

Historic Milwaukie NDA Minutes
March 11, 2024
In person at Milwaukie City Hall, 10501 SE Main St. and on Zoom

Present:

NDA Team: Secretary, Debbie Liptan; Treasurer, Michele Bertaux; Land Use Chair, Zackary Pacholl; TSPAC Rep, Chad Tucker; Land Use Rep, Gary Klein (**via Zoom**)

In Person Participants: Reverend Jeanne Kaliszewski, Michelle Kitterman, Ray Bryan, Jennifer Murphy, Craig Billings, Brooke Smith, Mary Rowe, Roger Nickerson, Lucy Gowan

Zoom Participants: City Councilor Rebecca Stavenjord; Events & Emergency Services Coordinator, Dan Harris; Joshua Freeman

Presentations & Discussions

- St. John the Evangelist Episcopal Church - Reverend Jeanne Kaliszewski spoke about a potential pilot program regarding the feasibility of hosting an emergency overnight shelter in the event of inclement weather. She and her congregation have been researching the option of using part of their building to provide shelter for 20, beginning next winter. This church has experience using grassroots volunteers, including a program that has been feeding community members on Sundays for the last 30 years. The church building also houses the Sunshine Early Learning Center, the largest low income childcare in the state. For further information, Reverend Jeanne can be reached at jeanne@stjte.org.
- Transportation System Plan Advisory Committee Update - Chad Tucker shared an update with us on the in-process revision of policy and goals feedback (attached to the minutes). The TSP has been able to incorporate most of the feedback they have received. An upcoming workshop on policy revision will be held here in City Hall on March 21, 6:00-7:30 pm. All are invited to participate. Councilor Rebecca Stavenjord and Community Development Director Joseph Briglio are available to discuss TSP revisions and upcoming urban renewal grants as well.
- Police Dept Update - While unable to attend, the Milwaukie Police Department sent a letter of support for the St. John potential pilot project.

Neighborhood Updates

- Debbie Liptan shared two updates.
- For the Earth Day event, volunteers will meet on April 20 at 9:45 am in front of the Historic City Hall for clean up and planting. Three businesses adopted corner garden spaces last year and several other corners are up for adoption. We are creating pollinator pathways on Main Street as well as 21st Avenue. Colleen Rockwell will be at our next meeting to tell us more about pollinator pathways.

- In a previous meeting, a question was raised about the Beer Store's parking area dining. The concerned resident found the store has a waiver for this structure. Assistant City Planner Ryan Dyar can be contacted for further information at DyarR@milwaukieoregon.gov.
- Michele Bertaux shared an update on Henley Place. Property manager Michelle Kettermann spoke about the upcoming tours and opening of the new apartment building next to Pietro's Pizza. Mementoes from the old bowling alley have been incorporated into the new building. Units are ready for tenants as of April 1. Michelle can be contacted at pm.HenleyPlace@avenue5apt.com or 503-592-4379.
- Ray Bryan shared several updates.
- Per a previous conversation about senior support services, Rivers East Village is an organization that helps seniors age in place, receive support with home health and transportation, and costs \$20-60 per month for services. www.riverseastvillage.org
- Milwaukie Senior Center Transportation provides support with nutrition, Meals on Wheels, caregiver respite, legal and tax support, foot care, onsite library, computers, wifi, and equipment loans. They provide rides to and from the center for \$1.50 each way. On Tuesdays and Thursdays, a grocery trip costs \$2 each way, and someone will help carry groceries inside the home. ncprd.com/milwaukie-center/transportation-program
- Styrofoam containers are temporarily not accepted at Milwaukie Floral.
- Number 5 plastics, shrink wrap, and many other plastics are recyclable at P3 Distributing on Main Street, 7:30 to 3 pm. Contact info: p3distributing.com, 2441 SE Stub, Milwaukie
- In our last meeting, we discussed placing flags at crosswalks to increase pedestrian safety. Code restrictions do not allow flags on signs. The next step will be to work with city engineering to generate a solution.

HMNDA Current Business

- Milwaukie PD Officer of the Year Dinner Grant Request - This request for \$100 was approved.
- Juneteenth Grant Request - Joshua Freeman made a grant request for this third annual Juneteenth celebration in Milwaukie. This event will take place at the Water Tower Park on June 15 and will include music, food, face painting, and other activities.
- Land-use Updates - Zackary Pacholl reported on the cottage cluster and the Planning Commission (P-2024-001). The City has four conditions that need to be met for approval. Written appeals can be submitted before March 25. Click here for more info: https://***.milwaukieoregon.gov/planning/p-2024-001
- Budget Update - We have \$7K in our account, \$4K coming in next year, \$3K designated for our art mural project, and \$1K designated for the Earth Day Event. We are looking for more projects to support.
- Minutes for Feb '24 were approved

VISION, GOALS, AND POLICIES MEMORANDUM

Date: February 28, 2024

To: TSP Advisory and Technical Committees

From: City of Milwaukie and Project Consultant Team

Project: Milwaukie Transportation System Plan

Subject: DRAFT Vision, Goals, and Policies

City staff and the consultant team developed the following draft goals and policies for the Milwaukie TSP. Ultimately, these goals and policies will be used to help guide the review and documentation of existing and future transportation system needs, the development and evaluation of potential solutions to address the needs, and the selection and prioritization of preferred solutions for inclusion in the TSP. After receiving committee and public input, the goals and policies will be revised as appropriate.

Development Process

The goals and policies were drafted after analyzing Metro's *Regional Transportation System Plan* goals, the *Oregon Transportation Planning Rule*, the City of Milwaukie's *Comprehensive Plan*, and other ancillary City plans currently in effect. These background plans include the *Central Milwaukie Land Use and Transportation Plan* (2015), the *City of Milwaukie Vision Statement* (2017), the *North Milwaukie Innovation Area Plan* (2017), and the *Climate Action Plan* (2019). Each plan was initially reviewed for relevant transportation policies and actions. These policies and actions were then categorized by goal; many policies and actions are multipronged and could have been placed under various goals. After each goal and policy was categorized a second round of revisions was made to remove redundancies, condense for brevity and revise for clarity where appropriate.

The outcome of this process is the following DRAFT Vision, Goals, and Policies. Collectively, they are intended to describe the desired transportation network in Milwaukie.

- Vision - A statement that holistically defines what the City wants its transportation system to look like.
- Goals - Goals are broad statements that identify how the vision statement will be achieved.
- Policies - Specific and measurable statements that help to achieve the goal.

VISION STATEMENT

Milwaukie will have a complete network of sidewalks, bike lanes, and paths along with well-maintained streets and a robust transit system that connects our community. Travel within and through Milwaukie is safe, efficient, equitably planned, and meets the needs of the entire community.

| Goal | Goal Statement | P o l i c y # | Policies |
|------------------|--|---------------------------------|--|
| Equity | New investments in Milwaukie's transportation system are distributed fairly to reduce or eliminate transportation-related barriers and disparities, especially those experienced by marginalized or underserved populations. | 1 | Prioritize transportation improvements that improve access and connectivity to/from underserved population groups, lower-income neighborhoods, and transportation disadvantaged groups. |
| | | 2 | Explore and utilize grants and other innovative funding sources to fill in sidewalk gaps and construct Americans with Disabilities Act (ADA) improvements in support of the Safe Routes to School Program. |
| | | 3 | Prohibit essential transportation facilities and uses that serve vulnerable populations from being located within areas prone to natural hazards. |
| Climate Friendly | Develop a transportation system that works to minimize pollution and reduce impacts to the environment and climate change. | 1 | Support through infrastructure investments, education, and regulations the transition to low and zero-emission vehicles and other emerging sustainable modes of transportation. |
| | | 2 | Establish land use patterns that reduce vehicle miles traveled (VMT) and greenhouse gas emissions. |
| | | 3 | Prioritize transportation improvements that minimize impacts to natural resources such as trees, streams, wetlands, wildlife corridors, and endangered species. |
| | | 4 | Explore establishing targets for transportation mode splits. |
| | | 1 | Coordinate with ODOT and Clackamas County to create safe and comfortable pedestrian and bicycle movement on State/County-owned and operated facilities, especially Highway 224, McLoughlin Boulevard, and Johnson Creek Boulevard. |
| | | 2 | Prioritize the safety of pedestrians and bicyclists over on-street parking convenience and when improving the public right of way. |
| | | 3 | Improve safety for more vulnerable system users, including pedestrians, bicyclists, transit users, rollers and those who need special accommodations under the Americans with Disabilities Act. |

| | | | |
|--|--|---|---|
| Safety | Improve the safety and comfort of the multimodal transportation network. | 4 | Prioritize sidewalk and bikeway improvements that provide safe access to/from schools, parks, neighborhood hubs, activity centers, transit centers/stops, and Downtown Milwaukie. |
| | | 5 | Coordinate with local and regional agency partners to develop street design standards that equitably balance the needs of emergency vehicles, freight vehicles, and multimodal users. |
| | | 6 | Address locations with a history of serious injury crashes and fatalities on the roadway network. |
| | | 7 | Improve vehicular circulation around schools to minimize pedestrian and cyclist conflicts. |
| | | 8 | Monitor the system to identify, prioritize and mitigate safety issues at high crash locations for all modes to move the City toward zero traffic deaths or serious injuries on the roadway network. |
| | | 9 | Maintain a neighborhood traffic management program to address issues of excessive speeding and manage the use of the public right-of-way on local residential streets. |
| Active, Healthy, Transportation Choices | Establish and/or complete a network of multimodal facilities that make walking, biking, and rolling an attractive, comfortable, healthy, and convenient choice for people of all ages and abilities. | 1 | Provide and maintain walking, biking, and rolling access to key destinations such as Neighborhood Hubs, public spaces, schools, parks, commercial centers, industrial areas, transit routes/stops/centers, and recreational opportunities. |
| | | 2 | Expand and improve wayfinding for active modes of travel to guide people to the safest and most efficient ways to actively navigate the transportation system. |
| | | 3 | Identify and prioritize projects that close gaps in the existing active transportation network and support a street grid that provides options for transit, pedestrians, and bicyclists. |
| | | 4 | Implement transportation demand management strategies, such as incentivizing employers to encourage active transportation and transit. |
| | | 5 | Support the creation of valuable public and private space that is first-and-foremost designed for people, not automobiles, that prioritizes and enhances the experience for people walking, biking, and rolling, and is safe for users of all ages and abilities. |
| | | 6 | Improve connections between the city's multimodal network and the regional trail system to promote active transportation and recreational opportunities. |

| | | | |
|-------------------|--|---|---|
| | | 7 | Make cycling more attractive than driving for trips under three miles. |
| Transit Forward | Improve public transit service within Milwaukie. | 1 | Support TriMet and other transit providers in enhancing transit services and amenities, especially along congested corridors and in low-income communities and other underserved population centers. |
| | | 2 | Advocate for prioritized and additional frequent transit service in areas with the potential for new growth and support/encourage higher intensity development in areas within walking distance of existing or planned frequent transit services. |
| | | 3 | Work with transit agencies to identify existing transit deficiencies and increase the accessibility of transit services to all potential users. |
| | | 4 | Develop transportation hubs throughout Milwaukie and ensure these hubs have adequate transit service. |
| Economic Vitality | Develop a transportation system that supports and facilitates economic activity through the efficient movement of people, goods, and services. | 1 | Identify new projects and improve the existing transportation infrastructure throughout the city that facilitates greater economic development, within the Urban Renewal Area, Neighborhood Hubs, North Milwaukie Innovation Area, the Business Industrial area, and other potential areas. |
| | | 2 | Ensure a safe and efficient freight system that facilitates the movements of goods to, from, and through Milwaukie, the region, and the state while minimizing conflicts with other transportation modes and impacts to surrounding areas. |
| | | 3 | Partner with Metro and TriMet to increase transit service, particularly to underserved employment areas. |
| | | 4 | Coordinate with regional rail providers to preserve rail freight service to businesses that depend on railroad service. |
| | | 5 | Plan for light vehicle and human powered goods delivery throughout the city. |
| | Develop a multimodal transportation system that | 1 | Identify transportation improvements that increase the diversity and number of travel routes between key destinations |
| | | 2 | Design and maintain transportation systems and facilities to ensure that they are sustainable and resilient and utilize the current available science and technology. |

| | | | |
|---|---|---|--|
| Resiliency | system that provides travel options during normal conditions, natural disasters, or emergencies. | 3 | Coordinate with the Regional Disaster Preparedness Organization, Metro, and Clackamas County to improve designated emergency routes to aid in responding to natural disasters or weather-related events for all modes of transportation. |
| | | 4 | Pursue a weather response that restores the functionality of bicycle facilities on major plow routes following a weather event. |
| Fiscal Stewardship and System Management | Make the most of transportation resources by leveraging available funding opportunities, preserve existing infrastructure, and reduce system maintenance costs. | 1 | Identify diverse and stable funding sources to implement multimodal transportation improvement projects. |
| | | 2 | Improve the efficiency of the existing transportation network before adding capacity. |
| | | 3 | Prioritize investments in the maintenance of the transportation system. |
| | | 4 | Prioritize low cost, quick-to-implement solutions to identified transportation issues and monitor the results of those solutions. |
| | | 5 | Require that new development citywide improves the quality and connectivity of the transportation system proportionate to its impacts. |
| | | 6 | Account for rapidly changing technologies such as autonomous vehicles and other intelligent transportation systems while managing the transportation system. |
| | | 7 | Identify opportunities to make public transportation investments that complement and leverage other public and private capital investments. |
| | Foster and maintain relationships with public and private partners in the common interest of enhancing the city's transportation network. | 1 | Advocate for city priorities while coordinating city projects, policies, development actions, and mobility targets with partner agencies. |
| | | 2 | Coordinate with emergency service providers to design streets to accommodate emergency service vehicles while ensuring city streets support active transportation. |
| | | 3 | Ensure consistency with state, regional, and local planning rules, regulations, and standards. |
| | | 4 | Work with regional partners to build support for the improvement of regional connections for all modes. |
| | | 5 | Collaborate with other agencies to efficiently fund transportation improvements and programs. |

| | | | |
|--|---|---|--|
| Mobility, Accessibility, and Connectivity | Provide an efficient and well-connected multimodal transportation system that works to connect the community to key destinations. | 1 | Improve existing and create new diverse, multimodal connections between neighborhoods, schools, parks, transit stops, employment centers, Neighborhood Hubs, and other key destinations. |
| | | 2 | Balance regional mobility needs with local connectivity and safety needs. |
| | | 3 | Prioritize closing gaps in the existing pedestrian and bicycle network. |
| | | 4 | Improve existing transportation facilities to meet Americans with Disabilities Act (ADA) standards. |
| | | 5 | Minimize the barrier effect of large transportation facilities on connectivity and accessibility for all modes by improving east-west connectivity across Highway 224 to downtown and across McLoughlin to the Willamette River and western neighborhoods. |
| | | 6 | Ensure street design standards equitably allocate space for all modes of transportation, including pedestrians, bicycles, rollers, and transit. |
| | | 7 | Increase street grid connectivity to reduce out-of-direction travel and prevent neighborhoods with limited ingress and egress. |
| Parking | Reduce land used for parking to achieve local, state and regional parking goals while also managing parking impacts. | 1 | Promote the conversion of existing underused private and public parking areas to other uses. |
| | | 2 | Facilitate shared parking agreements. |
| | | 3 | Employ parking management measures as needed to address the impacts of new infill development. |
| | | 4 | Develop parking management plans when warranted for major employment districts, downtown and key destinations. |
| | | 5 | Ensure bicycle and micro-mobility parking is provided and unobstructed in and between neighborhoods, schools, parks, transit facilities, employment centers, Neighborhood Hubs, and other key destinations. |

