the roadway safer by rebuilding, correcting intersection problems, and making it safer for bicyclists and pedestrians.

Phase 2 of the project involves transit capital projects and would be implemented in the 1990's, that is in the long range future. Basically, that consists of pedestrian linkages to either alternative, a park and ride lot, and bus pullouts and bus shelters. Along with that would be new transit service which would operate between downtown Milwaukie and the Clackamas Town Center. This would be basically typical Tri-Met suburban bus service and most likely consist of four buses an hour during the day and 8 buses an hour during the morning and evening peak hours.

In addition to the No Build Alternative, we have two basic alternatives which we need your input on tonight.

- .The Railroad/Harmony Alternative
- .The Lake/Harmony Alternative

The Railroad/Harmony Alternative consists of again Phase 1 - highway improvements in the 1980's and transit improvements in the 1990's.

Phase 1 consists of two design options for rehabilitating the roadway, two downtown options, either Harrison or Washington, left turn bays at selected intersections, sidewalks, and bike lanes.

Phase 2 consists of sidewalks on north-south streets, bus pullouts and shelters, new transit service, and a park and ride lot.

The second Build Alternative is Lake Road/Harmony Road. Again Phase 1 - highway improvements in the 1980's and transit improvements in the 1990's.

Phase 1 consists of rehabilitating portions of the roadway to include two travel lanes, sidewalks, and bike lanes along with intersection improvements.

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Phase 2 consists of bus pullouts and shelters along with improved transit service in the 1990's.

Only about 3/4 of an acre would have to be purchased over the 4.7 mile project length for Phase 1 of the Railroad/Harmony Alternative. Mainly for corner cutbacks and intersection improvements. Phase 2 would involve buying a 7.4 acre site at 37th and Monroe from Southern Pacific for a park and ride lot.

- Des. Option 1 - \$ 96,000
- Des. Option 2 - 84,000
- P & R - 7.4 acres - \$640,000

Phase 1 of Lake/Harmony would involve about 1/3 of an acre, again for corner cutbacks and intersection improvements.

Again, we should look at the need for the project in phases. Our studies indicate that we need the Phase 1 highway improvements because of:

- .Unsafe roadway conditions at intersections - angled intersections/poor sight distance/an accident history.
- .Roadways which are severely deteriorated and which were designed years ago for rural type conditions - conditions which don't exist anymore as the urban has moved out to I-205 and is continuing east - thus it is important both now and for the future to upgrade our roadways to keep pace with our population
- .Intersections along Harmony have congestion problems which need solved..
- .There are 6 schools in the area and sidewalks and bikeways are needed for students and residents - again there is a need to bring these substandard roadway designs up to urban standards to serve an urban population. Again, you certainly didn't need sidewalks and bike lanes 20 years ago when the area kept a totally different character but again today, with the organized nature of the area, bike lanes and sidewalks are important.

The second phase of the project, the 1990's phase, involves the transit service. This is needed to reduce traffic volumes in the future. In the year 2000, with either Build Alternative, traffic volumes will be anywhere from 11% to 40% less, depending on the section, than if we do nothing. Thus, Phase 2 is needed for the future to reduce traffic volumes.

Perhaps the last question to ask is what are we here to do tonight.

We would like to know your feelings on which of the alternatives you favor tonight. We will also receive written testimony on the alternatives for the next 10 days. Following that the Milwaukie City Council and Clackamas County decision will make a decision on a preferred alternative.

If the decision is for one of the Build alternatives, then the next step would be to conduct preliminary engineering and prepare a detailed design. At the point the city and county would hold a public design hearing on that. Thus, I think the key tonight is to receive testimony on which alternative is best, testimony on Phase 1 and Phase 2 of the project, and the overall project.

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Again, we do have some people in the hall who will answer your project questions if you have any. Also, we have extra copies of the environmental assessment available. If you wish to submit written testimony, my name and address is in the handout.

Thank you.

With that I'll turn it over to Steve Hall, Public Works Director of the City of Milwaukie.

Steve Hall: Good evening ladies and gentlemen. It is good to see a good crowd out tonight and to receive the input of your ideas. The City of Milwaukie City Council in the next month or two will be deciding what option that will be suitable to the city based on the testimony and the information that they have received. The City of Milwaukie is keenly involved with it, with the majority of the project being within the city and under city control. The City Council will be considering, as Gary noted, the Railroad option which comes to Railroad 37th to Monroe and on down the railroad. There are two options at this point -- One is by Harrison into the downtown area, and the second would be like Oak Street and Washington Street into the downtown area. Those are two options to be considered by the City Council. The second option which came out of public input, is Lake Road in the City of Milwaukie as one option, which would be this line here on the map. This was brought about by citizen's testimony and placed into the document. And those will be decisions that the City Council will be making in the next few months. Currently the city has no funds budgeted for our local match portion. As Gary indicated, construction will occur, if a Build option is selected over the next five years. Our next year budget from July 1, 1984 through June 30, 1985 has ~~no~~ funds appropriated, so the City of Milwaukie is looking at what the Council's desires are. As Gary mentioned, our short term and long term options are included in this and we would be happy to have you at our budget meeting if you so desire and if you would like notification of that meeting, would you please contact my office, the Department of Public Works, this is 659-5171 and we'll compile a mailing list and when that meeting is set we'll notify you individually. With that Ken Rolfe the right-of-way supervisor is here to discuss right-of-way needs.

Ken Rolfe: Ladies and gentlemen. I'd like to read a statement regarding the right-of-way acquisition program and relocation. The Railroad alternative will require the minor acquisition of 13 isolated parcels of land totalling about 31,400 square feet right-of-way. The cost is estimated at \$96,000 for design option number one. Design option two will require slightly less right-of-way and will cost about \$84,000. All of this right-of-way is related to taking small corner cutbacks for intersection improvements or sidewalks. A 7.4 acre site owned by the Southern Pacific Railroad would all be acquired under this alternative for a proposed park and ride lot at 37th Avenue and Monroe. The estimated cost of this parcel is \$640,000. Other than these minor takes, there are no houses or businesses that would be taken under this alternative. The Lake Road alternative would require a minor acquisition of 6 parcels of land totalling about 12,180 square feet. Land costs are estimated at about \$36,500. Again, there are no homes or businesses affected other than the minor corner cutbacks for intersections and sidewalk improvements. When you came in this evening there are three pamphlets on the table back there. One, a pink one, is entitled Acquiring Land for Public Highways and Projects. This pamphlet covers the public hearing that we're having this evening. Also, this information on the appraisal procedure, definition of market value, procedure for handling payments for the property, an explanation of procedures and the address of the right-of-way office. The second brochure, although we aren't displacing any improvements, though there will be no relocation but this one does describe the highway relocation program. We've also another brochure out there, a Federal Highway document which is .5620.1 which refers primarily to replacement.

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Jack Gibson: My name is Jack Gibson. I live at 7705 S.E. Harmony Road. I'm concerned with the access of more traffic on Harmony Road. As it is now, I live right across the street from Harmony School and the more that street's improved the more the traffic is going to arrive. I feel the children and the schools are going to be affected although hopefully not seriously. I feel like if they're going to widen that street 60 feet as I see up here. If they widen that street 60 feet, we're going to either have to come towards my property or they'll have to take part of the store. I don't have any idea at this point what the plan is. I just got this note. The increase of traffic of this period is just something fierce and I've lived there five years. Our house has been up for sale for one year and I've had two buyers who won't even consider it due to the fact that it was on that street. The two alternatives that we've got both affect Harmony Road. I see down there that Highway 224 and 82nd was dropped, one of the reasons was it was too far. It might be a half of mile further but the highway exists, it's four lane. I don't see why we're not taking this alternate and utilizing the four lane highway so there's too many stop lights involved. We could fix this or do something about that somewhere along the line. My concern is that at this point during the peak time, the time I have to get out of my driveway, I can't get out from there. If I invited anybody in this room to come to my house at Christmas time and try to get out on Harmony Road wouldn't be able to. We don't need more traffic on Harmony. Thank you.

Ron Kinsella: Bill Hupp please.

Bill Hupp: My name is Bill Hupp and I live at 2626 S.E. Washington Street in the City of Milwaukie and I'm extremely concerned and interested in this project I can assure you. It was stated by staff earlier this evening that there were three options. They were Railroad, Lake Road and "no build". I support no build without any reservation. No one has convinced me, and I want to turn this into you Mr. Mayor, no one has convinced me that Milwaukie is under any obligation whatsoever to provide a Tri-Met transfer station within the city or to proceed with this project. Any thought that Tri-Met might have to use Washington Street, as in the additional Rockford buses, I totally reject but I am going to quote Hugh Brown, Milwaukie City Manager, in person, who stated to me that Washington Street would not be used as is indicated on this map and on Item A, Railroad Avenue Intersection Improvements. So I'm going to keep him at his word. I live at practically the corner of 27th and Washington Street in the downtown and my bedroom window is within 50 feet of the designated bus stop. As as you know, buses are equipped with automatic transmissions. There is very little noise when they stop to take on or let passengers off, but I can assure you the noise of those automatic transmissions of those buses when they start up, it's floorboard the accelerator and it is almost unbearable when it wakes you up. There are 3 schools now, I read this report, that are failing. Then it only mentions 2 schools as being affected if Washington Street should be chosen. It mentions Milwaukie High School, very little effect; the grammar school on 27th very little effect. They totally disregard St. John's School which is between the two and I live across the street from St. John's School and I can assure you that Milwaukie High students, grammar school students, St. John's students use Washington Street and very crosswalk between 21st and 28th. Please keep in mind there are three schools and a church if they use Washington Street as the alternative. No one can deny the damage being raped upon every street the buses use within the city and taxpayers are required to pick up the tab to repair it. Even according to your study, the transfer station in downtown provides a minimal, if any, positive effect on poor business. In fact, I submit the locating of any station in the downtown will have a negative effect on business and in addition will create some commuting and traffic problems really wherever it's located within the city. If there is one prevailing opinion relative to Tri-Met, it is this: Milwaukie city taxpayers are going to be taxed twice. Once to support the fiscally irresponsible Tri-Met operation, with payroll and again to subsidize the operation at the cost of the street repair which otherwise would not be required and I think it a matter of

It's there for your information.

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Ron Kinsella: Folks, that's all I wanted to put into the testimony tonight, we have v cards available out front so that you can sign up. Also, I know that lots of you were looking at all these maps and the different things on the wall over here prior to the start of this meeting. We're going to recess until 25 minutes of 8:00 to give you time to look at this, and you've got cards that you may want to fill out, fill the cards out and bring them up and put them on the table and we will start at 25 minutes until 8:00 and give you the opportunity to testify or put your testimony forth. We'll recess right now.

Ron Kinsella: I'll officially reopen this meeting. I'll just make a few statements on the open public hearing. This is how the process will go through. You've already had the opportunity to get the cards and I now have some 9 cards. We'll start off with number one and go from there. Written statements will be taken by us tonight and they will be entered into the record in their entirety. I have some that I'll bring up in jst a minute. If you have written statements that you would like to put into the report, if you would send them to Gary Spanovich at Clackamas County we have an address here and do submit them by the 27th of May of 1984 and we will have those entered into the record as well. I want to say that the purpose of this hearing is not really to debate the project but to receive statements from those interested in improvement project proposals. In the case of these presentations which are in written form, it is perfectly proper to hand those in then make a personal comment on the highlights if you wish to do that. The written presentation will become part of the hearing transcript just as if you had read the whole thing to us. I would like the people who have testimony to try to hold their testimony to five minutes. We just picked up another one so we're up to ten now. I'd like to say that I would hope that we can conduct this meeting in an orderly process. I would hope we won't have any character assassinations, in the comments. I know there are some persons who are emotionally concerned about this situation. I will take all the testimony, but then again I'd like to say that doing it in a good rational manner makes everybody feel better about the whole thing. I will call you up by your number, go to the mike, make sure you introduce yourself by name and address so that it will go into the the record. If you are representing a group of people, please state the name and address of your group. If there is anybody who has any questions or wants to talk to your neighbors or anything goind on that they would like to talk while somebody else is testimfyng, I hope that they would go back out into the lobby and talk at that time out there. I would like to call number one speaker, Margaret Anderson; from the Campbell School.

Margaret Anderson: I'm Margaret Anderson of Campbell Elementary School. I'd just like to say one thing that I think I said last year, to repeat the fact that I have had some concerns about bus access to our school. If I look at a Tri-Met map, schedule I notice a big blank area around our school. At various times we have had speakers for the students or parents or other people who have needed to come by bus and it's very difficult to give dierections and they often get lost or are late for presentation. Also, I'd like to speak to the fact that our students come from all around this area and they ride bikes. When they come from the Railroad Avenue area and they ride bikes on there and we consider the present condition to be extremely dangerous. We have not had an accident, a srious accident yet, but I would not like to have it happen before we have to do something about putting in the bike paths and these kind of things. I drive that road every day and some of the hills and valleys and the narrowness of the road and the ruts are terrible. I'm always concerned about joggers that are out early in the morning and so far, of course, at night I have not hit anyone, but I for one would like to say please do something about improving Railroad Avenue as soon as possible for our school, for our children.

Ron Kinsella: The second speaker is Jack Gibson.

record, that either of these expensive projects are implemented that any matching funds put out by the city are monies that could not be used on any city street other than this. So all transportation will suffer with either of these alternatives. I'm not opposed to public transportation as such, but I'm very opposed to the city's taxpayers subsidizing the Town Center at the expense of our local interests. Where there's a hope is that the county and the City Fathers will realize that within this core is not the place to locate any transfer station because parking for shoppers now is at a premium. There's also the situation on the diesel engines which are not required to go through the DEQ. I live in a white house and if I hose it down once a week, and I almost have to or it gets into the aluminum siding, you would not believe the filth that comes off of that house - primarily from diesel engines. I haven't used my five minutes, but I would like to if you would allow me to, thank you Mayor, to quote on page 53 of the Environmental Assessment. I want you to pay attention to this because I couldn't believe that it would be in black and white because it just doesn't make sense to me. People living directly on either street will inevitably have more buses per day running in front of their house, perhaps affected more by the vibration, the noise, and increased bus operation would be residents of Washington Street and Lake Road. Let me just mention that there are cracks in the walls of our houses that were never there before Tri-Met used Washington Street. There have been expensive collector plates that have been actually vibrated off of the wall and broken. However, the impact of 156 additional buses will be more than offset by the reduction in general vehicular traffic thus the net impact is a reduction in noise and vibration. Can you say that adding 156 enormous Tri-Met heavy buses in front of our house or any other house is going to reduce the noise and vibration of other traffic. I can assure you that the other traffic is not a problem. You never know when a car goes by, you know when a bus does. On page 54, the negative impact resulting from this project includes increased bus traffic resulting in slight increases in vibration, which is directly opposed to the statement on page 53 that a reduction will offset this. I don't know what encyclopedia they got this out of. This is not character assassination this is just a comment on this statement. Also, I think it's important. How's the time appear? 15 minutes. Oh, cut it now, I haven't been here 15 minutes. Although I know there are others, you said only 9 people. Okay, I just want to be on the record and on the tape that I firmly support no build because I see nothing but bad, negative, for the City of Milwaukie.

Ron Kinsella: The next speaker will be Richard Howard.

Richard Howard: I'm Richard Howard and I live at 3901 S.E. Washington in the downtown. I don't have a speech. I just want to express to the Council my support for Railroad Avenue alternative.

Ron Kinsella: Number four is Paul Church.

Paul Church: Yes, my name is Paul Church and I live at 32nd and Washington Street here in Milwaukie. Right on the corner of Oak Street where it kind of drops into Washington Street. Probably my most concern other than the fact that I almost despise those buses running up and down the street, is the fact of increased traffic on that intersection and Washington Street in general. I'd like you gentlemen to be down here at 7:00 in the morning when the school buses are coming down Milwaukie to the high school, a lot of the kids walk through, well I shouldn't say that cause I don't go out, it's like a zoo at that corner. The increased traffic is enough to discourage me. I don't think we need it but I'm not certain, probably I'm equally concerned about the fact that I have had a business down here in Milwaukie for a number of years. I can't imagine why the City of Milwaukie is making it easier for people to get to the Town Center. It looks like to me it's discouraging business. I had a retail business and it wasn't all that spectacular when it was down there for the seven years but I don't know, it looks like it would be more convenient to go to the Town Center. That's all I've got to say. Of course, Railroad Lord knows, that's a nasty road but it's been here since 1957 and I don't know that it's been improved much since that time.

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but I guess my biggest concern is that I'm not interested to see that traffic on Washington Street or that intersection any businer than it is right now. Thank you.

Ron Kinsella: Ernest Ducio

Ernest Ducio: My name is Ernest J. Ducio and I live at 3695 S.E. Lake Grove. Mr. Mayor, I won't take up much time so you can give my time to Bill. He should be square with you. I appreciate that. Good. I go along with what Bill has said in total. I've lived here 66 years and Railroad Avenue has been the same since I could remember it and the Railroad Alternative would be an improvement and would take some of the traffic off of Lake Road, but the fourth alternative would be to use 224, we've got a 4 lane freeway to 82nd and they'd be able to cross the railroad tracks easily. On 224, why we'd have that safety factor. Maybe a half a mile or a mile or two longer, but the safety factor would definitely be considered in that alternative of using 224 as maybe option number four. This is all I have to say. Thank you.

Ron Kinsella: Marty Hughes, Mark Hughes

Mark Hughes: My name is Mark Hughes. I reside at 3006 S.E. Washington, Milwaukie, I'm sorry that I didn't have a year to prepare my report. I will have a written statement at a future date within the deadline, however, I would like to dwell on a few tings. I have been canvassing the neighborhood for the last few days and I must state how astounding I find it that residents -- how much anger -- about the traffic on Washington Street. I did some canvassing tonight and found generally the same sort of feeling. There are questions of impact on two levels, its major presence in the larger ocommunity. The impact on the neighborhood is going to be one of increased noise, air pollution, vibration through increased flow of vehicular traffic, with an accompanying decrease in pedestrian safety and especially to the population of school age children. One of the technical issues I'd like to dwell on is the Cultural Resource Report. This is a small matter, it extends to the residence at 2746 S.E. Washington. Although the property -- is not that old, I believe it was build in the 20's. It is an important historical landmark to the City of Milwaukie, being an early hydroelectric plant. It still has the capacity for generating a small amount of electricity. the generating house is on fill. Any traffic or increased traffic is the safety of that fill, it is a narrow-based high fill and it could lead to failure of that road bed. Project alternatives -- there are a number of project alternatives -- 82nd Avenue, Hwy. 224. These were eliminated at an earlier date. It was really an unfortunate decision and made by an appointed body. Hwy. 224 has an existing structure, there are no capital expenses requied. --high speed, flowing traffic, and as such I would recommend that you go back and look at that. I would like to point out that Washington Street is a very narrow street, that at 30th and Washington we have a building there that has no setback. Across the street the building has a 5 foot setback, so that the noise and vibration levels are going to be much larger at those locations. I have asked the School Board to address the problem of the safety of the school children. Bill has mentioned the St. Johns School. There is no crossing there other than the school safety patrol. At 3rd and Washington there is very high speed traffic. The traffic volume forecast -- this I would like to call the BPA Syndrome and their power projecting needs. We have a saying where I work, in a research laboratory, as far as computer models -- garbage in, garbage out. I do not see where the projected needs -- 156 buses a day can be justified. If one will watch the Tri-Met buses as they go down Washington Street, you would see that there are typically 5 to 10 people in the bus. The report suggests 2500 ridership in about the year 2000. How can we afford to make a capital expenditure of 4 to 5 million dollars that is required for this?

Noise -- now if there had been a computer -- of noise and they stated there was none. I would like to point out that the noise receptors that were placed were set up at 50 feet from the street. Noise decreases with distance, in other words, the farther back. Again, the setback on all these streets is much further than 50 feet. I would also like to point out that the noise level on all these streets presently are above federal noise standard levels. I would also like to point out again the logic that was applied on pages 53 and 54. Also, on page 54, it says these improvements going to decrease traffic? Improved routes will probably improve the traffic. We are already bombarded with much too high flow-through traffic. It is an intolerable situation. The gains to the community do not justify the degrading of our environment and our property values.

Richard Port: My name is Richard Port and I live at 3026 Washington Street in Milwaukie. I have been a resident of Milwaukie since 1966 when I came back from the military. I spent much of my childhood in Milwaukie because most of my friends lived out here. I have seen a lot of growth and a lot of changes in Milwaukie. I have to agree that this is not a very good situation, but I have to also agree with some of the other people here that we do not want to create bad situations. I am going to follow the Environmental Assessment. To begin with, I must say that this report is vastly misleading for a number of reasons, and I find that the proposal as stated do not represent the needs of Milwaukie citizens or their interests. I also would like to say that I am a partner running a business here in Milwaukie and have been for 8 to 9 years. Under project alternatives, A: Harrison Street, King Road, 82nd. This was rejected for further study and I feel this was poor judgment because it is one of the only routes that by this report and later documentation has been running smoothly and has little neighborhood impact. It does, however, conflict with the railroad in two places on Harrison Street, however, the two of the present protected crossings are in Milwaukie and if we are going to have impacts, we should use the best route available. Under B and C, Hwy. 224, this was rejected for further study, and I feel this was in poor judgment because it is a road which is already build for high density use. If not used, we will be duplicating its cost and traffic flow through our community, it does not conflict with the railroad crossings but your choices are good. Under subject B, Railroad Avenue, this route is preferred for several reasons but it is, in my opinion, the worst choice and it states in the report and I quote the last line of page 8, one of the goals is to insure high speed bus service. We in Milwaukie do not need any more high speed. It is already a severe problem and it is not getting any better. The report shows that the route as proposed runs buses in direct conflict with railroad traffic in four different locations -- 37th, than at Oak Street, than at Washington Street. Three locations of high speed mainline Southern Pacific traffic and the lower speed branch line of the same railroad on Washington Street. You have not addressed this railroad traffic problem at all. There is a considerable problem with conflicts of which there are many on record. Some of the accidents which have occurred at these crossings which were protected by crossing protection at the time of the accidents are as follows. One of them killing a school teacher. Many traffic tieups occur when the trains block the crossings, and additional buses at these crossings are not going to help the traffic problem. When you speak of 156 buses, one train could stop several of these buses at one time. I am informed by someone earlier here that we are are tlaing of a period of 18 hours that these 156 additional buses are going to be involved. I figured this may be somewhere in the neighborhood of 10 hours, so my frequency then comes down to about 8 buses additional an hour on top of what we've already got. This definitely is going to lower your high speed service when the train stops at these crossings. There is no statement from the Federal Railroad Administration or the Oregon Department of Transportation. There is thus the possible conflict with the railroad and the accidents that occurred in the past at these crossings, and this is a significant omission. As I stated

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County Project Development Division and it's subject is Environmental Assessment on Railroad Avenue in Lake Grove, Harmony Road and references to the pages of the assessment report. We will enter this in its entirety in the report also. We have a letter dated May 16, 1984, from Andrew C. Cotugno, Transportation Director of the Metropolitan Service District, and it is their testimony that they want entered on this public hearing tonight. It will be entered in its entirety. I have a letter from Mr. Bill Hupp that we will enter, taken this day. Additional letters we have are from Steve Bell, 7603 S.E. Harmony Road and he submitted in writing his feelings for the improvement project. We'll enter it in its entirety. We have another copy of Mel Paulson's letter. We already have a copy of that and I also have another of Tri-Met's. We have all the people who have signed up on the white cards. A total eleven. We've entered all the letters. Is there any final comments, and make it just short, no rebuttals to anyone else, just a very short statement.

Bill Hupp: There are five members of the Milwaukie City Council here tonight. They are or should be tremendously interested in the health of the downtown core of the business area, all of the business in the City of Milwaukie. As I was the one member on the City Council sitting here tonight who was on the Council, when the entire Town Center situation was being discussed and approved by this group. I voted against the Clackamas Town Center project because of the five impact statements required. Every single one of them stated that it would have a negative effect upon business in Milwaukie. I voted against it and the present mayor supported it. This is his privilege. It's a matter of record. You see what is happening to the business in downtown Milwaukie today. We're subsidizing Tri-Met and the Town Center. Thank you.

Ron Kinsella: Thank you. Is there anybody else, yes sir?

Bob Schumacher: Mr. Huff the vote you refer to had nothing to do with the Clackamas Town Center. It was totally a county project.

Ron Kinsella: No, let's stop. We're not going to get into a public debate. Any other comments from people in the audience or the staff? This meeting is adjourned.

CITY OF MILWAUKIE
M E M O R A N D U M

Date: 23 June 1983

TO: Hugh Brown
City Manager
FROM: Steven Hall
Public Works Director *J.M.H.*
SUBJECT: Railroad/Harmony Road
Proposed Improvements

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ACTION REQUESTED

1. City Council conduct public hearing as per request of 7 June 1983.
2. City Council, if desired, indicate a preferred route through Milwaukie as a recommendation. The preferred route would have to be either Harrison, Monroe or Washington. Adoption and approval of a specific route cannot be done at this time as this action would preempt the Public Hearings being conducted jointly by the City, County and Tri-Met.
3. City Council authorize City Manager to sign attached "Memorandum of Understanding" between the City and County as to method of payment of local match. Council may wish to ask for rewording of agreement based on action from public hearing.

BACKGROUND

Attached is information furnished by Gary Spanovich of Clackamas County and that furnished to the Council on 7 June 1983. Representatives of Clackamas County and Tri-Met will be present at the hearing to provide a brief summary of the project and to answer questions the Council may have.

SUMMARY

1. Council authorized application jointly with County to apply for federal funding through METRO.
2. METRO consequently approved application and funding was secured.
3. The first phase being considered is for roadway improvements only with the second phase concerning bus improvements is at an unspecified future date.
4. City acknowledges need for major rehabilitation of Railroad Avenue and other streets relating to the project.
5. City may wish to recommend a "preferred" route to downtown Milwaukie to be entered into the record at the next public hearing on the project as a result of public testimony.

MEMORANDUM



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TO: Steve Hall, Public Works Director

FROM: Gary Spanovich, Project Manager

DATE: June 14, 1983

SUBJ: Railroad/Harmony Improvement Project - Information on Downtown
Milwaukie Issues

JOHN C. McINTYRE THOMAS J. VANDERZANDEN
Director Project Development Director

WINSTON W. KURTH DAVID R. SEIGNEUR
Deputy Director Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

INTRODUCTION

I have put together a brief summary of the technical information available on the project related to Downtown issues. I have also tried to document some of our initial analysis on the three alternative routes through Downtown Milwaukie for the City Council Meeting on July 5th.

We are mid-way through our environmental assessment on the project; the purpose of which is to analyze the impacts of alternatives and design options and propose ways to mitigate these impacts.

PURPOSE AND DESCRIPTION OF THE OVERALL PROJECT

Introduction

The purpose of the project is to improve Railroad Avenue/Harmony Road as a regional transit trunk route between the City of Milwaukie and the Clackamas Town Center. The intent of the development of the transit trunk route is to connect timed transfer transit stations in the Town Center with one in Milwaukie. Concurrently a transit trunk route would also provide a critical link between McLoughlin Boulevard and I-205.

It is critical to the operation of the transit trunk route that the following occur:

- * Provide a direct, non-circuitous connection between the transit centers.
- * Provide a connection between the transit centers which minimizes travel time.
- * Provide a connection which serves land use development along the route.
- * Provide a connection which increases transit service by providing service to residential and employment areas not presently served.

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The east-west roadway network between the Milwaukie CBD and the Clackamas Town Center (Hwy 224 to the south and Johnson Creek Blvd. to the north) is composed of a number of local residential streets and minor arterials such as Johnson Creek Blvd., King Road, Monroe Street, and Railroad Avenue/Harmony Road.

These minor arterials along with Highway 224 service an important regional travel movement which is expected to increase in the future. Development of timed transfer centers in Milwaukie and the Clackamas Town Center will provide an opportunity to increase and to supplement existing east-west transit service. Thus by developing new transit service on a number of east-west routes and connecting the timed transfer centers; a practical alternative to the private automobile can begin to service this increasing east-west regional movement.

However existing east-west arterials generally are circuitous, have no or little pedestrian amenities such as sidewalks, have geometric and sight distance problems, and are in need of substantial pavement structure rehabilitation in many areas.

Transit Alternatives Considered

Initially the following four alternatives were considered for the transit trunk service:

- Alternative 1: Harrison Street/King Road/82nd Drive.
- Alternative 2: Railroad Avenue/Harmony Road.
- Alternative 3: Highway 224/Harmony Road.
- Alternative 4: Highway 224/82nd Drive.

The western terminus of each route considered is the transit station being planned for downtown Milwaukie. The eastern terminus of each is the transit station at the Clackamas Town Center.

Review of Adopted Plans

Initially the following adopted documents were reviewed:

- * MSD Regional Transportation Plan (RTP)
- * Milwaukie Comprehensive Plan
- * Clackamas County Comprehensive Plan
- * Tri-Met Transit Development Program (TDP)

In summary all of these documents support the following conclusions:

1. Substantial increases are projected in east-west travel between Milwaukie and the Clackamas Town Center.

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2. Existing east-west transit service is inadequate both in terms of coverage and lack of timed transfer facilities.
3. Railroad/Harmony is the preferred route for improved east-west transit service because of:
 - * Travel time directness of route.
 - * It will not duplicate existing service.
 - * It will open up residential areas of southeast Milwaukie to transit access.
 - * It will open up the Hwy 224 industrial area to transit access.

Evaluation of Transit Alternatives

Subsequently an evaluation of the alternatives was conducted. The matrix on the following page evaluates each of the four alternatives in terms of overall project goals and objectives.

Goal 1 identifies the need to provide a route for high speed transit service between the Milwaukie CBD and the Clackamas Town Center. Clearly Alternative 2, Railroad/Harmony meets this goal most effectively. It is the most direct path, entails the minimum travel time, and involves the least out of direction travel.

Goal 2 identifies the need to maximize the effectiveness of transit coverage and use of transit resources. Thus it is important to open up new areas to transit service, such as southeast Milwaukie residential areas and the Omark industrial area. It is also important that the new trunk service perform a dual function and not duplicate existing local transit service. Although Alternative 3 and 4 offer some potential for addressing the goal, the design of Hwy 224 severely restricts its use for local pedestrian access. Alternative 1 (Harrison/King) can serve a dual function. However, it will duplicate existing local service, will not serve southeast Milwaukie residential and industrial areas, and will not serve to increase transit coverage in the east-west corridor.

Goal 3 identifies the need to encourage the shifting of travel demand, both existing and future, from the private automobile to transit. Travel time is a prime determinant of modal split. Thus the Railroad/Harmony alternative, because it is the most direct path, entails the minimum travel time, and involves the least-out-of direction travel, implements this goal the best. There are park and ride opportunities to varying degrees in all corridors.

Goal 4 identifies the need to ensure that the transit route operates in a roadway environment which is conducive and supportive of transit usage. All alternatives are in need of roadway/pedestrian improvements in order to address this goal. None of the alternatives presently offer the quality transit/pedestrian environment which is needed, rather all of them are in need of improvements.

EVALUATION OF ALTERNATIVES FOR THE RAILROAD/ HARMONY CORRIDOR IMPROVEMENT PROJECT.

ALTERNATIVES CONSIDERED

GOALS	OBJECTIVES	ALTERNATIVE 1 Harrison Street King 82nd Avenue	ALTERNATIVE 2 Railroad Avenue Harmony Road	ALTERNATIVE 3 Highway 224 Harmony Road	ALTERNATIVE 4 Highway 224 82nd Avenue
GOAL 1 Provide a Route for High Speed Transit Service Between the Milwaukie CBD and the Clackamas Town Center	* Ensure Most Direct Path	This is the second longest route	This is the shortest path between the centers	This path is similar to Railroad/Harmony	This is the longest path between the transfer centers
	* Ensure Minimum Out-of-Direction Travel	This route entails significant out of direction travel	No out of direction travel	Minimum out of direction travel	This route entails significant out of direction travel
	* Ensure Minimum Travel time	Peak: 10 min & 45 sec. Off Peak: 10 min. & 15 sec.	Peak: 8 min Off Peak: 8 min Lowest Travel Time	Peak: 10 min & 30 sec. Off Peak: 9 min & 30 sec.	Peak: 10 min & 30 sec. Off Peak: 10 min. & 30 sec.
GOAL 2 Maximize the effectiveness of Transit Coverage and Use of Transit Resources between the Milwaukie CBD and the Clackamas Town Center	* Ensure It Serves a Dual Function	Can serve a dual function	Can serve a dual function.	Will be unable to serve a dual function because of the barrier effect of Hwy 224	Will be unable to serve a dual function because of the barrier effect of Hwy 224
	* Will it Address the Need for Transit not Presently Being Met	No priority should be assigned	Priority should be assigned	Priority should be assigned however barrier effect of Hwy 224 discourages transit usage	Priority should be assigned however barrier effect of Hwy 224 discourages transit usage
	* Ensure It Serves Southeast Milwaukie Residential Areas Not Being Served	Will not serve southeast Milwaukie residential areas	Will serve southeast Milwaukie residential areas the best, as no transit service exists on the route	Because of the barrier effect of Hwy 224 the objective is not met	Because of the barrier effect of Hwy 224 the objective is not met
	* Ensure it will Serve new Industrial Areas	Will not serve new industrial areas not presently being served by transit	Can open up the Hwy 224 industrial area to transit service	Can only marginally serve the Hwy 224 industrial area	Can only marginally serve the Hwy 224 industrial area
	* Ensure it will not Duplicate Existing Local Service	Will duplicate local transit service	Will not duplicate local service on Railroad; but it will on Harmony	Will not duplicate existing local service on Hwy 224 but it will on Harmony	Will basically not duplicate local service except for a short distance on 82nd Ave.
GOAL 3 Encourage the shifting of Travel Demand, both Existing & Future, from the Private automobile to Transit	* Are Park & Ride Opportunities Available				
	* Are Transit Travel Times competitive with the automobile	Less Competitive	Because of the distance this route will be the most competitive	Less Competitive	Less Competitive
GOAL 4 Ensure that the Transit Route Operates in a Roadway Environment which is conducive and Supportive of Transit Usage	* Ensure Roadbed is Structurally Sound	Some improvement needed	Improvement needed	Some improvement needed	Very little improvement needed
	* Ensure a Safe & Pleasant Pedestrian Environment	Difficult to create such an environment	A pedestrian/Transit environment can be created	Only on Harmony can such an environment be created	Not possible to create such environment
	* Ensure Sidewalks	Can be added	Can be added	Can only be added on Harmony	Can only be added for a short portion.
	* Ensure Pedestrian Paths Across Barriers	Can be added	Can be added	Can only be added on Harmony	Can only be added for a short portion
	* Ensure Transit Priority Treatment where appropriate	Opportunities available	Opportunities available	Opportunities available	Opportunities available
	* Ensure through Traffic does not increase as a result of Improvements	This is a primary east-west route for through traffic	Through traffic demand can be discouraged	Through traffic demand can be discouraged	The function of the two arterials is to carry through traffic

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Conclusions

Based on the technical evaluation the following conclusions were reached and endorsed by a Technical Advisory Committee:

Alternative 1 (Harrison, King, 82nd)

This route would provide service to a residential population, but would be a poor choice for service to employment. This route has the worst travel time and the second longest mileage. A portion of the route is projected to be congested by the year 2000. The route would be appropriate for local service.

Alternative 2 (Railroad, Harmony)

This route appears best for several reasons:

1. Relatively short mileage and significantly lower travel times;
2. Superior service to employment areas;
3. Good service to population areas;
4. Traffic congestion problems could be solved more easily with Alternative 2 than with Alternative 1.

The Railroad Avenue/Harmony Road route is recommended as a transit trunk route between Milwaukie and the Clackamas Town Center. Some improvements to the route will be required, including widening and strengthening of the pavement; installation of sidewalks, crosswalks, shelters, and pedestrian connections to Omark Industrial Park; and improved curve geometry, turn lanes, and signalization to insure high speed bus service.

Alternative 3 (Hwy. 224, Harmony)

The Hwy 224 segment of this route would provide poor service to adjacent areas and would pose a safety hazard because of pedestrian access problems. The route has relatively long travel times and the crossing of the Southern Pacific mainline in an area of congestion poses severe problems for bus scheduling.

Alternative 4 (Hwy. 224, 82nd)

This route would provide poor service to adjacent areas and would pose a safety problem because of pedestrian access problems to Highway 224. The route has relatively long travel times due to a large number of traffic signals. The route has the longest mileage of the four alternatives.

Steve Hall
June 14, 1983
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Recommendations

Thus it is critical to improve the roadway environment in order to support the increased use of bus movements between the transfer centers and to facilitate existing local transit service movements.

Two basic alternatives are recommended for the environmental assessment as follows:

1. No Build.
2. Railroad Avenue/Harmony Road Route.

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INITIAL PROJECT DESIGN OPTIONS FOR RAILROAD HARMONY

Railroad/Harmony has a number of project design options associated with it and the Figure on the next page describes those options recommended for detailed analysis and environmental assessment.

On the western end, three alternative design options are available into the proposed Milwaukie Timed Transfer Center for improvement: Harrison route; Monroe route; and the Washington route; Further traffic/transit analysis is necessary on each of these routes. However the Monroe route appears impractical because of right of way constraints.

East of Highway 224 three roadway design options are available as follows:

- * Roadway Design Option No. 1: Two twelve foot travel lanes with a sidewalk on the north side only and a bikeway within the roadway on both sides.
- * Roadway Design Option No. 2: Two fourteen foot travel lanes with a separated sidewalk on the north side only and a separated bikeway on the south side only.
- * Roadway Design Option No. 3: Two twelve foot travel lanes with a dual median left turn lane and a bikeway and sidewalk on both sides of the road.

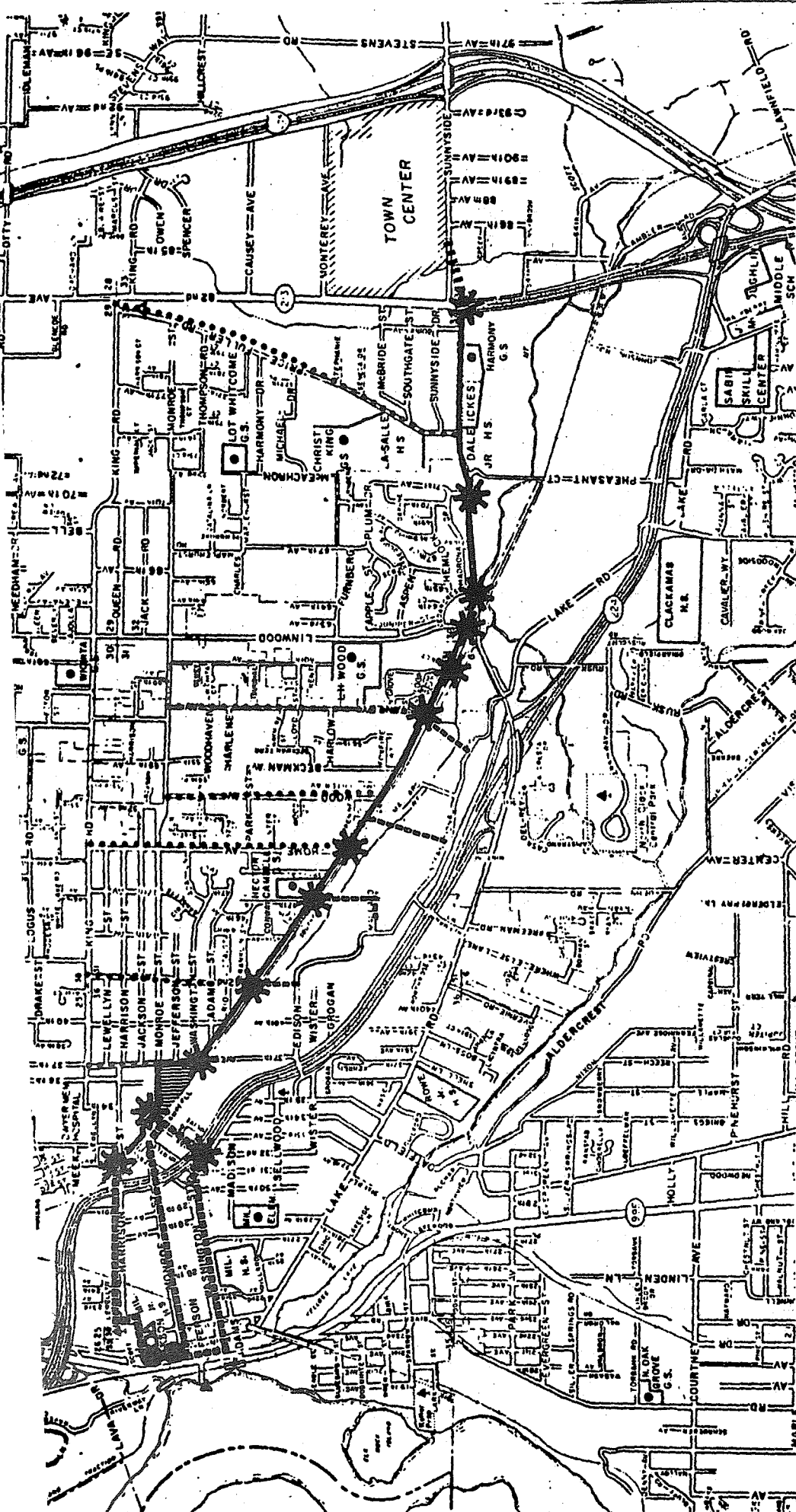
Finally on the eastern end the Sunnyside Road alignment is recommended.

PRELIMINARY ANALYSIS OF DOWNTOWN ROUTES

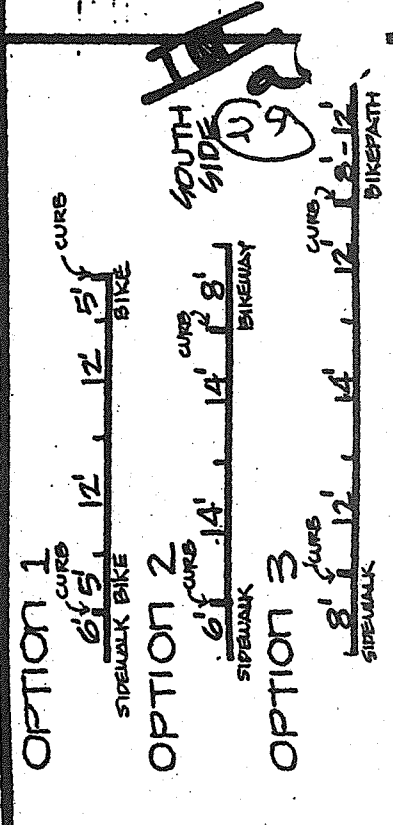
When we initiated the environmental assessment we considered the following three routes as being feasible alternatives for access to the Milwaukie Timed Transfer Station:

1. Harrison
2. Monroe
3. Washington

Our preliminary analysis has indicated the following on each of these options.



R.R./HARMONY
CORRIDOR
IMPROVEMENT
PROJECTS
POLICY & PROJECT
DIVISION
DEPT. ENVIRONMENTAL
SERVICES
CLACKAMAS COUNTY
FIG.



LEGEND
 DOTTED LINE: DOWNTOWN TRANSIT ROUTES
 SOLID LINE: RAILROAD / HARMONY ROADWAY RECONSTRUCTION
 STAR: INTERSECTION IMPROVEMENTS
 PHASE 2
 DASHED LINE: N./S. RESIDENTIAL STREETS
 SOLID LINE: SO. PACIFIC UNDERCROSSINGS
 Hatched Area: PARK & RIDE LOT; TIMED TRANSFER SITES.

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EXISTING TRANSIT MOVEMENT

Currently Tri-Met operates the following transit routes and movements in Downtown Milwaukie:

<u>Street</u>	<u>Route</u>	<u>Number of Weekday Buses</u>	<u>Comments</u>
Harrison	75	219	Operates full length.
Harrison	78	118	Operates full length.
Harrison	76	118	Operates on certain blocks
Harrison	70	150	Operates on certain blocks
TOTAL		605	
Washington	31	40	Operates full length
Washington	76	78	Operates full length
TOTAL		118	

PROPOSED ADDITIONAL TRANSIT MOVEMENTS

The proposed transit trunk service on Railroad/Harmony will mean an additional number of 156 weekday transit movements as follows:

<u>Alternative</u>	<u>1983 Weekday Bus Movement</u>	<u>Additional Bus Movements With Trunk Service, If This Alternative is Selected</u>
Downtown Alternatives*		
Alt. 1: Harrison	605	156
Alt. 2: Monroe	0	156
Alt. 3: Washington	118	156
Outside Downtown Area		
Railroad Avenue	0	156
Harmony (Linwood to Price-Fuller)	68	156
Harmony (Price-Fuller to 82nd)	136	156

*Only one of these streets will be utilized for the service.

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REDUCTION IN TRAFFIC VOLUMES

The transit trunk route service can be expected to reduce vehicular traffic volumes as follows:

<u>Alternative</u>	<u>Forecasted Daily Transit Ridership</u>	<u>Vehicular Vol. Reduction</u>	<u>Year 2000 Traffic</u>	
			<u>With Trunk Ser.</u>	<u>Without Trunk Ser.</u>
Alt. 1: Harrison	2630	2200	4000	6200
Alt. 2: Monroe	2630	2200	2000	4200
Alt. 3: Washington	2630	2200	2500	4700

Thus the trunk route will add an additional 156 bus movements per day to one of three alternative downtown streets. In turn, the bus service will reduce traffic volumes by 2200 vehicles a day.

Thus by adding 156 bus movements a day to one of these streets, 2200 cars will be removed. A net reduction of 2044 vehicles (2200 - 156) will take place.

The transit trunk service will have a greater impact on Railroad & Harmony, east of the downtown area.

<u>Alternative</u>	<u>Forecasted Daily Ridership</u>	<u>Vehicular Vol. Reduction</u>	<u>Year 2000 Traffic</u>		
			<u>1983 Traffic</u>	<u>with Trunk Ser.</u>	<u>without Trunk Ser.</u>
Railroad	2,050	1,700	3,000	4,300	6,000
Harmony	2,050	1,700	10,600	14,300	16,000

PRELIMINARY EVALUATION OF DOWNTOWN ROUTES

Our preliminary evaluation indicates Monroe would be the most direct route into the City with the lowest overall travel time. Harrison and Washington have similar directness of route and travel times.

Our initial evaluation indicates that Monroe is not a feasible option because of right of way constraints. Monroe currently has right of way of 35-40 feet.

Memo - Railroad/Harmony Improvements
May 6, 1983
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The Metropolitan Service District via resolution 81-213 authorized \$229,500 for preliminary engineering and reserved \$2,720,000 for the right-of-way acquisition and construction costs for the Railroad/Harmony improvements.

As you will note in that preliminary estimate of 1980, the City's 15% match for the federal funds amounted to \$89,100 spread over a period of three years.

On 12 April 1983 a public hearing was held at the Campbell Grade School gym to allow the public to provide input as to the proposals that were being considered by the City and County. Seventy-five people attended that meeting and staff representatives from the City of Milwaukie, Clackamas County, and Tri-Met were available. The primary purpose of this first hearing was to receive public input as to their comments and reactions to the proposals currently being considered. This meeting will be followed by approximately two additional public hearings to help incorporate the comments and concerns of the citizens, if practical, within the preliminary design and the draft Environmental Impact Statement.

The reaction of the public was mixed, as is usual, and a summary of their comments are listed as follows:

- Concern was expressed for the three alternatives in Milwaukie and the potential traffic increase on Harrison, Monroe, or Washington Streets.
- Testimony was presented in favor of and in opposition to adding buses or increased traffic to the Milwaukie downtown, Railroad and Harmony legs of the route.
- Concern was expressed over potential right of way acquisition.
- Many people were concerned about additional noise from buses; both single event and cumulative noise levels.
- Testimony was received in favor of the proposed routes and options. Some individuals proposed other routes, such as King Road, Lake Road, Highway 224 and International Way.
- Testimony indicated there are numerous springs under Railroad Avenue and ground stability may not support heavy traffic.
- Southern Pacific Transportation indicated it would oppose any new at grade crossings, either vehicular or pedestrian.
- Some speakers were concerned sidewalks would be funded via L.I.D. and they would be assessed for improvements in the future.
- Some individuals expressed concern about storm drainage problems on the north sides of Railroad and Harmony Roads, as the roadway tends to act as a barrier to down stream storm drainage movement.

Memo - Railroad/Harmony Improvements
May 6, 1983
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For the Council's information, the proposed 1983-84 budget has funds included for the estimated City match for preliminary engineering. The project is funded by 85% federal highway funds and 15% local match funds.

To give the Council a perspective on the City's investment, the cost of overlaying the City's portion of Railroad Ave. would exceed the City's match for this project which will totally rehabilitate the road and improve its structural capabilities considerably. Also proposed are sidewalks and bikepaths with an improvement of the two existing lanes and bus turnouts and amenities.

This office will keep the Manager and City Council posted as to any further meetings and/or changes in the plans which may arise.

SUMMARY

City Council authorized staff to apply for funds.

Metro approved funding for project.

Preliminary hearing stage has commenced with the first of three completed.

City has funded the City match in the 1983-84 proposed budget for preliminary engineering.

Enclosure: Memo
Cost estimate (1980)

cc: Traffic Safety Commission

SMH:js

MEETING REPORT

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NOTE: THIS REPORT IS TO BE COMPLETED IMMEDIATELY AFTER EACH ASSIGNED MEETING.
PLEASE SEND ORIGINAL TO THE SECRETARY FOR DISTRIBUTION.

NAME OF AGENCY OR GROUP: Railroad/Harmony Improvement Project

LOCATION: Campbell Grade School Gym DATE: 4/12/83

TIME: 7:15 p.m. NO. IN ATT: 75 PRESS: 0

STAFF ATTENDING: Spanovich, Steve Hall, Alonzo Wertz, Gary Cook THIS REPORT BY: Gary Cook

SUBJECT OF MEETING: Solicitation of general public comments for Railroad/Harmony Improvement Project

ROUTE TO: Thomas VanderZanden, Larry Kato, Bernie Straight, Brian Campbell, Norm Scott, Ken Dauble
File(s): Railroad/Harmony (please be specific)

SUMMARY OF MEETING: (i.e., tone, questions asked, staff commitments or tasks, etc.)

Spanovich provided a summary of the project and reviewed the three design options which are currently being considered. Reasons for the project are roadbed rehabilitation, pedestrian amenities, improvements to hazardous intersections, and the ability to provide transit trunk line service. He emphasized there would be no capacity increase, i.e. this will not be a four lane facility. Steve Hall briefly summarized the history and the funding description of the project.

Testimony provided at the meeting was generally favorable to the design options and routes. Primary opposition was related to impacts of buses, i.e. noise, vibration, etc. All speakers favored roadbed improvements. Most speakers favored bikepaths, sidewalks or both. Major points of testimony are as follows:

- .Concern was expressed for the three alternatives in Milwaukie and the potential traffic increase on Harrison, Monroe, or Washington streets.
- .Testimony was presented in favor of and in opposition to adding buses or increased traffic to the Milwaukie downtown, Railroad and Harmony legs of the route.
- .Concern was expressed over potential right of way acquisition.
- .Many people were concerned about additional noise from buses; both single event and cumulative noise levels.
- .Testimony was received in favor of the proposed routes and options. Some individuals proposed other routes, such as King Road, Lake Road, Highway 224 and International Way.
- .Testimony indicated there are numerous springs under Railroad Avenue and ground stability may not support heavy traffic.
- .Southern Pacific Transportation indicated it would oppose any new at grade crossings, either vehicular or pedestrian.
- .Some speakers were concerned sidewalks would be funded via L.I.D. and they would be assessed for improvements in the future.
- .Some individuals expressed concern about storm drainage problems on the north sides of Railroad and Harmony roads, as the roadway tends to act as a barrier to downstream storm drainage movement.

Staff committed to attempt to answer concerns raised at the next meeting which is scheduled for mid to late May, 1983.

Kenneth Whorton
City Manager

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September 9, 1980

Steven Hall
Public Works Director

Potential Grant
Railroad Ave.

The City of Milwaukie and Clackamas County have been pursuing grant funds which might be available for the upgrading of the Harmony/Railroad Ave. corridor. Some months ago, this office made a presentation to the City Council indicating some concepts that the City of Milwaukie Public Works Department and the Clackamas County Department of Environmental Services have been discussing in reference to the impact of the Clackamas Town Center, the Oregon City bypass and the intended transit improvements projected in the near future. This involved identifying three or four major transit connections points of which the City of Milwaukie downtown area was one major location and one of the second large major transit intersections would be at the soon to open Town Center.

The additional lines proposed by Tri-Met in conjunction with the Town Center and the growth that will be produced as a by-product of that town center will have a considerable impact on our area and the North Clackamas area in particular.

The presentation by this department to the City Council proposed the use of Harmony Road and Railroad Ave. as a major transit and vehicle artery between the Town Center and the City of Milwaukie. One of the major reasons for proposing this was the fact that this particular route is adjacent to a railroad track and skirts the edge of current residential development and the impact on penetrating any of the neighborhoods would be minimal. A perimeter road of this type is always ideal, and even more so when it fits a scheme of traffic control.

The City Council at that time indicated concurrence with the concept. We are now at the point in time where the Public Works Department, in conjunction with the Clackamas County Department of Environmental Services are looking to Metro for potential funding for preliminary engineering for such a project. Clackamas County has currently received authorization through Federal Aide Urban funds to improve that section from S.E. 32nd Ave. to Linwood Ave. to a higher standard for bus traffic and increased vehicular traffic.

The second phase of that is the necessity of improvements of Railroad Ave. from Linwood Ave. to S.E. 37th and from that point to Highway-224 and, in the case of transit, to the Milwaukie central business district.

Memo - Railroad Ave.
Potential grant

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The City of Milwaukie controls that section of Railroad Ave. from S.E. 37th Ave. to 43th Ave., and the section from S.E. 43rd Ave. to Linwood is under the County's jurisdiction. It is estimated that the preliminary engineering will cost a minimum of \$100,000 to a maximum of approximately \$150,000 for this particular segment of a vital transit and vehicular link through Milwaukie. A current "rough" estimate for the construction of such a project is in the vicinity of \$2 million.

The City and County staff have come to the conclusion that a logical proration of costs would be based on a percentage of lineal feet of road within each jurisdiction. With this general concept in mind, the following is recommended:

- 1) City Council authorize City staff to work in conjunction with Clackamas County staff to send a grant application for preliminary engineering for this project to Metro with the understanding that the local match would be approximately \$15,000 to \$20,000 with a breakdown of that cost between the City and County as previously mentioned.
- 2) That the City Council, based on the above mentioned method of apportioning costs, commit to attempt to provide for their local match for an estimated \$2 million construction cost in approximately a two year period of time.

The match by the City of Milwaukie for their portion of the preliminary engineering could come from several areas within the current budget or a proposed 1981/82 budget. The \$15,000 match for the preliminary engineering for the permanent time transfer station in Milwaukie has already been identified within the City budget. Assuming that Tri-Met will assume a major portion of the match on that project, the City's participation would hopefully be considerably less than the \$15,000. Also, with the bidding of the TSM projects for S.E. Harrison between 32nd and Highway 224, signalization of Oatfield/34th/Lake Road and signals for International Way and Lake Road being bid in the fall of this year, there is a potential of those bids coming in under the current estimates and allowing us some funds to utilize out of the match projected in this current budget.

If either of those two potential funding sources did not materialize, it would be possible to provide for that match commitment in the 1981/82 budget. I believe this project is critical to maintaining some sanity of traffic flow through the City of Milwaukie with the growth we see on the horizon, and particularly with the impact of Tri-Met's increase in service in approximately one year and the vehicular increase due to the opening of the Town Center in approximately the same period of time.

Memo - Railroad Ave.
Potential grant

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The match for the \$2 million rough estimate for construction would have to be something programmed into along term budgetary item so that the City could actually, in conjunction with the County, complete this most necessary link between the Town Center and the City of Milwaukie.

The only alternative available is to allow the increased transit traffic to utilize the King/Harrison route to the proposed time transfer station which will more than likely be located directly west of City Hall. With our current traffic problems, particularly from Highway 224 to McLoughlin Blvd., I believe the traffic increase and the attendant problems are quite obvious. This allows us to plan a little bit for the future and hopefully allow for the construction of a most needed facility..

Thank you for your consideration of this request.

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MILWAUKEE

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5/22/84

Milwaukee City Council
Milwaukee, Wis.
Klára Lova Madom.

I support the improvement of
Railroad - Harmony road. Lake Road
is in reasonably good condition which
cannot be said about Railroad - Harmony.
In its present condition it is dangerous
to both pedestrian + vehicular traffic.
As a major artery from Milwaukee to
82nd Avenue it should receive first
attention to be rebuilt.

Yours truly

Leroy E. Zinsler
11317 S.E. 48th Mil. Ave.

97922.

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MILWAUKEE-OR

MEMORANDUM

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TO: HUGH BROWN, CITY MANAGER
FROM: MARGARET A. POST, FINANCE DIRECTOR
DATE: JUNE 13, 1984
SUBJECT: AUDIT FIRM RECOMMENDATION.

Marge Post

As you are aware the city received four proposals for providing the city audit services for the next four years. The proposals were initially reviewed for compliance to our request for proposals, approach of the firm in conducting audits, staff assignments to the audit, and the fee for service. After this initial review we orally interviewed three firms to insure there was a clear understanding of the city's involvement in the audit process, the city's financial condition, audit methodology and staff assignments.

The three firms and their fees are listed below including the methodology for adjusting future audit costs.

Touche Ross & Co.	\$12,750	CPI
Coopers & Lybrand	13,500	CPI
Deloitte Haskins & Sells	13,000	CPI

After review of the proposals, staff assignments, methodology and ability to address the city's financial audit requirements I recommend City Council authorize you to sign an agreement with Deloitte, Haskins & Sells for audit services. Their bid is not the lowest, however the staff commitment, level of staff expertise and management resources (40 hours of management consulting to meet a city-defined need) outweighs the difference in the low bid.

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MILWAUKIE
CITY COUNCIL MEETING
June 5, 1984
5:30 p.m.

COUNCIL CHAMBERS

WORK SESSION

At 5:10 p.m. prior to the work session and regular City Council meeting, the City Council interviewed the following persons for positions on the Center Advisory Board:

Alan E. Brunk, 4304 SE Rio Vista
Vera Ginther, 2622 SE Walnut

The City Council held a joint work session with the Center Advisory Board. The following members were present:

Council

Mayor Ron Kinsella
Mike Richmond
Don Wilson
Don Graf
Roger Hall

CAB

Jean Higginbotham
Sharon McCartney
Helen Kappler
John O'Hara
Katherine Boyles
Janet Witter
Paul Schaefer
Maxine Hansen

Also present:

Hugh Brown, City Manager
Topaz Faulkner, Comm. Services Director (arrived 6 p.m.)
Sara Hite, Center Director
Laurie Perkin, Secretary

There was extended discussion on measures to be taken in the event of the failure of the levy request on June 26. The City Manager urged the Board to consider priorities at the Center and ways in which to raise revenue.

It was decided to send out a press release on the Friends of the Center's contribution of \$10,000 for Center services. The joint work session ended at 6:30 p.m.

At 6:30 p.m. the City Council discussed financial and other items. Present for these discussions :

Greg Eades, City Attorney
Marge Post, Finance Director

City Attorney said staff was working on a list of priorities for code enforcement. Requirements for the Saturday Main Street Market were discussed. Finance Director talked about the library computer,

City Council Minutes
June 5, 1984

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Page 2.

and said there would be several financial items on the June 19 agenda having to do with closing books at the end of the fiscal year. Also she said Council would have to formally adopt the budget at that time.

The work session adjourned at 7 p.m.

Mayor Ron Kinsella

Laurie Perkin, Secretary

MILWAUKIE
CITY COUNCIL MEETING
June 5, 1984
7 p.m.

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COUNCIL CHAMBERS

1457th MEETING

The one thousand four hundred and fifty seventh meeting of the Milwaukie City Council was held on June 5, 1984 with the following Councilors present:

Mayor Ron Kinsella Don Graf
Mike Richmond Roger Hall
Don Wilson

Also present:

Hugh Brown, City Manager Dick Bailey, Fire Chief
Greg Eades, City Attorney Marge Post, Finance Dir.
Topaz Faulkner, Comm. Serv. Dir. Laurie Perkin, Secretary

Mayor Kinsella read a proclamation declaring June 4 through June through June 10, 1984 as Boating Safety Week and introduced Bill Miller, representative of the Coast Guard Auxiliary.

City Manager introduced new Police Chief, Ronald Goodpaster, who will assume his duties on June 11, 1984.

Jim Backenstos commented on a traffic problem at 42nd and King Road.

LEGISLATION

Resolution re state shared revenues

Finance Director has prepared resolution certifying that the city provides a minimum of four municipal services in order to receive state shared revenues as required by ORS. It was MOVED by Graf, SECONDED by Hall, to adopt Resolution 9-1984 (A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE CERTIFYING SERVICES PROVIDED BY THE CITY TO QUALIFY FOR STATE SHARED REVENUES.) MOTION CARRIED unanimously.

Mayor Kinsella said the ordinance repealing ambulance and sewer connection ordinances listed on the agenda has been tabled until further information is available and Council has had more time to discuss it.

Resolution re franchise fees for haulers

City Manager has recommended approval of a resolution establishing a franchise fee for garbage collection franchisees as recommended by the Solid Waste Task Force. Bill McDonald, Administrative Assistant said it was recommended the franchises be computed at the rate of 3% of gross receipts. He said the major change other than the fee is that the city will now pay regular rates for garbage collection. He said revenue for the city would be approximately \$23,000.

Jim Backenstos advised Council against adoption of this resolution. He said if the haulers are paying more, the cost to the citizens will go up. Bill Hupp and Mel Paulson agreed with Backenstos.

There was extended discussion on this issue. Kinsella said the rates in Milwaukie are in the bottom 25% of rates charged by other jurisdictions and that the change had already been accepted as part of the recommendation of the Solid Waste Task Force.

Estle Harlan, representing the haulers, answered questions from Council regarding franchise fee, percentage of increase, etc. She estimated the haulers, under this franchise would pay nearly 6 times the amount they pay now.

The meeting was recessed at 7:50
The meeting reconvened at 8 p.m.

It was MOVED by Richmond, SECONDED by Graf, to table this resolution until more information was received concerning the impact on residents. MOTION CARRIED unanimously.

The City Manager said staff would work with haulers to determine costs.

Payment of bills

It was MOVED and SECONDED that the bills listed for June 5, 1984 be approved for payment. MOTION CARRIED unanimously.

Jim Backenstos requested that he be provided with a copy of the bills prior to the Council meetings. City Manager said that copies would be available the Friday before the Council meeting.

OTHER BUSINESS

Request for approval of payment to County for Library Computer Community Services Director introduced Senior Librarians Joe Sandfort, Paula Mishaga and Cynthia Sturgis who spoke of library funding through the 3-year serial levy and the benefits the computer system. Sturgis estimated it would take 3 1/2 more personnel to do work that the computer now does. It was MOVED by Graf, SECONDED by Kinsella that Council authorize payment to Clackamas County in the amount of \$17,231 for Milwaukie's share of computer costs. MOTION CARRIED unanimously.

Adoption of PARC Rules

City Manager has recommended adoption of Parks & Recreation Commission rules as recommended by PARC at the last Council meeting. Wayne Logemann, Chairman of PARC discussed process used by PARC in preparing the revised purposes and responsibilities of the Commission. City Attorney said the revised description of the purposes and responsibilities is not in conflict with the ordinances establishing the Parks & Recreation Commission. It was MOVED by Hall, SECONDED by Wilson, to adopt the revised rules as recommended. MOTION CARRIED unanimously.

Richmond suggested asking other commissions to review their rules and purposes. Mayor suggested that commissions also be requested to review priorities in the event of budget failure.

Main Street Market

Shiela Frugoli of the Storefront gave update on plans for Saturday Market. She described publicity plans, number of participants, etc. The market will begin on July 7. There will be no fee this year for a business license, she said, however participants are being asked to pay \$10 for publicity purposes.

Jane Altier of the Storefront described other activities of the Storefront during the last year which included the street flowers and furniture program, the downtown improvement program, the walking tour of Milwaukie and the parking study. City Manager said the parking study has been completed and is being reviewed by staff. There was discussion on possible funding for the Storefront next year. Community Services Director said staff has been talking to Portland State University and to the County and she estimated the cost to be approximately \$20,000.

Apt. to Traffic Safety Commission

Council has received a request from Paul Roeger, Office Engineer, to waive the two-year limitation and reappoint Louis Bruneau to the Traffic Safety Commission since the Commission is two members short and there is only one applicant. It was MOVED by Graf, SECONDED by Richmond, to waive the two year limit and appoint Louis Bruneau to the TSC. MOTION CARRIED unanimously.

CONSENT AGENDA

Approval of Minutes - May 15 and May 23, 1984

Results of May 15, 1984 election

It was MOVED by hall, SECONDED by Wilson, that the Consent Agenda be approved. MOTION CARRIED unanimously.

INFORMATION

Kinsella suggested sending another letter to the Bonneville Power Administration objection to rate determination methodology.

City Manager said there was a need to schedule meetings and work sessions on McLoughlin, RR/Harmony project, budget discussions, etc. It was decided to schedule meetings for June 21 and if necessary June 28 for budget discussions.

Kinsella said there would be a report from the Transit Center Task Force at the next meeting.

City Council Meeting
June 5, 1984

Page 4.

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It was MOVED by Hall, SECONDED by Richmond, that the meeting be adjourned. MOTION CARRIED unanimously.

The meeting was adjourned at 9:25 p.m.

At 9:30 p.m. the City Council interviewed Doris G. Burton, 4302 SE Rio Vista St., Milwaukie, for a position on the Center Advisory Board.

Ronald D. Kinsella, Mayor

Laurie Perkin, Secretary

MEMORANDUM

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TO: HUGH BROWN
CITY MANAGER

FROM: STEVEN HALL
PUBLIC WORKS DIRECTOR

A.M.H.

SUBJECT: SEWER STUDY
CONSULTANT RECOMMENDATION

ACTION REQUESTED

1. City Council award Professional Service Contract to REHABCO of Salem, Oregon for conducting the Infiltration/Inflow Study as per request for proposals.
2. City Council authorize City Manager to sign a Professional Services Contract for this project.
3. If a satisfactory contract cannot be negotiated with REHABCO, City Council authorize City Manager to sign a Professional Services Contract with CH₂M-HILL.

BACKGROUND

The City of Milwaukie, Public Works Department has spent a period of six years assembling accurate engineering data, conducting visual inspection of sanitary sewers and completing a smoke testing program for location/isolation of critical problem areas within the system.

Based on that information, two basins within the City were selected for further detailed analysis with the final product being a prioritized list of repairs, methods of repair and costs.

The City staff does not have the technical expertise, time or equipment to properly conduct an Infiltration and Inflow Study. The study will consist of measuring flows during the dry part of the season and the wet part of the season to determine areas where water other than sanitary sewage is entering into the system. Based on that information, selected portions within each basin will be scheduled for more detailed analysis including TV inspection and detailed visual inspections. From that information, the consultant will be able to determine the product as listed above which will allow the City to begin to utilize some of the reserve funds for rehabilitation of the more critical problems within the sewer system.

The funds are available within the construction line item which includes an amount of \$300,000 for repair and rehabilitation.

CONSULTANT REVIEW

The City advertised in the Daily Journal of Commerce seeking proposals from engineering firms to complete an Infiltration and Inflow Study of two basins within the City. Staff prepared a proposal format to be specifically used by the firms submitting proposals to simplify the proposal review and to establish minimum criteria by which each firm could be rated.

Based on those proposals submitted by nine firms, City staff evaluated each firm on the eight tasks setout within the request for proposals. That information is attached for your reference.

The process I used in selecting the firm is one I have used before within the City of Milwaukie and find it to be quite fair and unbiased in analyzing individual firms on a comparative basis. The only subjective point within that evaluation is the reference check.

Although the three top firms, REHABCO, CH₂M-HILL and CRS-SIRRINE are within very few points of each other, my recommendation is based upon a strong technical background with a demonstrated ability to provide accurate data and repair programs in the sewer study area. The chosen firm has extensive background and abilities in this area and has pioneered many programs and pieces of equipment now utilized.

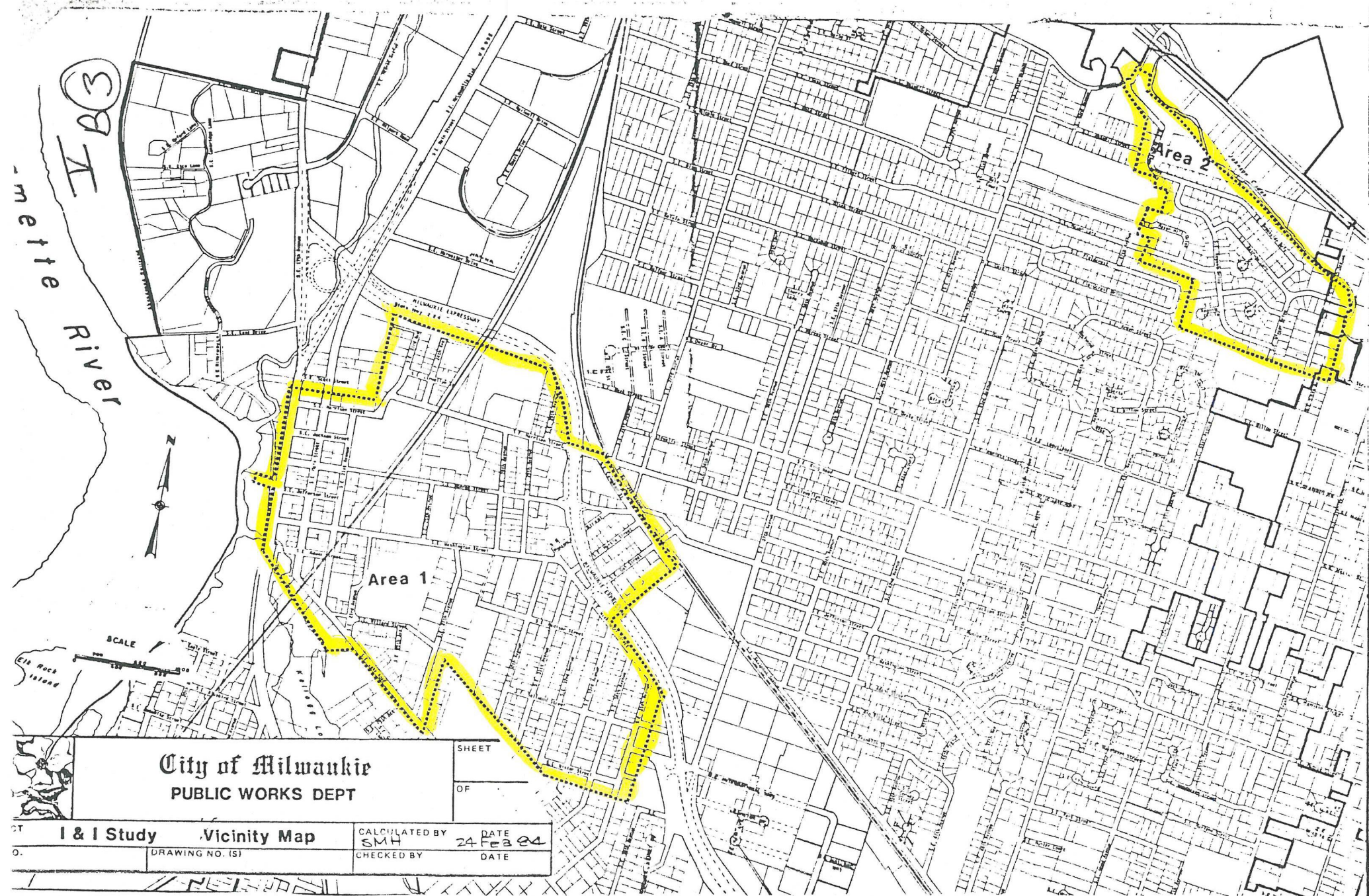
In reviewing each individual's references, the recommendations for REHABCO were very high and I even received several unsolicited comments from references for other firms. In my opinion, REHABCO will do an excellent job for us and is superior to all the other firms in their abilities, technology, and past history.

SUMMARY

1. City has completed preliminary investigation of sewer systems and found two basins which have been established as the number one and two priorities.
2. City staff does not have the expertise, time or equipment to carryon a more detailed study.
3. Money is allocated within the budget to cover this item.
4. REHABCO is the best firm of the nine submitting proposals. Estimated cost of engineering and investigation is \$23,047 and estimate of television inspection is \$22,700.
5. City Council has set the repair and maintenance of public facilities high on their priority list of goals.

Encl: Consultant Review
Request for Proposals (RFP)

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City of Milwaukee
PUBLIC WORKS DEPT

SHEET
 OF

I & I Study **Vicinity Map**

DRAWING NO. (S)

CALCULATED BY SMH	DATE 24 Feb 04
CHECKED BY	DATE

MEMORANDUM

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TO: HUGH BROWN
CITY MANAGER

FROM: STEVEN HALL
PUBLIC WORKS DIRECTOR J.M-21.

SUBJECT: WATER RESERVOIR #1
BID RECOMMENDATION

DATE: JUNE 13, 1984

ACTION REQUESTED

City reject all bids and direct staff to replace existing tank with a new tank within 5 years.

BACKGROUND

During the summer of 1983, the Public Works staff began to have concerns about the concrete post tension reservoir located at S.E. 40th and Harvey because of water weeping through the concrete and signs of rust showing on the exterior surface. The tank was drained by staff and examined and found to have some potential problems with water and rust attacking the post tensioning rods in the structure.

Staff then began to evaluate the tank with the assistance of a Structural Engineer from the CRS-SIRRINE firm of Portland. They utilized modern x-ray technology for examining the concrete rods within the structure. After some superficial test and examination, gauges were placed on selected portions of the prestressing rod and the tank was refilled and tested for stress in those chosen prestressed rods.

It was found that the post tensioning had dissipated out of several of the rods and that the structural integrity of the tank was reasonably good, but to a point where considerations for major rehabilitation would have to be considered.

Based on that information, plans and specifications were drawn up for several plans of repair and rehabilitation for the tank. The first basic repair was for cleaning and doing cosmetic work to the interior and exterior of the tank. Alternatives which were added on to that basic included a rubberized liner, additional prestress, and a new roofing material.

On 1 June 1984, at 2:00 p.m., bids were opened for the project. A tabulation of those bids is attached.

The bids will provide an additional estimated 15-25 years of life to the existing structure which is approximately 35 years old.

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The normal life span for depreciating cost on a water tank is 50 years. At this point in time, a judgment had to be made whether it was best to invest approximately \$250,000 in a 35 year old tank providing an additional 25 years of life (estimated), or to plan for the future and replacing that structure with a new one.

After a thorough evaluation of costs and life expectancy, it is recommended that the City look toward replacing the 1.5 Million Gallon Water Tank with a new 2 - 3 Million Gallon Steel Water Tank within 5 years. At the present time, it is estimated that a 2 Million Gallon Steel Tank would cost the City in the vicinity of \$600,000 totally.

Staff has discussed the possibility of using the old concrete reservoir as a storage facility by cutting doors and windows into the ground level of it so that vehicles and materials could be placed in it and stored. This would seem a logical and economical way to maintain the structure for some use and not incur the cost of demolition.

It is felt that we have 5 years life left within that structure without any major problems and that the City can look towards a combination of replacement construction monies and a potential bond issue to replace that structure within that time frame of 5 years.

SUMMARY

1. City has determined that the #1 Reservoir is in need of structural repairs.
2. Funds were made available within the current budget for those repairs.
3. Bidding the project indicated that costs were too excessive.
4. Best alternative is to replace that facility within 5 years.

Encl.: Bid Tab

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BID TALLY

Rehabilitation of 1.5 MG. Reservoir
 40th and Harvey Streets
 City of Milwaukie, Oregon

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BID OPENING June 1, 1984 2p.m.

JOB NO. NO1006/51584

CONTRACTOR	AMOUNT BID				REMARKS
	BASIC + Alt. No.1	BASIC + Alt. No.2	BASIC + Alt. 1&3	BASIC + Alt. 2&3	COMMENTS
MARION	154,800	305,900	167,000	318,100	QUALIF- IED BID
MORSE BROS	NO BID	246,703	NO BID	283,098	
WARD-HENSHAW	275,500	295,500	317,500	337,500	
ENGINEER'S EST	154,400	155,000	190,591	191,191	

CITY OF MILWAUKIE
DEPARTMENT OF PUBLIC WORKS
WATER DIVISION
1.5 MILLION GALLON RESERVOIR
REHAB BID ANALYSIS

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Bids were opened at 2:00 p.m., 1 June 1984. 3 Bids were received and are listed on the attached Bid Tally Sheet. The alternative Bids are:

BASIC

Clean, dry, pressure grout cracks, repair, sandblast and paint interior and exterior.
Install waterproof roof/wall connection.
Replace ladder and hatch to OSHA standards.

ALTERNATE #1

Install water proofing membrane to inside floor and wall.

ALTERNATE #2

Apply additional horizontal and vertical prestressing steel and cover with gunnite.

ALTERNATE #3

Install roof membrane, downspouts, drain pipe.

The Bid items, additional life expectancy and low Bid* for each combination is:

BASIC + ALTERNATE #1	15 years	275,500
BASIC + ALTERNATE #2	30 years	246,703
BASIC + ALT. #1 + ALT. #3	20 years	317,500
BASIC + ALT. #2 + ALT. #3	50 years	283,098

A major decision has to be made as to the value of rehabilitation versus new construction. The current facility is 35 years old with a normal life expectancy of 50 years. Whether the repairs would extend the life of the reservoir for the times listed is technical

* Lowest bid which meets specifications.

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guessing based on practical knowledge. I have severe doubts that we could extend the life of a 35 year old structure another 50 years, but 15 to 30 years is within the realm of possibility.

A common comparison is on a value per year of use which provides some interesting statistics.

$$\begin{aligned} \text{BASIC + ALT. \#1} &= \frac{\$275,500}{15 \text{ years}} \\ &= \$18,400/\text{year} \end{aligned}$$

$$\begin{aligned} \text{BASIC + ALT. \#2} &= \frac{\$246,703}{30 \text{ years}} \\ &= \$8,200/\text{year} \end{aligned}$$

$$\begin{aligned} \text{BASIC + ALT.} &= \frac{\$317,500}{20 \text{ years}} \\ \text{\#1\&2} &= \$15,875/\text{year} \end{aligned}$$

$$\begin{aligned} \text{BASIC + ALT.} &= \frac{\$283,098}{50 \text{ years}} \\ \text{\#2\&3} &= \$5,700/\text{year (if 50 years is realized)} \end{aligned}$$

New Tank (1.5 Million Gallons)
Construction = (\$0.25/gallon)(1.5 million gallons)

$$\begin{aligned} &= \$375,000 \\ + 15\% \text{ Con-} & \\ \text{tingency} &= 56,000 \\ + 20\% \text{ Design/} & \\ \text{Insp.} &= \underline{86,000} \\ \text{TOTAL EST.} &= \$517,000 \end{aligned}$$

$$\begin{aligned} \text{COST} &= \frac{\$517,000}{50 \text{ years}} \\ &= \$10,340/\text{year} \end{aligned}$$

IV
D

CITY OF MILWAUKIE
M E M O R A N D U M
PUBLIC WORKS DEPARTMENT

DATE: June 1, 1984

TO: Hugh Brown
City Manager

FROM: Steve Hall
Public Works Director *Jan. 21.*

SUBJECT: Subdivision - Chelsea Terrace
Street and Utility Improvements
City Acceptance

Street and utility improvements in the above referenced subdivision have been constructed in accordance with plans and specifications for the project. Total value of said improvements is \$15,500.00*

It is the recommendation of this office that these improvements be accepted by the City.

Breakdown of cost and length of project is as follows:

	LENGTH	COST
Street	60 ft.	\$5,850.00
Waterline	Clackamas Water District	-
Sanitary sewer	160 ft.	6,350.00
Engineering	* * *	<u>775.00</u>
TOTAL		\$12,975.00

* Includes \$3,300.00 for Waterline Construction for Clackamas Water District.

MEMORANDUM

IV E ①

TO: HUGH BROWN, CITY MANAGER
FROM: MARGARET A. POST, FINANCE DIRECTOR
DATE: JUNE 6, 1984
SUBJECT: STOREFRONT RENTAL AGREEMENT.

Mary Post

An amendment with Mr. Kenneth Solomon and the city has been executed for the Storefront rental property. The amendment provides that the city apply to the county to receive a property tax exemption that the rent will be adjusted (reduced) according to the tax exemption granted the landlord. Our current rental agreement expires July 31, 1984 but in order to have the exemption considered for the current lease or any future lease it must be filed with the county prior to June 30, 1984.

Attached is the necessary application for property tax exemption. It is recommended that the Council approve filing the application.

MAP/vk

Enclosure
cc: Greg Eades, City Attorney

File with
County Assessor
on or before
April 1

LEASE OR LEASE-PURCHASE PROPERTY
Application for Property Tax Exemption
Oregon Revised Statutes 307.112

V
E(2)

SEE OTHER
SIDE FOR
INSTRUCTIONS

1. NAME CITY OF MILWAUKIE, OREGON		ASSESSOR'S USE ONLY		
ADDRESS 10722 SE MAIN STREET		Date Received	Reviewed by	Approved
CITY, STATE, ZIP CODE MILWAUKIE, OREGON 97222		Assm't. Years Property Exempt	J.V. No.	Denied
2. An exemption is requested under ORS 307.112 for property held under a lease or lease-purchase agreement.				
3. THIS INSTITUTION, ORGANIZATION OR PUBLIC BODY IS EXEMPT OR HAS RIGHT TO CLAIM EXEMPTION UNDER		<input checked="" type="checkbox"/> ORS 307.090 - PUBLIC BODY (OTHER THAN STATE OF OREGON) <input type="checkbox"/> ORS 307.130 - LITERARY, BENEVOLENT, CHARITABLE, SCIENTIFIC INSTITUTIONS* <input type="checkbox"/> ORS 307.140 - RELIGIOUS ORGANIZATIONS* *Attach copy of your organization's Articles of Incorporation and its By-Laws if they have not been filed with a prior application.		
4. THE PROPERTY IS HELD UNDER		<input checked="" type="checkbox"/> A LEASE AGREEMENT (ATTACH TRUE COPY) - As amended <input type="checkbox"/> A LEASE-PURCHASE AGREEMENT (ATTACH TRUE COPY)		
5. DESCRIPTION OF PROPERTY	REAL PROPERTY			
	850 Sq Ft of ground floor office space of:			
	Acme Bldg., 10952 SE 21st St., Milwaukie, OR.			
	excluding 63 feet subleased as listed below.			
PERSONAL PROPERTY				
Give the legal description of the real property and such parts thereof used exclusively for purposes which qualify the property for exemption. If part of a building, identify the building, location, floor(s), room(s) and square footage. Identify the personal property and where it is located. Describe by make or type, model or size and the serial numbers, if any. (Attach page(s) if more space is needed.)				
6. THE PROPERTY IS USED FOR THE FOLLOWING PURPOSE		Community planning.		
7. THE PROPERTY IS USED IN PART BY OTHERS		<input type="checkbox"/> NO <input checked="" type="checkbox"/> YES (If Yes →)	Identify Property Used in Part and Give Apportionment of Time	
			63 Sq Ft	
8. It is expressly agreed within the lease or lease-purchase agreement that the rent has been established to reflect the savings resulting from the exemption from taxation.				
DECLARATION	I declare under the penalties for false swearing as contained in ORS 305.990(4) that I have examined this document and to the best of my knowledge it is true, correct and complete.			
	SIGNATURE	TITLE		DATE SIGNED
		Mayor		June 19, 1984

(over)

VE (3)

LEASE AMENDMENT

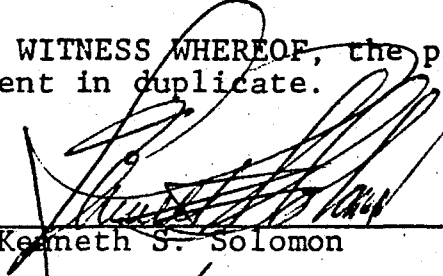
WHEREAS, the City of Milwaukie, Oregon (Lessee) and Kenneth S. Solomon (Lessor) have entered into an Indenture of Lease dated July 25, 1983 for approximately 850 square feet of floor space in the Acme Building, 10952 SE 21st St., Milwaukie, Oregon 97222, and


WHEREAS, the Lessee intends to apply for a property tax exemption under ORS 307.112 and the parties desire to amend the lease to provide for a rent reduction when the exemption is approved,

NOW, THEREFORE, Lessor and Lessee do each expressly covenant and agree to and with the other that the Indenture of Lease between the City of Milwaukie (Lessee) and Kenneth S. Solomon (Lessor) dated July 25, 1983 is amended by the addition of subparagraph G to paragraph 19, Additional Covenants or Exceptions, to read as follows:

- G. The parties acknowledge that the Lessee will apply for a property tax exemption for the premises under ORS 307.112. If the exemption is approved, Lessor will reduce the rent or rebate rent to Lessee in the amount of the reduction in 1984-85 taxes. The total amount to be refunded to the city shall be paid no later than December 1, 1984.

IN WITNESS WHEREOF, the parties have executed this instrument in duplicate.

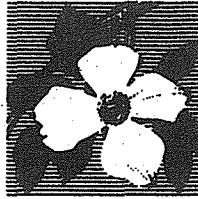
LESSOR: 
Kenneth S. Solomon

LESSEE: 
Topaz Faulkner
City of Milwaukie

Date: 5/31/84

Date: 23 May 1984

CITY OF MILWAUKIE



VE (4)
FINANCE DEPARTMENT
in the City Hall • phone 659-5171

May 25, 1984

Kenneth S. Solomon
Blyth, Solomon and Porcelli
4540 SW 110th Avenue
Beaverton, Oregon 97005

RECEIVED
MAY 30 1984
BLYTH, SOLOMON & PORCELLI

Dear Mr. Solomon:

Our City Attorney has prepared the necessary amendment relating to the exemption status on the Acme Building. Once you have signed the amendment and returned one copy we will forward the necessary tax exemption form to the county which would apply to 1984-85.

If you have questions or additional information is required please contact either Greg Eades, City Attorney, or me.

Thank you for your cooperation in this matter.

Very truly yours,


Margaret A. Post
Finance Director

Enclosure

cc: Greg Eades
City Attorney
MAP/vk

MILWAUKIE
CIVIL SERVICE COMMISSION
MINUTES

May 22, 1984

VI
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MILWAUKIE SENIOR CENTER

7 p.m.

A meeting of the Milwaukie Civil Service Commission was held on May 22, 1984 with the following members present:

Gordon Morterud
Megan Walth
Sue Klobertanz

Also Present:

Jo Durand, Chief Examiner
Lorrie Echols, Secretary

Absent:

Chuck Siriani
John Kaufman

The meeting was called to order at 7:10 p.m. by Vice-Chairman Gordon Morterud.

Approval of minutes

The minutes of the April 24, 1984 meeting were approved as read.

INFORMATION

Appointments

Wendy Cartmill, Library Page, (part-time, temporary), 5/12/84 to 6/10/84.

Jerry Thelander, Assistant Planner (part-time, temporary), 4/3/84 to 4/18/84.

Terminations

Lil McAdams, CT II, Administration (part-time, temporary), 4/3/84.

Promotions, Demotions, Transfers, Leaves of Absence

Jack Stennet, Fire, Assistant Fire Chief to Captain, 4/14/84.

Kim Chamberlain, Public Works to Planning (transfer), CT II, 4/30/84.

Gayle Easterday, Acting Police Chief to Lieutenant, 6/11/84.

Darrell Bettelyoun, Police, leave of absence, 5/4/84 to 5/13/84.

Joe Molinari, Library Page, leave of absence, 5/12/84 to 6/10/84.

Exams in Progress

Clerk Typist II

Examinations completed and eligible lists established

Jo Durand explained that the Clerk Stenographer examination had been suspended due to insufficient qualified applicants. The vacant position has been changed to a Clerk Typist III position, and the steno duties will be fulfilled by someone hired on contract. This position can now be filled from the Clerk Typist III eligibility list.

VI
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Job Descriptions
none

OTHER BUSINESS

Gordon Morterud brought up the subject of promotional ladders. Durand said that the city had a number of positions which could be handled as promotional or as open. What the city has done in the past is to ascertain whether there were sufficient employees interested in a vacancy to provide an adequate applicant pool (technically at least 2 people) for an in-house promotional examination. Morterud said that he would like to see an organizational chart of the city, that it would help the Commission better understand how each person mentioned on the agenda fit into the organization. Durand agreed to provide an organizational chart to the Commission.

Morterud voiced a concern that there are now a greater number of temporary employees filling what should be permanently filled positions. Durand explained that this was probably due to the fact that in the past, temporary employees were not reported to the Commission since they are not included in the Civil Service system.

Durand reported on the status of labor negotiations. Sue Klobertanz asked, regarding the two contracts recently signed, what would happen if the city budget levy fails in June. Durand said that both contracts require that, in the case of budget failure, the city sit down and discuss the situation with the bargaining units.

Durand talked about the city budget cuts and said that the positions that had been identified to be cut are primarily unfilled positions. Additional cuts include the Administrative Assistant and reductions in the Library and Center which may or may not require the elimination of positions. Money taken out of the Parks will result in the elimination of some temporary positions but no permanent positions. The rest of the money that was eliminated was new money for street repairs that had been included in the previous two budgets.

Durand explained that , should the June 26 levy fail, the City Council intends to declare that an emergency situation exists and under Civil Service layoff rule the city can give two week layoff notices rather than one month notices. This action will allow the city to start the fiscal year without operating beyond its means.

VI
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There was discussion regarding what a property tax limitation would mean to the city.

Durand reported that the City Council had begun a practice of meeting with its boards & commissions once a year. The Commission agreed that late summer would be a good time for the joint meeting. Recommendations for revisions to the Civil Service Rules should be complete by that time and would be an important item of joint concern.

Mortrud said that since there were two new members, there was not much point in trying to work on the revision of the rules at this time. Durand asked that the Commission continue with the process at the next meeting so that it could be concluded. Mortrud and Durand agreed to work together to make suggestions regarding possible revisions in the Civil Service Rules to give the Commission a "starting point" from which to work.

There was discussion of updating the Civil Service Manuals. It was decided that it would be easiest to reprint them.

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

Lorrie Echols, Secretary