

# TABLE OF CONTENTS

## 1. Administration

- 1.1. Milwaukie Acronym Dictionary – MAD
- 1.2. City Charter
- 1.3. City Council Roster
- 1.4. Community Rosters
  - 1.4.1. Neighborhood District Association (NDA) Rosters
  - 1.4.2. Board, Commission, and Committee Rosters
- 1.5. Milwaukie Municipal Code Title 2 – Administration and Personnel
- 1.6. Council Goals
- 1.7. Mayor/Council Communication Agreement – Resolution
- 1.8. Council Member Role
  - 1.8.1. Municipal Law 101
  - 1.8.2. \*Handbook for Oregon City Councilors
- 1.9. Public Meetings Law and Executive Sessions
- 1.10. Council/Staff Communications Policy
- 1.11. City Council Agenda Process
- 1.12. The Organization
  - 1.12.1. Department Missions and Functions
  - 1.12.2. Organizational Chart
  - 1.12.3. Department Heads Contact Information
  - 1.12.4. Employee Photos

## 2. Community Development

- 2.1. Community Development – Key Documents
  - 2.1.1. Riverfront Park
  - 2.1.2. Adams Street Connector
  - 2.1.3. Moving Forward Milwaukie
  - 2.1.4. Monroe Street Greenway Project
  - 2.1.5. 17<sup>th</sup> Avenue Multiuse Trail
  - 2.1.6. Economic Development
  - 2.1.7. Sidewalk Enhancement Program
- 2.2. Planning – Key Documents
  - 2.2.1. \*Comprehensive Plan
  - 2.2.2. \*Land Division Ordinance
  - 2.2.3. \*Sign Ordinance
  - 2.2.4. \*Zoning Ordinance
  - 2.2.5. \*Transportation System Plan

## **2. Community Development Cont.**

- 2.4 Planning – Maps
  - 2.4.1. City Street Map
  - 2.4.2. City Facilities Map
  - 2.4.3. City Limits – Tax Lots with Addresses
  - 2.4.4. City Owned Property
  - 2.4.5. NDA Map
  - 2.4.6. Combined Map: NDA, Schools, City Facilities
  - 2.4.7. Zoning Map
  - 2.4.8. Downtown Zoning Map
  - 2.4.9. Land Use Map
  - 2.4.10. Natural Resources Map
  - 2.4.11. Flood Hazard Zone Map
  - 2.4.12. Bike Map

## **3. Public Works**

- 3.1. \*Stormwater Master Plan
- 3.2. \*Wastewater Master Plan
- 3.3. \*Water Master Plan
- 3.4. \*Street Surface Maintenance Program

## **4. Finance**

- 4.1. Local Budgeting in Oregon
- 4.2. Finance – Key Documents
  - 4.2.1. \*Fiscal Year 2015-2016 Adopted Budget
  - 4.2.2. \*Comprehensive Annual Financial Report for Fiscal Year Ended June 30, 2014  
*Available end of December 2014*
  - 4.2.3. \*Popular Annual Financial Report for Fiscal Year Ended June 30, 2014  
*Available end of December 2014*
  - 4.2.4. Travel Policy and Forms

## **5. Police Department**

- 5.1. Organizational Chart
- 5.2. Crime Statistics
- 5.3. Recruit Training Timeline

## **6. Ledding Library**

- 6.1. Ledding Library History
- 6.2. Library District Progress Report 2013-2014
- 6.3. Clackamas County Library District Distribution Formula
- 6.4. Library Expansion Task Force (LETF)
- 6.5. Ledding Library FY 2015 Budget & Statistics
- 6.6. Programs for 2014-2015

## **7. Human Resources**

- 7.1. AFSCME Contract
- 7.2. MPEA Contract
- 7.3. City Manager's Contract
- 7.4. Department Heads' Contract

## **8. Municipal Court**

- 8.1. Mission Statement, Purpose, and History
- 8.2. Municipal Judge
- 8.3. Personal Services Agreement for Municipal Court Judge Services
- 8.4. Personal Services Agreement for City Prosecutor Services

2.0

# Community Development

2.1

Community Development  
Key Documents

2.1.1

Riverfront Park

# Milwaukie Riverfront Park ~ Phase II Construction

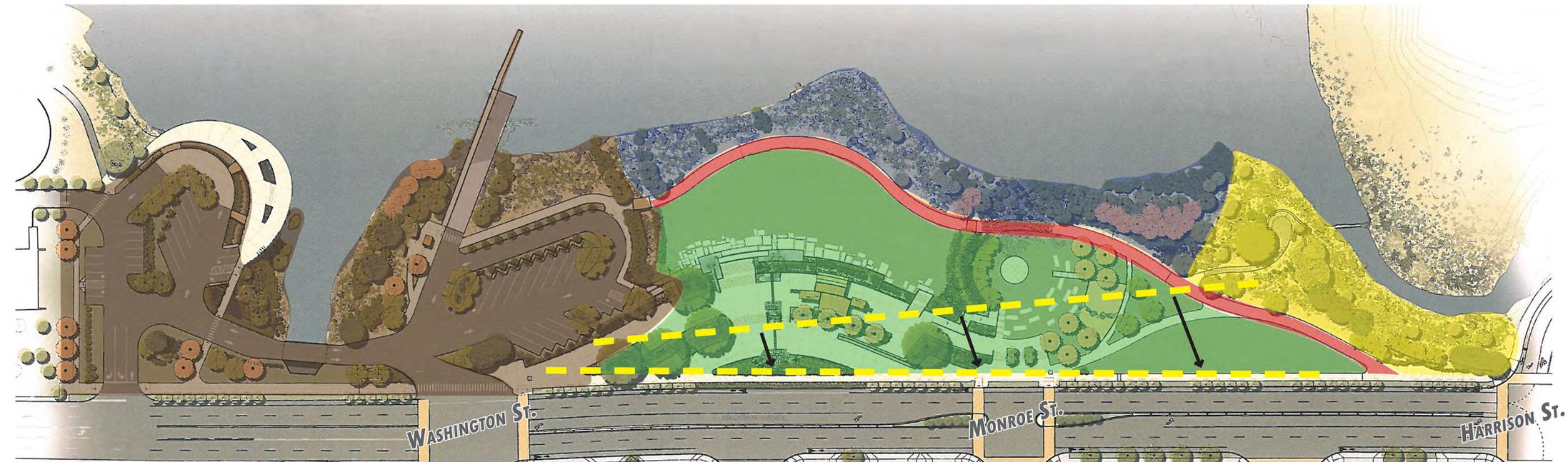
## June 2014 ~ January 2015

*The Federal Aid in Sport Fish Restoration Program funded this facility thanks to your purchase of fishing equipment and motorboat fuel.*



### Phase II Project Elements

- Replace boat ramp with one-lane ramp
- Install boarding float for pedestrian use and temporary boat tie-ups
- Modify McLoughlin Boulevard vehicle access to park
- Install small restroom
- Install parking for boat trailers and cars
- Complete riverside plantings in southern portion of park
- Relocate power poles
- Re-grade the center portion of the park
- Install a riverside path connecting Phases I and II
- Complete riverside plantings in center portion of park



<b>PHASE II - BOAT RAMP, PARKING AREAS, RESTROOM, NEW ACCESS, PLANTINGS</b>	<b>RIVERSIDE PATHWAY</b>	<b>PLANTINGS IN RIPARIAN AREA</b>	<b>PHASE I - KLEIN POINT OVERLOOK, PATH, PLANTINGS</b>
<b>REGRAIDING PARK</b>	<b>POWER POLE RELOCATION</b>		<b>COMPLETED FALL 2013</b>

### Project Partners and Contributions

Oregon Department of Fish & Wildlife	\$1 million
Kellogg Good Neighbor Fund	\$1 million
Oregon Parks & Recreation Department	\$221,000
Oregon Marine Board	\$200,000
City of Milwaukie	\$147,500

Future Phases: Cascading Fountain, Amphitheater, Children's Play Area, Restrooms, Kellogg Overlook



For More Information:

503-786-7503

[www.milwaukieoregon.gov](http://www.milwaukieoregon.gov)



## **Milwaukie Riverfront Park - Phase I (Klein Point Overlook)**

- **Milwaukie Riverfront Park - Phase I (Klein Point Overlook)**

- **Type**

- Park Construction

- **Status**

- Completed

- **Budget**

- \$225,000 - Metro Grant

- **Dates**

- Sept. 2012 - Nov. 2012

- **Contact:**

- Steve Butler 503-786-7652 [butlers@milwaukieoregon.us](mailto:butlers@milwaukieoregon.us)

- **Alerts and Updates**

- Project is complete and the opening event was held on December 2, 2012.

- **Project Details**



- Phase I includes re-contouring of the northern portion of the Park and building a trail from the northeast corner of the property to a new plaza, called Klein Point Overlook, above Johnson Creek at the confluence with the Willamette.

## **Milwaukie Riverfront Park - Phase I (Klein Point Overlook)**

Published on City of Milwaukie Oregon Official Website (<http://www.milwaukieoregon.gov>)

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On December 1, 2012, the City held an opening event at Klein Point. Photos of the new park amenities and the event itself are attached!

### **Links**

[Klein Point Opening Event 12-2-12](#)

**Source URL (retrieved on *Fri, Oct 31st 12:20pm*):**

<http://www.milwaukieoregon.gov/parkssustainability/milwaukie-riverfront-park-phase-i-klein-point-overlook>

## Milwaukie Riverfront Park - Phase II

- **Milwaukie Riverfront Park - Phase II**

- **Type**

- Park Construction

- **Status**

- Under Construction

- **Budget**

- \$2,800,000

- **Dates**

- June 1, 2014 through December 31, 2014

- **Contact:**

- **Jason Rice**

Engineering Director

503-786-7605

[ricej@milwaukieoregon.gov](mailto:ricej@milwaukieoregon.gov)

- **Alerts and Updates**

- (General) Work continues on:

Site grading

Pervious parking areas

Curb

Site utilities

(In water) Work:

The boat ramp is nearing completion. Following placement of the ramp, the dock piles will go in towards the tail end of October.

The site bank is seeing its final touches so that plantings may occur

## Milwaukie Riverfront Park - Phase II

Published on City of Milwaukie Oregon Official Website (<http://www.milwaukieoregon.gov>)

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PGE has begun placing the poles up near McLoughlin Blvd. Once placed each Utility will need to move their lines over to the new poles so PGE can pull the old ones out of the park.

The park is closed to public access as Phase II construction is underway.

Access along the Trolley Trail will be maintained or an alternate route will be signed.

### • Project Details



Construction under Phase II will include:

- A new boat ramp and boarding dock
- A new single unit bathroom
- Two newly constructed parking lots
- Site connectivity via new sidewalks (including a path to Klein Point)
- Site Lighting
- Power pole relocation up towards McLoughlin Blvd.
- Restoration of the banks with heavy planting

This work is expected to be completed by the end of 2014. Updates to this site will be posted as much as necessary as to inform the public of site conditions and project status.

Items that will not be constructed under Phase II, but are still be pursued for future phases include:

- A large bathroom
- A Plaza that includes a small amphitheater
- A Kellogg Creek Overlook

**Source URL (retrieved on *Fri, Oct 31st 12:03pm*):**

<http://www.milwaukieoregon.gov/engineering/milwaukie-riverfront-park-phase-ii>

2.1.2

Adams Street Connector

Published on *City of Milwaukie Oregon Official Website* (<http://www.milwaukieoregon.gov>)

[Home](#) > Printer-friendly



## PROJECT OVERVIEW

The City of Milwaukie has led an ongoing planning effort for South Downtown dating to 2008. As part of the implementation of that plan, the City is working with a design team to remake Adams Street between Main Street and 21st Ave in the South Downtown. This section of Adams Street is the key connection between Main Street and the Milwaukie/Main Street light rail station now under construction. City Council directed staff to move forward with the project during its October 2, 2012, Work Session

Meeting.

The Adams Street Connector is also part of the city's adopted South Downtown Concept Plan, which envisions Milwaukie's small south downtown area as a reinvigorated live/work district within an easy walk of the Willamette River, Kellogg Creek, downtown Milwaukie and every place outside Milwaukie via the MAX system. Once completed, the Adams Street Connector Project will link Milwaukie's future downtown light rail station with Main Street and represent the first completed project of the South Downtown Concept Plan.

The project is funded with Metro \$450,000 in regional flexible transportation funds. The City is currently redesigning a small portion of the project to increase hardscape area, reduce stormwater runoff and reconfigure stormwater piping. The redesign effort is underway with assistance by Walker Macy Architecture and will continue through January 2015. The project is expected to go out for bid in February 2015. Construction is scheduled to commence April 2015 and be completed by the end of June 2015.

The City gathered input during March and April for the themes to be displayed on the Adams Street Lanterns, along with "Milwaukiestories about what makes Milwaukie special to you. To see the survey results, and to submit your stories, please click here:

<http://www.ci.milwaukie.or.us/planning/adams-street-connector-lanterns-survey>

## PROJECT SCHEDULE

- Fall 2012: Conceptual design
- Spring-Winter 2013: Construction plans and documents prepared
- Winter 2014-2015: Minor redesign and final construction documents
- Spring-Summer 2015: Construction of improvements, to be coordinated after public improvements being constructed by TriMet as part of the light rail project.

## PROJECT CONTACT

Brad Albert  
Civil Engineer  
503-786-7609

[albertb@milwaukieoregon.gov](mailto:albertb@milwaukieoregon.gov)

Public art and lanterns:

Steve Butler  
Community Development Director  
503-786-7652  
[butlers@milwaukieoregon.gov](mailto:butlers@milwaukieoregon.gov)

Click any thumbnail image to view a slideshow



### Supporting Documents



-  [Project Schedule](#)
-  [Adams Street Connector Presentation to DLC on May 6, 2013](#)
-  [February 28 Programming Workshop Minutes](#)
-  [Adams Street Connector Presentation to DLC on January 7, 2013](#)
-  [Adams Street Connector brochure](#)

### Web Links

- [South Downtown Concept Plan](#)
- [Council approves Adams Street Connector project to move forward](#)
- [South Downtown Concept Plan document](#)

Source URL (retrieved on *Fri, Oct 31st 12:30pm*): <http://www.milwaukieoregon.gov/engineering/adams-street-connector>

2.1.3

Moving Forward Milwaukie

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The goal of the **Moving Forward Milwaukie** project is remove barriers and encourage appropriate development in Milwaukie's commercial areas. A healthy community needs thriving and vibrant commercial districts. Building on the insights of several past studies, *Moving Forward Milwaukie* will strengthen and revitalize Milwaukie's most important commercial hubs.

**Overview**

Milwaukie has multiple commercial areas, including downtown, central Milwaukie, and other smaller commercial nodes throughout the city. *Moving Forward Milwaukie* seeks to define what the community wants to see in these commercial areas and how to get it.

Each commercial area in the City needs different kinds of work. Some need a plan – a vision for the character and function of the area. Some need development analysis to refine the existing vision and encourage redevelopment. Some need implementation, including regulatory changes, action plans for capital projects and potentially incentives for private investment.

*Moving Forward Milwaukie* will be an umbrella for many related projects, and will be a way to tackle several specific issues identified by the community.

For more background information, see the [Project Background](#) page.

**Project Scope**

The project includes three commercial areas, each with different needs and planning efforts. See the [Project Areas Map](#).

<b>Commercial District</b>	<b>Past Insights</b>	<b>Planning Actions</b>
<b><u>Downtown Milwaukie</u></b>	Three planning projects identified opportunities to strengthen the downtown plan and code and envision new development on key sites: 1. <u>South Downtown Concept Plan</u> 2. <u>Fresh Look Milwaukie:</u>	1. <u>Opportunity Site Planning</u> 2. <u>Downtown and Central Milwaukie Action and Implementation Plan</u> 3. <u>Downtown Plan and Code "Refresh"</u>

	<u>Downtown Road Map</u> 3. <u>Downtown Code Updates</u>	
<u>Central Milwaukie</u>	Proposed revisions to use, development, and design standards in order to remove barriers to development of key sites in central Milwaukie.	1. <u>Opportunity Site Planning</u> 2. <u>Downtown and Central Milwaukie Action and Implementation Plan</u> 3. <u>Central Milwaukie Land Use and Transportation Plan</u>
<u>Neighborhood Main Streets</u>	Zoning changes, transportation infrastructure and economic development programs identified by the <u>Neighborhood Main Streets Project</u>	Neighborhood Main Streets Plan and Code Amendments

**How to get involved**

All phases of the project will be conducted with a high degree of community and stakeholder involvement. For information about how to get involved, see the Community Involvement & Outreach page.

**Staff contact**

Li Alligood, Project Manager  
[alligoodl@milwaukieoregon.gov](mailto:alligoodl@milwaukieoregon.gov)  
 (503) 786-7627

**Supporting Documents**

-  [Frequently Asked Questions \(FAQ\)](#)
-  [Downtown Urban Design: Considerations for Design & Development Standards](#)
-  [Self-Guided Tour of Urban Design Precedents - April 2014](#)
-  [Moving Forward Milwaukie Project Areas](#)

**Web Links**

- [South Downtown Concept Plan](#)
- [Neighborhood Main Streets Project](#)
- [Downtown Code Update](#)

Source URL (retrieved on *Fri, Oct 31st 12:38pm*): <http://www.milwaukieoregon.gov/planning/movingforward>



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**From 2009 through 2012, a number of assessments of Milwaukie's commercial areas laid the groundwork for the *Moving Forward Milwaukie*. Following the adoption of significant improvements to the city's residential and industrial zones, the next step is to evaluate and revise planning and economic development strategies for Milwaukie's commercial districts.**

The project began in 2009 with a grant-funded assessment of the City's manufacturing, residential, and commercial development and design standards. This is the fourth project the City is undertaking to implement these recommendations (the 2010 Land Use & Development Review Code Tune-Up Project, 2010-12 Residential Development Standards Update Project, and the Tacoma Station Area Plan are the others).

This project is primarily funded by a Construction Excise Tax (CET) grant from Metro, and will address the issues identified in the "Downtown Zones" and "Commercial Zones" areas of the Action Plan and Final Report.

- Smart Development Code Assessment Action Plan: Identified issues and suggested approaches (short version)
- Smart Development Code Assessment Final Report: Identified issues and suggested approaches (long version)

### **Review of Previous Planning Efforts and Documents**

- Background Memo: A document prepared by the consultant team to provide an overview of adopted plans, sub-area plans, opportunity site studies, and historical documents.

### **Downtown Plan and Code Refresh**

A summary of the current code and Comprehensive Plan policies describes current regulations and the types of uses that are currently allowed downtown. A history of the City's downtown zoning explain how current policies were crafted.

- Summary of Milwaukie's Downtown Plan: Overview of the various plans and policies that make up the "Downtown Plan" (note: development and use regulations for downtown are now contained in MMC 19.304 Downtown Zones).
- History of Downtown Milwaukie Programs, Studies, and Plans: Overview of planning efforts in downtown Milwaukie since the 1960s.
- History of Downtown Development Patterns: Overview of how downtown Milwaukie has developed over time.

### **Central Milwaukie**

Central Milwaukie is the area roughly bounded by Hwy 224, Meek St, 32nd Ave, Harrison, 37th Ave, and Monroe.

- [Summary of Existing Standards](#): Current zoning and standards in the Central Milwaukie area.
- [History of Planning in Central Milwaukie](#): How the development and use standards in Central Milwaukie have changed over time.

### Neighborhood Main Streets

The Neighborhood Main Streets project area includes the local commercial areas of 32nd Ave and 42nd Ave and Harrison St. Horizon Planning drafted recommendations for these areas in a 2012 report.

- [2012 Neighborhood Main Streets Project Report](#)

### General Background Documents

- [1989 Comprehensive Plan](#)
- [1997 Town Center Master Plan](#)
- [2000 Downtown and Riverfront Land Use Framework Plan](#)
- [2000 Downtown and Riverfront Public Area Requirements](#)
- [2003 Downtown Design Guidelines](#)
- [2007 Transportation System Plan](#) (currently being updated)
- [2011 South Downtown Concept Plan](#)

### Related Projects

- [Adams Street Connector](#)
- [Riverfront Park](#)
- [Kellogg-for-Coho Initiative](#)

### Staff contact

Li Alligood, Project Manager  
[alligoodl@milwaukieoregon.gov](mailto:alligoodl@milwaukieoregon.gov)  
(503) 786-7627

### Supporting Documents

-  [Downtown Plan Summary](#)
-  [Downtown Plan History](#)
-  [Historic Downtown Development Patterns](#)
-  [Station Area Analysis](#)
-  [History of Planning in Central Milwaukie](#)
-  [Central Milwaukie Planning & Policies](#)
-  [Moving Forward Milwaukie: Background Memo](#)

Source URL (retrieved on *Fri, Oct 31st 12:41pm*): <http://www.milwaukieoregon.gov/planning/project-background-1>

2.1.4

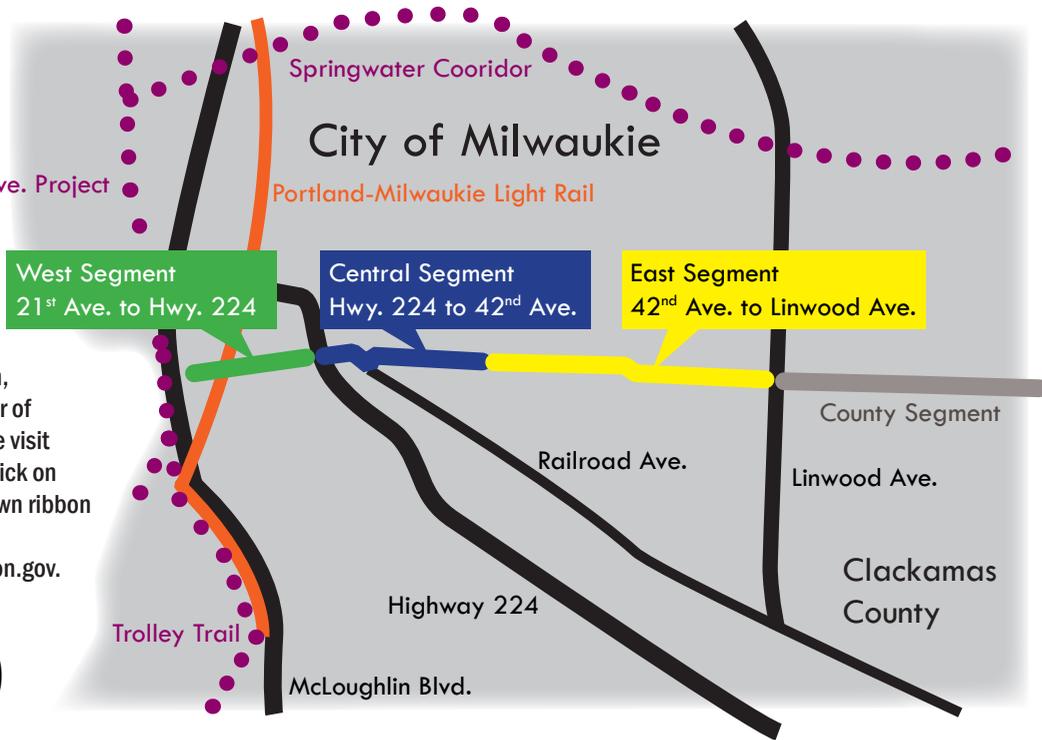
Monroe Street  
Greenway Project



# Monroe Street Neighborhood Greenway Concept Plan

PLANNING DEPARTMENT - PROJECT MANAGER BRETT KELVER - 503-786-7657

For more information, including a video tour of the segments, please visit the project page -- click on PROJECTS in the brown ribbon at our homepage [www.milwaukieoregon.gov](http://www.milwaukieoregon.gov).



## The City of Milwaukie is planning safety improvements on Monroe Street, and we need your input.

Monroe Street is an important east-west route across Milwaukie, connecting several Neighborhoods and Downtown Milwaukie. It is identified in the City's Transportation System Plan (TSP) as a potential "Neighborhood Greenway."

### Neighborhood Greenways

Neighborhood Greenways are low-traffic, low-speed routes that provide safe, quiet routes for motorists, pedestrians, and bicycles. Neighborhood Greenways often include improvements that reduce vehicle speeds (for example, with curb extensions or mini traffic circles), which makes them safer and more inviting for neighbors, walkers, and bikers, while also reducing cut-through traffic from outside the neighborhood.

### Concept Plan

The City has secured a State grant to create a Concept Plan that defines Neighborhood Greenway improvements along Monroe Street from 21<sup>st</sup> Avenue to Linwood Avenue (Milwaukie's eastern boundary). The project team is engaging residents - especially those who live along Monroe Street - and other interested parties to assess current challenges and needs, evaluate best practices that aim to address those needs, and develop design options for the community to consider. Monroe Street has distinct characteristics in different segments of the study area, and the Concept Plan will be tailored to address the different conditions.

**MORE INFORMATION ON REVERSE**

### Project Timeline

- Public Input**
  - Dec 3<sup>rd</sup> 2014 - Public Workshop #1
  - Feb 2015 - Public Workshop #2
  - Feb 2015 - Draft Concept Plan Review & Comment
- Policy Formation/Public Testimony**
  - March 2015 - Draft Concept Plan to City Council
  - April 2015 - Prepare Final Concept Plan for Adoption
  - May/June 2015 - Planning Commission & City Council Adoption
- Seek Funding for Design and Construction

**CONTACT INFORMATION**  
 Project Manager Brett Kelter  
 P) (503) 786-7657  
 E) [kelterb@milwaukieoregon.gov](mailto:kelterb@milwaukieoregon.gov)  
 For more information, please visit [www.milwaukieoregon.gov](http://www.milwaukieoregon.gov).

## Advisory Committee and Public Workshops

A Project Advisory Committee (PAC) has been formed to help guide the plan. The PAC includes representatives from the City's Neighborhood Associations, local bike advocates, the City's Public Safety Advisory Committee, and technical advisors who will meet throughout the project to review and discuss drafts of the Concept Plan.

In addition, the project team will hold two Public Workshops to present information to the larger community and get input and perspective from residents and others who use Monroe Street. **The first workshop will be held on Wed., Dec. 3, 2014, at 6 p.m., in the Public Safety Community Room, 3200 SE Harrison St., and will present existing conditions and potential design elements that could be included in the Concept Plan. The second workshop, forecasted for early February 2015, will incorporate the input gained at the first workshop and from the PAC and will present a range of options for feedback.**

## How you can get involved

We welcome your participation and perspective to help shape the future of a safer Monroe Street. Even if you do not live near or use Monroe Street yourself, what we learn as a community through this project can be applied in the future to some of the other designated Neighborhood Greenway routes in Milwaukie.

If you are interested in the project, please attend the public workshops or contact Brett Kever, the project manager in the Planning Department, who can put you in touch with the appropriate PAC member to communicate your concerns. Brett is available by phone at 503-786-7657 or e-mail at [kerverb@milwaukieoregon.gov](mailto:kerverb@milwaukieoregon.gov).



## Project Advisory Committee (PAC)

### Community Representatives

- Historic Milwaukie Neighborhood District Association (NDA)
- Ardenwald NDA
- Hector Campbell NDA
- Linwood NDA
- Bike Milwaukie
- Public Safety Advisory Committee
- Clackamas Co. Ped/Bike Advisory Committee

### Technical Advisors

- Clackamas Co. Planning Department
- Clackamas Fire District No. 1
- City of Milwaukie Engineering
- City of Milwaukie Public Works (Streets & Stormwater)
- Oregon Department of Transportation
- Milwaukie City Council liaison

# What are Neighborhood Greenways?

from Chapter 6 (Bicycle Element) of the Milwaukie Transportation System Plan (TSP)

## Neighborhood Greenways

The term "neighborhood greenway" has recently evolved from the "bike boulevard" concept of treatments, which improve the network of safe bicycle routes by generally utilizing streets with lower traffic volumes and vehicle speeds, such as minor collectors or local streets that pass through residential neighborhoods. The neighborhood greenway treatments also make these routes safer for pedestrians and motorists (for example, through inclusion of traffic-calming devices), while at the same time incorporating low-impact stormwater treatment measures such as bioswales and raingardens. The general traffic calming provided by neighborhood greenway improvements adds to neighborhood livability.

**Figure 6-6 Neighborhood Greenway**



Image credit: Bicycle Transportation Alliance/Owen Walz, [owenwalzdesign.com](http://owenwalzdesign.com)

Traffic controls along a neighborhood greenway assign priority to bicyclists while encouraging through-vehicle traffic to use alternate parallel routes. Traffic calming and other treatments along the corridor reduce motor vehicle speeds so that motorists and bicyclists generally travel at the same speed, creating a safer and more comfortable environment for all users. Neighborhood greenways also incorporate treatments to facilitate safe and convenient crossings of major streets. Neighborhood greenways work best in well-connected street grids, where riders can follow reasonably direct and logical routes and where higher-order, parallel streets exist to serve through-vehicle traffic.

Milwaukie's neighborhood greenway network could be developed through a variety of improvements ranging from minor street enhancements (e.g., directional pavement markings) to larger-scale projects (e.g., intersection signalization). The various treatments fall into five major application levels based on their degree of physical intensity, with Level 1 representing the least physically intensive treatments that can be implemented at relatively low cost:

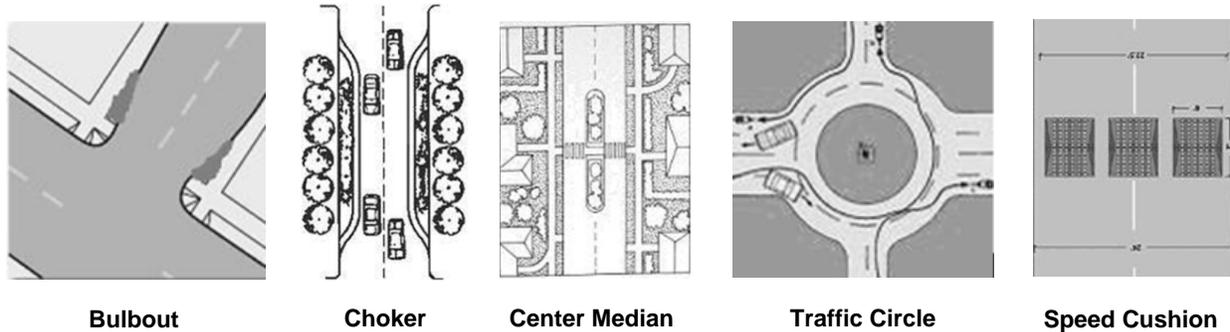
- **Level 1: Signage** (e.g., wayfinding and warning signs along and approaching the neighborhood greenway).
- **Level 2: Pavement markings** (e.g., directional pavement markings, shared lane markings).
- **Level 3: Intersection treatments** (e.g., signalization, curb extensions, refuge islands).
- **Level 4: Traffic calming** (e.g., speed humps, mini traffic circles).
- **Level 5: Traffic diversion** (e.g., choker entrances, traffic diverters).

Corridors targeted for higher-level applications would also receive relevant lower-level treatments. For instance, a street targeted for Level 3 applications should also include Level 1 and 2 applications as necessary. It should be noted that some applications might not be appropriate on all streets. In other words, it may not be necessary to implement all Level 2

applications on a particular street designated for Level 2 treatment in order to create a functional neighborhood greenway.

Figure 6-7 shows examples of some of the types of intersection treatments and traffic-calming measures that could be appropriate for application on neighborhood greenway routes. Some study and analysis is necessary to determine which measures would be most effective in specific locations. Within Chapter 11 Neighborhood Traffic Management, Table 11-1 provides more examples of traffic-calming measures.

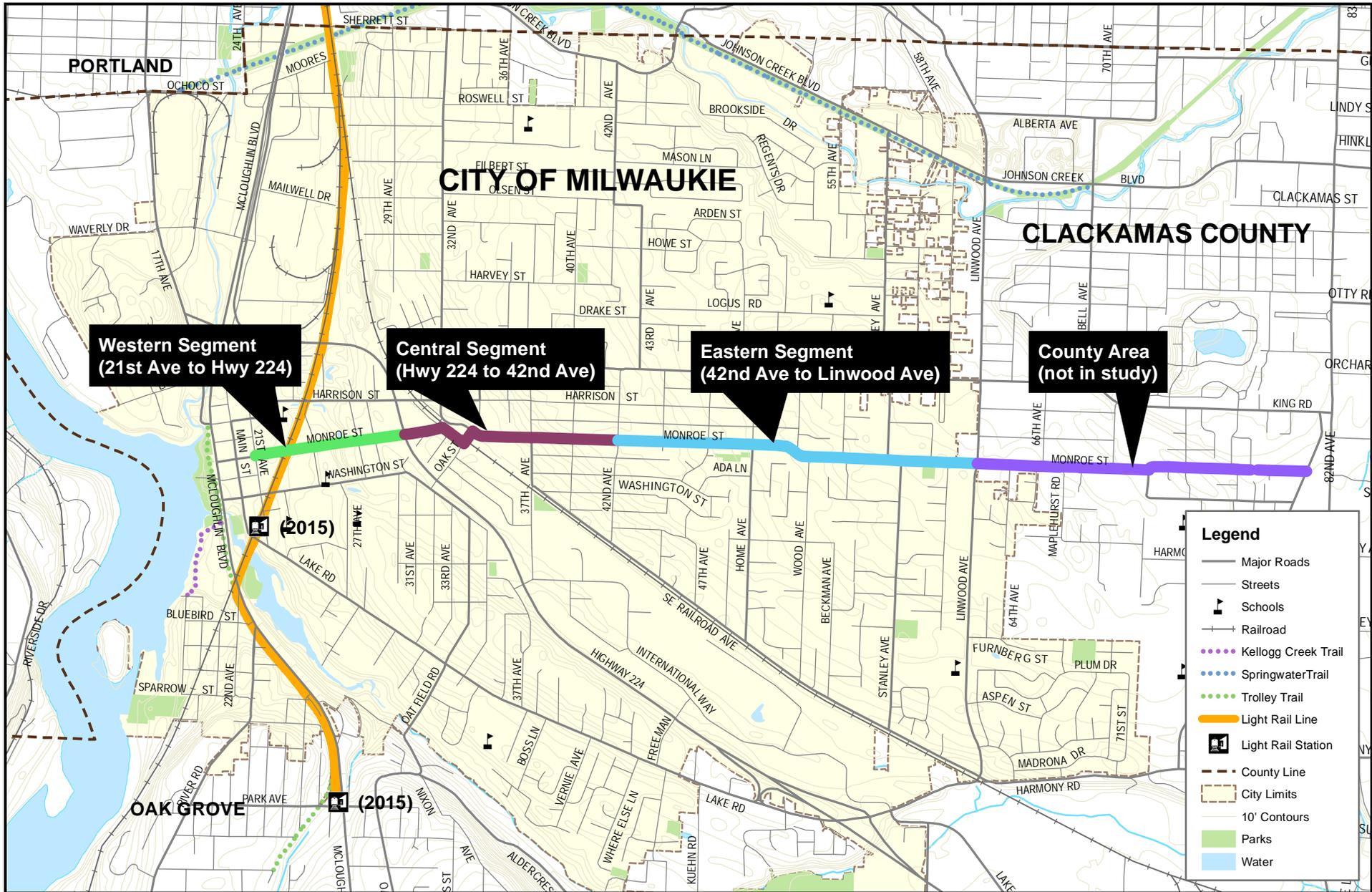
**Figure 6-7 Sample Traffic-Calming Measures**



Experience from other cities that have implemented neighborhood greenways shows that on-street vehicle parking can function as a traffic-calming measure. Drivers generally seem to slow down in response to the physical narrowing of the travel lane and the higher perceived risk of collision. In addition, parked cars create a barrier between moving cars on the street and pedestrians on the sidewalk. This barrier enhances both actual and perceived safety for pedestrians. Allowing or encouraging on-street vehicle parking can be one tool employed to make neighborhood greenways safe and pleasant for nonmotorized travel.

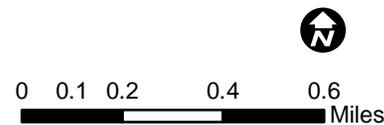
**Figure 6-5 Bicycle Signs and Markings**





# Monroe Street Neighborhood Greenway

Milwaukie Planning Dept.  
Data: City of Milwaukie GIS;  
Metro RLIS  
Date: 1/10/2014  
Author: KimmellJ

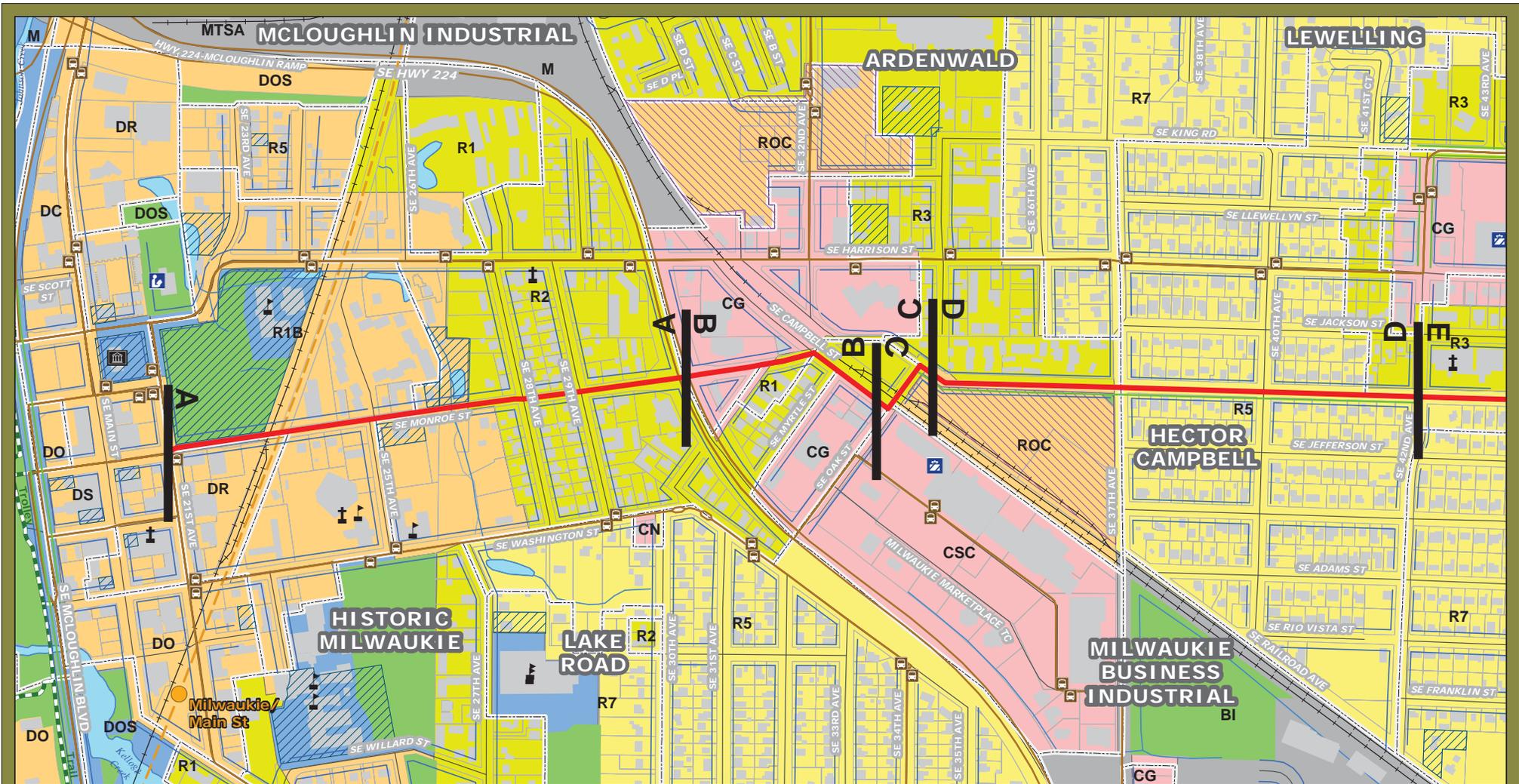


The information depicted on this map is for general reference only. The City of Milwaukie does not accept any responsibility for errors, omissions or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product.

# Monroe Street Greenway

## Corridor Characteristics

Section A SE 21 <sup>st</sup> Avenue to OR 224	Section B OR 224 to SE Oak Street	Section C UPRR Railroad Crossing	Section D SE Railroad Avenue to SE 42 <sup>nd</sup> Avenue	Section E SE 42 <sup>nd</sup> Avenue to SE Linwood Avenue
<p>Industrial/residential</p> <p>50' elevation gain west to east (2.4% grade)</p> <p>Width: 28-40' curb-to-curb</p> <p>Parking on S side only, except for one double-sided block</p> <p>Narrow (4-5') sidewalks on both sides</p> <p>No sharrows; centerlines are present</p> <p>25 mph speed limit</p> <p>Future MAX Crossing at 23<sup>rd</sup></p> <p>Major signalized crossing at OR 224 with pedestrian timer buttons but no bicycle-activated buttons or pavement loops</p> <p><b>VOLUME/SPEED:</b> <b>Westbound at 25<sup>th</sup></b> 956 vehicles/day; 88 vehicles/hour average during peak hour Average speed: 19 mph; 85<sup>th</sup> % Speed: 23 mph</p>	<p>Office/residential</p> <p>Flat terrain</p> <p>Width: 40' curb to curb</p> <p>Parking on both sides</p> <p>Narrow (4-5') sidewalks (Campbell Street south side only)</p> <p>No sharrows; centerlines are present</p> <p>25 mph speed limit</p> <p>Median island near Oak Street</p> <p>Jog in route at Campbell Street</p> <p>Skewed intersection at Penzance Street</p> <p><b>VOLUME/SPEED:</b> No official counts Perceived light traffic</p>	<p>Vacant land</p> <p>Flat terrain</p> <p>No on-street parking</p> <p>Pinch point at RR crossing, 11-13' lane width</p> <p>Asphalt or concrete sidewalks (6') on both sides</p> <p>No sharrows; centerlines are present</p> <p>25 mph speed limit (unsigned)</p> <p>Series of jogs in route</p> <p>Complex T-junction at east end with Oak Street</p> <p>Rail crossing is connectivity barrier –includes median islands and wayside horns</p> <p>Improvements require Union Pacific involvement</p> <p><b>VOLUME/SPEED:</b> No official counts Presumably busiest section of corridor on Oak Street</p>	<p>Residential</p> <p>56' elevation gain west to east from 37<sup>th</sup> to 40<sup>th</sup> (6.6% grade)</p> <p>Width: 33' curb to curb</p> <p>Parking on N side only</p> <p>Narrow (4') uphill bike lane on EB side; sharrows on downhill WB side; centerlines are present</p> <p>Narrow (4-5') sidewalks on both sides</p> <p>25 mph speed limit</p> <p><b>VOLUME/SPEED:</b> <b>Westbound at 35<sup>th</sup>:</b> 2,604 vehicles/weekday; 203 vehicles/hour average during peak hour Average speed: 27 mph 85<sup>th</sup> % speed: 31 mph <b>Eastbound at 40<sup>th</sup>:</b> 1,882 vehicles/weekday, 138 vehicles/hour during peak hour Average speed: 26 mph; 85<sup>th</sup> % speed: 30 mph</p>	<p>Residential, rural character</p> <p>Rolling hills</p> <p>Width: 22 to 25' (pavement width)</p> <p>Gravel shoulders in some locations; no sidewalks or curbs</p> <p>Intermittent sharrows; centerlines are present</p> <p>25 mph speed limit</p> <p><b>VOLUME/SPEED:</b> <b>Eastbound at 44<sup>th</sup>:</b> 1,385 vehicles/day; 166 vehicles/hour average during peak hour Average speed: 21 mph; 85<sup>th</sup> % speed: 25 mph <b>Eastbound at 58<sup>th</sup>:</b> 2,044 vehicles/day; 181 vehicles/hour during peak hour Average speed: 21 mph; 85<sup>th</sup> % speed: 28 mph</p>
<p><b>Comparable Greenways</b> SE Clay Street, Portland SE Ankeny Street, Portland NE Hancock Street, Portland</p>	<p><b>Comparable Greenways</b> NE Going Street, Portland</p>	<p><b>Comparable Greenways</b> SE Bush at 136<sup>th</sup>, Portland SE Division at 87<sup>th</sup>, Portland NE Going at 33<sup>rd</sup>, Portland</p>	<p><b>Comparable Greenways</b> NE Klickitat Street, Portland SE Gladstone Street, Portland NE Tillamook Street, Portland</p>	<p><b>Comparable Greenways</b> SW Maplewood Rd, Portland SW Sunset Blvd, Portland SE Woodward Street, Portland SE Mill Street, Portland</p>



# Monroe Street Greenway Project

## Existing Conditions Land Use and Transportation

West Map

Legend		Comprehensive Plan	
	Monroe Street Study Area		Commercial
	Bus Transit Stops		Industrial
	Existing Bike Lanes		Single-Family Residential
	Existing Sidewalks		Multi-Family Residential
	Bus Transit Lines		Mixed Use Center
	Trails		Public/Institutional
	Future MAX Light Rail and Station		Parks
	Railroads		Significant Features
	City Hall		Mixed Use Overlay
	Hospital		Existing Zoning
	Library		City Limit
	Church		
	Shopping		







# Transportation System Plan

FIGURE 6-8a

## BICYCLE MASTER PLAN

November 2013

### LEGEND

Existing Bicycle Facilities		Proposed Improvements	
	Shared Lane		Bicycle Intersection Safety Improvement
	Bicycle Lane		Bicycle Lanes
	Kellogg Creek Trail		Neighborhood Greenway
	Springwater Trail		Schools
	Trolley Trail		Railroad
	Major Roads		County Line
	Streets		Water
	City Limits		Parks
	Light Rail Station		Light Rail Transit

### PROPOSED PROJECTS

- Improve Intersection to Increase Bicycle Safety**
- A** Adams St/21st Ave/Railroad Crossing
  - B** Johnson Creek Blvd/Springwater Trail
  - C** Johnson Creek Blvd/Linwood Ave
  - D** Linwood Ave/King Rd
  - E** Linwood Ave/Monroe St
  - F** Linwood Ave/Harmony Rd
  - G** Washington St/Oak St/Hwy 224
  - H** International Way/Lake Rd
  - I** McLaughlin and 22nd
  - J** McLaughlin/Ochoco/Milport
- Provide Bicycle Lanes Where not Currently Present**  
See Table 6-2 for project descriptions B-R, AI, and AJ
- Enhance Existing Bicycle Connection**
- U1-U7** Install Neighborhood Greenway treatments at various locations
  - V** Construct bicycle overpass from Railroad Ave to International Way
  - W** Improve Springwater Trail paving
  - X** Improve Kellogg Creek Trail
  - Y** Install Trolley Trail signage
  - Z** Fill in gaps in existing bike network with bike lanes or multiuse path. Improve intersection safety on 17th Ave at HWY 224 and at 99E.
  - AB** Complete Springwater Trail along Ochoco St
  - AC** Construct Kronberg Park Trail
  - AD** Construct bike-ped overpass over Kellogg Creek
  - AE** Construct pedestrian underpass under HWY 99E at Kellogg Creek
  - AG** Pave connection to Springwater Trail at 29th Ave and Sherrett
  - AH** Improve connection from Springwater Corridor to Pendleton Site
  - AK** Establish bike-ped connection over railroad tracks and LRT
  - AL** Construct stairs to connect Springwater Corridor to McLaughlin Blvd
  - AM** Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
  - AN** Improve bike-ped connection to neighborhoods west of station
  - AO** Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
  - AP** Establish bike-ped connection over McLaughlin at River Rd
  - AR** Establish bike-ped connection to McLaughlin at Stubb St



**DKS Associates**  
TRANSPORTATION SOLUTIONS

0 500 1,000 2,000 3,000 4,000 Feet

# Monroe Street Greenway: Project Advisory Committee (PAC) Meeting 10/29/14



2.1.5

17th Avenue Multiuse Trail

Published on *City of Milwaukie Oregon Official Website* (<http://www.milwaukieoregon.gov>)

[Home](#) > Printer-friendly

## • SE 17th Avenue Multi-Use Path

### • Type

- Multi-Use Path Construction

### • Status

- Preliminary

### • Budget

- \$3.3 million

### • Dates

- Spring 2014 - Fall 2017

The City is working with ODOT to streamline the permitting and design process to shorten the project timeline.

### • Contact:

- **Brad Albert, P.E.**

Project Manager

Phone: (503)-786-7609

Fax: (503)-774-8236

Email: [albertb@milwaukieoregon.gov](mailto:albertb@milwaukieoregon.gov)

### • Alerts and Updates

- **Open House:** Monday October 27th at Milwaukie City Hall from 5-7pm. This is an opportunity for the public to view the preliminary design for the Multi-Use path.

**Ride Along:** Thursday October 30th from 9-11:30 am. Meeting at Milwaukie City Hall, grab your bike and familiarize yourself with the project location.

## • Project Details

- The project goal is to construct a multi-use regional trail on the west side of SE 17th

Avenue within existing right-of-way between McLoughlin Boulevard and SE Ochoco Street. Bike and vehicle lanes are planned to be restriped to formalize on-street bike lanes. These improvements will connect two significant regional multi-use trails: the Trolley Trail to the south and the Springwater Corridor to the north.

## Downloads

-  [17th avenue ride along.pdf](#)
-  [open house.pdf](#)

**Source URL (retrieved on *Fri, Oct 31st 1:06pm*):** <http://www.milwaukieoregon.gov/engineering/se-17th-avenue-multi-use-path>



## 17th Avenue Multi-Use Path

The project goal is to construct a multi-use regional trail on the west side of SE 17th Avenue within existing right-of-way between McLoughlin Boulevard and SE Ochoco Street. Bike and vehicle lanes are planned to be restriped to formalize on-street bike lanes. These improvements will connect two significant regional multi-use trails: the Trolley Trail to the south and the Springwater Corridor to the north.

# 17<sup>th</sup> Avenue Multiuse Trail: Ride-Along October 2014



2.1.6

Economic Development

CITY OF MILWAUKIE  
ECONOMIC DEVELOPMENT  
PROGRAM UPDATE

City Council Worksession: October 21, 2014

# Two Basic Components

- **Retention and Expansion of Existing Businesses**
- **Recruitment of New Businesses**



# Discussion Topics

- Business Assistance/Response Activities
- Proactive Activities
- Future Activities



# Business Assistance/Response Activities

- Available Space Inquiries
  - ▣ Maintain a list of Available Sites – Co Star
- Business Assistance
  - ▣ Positive, business-friendly
  - ▣ Pragmatic
  - ▣ Business Registration process
- Connect with Small Business Development Center



# Proactive Activities

- Business Outreach
  - Business Outreach – PCC, Classic Exhibits, Zoe Outfitters, Molly Muriel, RanTech, Providence Hospital, Enchante, Windhorse Coffee & Tea, K.Marie
  - Planned meetings: Advantis, OECCO, Blount International, OLCC



# Proactive Activities

- Regular Meeting Attendance & Participation
  - ▣ N. Clackamas Chamber of Commerce Public Policy Committee
  - ▣ Milwaukie Rotary
  - ▣ Clackamas County Economic Development Commission
  - ▣ Clackamas County Economic Development Practitioners Roundtable
  - ▣ Clackamas Small Business Dev. Center
  - ▣ Greater Portland Inc.
    - Small Cities Consortium
    - Economic Development Professionals Roundtable



# Upcoming Activities

- Economic Development Summit – *in planning stages*
  - Early 2015
    - Create a forum for business leaders and City personnel
    - Identify strengths and opportunities
    - Identify ED goals and priorities
  - Create a Summit Ad Hoc Advisory Group
    - To assist with the Summit



# Spotlight

- Recent Inquiries – Downtown Opportunity Sites
  - Texaco Site
  - Cash Spot Site
  - Triangle Site



# Spotlight

- North Industrial Area
  - Redevelopment Opportunities
    - Light Rail
    - OHSU
    - OSU
  - Clackamas County EDC recommendation



# Questions?



# Economic Development Summit

## □ Working Agenda

### □ Introductions

### □ Purpose

### □ Prioritization/Goal setting

### □ Breakout tables

- Milwaukie economic data: geographic sectors, performance, uses, future of these areas, employment change city-wide
- "Economic History of Milwaukie"
- Q for businesses: are you interested in being part of the civic leadership in the City? Are you focused on Milwaukie as a community and its success/growth? What do you need? How can we work together?

### □ Outcomes

- Business Advisory Committee
- ED Vision, Goals, Priorities for the City

**ECONOMIC DEVELOPMENT PROGRAM  
April 2014**

**I. CURRENT AND ONGOING ACTIVITIES**

**A. Collect and Analyze Data**

1. Inventory of Available Development Sites

Maintaining an updated list of available properties (both land and buildings) for sale and lease is a key component for an Economic Development Program. When a potential business is looking at Metro Portland for a location, having basic site information about available properties in Milwaukie is necessary. An up to date list of available properties is critical to assist a company who is looking to locate in the City or relocate into a new or larger space within the City. There are a couple of different ways to maintain such a list. These include maintaining internet links to existing online inventories and maintaining an in-house spreadsheet for in-person inquiries.

Staff has identified sources for this information to streamline information-gathering and inventory maintenance and has already developed a list of available properties:

- a. CC BED Employment Lands Asset Mapping:  
<http://www.clackamas.us/business/asset.html>
- b. Co Star: The Co Star Group is a commercial real estate information company that maintains the industry's largest database of verified, continuously updated listings across all commercial types including office, industrial, multifamily, retail, flex, hospitality and land. Staff at CC BED will provide a monthly updated Co Star list of Milwaukie properties to the City; City staff will update the in-house spreadsheet.
- c. Oregon Prospector: Maintained by Business Oregon, Oregon Prospector is an online searchable mapping tool that allows interested firms to find available industrial properties and local demographic, economic, and business data for locations that fulfill their business needs. <http://oregonprospector.com/>

2. List of Current Businesses

Staff has developed a draft list of current businesses. Having an updated list of current businesses in Milwaukie is critical for a number of reasons:

- At its most basic level, an updated list gives the City a foundation upon which to recognize the importance of our commercial/industrial partners. Knowing and understanding our commercial/industrial base allows the City to analyze our mix of businesses, identify key industry clusters, and facilitate good working relationships with our businesses. The list will allow staff to successfully work to retain, attract, and assist businesses in the community.
- Knowing who our largest employers are ensures that the City is familiar with the business and its leadership and is able to develop a dialogue so that partnerships are developed. Good public-private partnerships benefit everyone.

- Knowing our small businesses and their specific needs will help the City identify needed resources that are specific to small businesses, including training and networking opportunities.

### 3. Identification of Industry Clusters

Industry clusters are geographic concentrations of interconnected companies, specialized suppliers, service providers, and associated institutions in a particular field that are present in a region or community – a critical mass. Competitive success is typically enjoyed by the businesses within the cluster. One might expect that in a global economy, location would no longer be a major source of competitive advantage; but in practice, location remains central to competition.

The Harvard Business School Institute for Strategy and Competitiveness explains how clusters affect competition in three broad ways: first, by increasing the productivity of companies based in the area; second, by driving the direction and pace of innovation; and third, by stimulating the formation of new businesses within the cluster. Geographic, cultural, and institutional proximity provides companies with special access, closer relationships, better information, powerful incentives, and other advantages that are difficult to tap from a distance. Competitive advantage lies increasingly in local things-- knowledge, relationships, and motivation.

Staff is currently working to identify our own local industry clusters. Through this effort we can help support and promote those businesses. A recent Clackamas County analysis shows that existing Milwaukie companies are part of the following identified clusters: Advanced Manufacturing, Food and Beverage Processing, and Film and Media Production. Our ability to analyze and work with these businesses and clusters will benefit both the City and the companies. Staff recommends working carefully with both Greater Portland, Inc. and CC BED on this aspect of the Program.

## **B. Outreach**

### 1. Business Outreach

- a. Dialogue with Existing Businesses – Currently, City staff occasionally interacts with existing businesses, usually in response to a specific situation or request.
- b. Business Welcome Packet – Currently, the City sends a letter when new businesses locate in Milwaukie. The City should continue to send a packet of information with key staff contacts, calendar of events and promotions, information regarding code compliance, zoning, parking, permitting, etc. It is important that new businesses are welcomed, acknowledged, and are given any relevant information both to minimize confusion or frustration, but also to provide support and resources. Further, the City has developed a packet for prospective businesses and site selectors that provides key information about the City, various economic development initiatives and a community profile.

### 2. Establish and Continue Existing Partnerships

There are several key organizations in the region that serve as partners and resources for the City in its economic development efforts. It is important that staff continue to

actively engage with these organizations and develop good working relationships with them. Examples of these organizations that the City has already worked with include:

- a. Clackamas County Business and Economic Development
- b. Greater Portland, Inc.
- c. North Clackamas Chamber of Commerce
- d. Small Business Development Center

## II. **SHORT-TERM and ADDITIONAL ACTIVITIES**

Short-term and additional activities are those activities that staff believes can be accomplished by July 1, 2014. Some of the activities listed here are new initiatives that are also on-going, and some are expansions of existing activities intended to provide a more robust service.

### 1. Establish the Business Assistance Team (BAT)

The BAT is a group of City officials that will work on various business assistance efforts.

BAT objectives include:

- a. Be the clear point of contact identified on all communications to minimize confusion and duplication of effort.
- b. Create networking opportunities.
- c. Mobilize quickly to assist new businesses – site identification for businesses seeking locations; facilitate application and development process to streamline the process and minimize unknowns; connect to other resources; identify incentives.
- d. Identify training opportunities and resources for Milwaukie small businesses.

### 2. Business Outreach

- a. Establish an On-going Dialogue with Existing Businesses – the intent of this initiative is to actively reach out to businesses and companies in the City on an ongoing basis to both introduce staff to them and to get to know their operations. This provides staff the information needed to highlight the City's successful key businesses. Milwaukie has several very successful and well-known national and international traded sector companies – the City ought to be very familiar with them. It is important for businesses to be considered part of the community; personal meetings can help make that connection.
- b. Establish a Business Roundtable – this initiative has been conceived as quarterly listening sessions between key City staff and participating companies and businesses. Too often, government is not familiar with the needs of private sector enterprise and vice versa. Staff believes these roundtables can help foster good relationships between the business community and City government, address issues, identify needs and solutions for all parties, and support collaboration.

### 3. Communication and Marketing

Enhance the City's Economic Development Website – Consistently update the Economic Development webpage; include available site inventory information, lists of businesses, incentives and programs, links to resources, etc.

#### 4. Economic Development Workshop

Staff intends to sponsor a workshop that will be facilitated by senior staff from the Clackamas County Business and Economic Development Team. The intent is to create a forum for business leaders and key City personnel to identify:

- Milwaukie's strengths and opportunities.
- Economic Development goals.
- Roles and responsibilities of economic development partners.

### III. **EXPANDED PROGRAM**

#### **A. Outreach**

##### Communication and Marketing

A clear and consistent message is critical to this program. Ideas include:

- a. Quarterly Newsletter – Develop a newsletter that focuses on new development, business and investment as well as emerging opportunities in Milwaukie. It would feature economic development related information such as details on new companies coming to Milwaukie; business expansions; major commercial, residential or other developments; and initiatives that support Milwaukie's growth. Example: City of Canby Fall 2013 Newsletter:  
<http://www.canbybusiness.com/newsletter/Fall2013CanbyInSpotlightNewsletter.pdf>
- b. Conduct a Branding effort
- c. Expanded and improved marketing materials that reflect the City's branding effort and visioning process

#### **B. Economic Development Strategy**

An economic development strategy involves establishing policy and engaging in a robust planning process. The strategy is intended to guide public actions and influence private actions aimed at improving Milwaukie's economy. The strategy will identify short and long-term strategies to maintain economic strength and information about the business climate and opportunities in the City. The strategy will also examine challenges and opportunities for major employment areas and key industry clusters. Based on the strengths and advantages the City offers, detailed strategies with associated action steps will be developed to guide economic development efforts for the future.

Identified components of this strategic planning process are:

##### 1. Milwaukie Economic Development Summit

The summit will be a facilitated economic development discussion where both community leadership and the greater community is invited to participate. Objectives will include: information sharing about the City's existing commercial/industrial base; seeking consensus on the City's goals for overall Economic Development; Moving Forward Milwaukie project updates; etc.

##### 2. Identify the Vision

The vision statement defines the desired economic future for Milwaukie. The process will include asking questions such as: What do we want? and How do we get there? and What do we want to be known for?

3. Economic Opportunities Analysis (EOA)

The EOA is an analysis of the long-term supply and demand for employment land. This work addresses statewide planning goal #9. The EOA consists of four sections:

- a. Trends, Opportunities & Market Factors: documents existing conditions and current trends in employment that will serve as a basis for a future employment forecast.
- b. Long Range Employment Forecast (Demand): presents the 2010-2035 employment forecast and resulting demand for employment land
- c. Buildable Land Inventory (Supply)
- d. Policy Alternatives: identifies opportunities for policy changes, public investments, development incentives, and other public interventions to help accommodate employment growth.

4. Comprehensive Plan update

Periodic updates of the Comprehensive Plan are mandated by the State of Oregon. It is the intent for much of this work in the Economic Development Strategy to become part of the comprehensive plan update.

5. Economic Development Advisory Committee/Task Force

Develop a standing Economic Development Advisory Committee or an Ad-Hoc Task Force formed specifically to work on the Economic Development Strategy.

2.1.7

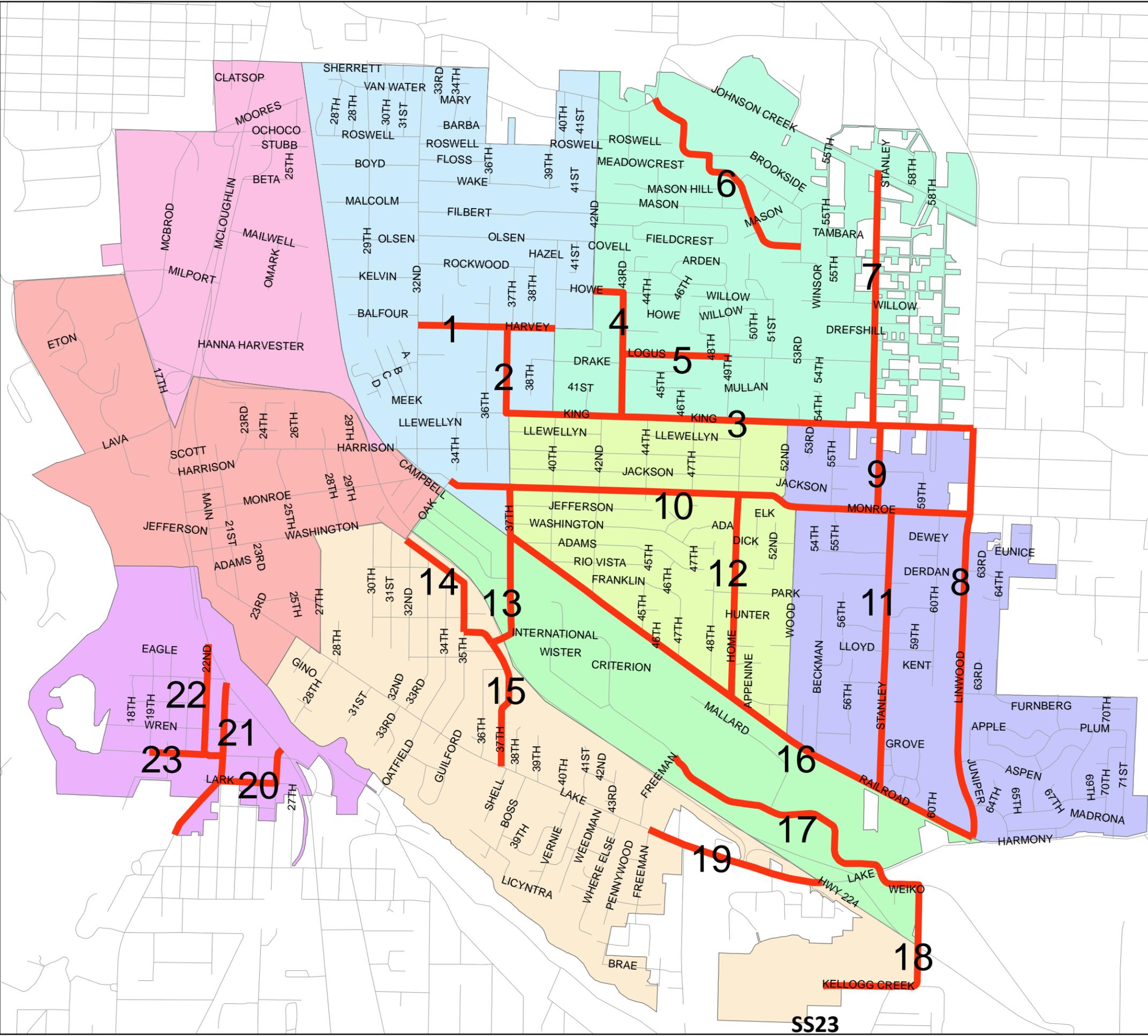
Sidewalk Enhancement  
Program

# Potential Sidewalk Improvement Program

**Project ID and Estimated Cost:**

1. Harvey St.	\$2,000,000
2. 37th Ave. #1	400,000
3. King Rd.	5,250,000
4. Howe St./43rd Ave.	2,000,000
5. Logus Rd.	750,000
6. Regents Dr.	2,000,000
7. Stanley Ave. #1	1,500,000
8. Linwood Ave.	2,500,000
9. Stanley Ave. #2	400,000
10. Monroe St.	4,000,000
11. Stanley Ave. #3	1,750,000
12. Home Ave.	1,750,000
13. 37th Ave. #2	300,000
14. 35th/Washington	2,000,000
15. 37th Ave. #3	400,000
16. Railroad Ave.	5,000,000
17. International Way	1,500,000
18. Rusk Rd.	750,000
19. Lake Rd.	1,000,000
20. 26th/Lark	750,000
21. River Rd.	600,000
22. 22nd Ave.	500,000
23. Sparrow St.	400,000

**Total Program Cost \$37,500,000**



# Attachment 2

## Sidewalk Enhancement Program Outline October 2012

### Outline

1. Inventory all sidewalks Citywide(Spatial, GIS)
  - a. Current Sidewalks
    - i. Meet ADA
    - ii. Does not meet ADA
    - iii. Does it meet correct width standards as set in the PW Standards
  - b. Current ADA Ramps
    - i. Meet ADA
    - ii. Does not meet ADA

*The City would need to inventory all sidewalks. This would be quite an arduous task. One tactic that was discussed is performing a minimal inventory on arterial and collectors with input on local streets from citizens during the open house. The inventory might also want to be minimal depending on the direction of priority of sidewalks that are to be constructed/replaced.*

2. Prioritize (Possible Point System)
  - a. Safer Routes to School
  - b. Street Classification
  - c. Transit Routes
  - d. Public Destinations (ie Library, Shopping, PSB, Hospital, etc.)
  - e. Current Right of Way
  - f. In-Fill
  - g. Replacement

*Where does the City want to focus the effort on sidewalk construction/replacement? Should this program follow SSMP and focus on the major streets (arterials, collectors, and neighborhood routes)? Should we be focusing in on schools first like ODOT's Safe Routes to Schools program?*

3. Funding
  - a. Bonds
  - b. Utility Fee
  - c. Amend SSMP
  - d. WSMP funds shifted to this program
  - e. Use FILOC to leverage larger grant funds (CDBG, ODOT, etc.)
4. Public Outreach
  - a. Open House for each neighborhood
  - b. NDA Meetings
  - c. PSAC Meetings
  - d. Surveys (Online, Mailers, etc.)

## **Major Concerns with constructing sidewalks:**

ROW – Does the selected location for sidewalks have enough right of way width? Would this program acquire right of way or would we move onto the next location on the list? Acquiring right of way is very costly and would probably expend most of the funds without being able to construct sidewalk.

Stormwater Runoff – Would the City look at constructing stormwater facilities for treatment and detention with sidewalk projects or would we use pervious concrete? The trigger for requiring stormwater treatment is 500 SF of new impervious area. Pervious concrete is a cheaper option than standard concrete with a stormwater facility. Pervious concrete would require routine cleaning to maintain the porosity and standard concrete does not require any maintenance.

Existing Topography – Many streets in Milwaukie have challenging topography to build sidewalks. Topography on streets would require retaining walls to be built and driveways reconstructed. This would reduce the amount of sidewalks that could be constructed with the amount of funding available.

# Attachment 3

## LID Sidewalk Construction Approach October 2012

### Outline

- A. Receive direction from property owners
  - Owners in favor of construction
  - Owners in opposition of construction
  - Owners are neutral
  
- B. What is the existing condition of the proposed construction site
  - Right of way
  - Stormwater collection/treatment
  - Sidewalk connectivity
  - Topography
  - ADA Compliance
  - Adjacent properties
  
- C. Sidewalk program prioritization
  - Determine if the project is feasible
  - Provide a cost estimate to abutting property owners
  - Set up the Local Improvement District (LID) with property owners

Under an LID project approach, the property owners would be giving the direction of where to construct new sidewalk in the City. A majority of property owners would need to agree to pay for the construction of the new sidewalk. Only the property owners abutting the new sidewalk would be assessed the cost of construction.

The Engineering Department would assess each location of proposed new sidewalk construction. In house surveying may be performed to check grades and to receive a better sense of project scope. Once the scope and initial project limits are determined, a project cost will be presented to the property owners for consideration.

The LID approach would not require a funding mechanism to construct new sidewalks. As stated above, the property owners would share in the full cost of constructing the new sidewalk. The Engineering Department would be able to undertake the initial project scope, surveying, and cost estimate in house.

## City Funded Sidewalk Construction Approach

### Outline

- A. Receive direction from citizens citywide
  - Open House for each neighborhood
  - NDA Meetings
  - PSAC Meetings
  - Surveys (Online, Mailers, etc.)
  - City Council
  
- B. Prioritize (Possible Point System)
  - a. Transportation System Plan (TSP) Pedestrian Master Plan
  - a. Safer Routes to School
  - b. Street Classification
  - c. Transit Routes
  - d. Public Destinations (ie Library, Shopping, PSB, Hospital, etc.)
  - e. Current Right of Way
  - f. In-Fill
  
- C. Select projects
  - Depends on funding
  - Equitability between neighborhoods
  - Do projects match the recommendations on the TSP Ped Master Plan

Major items to consider with this program:

- A. Funding
  - a. Bonds
  - b. Utility Fee
  - c. Amend SSMP
  - d. WSMP funds shifted to this program
  - e. Use FILOC to leverage larger grant funds (CDBG, ODOT, etc.)

Under the City funded sidewalk construction approach, the City would take on the burden of funding the projects. The City would need to set up a funding mechanism for construction of sidewalks. The cost burden would most likely be placed on every citizen in the community in one fashion or another.

The City should use the TSP Pedestrian Master Plan as the basis of the priority projects. The projects are listed in Chapter 5 of the TSP and include 50 identified projects. The projects are rated on a low, medium, and high priority basis. The Plan identifies the funding level needed for each project.

**Major Concerns with constructing sidewalks (either approach):**

ROW – Does the selected location for sidewalks have enough right of way width? Would this program acquire right of way or would we move onto the next location on the list? Acquiring right of way is very costly and would probably expend most of the funds without being able to construct sidewalk.

Stormwater Runoff – Would the City look at constructing stormwater facilities for treatment and detention with sidewalk projects or would we use pervious concrete? The trigger for requiring stormwater treatment is 500 SF of new impervious area. Pervious concrete is a cheaper option than standard concrete with a stormwater facility. Pervious concrete would require routine cleaning to maintain the porosity and standard concrete does not require any maintenance.

Existing Topography – Many streets in Milwaukie have challenging topography to build sidewalks. Topography on streets would require retaining walls to be built and driveways reconstructed. This would reduce the amount of sidewalks that could be constructed with the amount of funding available.

2.2

Planning  
Key Documents

## **For your convenience:**

Attached are introductions and brief summaries of the following Planning Documents. They are available in full via the Milwaukie City Council Online Handbook.

- **Comprehensive Plan**
- **Land Division Ordinance**
- **Sign Ordinance**
- **Zoning Ordinance**
- **Transportation System Plan (TSP)**

2.2.1

\*Comprehensive Plan

**Milwaukie Municipal Code**[Up](#)[Previous](#)[Next](#)[Main](#)[Search](#)[Print](#)[No Frames](#)[COMPREHENSIVE PLAN](#)**INTRODUCTION**

Although Milwaukie's history dates back to 1840, until the 1940's it was a small town of less than 2,000 people just south of Portland. Map 1 shows the City's location in the region. With the war years came the development of the Milwaukie Industrial Park, and Milwaukie rapidly became a city with local jobs and an industrial tax base. During the 1950's, suburban growth spread to Milwaukie and to the south and east of the City boundaries. New suburbanites and large annexations added to the City's growth into the 1960's. Although the City itself was growing rapidly, new residential development flooded past Milwaukie aided by the growth of sewer, water, and fire service districts. The City is now bordered by developing or fully developed residential areas. Although new development is occurring in newer, still vacant portions of the City, many of the older parts of Milwaukie are solidly built up.

As new development has located further from the Portland core area, Milwaukie has become a close-in older suburb and with that change have come new and different problems. Single family building lots are becoming more scarce and expensive, while the existing housing stock grows older. The remaining truck farms and agricultural lands are being converted to housing and industry. Citizens are concerned about the lack of parks and open space as the remaining vacant land disappears. Existing industrial parks are approaching full development, and limited land is available for future industrial growth. Traffic congestion on old streets and highways is increasing, and new freeways are opening up lands for residential and commercial development. In summary, Milwaukie is becoming a mature city with problems of its own.

**WHY CITIES PLAN**

The Plan is fundamentally a guide to the physical development of a city. It is the translation and reflection of the community's social and economic values into a scheme that describes where to build, what to preserve and conserve, where to rebuild, and how to direct growth. Plans are made to reach goals which are generally years away, but are useful as a guide in helping to make decisions today.

**OVERRIDING MANAGEMENT****POLICIES**

During preparation of the Comprehensive Plan, four overriding policies emerged which directed Plan preparation:

- Public and private actions will result in a net benefit for existing City residents and will contribute to the improvement of the local business and industrial economy.

- Existing natural resources and developments of character will be preserved, and new development will contribute to improving the quality of the living environment, and to a sense of City-wide identity and pride.
- Neighborhoods, their identity, and security, will be maintained and enhanced by all actions resulting from public and private activities.
- Public facilities and services will adequately serve existing residents and businesses, and not be overburdened by new public or private development.

### HOW TO USE THIS PLAN

This Plan, together with its supporting documents, is an official policy statement of the City. The Milwaukie Comprehensive Plan is a "Policies Plan" which establishes broad City goals, and specific policies which will realize or achieve these goals. The policies are intended to provide sufficient guidance for evaluating a wide variety of proposed actions, and for making daily decisions about matters covered by the Plan. The Planning Commission will use the Plan as a guide in determining whether and how individual projects should be approved. The City Council will refer to the Plan when evaluating municipal projects, and programming of capital expenditures. Private individuals should find the Plan a helpful description of the conditions and policies which could affect contemplated investments or actions.

Throughout the Plan the following terms are used. These deal first with broad, general ideas, and proceed to more detailed levels about specific matters.

- **Goals:** These are the end points or ultimate results which the Plan seeks to achieve. They are general statements describing what is intended or desired with respect to different aspects of community improvement.
- **Objectives:** These are more specific ends or targets; shorter range or more specific ways in which a goal may be reached; how goal attainment will take place.
- **Policies:** These are the specific means, methods, and courses of action which the City will use to reach an objective; when appropriate, standards, criteria, or levels of performance may be included to indicate how an intended result may be measured.
- **Planning Concepts:** These provide explanatory guidelines, standards, or definitions to clarify how a policy may be carried out.

The Comprehensive Plan contains six chapters, each having policy elements. The Citizen Involvement chapter outlines methods for encouraging Milwaukie's citizens to become involved in the planning process. The Plan Review and Amendment Process chapter ensures that the Plan will be amended on a

regular basis to meet changing needs. The Environmental and Natural Resources chapter describes the City's natural resources and the constraints they will place on the form of future development. The Land Use chapter may be considered the heart of the Plan since it outlines how, when, and where future development may occur, and how the character of existing development can be maintained and enhanced.

The City has a primary responsibility to provide both its current and future residents with an adequate level of public facilities and services. Roads, sewer, and water service are all important areas of City jurisdiction. The Transportation, Public Facilities and Energy Conservation chapter contains policies which meet the City's future needs while accomplishing the objectives established in the previous two chapters. And finally, the City Growth and Governmental Relationships chapter establishes a coordination process for land use actions in areas of interest to both the City and County, and sets out a study program to determine the most cost-effective means of providing full urban services within the dual interest area.

The information on which this Plan is based is in the supporting documents listed in the Appendix and in the Final Order by which the Plan is adopted.

### THE HISTORICAL ROOTS OF PLANNING IN MILWAUKIE

The Statewide Planning Goals, adopted by the Land Conservation and Development Commission in 1974, were addressed in the 1980 version of Milwaukie's Plan. The 1988 update to the Plan responds to changes in circumstances which have occurred, new legislation, and new State programs which have been adopted since 1980. Notable changes incorporated into this Plan include added protection for natural resource areas and historic structures, a revised citizen involvement process, and changes to the industrial and commercial land use section which tie Milwaukie's ability to serve available industrial land with services to the type and timing of development. Notable changes or additions to documents implementing the Plan include completion of a Public Facilities Plan, and changes to the Zoning Ordinance which will allow mobile home parks in certain areas, provisions for improved review process for development in natural resource areas, and development of a process for altering historic resources.

The 1977-80 comprehensive planning effort concentrated on the development of a community-wide and neighborhood information base. From this information, city-wide policies were developed. Further reviews by agencies, City Staff, special task forces, the Comprehensive Plan Steering Committee, neighborhoods, the Planning Commission, and City Council resulted in a finalized set of goals, objectives, and policies.

### FUTURE GROWTH PROJECTIONS

The Metropolitan Service District (Metro), which assumes regional planning functions in the area, has developed population projections for cities and counties in the metropolitan area. Past and present

population, as well as current projections, are shown in Table 1.

Table 1

POPULATION PROJECTIONS BY METRO

<u>Counties</u>	<u>ACTUAL<sup>1</sup></u>		<u>ESTIMATE<sup>2</sup></u>	<u>PROJECTED<sup>3</sup></u>		<u>% Change 1985-2005</u>
	<u>1970</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>2005</u>	
Clackamas	166,088	241,225	248,200	284,100	362,500	+46.0%
Multnomah	566,667	561,304	561,800	597,700	652,500	+16.0%
Washington	157,920	244,906	268,000	295,600	409,300	+53.0%
Milwaukie	16,609	17,931	17,884	19,000	20,300	+13.5%

Remainder of Urban Growth Management Area

Unincorporated portions of:

Census Tract 210				1,682	1,472
Census Tract 215				2,976	3,157
Census Tract 216.02				2,529	2,881

All of:

Census Tract 222.01	1,510			1,648	3,812
Census Tract 216.01	4,219			<u>4,580</u>	<u>4,503</u>

TOTAL AREA: 32,415 36,126

(Milwaukie plus unincorporated Urban Growth Management Area)

Sources:

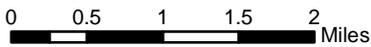
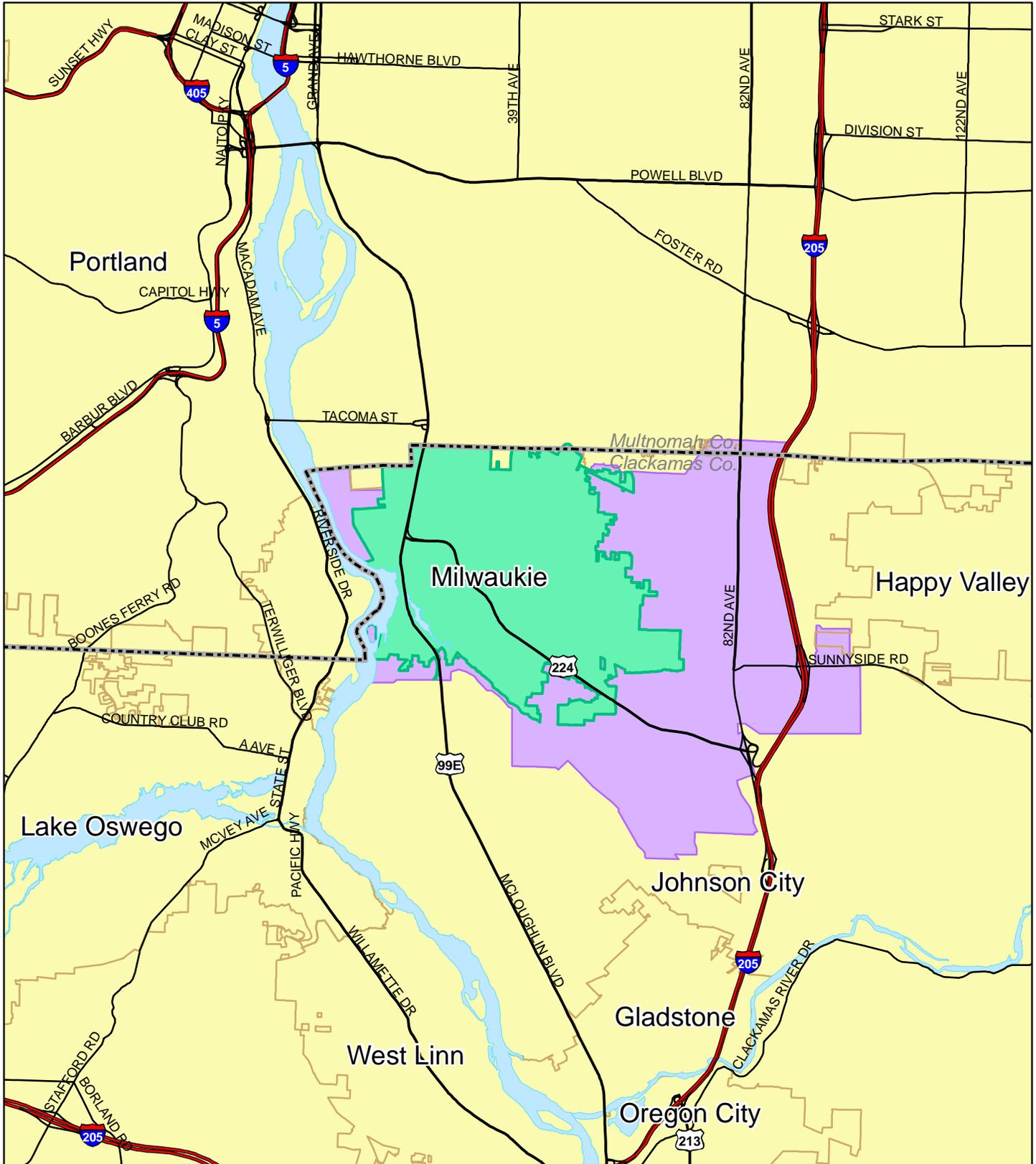
<sup>1</sup>U.S. Bureau of Census

<sup>2</sup>Portland State University Population Research Center

<sup>3</sup>Metro, 1987 and 1985 Projections

# LOCATION MAP

## Milwaukie Comprehensive Plan Map 1



- City of Milwaukie
- Milwaukie UGMA
- Other City Boundary
- County Boundary



## 2.2.2

\*Land Division Ordinance

**Milwaukie Municipal Code**[Up](#)[Previous](#)[Next](#)[Main](#)[Collapse](#)[Search](#)[Print](#)[No Frames](#)[TITLE 17 LAND DIVISION](#)**CHAPTER 17.04 ADMINISTRATION AND ENFORCEMENT****17.04.010 TITLE AND STRUCTURE****A. Title**

The ordinance codified in this title shall be known and may be cited as the "Land Division Ordinance" of the City of Milwaukie.

**B. Structure**

This title is divided into chapters and sections. Chapter divisions are denoted by the 2-digit number following the title number. Section divisions are identified by the 3-digit number following the chapter division. (Ord. 1907 (Attach. 1), 2002)

**17.04.020 AUTHORITY**

A. The Planning Director shall have the authority to apply, interpret, and enforce the provisions of this title. An appeal from a ruling by the Planning Director regarding a requirement of this title may be made to the Planning Commission under provisions of Chapter 19.1000.

B. The Engineering Director shall have the authority to accept, conditionally accept, or reject construction and engineering plans and specifications in accordance with professional judgment and accepted engineering or surveying practices. (Ord. 1907 (Attach. 1), 2002)

**17.04.030 CONSISTENCY WITH MUNICIPAL CODE**

All land divisions and property boundary changes shall be consistent with Title 16 Environment, this title, Title 18 Flood Hazard Regulations, and Title 19 Zoning. (Ord. 1907 (Attach. 1), 2002)

**17.04.040 APPROVAL REQUIRED**

All lot consolidations, land divisions, changes in property boundary lines, and creation of streets or rights-of-way shall be approved in accordance with these regulations prior to conveying or recording any instrument effecting a lot consolidation, land division, or property boundary change. A person desiring to partition, subdivide, replat, consolidate, or change property boundaries shall submit application for approval as provided in this title and State law. (Ord. 1907 (Attach. 1), 2002)

**17.04.050 TIME LIMIT ON APPROVAL****A. Expiration of Approval**

All decisions on boundary changes and land divisions shall expire 1 year after the date of approval. Reactivation of expired decisions may only be made by submission of a new application and related fees.

**B. Extensions**

Approvals may be extended up to 6 months upon submission of formal request to the original decision-making authority. One extension of the approval period not to exceed 6 months will be granted provided that:

1. No changes are made on the original plan as approved;
2. The applicant can show intent of recording the land division or boundary change within the 6-month extension period; and

3. There have been no changes in the ordinance provisions on which the approval was based.

(Ord. 1907 (Attach. 1), 2002)

#### **17.04.060 REDUCTION OF LAND BELOW MINIMUM STANDARDS**

No unit of land shall be split or reduced by any means in conflict with the requirements of this title or Title 19 of this code. The splitting of a lot or parcel to add to another shall not be allowed unless the remaining portion meets all zoning standards for the zone where the land is located, or it is simultaneously consolidated with a contiguous parcel, which will thereafter comply with zoning standards. (Ord. 1907 (Attach. 1), 2002)

#### **17.04.070 CORRECTION OF IMPROPER LAND DIVISION OR BOUNDARY CHANGE**

Improper land divisions or boundary changes shall be corrected by submission of appropriate applications and by following the associated review procedures prescribed in this title. This section shall not preclude enforcement against violations of this title. (Ord. 1907 (Attach. 1), 2002)

#### **17.04.080 FORM OF APPLICATIONS**

All applications provided for in this title shall be made on forms prescribed by the Planning Director. (Ord. 1907 (Attach. 1), 2002)

#### **17.04.090 FEES**

A fee as established by resolution of the City Council shall be paid to the City upon the filing of an application. Such fees shall not be refundable. (Ord. 1907 (Attach. 1), 2002)

#### **17.04.100 AMENDMENTS**

Legislative amendments to this title shall be made in accordance with Chapter 19.1000 and Section 19.902. (Ord. 2025 § 3, 2011; Ord. 1907 (Attach. 1), 2002)

#### **17.04.110 DETERMINATIONS OF LEGAL STATUS**

Requests for determinations on the legal status of units of land shall be processed pursuant to Section 19.903 Code Interpretations and Director Determinations. (Ord. 2025 § 3, 2011; Ord. 1907 (Attach. 1), 2002)

#### **17.04.120 RECORDING**

- A. Recording instruments for boundary change, subdivision, partition, and replat shall be submitted to the County Surveyor within 6 months of City approval.
- B. Prior to recording a lot consolidation, property line adjustment, subdivision, or partition plat or replat, the applicant shall submit the recording instruments to the Planning Director for a determination of consistency with the City Code and required approvals.
- C. Lot consolidations for units of land legally created by metes and bounds descriptions may be recorded by deed subject to approval of the County Surveyor.
- D. Subdivision and partition plats, and replats, must be recorded by plat.
- E. A copy of the recording instruments shall be submitted to the Planning Director no later than 15 days after filing with the County Surveyor. (Ord. 1907 (Attach. 1), 2002)

#### **17.04.130 MONUMENTATION AND SURVEY**

- A. Monuments are required in accordance with ORS Chapter 92.
- B. Monumentation surveys shall be filed with the County Surveyor in accordance with ORS

Chapters 92 and 209. (Ord. 1907 (Attach. 1), 2002)

#### **17.04.140 VIOLATION—PENALTIES**

Violation of any provision of this title is a civil infraction. The civil penalty for violation of this title shall be \$200.00. The cost of completing or correcting any improvements required by this title and incurred by the City may be assessed to persons as part of the civil infraction judgment. Each day a violation continues shall be considered a separate violation. (Ord. 1907 (Attach. 1), 2002)

#### **17.04.150 APPEALS**

Appeals on actions authorized under this title shall be made in accordance with Chapter 19.1000. (Ord. 1907 (Attach. 1), 2002)

## 2.2.3

\*Sign Ordinance

**Milwaukie Municipal Code**[Up](#)[Previous](#)[Next](#)[Main](#)[Collapse](#)[Search](#)[Print](#)[No Frames](#)[TITLE 14 SIGNS](#)**CHAPTER 14.04 GENERAL PROVISIONS\***

\* **CodeAlert:** This topic has been affected by [2078](#). To view amendments and newly added provisions, please refer to the [CodeAlert Ordinance List](#).

**14.04.010 TITLE**

This chapter shall be known and may be cited as the "Sign Ordinance of the City of Milwaukie, Oregon." (Ord. 1733 § 1(1) (Exh. A), 1993)

**14.04.020 PURPOSE**

The Council of the City of Milwaukie, Oregon, finds and declares that it is necessary to regulate the design, quality of materials, construction, installation, maintenance, electrification, illumination, type, size, number, and location of all signs visible from a right-of-way or lot under other ownership in order to:

- A. Protect the health, safety, property and welfare of the public;
- B. Promote the neat, clean, orderly and attractive appearance of the community;
- C. Provide for the safe installation and maintenance of signs;
- D. (Repealed by Ord. 1965);
- E. Preserve and enhance the unique scenic beauty of Milwaukie;
- F. Accommodate the need of sign installers while avoiding nuisances to nearby properties;
- G. Ensure safe construction, location, installation, and maintenance of signs;
- H. Prevent proliferation of sign clutter;
- I. Minimize distractions for motorists on public highways and streets;
- J. Regulate solely on the basis of time, place, and manner of a sign, not on its content; and
- K. Coordinate review where multiple agencies have review authority for a sign permit. (Ord. 2040 § 2 (Exh. B), 2011; Ord. 1965 §§ 2, 3, 2006; Ord. 1733 § 1(1) (Exh. A), 1993)

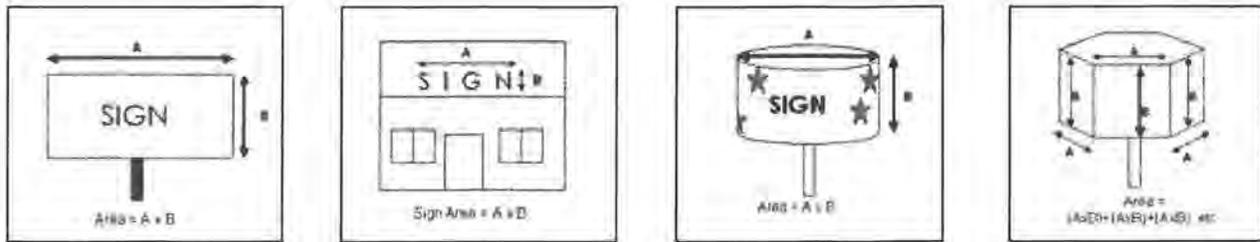
**⚠️ 14.04.030 DEFINITIONS**

The following words and phrases where used in this chapter shall, for the purposes of this chapter, have the meanings respectively ascribed to them in this section:

"Area" or "area of a sign" means the area to and within an established sign edge, frame or perimeter which encloses the limits of any writing, representation, emblem, figure, or character. The area of a sign having no such perimeter, or the area of a sign having an irregular shape, shall be computed by enclosing the surface area within a circle, square, rectangle, and/or triangle. The area of all signs in existence at the time of the enactment of the ordinance codified in this chapter, whether conforming or nonconforming, shall be counted in establishing the permitted sign area of all new signs to be allowed for an individual business on a premises. Where a sign is of a three-dimensional or round or irregular solid shape, the largest cross-section shall be used, as though it were a flat surface, to determine sign area.

**Figure 14.04.030-1**

### Calculating Sign Area



“Awning” means either a permanent or retractable structural extension off a building or structure which has a minimum ground clearance of 8 feet.

“City” means the City of Milwaukie, Oregon.

“Clearance” is measured from the highest point of the grade below the sign to the lowermost point of the sign.

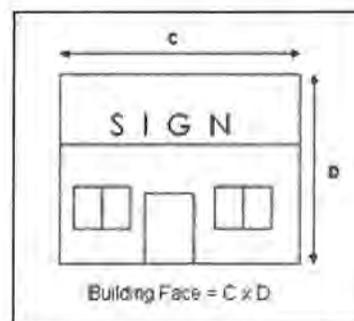
“Display surface” means the area made available by the sign structure for the purpose of displaying the message.

“Dissolve” means the changing of an electronic display by means of varying light intensity or pattern, where one display gradually appears to dissipate or lose legibility simultaneously with the gradual appearance and legibility of a subsequent display.

“Downtown zones” means the DS, Downtown Storefront; DC, Downtown Commercial; DO, Downtown Office; DR, Downtown Residential; and DOS, Downtown Open Space Zones as defined in the Zoning Ordinance.

“Face of a building” means all window and wall area of a building in one plane.

**Figure 14.04.030-2  
Building Face**



“Fade” means the changing of an electronic display by means of varying light intensity, where one display gradually reduces intensity to the point of being illegible or imperceptible and the subsequent display gradually increases intensity to the point of being legible or capable of being perceived.

“Flag” means any fabric displayed on a flagpole that is the symbol of a national government or political subdivision.

“Frontage” means the length of the property line of any one premises along each public street it borders. Each portion of the premises abutting a separate street shall be considered as a separate frontage.

“Height” is measured from the highest point of the grade below the sign to the topmost point of the sign.

“Home occupation” means an occupation carried on at a dwelling as an accessory use to the dwelling, with the activity conducted in such a manner as to give no appearance of a business, and with no infringement upon the right of neighboring residents to enjoy the peaceful occupancy of their homes.

“Install” means to build, construct, attach, place, suspend, or affix and shall also include the painting of wall signs.

“Maintain” means to permit a sign, sign structure or part thereof to continue, or to repair or refurbish a sign, sign structure, or part thereof.

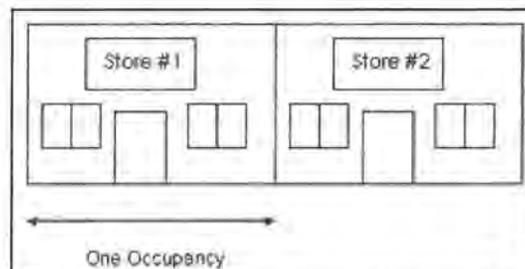
“Manufacturing zones” are the M, Manufacturing, and BI, Business Industrial, Zones as defined in the Zoning Ordinance.

“Marquee” means a permanent roof-like structure attached to and supported by a building and projected therefrom.

“Neighborhood Commercial Zone” means the C-N, Neighborhood Commercial Zone, as defined in the Zoning Ordinance.

“Occupancy” means a property or portion of property that is possessed or used separately from other properties or other portions of the same property. Examples of occupancies include a store in a mall or an office in an office building.

**Figure 14.04.030-3  
Occupancy**



“Other commercial zones” means the C-L, Limited Commercial; DS, Downtown Storefront; DC, Downtown Commercial; DO, Downtown Office; C-CS, Community Shopping Commercial; and C-G, General Commercial Zones, as defined in the Zoning Ordinance.

“Parapet or parapet wall” means that part of any exterior wall which extends above the roofline.

“Person” means any natural person, firm, partnership, association, social or fraternal organization, corporation, estate, trust, receiver, syndicate, branch of government, or any other group or combination acting as a syndicate, branch of government, or any other group or combination acting as a unit.

“Premises” means a lot, parcel or tract of land occupied, or to be occupied, by a building or unit or group of buildings and its accessory buildings under control of a person. If more than one business is located on the lot, parcel or tract of land, each separate business shall be considered as a separate premises.

“Prohibited electronic display” means any part of the message or display on an electronic display sign that utilizes the following methods of presentation:

“Flash” means sudden or intermittent electrical illumination.

“Scroll” means the changing of an electronic display by the apparent movement of the visual image, such that a new visual image appears from the margins of the sign in a continuous or unfurling movement.

“Travel” means the changing of an electronic display by the apparent horizontal movement of the visual image.

“Video display” means providing an electronic display in horizontal or vertical formats to create continuously moving images.

“Projection” means the distance by which a sign extends from its supporting structure.

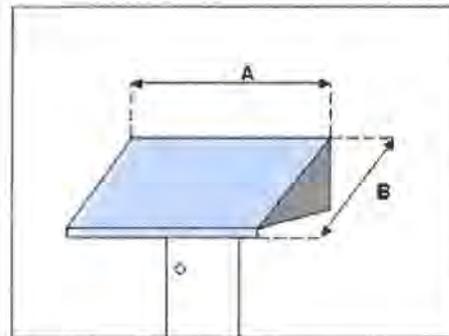
“Residential zones” means the R-10, R-7, R-5, R-3, R-2.5, R-2, and R-1 Residential Zones as defined in the Zoning Ordinance.

“Residential-office-commercial zone” means the R-O-C, R-1-B, and DR Zones as defined in the Zoning Ordinance.

“Sign” means the physical components of materials placed or constructed primarily to convey a message or other display and which can be viewed from a right-of-way or lot under other ownership.

Sign, Awning. “Awning sign” means a sign which is painted onto, attached, or affixed to the surface of an awning or is suspended underneath an awning. The display surface of an awning is measured as the distance from where the awning meets the vertical wall to the outermost projection of the awning times length.

**Figure 14.04.030-4  
Calculating Awning Area**



$$\text{Awning Area} = A \times B$$

Sign, Banner. “Banner sign” means a sign of lightweight fabric or similar material that can be mounted both on a permanent or temporary basis. A banner sign may be used as a wall sign provided appropriate wall sign standards are met.

Sign, Bench. “Bench sign” means a sidewalk bench which displays a message and is subject to the provisions of Chapter 12.20 of the Milwaukie Municipal Code.

Sign, Cabinet. “Cabinet sign” means a sign in which the display face is mounted on or attached to the front of a self contained box-like structure, which usually houses a light source, and is affixed to a building or other structure.

Sign, Daily Display. “Daily display sign” means a nonpermanent sign normally associated with business activity which is placed out-of-doors during business hours for display and returned indoors

during off-hours. Daily display signs may be constructed in a sandwich board (A-frame) style, mounted on a single pedestal, or other similar construction, and are intended to be unlit and easily moved.

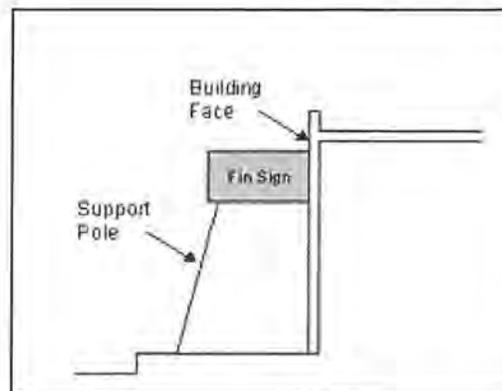
**Sign, Electronic Display.** "Electronic display sign" means a sign or portion of a sign on which the message or display is created by bulbs, light-emitting diodes, liquid crystal displays, plasma display panels, pixel or subpixel technology, or other similar technology.

**Sign, Externally Illuminated.** "Externally illuminated sign" means a sign illuminated by an exterior light source or luminous tubing which is primarily designed to illuminate only the sign.

**Sign, Fence.** "Fence sign" means a sign attached to the side of a fence on a permanent basis.

**Sign, Fin.** "Fin sign" means a sign which is supported by a pole or poles and partly by a building.

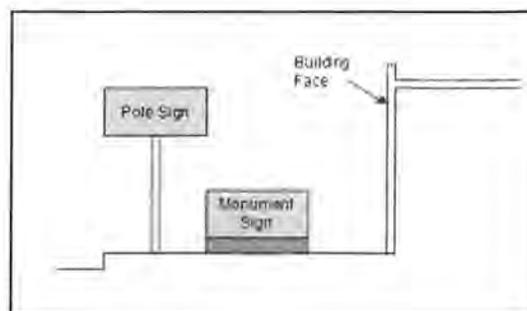
**Figure 14.04.030-5  
Fin Sign**



**Sign, Flashing.** "Flashing sign" means any sign which contains an intermittent or flashing light source, or which includes the illusion of intermittent or flashing light by means of animation, or an externally mounted intermittent light source.

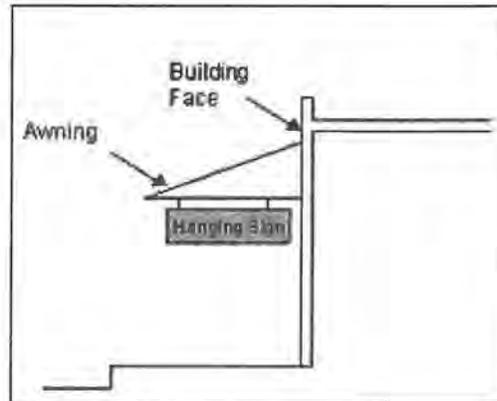
**Sign, Freestanding.** "Freestanding sign" means a sign wholly supported by a sign structure in the ground. Freestanding signs include pole signs and monument signs.

**Figure 14.04.030-6  
Freestanding Signs**



Sign, Hanging. "Hanging sign" is a sign that is suspended below an awning or other portion of a building and typically oriented perpendicular to pedestrian or vehicular travel.

**Figure 14.04.030-7  
Hanging Signs**

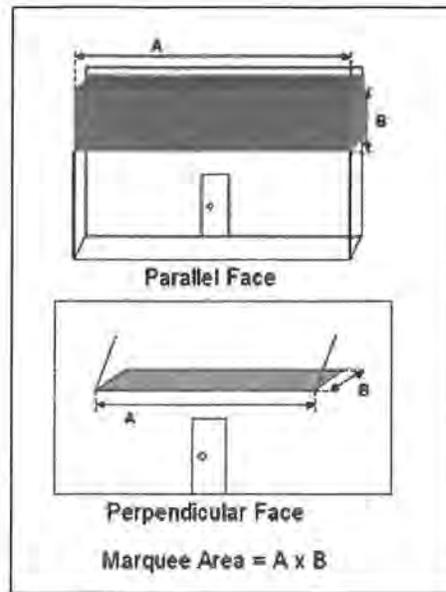


Sign, Internally Illuminated. "Internally illuminated sign" means a sign which is wholly or partially illuminated by an internal light source from which source light passes through the display surface to the exterior of the sign.

Sign, Kiosk. "Kiosk sign" means any sign with multiple display surfaces for view by pedestrians that illustrates information about a specific area, such as the layout of a development, tenants, businesses, or landmarks.

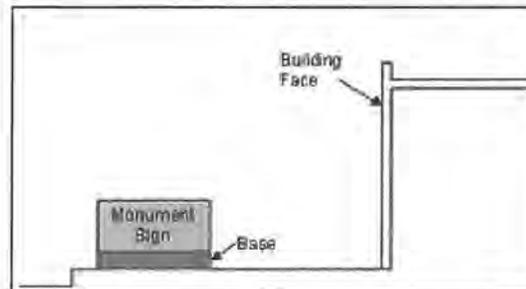
Sign, Marquee. "Marquee sign" means a sign which is installed or maintained under, over, or on, and supported or partially supported by, a marquee. The area of a marquee sign is calculated as the greater of the two marquee areas; either parallel or perpendicular to the building face.

**Figure 14.04.030-8  
Calculating Marquee Area**



Sign, Monument. "Monument sign" means any sign affixed to a base which has a width that is equal to or greater than the width of the sign.

**Figure 14.04.030-9  
Monument Sign**



Sign, Moving. "Moving sign" means a sign with a visible moving part or visible mechanical movement, including signs which move in the wind or forced air, or by motors, clockwork, or other mechanical means.

Sign, Noncomplying. "Noncomplying sign" means any sign that did not comply with applicable sign code standards when built or modified.

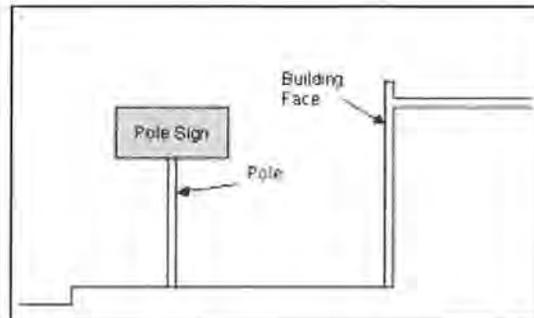
Sign, Nonconforming. "Nonconforming sign" means a sign that complied with applicable standards when created or modified but which does not comply with existing standards. Signs that did not require Planning Commission or Design and Landmarks Committee approval when created shall not be considered nonconforming if approval from these bodies is currently required.

Sign, Outdoor Advertising. "Outdoor advertising sign" means a sign that meets the definition of Oregon Revised Statute 377.710(2).

Sign, Pennant. "Pennant sign" means a shaped, lightweight sign made of plastic, fabric, or other material (whether or not containing a message of any kind); suspended from a rope, wire, or string; usually in a series; and designed to move in the wind.

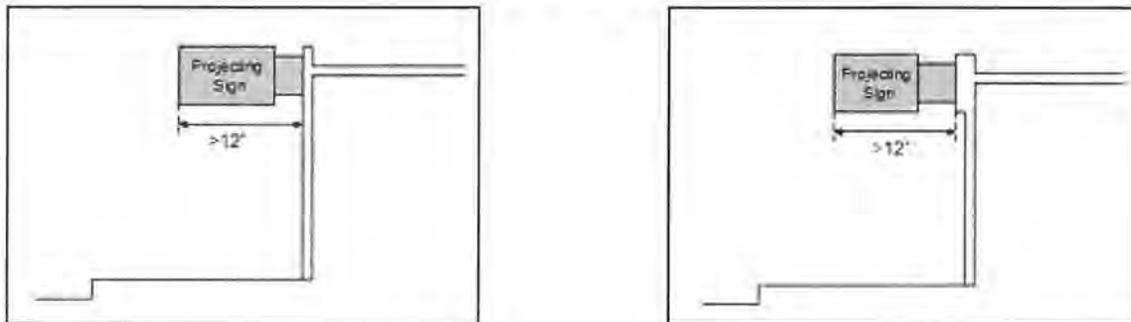
Sign, Pole. "Pole sign" means a freestanding sign in which the display face of the sign is supported on a base which may be tubular, columnar, or rectangular in shape and in which any portion of the base or support structure has a width that is less than the width of the display surface of the sign.

**Figure 14.04.030-10  
Pole Sign**



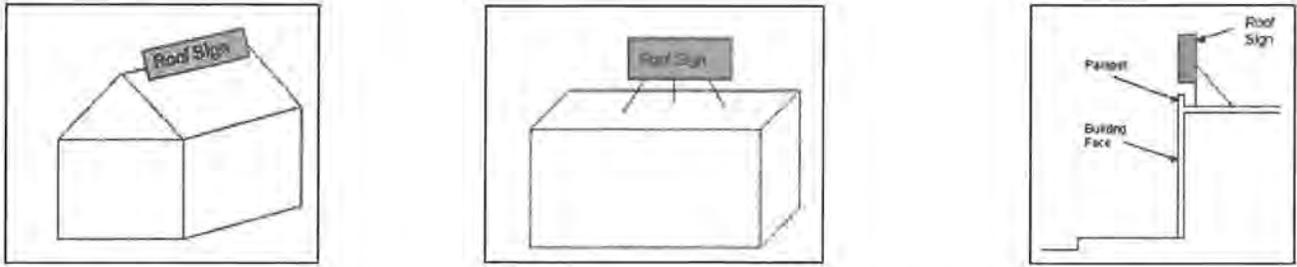
Sign, Projecting. "Projecting sign" means and includes any sign which is attached to a building and extends more than 12 inches beyond the line of the building or more than 12 inches beyond the surface of that portion of the building to which it is attached.

**Figure 14.04.030-11  
Projecting Signs**



Sign, Roof. "Roof sign" means a sign installed upon or above a roof or parapet of a building.

**Figure 14.04.030-12  
Roof Signs**

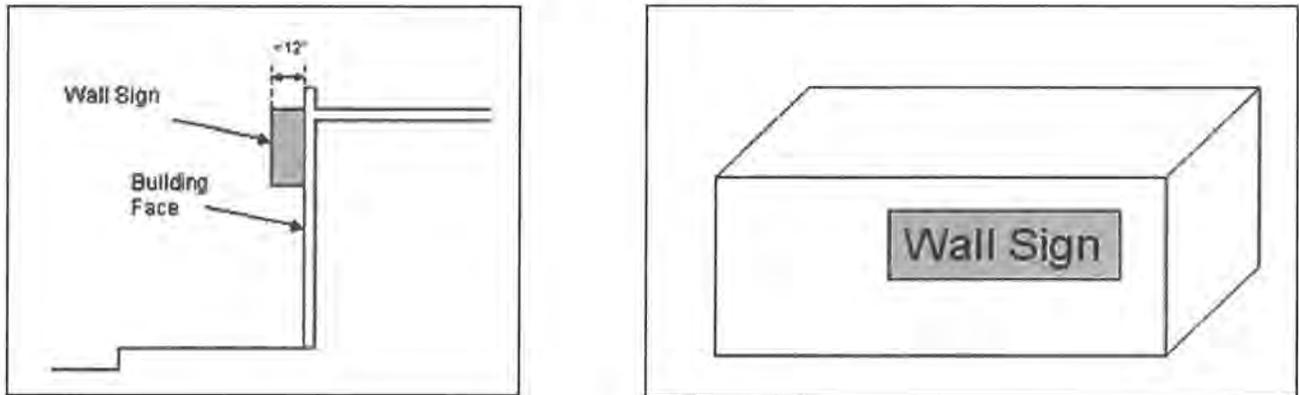


Sign, Temporary. "Temporary sign" means any sign, regardless of construction materials, which is not permanently mounted and is intended to be displayed on an irregular basis for a limited period of time.

Sign, Unsafe. "Unsafe sign" means any sign determined to be a hazard to the public by the City Manager or duly authorized representative.

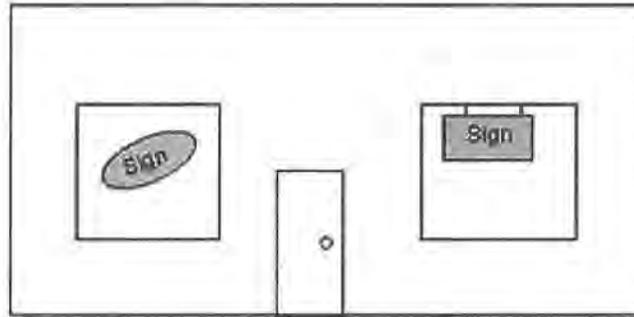
Sign, Wall. "Wall sign" means any sign painted on, attached to, or installed against the wall of a building or structure, with the exposed face of the sign in a plane parallel to the plane of said wall, the angle of said wall not to exceed thirty degrees from the vertical. Wall signs may not project more than 12 inches from the wall to which they are attached. Painted wall decorations which include a message are considered to be wall signs.

**Figure 14.04.030-13  
Wall Signs**



Sign, Window. "Window sign" means a sign, pictures, symbols, neon tubing, or combination thereof, designed to communicate information, that is placed within a window and directed toward the outside of the window. Window signs do not include painted or printed displays of a temporary nature.

**Figure 14.04.030-14  
Window Sign**



“State highway” means the entire width between the boundary lines of every State highway as defined in ORS 366.005, including but not limited to the Interstate System and the federal-aid primary system.

“Structural alteration” means any change in a structure or components. Structural alteration does not include a change in copy or message, normal maintenance, or repairs that simply restore the sign to original condition.

Table 14.04.030 summarizes the types of signs. In the sign district sections that follow, regulations are discussed in terms of the categories listed in this table.

<b>Table 14.04.030 Types of Signs</b>	
<b>Sign Category</b>	<b>Sign Type</b>
Wall signs	<ul style="list-style-type: none"> <li>· Signs placed on parapets</li> <li>· Banners</li> <li>· Cabinet signs</li> <li>· Murals</li> <li>· Signs on the exterior of a window</li> </ul>
Freestanding signs	<ul style="list-style-type: none"> <li>· Pole signs</li> <li>· Monument signs</li> <li>· Billboards</li> <li>· Daily display sandwich board signs</li> </ul>
Projecting signs	<ul style="list-style-type: none"> <li>· Below an awning, eve, or marquee</li> <li>· Sign projecting from a structure</li> </ul>
Window signs	<ul style="list-style-type: none"> <li>· Signs on the interior of a window</li> <li>· Painted or printed temporary signs</li> </ul>
Roof signs	<ul style="list-style-type: none"> <li>· Signs mounted on a roof</li> <li>· Signs mounted on a parapet</li> </ul>
Other signs	<ul style="list-style-type: none"> <li>· Bench</li> <li>· Flags</li> <li>· Marquee</li> </ul>

	Awning
--	--------

(Ord. 2040 § 2 (Exh. B), 2011; Ord. 1965 §§ 2, 3, 2006; Ord. 1917 § 3 (Exh. B), 2003; Ord. 1916 § 3 (Exh. B), 2003; Ord. 1880 § 6 (Exh. A), 2000; Ord. 1733 § 1(1) (Exh. A), 1993)

#### **14.04.040 ZONING DISTRICTS**

The regulations regarding signs contained in Chapter 14.16 relate to zoning districts which are defined in the Zoning Ordinance Map, which is part of the Zoning Ordinance of the City. (Ord. 1733 § 1(1) (Exh. A), 1993)

2.2.4

\*Zoning Ordinance

**Milwaukie Municipal Code**[Up](#)[Previous](#)[Next](#)[Main](#)[Collapse](#)[Search](#)[Print](#)[No Frames](#)[TITLE 19 ZONING](#)**CHAPTER 19.100 INTRODUCTORY PROVISIONS****19.101 TITLE**

This title shall be known and may be cited as the Zoning Ordinance of the City of Milwaukie, Oregon. This title and any amendments to it shall be adopted by ordinance. Amendments to this title shall be subject to the provisions of Section 19.902. (Ord. 2025 § 2, 2011)

**19.102 PURPOSE**

This title implements the Comprehensive Plan, which provides the policy framework within which land use and development review is conducted in the city. Amendments to the Comprehensive Plan shall be subject to the provisions of Section 19.902.

The purpose of this title is to provide for the public health, safety, and general welfare of the citizens of the City through orderly community development including, but not limited to, consideration for concentration of population; economic development; sustainability; limitation of dangerous, offensive, or unwholesome trades or industries; maintenance of adequate light and air; and regulation of traffic. (Ord. 2025 § 2, 2011)

**19.103 APPLICABILITY**

This title applies to all land, uses, and development within the corporate limits of the City of Milwaukie. It does not apply to temporary events as defined and provided for in Chapter 11.04. (Ord. 2025 § 2, 2011)

**19.104 INTERPRETATION**

The Planning Director shall have the authority and responsibility for interpreting all terms, provisions, and requirements of this title. Unless specifically defined in Section 19.201, words or phrases used in this title are intended to be interpreted with the meaning they have in common usage. Requests for interpretations may be made as described and provided for in Section 19.903. (Ord. 2025 § 2, 2011)

**19.105 SEVERABILITY**

The provisions of this title are severable. If any section, sentence, clause, or phrase of this title is adjudged by a court of competent jurisdiction to be invalid, the decision shall not affect the validity of the remaining portions of this title. (Ord. 2025 § 2, 2011)

**19.106 COMPLIANCE**

Development may occur, a lot may be used, and a structure or part of a structure may be constructed, reconstructed, altered, occupied, or used only as this title permits. Where this title imposes greater restrictions than those imposed or required by other rules, regulations, or ordinances, the provisions of this title shall control. Where comparable provisions of this title are in conflict, the provisions that are the most restrictive shall control.

**19.106.1 Land Use Approvals**

Uses or development that are regulated by Titles 14, 17, and 19 of the Milwaukie Municipal Code shall submit and obtain approval of all required land use applications prior to establishment or construction. Table 19.901 contains a complete list of the City's land use applications and the locations of the provisions that govern their submittal, review, and approval. Chapter 19.1000 contains the City's land

use review procedures.

**19.106.2 Permit Approvals**

Uses or development that are regulated by Titles 14, 17, and 19 of the Milwaukie Municipal Code shall submit and obtain approval of all required development permits prior to establishment or construction.

- A. The Planning Director shall review applications for development and sign permits for compliance with applicable code provisions.
- B. The Planning Director may approve or deny applications for development and sign permits based on consistency with applicable code provisions.
- C. All development authorized by approved development and sign permits shall be in substantial conformance with plans approved by the Planning Director.
- D. Buildings for which permits have been issued shall not be occupied without prior occupancy approval in accordance with this subsection.
- E. Final occupancy approvals shall not be issued until completion of final zoning inspections and issuance of notice of completion by the Planning Director. Approval criteria for issuance of notice of completion includes all of the following:
  - 1. A written statement from the applicant that all improvements have been constructed in accordance with approved plans, except as modified and approved by appropriate approval authorities.
  - 2. Completion of zoning inspection by the Planning Director and confirmation that the project is in substantial conformance with approved plans.
  - 3. Payment of the final zoning inspection fee, as adopted by the City Council.
- F. The Planning Director shall complete the final zoning inspection within 5 working days from receipt of the applicant's request for final zoning inspection.

**19.106.3 Violations**

- A. A person violating a provision of this title shall, upon conviction, be punished by imprisonment for not more than 30 days, or by a fine of not more than \$200, or both. A violation of this title shall be considered a separate offense for each day the violation continues. If the violation was of a provision that was repealed or amended, the violation shall remain a violation to the extent that it does not conform to the provisions of this title.
- B. In case a building or land is located, constructed, maintained, repaired, altered, or used in violation of this title, the building or land in violation shall constitute a nuisance, and the City may, as an alternative to other remedies that are legally available for enforcing this title, institute injunction, mandamus, abatement, or other appropriate proceedings to prevent, enjoin temporarily or permanently, abate, or remove the unlawful location, construction, maintenance, repair, alteration, or use. (Ord. 2025 § 2, 2011)

**19.107 ZONING**

**19.107.1 Zone Classifications**

For the purposes of this title, the following base zones and overlay zones are established in the City per Table 19.107.1:

<b>Table 19.107.1 Classification of Zones</b>	
Zone Description	Abbreviated Description

<b>Base Zones</b>	
Residential	R-10
Residential	R-7
Residential	R-5
Residential	R-3
Residential	R-2.5
Residential	R-2
Residential	R-1
Residential-Business Office	R-1-B
Residential-Office-Commercial	R-O-C
Downtown Storefront	DS
Downtown Commercial	DC
Downtown Office	DO
Downtown Residential	DR
Downtown Open Space	DOS
Neighborhood Commercial	C-N
Limited Commercial	C-L
General Commercial	C-G
Community Shopping Commercial	C-CS
Manufacturing	M
Business Industrial	BI
Planned Development	PD
<b>Overlay Zones</b>	
Willamette Greenway	WG
Historic Preservation	HP
Mixed Use	MU
Aircraft Landing Facility	L-F

### 19.107.2 Zoning Map

The zones described in Subsection 19.107.1 above are displayed on a zoning map entitled "Zoning Map of Milwaukie, Oregon." The Zoning Map shall be dated with the effective date of the ordinance that adopted the Zoning Map and the effective date of the ordinance that most recently amended the map. A certified copy of the map and map amendments, shall be maintained in the offices of the City Planning Department.

### 19.107.3 Zoning Map Amendments

Zoning Map amendments are subject to the provisions of Section 19.902. The procedures for

processing a Zoning Map amendment application are located in Chapter 19.1000.

#### **19.107.4 Zone Boundary Determinations**

The exact location of a zone boundary shall be determined by the Planning Director where there is uncertainty, contradiction, or conflict as to the intended location of any zone boundary due to the scale, lack of detail, or illegibility of the Zoning Map. The determination shall be in accordance with the following guidelines:

##### **A. Street Lines**

Where zone boundaries are shown as approximately following the centerline of a right-of-way, such centerlines shall be construed to be the zone boundaries.

##### **B. Lot Lines**

Where zone boundaries are shown as approximately following lot lines, such lot lines shall be construed to be the zone boundaries.

##### **C. Water Courses**

Where zone boundaries are shown as approximately following the centerline of water courses, such lines shall be construed to be the zone boundaries unless such boundaries are otherwise fixed by dimensions described elsewhere in this title.

If a property owner disagrees with the Planning Director's initial determination, a formal determination request may be made as described and provided for in Section 19.903.

#### **19.107.5 Zoning of Lots with Multiple Zones**

If a zone boundary for a base zone in Chapter 19.300, as shown on the Zoning Map, divides a lot between 2 or more base zones, the entire lot shall be deemed to be in the base zone in which the greater area of the lot lies, provided that this adjustment involves a distance not to exceed 20 ft from the mapped base zone boundary. If an adjustment exceeds 20 ft, the regulations for the base zones shall apply to the lot as depicted on the Zoning Map.

#### **19.107.6 Zoning of Annexed Areas**

Land annexed to the City shall be assigned a land use and zoning designation that is consistent with the land use designations established by the Comprehensive Plan and the zones established by this title at the time of annexation. Annexations shall be adopted by ordinance pursuant to Chapter 19.1100.

#### **19.107.7 Zoning of Public Right-of-Way**

The zones applied to the public rights-of-way within the City boundaries as shown on the Zoning Map do not directly regulate the improvements or structures that are allowed in these rights-of-way. Improvements and structures in public rights-of-way are regulated by other rules, regulations, and ordinances maintained by the City and other road authorities, such as Chapter 19.700, Public Works Standards, and the Transportation System Plan. (Ord. 2036 § 3, 2011; Ord. 2025 § 2, 2011)

### **19.108 SPECIAL AREAS**

#### **19.108.1 Special Area Classifications**

For the purposes of this title, the following special areas are established in the City per Table 19.108.1:

<p><b>Table 19.108.1</b> <b>Classification of Special Areas</b></p>
---

Special Area Description	Abbreviated Description
Natural Resources	NR

### 19.108.2 Special Area Maps

The special areas described in Subsection 19.108.1 are not displayed on the City's Zoning Map. They are shown on specific administrative maps.

Natural resources are displayed on the Natural Resource (NR) Administrative Map, which is adopted by reference. Provisions for administering the NR Administrative Map are established in Subsection 19.402.15.

### 19.108.3 Classification of Annexed Areas

Land annexed to the City shall be assigned a special area designation consistent with the special area designations established by this title at the time of annexation. Annexations shall be adopted by ordinance pursuant to Chapter 19.1100.

Land annexed to the City shall be assigned a natural resource designation as applicable in accordance with the provisions established in Subsection 19.402.15.

### 19.108.4 Classification of Public Rights-of-Way

The special area designations applied to the public rights-of-way within the City boundaries, as shown on any specific administrative map, do not directly regulate the improvements or structures that are allowed in these rights-of-way. Improvements and structures in public rights-of-way are regulated by other rules, regulations, and ordinances maintained by the City and other road authorities, such as Chapter 19.700 Public Facility Improvements, the Public Works Standards, and the Transportation System Plan. (Ord. 2036 § 3, 2011)

2.2.5

\*Transportation System Plan

# 1

## Executive Summary

The Milwaukie Transportation System Plan (TSP) is the City's long-term plan for transportation improvements and includes policies and projects that could be implemented through the City Capital Improvement Plan, development review, or grant funding. The 2007 TSP planning process was a great opportunity for the community to fully define its transportation goals and discuss how the whole transportation system could be improved to support livability in Milwaukie. The 2013 TSP update process provided an opportunity to ensure that the plan reflected current conditions and took into account the latest forecasts and projections.

Milwaukie is a city of approximately 21,000 people and just under five square miles. Part of Milwaukie is designated as a Town Center in the 2040 Growth Concept. Though Milwaukie's population is expected to grow moderately (approximately one % per year), the city lies at the intersection of several regional transportation facilities and downstream from several areas slated for significant growth in Metro's 2040 Growth Concept.

### **THE PURPOSE OF A TRANSPORTATION SYSTEM PLAN (TSP)**

A primary purpose of an up-to-date TSP is to fulfill the State of Oregon Transportation Planning Rule (TPR) requirements for comprehensive transportation planning in the cities of Oregon. The TSP is a guiding policy document for long-term transportation planning and presents the City's goals and policies while outlining and prioritizing proposed improvements for pedestrian, bicycle, public transit, motor vehicle, and freight systems; downtown parking; and neighborhood traffic management. In addition, the TSP outlines the financial forecast for potential funding and ties that back to potential prioritized improvements to determine any funding shortfalls for projects. When funding shortfalls exist, potential concepts for generating additional revenue are outlined to help guide City funding-related decisions.

The TSP strives to determine existing problem areas for all modes of transportation, looks into the future to identify the needs created by growth, and provide solutions to existing and future needs with guidelines to develop the desired multimodal transportation system. Identifying specific transportation system needs will help the City guide its future transportation system investments and determine how land use and transportation decisions can be brought together beneficially for the community.

After Chapter 4 Future Forecasting Process, each section of the TSP includes a long-range master plan and an action plan. The action plans address those transportation improvements that could be made using limited local funding sources. The final prioritization of transportation

system improvements will be determined by the Milwaukie City Council as part of the annual capital improvements planning and budgeting process.

## WHO WAS INVOLVED IN THE CITY'S TSP UPDATES?

During the 2007 TSP update process, the City of Milwaukie launched an extensive public outreach and involvement process (see Appendix B). Citizens, partner agencies, and business representatives were invited to join one or more mode-specific working groups and the TSP Advisory Committee. The working groups were created to focus on different subtasks of the TSP, including: Traffic and Street Network Solutions, Pedestrian and Bike Solutions, Street Design, Transit Solutions, Downtown Parking, and Freight Access. The Advisory Committee oversaw both technical and policy review of the TSP, and offered guidance on the final prioritization of projects and strategies.

In 2013, the City conducted a smaller-scale update to the TSP in order to maintain compliance with Metro's 2035 Regional Transportation Plan (RTP). The public engagement component of the 2013 TSP update was far less intensive than the one in 2007, as the proposed changes did not involve major policy decisions and instead focused on the following elements:

- Update existing figures, tables, and text to reflect current conditions.
- Adjust the TSP's planning horizon year from 2030 to 2035.
- Remove completed projects and update project descriptions as needed.
- Add the final Portland-Milwaukie Light Rail (PMLR) alignment to master plan maps.

The 2013 TSP update, driven by the RTP compliance requirement, allowed the City to confirm that the master plans for the various travel modes (e.g., pedestrian, bicycle, public transit, etc.) will help the region move toward meeting its performance targets for 2035, including reductions in congestion, percentage of single-occupancy vehicle trips, and vehicle miles traveled per capita.

## TSP UPDATE PROCESS

In addition to data collection and public involvement, a TSP update consists of seven main elements. The following sections describe each of these elements in more detail.

### Goals

Transportation goals and policies form the basis for how the local transportation system will be developed and maintained over the next 22 years. The City's transportation goals support a multimodal approach to transportation planning and reflect how citizens think about and experience Milwaukie's transportation system. The City's nine transportation goals are:

- **GOAL 1 Livability:** Design and construct transportation facilities in a manner that enhances the livability of Milwaukie's community.
- **GOAL 2 Safety:** Develop and maintain a safe and secure transportation system.
- **GOAL 3 Travel Choices:** Plan, develop, and maintain a transportation system that provides travel choices and allows people to reduce the number of trips made by single-occupant vehicles.

- **GOAL 4 Quality Design:** Establish and maintain a set of transportation design and development regulations that are sensitive to local conditions.
- **GOAL 5 Reliability and Mobility:** Develop and maintain a well-connected transportation system that reduces travel distance, improves reliability, and manages congestion.
- **GOAL 6 Sustainability:** Provide a sustainable transportation system that meets the needs of present and future generations.
- **GOAL 7 Efficient and Innovative Funding:** Efficiently allocate available funding for recommended transportation improvements, and pursue additional transportation funding that includes innovative funding methods and sources.
- **GOAL 8 Compatibility:** Develop a transportation system that is consistent with the City's Comprehensive Plan and coordinates with County, State, and regional plans.
- **GOAL 9 Economic Vitality:** Promote the development of Milwaukie's, the region's, and the state's economies through the efficient movement of people, goods, and services, and the distribution of information.

## Existing Conditions

Project staff reviewed existing conditions to establish how the transportation systems within Milwaukie currently operate in terms of quality, effectiveness, accessibility, and safety. Sidewalk and pavement conditions, roadway and intersection traffic volumes, transit and freight operations, as well as parking, rail, environmental justice and natural resources were all reviewed with the goal of understanding the "bigger picture" of the City's transportation needs. Additional detail related to these topics can be found in Chapter 3.

## Forecasting Future Traffic Conditions

The forecast year for this plan is 2035. The City used Metro's urban area transportation forecast model to forecast future p.m. peak-hour traffic volumes at study area intersections. This is a complex model that takes many anticipated trends in demographics, changes in land use, population, etc. into account when forecasting future traffic volumes. Some of the more important assumptions include the projected growth in population in Clackamas County and the rest of the Metro region, residential and employment growth in downtown Milwaukie, and an increase in transit use within the Metro region. See Chapter 4 for more detail.

## Identification of Needs and Potential Improvements

The traffic volume projections forecasted from the Metro model formed the basis for identifying potential roadway deficiencies and evaluating alternative circulation improvements within Milwaukie. Needs for other modes were then identified, based on the future traffic forecasts and deficiencies in the existing infrastructure (sidewalks, bike lanes, transit stops, etc.).

Collectively, the master plans in Chapters 5 through 12 of the TSP describe the proposed capital and operational improvements to the transportation system between 2013 and 2035. While many of these potential improvements are presented as benefiting one mode, when possible, multiple modes are combined into one project. For instance, the Railroad Ave road-widening project listed in the Street Network Master Plan could include new bike lanes and sidewalks, as well as improvements for freight and transit.

Between the 2007 and 2013 TSP updates, the PMLR project became more defined, with construction starting in 2012. A thorough feasibility and impact study was conducted for the

PMLR project, identifying and developing appropriate mitigation for the new light rail system's impacts to Milwaukie's transportation infrastructure. The warranted improvements are being constructed as the new light rail system is being built. Once completed, PMLR will become a part of the City's transportation system and will be further studied to identify and address needed improvements as part of future updates to the TSP.

In June 2013, the Tacoma Station Area Plan (TSAP) was adopted to address potential redevelopment opportunities near the new PMLR station at Tacoma St. The TSAP included a list of approximately 20 projects identified to meet new transportation needs. These projects were assigned order-of-magnitude costs and were added to the relevant project lists for the various modes.

## **Ranking and Prioritizing Improvements**

The action plans in Chapters 5 through 12 focus on the highest priority projects that are most likely to be funded over the next 22 years with limited City funds. The action plans are built upon the premise that, given the limited funds available, the City should prioritize funding of transportation projects that 1) effectively address identified problems, and 2) best meet the City's Goals.

To prioritize the projects as part of the 2007 TSP update, project staff and the Advisory Committee used three sources: the project rankings from the working groups, evaluation of each project against the nine TSP Goals, and other information regarding dependence on other projects, neighborhood support, etc. Using this approach, project staff and the Advisory Committee developed a relative ranking of the projects, grouping them into three categories (high, medium, and low priority).

For the 2013 TSP update, project staff did not reevaluate projects against the nine TSP Goals but, instead, considered the input generated around a public meeting that was held to discuss transportation project priorities. For approximately 20% of the existing projects, the priority classification was adjusted to reflect changes in current conditions or a new awareness of community need. For new projects arising from the Tacoma Station Area Plan (TSAP), staff assigned a priority to each based on input from the TSAP Advisory Committee as well as staff knowledge of overall system needs.

## **Financing Transportation Projects**

The financially constrained action plan lists in Chapters 5 through 12 identify which projects the City should prioritize for funding with limited City funds. While these action plans will set the priorities for use of local funds, they do not assume funding sources such as State or regional grants, or contributions from local development. Therefore, the "financially constrained" lists are very constrained.

Given the limited availability of funding, the City will have to make tradeoffs when deciding how to spend the limited funds each year. As part of the 2007 TSP update, the Advisory Committee determined that the City should use a strategic approach that funds a range of high priority "implementable" projects. This approach encourages the City to tackle smaller projects with local funds, but also use local funds as the required local match to leverage State and federal funds for larger high priority projects. The 2013 TSP update reaffirmed this strategic approach.

The primary function of the TSP is to provide guidance for long-range policy and investment decisions about needed improvements to the transportation system over the next 22 years. The Consolidated Action Plan in Table 13-3 (located in Chapter 13 Funding and Implementation Plan) provides a list of the highest priority projects for the community. This list is utilized to build

the "Transportation Priority Project—Unfunded" section of the City's 5-year Capital Improvement Plan (CIP). The CIP is a list of projects for the City's water, wastewater, stormwater, and transportation systems that are scheduled to be funded in the short term. As funding becomes available, projects are moved from the unfunded section of the CIP to the section recommended for funding. Projects in the CIP section recommended for funding are reviewed by the City Council for funding every 2 years through the City's budgeting process. In essence, the CIP is the primary implementation mechanism for TSP projects.

## Recommendations

The Milwaukie TSP focuses on Milwaukie's transportation needs and decisions. Therefore, participants in the 2007 planning process created a set of recommendations that implemented State and regional policies but were tailored to Milwaukie's current and future needs. From all of the input that citizens and businesses offered during the 2007 TSP process, there were some clear messages. The highest priorities established in 2007 for improving transportation in Milwaukie were:

- Improve pedestrian and bicycle facilities throughout the city.
- Enhance public transit service.
- Maintain existing facilities.
- Manage traffic in neighborhoods (address "cut-through" traffic) as regional traffic volumes increase.
- Improve safety and accessibility of crossings over major corridors.

Though it is common for people to be focused on their own street, neighborhood, or bus line, a broad number of people identified the following areas as a priority in 2007:

- Downtown
- Milwaukie Marketplace area
- Railroad Ave
- Railroad crossings throughout the city

The 2013 TSP Update process did not involve the same level or depth of public involvement and discussion, as it was intended as only a minor refresh of the 2007 document. However, public comments gathered at and around a public meeting held in June 2013 largely confirmed the above recommendations (with at least one exception, that there was no clear identification of the Milwaukie Marketplace as a priority area). In 2013, people appear to be generally more supportive of projects that serve to improve multiple modes of transportation than those that enhance only one aspect of the larger transportation system. In addition, there is a clear emphasis on improving east-west connections across the community, especially to mitigate the divisive effect that Hwy 224 has in separating downtown from the predominant population in the eastern neighborhoods.

The following section summarizes the specific recommendations that resulted from the analysis of each mode and aspect, including: pedestrian, bicycle, public transit, motor vehicle, freight, street design, neighborhood traffic management, and downtown parking. Figure 1-1, the Composite Master Plan Map, summarizes the recommended improvements on one map, showing the location of recommended master plan improvements for pedestrian, bicycle, public transit, motor vehicle, and freight modes.



# Transportation System Plan

FIGURE 1-1

## COMPOSITE MASTER PLAN

November 2013

### Legend

- Schools
- Light Rail Station
- Light Rail Transit
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail
- Railroad
- Streets
- Major Roads
- County Line
- Water
- Parks
- City Limits

### Proposed Projects

- Bicycle Corridor Improvement
- Pedestrian Corridor Improvement
- Transit Corridor Improvement
- Freight Intersection Improvement
- Bicycle Intersection Improvement
- Pedestrian Intersection Improvement
- Auto Intersection Improvement



**DKS Associates**  
TRANSPORTATION SOLUTIONS

0 500 1,000 2,000 3,000 4,000 Feet

## PEDESTRIAN FACILITIES

Walking is the most affordable and accessible of all transportation modes. It is also clean, low-impact, and healthy for the individual. A safe and comfortable pedestrian environment allows people of all ages and abilities to travel independently.

Milwaukie's pedestrian system is challenged by an incomplete arterial/collector sidewalk system, a lack of local street connectivity, arterial crossings with potential safety and connectivity issues, and a lack of complete multiuse trails (see Chapter 3).

The City has several strategies for addressing pedestrian system needs and guiding project prioritization. The prioritization process helps to focus community investment on those projects that are most effective at addressing critical needs, while deferring other projects of lesser importance. The strategies for pedestrian facilities include:

- Key pedestrian corridors to connect neighborhoods with schools, parks, activity centers, and major transit stops.
- Arterial crossing and safety enhancements.
- Fill gaps in the network where some sidewalks exist.
- Pedestrian corridors that connect to major recreational uses.
- Enforcement of laws that protect pedestrians.
- Education about pedestrian safety and available walking routes.

These strategies would be implemented by projects that address needs and deficiencies.

### Key Recommendations

- **Arterial and Collector Street Improvements:** Construct walkways along key collector and arterial streets, especially when project is publicly funded:
  - Monroe St from 42<sup>nd</sup> Ave to eastern city limit
  - Stanley Ave within the city limits
  - Linwood Ave within city limits
  - 17<sup>th</sup> Ave north of downtown
  - Railroad Ave within the city limits
- **Local Street Improvements:** Walkways on local streets will be mostly constructed by new/infill development.
- **Intersection Improvements:** Construct intersection improvements to improve pedestrian safety near Hwy 224 and the Milwaukie Marketplace:
  - Oak St by the railroad tracks
  - Harrison St and Hwy 224
  - Railroad Ave and 37<sup>th</sup> Ave
- **Develop and distribute walking maps** that show routes to major destinations such as parks, schools, commercial areas, and trails.
- **Enforce against motorists** who speed and run stop signs.



# Transportation System Plan

## FIGURE 1-2

# PEDESTRIAN MASTER PLAN

November 2013

### LEGEND

<b>Existing Sidewalks</b> - Orange line: < 5 ft width - Blue line: 5 ft - 10 ft width - Purple dotted line: Kellogg Creek Trail - Blue dotted line: Springwater Trail - Green dotted line: Trolley Trail	<b>Proposed Improvement</b> - Yellow circle: Pedestrian Intersection Safety Improvement - Green shaded area: Pedestrian Facilities
- Black triangle: Schools - Grey line: Major Roads - Grey line: Streets - Black line: Railroad	- Dashed line: County Line - Dotted line: 10' Contours - Blue area: Water - Green area: Parks
- Dashed line: City Limits - Orange line: Light Rail Transit - Black square: Light Rail Station	

### PROPOSED PROJECTS

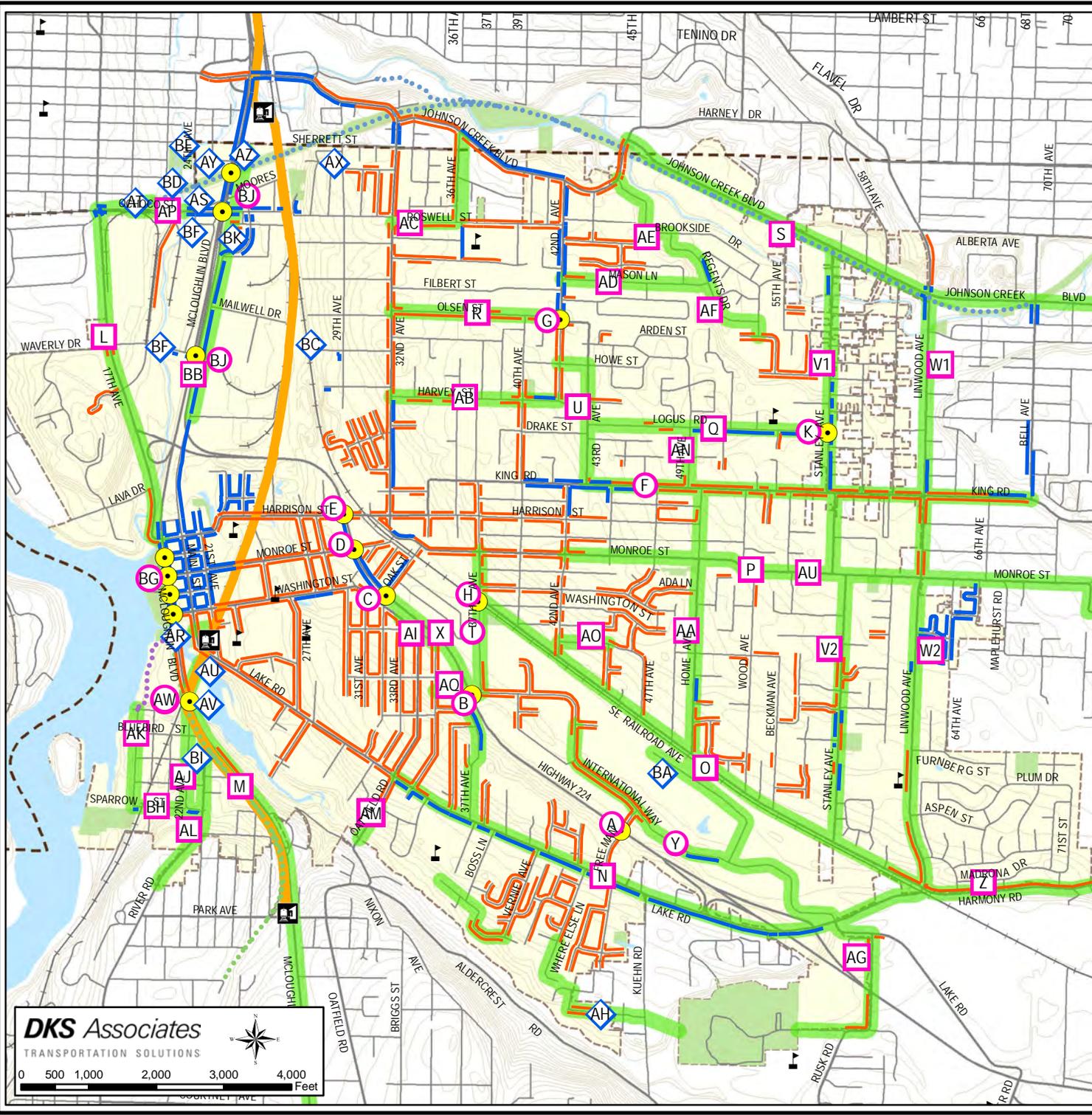
#### Improve Intersection to Increase Pedestrian Safety

- A** Freeman Way/HWY 224
- B** 37th Ave/HWY 224
- C** Oak St/HWY 224
- D** Monroe St/HWY 224
- E** Harrison St/HWY 224
- F** King Rd improvements
- G** Olsen St/42nd Ave
- H** Railroad Ave/37th Ave
- K** Stanley Ave/Logus Rd
- AV** McLoughlin Blvd and 22nd Ave
- BG** All McLoughlin crossings
- BJ** McLoughlin and Ochoco/Milport

#### Provide Pedestrian Facilities Where Not Currently Present

See Table 5-1 for project descriptions L-AG, AI-AO, BB, BH

- #### Enhance Existing Pedestrian Connection
- AH** Create ped connection from Rowe Middle School to North Clackamas Park
  - AR** Construct pedestrian underpass under HWY 99E at Kellogg Creek
  - AT** Complete Springwater Trail along Ochoco St
  - AU** Construct bike-ped overpass over Kellogg Creek
  - AV** Construct Kronberg Park Trail
  - AX** Pave connection to Springwater Trail at 29th Ave and Sherrett
  - AY** Improve connection from Springwater Corridor to Pendleton Site
  - AZ** Construct stairs to connect Springwater Corridor to LRT Station
  - BA** Establish bike-ped connection across Railroad Ave and tracks
  - BC** Establish bike-ped connection over railroad tracks and LRT
  - BD** Construct stairs from Springwater Corridor to McLoughlin Blvd
  - BE** Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
  - BF** Improve bike-ped connection to neighborhoods west of station
  - B** Establish bike-ped connection over McLoughlin at River Rd
  - BK** Establish bike-ped connection to McLoughlin at Stubb St



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TRANSPORTATION SOLUTIONS

0 500 1,000 2,000 3,000 4,000 Feet

## BICYCLE FACILITIES

The bicycle is a human-powered vehicle that allows people of all ages to move independently, at relatively low cost and with little impact to the environment. Bicycling promotes the well-being of people who live and work in Milwaukie, with the added benefit of reducing auto traffic on city streets.

Milwaukie's existing bicycle system is deficient in three primary ways: lack of connectivity, difficult crossings, and insufficient street designations. Recommended improvements should be aimed at closing the gaps in the bicycle network, improve crossing safety, maintaining the existing system, improving signage, and educating bicyclists and motorists.

### Key Recommendations

- **Neighborhood Greenway Improvements:** Prioritize "neighborhood greenways" (also sometimes referred to as "bike boulevards") as a method for providing safe bikeway connections to other transportation modes and between parks, schools, activity centers, and regional destinations. Establish neighborhood greenways along the following routes:
  - Monroe St from downtown to Linwood Ave
  - Stanley Ave from Railroad Ave to Springwater Trail
  - 29<sup>th</sup> Ave from Springwater Trail to Monroe St (via Harvey St and 40<sup>th</sup> Ave)
  - 19<sup>th</sup> Ave and Sparrow St to Trolley Trail
- **Bikeway Improvements:** Improve existing bikeways by paving, striping, adding signage, establishing bike lanes where appropriate, etc.
- **Intersection Improvements:** Make key intersections safer and more functional for bicyclists with treatments such as improved striping, accessible signal buttons, and bicycle detection devices.
- **Education:** Improve education for bicyclists and drivers and encourage bicycling through planned bicycling events.
- **Maintenance:** Keep bike lanes clear of debris.
- **Coordination with Other Jurisdictions:**
  - Work with other jurisdictions on long-range projects such as route connectivity and trail system planning and construction.
  - Improve response on day-to-day issues such as sweeping out bike lanes and enforcing traffic and parking laws.



# Transportation System Plan

FIGURE 1-3

## BICYCLE MASTER PLAN

November 2013

### LEGEND

#### Existing Bicycle Facilities

- Shared Lane
- Bicycle Lane
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail

#### Proposed Improvements

- Bicycle Intersection Safety Improvement
- Bicycle Lanes
- Neighborhood Greenway

- Schools
- Major Roads
- Streets
- Railroad
- County Line
- Water
- Parks
- City Limits
- Light Rail Station
- Light Rail Transit

### PROPOSED PROJECTS

- Improve Intersection to Increase Bicycle Safety*
- A Adams St/21st Ave/Railroad Crossing
  - B Johnson Creek Blvd/Springwater Trail
  - C Johnson Creek Blvd/Linwood Ave
  - D Linwood Ave/King Rd
  - E Linwood Ave/Monroe St
  - F Linwood Ave/Harmony Rd
  - G Washington St/Oak St/Hwy 224
  - H International Way/Lake Rd
  - I McLaughlin and 22nd
  - J McLaughlin/Ochoco/Milport

*Provide Bicycle Lanes Where not Currently Present*  
See Table 6-2 for project descriptions B-R, AI, and AJ

- Enhance Existing Bicycle Connection*
- U1 Install Neighborhood Greenway treatments at various locations
  - U2 Construct bicycle overpass from Railroad Ave to International Way
  - U3 Improve Springwater Trail paving
  - U4 Improve Kellogg Creek Trail
  - U5 Install Trolley Trail signage
  - U6 Fill in gaps in existing bike network with bike lanes or multiuse path.
  - Z Improve intersection safety on 17th Ave at HWY 224 and at 99E.
  - AB Complete Springwater Trail along Ochoco St
  - AC Construct Kronberg Park Trail
  - AD Construct bike-ped overpass over Kellogg Creek
  - AE Construct pedestrian underpass under HWY 99E at Kellogg Creek
  - AG Pave connection to Springwater Trail at 29th Ave and Sherrett
  - AH Improve connection from Springwater Corridor to Pendleton Site
  - AK Establish bike-ped connection over railroad tracks and LRT
  - AL Construct stairs to connect Springwater Corridor to McLoughlin Blvd
  - AM Construct bike-ped bridge over Johnson Creek along Clatsop St at 23rd Ave to connect to LRT station
  - AN Improve bike-ped connection to neighborhoods west of station
  - AO Establish bike-ped path on Sparrow to connect River Rd to Trolley Trail
  - AP Establish bike-ped connection over McLoughlin at River Rd
  - AR Establish bike-ped connection to McLoughlin at Stubb St



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TRANSPORTATION SOLUTIONS

0 500 1,000 2,000 3,000 4,000 Feet

## PUBLIC TRANSIT FACILITIES

The availability, convenience, and desirability of public transit are key aspects of a system that must support the movement of people to, from and through Milwaukie. Transit trips reduce single-occupant vehicle trips (which reduces traffic and energy consumption), serves community members who cannot drive (including the elderly, disabled, and youth), and minimizes transportation system impacts to the environment, such as vehicle emissions and soil and water pollution from impervious surface runoff.

Though transit service in Milwaukie needs to be improved in many ways, its greatest deficiencies are in the areas of service levels, safety, and convenience of service. There is a disparity between the City's goals for transit service and use, and the system's ability to meet those goals today. To close this gap, the City and TriMet should simultaneously pursue three types of improvements: service enhancements, capital improvements, and policy improvements.

### Key Recommendations

- **Service Enhancements:**
  - Add a bus route on Railroad Ave (extending to Clackamas Town Center via Harmony Rd)
  - Add a bus route on Johnson Creek Blvd
  - Reduce headways to less than 30 minutes on all routes.
  - Enhance service on north-south routes.
  - Improve reliability of all routes.
- **Capital Improvements:**
  - Install shelters at bus stops that meet TriMet criteria.
  - Improve downtown bus stops and shelters, and include ample bike parking.
  - Construct a new bus layover facility at the Southgate park-and-ride.
- **Policy Recommendations:**
  - Eliminate the layover function of the downtown transit center.
  - Expand transit service. Provide service in "transit disadvantaged" areas. Fund local service enhancements through savings made from transit capacity improvements.
  - Provide appropriately located and sized park-and-ride facilities. Provide park-and-rides on Milwaukie's fringe for commuters and park-and-rides inside Milwaukie for Milwaukie residents.
  - Improve transit safety.
  - Reinvest transit "savings" within Milwaukie. Any savings derived from new capacity should be contained and reinvested within the Milwaukie service area.



# Transportation System Plan

FIGURE 1-4

## PUBLIC TRANSIT MASTER PLAN

November 2013

### LEGEND

#### Existing Facilities

- Bus Route Number
- Bus Stop
- Bus Route
- Light Rail Station
- Light Rail Transit
- Park-and-Ride

#### Proposed Improvements

- Park-and-Ride
- New or Rerouted Bus Route
- Bus Rapid Transit Route

#### Other Map Features

- Schools
- Major Roads
- Streets
- Railroad
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail
- County Line
- Water
- Parks
- City Limits



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TRANSPORTATION SOLUTIONS

0 500 1,000 2,000 3,000 4,000 Feet

## MOTOR VEHICLE FACILITIES

The Street Network element of the TSP focuses on maintaining motor vehicle traffic flow and mobility on arterial and collector roadways, protecting residential neighborhoods from excessive through traffic and travel speeds, providing reasonable access to and from residential areas, improving safety, and promoting efficient through-street movement.

Limited connectivity between Milwaukie neighborhoods often forces motorists to travel out of direction and increases traffic volumes and miles traveled on the few connecting streets. Regional and local traffic volumes are projected to increase on many city streets and cause many intersections to operate below jurisdictional standards.

### Key Recommendations

- **Use Transportation System Management** to get the most out of the existing system.
- **Improve substandard streets and intersections** to accommodate traffic and improve safety.
- **Enhance neighborhood character and livability** through well-designed street improvements.
- **Leverage Street Surface Maintenance projects** to bring roads up to standards when possible.
- **Initiate a Hwy 99E/Hwy 224 Refinement Plan** with ODOT to define the future conditions of this corridor. Assumptions to include:
  - Primary crosstown connection is Harrison St.
  - Improve freight access to North Industrial area
  - Multiple grade-separated connections between Harrison St and Freeman Way.
  - Reduce the visual and physical "barrier" effect of the highway for nonmotorized modes of travel.
- **Implement capacity improvement projects on key corridors** as needed:
  - Harrison St/Main St
  - Harrison St/42<sup>nd</sup> Ave/King Rd
  - Johnson Creek Blvd/Linwood Ave
  - King Rd/Linwood Ave
  - Monroe St



# Transportation System Plan

## FIGURE 1-5

### STREET NETWORK MASTER PLAN

November 2013

#### LEGEND

**Proposed Street Network Improvements**

	Travel Route Improvement		Corridor Refinement Plan
	Roadway Widening Project		Intersection

	Schools		Major Roads
	Kellogg Creek Trail		Streets
	Springwater Trail		Railroad
	Trolley Trail		County Line
	Light Rail Station		Water
	Light Rail Transit		Parks
			City Limits

#### PROPOSED PROJECTS

- A** Prohibit left turn movement at 17th Ave/McLoughlin Blvd and include in Refinement Plan
- B** Signalize Harrison St/42nd Ave
- C** Conduct Refinement Plan for HWY 99E/HWY 224 focused on motor vehicle and freight mobility.
  - HWY 99E Project Limits: Tacoma St to 17th Ave
  - HWY 224 Project Limits: HWY 99E to Lake Rd Interchange
- D** Reconfigure intersection to consolidate 37th Ave/Industrial Way
- E** Add eastbound/westbound right turn lanes and integrate the trail crossing
- G** Implement protected/permitted phasing for northbound and southbound left turns
- H** Widen Linwood Ave to standard three lane cross section
- I** Widen Railroad Ave to standard three lane cross section
- J** Redesign intersections of River Rd and 22nd Ave to consolidate intersections; or  
Add northbound left turn pocket on River Rd
- K** Widen Harrison St to standard three-lane cross section
- L** Add left turn-lanes and protected signal phasing on Harrison St approaches
- M** Widen Lake Rd to standard three-lane cross section
- N** Replace 3-way stop with signal when warranted and appropriate. (Coordinate with the City of Portland)
- O** Enhance connection between King Rd and Harrison St
- P** Add protected signal phasing on Oak St approaches
- Q** Improve intersection/modify access at HWY 224 and Freeman Way
- R** Enhance connection along Stanley Ave at King Rd
- S** Enhance connection along Stanley Ave at Monroe St
- V** Improve safety of Trolley Trail crossing at 22nd Ave
- W** Realign intersection to improve traffic between 42nd Ave and King Rd east of 42nd Ave
- X** Connect local streets within Tacoma Station Area (see Fig 8-4)
- Y** Construct street improvements on Stubb St, Beta St, Ochoco St, Hanna Harvester Dr and Mailwell Dr (TSAP)



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TRANSPORTATION SOLUTIONS

0 500 1,000 2,000 3,000 4,000 Feet

## FREIGHT PLAN

A quality local freight network facilitates movement of bulk goods and materials, and is essential to the economic health of the city. While all cities have some need for local delivery of goods to retailers and similar activities, in Milwaukie a majority of employment is in the heavy manufacturing, warehousing, and distribution sectors, which are dependent on efficient movements of large quantities of both raw materials and finished products. A well-functioning and reliable system for the movement of freight into and out of the city contributes significantly to the City's ability to attract and retain industrial investment—and the jobs and tax proceeds that come with that investment.

The city's freight network faces a few specific challenges. Access to the North Industrial area from McLoughlin Blvd is limited due to turn restrictions at Milport Rd and Ochoco St. Most rail crossings exhibit deterioration due to wear and tear and frequent train crossings, resulting in increased delay for the general public and freight haulers. The number of routes available to trucks is limited by weight limitations on certain freight routes and narrow intersections.

### Key Recommendations

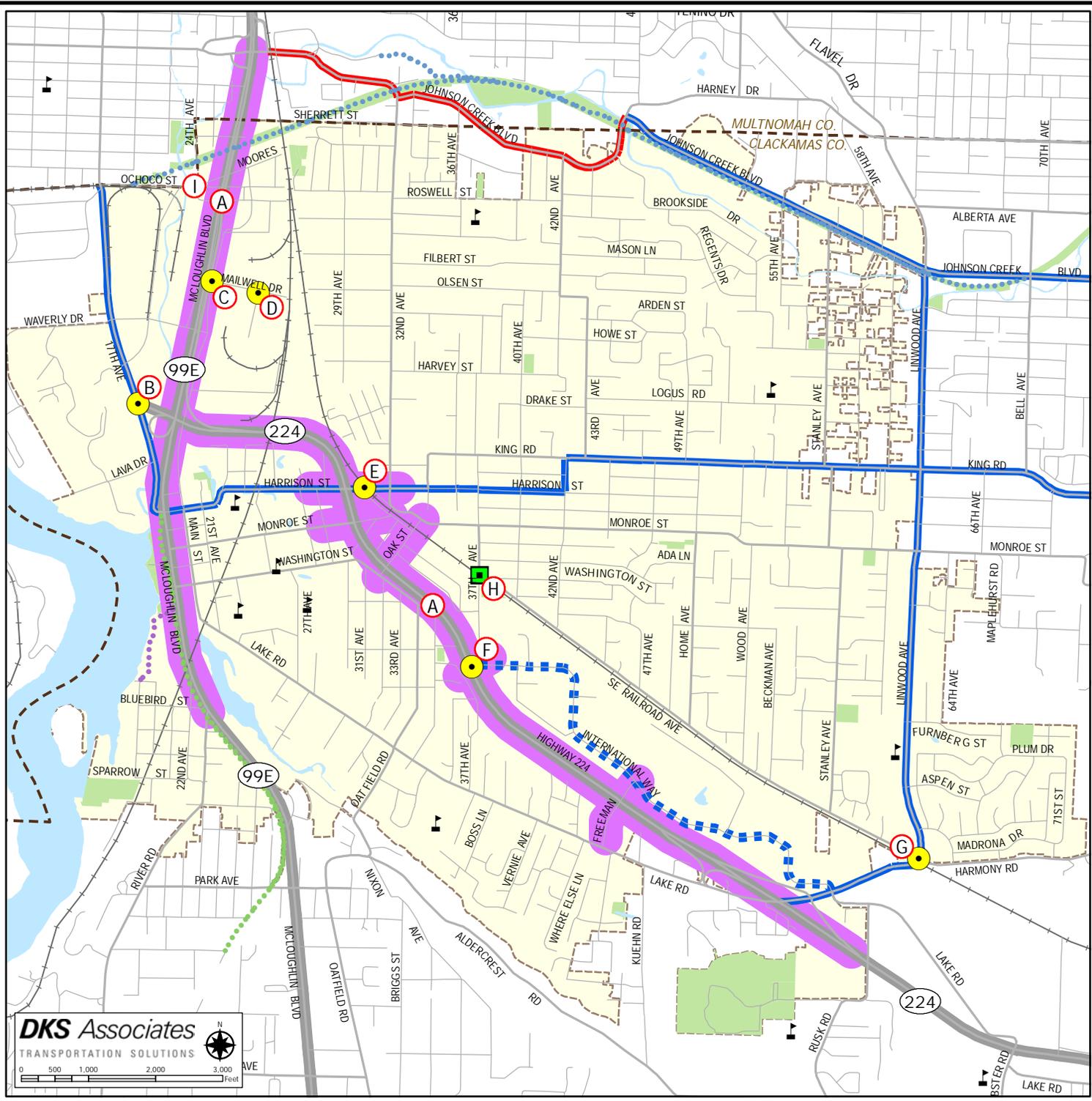
- **North Industrial Access:** Improve access to the area, potentially with an overpass of Hwy 99E at Ochoco St. This and other solutions should be evaluated through a Hwy 99E/224 Refinement Plan (described in the previous section).
- **Rail Crossings:** Improve the quality of the materials at at-grade crossings and pursue the grade separation of key crossings.
- **Street Reclassification:** Designate International Way as a freight route.



# Transportation System Plan

FIGURE 1-6

## FREIGHT MASTER PLAN November 2013



### LEGEND

Existing Freight Routes	Proposed Improvements
Major Regional	Intersection Improvement
Minor Preferred (Local)	Intersection Material Upgrade
Weight Restricted Minor Preferred (Local)	Corridor Refinement Plan
Minor Preferred Freight Route (Local)*	Minor Preferred Freight Route (Local)*
Major Roads	County Line
Streets	Parks
Railroad	Water
Springwater Trail	City Limits
Kellogg Creek Trail	
Trolley Trail	

### PROPOSED PROJECTS

- Improve Corridor**
- A** Conduct Refinement Plan for HWY 99E/HWY 224 focused on motor vehicle and freight mobility.
    - HWY 99E Project Limits: Tacoma St to 17th Ave
    - HWY 224 Project Limits: HWY 99E to Lake Rd Interchange
- Improve Intersection**
- B** 17th Ave/HWY 224 Upgrade intersection turning radii to better accommodate freight movements
  - C** Main St/Mailwell Dr Upgrade intersection turning radii to better accommodate freight movements
  - D** Mailwell Dr/Omark Dr Upgrade intersection turning radii to better accommodate freight movements
  - E** Harrison St/Union Pacific Railroad Crossing Upgrade crossing to grade separated facility (outcome of crossing dependant upon 99E/224 Refinement Plan findings)
  - F** HWY 224/37th Ave Consolidate two northern legs of 37th Ave and Industrial Way into one leg at HWY 224.
  - G** Linwood/Harmony/Lake Road Intersection Improvements Add northbound right turn lane and eastbound right turn lane AND/OR grade separate Harmony Road from Union Pacific Railroad and align as a through east-west movement
  - H** Railroad Crossing Improvements at 37th Ave Improve road transition to railroad crossing
  - I** Signage and Intersection Improvements at McLoughlin Boulevard and Ochocho St. Establish signage for trucks and improve intersection (TSAP)

## STREET DESIGN

A street's design determines how it will look and function. How a street looks and functions ultimately depends upon which elements are included, their dimensions, and how they relate to each other. Well-designed streets can contribute to the identity and character of a neighborhood and increase property values. They can also speed or slow traffic, reduce environmental impacts, and allow for safe multimodal use.

### Problems

Milwaukie is a developed city with a largely incomplete street network. Though the community supports the completion of its streets through construction of safe pedestrian and bicycle facilities, most neighborhoods also want to maintain neighborhood character by saving existing trees and maintaining the slower traffic speeds that often accompany substandard roads. The City's current design standards limit the City's ability to sensitively improve existing streets by only allowing a few street design options. Allowing for more flexibility when determining the design of a street would allow for the City to respond to the character of the surrounding natural and built environments.

### Possible Solutions

The City should update its standards and policies to allow for implementation of context-sensitive street design. The use of innovative designs, such as green streets, skinny streets, and flexible pedestrian designs are some examples of street design options that the City could incorporate into its street design standards.

### Key Recommendations

- **Standards:** Develop a baseline cross section for each street functional classification and a street design prioritization approach for when the baseline design elements do not fit.
- **Flexibility:** Build more flexibility into street design standards to:
  - Allow for local design preferences.
  - Increase bicycle and pedestrian safety.
  - Avoid costly and time-consuming variance process requirements.
- **Alternative Designs:** Develop street design standards for green streets, skinny streets, and alternative pedestrian facilities.
- **Balance:** Balance the larger community's needs, local design preferences, and best practices when developing street design standards.
- **Landscaping:** Provide for landscaping (including street trees) wherever feasible.
- **Maintenance:** Consider maintenance costs and issues when developing design standards and design alternatives.

# NEIGHBORHOOD TRAFFIC MANAGEMENT

The City recognizes that the vitality and feel of a neighborhood can be greatly influenced by the speed and volume of traffic traveling to and through it. Neighborhood traffic management is a way for the City and its citizens to create a dialogue about traffic concerns on a neighborhood level.

## Problems

Milwaukie consists mostly of residential neighborhoods, and has a relatively small population compared to the surrounding Portland metropolitan area. Because of its proximity to the city of Portland, its many employment opportunities, and the two major regional routes that traverse the city (McLoughlin Blvd and Hwy 224), cut-through traffic is an ongoing concern for Milwaukie residents. As traffic volumes increase and congestion occurs on regional routes and major streets, there is potential for traffic to spill over onto neighborhood routes and local streets in search of less congested or more direct routes. Neighborhood traffic management is a means to address the negative impacts of unchecked speed and volume on neighborhood and local streets.

## Possible Solutions

There are many different options available in the neighborhood traffic management 'tool box,' but not all of these options are appropriate for all streets. Traffic management options need to be based on the functional classification of the road, surrounding land uses, the design of the street, as well as input from emergency services and residents. Effective use of neighborhood traffic management in Milwaukie can address community needs and concerns, including, but not limited to, the following:

- Speeding
- Cut-through traffic
- Pedestrian safety
- Student safety around school zones

## Key Recommendations

- **Funding:** It is recommended that the City annually fund the Walk Safely Milwaukie Program so that prioritized needs are implemented over time. The Neighborhood Traffic Management Action Plan (see Table 11-2) does not identify specific projects, but it does show the level of funding the City aspires to commit to the Walk Safely Milwaukie Program for the duration of this plan. With regard to this funding, it is recommended that the City develop a process that ensures neighborhood traffic management funding is equitably distributed throughout the city.
- **Investment:** Allocate a certain amount of money per year to install selected neighborhood traffic management projects. The number of projects would be limited but coordinated with citizen involvement. Encourage implementation of neighborhood traffic management projects by private development.
- **Variety:** Allow for a wide variety of traffic management measures.
- **Effectiveness:** Ensure that the chosen measure addresses the identified problem.
- **Neighborhood Input:** Involve affected neighborhoods when designing neighborhood traffic management measures.
- **Landscaping:** Neighborhood traffic management solutions need to provide for landscaping wherever feasible.
- **Maintenance:** Consider maintenance needs and issues (including landscaping) when designing traffic management measures and ensure that the long-term maintenance needs can be met.

## DOWNTOWN PARKING

Properly managed downtown parking is vital for implementing and maintaining the City's 2001 *Downtown and Riverfront Land Use Framework Plan*. This plan envisions a lively downtown area with a clear sense of place and identity, comprised of an attractive mix of uses and amenities. The city's downtown area will grow as an important employment center and therefore parking must be built and managed to serve the retail core as downtown transitions to a multimodal environment.

### Problems

Currently, downtown Milwaukie is vulnerable to serving as an impromptu park-and-ride for people traveling to downtown Portland. Downtown residents and employees are parking in spaces that should serve visitors, which causes parking to spill over into neighborhoods. The parking lots that are available, and some downtown streets, are not well lit and do not feel safe. Downtown employees are often not aware of their parking and transportation options and the current parking permit system does not work as well as it could. As the downtown area evolves, the existing parking lots will be developed and other parking options will need to be considered.

### Possible Solutions

There are two viable solutions Milwaukie can use to improve the downtown parking situation: parking management and parking supply. Parking must be managed to assure that priority land uses are supported with an effective and efficient system of access that caters to the needs of priority users. The City and the private sector can also invest in new parking supply to support downtown development.

### Key Recommendations

- **Manage parking to support downtown revitalization**, according to the vision in the Downtown and Riverfront Plan. Manage on-street parking to serve adjacent ground-floor uses.
- **Keep an updated parking inventory** and conduct periodic parking use studies to understand how parking areas are used.
- **When parking areas are over 85% full**, adjust parking management practices to make the best use of available parking (adjust parking zones, increase prices, install parking meters, etc.).
- **Require the private sector to identify sufficient parking** for residential and commercial uses, but do not ask developers to "over-build" parking. Encourage shared parking arrangements.
- **Provide public off-street parking for downtown employees** as funds and property availability allows. First priority will be given to buildings and businesses existing in 2007.
- **Work with property and business owners** to decrease employees' need for auto parking as downtown transitions to a multimodal environment.
- **Develop a plan to locate a public parking structure** to support downtown, but only in collaboration with the downtown business community and only after a viable funding strategy is identified.