



## AGENDA

### MILWAUKIE PLANNING COMMISSION Tuesday, July 23, 2013, 6:30 PM

MILWAUKIE CITY HALL  
10722 SE MAIN STREET

- 1.0 **Call to Order - Procedural Matters**
- 2.0 **Planning Commission Minutes** – Motion Needed
- 3.0 **Information Items**
- 4.0 **Audience Participation** – This is an opportunity for the public to comment on any item not on the agenda
- 5.0 **Public Hearings** – Public hearings will follow the procedure listed on reverse
  - 5.1 Summary: Setback Variance *continued from June 25, 2013*  
Applicant/Owner: Ron Woodruff/Perry Nordby  
Address: 9925 SE 37<sup>th</sup> Ave  
File: VR-12-05  
Staff: Li Alligood
- 6.0 **Worksession Items**
  - 6.1 Summary: Transportation System Plan (TSP) Update briefing  
Staff: Brett Kelper
- 7.0 **Planning Department Other Business/Updates**
  - 7.1 Summary: Commercial Core Enhancement Program (CCEP) update
- 8.0 **Planning Commission Discussion Items** – This is an opportunity for comment or discussion for items not on the agenda.
- 9.0 **Forecast for Future Meetings:**
  - August 13, 2013 1. TBD
  - August 27, 2013 1. Worksession: TSP Update adoption prep

### Milwaukie Planning Commission Statement

The Planning Commission serves as an advisory body to, and a resource for, the City Council in land use matters. In this capacity, the mission of the Planning Commission is to articulate the Community's values and commitment to socially and environmentally responsible uses of its resources as reflected in the Comprehensive Plan

1. **PROCEDURAL MATTERS.** If you wish to speak at this meeting, please fill out a yellow card and give to planning staff. Please turn off all personal communication devices during meeting. For background information on agenda items, call the Planning Department at 503-786-7600 or email [planning@ci.milwaukie.or.us](mailto:planning@ci.milwaukie.or.us). Thank You.
2. **PLANNING COMMISSION MINUTES.** Approved PC Minutes can be found on the City website at [www.cityofmilwaukie.org](http://www.cityofmilwaukie.org)
3. **CITY COUNCIL MINUTES** City Council Minutes can be found on the City website at [www.cityofmilwaukie.org](http://www.cityofmilwaukie.org)
4. **FORECAST FOR FUTURE MEETING.** These items are tentatively scheduled, but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.
5. **TIME LIMIT POLICY.** The Commission intends to end each meeting by 10:00pm. The Planning Commission will pause discussion of agenda items at 9:45pm to discuss whether to continue the agenda item to a future date or finish the agenda item.

#### **Public Hearing Procedure**

Those who wish to testify should come to the front podium, state his or her name and address for the record, and remain at the podium until the Chairperson has asked if there are any questions from the Commissioners.

1. **STAFF REPORT.** Each hearing starts with a brief review of the staff report by staff. The report lists the criteria for the land use action being considered, as well as a recommended decision with reasons for that recommendation.
2. **CORRESPONDENCE.** Staff will report any verbal or written correspondence that has been received since the Commission was presented with its meeting packet.
3. **APPLICANT'S PRESENTATION.**
4. **PUBLIC TESTIMONY IN SUPPORT.** Testimony from those in favor of the application.
5. **NEUTRAL PUBLIC TESTIMONY.** Comments or questions from interested persons who are neither in favor of nor opposed to the application.
6. **PUBLIC TESTIMONY IN OPPOSITION.** Testimony from those in opposition to the application.
7. **QUESTIONS FROM COMMISSIONERS.** The commission will have the opportunity to ask for clarification from staff, the applicant, or those who have already testified.
8. **REBUTTAL TESTIMONY FROM APPLICANT.** After all public testimony, the commission will take rebuttal testimony from the applicant.
9. **CLOSING OF PUBLIC HEARING.** The Chairperson will close the public portion of the hearing. The Commission will then enter into deliberation. From this point in the hearing the Commission will not receive any additional testimony from the audience, but may ask questions of anyone who has testified.
10. **COMMISSION DISCUSSION AND ACTION.** It is the Commission's intention to make a decision this evening on each issue on the agenda. Planning Commission decisions may be appealed to the City Council. If you wish to appeal a decision, please contact the Planning Department for information on the procedures and fees involved.
11. **MEETING CONTINUANCE.** Prior to the close of the first public hearing, *any person* may request an opportunity to present additional information at another time. If there is such a request, the Planning Commission will either continue the public hearing to a date certain, or leave the record open for at least seven days for additional written evidence, argument, or testimony. The Planning Commission may ask the applicant to consider granting an extension of the 120-day time period for making a decision if a delay in making a decision could impact the ability of the City to take final action on the application, including resolution of all local appeals.

*The City of Milwaukie will make reasonable accommodation for people with disabilities. Please notify us no less than five (5) business days prior to the meeting.*

#### **Milwaukie Planning Commission:**

Lisa Batey, Chair  
Clare Fuchs, Vice Chair  
Scott Barbur  
Sine Bone  
Shaun Lowcock  
Wilda Parks  
Gabe Storm

#### **Planning Department Staff:**

Steve Butler, Planning Director  
Ryan Marquardt, Senior Planner  
Li Alligood, Associate Planner  
Brett Kelter, Associate Planner  
Kari Svanstrom, Associate Planner  
Alicia Martin, Administrative Specialist II



# MILWAUKIE

*Dogwood City of the West*

**To:** Planning Commission

**Through:** Stephen Butler, Interim Community Development Director/Planning Director

**From:** Li Alligood, Associate Planner

**Date:** July 16, 2013, for July 23, 2013, Public Hearing

**Subject:** **File:** VR-12-05  
**Applicant:** Ron Woodruff  
**Owner(s):** Perry Nordby  
**Address:** 9925 SE 37<sup>th</sup> Ave  
**Legal Description (Map & Taxlot):** 11E25DC00100  
**NDA:** Ardenwald-Johnson Creek

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## **ACTION REQUESTED**

Approve application VR-12-05 and adopt the recommended Findings and Conditions of Approval found in Attachments 1 and 2. This action would allow for the extension of the footprint and eaves of the garage and the eaves of the dining room to the north.

## **BACKGROUND INFORMATION**

The Planning Commission held a public hearing on this application on June 25, 2013, and voted to continue the hearing to a date certain in order to allow the applicant time to clarify the variance requests and provide additional supporting information. The applicant has granted a waiver to the 120-day clock to allow sufficient time for Planning Commission review, and has submitted a revised narrative and exhibits. See Attachments 3a-3d.

### **A. Proposal**

The applicant has revised his proposal from the request submitted on October 12, 2012, and April 16, 2013. Key revisions include:

- Removal of requests related to a covered patio area to the west of the garage
- Request for garage footprint extension decreased by 15 in. (from 36 in. to 21 in.).

The applicant is seeking land use approvals for variances to the required street side yard setback of the R-7 zone and the additional yard requirements applicable to Harvey St between 32<sup>nd</sup> and 42<sup>nd</sup> avenues. See Attachments 3a – Revised Narrative for details.

The revised proposal includes the following:

1. 36% variance to the street side yard setback to extend the garage footprint by 21 in. and the eaves by an additional 6 in. (27 in. total). See Attachment 3b – Site Plan for details.
2. 44% variance to street side yard setback to extend the roof gable overhang (eaves) on the dining room of the house by 21 in. See Attachments 3b-3c for details.

The proposal requires approval of the following applications:

1. Type III Variance Review: Variances of more than 25% of the street side yard setback, or which reduce the setback to less than 15 ft., are subject to Type III review. The proposed variances both exceed 25% and reduce the setback to less than 15 ft., and are subject to Type III review.

## KEY ISSUES

### Summary

Staff has identified the following key issues for the Planning Commission's consideration.

- A. Does the proposed variance have any negative impacts?

### Analysis

#### A. Does the proposed variance have any negative impacts?

The existing structure is nonconforming in regards to the street side yard setback and the location of the required off-street parking space; the minimum street side yard setback on this property is 25 ft., and the house is set back between 15.7 ft. at the east to 18.2 ft. at the garage. See Attachment 4 – Foundation Survey for details.

The applicant has revised the original request to extend the garage to the edge of the existing concrete floor panels (21 in.), rather than to extend it further than the existing footprint. This revised proposal will not necessitate the reconstruction of the driveway, and will not, itself, result in an increased grade.

Per MMC 19.702.2.E, expansion of the garage triggers a requirement to bring nonconforming accesses into conformance. The existing driveway approach (e.g. the portion of the driveway within the public right-of-way) is nonconforming in regards to American with Disabilities Act (ADA) guidelines, and will need to be reconstructed to ADA standards.<sup>1</sup> Because this requirement is triggered by *any* expansion of the garage, it would apply whether the garage was extended to the south, north, or west, and is not specifically triggered by this variance request.

<sup>1</sup> The applicant applied for a right-of-way permit to complete this work (permit # 601-12-000391-ROW-01) in May 2012, though the permit has not yet been issued.

The applicant has identified one potential negative impact of the variance: once the ADA-compliant driveway approach is constructed, the driveway grade will be approximately 16%, which may render it inaccessible to low-clearance vehicles or those with long wheel bases. However, because the existing garage concrete panels will not be extended to accommodate the garage expansion, this situation would occur whether or not the garage is extended to the north and is not directly connected to the variance request.

Staff has identified another potential negative impact: extending the garage to the edge of the existing concrete panel will not exacerbate the grade of the driveway, but will preclude any future reconstruction and lowering of the driveway grade.

Staff believes that these potential negative impacts do not rise to the level of actual negative impacts because, in the case of the first, it is not directly related to the variance request, and in the case of the second, it is not worsening the current situation. Staff believes that the revised, current proposal is neutral in its impacts and does not require mitigation.

## CONCLUSIONS

### A. Staff recommendation to the Planning Commission is as follows:

1. Approve the variance request for extension of the garage footprint and eaves and extension of the dining room eaves to the north.
2. Adopt the attached Findings and Conditions of Approval.

## CODE AUTHORITY AND DECISION-MAKING PROCESS

The proposal is subject to the following provisions of the Milwaukie Municipal Code (MMC).<sup>2</sup>

- MMC Section 19.302 Residential Zone R-7
- MMC Section 19.501.2 Yard Exceptions
- MMC 19.700 Public Facility Improvements
- MMC Chapter 19.800 Nonconforming Uses and Development
- MMC Section 19.911 Variances
- MMC Section 19.1006 Type III Review

This application is subject to Type III review, which requires the Planning Commission to consider whether the applicant has demonstrated compliance with the code sections shown above. In Type III reviews, the Commission assesses the application against review criteria and development standards and evaluates testimony and evidence received at the public hearing.

The Commission has 4 decision-making options as follows:

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<sup>2</sup> The application was submitted on October 18, 2012, prior to the effective date of Ordinance #2051, which repealed the residential zones R-5, R-7, and R-10 (MMC 19.301-303) and replaced them with MMC 19.301 Low Density Residential Zones; and expanded the design standards for new single-family dwellings and established applicability for additions to street-facing facades. Per MMC 19.1001.7.B, the application is subject to the standards and criteria in place at the time of original submittal.

- A. Approve the application subject to the recommended Findings and Conditions of Approval.
- B. Approve the application with modified Findings and Conditions of Approval. Such modifications need to be read into the record.
- C. Deny the application upon finding that it does not meet approval criteria.
- D. Continue the hearing.

The applicant has provided a waiver to the 120-day clock. There is no deadline by which this decision must be made.

## COMMENTS

Notice of the proposed changes was given to the following agencies and persons: City of Milwaukie Building and Engineering, Ardenwald-Johnson Creek Neighborhood District Association (NDA), Clackamas County Fire District #1, and property owners and properties within 300 ft. of the site. The following is a summary of the comments received by the City as of July 12, 2013. See Attachment 5 for further details.

- **Tom Larsen, Building Official:** No comments.
- **Shawn Olson, Clackamas Fire District #1:** No comments regarding access and water supply.
- **Brad Albert, Civil Engineer:** Concerns about impacts of expansion of the garage to the north re: increased slope of driveway and approach, which could render the existing garage difficult to access. The revised proposal addresses some, but not all, of the concerns.
- **Mary King, 9877 SE 33rd Avenue:** Supportive of initial variance requests.

## ATTACHMENTS

Attachments are provided as indicated by the checked boxes. All material is available for viewing upon request.

	Early PC Mailing	PC Packet	Public Copies	E-Packet
1. Recommended Findings in Support of Approval	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. Recommended Conditions of Approval	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3. Applicant's Revised Narrative and Supporting Documentation dated July 12, 2013.				
a. Revised narrative	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exhibit 2 - Site Plan, Request #1(A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Exhibit 7 - Illustration of Eave Extension	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d. Driveway Profile	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4. Foundation Survey dated July 20, 2012	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5. Comments Received	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Early PC Mailing	PC Packet	Public Copies	E- Packet
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. List of Record

Key:

Early PC Mailing = paper materials provided to Planning Commission at the time of public notice 20 days prior to the hearing.

PC Packet = paper materials provided to Planning Commission 7 days prior to the hearing.

Public Copies = paper copies of the packet available for review at City facilities and at the Planning Commission meeting.

E-Packet = packet materials available online at <http://www.ci.milwaukie.or.us/planning/planning-commission-83>.





### **Recommended Findings of Approval File #VR-12-05, Nordby Variance**

Sections of the Milwaukie Municipal Code not addressed in these findings are found to be inapplicable to the decision on this application.

1. The applicant, Ron Woodruff, on behalf of Perry Nordby, has applied for relief from the street side yard setbacks and approval to extend the eaves and garage footprint along the northern façade of the single-family home at 9925 SE 37th Ave. This site is in the R-7 Zone. The land use application file number is VR-12-05.
2. Relief from the setbacks is required because the existing single-family dwelling is nonconforming in regard to the street side yard setback and the location of the off-street parking spaces on the site, and the applicant seeks to extend the nonconformity. The proposal requires variances to the required street side yard setback of the R-7 zone and the additional yard requirements of Harvey St between 32<sup>nd</sup> and 42<sup>nd</sup> Avenues.
3. The application was submitted on October 18, 2012. It was initially deemed incomplete by City staff on October 30, 2012. The applicant revised and resubmitted the application on April 16, 2013, requesting that the City deem the application complete. The applicant submitted additional information on June 3, June 25, July 8, and July 12, 2013. The applicant provided a waiver to the 120-day clock on July 23, 2013, so there is no deadline by which the City must make a decision.
4. The proposal is subject to the following provisions of the Milwaukie Municipal Code (MMC):<sup>1</sup>
  - MMC Section 19.302 Residential Zone R-7
  - MMC Subsection 19.501.2 Yard Exceptions
  - MMC 19.700 Public Facility Improvements
  - MMC Chapter 19.800 Nonconforming Uses and Development
  - MMC Section 19.911 Variance Review
  - MMC Section 19.1006 Type III Review
5. The application has been processed and public notice provided in accordance with MMC Section 19.1006 Type III Review. Public hearings were held on June 25 and July 23, 2013, as required by law.
6. MMC 19.302 Residential Zone R-7
  - a. MMC 19.302 establishes the development standards that are applicable to this site. Table 1 summarizes the existing and proposed conditions on the subject property with respect to the standards relevant to this proposal.

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<sup>1</sup> The application was submitted on October 18, 2012, prior to the effective date of Ordinance #2051, which repealed the residential zones R-5, R-7, and R-10 (MMC 19.301-303) and replaced them with MMC 19.301 Low Density Residential Zones; and expanded the design standards for new single-family dwellings and established applicability for additions to street-facing facades. Per MMC 19.1001.7.B, the application is subject to the standards and criteria in place at the time of original submittal.

**Table 1 – Compliance with R-7 standards**

	<b>R-7 Zone Standards</b>	<b>Existing</b>	<b>Proposed</b>
<b>Street Side Yard Setback</b>	20 ft	15.7 – 18.2 ft	13.95 – 15.95 ft
<b>Off-Street Parking</b>	1 space outside of required street side yard	2 spaces in garage, partially within required street side yard	2 spaces in garage, encroaching further into street side yard

Upon approval of the variance requests, the Planning Director finds that the proposal complies with the applicable standards of the R-7 zone.

7. MMC Chapter 19.500 Supplementary Development Regulations
  - a. MMC 19.501.2 establishes additional setback requirements for buildings located along certain major streets.
  - b. MMC 19.501.2 identifies the major streets and the additional setback requirements along those streets. The additional yard requirements of this section are applicable to Harvey St between 32<sup>nd</sup> and 42<sup>nd</sup> Avenues. Table 2 summarizes the existing and proposed conditions on the subject property with respect to the standards relevant to this proposal.

**Table 2 – Compliance with Yard Exceptions**

	<b>Yard Standards</b>	<b>Existing</b>	<b>Proposed</b>
<b>Additional Setback</b>	45 ft from street centerline	35.7 – 38.2 ft	33.95 – 35.95 ft

Upon approval of the variance requests, the Planning Director finds that the proposal complies with the applicable standards of MMC 19.500.

8. MMC Chapter 19.700 Public Facility Improvements
  - a. MMC 19.702 establishes the applicability of this section; MMC 19.702.2.E establishes an approval criterion.

The applicant has requested an expansion of the existing garage. Per MMC 19.702.2.E, construction or expansion of a garage must comply with the requirements of MMC 12.16 Access Management. In order to be approved, existing nonconforming accesses may not go further out of compliance and shall be brought into closer conformance to the greatest extent possible.

The existing driveway approach is nonconforming in regards to American with Disabilities Act (ADA) standards. Compliance with this section is triggered by the expansion of the garage. A condition has been established to require replacement of the driveway approach to comply with ADA standards.

As conditioned, the Planning Commission finds that this criterion will be met.

9. MMC Chapter 19.800 Nonconforming Uses and Development
  - a. MMC 19.804.2 establishes provisions for approving the alteration or expansion of nonconforming development.

The existing structure is nonconforming in regards to the street side yard setback and the location of the off-street parking spaces on site, which are partially located within the required setback. The applicant proposes to extend the garage footprint by 21 in, the garage eaves by an additional 6 in, and the dining room eaves by 21 in to the north. Per MMC 19.804.2.A, alterations or expansions that increase or extend the nonconformity are not allowed unless a variance is approved pursuant to MMC 19.911.

The Planning Commission finds that MMC 19.911 is applicable to this application.

#### 10. MMC Chapter 19.911 Variances

- a. MMC 19.911.3 establishes the review process for variance applications.

The applicant has requested variances of between 36-44% to the street side yard width. The requests for the minimum street side yard width standards exceed 25%, and must be processed through Type III review.

The Planning Commission finds that the application is subject to Type III review.

- b. MMC 19.911.4.B establishes criteria for approving Type III Variance applications.

An application for a Type III Variance shall be approved when all of the criteria in either 19.911.4.B.1 or 2 have been met. An applicant may choose which set of criteria to meet based upon the nature of the variance request, the nature of the development proposal, and the existing site conditions.

The applicant has chosen to address the criteria of 19.911.4.B.1 Discretionary Relief Criteria.

- (1) *The applicant's alternatives analysis provides, at a minimum, an analysis of the impacts and benefits of the variance proposal as compared to the baseline code requirements.*

The applicant has identified the following impact of the variance proposal: the driveway grade would be increased to 16% due to the impact of reconstructing the access to meet ADA standards.

The applicant has identified the following benefits of the variance proposal: Extending the garage footprint would provide additional accessibility to the interior utility area; and improved visual appearance of the home.

The Planning Commission finds that this criterion is met.

- (2) *The proposed variance is determined by the Planning Commission to be both reasonable and appropriate, and it meets one or more of the following criteria:*

- (a) *The proposed variance avoids or minimizes impacts to surrounding properties.*

The proposed variance will affect the northern façade of the home, which is not adjacent to any other property.

The Planning Commission finds that this criterion is met.

- (b) *The proposed variance has desirable public benefits.*

The applicant has indicated that the requested variances provide public benefits in the form of aesthetic improvements.

“Public benefits” are typically understood to refer to benefits to be enjoyed by members of the general public as a result of a particular project, or preservation of a public resource. Aesthetic improvements of a specific and limited nature do not typically constitute a public benefit.

The Planning Commission finds that this criterion is not applicable.

- (c) *The proposed variance responds to the existing built or natural environment in a creative and sensitive manner.*

This criterion encourages flexibility in site planning and development when the existing built or natural environment provide challenges to standard development or site planning. The site is flat and rectilinear and is developed with a conventional single-family dwelling.

The Planning Commission finds that this criterion is not applicable.

The Planning Commission finds that the applicant has demonstrated that the project meets criteria (2)(a) within this subsection, and therefore this subsection is satisfied.

- (3) *Impacts from the proposed variance will be mitigated to the extent practicable.*

As noted in Finding 10.b(1), the applicant has identified one potential impact of the proposed variance. This potential impact is not an actual impact, as the proposed variance will not impact the grade of the driveway, which is a result of work within the Harvey St right-of-way rather than a result of the extension of the garage footprint or eaves.

The Planning Commission finds that there are no impacts to be mitigated, and this criterion is met.

The Planning Commission finds that these criteria are met.

11. As per MMC 19.906.2.C, the proposed development is exempt from the requirement to submit a development review application and the other requirements of MMC 19.906 Development Review. However, the proposal must still comply with all applicable development standards and will be reviewed during the building permit review process.
12. As per MMC 19.1001.7.E, this variance request shall expire and become void unless the proposed development completes the following steps:
  - A. Obtain and pay for all necessary development permits and start construction within 2 years of land use approval (by July 23, 2014).
  - B. Pass final inspection and/or obtain a certificate of occupancy within 4 years of land use approval (by July 23, 2014).
13. The application was referred to the following departments and agencies on April 23, 2013: Milwaukie Building Division; Milwaukie Engineering Department; Clackamas County Fire District #1; and the Ardenwald-Johnson Creek Neighborhood District Association Chairperson and Land Use Committee. Notice of the application was also sent to surrounding property owners within 300 ft of the site on June 5, 2013, and a sign was posted on the property on June 11, 2013. The comments received are summarized as follows:
  - **Tom Larsen, Building Official:** No comments.

- **Shawn Olson, Clackamas Fire District #1:** No comments regarding access and water supply.
- **Brad Albert, Civil Engineer:** Concerns about impacts of expansion of the garage to the north re: increased slope of driveway and approach, which could render the existing garage difficult to access. The revised proposal addresses some, but not all, of the concerns.
- **Mary King, 9877 SE 33rd Avenue:** Supportive of variance requests.



**Recommended Conditions of Approval  
File #VR-12-05, Nordby Variance**

1. At the time of submission of any building permit application, the following shall be resolved:
  - a. Final plans submitted for building permit review shall be in substantial conformance with plans approved by this action, which are the plans stamped "received" by the City on July 12, 2013, except as otherwise modified by these conditions.
  - b. Provide a narrative describing any changes made after the issuance of this land use decision that are not related to these conditions of approval.
2. Prior to final inspection of any building permit, the following shall be resolved:
  - a. Provide a narrative describing any changes made after the issuance of this land use decision that are not related to these conditions of approval.
  - b. Construct a new driveway approach at the existing driveway onto SE Harvey Street to meet all guidelines of the Americans with Disabilities Act (ADA) prior to final inspection. The driveway approach apron shall be between 9 feet and 20 feet in width, at least 7.5 feet from the front and rear property lines.

**Additional Requirements**

The following items are not conditions of approval necessary to meet applicable land use review criteria. They relate to other development standards and permitting requirements contained in the Milwaukie Municipal Code and Public Works Standards that are required at various point in the development and permitting process.

1. Development activity on the site shall be limited to 7 a.m. to 10 p.m. Monday through Friday and 8 a.m. to 5 p.m. Saturday and Sunday, per MMC Subsection 8.08.070(l).





7/12/13

Type III Variance VR-12-05

9925 SE 37<sup>th</sup> Ave.

Milwaukie

General narrative on variance requests

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**Request 3 separate items on this Variance request:**

- 1) Garage footprint expansion towards the Harvey St. side of 21", to match the existing adjacent wall face of the dining room. (See revised Site Plan)
- 2) Extend roof eaves/overhang of the existing dining room 21" from wall face.
- 3) Extend garage roof overhang to be 6" beyond the distance of dining room eave or fascia overhang distance (See Exhibit #7 and Exhibit of Garage Elevation, Exhibit # 4)

**Background information on garage expansion need and roof overhang extensions**

The expansion request of garage to the North front is an attempt to gain more floor space due to the existing short garage length which makes using the washer/dryer difficult with a car parked in the garage at the same time.

Expansion to the south side is not as desirable due to existing utility plumbing lines in the expansion space as well as extending to the south would partially block the only natural day light to the living room space on the west facing side of the house.

Extensions of the roof overhangs are an attempt to remodel the house in a true Craftsman Style... roof overhangs are an important component of this style.

**RESPONSE TO APPROVAL CRITERIA**

**1. Analysis of the impacts and benefits of the variance proposal as compared to the baseline code requirements.**

Request #1, garage footprint expansion

The garage is already a non-conforming use regarding the existing setback being less than the baseline code requirements. This request is to bring the garage wall flush with the existing dining room wall. Also note the increased driveway grade would be impacted due to the new required ADA apron at the street level from inside of new apron to top of garage floor level. This is not an impact because the owner can work with this new 16% grade. Expanding the garage footprint provides a benefit to the owner in reasonable accessibility to the utility area at the back of the garage. (See driveway profile/section schematic showing new and existing slopes)

Garage access from 37<sup>th</sup> St is a theoretical option...if this was done Owner

would lose the patio function on west side of house and compromise the circulation pattern and use of a covered future patio cover on the west side of the garage, not acceptable to the owner.

Average garage driveway slopes are between 10 and 15%. Shown in the driveway profile is a schematic of a typical vehicle with wheelbase of 108". The vehicle clears the top of the driveway grade. Longer wheelbase cars would have a problem...the schematic shows what the owner currently has for wheelbase length cars.

Request #2 & #3 roof eave/overhang extensions

Zone is R-7 with setback requirements fr 25' for Harvey St side.

Existing setback of existing dining room is 15.7' and 17.4' for the garage, which is already in non-conformance in regards to the baseline standard setback.

The impact of extending the roof overhangs on the north side is hard to assess at this point...the only impact would be visual and would be a positive since it will conform to the overall design of the house at the north side.

**2. The proposed variance is determined by the Planning Commission to be both reasonable and appropriate, and it meets one or more of the following criteria:**

**a. The proposed variance avoids or minimizes impacts to surrounding properties**

Request #1, garage footprint expansion

Again the distance to adjacent properties and the respective impacts are minimized due to the distance involve across Harvey St.

Request #2 & #3 roof eave/overhang extensions

Due to the location of the north side and the only adjacent property is across the street...it is difficult to see that the overhang extensions could have any negative impacts due to the distances involved.

**b. The proposed variance responds to the existing built or natural environment in a creative and sensitive manner**

This criterion is not applicable

**c. Impacts from the proposed variance will be mitigated to the extent practicable.**

The steep driveway issue noted in the Engineering report by Brad Albert commenting on the steep driveway slope rendering the garage difficult to access: the owner responded, saying his vehicles have a short enough of a wheel base where it does not present a problem.

RECEIVED

JUL 12 2013

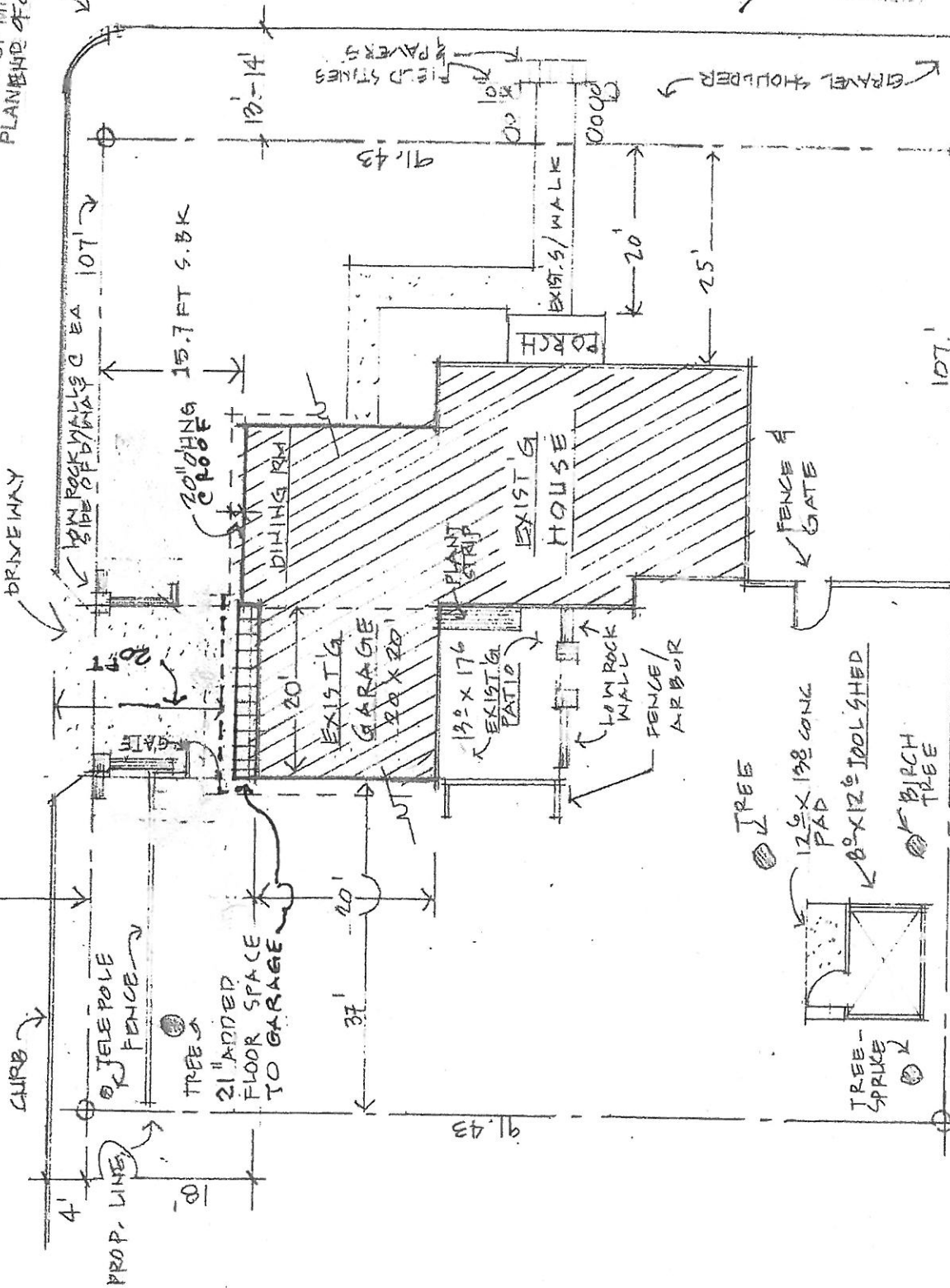
CITY OF MILWAUKEE  
PLANNING DEPARTMENT

RECEIVED  
APR 16 2013  
CITY OF MILWAUKEE  
PLANNING DEPARTMENT

S.E. 37<sup>TH</sup> AVE.

← S E HARVEY ST. →

← CENTER LINE OF ST. →



SITE PLAN # EXHIBIT #2 [REQUEST #1(A)]

SC. 1/16" = 1' FT

REVISED: 7/12/13  
FOR GARAGE EXPANSION



JUL 12 2013

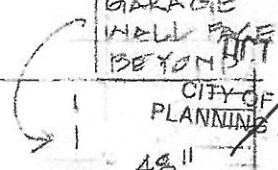
CITY OF MILWAUKIE  
PLANNING DEPARTMENT

RECEIVED

GARAGE  
WELL PACE  
BEYOND  
JUL 18 2012

CITY OF MILWAUKIE  
PLANNING DEPARTMENT

NEW GARAGE  
ROOF BEYOND



ROOF EXTEND

14" GABLE  
ROOF  
EXTENSION  
DINING ROOM

EXIST'G  
SIDING

GARAGE  
ROOF EDGE  
BEYOND

NEW  
40" BOARD  
& BATT

NEW SIDING

EXHIBIT #7

Exhibit  
#7

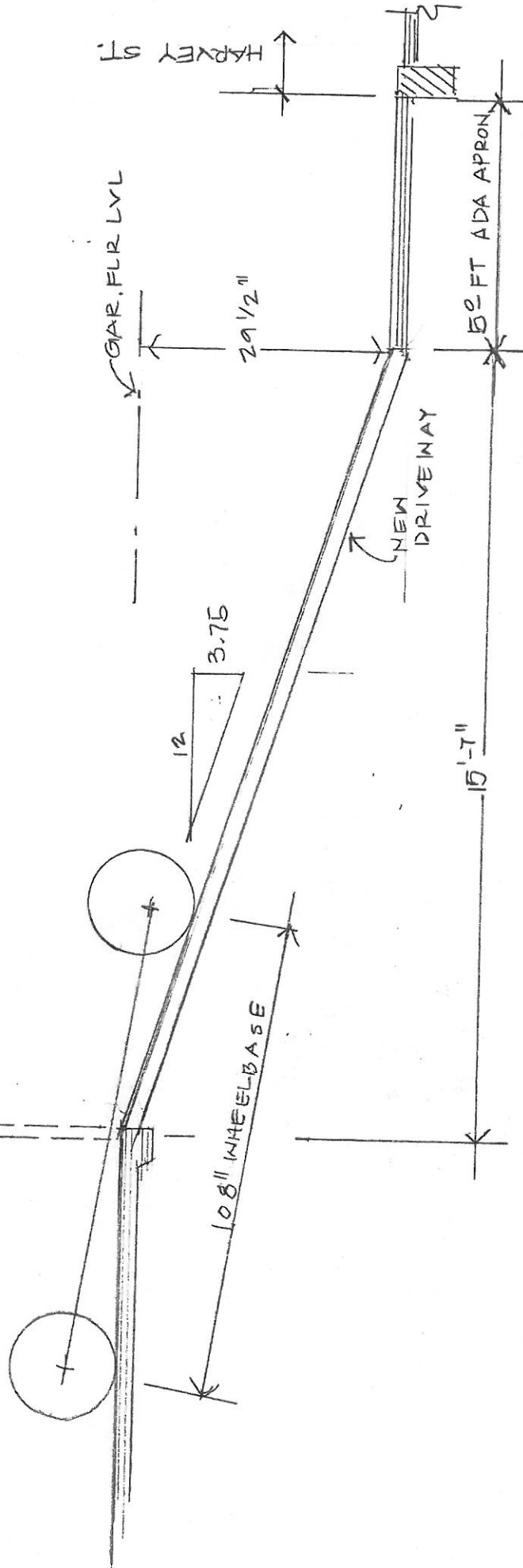


RECEIVED

JUL 12 2013

CITY OF MILWAUKIE  
PLANNING DEPARTMENT

FACE OF GARAGE WALL  
IN PLANE W/  
FRONT OF EAST G  
PINE ROOM



VR-12-05 HORDBY HORSE DRIVEWAY PROFILE 7/12/13  
 SCALE 3/8" = 1'-0"  
 9925 SE 37TH AVE  
 MILW, OR





"HARVEY COURT"

5/8" IRON ROD

45'

FOUND 1/2" IRON PIPE AT SOUTHWEST CORNER TAX LOT 10601

TAX LOT 1700

36TH STREET

60'

TAX LOT 1600

40'

TAX LOT 1500

HARVEY STREET

TAX LOT 100

FOUND REMAINS OF OLD IRON PIPE 0.55' EAST

HOUSE WITH ATTACHED GARAGE 9925 SE 37TH AVE

107'

107'

FOUND 3/4" IRON PIPE

37TH STREET

FOUND BENT 3/4" IRON PIPE AT SOUTHEAST CORNER TAX LOT 12900

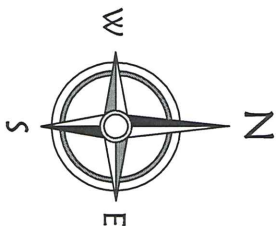
REGISTERED PROFESSIONAL LAND SURVEYOR

*[Handwritten Signature]*

OREGON  
JULY 14, 1978  
DON DEVLAE MINCK  
1634

DATE OF SIGNATURE: *2/20/12*  
EXPIRES 12/31/2013

TAX LOT 200



Scale: 1" = 40'

SITE MAP

7092 Exh.dwg



**Alligood, Li**

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**From:** Svanstrom, Kari  
**Sent:** Thursday, May 02, 2013 9:47 AM  
**To:** Alligood, Li  
**Subject:** FW: VR-12-05

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**From:** Larsen, Tom  
**Sent:** Thursday, April 25, 2013 3:16 PM  
**To:** Svanstrom, Kari  
**Subject:** VR-12-05

Kari,  
I have no comment on this application.  
Thanks,  
-Tom

# Clackamas County Fire District #1 Fire Prevention Office



## E-mail Memorandum

**To:** City of Milwaukie Planning Department  
**From:** Shawn Olson, Clackamas Fire District #1  
**Date:** 05/01/2013  
**Re:** 9925 SE 37<sup>th</sup> Ave.

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Clackamas Fire District #1 has no comments regarding access and water supply for this proposed project.

Thank you.

## MEMORANDUM

**TO:** Community Development Department  
**THROUGH:** Gary Parkin, Director of Engineering  
Jason Rice, Engineering Manager  
**FROM:** Brad Albert, Civil Engineer  
**RE:** Variance – 9925 SE 37<sup>th</sup> Avenue  
VR-12-05  
**DATE:** June 3, 2013

Proposed garage expansion which would increase encroachment into the street side yard setback.

1. MMC Chapter 19.700 – Transportation Planning, Design Standards, and Procedures

The Engineering Department finds that MMC Chapter 19.700 does apply to this application.

### **Recommended Conditions of Approval**

None

### **Other notes**

The applicant has proposed three different variance scenarios with this application. The first is to expand the garage footprint toward Harvey Street, the second being to extend the eave of the garage toward Harvey Street, and the third being constructing a patio on the west side of the garage and reducing the rear yard setback. The Engineering Department evaluated the existing driveway approach that serves the site. The driveway is currently not constructed to the Public Works Standards and will need to be brought into conformance. The applicant has an approved right-of-way permit for reconstructing the driveway. The reconstruction of the driveway approach will make the current driveway steeper. Thus, if the applicant was to construct the garage closer to Harvey Street, the driveway would have to be constructed even steeper and may pose difficult to use. The Engineering Department would not be able to support the variance request under the first scenario because of the steep grade issues and usability of the driveway approach. Under scenarios two and three, the Engineering Department would be able to support both scenarios as they would not require the driveway to be constructed any steeper.

From: Mary King [<mailto:maryking44@comcast.net>]  
Sent: Wednesday, June 19, 2013 4:53 PM  
To: Martin, Alicia  
Subject: Comment for Planning Commissioners on variance request at 34th and Harvey

Dear Commissioners,

I am writing in support of the variance requested by the owner of the house situated on the SW corner of 37th and Harvey.

I live on 33rd Avenue, one house North of Harvey and walk the neighborhood daily. Over the years, I have watched the improvements the owner has made in this home with great interest because of the pride and loving detail he has put into his renovations. My neighbors and I have often commented on the positive change the improvements have made in the appearance of the street.

I don't know what went wrong between the city and this owner and in no way want to get in the middle of the problem, but I know he has had a very tough time getting permits to complete his work.

Milwaukie needs more homes to be classically upgraded, with style and craftsmanship, we have enough shoddy examples of T1-11 siding and the like.

Thank you,

Mary King  
Former City Councilor  
9877 SE 33rd Avenue  
503-654-2969

**MEMORANDUM**

**TO:** Community Development Department  
**THROUGH:** Gary Parkin, Director of Engineering  
Jason Rice, Engineering Manager  
**FROM:** Brad Albert, Civil Engineer  
**RE:** Variance – 9925 SE 37<sup>th</sup> Avenue  
VR-12-05  
**DATE:** July 12, 2013

Proposed garage expansion which would increase encroachment into the street side yard setback.

1. MMC Chapter 19.700 – Transportation Planning, Design Standards, and Procedures

The Engineering Department finds that MMC Chapter 19.700 does apply to this application.

**Recommended Conditions of Approval**

Prior to final inspection of building permit, the following shall be required:

1. Construct a new driveway approach at the existing driveway onto SE Harvey Street to meet all guidelines of the Americans with Disabilities Act (ADA) prior to final inspection. The driveway approach apron shall be between 9 feet and 20 feet in width, at least 7.5 feet from the front or rear property lines.

**Other notes**

None



# MILWAUKIE

*Dogwood City of the West*

**To:** Planning Commission

**Through:** Stephen Butler, Planning Director

**From:** Brett Kever, Associate Planner

**Date:** July 16, 2013, for July 23, 2013, Worksession

**Subject:** Status of TSP Update project

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## **ACTION REQUESTED**

None. This is a briefing to update the Commission on the status of the project.

## **BACKGROUND INFORMATION**

The City's Transportation System Plan (TSP) implements the State Transportation Planning Rule requirement for local governments to complete long-range multi-modal transportation plans. The TSP was first adopted in 1997, with an extensive update in 2007.

State law requires the City's TSP to be consistent with Metro's Regional Transportation Plan (RTP). The current RTP, most recently updated by Metro in 2010, includes some new concepts and standards and has a forecasting horizon of 2035 (the current TSP has a forecasting horizon of 2030). The City has until December 31, 2013, to demonstrate that the TSP is consistent with Metro's 2035 RTP.

### **A. History of Prior Related Actions and Discussions**

- **June 3, 2013:** Public meeting to discuss prioritization of TSP projects
- **April 17, 2013:** Open House event to kick off public engagement process
- **February 12, 2013:** Most recent staff briefing to Commission, presenting drafts of specific TSP chapters
- **November 2012:** Staff briefing to Planning Commission on nature and scope of proposed TSP update project
- **December 2011:** Metro notification of requirement for TSP compliance with 2035 RTP
- **December 2007:** Adoption of revised TSP (Ord. #1975, Land Use Files CPA-07-01, ZA-07-01)
- **July 1997:** Adoption of first TSP (Ordinance #1820, File CPA-96-01)

### **B. Project Approach**

The current version of the TSP already complies with many of the requirements of the 2035 RTP. Throughout the project work to date, staff has operated with the philosophy that the Metro



requirements can be addressed with a "light touch" approach to updating the TSP. The principal components of the proposed update include the following:

- Adjust the TSP's planning horizon year from 2030 to 2035
- Confirm that the master plans for the various modes (i.e., 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
- Emphasize pedestrian and bicycle connectivity to transit stops
- Update existing maps, tables, and text to reflect current conditions
- Add the known PMLR alignment to master plan maps
- Remove completed projects and update project descriptions

In March 2013, City Council directed staff to expand the public engagement process to incorporate a reassessment of the prioritization of TSP projects, with more public involvement in making adjustments as appropriate.

## PROJECT UPDATE

Staff held an Open House event on April 17 to provide more information to the public about the TSP and the update project. At a public meeting on June 3, nearly 30 people gathered to share their perspective about what are the most important transportation priorities for the City at this time. Participants included residents from each of the city's various neighborhoods as well as some with specific interests in one or more of the particular modes (e.g., bicycles or pedestrians). Input gathered at the June 3 meeting (see Attachment 1) is being factored into the draft materials being prepared for consideration by the Commission and Council.

Currently, staff is operating with the following timeline for the TSP Update project:

- **August 2, 2013:** Target date for making proposed TSP revisions available for public review
- **Last week of August & first week of September 2013:** Open House events, where interested parties can meet with staff to ask questions and discuss any concerns
- **August 27, 2013:** Pre-adoption briefing to Planning Commission (work session)
- **September 10 & 24, 2013:** Recommendation hearings by Planning Commission
- **October 1, 2013:** Pre-adoption briefing to City Council (work session)
- **October 15 & November 5, 2013:** Adoption hearings by City Council
- **December 31, 2013:** Deadline for demonstrating compliance with Metro's 2035 RTP

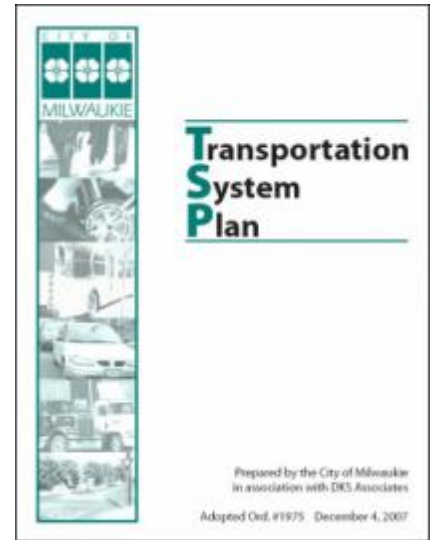
Staff continues to identify key issues that may warrant further discussion by the Commission and/or Council prior to the adoption process. The latest working list of key issues will be presented at the work session.

## ATTACHMENTS

1. Summary Report from June 3 public meeting

## Summary Report

### Public Meeting on TSP Update – June 3, 2013



#### ATTENDANCE

- 28 people signed in
- Participants included residents from each of the 7 neighborhoods
- Several people self-identified as cyclists
- List of Attendees is provided in Attachment 1

#### OPEN HOUSE NOTES

The Open House ran from 5:30pm to 6:30pm and was an opportunity to visit with staff and ask questions or discuss specific issues (no presentation). Some comments shared by participants:

- ❖ Look at building sidewalks on only one side of the street—you get improved facilities on twice the length of street.
- ❖ When splitting projects into segments [*such as with Stanley Ave sidewalks*], sections that include schools should rank higher.
- ❖ The bicycle connection to the Springwater Trail from 29<sup>th</sup> Ave is graveled and dangerous.
- ❖ Speed limits – Would like to see lower speed limits and increased enforcement of existing speed limits. Personally, I am a huge fan of traffic cameras. Motorists who drive reasonably should all be in favor of traffic camera enforcement.
- ❖ Need traffic signal at King Rd and Stanley Ave for pedestrians who cross for bus stops.

#### OVERALL PRIORITIES

Prior to the meeting, staff received "Top 10 Projects" lists from 2 NDAs (Hector Campbell and Historic Milwaukie) and combined them to create a starter list for consideration by the June 3 group. Suggestions included both projects already in the TSP and new projects. Participants were encouraged to add other projects to the list before a voting exercise in which everyone had 5 dots ranging in "value" from \$5 down to \$1 (\$5-\$4-\$3-\$2-\$1). People were asked to place their dots on the projects they would most like to see funded within the next several years, using the various dot values to give more weight to one selected project over another. Participants were encouraged to spread their dots around and not to place more than one of their dots on a single project.

The results were tabulated according to 3 measures and are presented in Table 1, below:

- 1) Total number of votes
- 2) Total "dollar" value of votes
- 3) Number of \$5 (top priority) votes

Raw data from the voting exercise is presented in Attachment 2.

**Table 1 – Results of Voting Exercise (Overall Priorities)**

<b>Project</b> (* = Project is not listed in current TSP for a particular chapter)	<b>TSP Chapter</b>	<b>Total Votes</b>	<b>Total \$-Value of Votes</b>	<b># of \$5 Votes</b>
Monroe St Neighborhood Greenway	Bike (Ped*/ Traffic Mgmt*)	15	\$63	8
Stanley Ave Neighborhood Greenway	Bike (Ped*/ Traffic Mgmt*)	15	\$51	3
Railroad Avenue Capacity Improvements	Ped, Bike, Transit, Street	14	\$44	1
Kellogg Dam Removal & undercrossing at Hwy 99E	Ped, Bike	12	\$36	3
Local bus service* (PMLR stations to eastside neighborhoods)	(Transit*)	9	\$18	--
Hwy 224 intersection improvements (Oak, Harrison, Monroe)	Pedestrian	8	\$17	--
Kronberg Park Trail (connect to PMLR ped/bike bridge)	Bike (Ped*)	7	\$24	1
29 <sup>th</sup> Ave Neighborhood Greenway	Bike (Ped*/ Traffic Mgmt*)	7	\$18	--
ADA accessibility improvements (city-wide)	Pedestrian	5	\$13	1
Traffic Management Plan for Historic Milwaukie & Lower Lake Rd*	(Parking*/ Street*)	5	\$11	1
Downtown Parking Structure	Parking	4	\$16	2
Sidewalks on Home Ave, Monroe St, Wood Ave <sup>(*)</sup>	Pedestrian	4	\$14	2
Connection of Springwater Trail and Tacoma Station to the south* (Main St)	(Ped*/Bike*)	3	\$11	1
Springwater Trail completion (Sellwood Gap)	Ped, Bike	3	\$9	1
Harmony Rd / Railroad Ave / Linwood Ave bypass or overpass ( <i>reconfigure / improve the intersection</i> )	Street, Freight	2	\$5	--
River Rd sidewalks	Pedestrian	2	\$3	--
Seismic infrastructure improvements* (bridges)	(Street*)	2	\$3	--
Bicycle friendly street grates	Bicycle	1	\$1	--
Parking Permit System for Downtown & PMLR Station Areas*	(Parking*)	--	--	--

<b>Project</b> (* = Project is not listed in current TSP for a particular chapter)	<b>TSP Chapter</b>	<b>Total Votes</b>	<b>Total \$-Value of Votes</b>	<b># of \$5 Votes</b>
Intersection improvements at Milport Rd & Hwy 99E*	(Street*)	--	--	--
<del>Quiet Zone improvements (Oak, Harrison, 37<sup>th</sup> Ave)</del> (project has essentially been completed)	<del>Street, Freight</del>		(was not voted on)	

### Summary of Voting Exercise

The voting exercise was not intended to provide a definitive, absolute list of the City's top priorities for transportation. The exercise was limited to the people who chose to attend the meeting, and it is hard to know how much the demographics of the group in attendance represent a "true" cross-section of the community. However, with each meeting participant having multiple, weighted votes, the exercise was useful in identifying 10-12 key projects from a field of 20 projects that the group considered worthy of immediate funding.

In addition to the voting information provided above in Table 1, the specific prioritizations provided by NDAs and various individuals are being made available for the City Council and the larger public to view and consider (see Attachment 3). It is important to remember that this effort to identify top overall priorities falls more into the realm of how the City Council chooses to use the TSP than how the document itself is being updated through the current process. The framework of the TSP, with its multi-modal focus, identification of needs, and various project lists, is fundamentally unchanged by the identification of overall priorities. But the information should be useful to the Council as it considers how to use the City's limited funding for transportation projects.

Reviewing Table 1, it is clear that the community wants to focus on strengthening the entire transportation network with improvements that affect more than 1 mode. There was significant interest in the Neighborhood Greenway idea and applying it along several key routes (Monroe St, Stanley Ave, 29<sup>th</sup> Ave) to improve facilities for multiple modes (particularly pedestrians and bicycles) and provide highly desired traffic calming. Making multi-modal improvements on Railroad Ave is also a top priority for the community, as are getting a safe crossing under McLoughlin at Kellogg Creek and providing efficient transit connections between the neighborhoods and the new PMLR stations at Tacoma St, Park Ave, and downtown. Improving various intersection crossings of Hwy 224 (at Oak St, Harrison St, and Monroe St), making a connection through Kronberg Park to the future PMLR bike-ped bridge, and improving ADA accessibility throughout the city are also high priorities that reflect the group's multi-modal focus.

Although they were not the very top vote-getters at the meeting, the issues affecting downtown (traffic management, residential parking permits, parking structure) will be the subject of community discussion over the next several months. Staff will gather information to facilitate those conversations. Several of the other new proposed project ideas will be further fleshed out as the recommended TSP Update draft comes together over the summer.

## PROJECT RE-PRIORITIZATION

Using comments submitted prior to the meeting, staff compiled a list of projects that people wanted to consider for potential re-prioritization.<sup>1</sup> Participants at the meeting added to this initial list, which is presented below in Table 2. Projects added at the June 3 meeting are shown with shading.

**Table 2 – Suggested Project Re-prioritizations**

<b>Project</b> (* = Project is not currently listed in TSP for a particular chapter) (Projects 1-32 were identified in NDA and citizen comments prior to the meeting; projects 33-44 were suggested by participants at the meeting and are shown with shading.)	<b>TSP Chapter</b>	<b>Current Priority</b>	<b>Proposed Priority</b>
1) King Rd Boulevard Treatments (42 <sup>nd</sup> Ave to Linwood Ave)	Pedestrian	High	Low
2) Logus Rd Sidewalks (43 <sup>rd</sup> Ave to 49 <sup>th</sup> Ave)	Pedestrian	High	Low
3) Downtown Streetscape Improvements	Pedestrian	High	Low
4) Franklin St Sidewalks (42 <sup>nd</sup> Ave to 45 <sup>th</sup> Ave)	Pedestrian	Med	Low
5) Pedestrian Walkway Signage	Pedestrian	Med	Low
6) Pedestrian Walkway Amenities	Pedestrian	Med	Low
7) Intersection Improvements at Harmony Rd & Lake Rd	Pedestrian	Low	Med or High <sup>2</sup>
8) Harmony Rd Sidewalks (Linwood Ave to City Limits)	Pedestrian	Low	Med or High <sup>2</sup>
9) Hwy 224 Intersection Improvements at Oak St	Pedestrian	Low	High
10) Hwy 224 Intersection Improvements at Monroe St	Pedestrian	Low	High
11) Hwy 224 Intersection Improvements at Harrison	Pedestrian	Low	High
12) River Rd Sidewalks	Pedestrian	Low	High
13) Intersection Improvements at McLoughlin Blvd & Washington St*	Pedestrian*	--	High
14) Intersection Improvements at McLoughlin Blvd & 22 <sup>nd</sup> Ave*	Ped*/Bike*	--	High
15) Kronberg Park Trail	Bike (Ped*)	Low	High
16) Bicycle-friendly Street Grates	Bicycle	Low	High

<sup>1</sup> Lists and/or comments were received from the Hector Campbell and Historic Milwaukie NDAs and 2 individual citizens.

<sup>2</sup> Clackamas County is outlining options for improving this intersection, so the proposed priority change should consider what the County decides to do—but the base suggestion is that these projects should be higher priorities.

<b>Project</b> (* = Project is not currently listed in TSP for a particular chapter) (Projects 1-32 were identified in NDA and citizen comments prior to the meeting; projects 33-44 were suggested by participants at the meeting and are shown with shading.)	<b>TSP Chapter</b>	<b>Current Priority</b>	<b>Proposed Priority</b>
17) Stanley Ave Neighborhood Greenway	Bike (Ped*/Street*)	Med	High
18) (most Bicycle & Transit projects)	Bike/Transit	(misc.)	Low
19) Downtown Transit Center Improvements	Transit	High	Low or --
20) Downtown Loop Bus* (to Park Ave & Tacoma St)	Transit	--	High
21) Neighborhood Loop Bus* (eastern neighborhoods to downtown)	Transit	--	High
22) McLoughlin Blvd Intersection Improvements at 17 <sup>th</sup> Ave	Street	Med	--
23) Intersection Improvements at 42 <sup>nd</sup> Ave & King Rd*	Street	--	Med
24) Intersection Improvements at 42 <sup>nd</sup> Ave & Harrison St	Street	Med	Low
25) Harrison St Capacity Improvements (32 <sup>nd</sup> Ave to 42 <sup>nd</sup> Ave)	Street	Med	--
26) Intersection Improvements at Harrison St & Hwy 224	Street	Med	High
27) Various Railroad Crossing Safety and Quiet Zone Projects	Street/ Freight	Med/Low	--
28) Public Parking Structure (downtown)	Parking	Med	High
29) Downtown Streetscape Improvements	Parking	High	Low
30) Downtown Parking Signage	Parking	Med	Low
31) Downtown Public Parking Lot Improvements	Parking	Med	Low
32) Traffic Calming on King Rd* (36 <sup>th</sup> Ave to 40 <sup>th</sup> Ave)	(Traffic Mgmt*)	--	??
33) 29 <sup>th</sup> Ave/Harvey St/40 <sup>th</sup> Ave Neighborhood Greenway	Bike (Ped*/ Street*)	High	High <sup>3</sup>
34) Bike-Ped path on Sparrow St, connecting River Rd east to Trolley Trail*	(Ped*/Bike*)	--	Med
35) Traffic Calming improvements on River Rd at Lark St* (e.g., permanent speed-warning sign)	(Traffic Mgmt*)	--	High

<sup>3</sup> Participants suggested promoting this project to "High" status because it was a significant vote-getter in the earlier part of the meeting. After the meeting, staff verified that this project is already a "High" priority project in the current TSP.

<b>Project</b> (* = Project is not currently listed in TSP for a particular chapter) (Projects 1-32 were identified in NDA and citizen comments prior to the meeting; projects 33-44 were suggested by participants at the meeting and are shown with shading.)	<b>TSP Chapter</b>	<b>Current Priority</b>	<b>Proposed Priority</b>
36) 43 <sup>rd</sup> Ave Sidewalks	Pedestrian	Low	Med or High
37) Stanley Ave Connectivity at King Rd	Street	Low	High
38) Stanley Ave Connectivity at Monroe St	Street	Low	High
39) Bike-Ped Improvements on Main St to Tacoma Station*	(Ped*/Bike*)	--	High
40) Bike-Ped Overpass over McLoughlin Blvd* (connecting River Rd with downtown)	(Ped*/Bike*)	--	High
41) Johnson Creek Blvd and 42 <sup>nd</sup> Ave Signalization	Street	Low	--
42) Pedestrian Over-Crossing of Hwy 224 at Harrison St*	(Street*)	--	High
43) Bike-Ped Overpass at Railroad Ave to International Way	Bike (Ped*)	Low	Med or High
44) Bike-Ped connection to Lake Oswego* (using existing trestle bridge)	(Ped*/Bike*)	--	??

Staff collected individual worksheets from those participants that were willing to share them—these can be found in Attachment 3 with the comments received beforehand. All suggestions for project reprioritization (both from the June 3 meeting and from individuals who submitted comments but were not able to attend the meeting) will be factored in to staff's evaluation of suggestions. Staff will determine whether and/or how to incorporate the suggestions into the TSP Update draft that is recommended for adoption. Staff will provide a rationale for its recommendation on each suggested re-prioritization.

### **OTHER ISSUES TO DISCUSS**

Throughout the course of the meeting, staff captured questions and other ideas in a "parking lot" for further discussion. We ran short on time for discussion at the end of the June 3 meeting, so the following items represent topics to be addressed in the near future:

1. **Stanley Avenue sidewalks** – The project to build sidewalks on Stanley Ave stretches from Johnson Creek Blvd south to Railroad Ave. The suggestion was to break it into smaller segments: 1) Johnson Creek Blvd to King Rd, 2) King Rd to Monroe St, and 3) Monroe St to Railroad Ave.

*Staff Note:* Having the project identified as one large, very costly item in the TSP does not mean that it must receive full funding for any segment to be built. However, the importance and nature of Stanley Ave give weight to the suggestion that it would be helpful if the TSP listed each segment separately and with a distinct order-of-magnitude cost. Prioritizing the segments themselves may be unnecessary and counter-productive—all 3 segments are

important, and the nature and scale of specific funding opportunities make it necessary for staff to be flexible in identifying appropriate projects to match the available funding.

2. **Sidewalks on One Side of the Street** – Following up on a comment made at the Open House earlier in the evening, there was a suggestion to build sidewalks on 1 side of the street on arterials (or near-arterials) before replacing or rebuilding existing sidewalks elsewhere. The project to rebuild King Rd sidewalks was cited as an example of a facility that already has sidewalks, while Monroe St does not.

*Staff Note:* One post-meeting observation from staff is that King Rd presents a challenging paradox—a majority of the existing sidewalks on King Rd do not meet ADA standards and so are not consistently accessible to people in wheelchairs or walkers. And King Rd is a major transit route, providing important access to bus service. A project to improve King Rd sidewalks (and to extend portions of some sidewalks from King Rd into the neighborhoods) might be more fundable than a project to build new sidewalks in an area that does not provide such an important multi-modal connection. While the TSP can provide some guidance for this kind of question, the City Council must make the ultimate decision about priorities for funding—the Council will consider public comment, staff recommendations, and other information to make that decision.

3. **Accident Statistics for Hwy 224** – In the context of considering improvements to some of the pedestrian intersections with Hwy 224, what information is available about crashes?

*Staff Note:* The current TSP includes some crash data from ODOT for Hwy 224, from 2003 through 2005. The intersections studied include Hwy 224 at 17<sup>th</sup> Ave, Harrison St, Monroe St, 37<sup>th</sup> Ave, Freeman Way, Harmony Rd, and Lake Rd. Crash details are limited for these specific locations—for example, the ODOT data does not indicate whether a pedestrian or cyclist was involved. Newer data may be available from ODOT—staff will inquire. In the meantime, the TSP continues to list Hwy 224 intersection improvement projects as a fundamental need, to make these crossings safer for all users, especially for pedestrians and cyclists.

4. **Interim Improvements on Neighborhood Greenways** – Along future Neighborhood Greenway routes, perhaps there are simple, low-cost ways to get residents and travelers to think about and treat the streets as greenways. Maybe publicizing them somehow, or establishing some signage.
5. **Traffic Enforcement** – There is a need to enforce the speed limits on various streets, Linwood Ave being a key example.
6. **Lowering Speed Limits** – There is a new State regulation that allows communities to reduce the speed limit on residential streets below the standard 25 miles per hour (mph). For example, Portland has begun to lower the speed limit on neighborhood greenways to 20 mph. We should start doing that in Milwaukie.

*Staff Note:* The State allowance for lowering speed limits is only applicable to cities with populations of at least 100,000, so this is not an option for Milwaukie.

7. **Concerns About Intersection of 22<sup>nd</sup> Ave and McLoughlin Blvd** – The point where the Trolley Trail crosses 22<sup>nd</sup> Ave puts cyclists and pedestrians in conflict with motorists heading south onto 22<sup>nd</sup> Ave from McLoughlin Blvd. There needs to be more done to draw attention to the crossing, whether signage or a flashing yellow light or a "Your Speed Is . . ." sign.



Perhaps staging the photo-radar van at this location when the Trolley Trail connection is reestablished would help remind motorists that they need to keep their speed down in this area.

*Staff Note:* Staff will investigate further to see what options are available, given the constraints and standards that McLoughlin Blvd presents as a State highway. It will be important to coordinate with both ODOT (for McLoughlin Blvd) and the North Clackamas Parks District (for the Trolley Trail) to see what improvements can be made. Perhaps there can be some additional signage and pavement markings on both McLoughlin Blvd and the Trolley Trail to warn all users of the dangerous crossing.

#### **NEXT STEPS**

As noted above, staff will review all comments received and will determine whether and/or how to incorporate them into the proposed revisions to the TSP. For each suggested reprioritization of a specific TSP project, staff will provide a rationale for its recommended response. The proposed revisions will be available for further public review as part of the adoption process, which will consist of recommendation hearings by the Planning Commission, followed by decision-making hearings by the City Council.

#### **ATTACHMENTS**

1. List of Attendees
2. Raw Data from Voting Exercise (Overall Priorities)
3. Comments Received and Individual Worksheets Collected at June 3 Meeting

## Attachment 1

# List of Attendees

## June 3 TSP Update Public Meeting

*(listed in no particular order)*

1. Zac Perry
2. Jo Anne Bird
3. Lois Moss
4. Carl Larson
5. Greg/Frank Hemer
6. Bill Buse
7. Dion Shepard
8. Sarah Rushton
9. Theresa Carr
10. Jean Baker
11. Lisa Gunion-Rinker
12. Charles Bird
13. Howie Oakes
14. Lonny Rushton
15. Debby Patten
16. Ray Bryan
17. Todd Waddell
18. Robert Brandt
19. Michele Brandt
20. Peter Stark
21. Julie Wisner
22. Chantelle Gamba
23. Chris Ortolano
24. Mark Gamba
25. Matt Menely
26. Vince Alvarez
27. Gwenn Alvarez
28. David Burdick



## Attachment 2

# Raw Data from Voting Exercise

## Overall Top Priorities

June 3 TSP Update Public Meeting

Project	TSP Chapter	Votes (by \$ value)	Total # of Votes	Total Value (\$)	# of Top Votes
Downtown Parking Structure	Parking	5, 3, 5, 3	4	\$16	2
Railroad Avenue Capacity Improvements (Sidewalks on only 1 side would be OK)	Ped, Bike, Transit, Street	4, 2, 4, 4, 5, 3, 3, 4, 1, 3, 1, 4 3	14	\$44	1
Local bus service (btwn PMLR stations & eastside n-hoods)*	(Transit*)	2, 4, 2, 1, 2, 3, 2, 1, 1	9	\$18	--
Traffic Management Plan for Historic Milwaukee & Lower Lake Rd*	(Parking*)	1, 3, 1, 5, 1	5	\$11	1
Kellogg Dam Removal & crossing under Hwy 99E	Ped, Bike	1, 3, 3, 1, 3, 5, 5, 3, 2, 2, 3	12	\$36	3
Kronberg Park Trail (connect to PMLR ped/bike bridge)*	Bike (Ped*)	1, 4, 4, 3, 4, 3, 5	7	\$24	1
River Rd sidewalks	Pedestrian	1, 2	2	\$3	--

Project	TSP Chapter	Votes (by \$ value)	Total # of Votes	Total Value (\$)	# of Top Votes
Bicycle friendly street grates	Bicycle	1	1	\$1	--
ADA accessibility improvements (city-wide)	Pedestrian	5, 2, 3, 1, 2	5	\$13	1
29 <sup>th</sup> Ave Neighborhood Greenway	Ped, Bike (Street*)	2, 4, 2, 4, 1, 1, 4	7	\$18	--
Harmony Rd / Railroad Ave / Linwood Ave bypass or overpass (reconfigure/improve the intersection)	Street, Freight	4, 1	2	\$5	--
Parking Permit System for Downtown & PMLR Station Areas* (aka, Parking Management Program?)	(Parking*)	--	--	--	--
Seismic infrastructure improvements (bridges)*	(Street*)	2, 1	2	\$3	--
Monroe St Neighborhood Greenway	Bicycle	4, 4, 5, 5, 5, 4, 2, 4, 5, 4, 5, 5, 5, 5, 1	15	\$63	8
Intersection Improvements at Milport Rd & Hwy 99E*	(Street*)	--	--	--	--
Connection of Springwater Trail and Tacoma Station to the south (Main St)*	(Ped*/Bike*)	2, 4, 5	3	\$11	1
Sidewalks on Home Ave, Monroe St, Wood Ave <sup>(*)</sup>	Pedestrian	5, 5, 1, 3	4	\$14	2

<b>Project</b>	<b>TSP Chapter</b>	<b>Votes (by \$ value)</b>	<b>Total # of Votes</b>	<b>Total Value (\$)</b>	<b># of Top Votes</b>
Springwater Trail completion (Sellwood Gap)	Ped, Bike	5, 2, 2	3	\$9	1
Hwy 224 intersection improvements (Oak, Harrison, Monroe)	Pedestrian	4, 3, 1, 3, 1, 2, 2, 1	8	\$17	--
Stanley Ave Neighborhood Greenway	Ped, Bike (Street*)	2, 5, 4, 5, 3, 3, 4, 3, 5, 2, 2, 4, 4, 3, 2	15	\$51	3
<del>Quiet Zone improvements (Oak, 37<sup>th</sup>, Harrison)</del> (project has essentially been completed)	<del>Street, Freight</del>				



## Transportation System Plan Revisions May 2013

From Hector Campbell NDA

### Guiding philosophies:

- project affordability and pedestrian safety should carry the most weight
- projects that contain multiple elements should be considered ahead of the implementation of projects individually at disparate times
- Sensibly acknowledge that most of the projects listed are not affordable now and will not be in the foreseeable future

### New projects not already identified in TSP

- Identification and retrofitting/upgrading for seismic strengthening roads or bridges over culverts and creeks – high priority
- Improvements to King Road at 42<sup>nd</sup> Avenue – medium priority
- Intersection pedestrian improvement at 44<sup>th</sup> and Harrison

### Project Priorities

- Create a multi-element chapter that identifies projects that have listings under more than one element; i.e., work relating to Railroad Avenue is addressed under Street Network, Pedestrian, Public Transport and Bicycle Elements. Cross-reference these projects so their connectivity is clear and funding attempts to include resolving more than one element at a time.
- Bicycle and Public Transport Elements should be funded only where they are part of a multi-element project. Their prioritization is low for funding by the City of Milwaukee. Most of the Public Transport projects are considered Metro/Tri-Met funding responsibility.

### Chapter 5 Pedestrian Element

- Use a non-standard sidewalk model to build one side of the street only applied to all sidewalk projects
- Reduce “F” King Road from high to low priority. King Road has sidewalks now; many other streets have none
- Railroad Avenue upgrades to sidewalks on the north side of the street only, street widening and maybe a bike path should be a high priority.
- Work on the Kellogg Creek Dam should be prioritized if it is considered feasible by ODOT and the study by Wildlands.
- Reduce “Q” Logus Road to low priority with sidewalk infill limited to one side of the street only



- Downtown streetscape improvements should be moved to low priority. This is better addressed as part of a unified downtown improvements project funded through business licenses or a bond.
- Reduce “AO” Franklin Street sidewalk infill to low priority; Campbell School no longer operates
- All the Hwy 224 Intersection improvement projects may currently be in work by ODOT. Check with ODOT to determine if the improvements fulfill intended improvement needs and if so, remove from this priorities projects list
- Pedestrian Walkway Signage and Amenities currently prioritized as medium should be moved to low
- E, G, and H low priority pedestrian improvements may be covered under the Quiet Zone improvements, in which case they should be removed from the list as this work will be finished quite soon
- I and Z should be reconsidered under proposals made by Clackamas County to address the Harmony road/Lake Road/International Way/Railroad Avenue/Linwood interchanges. This may need to be moved to a higher priority depending upon the outcome of County decisions
- Kronberg Park trail should be considered under Kronberg Park Master Plan and funded through Tri-Met and Metro funding mechanisms from PMLR remediation

#### **Chapter 6 Bicycle Element**

- No bicycle projects should carry other than low priority unless they are implemented as part of a multi-element approach to a problem area that has sufficient funding to remediate all the elements simultaneously
- The only project that should be considered otherwise is “AB” the completion of the connection between Springwater Trail and Sellwood at 17<sup>th</sup> and this is not a priority with limited funding available
- The City may wish to consider a bicycle licensing fee that could contribute to the cost of bicycle projects.

#### **Chapter 7 Public Transit Element**

- No public transit project should be given priority for the use of City of Milwaukie funds unless it is addressed as a solution for multi-element problems. These projects are considered to be the funding responsibility of Tri-Met and Metro.
- Priorities for transit projects should first address providing routes and schedules that encourage small bus use between Light Rail stations and the out-lying neighborhoods and between those neighborhoods and shopping and public amenities such as the hospital, Post Office and transit facilities.

- Rapid connectivity for Milwaukie transit users between the Tacoma Station and other public transit facilities has a high priority. Provision of a small bus that connects Tacoma Station with Main Street and Lake Road LR station and being inclusive of the near east-side neighborhoods is essential.

#### **Chapter 8 Street Network Element**

- Add improvements to 42<sup>nd</sup> at King Road as a medium priority need
- “T” - The Railroad Crossing Safety and Quiet Zone project is currently underway and should be removed from the priorities list
- Lower the priority of “B” – Intersection improvements at 42<sup>nd</sup> and Harrison to “Low”
- Remove “K” Harrison Street Capacity Improvements entirely as the neighborhood does not desire this change to the current street design
- Consider changing the priority for “L” – Intersection improvements at Harrison and Hwy 224 to High. This may be currently being addressed by ODOT equipment changes at this intersection.

#### **Chapter 9 Freight Element**

- Remove “E” Harrison Street Railroad Crossing separation as it is part of the nearly-completed Quiet Zone improvements

#### **Chapter 10 Street Design Element**

No specific projects were listed in the original plan; no new projects were suggested under this review.

#### **Chapter 11 Neighborhood Traffic Management Element**

- The process outlined in the TSP should be changed to utilize the process of the Walk Safely Milwaukie Program (WSMP). It could be called Traffic Safety Plan. This neighborhood-driven program needs to be continued with funding in the range of \$100 to \$150k per annum. Numerous projects that increase pedestrian safety have already been identified and completed and the neighborhoods would benefit greatly with the completion of the other projects. Two changes should be made: 50/50 NDA match for each project was never agreed by NDAs and should be deleted and the criteria that governs the process for prioritization of these neighborhood-identified projects needs to be adjusted per PSAC’s recommendations. Throughout the Public Safety Advisory Committee should be the guiding body for projects relating to Neighborhood Traffic Management.

**Chapter 12 Downtown Parking Element**

- A high priority would be to design and implement a downtown parking permit program that is inclusive of the needs of downtown residents as well as business needs. A permitting system should be self-funding, with fines and permit revenue sufficient to do so.
- A multi-story downtown parking structure is a high priority. Whether the location is on the Cash Spot location, a design incorporating multi stories above Pietro's and Kellogg Bowl or the use of the lot between Main Street and 99E between Harrison and Jackson, this should be one of the highest priorities for city staff to resolve.
- The other projects with high or medium priority should be downgraded to low.

**Project Ranking**

- #1 Downtown Parking Structure
- #2 Downtown Parking Permit system
- #3 Railroad Avenue multi-elemental improvements
- #4 Hwy 224 intersection improvements
- #5 Quiet Zone improvements
- #6 Harmony Road/Railroad Ave/Linwood Avenue by-pass from east to south to Hwy 224
- #7 Seismic infrastructure improvements
- #8 Bus services between PMLR stations via Main Street and close-in east side neighborhoods
- #9 Sidewalks on one side of Home Avenue, Monroe, and Wood
- #10 Springwater Trail completion (Pedestrian Element AT)

## Transportation System Plan Revisions May 2013

From: **jean baker** [REDACTED]

Date: Tue, May 28, 2013 at 10:54 AM

Subject: TSP - DUE TODAY. This is the material we will present unless there is a mistake or ?

### Historic Milwaukie

Our neighborhood met numerous times to develop our priorities. One of the first that developed deals with the traditional planning "flow chart" used by the city. The leadership of city neighborhoods have also discussed the current process and they, too, want change. We want to be included AS A NEIGHBORHOOD PLANNING UNIT at the beginning of a process rather than the usual method: A contact with the neighborhoods to explain a process that the city will itself undertake with the aide of paid consultants. And when done, come back and ask for our comment at an Open House before it is taken to the planning commission and then to the council for adoption is a model we want ended.

We feel strongly that neighborhoods should be planning their neighborhoods with the assistance of planning staff. This is the model used by successful neighborhood organizations in Lake Oswego and Portland. There is education of the neighborhood participants so that they are indeed able to participate in every level of planning which is required in state land use and citizen participation laws.

We believe strongly that each neighborhood should have its own plan. In that way, the otherwise relatively meaningless lists and stated goals can have actual meaning to neighborhoods and demonstrate the vision WE have. There is strong opposition to professional planners dictating what will occur in our neighborhoods. The character, livability, and vision of the residents is not heard in the old model.

The Historic Neighborhood is a case in point. We have been overwhelmed with apartments. There are over 1200, and only 247 homes. We have three train tracks, two highways, four schools, the emergency response thru-way, and the use of neighborhood streets that were never built for heavy trucks and thousands of cars daily, being inundated. All of this is in the context of all our streets being used by school children - There is a school on every East / West street!

Speeding by heavy trucks on narrow streets that are used by joggers, walkers, school children with teachers, dog and baby walkers, people with wheelchairs.... present a frightening mix of traffic that has gone unrestrained. This is a neighborhood under siege by traffic. No other neighborhood in the city has this amount of traffic, the mix of traffic, or the level of danger from over-the-road trucks. This is about lack of vision, code enforcement, and danger going unrecognized by professionals. Our neighborhood is in crisis that has gone pretty much unnoticed outside the neighborhood.

Regarding the city owned bus, this is the single most popular proposal that has been made at every public meeting that discussed traffic. Residents note the poor service by Tri Met, even with 11 routes through the city. Some areas are not served at all. In others, the buses don't go where people need to go. In this time of Light Rail, it is absolutely imperative that we have a way to facilitate the use of it and of getting people to the shopping areas of the city. There is a strong objection to dropping the Max into our community without the crucial step of connectivity. We find it startling that the professional planners have failed to do this or consider how children, handicapped, our growing elderly population will be served. As we move toward a revitalized downtown - if the voters agree - we have failed to provide a safe way for people to access these new attractions and services. With a city-owned system, we can be sure that our needs are met and not in competition with services that have been described as a 'ghost agency.' For the city to prosper, we need good local neighborhood transit.

It is here we support Livability, Safety, and Quality of Life and getting on with doing a new Comprehensive Plan under a new process.

## Worksheet

### A. Confirming Project Priorities

1. Hwy 224 @ Oak St.	Pedestrian	Low to High
2. Hwy 224 @ Monroe St.	"	Low to High
3. Hwy 224 @ Harrison St.	"	Low to High
4. River Road Sidewalks	"	Low to High
5. Kronberg Park	Bicycle	Low to High
6. Bicycle Safety Grates	"	Low to High
7. Stanley Ave. Greenway	"	Med to High
8. Downtown Bus Loop Parking/Tacoma	Transit Downtown	0 to High
9. Milwaukie owned loop bus East/West	Transit	0 to High
10. McLoughlin Blvd./17th left turn lane <i>(This refers to the proposed no left turn from SE 17th north to McLoughlin.)</i>	Street	Med to 0

### B. Ranking the Top Priorities

1. Traffic Management Plan for Historic, Lower Lake Road NDA's
2. Downtown/Historic/Lake Road/Island Station/Ardenwald Parking Permits
3. Railroad Ave. Bicycle/Sidewalks/multimodal use
4. Monroe St. Neighborhood Bicycle Greenway
5. Multi Modal connections to Kronberg pedestrian path
6. Harrison/Monroe/Oak Streets crossings

7. River Road sidewalks
8. Park Ave/Tacoma Loop bus (owned and managed by Milwaukie)
9. East/West Loop bus (owned and managed by Milwaukie)
10. Bicycle friendly street grates

**C. Identifying Other Needs:**

1. Maintain Park & Ride at Southgate
2. Parking Permit for Historic/Lake Road/Island Station NDAs
3. Increased Parking Code enforcement
4. Traffic Management Plan - Historic and Lower Lake Road NDA



**Kelver, Brett**

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**From:** Greg Chaimov [REDACTED]  
**Sent:** Wednesday, May 29, 2013 7:06 PM  
**To:** Kelver, Brett  
**Subject:** Re: Transportation Plan

Brett:

I'm likely to miss the 6/3 meeting, so thought I'd share my thoughts this way:

I've gone through the public engagement worksheet, which, as I read it, largely asks whether current priorities are still correct.

For the most part, I think they are. Most projects that are rated high should still be rated high.

I see a handful of projects the priority for which ought to be adjusted. First, a high-rated project is the construction of a bus layover outside the downtown core. Although that project would improve downtown, TriMet has already told the city that TriMet likes the buses laying over right where they are, and, after having built the bus facility by city hall, as a practical matter, we're not going to build a layover facility elsewhere. Under the circumstances, I think the project ought to come off or go down the list.

Second, improvements at Hwy 224 and Oak Street are rated high, but the improvements are so badly needed, and so low-cost compared to other projects, I suggest the city call out the project for extra special attention.

Third, there's nothing listed in the TSP that I see that calls out for additional improvements to where 99E turns onto 22nd Avenue. The intersection is dangerous for people on foot and on bikes. The sign tells drivers to yield, but, based on my observations, that's not enough of a warning. Perhaps a blinking light would help.

Finally, there is a continuing danger to pedestrians crossing McLoughlin on the south side of on Washington. Addressing that danger ought to be a high priority. Holding the turns until pedestrians cross is one suggestion.

Does this work for your purposes?

Greg



ISNDA

Greg's Suggestions (CHAIMOV)

- 1. Rating is mostly OK
- 2. Bus layover move is needs to be removed
- 3. Crossing on 224 and Oak needs special attention
- 4. 99E and SE 22<sup>nd</sup> Ave. Trolley Trail Crossing needs to be addressed
- 5. Pedestrian crossing on 99E and Washington needs to be addressed.

Cindy's Suggestion: (MIGUEL)

- 1. A bike/pedestrian path along Sparrow between the Trolley Trail and SE River Road to better connect the Trolley Trail to Spring Park and Elk Rock Island.

Jo Anne's Suggestions (BIRD)

- 1. Crossing on 99E and SE 22<sup>nd</sup> Ave.
- 2. Sidewalks on busier streets and arterials before re-doing ones already in existence
- 3. Wheelchair access needs to be improved. This includes existing sidewalks and crossings as well as better accessible connections throughout Milwaukie.
- 4. Connections to the bridge under the PMLR in Kronberg Park and on the Historic Milwaukie side.
- 5. Springwater/Trolley Trail connections
- 6. 224 and Oak/Monroe/Harrison
- 7. 99E and Washington Crossing

Island Station Specific (JO ANNE BIRD)

King @ 22nd 99E

- 1. Traffic Calming at SE Lark and SE River Rd. – Possibility of a speed warning sign being permanently installed there.
- 2. Parking concerns with PMLR.

CHARLES BIRD'S SUGGESTIONS

- 1. LARK River Road Round about Traffic Calming
- 2. Connect ISN. to Down town - At gate Crossing over level of tracks Kellogg

**Subject: Re: TSP**

**Date: Monday, June 3, 2013 2:03 PM**

**From: Karin Power**

**To: Jo Anne Bird**

**Cc: Greg Chaimov**

Hi Jo Anne (and Greg, since you were the other one from Island Station to comment):

My apologies for getting these to you a little late, but here are my thoughts (note that I rarely drive around in the city since most of our friends still live in Portland, so I'm less familiar with many of the targeted street upgrades):

- As we've discussed, the bike crossing at 22nd and Hwy 99 is awful. Once the light rail is done, it needs to be fixed ASAP before someone gets killed. I bike 7.5 miles each way to and from downtown Portland each day, and this intersection is easily the most dangerous that I have to get through. Here are my talking points:
  - The intersection is designed to be a full-stop bike stop. This is impractical given that the (small) signage for the bike stop is present only near that corner and thus not known by bikers until they approach the intersection; competitive, fast bikers will also push the limits and continue at speed up until the intersection and they are forced to stop by cars. Furthermore, not all cars use blinkers, so it's impossible to be 100% certain that a car is not turning right as you continue straight on the trail.
  - The ADA-compliant sidewalk grade extends nearly to the edge of 22nd striping, leaving little room to exit the sidewalk by bike and then turn the corner right to head up 22nd. I've had some near misses with cars who are simultaneously turning up 22nd.
  - As a final matter, there is poor visibility given the nature of the curvature of the road for bikers and drivers alike. As you head towards the intersection along the trail by bike, looking back over your left shoulder, cars travelling at 30-35mph (or more) pass under the overpass and approach quickly relative to biking speed. Bikers passing under the overpass also do not have much time to react to cars - so even cautious commuters like me have difficulty ascertaining whether cars are coming.
  - My recommendation is that cars yield to bikes (I know drivers will find this irritating, but it's the safest way), and that the city install a bike light prior to the train overpass similar to those on Hwy 101 on the coast, to allow bikers that are approaching the intersection to signal and receive the right of way. (See <http://thecoastnews.com/2013/01/repaving-new-bike-lane-and-sharrows-coming-to-highway-101/>, "To reinforce bicycle rules, the city is also installing "bicycles may use full lane" signs on preexisting light poles on Highway 101 where bike lanes aren't in place.")
- Pedestrian counts should be redone the year following the 2015 Max line opening. Pedestrian flows will vary greatly once people establish their ways to walk to their various neighborhood transit stops; sidewalks and other upgrades should be informed by and prioritized according to use thereafter.
- Bikeways and signage linking the downtown core to the industrial park, home to existing and developing businesses such as Breakside Brewery, should be prioritized.
- Spring Park parking lot: One of the city's best parks has zero parking in the

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immediate area. The vacant, abandoned lot across the street (corner of Sparrow and 19th) could be purchased, razed, and turned into public parking. As a bonus, it would make that corner of the neighborhood way less dicey.

- Kronberg Park - Should not be a low priority. It appears to be a weedy overgrown area in my limited experience, and once the light rail bridge is across, it'll be even more visually isolated from the rest of the city and attractive to vagrants.

Thanks for being our voice!

Karin

On Mon, Jun 3, 2013 at 11:28 AM, Jo Anne [REDACTED] wrote:

Karin -- I'm going to the TSP meeting tonight. So far I only have Greg and my comments to bring up. I'm not comfortable with trying to represent any of that as coming from Island Station as a whole. Charles is on the Land Use Committee and I couldn't get him to give me any comments, either.

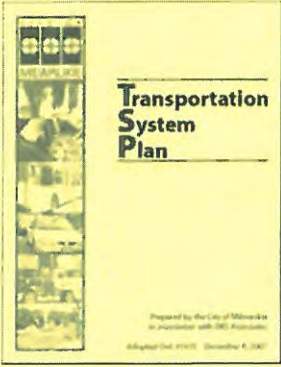
So, do you have any comments?

I will try to get Greg's points across, and mine start with the crossing at 99E and SE 22nd. Then to traffic calming on River Road with the possibility of a speed warning sign at Lark and River. I also think we need to try harder at wheelchair access throughout the City. After that, I have a litany of suggestions, but I'll just have to wait and see how they fly.

I got no input from anyone else.

I hope you get this before the meeting!

Thanks.



## 2013 TSP Update Public Engagement Worksheet

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Ardenwald Neighborhood

**A. Confirming Project Priorities** – Given how conditions in Milwaukie have changed from 2007 to 2013, are there specific projects within the different TSP chapters that should be prioritized differently?

Project	TSP Chapter (Ped / Bike / Transit / Street / Etc.)	Current Priority (High / Medium / Low)	Proposed New Priority
For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"	Pedestrian	Medium	High
1) Harvey street in Ardenwald from 32 <sup>nd</sup> to 40 <sup>th</sup> street improvements, bi	street, pedestrian, bike, & transit	? sidewalks included	?
2) Sherrett a 29 <sup>th</sup> street entrance to Springwater Corridor Trail is gravel	bike & ped.	— not listed would like paved improvements	—
3) General road/street improvement on TSP route through neighborhood	bike / ped	?	?
4) Road improvement / street improvements on residential surface streets	ALL residential surface streets	? CIP?	? CIP
5) ALL citywide neighborhood greenways			
6)			
7)			
8)			
9)			
10)			
11)			
12)			
(Use additional pages if needed)			

TSP  
not  
included  
↓  
ALL citywide neighborhood greenways

B. **Ranking the Top Projects** – Since City resources are limited, what are the 10 most important specific TSP projects for which the City should focus on finding money (from across all chapters)? (Please rank in order of importance, with #1 being the topmost priority.)

o For example, "#1 - Stanley Avenue sidewalks—Monroe St to Railroad Ave"

1. Quiet Zone Improvements
2. Local bus service btwn PMLR stations & eastside n. hoods
3. RR Ave. Capacity Improvements - sidewalks!!
4. Kronberg Park Trail (connect to PMLR ped/bike bridge.)
5. Bicycle friendly street grates
6. Hwy 224 intersection improvements (Oak, Harrison & Monroe)
7. ~~Springwater Corridor Trail completion (Settling Gap) DONE~~
8. Parking Plan around PMLR stations
9. Improve ALL neighborhood greenway corridors - bike & peds
10. \_\_\_\_\_

C. **Identifying Other Needs** – To implement the transportation goals in the 2013 TSP, are there detailed studies or conceptual designs for which the City should seek funding? (Please rank in order of importance, with #1 being the topmost priority.)

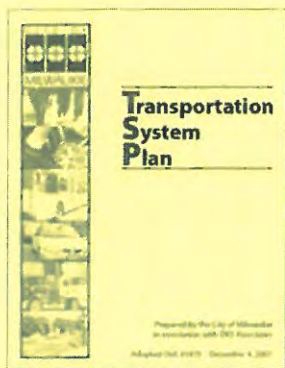
o For example, "Initial concept design for Neighborhood Greenway improvements on Monroe St"

o For example, "Updated study of downtown parking"

1. ALL neighborhood greenway corridors - bikes & peds!!
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

**Reminder:** Please bring your completed list to the TSP public meeting on **June 3<sup>rd</sup>**!

If you are unable to attend the June 3<sup>rd</sup> meeting, you may submit written comments directly to Brett Kelver, Associate Planner (503-786-7657 or [kelverb@ci.milwaukie.or.us](mailto:kelverb@ci.milwaukie.or.us)). In order to be incorporated into the June 3<sup>rd</sup> meeting, **written comments must be received no later than 5:00pm on Tuesday, May 28<sup>th</sup>.**



## 2013 TSP Update Public Engagement Worksheet

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- A. **Confirming Project Priorities** – Given how conditions in Milwaukie have changed from 2007 to 2013, are there specific projects within the different TSP chapters that should be prioritized differently?

Project	TSP Chapter (Ped / Bike / Transit / Street / Etc.)	Current Priority (High / Medium / Low)	Proposed New Priority
<i>For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"</i>	<i>Pedestrian</i>	<i>Medium</i>	<i>High</i>
1) <i>TALOMA ST @ KW @ GRADE CONNECTION TO MAIN</i>	<i>BIKE/PED</i>	<i>?</i>	<i>HIGH</i>
2)			
3)			
4)			
5)			
6)			
7)			
8)			
9)			
10)			
11)			
12)			
<i>(Use additional pages if needed)</i>			

B. **Ranking the Top Projects** – Since City resources are limited, what are the 10 most important specific TSP projects for which the City should focus on finding money (from across all chapters)? (Please rank in order of importance, with #1 being the topmost priority.)

o For example, "#1 - Stanley Avenue sidewalks—Monroe St to Railroad Ave"

1. NEED CREATIVE SOLUTIONS FOR
2. ADDRESSING BARRIERS (MCLAUGHLIN,
3. RAILROAD SO ON) ALSO NEED N/S
4. PEP (BIKE CONNECTION) FROM TACOMA
5. STATION TO MAIN (SOUTH)
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_

C. **Identifying Other Needs** – To implement the transportation goals in the 2013 TSP, are there detailed studies or conceptual designs for which the City should seek funding? (Please rank in order of importance, with #1 being the topmost priority.)

o For example, "Initial concept design for Neighborhood Greenway improvements on Monroe St"

o For example, "Updated study of downtown parking"

1. APM FREIGHT, GOODS & SERVICES "LENS"
2. TO ALL PEDESTRIAN, BIKE & TRANSIT MODES.
3. \_\_\_\_\_
4. PEP/BIKE/TRANSIT SHOULD HELP TO REMOVE
5. SOV'S TO MAXIMIZE FREIGHT GOODS & SERVICES

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- A. **Confirming Project Priorities** – Given how conditions in Milwaukie have changed from 2007 to 2013, are there specific projects within the different TSP chapters that should be prioritized differently?

Project	TSP Chapter (Ped / Bike / Transit / Street / Etc.)	Current Priority (High / Medium / Low)	Proposed New Priority
<i>For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"</i>	<i>Pedestrian</i>	<i>Medium</i>	<i>High</i>
1) <i>Intersection Curbsramps</i>	<i>Pedestrian</i>	<i>Low</i>	<i>Med</i>
2) <i>Logus Rd. Sidewalks</i>	<i>Pedestrian</i>	<i>High</i>	<i>Low</i>
3) <i>Stanley Ave. Neighborhood Greenway</i>	<i>Bicycle</i>	<i>Med</i>	<i>High</i>
4) <i>Intersection Improvement</i>			
5) <i>Linwood &amp; Monroe</i>	<i>Bicycle</i>	<i>Low</i>	<i>Med</i>
6) <i>Linwood / Flavel Bus Service</i>	<i>Public Trans.</i>	<i>Low</i>	<i>Med</i>
7) <i>Stanley Ave → King Road</i>	<i>street Net.</i>	<i>low</i>	<i>Med</i>
8) <i>Stanley → Monroe</i>	<i>Street Net</i>	<i>low</i>	<i>Med</i>
9)			
10)			
11)			
12)			
<i>(Use additional pages if needed)</i>			



B. **Ranking the Top Projects** – Since City resources are limited, what are the 10 most important specific TSP projects for which the City should focus on finding money (from across all chapters)? (Please rank in order of importance, with #1 being the topmost priority.)

o For example, "#1 - Stanley Avenue sidewalks—Monroe St to Railroad Ave"

1. Stanley Ave. Sidewalks - focus on school zone w/o bus service
2. Monroe Greenstreet project
3. Kellogg Creek Dam removal 99E underpass
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_

C. **Identifying Other Needs** – To implement the transportation goals in the 2013 TSP, are there detailed studies or conceptual designs for which the City should seek funding? (Please rank in order of importance, with #1 being the topmost priority.)

o For example, "Initial concept design for Neighborhood Greenway improvements on Monroe St"

o For example, "Updated study of downtown parking"

2. ~~1.~~ Bus service towards woodstock neighborhood from Johnson Creek
3. ~~2.~~ intersection improvement @ Linwood and Monroe
- ★ (1) cross walks to support 'Neighborhood Greenway'
4. crossings over busy roads 'Stanley/King'
5. 'Stanley/Monroe'

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<i>For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"</i>	<i>Pedestrian</i>	<i>Medium</i>	<i>High</i>
<del>1) <i>Monroe St Sidewalks</i></del>	<del><i>Ped</i></del>	<del><i>High</i></del>	<del><i>High</i></del>
<del>2) <i>Monroe St Greenway</i></del>	<del><i>Bike</i></del>	<del><i>High</i></del>	<del><i>High</i></del>
<del>3) <i>Springwater Completion</i></del>	<del><i>Ped/Bike</i></del>	<del><i>High</i></del>	<del><i>High</i></del>
<del>4) <i>Stantley Ave Sidewalks</i></del>	<del><i>Ped</i></del>	<del><i>High</i></del>	<del><i>High</i></del>
5)			
6)			
7)			
8)			
9)			
10)			
11)			
12)			
<i>(Use additional pages if needed)</i>			

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o For example, "#1 - Stanley Avenue sidewalks—Monroe St to Railroad Ave"

1. Monroe St Sidewalks
2. Monroe St Greenway
3. Stanly Ave Sidewalks
4. Springwater Completion
5. Kellog Creek Dam Removal
6. Railroad Ave Sidewalks
7. Hwy 224 / Oak, Harrison, Monroe improvement
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_

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o For example, "Initial concept design for Neighborhood Greenway improvements on Monroe St"

o For example, "Updated study of downtown parking"

1. improvements to monroe/linnwood intersection
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

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For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"	Pedestrian	Medium	High
1) Include Light Rail Impacts	All		✓ High
2) 224 & McLoughlin Crossings	All		✓ High
3) Parking/Downtown Historic Milwaukie			✓ High
4) Kronberg Park Trail			✓ High
5) Greenways to trails & through town			✓ High
6) Improve dangerous Intersections			✓ High
7) Transit connections too	Southgate & Tacoma after light rail		High
8) Signs to Direct Traffic	to downtown via 224 & 17th		High
9) Benches, Trash, cans etc			✓ High
10) Gap in McLoughlin Sidewalk Kronberg Park to Oak			High
11) Railroad Improvements			High
to out field to Freeman			High
12) Finish gap on Lake			High
(Use additional pages if needed)			

13 International Way Sidewalks

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- ~~#9~~ For example, "#1 - Stanley Avenue sidewalks—Monroe St to Railroad Ave"
- 2. Kronberg Park Path
- 3. Keddy Lake Dam
- 4. Rail Road Ave Path
- 5. Side walks where wanted
- 6. Bike Blvd / Greenways
- # 1 6. Parking for light Rail - garage at Tacoma
- 7. Safety crossing 224 & McLoughlin
- 8. Traffic calming through out
- 9. Improve most dangerous intersections
- 10. Downtown Streetscape & Ped Amenities

C. **Identifying Other Needs** – To implement the transportation goals in the 2013 TSP, are there detailed studies or conceptual designs for which the City should seek funding? (Please rank in order of importance, with #1 being the topmost priority.)

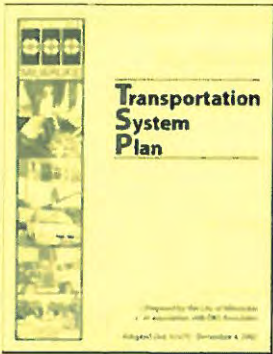
- o For example, "Initial concept design for Neighborhood Greenway improvements on Monroe St"
- o For example, "Updated study of downtown parking"

- 1. Light Rail Impacts
- 2. Use Walk Safety Process to prioritize small projects
- 3. Coordinate with resurfacing program to make improv
- 4. Address local needs when zoning changes or development happens
- 5. Ask schools for their list of needs for students walking & biking to school

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Coordinate Improvements with resurfacing program  
Ada ramps that collect water  
cars park too close to crosswalks and block vision.



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<i>For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"</i>	<i>Pedestrian</i>	<i>Medium</i>	<i>High</i>
<i>1) STANLEY AVE N. Greenway</i>	<i>Bike/Ped</i>	<i>low</i>	<i>High</i>
<i>2) Kronberg Park trail</i>	<i>Bike/Ped</i>	<i>low</i>	<i>High</i>
<i>3) Bike Friendly Street Grates</i>	<i>Bike</i>	<i>low</i>	<i>MED</i>
<i>4) HWY 224 @ OAK</i>	<i>Bike / Ped</i>	<i>low</i>	<i>High</i>
<i>5) " " @ MONROE</i>	<i>Bike / Ped</i>	<i>low</i>	<i>High</i>
<i>6) " " @ Harrison</i>	<i>Bike/Ped</i>	<i>low</i>	<i>MED</i>
<i>7) River Rd Sidewalk</i>	<i>Ped</i>	<i>low</i>	<i>High</i>
<i>8) East West small bus loop</i>	<i>Transit</i>	<i>- -</i>	<i>MED</i>
<i>9) N/S small bus loop</i>	<i>Transit</i>	<i>- -</i>	<i>Low</i>
<i>10)</i>			
<i>11)</i>			
<i>12)</i>			
<i>(Use additional pages if needed)</i>			

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○ For example, "#1 - Stanley Avenue sidewalks—Monroe St to Railroad Ave"

1. Monroe N Greenway
2. Stanley N. Greenway
3. RR Ave MUP / Bike Ped Separate Path
4. 29th Ave N. Greenway
5. Kronberg Park Path
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_

C. **Identifying Other Needs** – To implement the transportation goals in the 2013 TSP, are there detailed studies or conceptual designs for which the City should seek funding? (Please rank in order of importance, with #1 being the topmost priority.)

○ For example, "Initial concept design for Neighborhood Greenway improvements on Monroe St"

○ For example, "Updated study of downtown parking"

1. Traffic Management / Calming Plan
2. Maintain Park & Ride @ Southgate
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

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- 1. Monroe Greenway down town to Linwood
- 2. Railroad ave. Bike/ped trail
- 3. Kellogg Dam / under pass / Kronberg side walks
- 4. Local bus / jitney
- 5. Stanley neighborhood greenway
- 6. Kronberg park trails
- 7. Sellwood gap
- 8. 29th ave Greenway
- 9. \_\_\_\_\_
- 10. \_\_\_\_\_

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o For example, "Initial concept design for Neighborhood Greenway improvements on Monroe St"

o For example, "Updated study of downtown parking"

- 1. \_\_\_\_\_
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_
- 4. \_\_\_\_\_
- 5. \_\_\_\_\_

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1. Monroe Bike Blvd. #1 #2
2. 17th Ave. Multi-use Paths. #3 #4
3. ~~Springwater Trail Completion~~ #4
4. Railroad Ave. Bike Lanes/multi-use #2 #3
5. Parking Permit System for Downtown PMLK Station #5
6. Kellogg Dam Removal #1
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_

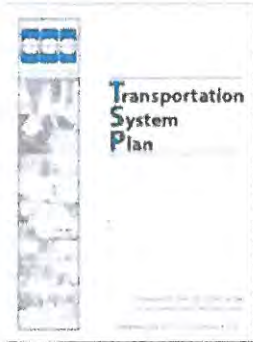
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2. \_\_\_\_\_
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<i>1) Kellog Creek Dam Removal</i>	<i>Ped/Bike</i>	<i>Med</i>	<i>High</i>
<i>2) Springwater Trail Camp</i>	<i>Ped/Bike</i>		<i>Med</i>
<i>3) Monroe Bike Blvd</i>	<i>Ped/Bike</i>		<i>Med</i>
<i>4) McLoughlin Blvd/17th inter <sup>Left turn, stop</sup></i>	<i>Street</i>	<i>Med</i>	<i>Med/High</i>
<i>5) Railroad crossing safety</i>	<i>Street</i>	<i>High</i>	<i>High</i>
<i>6) Hwy 224 intersect <sup>Oak St</sup> improvements</i>	<i>Street</i>	<i>Low</i>	<i>High</i>
<i>7)</i>			
<i>8)</i>			
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<i>1) Monroe BB</i>	<i>Bike</i>	<i>High</i>	<i>High</i> ★
<i>2) Oakfield Bike lanes</i>	<i>Bike</i>	<i>not sure</i>	<i>important though difficult</i>
<i>3) Lake Blvd Improvement</i>	<i>Bike</i>	<i>not sure</i>	<i>High</i>
<i>4) Springwater Corridor</i>	<i>Bike</i>	<i>High</i>	<i>High</i> ★
<i>5)</i>			
<i>6)</i>			
<i>7)</i>			
<i>8)</i>			
<i>9)</i>			
<i>10)</i>			
<i>11)</i>			
<i>12)</i>			
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★ For these two, important to fund and implement in short term



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<i>1) bikewalk improv. on Railroad Ave.</i>			<input checked="" type="checkbox"/>
<i>2) parking in downtown Milwaukie</i>			<input checked="" type="checkbox"/>
<i>3) quiet zones (RR horn blasts)</i>			<input checked="" type="checkbox"/>
<i>4) Kellogg Creek Dam Removal</i>			<input checked="" type="checkbox"/>
<i>5) Springwater Trail Completion</i>			<input checked="" type="checkbox"/>
<i>6)</i>			
<i>7)</i>			
<i>8)</i>			
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<i>1) BIKING + PEDESTRIAN IMPROVEMENT</i>		<i>HIGH</i>	<input checked="" type="checkbox"/>
<i>2) ON RAILROAD AVE.</i>			<input checked="" type="checkbox"/>
<i>3) <del>BL</del>LOGG CREEK DAM REMOV.</i>		<i>HIGH</i>	<input checked="" type="checkbox"/>
<i>4)</i>			
<i>5)</i>			
<i>6)</i>			
<i>7)</i>			
<i>8)</i>			
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o For example, "#1 - Stanley Avenue sidewalks—Monroe St to Railroad Ave"

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
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- o For example, "Initial concept design for Neighborhood Greenway improvements on Monroe St"
- o For example, "Updated study of downtown parking"

① Speed Limits - lowering and enforcement of speed limits is low cost and is immensely useful for making streets safer for all users including motorists, pedestrians and cyclists.

② Community events, outreach and education are key. I used to own bicycle stores in Ohio and

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there is a 3 week program run by my former stores that focuses on getting families to try →

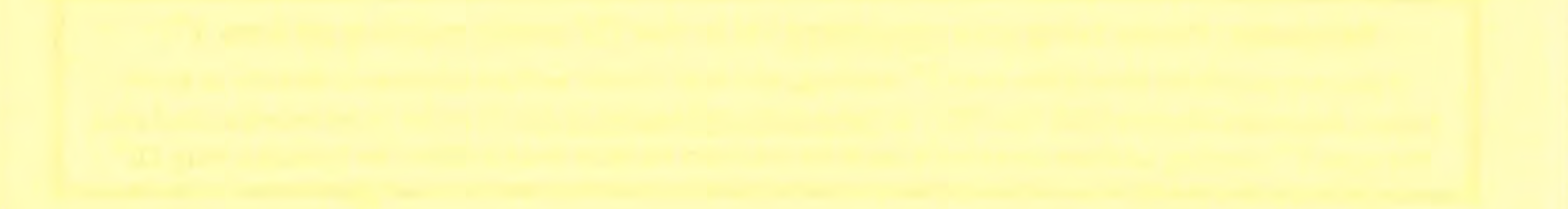
biking to school during the 3 week period. They were written up in a number of national magazines and have nearly 70% of the middle school students & staff participating.

I would be happy to volunteer to help get this program going in Milwaukee if higher-ups were interested. The program can be found

by googling "Century Cycles Bike to School Challenge" my contact info is Lois Moss, [redacted]

[redacted]. I'm a board member of the Bicycle Transportation Analysis and I live in Sellwood/Westmoreland.

There are many benefits to having a bike lane - it's a low cost and is generally used for walking and jogging. It also provides a safe place for all users including motorists, pedestrians and cyclists. I would like to see bike lanes in our city and I would like to see them in other cities as well.



There is a great program in my town that focuses on getting families to try