



COUNCIL WORK SESSION

City Hall Council Chambers, 10501 SE Main Street
& Zoom Video Conference (www.milwaukieoregon.gov)

MINUTES

AUGUST 6, 2024

Council Present: Councilors Shane Abma, Adam Khosroabadi, Rebecca Stavenjord, and Council President Robert Massey, and Mayor Lisa Batey

Staff Present: Joseph Briglio, Acting Assistant City Manager
Ryan Dyar, Associate Planner
Jennifer Garbely, City Engineer
Justin Gericke, City Attorney
Nicole Madigan, Deputy City Recorder
Emma Sagor, Acting City Manager
Laura Weigel, Planning Manager

Mayor Batey called the meeting to order at 4:10 p.m. **Madigan** reported technical issues, and the meeting was temporarily paused.

1. Transportation System Plan (TSP) Update – Report

Weigel introduced the team working on the TSP. **Dyar** and **Weigel** explained the team’s process of how the plan’s goals and policies had been developed. The group discussed financially constrained and unconstrained transportation project lists.

Weigel asked Council if they had any questions or notes on the identified goals and policies. **Councilor Anderson** asked about the third policy under the Climate Mitigation and Adaptation goal, **Weigel** and **Sagor** explained that the word explore was used instead of “implement” so staff could first explore the implications and feasibility of the targets rather than committing to them immediately. **Councilor Stavenjord** suggested adding language to increase visibility for paratransit services, emphasizing the importance of transportation needs for individuals with disabilities. **Weigel** and Council agreed that paratransit language should be included.

Councilor Massey asked Matt Hughart, of Kittleson & Associates, if the city’s extensive goal list was typical compared to other cities. **Hughart** noted that goal lists vary widely, and that while having numerous goals could be challenging for project prioritization, it reflected the city’s unique needs and interests. **Hughart** acknowledged the complexity of managing and simplifying such a broad set of policies for practical use.

Hughart referred to the performance measures memorandum in the packet and explained that new state regulations required a more equity-focused and climate-responsive approach to transportation planning. **Mayor Batey** asked about reporting back to the state and Metro, and **Hughart** clarified that the city needed to align its TSP with Metro's established goals and state requirements, and that the reporting process involved ensuring compliance through the adoption of the TSP. **Hughart** noted that the focus was on adopting Metro’s framework and developing new performance measures that addressed traditional vehicular criteria and emerging standards for non-vehicular modes.

The group discussed why performance measures matter for state requirements, informing budgetary decisions, and the approval of development applications.

The group discussed Metro’s climate goals and objectives including the definition and context of walkable mixed-use development and how it relates to land use policies and densification. They agreed that more research was needed to clarify the term and

determine if it refers to specific types of developments or areas and acknowledged the need for the city to align with Metro on standards and planning goals.

Hughart emphasized keeping roadways up to safety and capacity standards and suggested adding performance measures for accessibility, including system completeness to track progress on sidewalks, multi-use paths, and transit options. The aim should be to fill infrastructure gaps over time and prioritize connections between important areas like schools and neighborhoods. The group discussed prioritization of projects, the challenge of building sidewalks on every street, the concept of system completeness, and noted that while major roadway changes are unlikely, improving local street connectivity and identifying potential gaps remains crucial. They commented on performance measures like pedestrian and bicycle levels of traffic stress, which assess comfort and safety for various users which can help prioritize projects based on different levels of stress being suitable for different contexts. They acknowledged that adopting a range of performance standards was necessary to address planning goals and criteria.

Mayor Batey noted concerns about using traditional level of service measures to address and rate troublesome intersections and the group commented on how capacity standards might offer a more practical approach for assessing intersection efficiency and system completeness and that a comparative analysis could help to better understand how different measures impact intersection planning and performance.

Hughart described the livable streets analysis as an audit of the current TSP and Public Works Standards and that review aimed to see how well the standards met industry best practices and community needs. The findings showed that current standards are flexible and mostly effective, with some suggestions for improvements. The group commented on design concepts and **Hughart** noted the importance of including currently applied concepts in the updated TSP. The group discussed greenways, neighborhood streets, and green infrastructure like trees and stormwater treatment. They noted next steps.

2. Council Policy Lanes & Committee Assignments – Discussion

Sagor explained the idea of policy lanes (or swim lanes) meant to organize and advance the Council's priorities by assigning policy areas to individual Council members. Policy lanes were intended to bring order to the Council's wide-ranging policy discussions, not to alter committee assignments. Each lane leader would represent the Council at various forums and provide updates. Other Council members and staff would support this system by respecting lane leaders' roles and responding promptly when consulted.

Sagor presented a list of questions for Council to discuss the implementation of policy lanes. Council discussed whether to wait until a new city manager had been hired to have a more in-depth conversation about policy lanes or start taking over the lanes and run it as a test until January. The group discussed concerns around conflicting lanes and committee assignments and serial meetings. **Sagor** provided options for next steps and Council opted to continue the conversation at a future work session.

3. Adjourn

Mayor Batey adjourned the meeting at 6:07 p.m.

Respectfully submitted,



Nicole Madigan, Deputy City Recorder