

MINUTES

MILWAUKIE CITY COUNCIL WORK SESSION

September 18, 2007

Mayor Bernard called the work session to order at 5:30 p.m. in the City Hall Conference Room.

Council Present: Mayor Bernard and Councilors Barnes, Collette, and Loomis

Staff Present: City Manager Mike Swanson, Community Development/Public Works Director Kenny Asher, Operations Director Paul Shirey, Engineering Director Gary Parkin, and Transportation Liaison Gavin Hales

Railroad Crossing Safety and Quiet Zone Proposal Update

Mr. Parkin at last meeting on July 17 questions. Access on Harrison Street, cost of four-quadrant gates, overall project budget. Discuss issues and seek direction.

Railroad crossing safety built on existing project CDBG railroad crossing enhancement at 37th and Oak. Install median barriers and pedestrian crossing improvements including Harrison. Three crossing would qualify city for quiet zone. Improve bike, pedestrian and handicapped access. Seeking to reduce noise impacts for 69% of households in Milwaukie. 65 decibel level was acceptable background noise established. Cost \$285,000 in addition to CDBG.

At 37th Avenue improvement consisted of sidewalk and add medians to inhibit people from going around crossing arms and swing turn lane so still make left turn from RR to 37th. At Oak most improvements from CDBG all the sidewalk improvements. adding for the safety project to make quiet zone eligible. He showed alternative to medians to allow for left turns. Previously put median down middle that would have prevented left from Oak to Campbell. Can allow left turns as they are today.

At Harrison no CDBG grant funds so improvements would be pedestrian improvements like other two crossings and sidewalks. Medians on either side of the crossing arms. His role has been to identify improvements and budget issues.

Mr. Hales role in project was to assess public on proposal and coordinate to refine proposal. Talked about revised access plan and how got there. On July 17 asked to meet again with business owners affected by proposal which was Purdy's carwash and detail. Talked about intended utilization of parcel on the south side of Harrison Street and pre-application filed in 2006 and relocation on south side. No longer intend to do that because of cost and

Mr. Parkin other issue with Fetty's was ability to improve upon circulation pattern shown at last meeting. Previously advocated lengthening median and 31st Avenue access to the site with right in right out. To get to site take left.

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Concern with two way traffic going through a narrow area so potential for crossing that movement with rights coming in. looked more closely and came up with better proposal. Shortened median to 60-feet allowed for a left out on 31st avenue right-of-way can make it past the end of the median. Had benefit of one motion in and through. Eliminated crossing pattern with first proposal. One-way traffic in this design. Fetty's happy with this proposal and look at this as access plan for the site.

Mr. Hales looked at 4-quadrant a new estimate for new and prevent cars from being trapped. Harrison \$365,000 or \$230,000 less than previously estimated. he had gotten estimates from UP. When asked for refined estimate pegged at.

Mr. Parkin sources fees in lieu of and can be spent on pedestrian projects in the neighborhood. Total \$90,000 with \$30,000 at 37th Avenue and \$60,000 on Harrison. Gas tax from state total \$157,500. Transportation SDC available for projects that meet certain criteria and capacity-related projects for a total of \$37,500.

Ms. Warner discussed funding sources and restrictions. Money available in FILO which is restricted by neighborhoods. Two neighborhood Hector Campbell and McLoughlin Industrial. Carefully looked at specific components. SDCs slightly less restricted to max use of funds. None of this was budgeted or available this year. Still would be transportation SDCs reserves left and would not exhaust the reserved. If give direction to move forward staff would work on budget allocation. This would come up and compete with other things and would compete with other projects.

Councilor Collette understood talking about using contingency.

Ms. Warner synonymous with reserve. Pertained to individual fund reserves.

Mr. Swanson one point did want to make was that before this would come back in a budget resolution form and discuss with the budget review board. Need to put together the final numbers to develop the resolution. Do not have the final word on the gas tax.

Ms. Warner proposal was not attended to approach the general fund contingency.

Mr. Hales expressed interest in proposal. Many expressed not concerned about particulars but do something to silence the horns. Received an additional 38 e-mails also two articles in Oregon 27/8/3. working on this project for more than a year and in talking with residents this issue emerged by a margin of 2:1 as the issue with the most credence in the community next to light rail. will proceed with CDBG projects this year. The safety will be in the upcoming budget. This was what staff felt was the best proposal.

Updated recommendation given high level of support. Request City Council direction on proposed resolution establishing intention and construct improvements when funds available.

Mr. Swanson started in September 2000. Brian Newman asked the question at that time, this was the issue he hears more about and the one he got more inquiries. In a lot of people's minds a clear livability issue. If move forward still have budget work to do plus an extensive review process. State and rr will not allow to go forward if not safe. Staff continued to work to see if there were an alternative that would bring the goal in line with the costs. That was the proposal before the Council tonight. Even an application the City felt confident in was not a slam dunk. There would be other voices that would not allow to go forward. Cost effective and affordable project while holding to the goal of eliminating the noise. Livability issue with a great number of people. He provided copies of e-mail indicative of what hearing from people.

Councilor Barnes even if approve the plan will take time to move forward. Can we do them incrementally or all at once.

Mr. Parkin if do one do not get a partial quiet zone have to have all three so no reduction in noise by doing just one.

Mr. Hales each permit filed on crossing by crossing basis. he noted not as constrained by permitting as originally thought. Ask for specific time frame and can set at 4 or 5 years. the impetus to move forward was that there were some cost savings doing as a joint proposal. How long will this take to resolve.

Mr. Hales said it will come down to when funds are available.

Ms. Warner can look elsewhere in budget and maybe projects not as compelling.

Councilor Loomis staff did a great job of looking. Not comfortable about spending the gas tax. If big issue should come out of the general fund. Keep that gas tax money for road maintenance.

Councilor Collette only talking about \$85,000 but probably other places to look for that. Appreciated concerns about gas tax money. This was a goal for a long time and now have staff work to clarify the costs. In favor of moving forward.

Mr. Swanson staff report action requested come up with a proposal that achieved the project and contingent upon availability of funds. Can look throughout the budget if Council directs.

Mr. Parkin understand local gas tax for paving.

Councilor Loomis now gas tax should pay for maintenance if that \$85,000.

Councilor Collette understood gas tax could be used for this.

Mr. Parkin in budget that was his source.

Mayor Bernard \$85,000 would be used for paving around those intersections.

Mr. Parkin this was really not a maintenance project.

Mr. Swanson heard don't use state gas tax, don't limit yourself in looking for funds to do that. Appropriate to use it but hears find the money somewhere else.

Councilor Barnes can we bring the budget committee together. maybe there was something in the budget now if look.

Mr. Swanson do not want to open that question up. Will do it at the staff level.

Mayor Bernard need to move forward. The budget did not include Purdy believed would take away 60% of his business. Do not have actual permission from the property owner to use that access. What if cut off corner? If just a little further and rounded do not have to use the driveway.

Mr. Swanson should look into the setback.

Mr. Parkin it would be tight. May not suit all vehicles.

Mr. Swanson could intersection be widened to allow the left turn.

Mr. Parkin one owner for Purdy's and lot next door. Unfortunately not able to contact Murphy.

Mayor Bernard cost might be look at 4-quadrant gates. How do you wipe out a business? Supports the project but concerned about the business.

Mr. Parkin four-quadrant gates less desirable although approved.

Mayor Bernard should proceed but need to contact property owner about access. Or do something about intersection of 31st Avenue so can access with a left turn.

Mr. Swanson adopting resolution does not make it a done deal but was a giant step forward.

Mr. Hales understood City would not have to have permission for configuration but rather between the Fetty's and Murphys. It was not a matter of the City needing the permission.

Mayor Bernard would like the City to be involved because he did not think Murphy will allow it. he felt the City should be active in trying to contact Murphy.

Mr. Swanson if direction is to move forward. Heard some issues about financing will do everything possible to make it work. Cannot broker a deal but would be to benefit to try to bring Murphy in. that awaited the Council's direction on this being a priority to move forward.

Mr. Parkin did meet with Murphy earlier this year to let him know what was going on. At that time he put up a brick wall and did not support it. Dealing with Fetty who were active and wanted to participate. Have not been in the position to get a lot of feedback.

Councilor Loomis suggested asking Murphy to partner.

Adjournment

Mayor Bernard adjourned the work session at 6:20 p.m.

Pat DuVal

Pat DuVal, City Recorder