

**MILWAUKIE CITY COUNCIL
WORK SESSION
MAY 2, 1995**

MILWAUKIE CITY HALL

Mayor Lomnicki opened the work session at approximately 5:20 p.m.

Present were Councilors Farley, Schreiber, Kappa, and Trotter; Dan Bartlett, City Manager; Charlene Richards, Assistant to the City Manager; Angus Anderson, Finance Director; Maggie Collins, Community Development Director; Debbie Bischoff, Senior Transportation Planner; and Randy McCourt, DKS.

Constituent Contacts

Anderson reported on a low income utility customer who, because of a delinquent court account, became ineligible for that program. He reviewed customer's court, code enforcement, and utility account history and added that the City had full documentation supporting its position. The customer brought her account current earlier today; however, she might still address Council.

Bartlett discussed a citizen contact regarding downtown parking enforcement. The person felt regulations were unclear and was concerned about the enforcement worker's procedures. He recommended to that individual that he contact Arlie Brown, MDDA President.

Mayor Lomnicki said he believed the Council should take the responsibility. **Bartlett** commented that the individual believed he could organize downtown businesses to end downtown parking enforcement.

Councilmember Trotter commented that there needed to be some mechanism to fill the downtown parking lots.

Goal Setting

Councilmember Trotter said he wanted to clarify the goal setting process which included the presentation of issues by citizen advisory boards and City staff. He felt Council should not set its goals before hearing these groups.

Councilmember Kappa agreed that Council needed to listen to board members before setting City-wide goals.

Councilmember Trotter added that there might be some issues of which the City Council is not aware. **Councilmember Farley** agreed.

Mayor Lomnicki said he believed the original idea was to prepare individual goals and consider board and staff issues. Council would have two or three days to consider this information and then set City-wide goals.

Councilmember Trotter said he was concerned that two or three days would not give Sylvia Rose, the facilitator, enough time to prepare the information. Although individuals could prepare their own goals, City-wide goals should not be established until after the second meeting. He did not want goals established before the commissions and staff made their presentations.

Councilmember Farley said Council needed all the facts and figures before making a decision.

Mayor Lomnicki said if that is the case, the questionnaires should not be filled out yet.

Bartlett said, to follow this plan, the second meeting would probably have to be the second week of June.

Councilmember Trotter said this approach would give both the facilitator and City Council enough time to work with the results of the presentations. Additional information on commission and staff concerns might change Council's mind.

Bartlett reviewed Council's comments: Council agreed to hear commission and staff presentations on May 30 before preparing any individual Councilor's goals. The subsequent meeting will be scheduled after about two weeks. During that two-week period, Councilors would mail their individual goals to the facilitator. **Bartlett** said he would communicate this plan with Sylvia.

Councilmember Trotter requested that Council have copies of the commission and staff concerns prior to the five-minute presentation.

Bartlett said he believed these could be ready by May 25 or 26.

Fight on Library Grounds

Bartlett informed Council of a knifing earlier that afternoon in front of the Library. Two teens were injured and one was arrested. Officer Sterling would prepare comments for the media. **Bartlett** added that he was not contacted by the media.

Transportation Finance Package

Mayor Lomnicki said the Republican caucus met and was two votes short of putting the Transportation Finance Package on the floor for debate. He said he was concerned that Representative Jane Lokan voted "no" on the item. He suggested that Council, during the regular session, direct staff to prepare a letter to Lokan making it clear that her support is needed to get the package on the floor. He also spoke with Chamber Director Demi DeSoto requesting a similar letter. He said he would like the letter, with his signature, faxed to Lokan's office. He would also hand carry the letter to Lokan on Mayor's Day in Salem on Monday, May 8.

Mayor Lomnicki said light rail is in a similar situation. Lokan, Baker, and Kennemer support light rail. Snodgrass is still undecided because she has not heard from her constituents. He said people need to contact her.

Light Rail Update and Transportation Issues

Bartlett distributed a *Draft South/North Design Option Narrowing Schedule*. The Project Management Group (PMG) will consider a 70% document this week, and, tentatively, an 80 - 95% document on May 15. Open houses, both in Oregon and Clark County, will begin in June. He discussed the tentative decision-making schedule for PMG, CAC, Steering Group, and participating jurisdictions during July and August. The Draft Environmental Impact Statement (DEIS) and Preliminary Engineering (PE) will take place between August 1995 and December 1996.

Councilmember Kappa asked when the decision would be made on the track location. **Bartlett** said that process would take place between August 1995 and December 1996. Preliminary Engineering will locate design options and determine which ones will actually work, if built.

Mayor Lomnicki said design option narrowing will take place in August. The official option choice is scheduled for December 1996.

Mayor Lomnicki discussed local legislators' position that a line could be built along the I-5 Corridor with local dollars. The ridership, however, is not there. The City needs to stand united with the County in order to get light rail at all.

Bartlett commented that there was a Portland contingency that believed there should be a Barbur Boulevard alignment.

Mayor Lomnicki said he believed one of the problems was that Clackamas County pushed too hard for the I-205 alignment. Business owners on the corridor were not debriefed when another alignment area was given priority. He pointed out that the region had already done ridership research.

Councilmember Schreiber said McLoughlin Boulevard still has the greatest traffic volume.

Collins said concerns about McLoughlin Boulevard have existed for many years. Many current policies are based on alleviating congestion on McLoughlin.

Mayor Lomnicki said he had a discussion with Metro Councilor Don Morrisette regarding project recommendations at a recent Pre-JPACT meeting. It was apparent in the meeting that Morrisette supported the agenda of Hwy 43 improvements through Lake Oswego and West Linn. **Mayor Lomnicki** was concerned that Metro Councilors were not following the process. He discussed other proposed improvements and fund allocations.

Bartlett discussed McLoughlin Boulevard improvements and the \$993,000 contained in the Metro TIP for the project. He reviewed a letter from Maggie Collins to Andy Cotugno recommending: (1) \$100,000 be allocated to complete the Alternative Analysis and Preliminary Engineering on the McLoughlin Boulevard segment described in the TIP; and (2) allocating \$883,000 to complete the Johnson Creek Boulevard Improvement Program, Phase II.

Councilmember Schreiber discussed Morrisette's relationship with MPAC.

Councilmember Trotter asked if a Planning Commissioner had been appointed to the Town Center Area Planning Task Force. **Collins** indicated that Planning Commissioner Mike Smith was the City's representative. She added that the meetings are on Thursdays at 7:30 a.m.

Transportation System Plan Briefing

Debbie Bischoff, Senior Transportation Planner, said the Transportation System Plan (TSP) for Milwaukie implements the State's Transportation Planning Rule requirement for local governments. The City has received grants from ODOT and DLCDC for technical assistance with the Plan.

The TSP is a long-range plan that focuses on multiple transportation forms. The Plan recognizes modes of travel beyond the automobile that include bicycles, walking, and transit. The Plan looks at the overall system.

Bischoff said completion of Metro's 2015 land use and demographic information has been delayed. Since this information is necessary for modeling, ODOT has granted Milwaukie an extension on project completion.

She discussed the public involvement process and the Working Group participation. The Working Groups are telling staff, from their own interest area, what the transportation needs are for key areas.

Mayor Lomnicki said the *Modes Prioritization Report* indicated problem areas, but he did not see any Working Group recommendation. He asked if Council would see, at some future date, a recommendation on how to implement the Plan. **Bischoff** said the project would culminate in a TSP report. She compared previous surveys with current information.

Councilmember Kappa said he believed the Roads Working Group wanted to tackle specific issues and did not settle into the "big picture." **Bischoff** agreed that while other groups are more focused in terms of modes of travel, the Roads Working Group needs to look at the "big picture." She discussed the destinations in the larger vicinity that included popular entertainment, medical centers, and industrial use areas.

Bischoff said the Ped/Bike Working Group indicated destinations on their checklist that included court house, churches, transit and recreation facilities. Pedestrian improvements were highly ranked for both the Ped/Bike and the Roads Working Groups.

Councilmember Trotter said *Modes Prioritization*, Figure 2, indicated many proposed pedestrian improvements at intersections. **Bischoff** said these improvements refer to pedestrian control and wheelchair access.

Councilmember Trotter suggested that the diagrams be more definitive and also recommended indicating the location of schools. He referred to Figure 3 and asked if the lines indicated the City boundary or bikeways. **Bischoff** said she would display a map that was more clear and that also indicated schools.

Councilmember Trotter said he would also like some clarification on meeting Goal 3, Objective #1 regarding Roadway Classification.

Council was shown larger maps that had more detail.

Randy McCourt, DKS Engineering, said Milwaukie has been involved in a significant regional effort with ODOT, Metro, and Clackamas County. Most of Milwaukie's traffic volumes and delays are in the area of State highways. He reviewed accident data that was mostly concentrated in the McLoughlin Boulevard and downtown area, Hwy 224, and some arterial streets. This data will point to key areas where multiple accidents are occurring. He pointed out that the City should make sure it is taking care of its own problems, and not

those of other jurisdictions. He said the next step is to incorporate Metro data with that of the Working Groups to develop a needs package. The objective is to refine the plan and end with a functional classification with existing land use. The intent is to consider reclassifying some streets and prioritizing improvement projects.

Councilmember Farley asked how street widths are determined. **McCourt** said a matrix would be developed relating to the different modes of transportation in the City. The information will act as a guide and identify neighborhood-oriented streets. This will help prioritize funds for devices, such as speed humps, and offer traffic management information.

Councilmember Farley asked if the data took truck traffic into consideration. **McCourt** said Bischoff was working with a group to establish a logical framework for movement throughout the City.

McCourt said the next element is working through a needs assessment for pedestrians and other alternative modes of transportation. He said the need for a large roadway project has not been identified. The data will help the City look at funding options and sharing improvement costs.

Bischoff commented that adding light rail to the project would influence long-range plans.

Councilmember Trotter asked if the light rail element would be included in the Plan after the narrowing process. **Bischoff** said this was correct.

Collins said she believed it was beneficial to work on the TSP without having to focus on light rail.

McCourt said the TSP will evolve as a plan and is a means to communicate the needs for funding sources. It can also be used as a benchmark for the needs of light rail.

Mayor Lomnicki said the *Public Transit Needs Report* suggests relocating the transit center or making improvements to the existing center. It does not appear from the report that there was support for light rail in the downtown area.

Bischoff said this report does not necessarily reflect the opinion of all the citizens. **Mayor Lomnicki** said it would be valuable to incorporate the MDDA survey into the data. The report is taken from identifiable portions of the population, and downtown businesses should be included as another piece of information.

Councilmember Farley suggested that the Neighborhood Associations should be included as a source of information.

Councilmember Trotter said it is important to keep in mind that this is information, and the report should indicate that there are other groups which have input.

Councilmember Kappa said the reports should reflect who is responding.

Collins said light rail is an obsession right now, but the City also has other transit needs.

Councilmember Schreiber asked if issues such as pedestrian access to industrial areas will be addressed. **Bischoff** said this type of issue is beginning to be addressed through the Working Groups.

Councilmember Farley asked how feasible it would be to put bike lanes on 32nd Avenue and Linwood Avenue. **McCourt** said staff is working on gathering what existing data there is on the most effective methods of installing bike lanes. The most significant issues for bike lanes are buses, right turns, and parking. Milwaukie is a city that has almost complete auto access with little pedestrian access.

Councilmember Kappa commented that trucks and bikes are not a good mix. **McCourt** agreed and added that buses were also a problem. It is safer, however, to provide bike lanes and walkways than not to have them at all.

The work session ended at approximately 6:50 p.m.

Pat DuVal

Pat DuVal, Recorder/Secretary