



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: September 3, 2010

SUBJECT: WORK SESSION FOR SEPTEMBER 13, 2010

Councilor Truax will not be in attendance at the September 13, 2010 meeting.

5:00 p.m. (30 min) – Southwest Concept Plan Discussion. At your work session of August 9, you discussed this issue and asked that it come back for further discussion and to better understand the plan. Attached is a memo from Doug and Aquilla, along with the draft concept plan. The plan will be agendaized for acceptance at a future Council meeting once the Council has all questions and concerns resolved.

Action Requested: Direction on the draft Southwest Concept Plan.

5:30 p.m. (45 min) – Transportation System Planning. There are four parts of tonight's discussion of the upcoming TSP work:

1) A short briefing from Mike McKillip on what is a Transportation System Plan. Included in your packet is our existing TSP so you can review what has been done in the past and hopefully it provides some context and basis of discussion for an updated plan.

2) A presentation about Milwaukie's recent TSP update. Carina will lead you through this discussion. Included in your packet is a memo from Carina with a summary of the information, along with several documents that were produced as part of their process that will be discussed in more depth.

3) It is important for us as we begin this process to understand what your goals are. Working towards your goals will help guide our efforts from the very beginning. Attached is a document that outlines some of the work that has been done to date (Tualatin Tomorrow, Town Center Plan, Local Aspirations, etc.) that include transportation. Based on that previous work, staff crafted some draft goals that might be helpful to this discussion.

4) A conversation about regular discussions of the TSP and related projects and how to segregate time for regular briefings and needed discussions with you as we go down this path together with the community.

Action Requested: Direction on goals for the updated Transportation System Plan and discussion about additional times to meet regarding these big projects.

6:15 p.m. (10 min) – Response to Metro’s “Community Investment Strategy” Recommendations. On August 10, 2010, Metro’s Chief Operating Officer released recommendations for a “Community Investment Strategy” which takes the urban growth report, the regional transportation plan and the urban/rural reserves decisions and moves into the next phase. The full report can be found at www.oregonmetro.gov/investment and was distributed to you at the August 23rd Council meeting. Attached is a response letter that we have drafted and are looking to you for input and direction. Responses are due to Metro September 27.

Action Requested: Input and direction on a Tualatin response to Metro’s Community Investment Strategy.

6:25 p.m. (10 min) – Tualatin Elementary School Zone Modifications. The Engineering Division has been working with the principal of Tualatin Elementary School on some concerns she has about various traffic issues around the school. Together they have come up with several recommendations, one of which will require expenditure of funds. Mike McKillip will discuss the recommendations and the associated costs.

Action Requested: Direction on school zone changes for Tualatin Elementary.

6:35 p.m. (10 min) – Dog Park / Sports Field Restoration Update. Attached is an update from Paul regarding the schedule for the dog park construction and renovation of the sports field north of the trestle in Community Park. The purpose tonight is to make sure everyone is on the same page and answer any questions or concerns prior to the TPARK discussion on September 14th and moving ahead with the schedule.

Action Requested: This item is informational only; no specific direction is requested.

6:45 p.m. (10 min) – Council / Commission Meeting Agenda Review, Communications & Roundtable. This is the opportunity for the Council to review the agenda for the September 13th City Council and Development Commission meetings and take the opportunity to brief the rest of the Council on any issues of mutual interest.

Upcoming Council Meetings & Work Sessions: Attached is a three-month look ahead for upcoming Council meetings and work sessions. If you have any questions, please let me know.

Dates to Note: Attached is the updated community calendar for the next three months.

As always, if you need anything from your staff, please feel free to let me know.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Doug Rux, Community Development Director 
Aquilla Hurd-Ravich, Senior Planner 

DATE: September 13, 2010

SUBJECT: SOUTHWEST CONCEPT PLAN 2010 UPDATE

ISSUE BEFORE THE COUNCIL:

Staff is requesting that Council review the Southwest Concept Plan (SWCP) Alternative IV and provide direction to bring back a final plan to the Council for acceptance. This item is tentatively scheduled to come before the Council on September 27, 2010 for adoption of a resolution accepting the Concept Plan. If accepted the updated plan and map will be forwarded to Metro to complete the second of four milestones.

POLICY CONSIDERATIONS:

- The Alternative IV draft Concept Plan eliminates the Blake Street connection from the existing residential area to the proposed industrial area. Staff has discussed this action with other agencies including Metro, Washington County, Department of Land Conservation and Development, Tualatin Valley Fire & Rescue, and Oregon Department of Transportation (ODOT). While eliminating this connection and amending the Transportation System Plan (TSP) to reflect this action does not directly violate any county, regional or state rules, all agencies strongly encourage the City to provide some form of pedestrian, bicycle and or emergency vehicle access. Such a connection would support better access to the trail network proposed in the SWCP area. Staff is intending to make the Council aware of the recommendations from outside agencies with this information. The Council can choose to consider a potential pedestrian and bike and or emergency vehicle connection and weather such a connection would be beneficial to the City.
- ODOT and the City of Wilsonville provided comments about the traffic analysis. Based on their comments additional traffic analysis was prepared to study the effects of traffic generated from the SWCP area on 99W, Day Road, Grahams Ferry Road and the I-5/Stafford Interchange (Interchange 286). This analysis also evaluated impacts to study intersections without the Southern Arterial. The draft Concept Plan assumes traffic volumes and circulation based on the inclusion of Area L, the 77 acre potential urban reserve. The additional traffic study will evaluate the impacts to SW 124th and SW 115th if this area does not come into the

UGB. Potential consequences could be fewer jobs and a different alignment for SW 124th Avenue. The draft Alternative IV Concept Plan has a time horizon of 20 years and beyond; therefore aspects such as the Southern Arterial and Area L were considered in the complete build out of the concept plan. A concept plan without these two aspects has a time horizon of 20 years. The policy consideration for the Council is if the Concept Plan should have a 20 year and beyond time horizon and include the Southern Arterial and Area L or a 20 year time horizon and not evaluate the impacts of the Southern Arterial and Area L.

- The Council should also consider the proposal to add 614 acres of industrial land that will provide approximately 4,100 jobs when completely built out sometime after the year 2030 to meet the City's 20 year and beyond industrial land supply need. This area will require the provision of infrastructure such as roads, sewer, water and stormwater management. Upon acceptance of a concept staff will bring back related amendments to the TSP and the Tualatin Development Code (TDC). Such amendments could include a new Planning District for a potential Business Park District in the SWCP area. Other amendments could include adding SW 124th Avenue to the TSP.
- Another policy consideration is that Metro brought this land into the urban Growth Boundary (UGB) in 2002 and 2004 and required it to be Concept Planned to meet the Urban Growth Management Functional Plan Title 11 *Planning for New Urban Areas*. When this area was brought in, it was identified as Regionally Significant Industrial Area (RSIA) and, through the ordinance that approved the addition to the UGB, the area is required to have a 100-acre parcel and a 50-acre parcel. It should be noted that 117 acres of the study area are currently outside the UGB and are a potential Urban Reserve.
- Finally, the Council should consider that the City and Metro have an Intergovernmental Agreement that established milestones to complete the concept planning process. The amended agreement has established December 1, 2010 as the date of completion when the Concept Plan will be accepted and all Comprehensive Plan, TDC and TSP amendments adopted. This agreement could be amended with City and Metro concurrence.

BACKGROUND:

On August 9, 2010 the Council met in a work session to discuss the Southwest Concept Plan. At the time two options were presented Alternative III (with a Blake Street extension) and Alternative IV (no Blake Street extension). Staff made a brief presentation which included TPAC's recommendation to use Alternative IV. Council then directed staff to pursue Alternative IV, reduce the length of a future Blake Street cul-de-sac proposed east of SW 115th, protect the tree buffer west of the Hedges Park neighborhood, change the color of existing Blake Street right-of-way to differentiate it from other road right-of-way on the concept plan map and investigate how to make the existing Blake Street right-of-way permanent green space. (See Appendix A Council Work Session Minutes from August 9, 2010)

Since that meeting, staff has updated the draft plan and appendices to reflect Council's direction. Although at this time, make the existing right-of-way permanent green space is

still being researched. In addition to this staff report you have been given a copy of the draft plan and appendices in a binder format. This same information can be found at: www.ci.tualatin.or.us search for Southwest Concept Plan. In the binder you will find the draft 2010 Update Southwest Concept Plan. The technical support information is located in appendices A-G. The 2005 draft plan and technical work can be found in appendices H-P.

A status update of the SWCP was presented to TPAC on January 14, 2010 and February 11, 2010 and to Council on January 25, 2010. Minutes from the Council work session can be seen in Attachment B. The updates included a discussion about the history and future activities, previous planning work done in 2005 and other planning work in the region that affects the SWCP.

GOALS:

The goal of this work session is for the Council to become familiar with the updates to the draft plan and ask questions about the 2010 update.

DISCUSSION:

This section provides a brief summary of the 2010 Draft Concept Plan.

Section 1 Introduction

Initial planning work took place from October 2004 through August 2005 with input from the public, property owners, other stakeholders and a Technical Advisory Committee (TAC). The original SWCP area of 431 acres was expanded by the TAC and the City in November 2009 to include 183 acres south of Tonquin Road and west of the railroad tracks. The Council identified these lands for industrial employment purposes through the Metro Local Aspirations process in 2009. Approximately 66 acres currently have rural industrial uses and were brought into the UGB in 2004. Approximately 117 acres are currently outside of the UGB and are in the process of Land Conservation Development Commission evaluation as an Urban Reserve. The balance of the area is primarily aggregate extraction operations with some natural features. The SWCP area will assist in the ongoing process to connect SW 124th Avenue to SW Tonquin Road.

In August 2005, the City Council directed staff to place the SWCP work activities on hold until *Tualatin Tomorrow*, the community vision and strategic action plan, was completed. This plan was accepted by the City Council on June 25, 2007, and work on the SWCP recommenced. The previously completed analysis has been updated to reflect changed circumstances from 2005 to 2010. These changes include the rise in construction costs to build roads, sewer and water systems, consideration of transportation analysis work from the *I-5 to 99W Connector Study*, the 2035 regional transportation plan, the City of Sherwood's concept plan (Tonquin Employment Area) for an area adjacent to the SWCP area, and the expanded SWCP boundary.

Section 2 Planning Process

A concept plan guides how land added to the UGB will be used and is defined by Title 11 of Metro's *Functional Plan*. The planning process consisted of four key components: input from a Technical Advisory Committee (TAC), involvement from property owners, other stakeholders, and the public, establishment of concept plan goals and reviewing existing conditions.

The TAC met 12 times during the planning process from 2004 to 2010. The public was involved through mailings, regular postings on the project's webpage, four public open houses and a neighborhood/ developer meeting.

The goals set for the concept plan were reaffirmed by the TAC at their meeting in November 2009. Existing conditions were reviewed in 2005 through a document review, site visit, and an analysis of transportation and infrastructure needs.

Section 3 Concept Plan

When land in this area is annexed into the City it would be part of a new planning district proposed to be called Business Park. This new district will allow light-industrial, high-tech and campus employment users with limits on commercial development. The new designation is intended to be a good transition zone between residential areas and industrial areas through the use of landscaping, buffering and design standards. Of the 614 gross acres, 448 acres can be developed.

The transportation analysis considered the effects of a possible 2,800 jobs in the year 2030 on Tualatin's and the regional transportation system. The analysis considered the trip generation of all 448 acres, the traffic redistribution effects of the preferred roadway network of the I-5 to 99W Connector Study and it coordinated with the transportation analysis for Sherwood's Tonquin Employment Area. The SWCP is anticipated to generate fewer jobs than anticipated by Tualatin's TSP, Washington County's TSP and the Metro 2030 Regional Transportation Plan. Fewer jobs equate to fewer trips and it is unlikely that changes to our TSP and TDC will create a significant effect on the planned transportation system.

Alternative 7 from the I-5 to 99W Connector Study was used as the basis for the future regional road network as well as one new collector in the SWCP area, Blake Street from SW 115th west to SW 124th Avenue. The traffic analysis found that all new intersections in the SWCP area could meet the City of Tualatin's standards of Level of Service D or better for signalized intersections. Two possible adjustments to the transportation system should be noted. One is the exact location of the intersection of SW124th Avenue and Blake Street will be determined through coordination between the Cities of Sherwood and Tualatin when in-depth site analysis has been conducted. The second adjustment is that SW 124th Avenue may not follow a straight alignment from Tualatin-Sherwood Road to SW Tonquin Road. If the area outside the UGB (Labeled L on the Concept Plan Map) is not designated an urban reserve or brought into the UGB, then SW 124th could follow the boundary of the potential Urban Reserve and connect to SW Tonquin Road via SW Waldo Way.

There are currently no public water lines, sanitary sewer or storm water systems in the SWCP area. The water main and sanitary sewer collection systems are proposed to follow the proposed road network. Site specific connections have not been identified at this level of analysis but would be analyzed when development occurs. A proposed Level B reservoir could be located to the east of the Concept Plan in order to serve the area with water. Over time, additional water sources will need to be identified to serve Tualatin. The 2010 update explored the possibilities of providing water to portions of the Basalt Creek planning area. The analysis update identified the need for a lift station at the southern end of the area to pump waste water north to the Durham Wastewater Treatment Plant.

The SWCP area drains to two different receiving waters. The northern portion drains to Hedges Creek and the southern portion drains to Coffee Lake Creek. Four regional stormwater facilities are proposed and each would be designed to meet Clean Water Services standards.

Two utilities cross the SWCP area, Bonneville Power Administration (BPA) and Portland General Electric (PGE). PGE provides electric service in the area and has the capacity to serve the needs of the SWCP area. The BPA corridor could be used for trails but is not available for development or water quality facilities.

Natural and Cultural resources have been highly modified by historical and current land uses. The 2005 Existing Conditions Technical Memorandum identified plant species, wildlife activity, soil types, water and wetlands locations, and a historical resource. This analysis was updated with work done in the I-5 to 99W Connector Study and incorporated in the 2010 Update of the SWCP.

Section 4 Implementation

This section addresses five topics: provision of services, cost estimates, funding options, fiscal impact findings, and consistency with City plans and policies.

Total capital costs are approximately \$152.6 million in the year 2030 when the area is completely built out. It is important to note that this cost is to build infrastructure systems in their entirety. Development can help offset these costs and will most likely occur in phases from north to south.

Estimated Capital Costs at Build Out	
System	Cost
SW 124th Avenue ¹	\$85,745,000
Arterials ²	\$13,390,000
Collectors ³	\$12,570,000
Pedestrian/Trails	\$1,075,000
Water	\$11,830,000
Sanitary Sewer	\$15,330,000
Bluff/ Cipole upsize ⁴	\$2,270,000
Stormwater Regional Facilities	\$1,657,000
Total Capital Costs	\$143,867,000
Right-of-way Costs ⁵	\$8,782,452
Total Costs	\$152,649,452

Source: CH2M HILL, *Southwest Tualatin Concept Plan Update* Portland, Oregon June 21, 2010. Based on Conceptual Development Alternative IV and expanded boundary. All costs stated in constant year 2009 dollars at complete build out.

1. Prepared by the City of Tualatin in 2007 for the Metro 2035 Regional Transportation Plan Update. This includes costs for right-of-way, agency administration and risk contingencies and all signals on SW 124th Avenue. The 2007 estimate was escalated at 2% per year by CH2M Hill to adjust from 2007 to 2009.
2. Includes the costs of one bridge/ railroad crossings.
3. Includes the cost of one signal at the intersection of SW 115th Avenue and SW Tonquin Road.
4. Bluff/Cipole upsize costs for the segment D285 as per the Clean Water Services Sanitary Sewer and Master Plan.
5. Right-of-way costs developed by the City of Tualatin Community Development in constant 2009 dollars. Costs range from \$8,908,000 to \$9,340,000.

Funding to design and construct new or improved transportation and public utility infrastructure would be required to implement the Concept Plan. Potential funding options include federal and state transportation grants, state infrastructure loans such as special public works funds and Oregon Immediate Opportunity Program, and local funding through system development charges, transportation development taxes, establishment of an urban renewal district, local improvement district, or zone of benefit district. Public-private development agreements may also be considered which results in the advanced financing of major public improvements in exchange for system development charge waivers or credits.

The Fiscal Impact Analysis 2010 update anticipates substantial direct economic benefits and costs associated with the planned developed of the SWCP area. A few highlights of those costs and benefits are as follows:

- If annexed into the City, total property tax revenue and fees would likely be \$665,000 of added annual revenue.
- Annual governmental services could cost \$103,000 and maintaining and operating the road and trail system could cost \$153,000.
- Approximately 2,800 jobs could result in approximately \$141 million in permanent income.

RECOMMENDATION:

Staff recommends that Council provide direction to staff to bring back the 2010 Update Southwest Concept Plan Alternative IV for acceptance by resolution.

- Attachments:**
- A. Council Work Session Minutes from August 9, 2010
 - B. Council Work Session Minutes from January 25, 2010
 - C. Draft 2010 Update Concept Plan and Appendices (in binder format or online at www.ci.tualatin.or.us search for Southwest Concept Plan)

Operations Facilities Manager Clay Reynolds gave a brief explanation about sustainability efforts at Operations. It was asked and answered about opportunities for solar-type grants that could be available. Discussion followed on the use of solar energy, and it was asked and answered about working with PGE on the use of wind energy, etc.

Council thanked staff for all the work that has been done to date.

A break was taken from 5:37 p.m. to 5:50 p.m.

2. Southwest Concept Plan 2010 Update

Community Development Director Doug Rux and Senior Planner Aquilla Hurd Ravich presented information and gave a brief background on the Southwest Concept Plan to date. It was first presented to Council in 2005, and was accepted, and then put on hold to discuss the community visioning program "Tualatin Tomorrow." The area is again being reviewed due to Metro wanting the land as part of the urban growth boundary (UGB). Community Development Director Rux added if it is not addressed other jurisdictions could plan the area instead of Tualatin.

Senior Planner Hurd-Ravich presented a PowerPoint and went through highlights of the 2005 plan and the 2010 updates. Part of the plan that didn't change is the "mixed use." Also the development assumptions did not change, and mentioned was the Blake Street extension issue.

Discussion followed on traffic flow through Blake Street versus Tualatin-Sherwood Road, and how routing of traffic would work. Continued discussion on intersections and levels of service, and it was noted there are new intersections that would be developed. The alternatives were discussed with Alternative 4 proposing to eliminate the Blake Street connection in response to citizen concerns.

Discussion followed on the plan and Council refocused on whether to proceed with Alternative 3 or 4. It was asked about the "road" that is in the map, and explained that it is actually right-of-way (ROW). Council suggested having the area adequately marked on the map to not mistake that it is actually ROW. Senior Planner Hurd-Ravich continued with public comments made on suggestions of where a connection could be placed, other than Blake Street.

The general consensus of all Council present was to proceed with Alternative 4. Also suggested was to shorten up the cul-de-sac, and to make certain to protect as many trees as possible, addressing the Blake Street ROW, and to also research preservation of it as a permanent green space.

Community Development Director Rux explained how the process will proceed, and staff will make a recommendation at the August 23, 2010 meeting to formalize Alternative 4. It was also suggested having further discussion at the work session on September 13, 2010.

Councilor Maddux left the meeting at 8:15 p.m.

The work session reopened at 8:20 p.m.

3. Tonquin Trail Master Plan Update

Community Services Director Paul Hennon and Parks and Recreation Manager Carl Switzer presented a PowerPoint on the Tonquin Trail Mast

he feels it should be increased to one sign per frontage and if a parcel is on a dead-end street, a sign needs to be off-site as well. It was noted that the City has not had problems with the applicant taking care of the posting of required signs. Councilor Davis commented that possibly the City could provide a standardized sign and not increase the notification requirements.

It was suggested that the City maintain an electronic template for signs and that would be given to the applicant for their sign vendor. Mr. Rux said the City could deal with sign size and colors. Council agreed that staff can decide what works best for the City – whether the City will provide the signs or require the applicant to purchase necessary signage.

Further discussion followed regarding going from 300-feet to 500-feet notification and whether that was actually enough of an increase; in some instances that doesn't make a significant difference. Councilor Davis suggested that different requirements be made for different uses (ex: residential vs industrial).

City Manager Lombos asked if applicants work with the staff when mailings are required; Mr. Rux responded that this typically does not happen. Discussion followed regarding different circumstances and the current requirement of only one. Some suggestions to get information out to the public regarding land use included a "fast alert" type email system, using the banner sign at the Commons, a more visible section of the City's website, and putting the current land use notifications in the City's newsletter. Further discussion followed.

Taking a look at the "language" of notifying neighborhoods vs strict subdivision boundaries was suggested. Also suggested was possibly creating a standard page or two notification, not the current sizeable packets, and the one or two page notification would include a link to a website that would include all the information in the "full " package.

City Manager Lombos summarized Council's ideas - possibly keep the current 300-foot boundary, but extend to a "subdivision" the one or two page (or simplified) packet that would include the link to the full packet. Mr. Rux said staff would go back and draw up a two-tier type notification (based on residential vs industrial area). It said staff should go back to TPAC before bringing back before Council. It was also noted that there is great interest in making information available electronically (webpage) or mailed out electronically.

SW Concept Plan

Aquilla Hurd-Ravich, Senior Planner, gave a brief history of the process. She noted they met with the Technical Advisory Committee, property owners, and interested parties in November 2009, and hosted a SWCP open house on January 5, 2010. Staff will go back to TPAC February 11 to present the updated Concept Plan to get a recommendation; that updated plan and recommendation will come back to Council February 22 for approval. The idea from that, after the February 22 meeting, is that it can be submitted to Metro and get a payment from the CET grant. (Current work efforts, including hiring consultants, is being funded by a CET grant from Metro.) In November 2009, Metro received a schedule of deliverable work products from staff; Metro returned a schedule of funding payments, the last of which is due in July 2010.

After brief discussion, Councilor Harris asked if the City does revisions to the Transportation System Plan, Parks Master Plan, etc., after all this is adopted. Mr. Rux, Community Development Director, clarified that will occur between March and June; entire plans are not being modified, just portions. It will come in pieces, such as appendixes to other documents. Councilor Harris then asked about the zoning; Mr. Rux responded that zone designation would be applied during this process. A complete package of all comprehensive land use on this 600-acre portion of land will be distributed. Any development would be two to three years away.

Ms. Hurd-Ravich stated that one open house has already been held, the next one will be in April (specific date not yet determined).

Council Communications & Roundtable
None.

D. CITIZEN COMMENTS
None.

E. PUBLIC HEARINGS - *Legislative or Other*
Not applicable.

F. PUBLIC HEARINGS - *Quasi-Judicial*
Not applicable.

G. GENERAL BUSINESS

H. ITEMS REMOVED FROM CONSENT AGENDA
None.

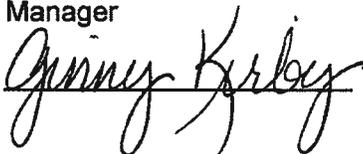
I. COMMUNICATIONS FROM COUNCILORS
None.

J. EXECUTIVE SESSION
None.

K. ADJOURNMENT
The meeting adjourned at 6:53 p.m.

Sherilyn Lombos, City Manager

Recording Secretary



City Council

Southwest Concept Plan 2010 Update

September 13, 2010





MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Doug Rux, Community Development Director 
Aquilla Hurd-Ravich, Senior Planner

DATE: September 13, 2010

SUBJECT: SUPPLEMENTAL MATERIAL: SOUTHWEST CONCEPT PLAN
2010 UPDATE

The attached traffic analysis titled *2010 Southwest Concept Plan Alternatives Without a Southern Arterial* was prepared in response to comments received from other jurisdictions who participate on the Technical Advisory Committee. This information will be presented during work session when the Southwest Concept Plan is discussed.

Attachment: 2010 Southwest Concept Plan Alternatives Without a Southern Arterial



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

TECHNICAL MEMORANDUM

Date: September 8, 2010 Project #: 10599
To: Doug Rux and Aquilla Hurd-Ravich, City of Tualatin
From: Paul Ryus, P.E.
Project: Southwest Tualatin Concept Plan
Subject: 2010 Concept Plan Alternatives Without a Southern Arterial Connection

INTRODUCTION

The transportation analysis for the 2010 Southwest Tualatin Concept Plan update (June 25, 2010) included an analysis of the traffic impacts of the Concept Plan area from the perspective of Oregon's Transportation Planning Rule (TPR), as well as an analysis of transportation infrastructure needs for the Concept Plan area at build-out, when approximately 4,100 jobs would be located within the area. An update to this analysis (July 27, 2010) investigated build-out impacts to the transportation system if Blake Street were not to be connected between SW 108th and SW 115th Avenues.

At the request of various stakeholders in the concept planning process, we have conducted additional analysis that investigates the impacts to the roadways in the vicinity of the Concept Plan area if the Southern Arterial option for the I-5/99W Connector were not to be constructed before the Concept Plan area was built out. In addition, we have estimated traffic growth on selected roadways external to the Concept Plan area. This additional analysis is provided for information only; as described in our June 25, 2010 analysis, (1) the trip generation potential of the Concept Plan area was incorporated into the Portland region's transportation planning model as far back as the 2020 version of the model and (2) the updated Concept Plan anticipates the area developing more slowly than assumed in the 2020, 2030, and 2035 regional models. Therefore, the site's traffic impacts have already been accounted for in the traffic volume forecasts used to develop city and county transportation system plans for the area.

ANALYSIS SCENARIOS

Three additional scenarios are analyzed in this memo. All three scenarios assume no Southern Arterial and no Blake Street connection. With the exception of Scenario 2, SW 124th Avenue would end at Tonquin Road. SW Concept traffic with origins or destinations for I-5 south would use Tonquin Road, Grahams Ferry Road, Day Road, and Boones Ferry Road to access I-5 at the North Wilsonville interchange (#286). The following is a description of each scenario:

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- **Scenario 1:** This scenario assumes an employment level within the Concept Plan that is consistent with what was assumed in the 2030 regional model (3,510 employees). As discussed in our June 25, 2010 memo, this employment level is likely to be reached at some point beyond 2030.
- **Scenario 2:** This scenario is intended to be used only for infrastructure planning purposes within the SW Concept planning area as it assumes the maximum employment density that is likely to be achieved within the SW Concept Plan (similar to Scenario 3 below), but assumes the 77-acre Parcel L (see Figure 1) remains outside the Portland metropolitan area Urban Growth Boundary in 2030 horizon year. In this scenario, the assumed employment level is 3,350 employees. Further, SW 124th Avenue would end at the east-west collector street located between Parcels G and L. While the horizon year for modeling purposes is 2030, as discussed in our June 25, 2010 memo, this employment level is likely to be reached at some point beyond 2030.
- **Scenario 3:** This scenario is for infrastructure planning within the SW Concept planning area as it assumes the maximum employment density that is likely to be achieved within the SW Concept Plan (4,100 employees). Similar to Scenario 2, while the horizon year for modeling purposes is 2030, as discussed in our June 25, 2010 memo, this employment level is likely to be reached at some point beyond 2030.

For comparison purposes, the results of the “base build-out” Concept Plan area scenario used in the June 25, 2010 analysis is also presented. The base build-out scenario assumed “build-out” of the Concept Plan at 4,100 employees (with a 2030 modeling horizon) and the existence of a Southern Arterial. SW 124th Avenue was assumed to end at the Southern Arterial in both scenarios. The modeling performed for the Southern Arterial did not assume an interchange between the Southern Arterial and I-5; instead, traffic used Boones Ferry Road to travel between the Southern Arterial and the North Wilsonville interchange. The base scenario results presented here have been adjusted from the original version to remove a proposed collector street south of the Tonquin Employment Area and west of SW 124th Avenue (in the vicinity of the Tri-County Gun Club) and reassigning traffic accordingly. This was done to be consistent with the City of Sherwood’s planning for the Tonquin Employment Area.

Updated results of the “base build-out without Blake” scenario used for the July 27, 2010 analysis are also presented for comparison purposes. This scenario differs from the base build-out scenario only in that no Blake Street connection is assumed. The redistribution of trips from Blake Street has been adjusted slightly from the July analysis, taking advantage of the refined modeling information available from the model runs for the new scenarios, particularly the refined street network. Compared to the results presented in the July 27, 2010 memo, the delay and volume-to-capacity ratio results change slightly for most intersections, but the level of service (LOS) results do not change, except at SW 115th Avenue/Tonquin Road (went from LOS B to LOS C) and at SW 115th Avenue/Blake Street (went from LOS B to LOS A).

For ease of comparison between scenarios, a roundabout continues to be assumed at the SW 115th Avenue/Blake Street intersection. As discussed in the June 25, 2010 analysis, a traffic signal or four-way stop could also be applied here, but with higher levels of delay.

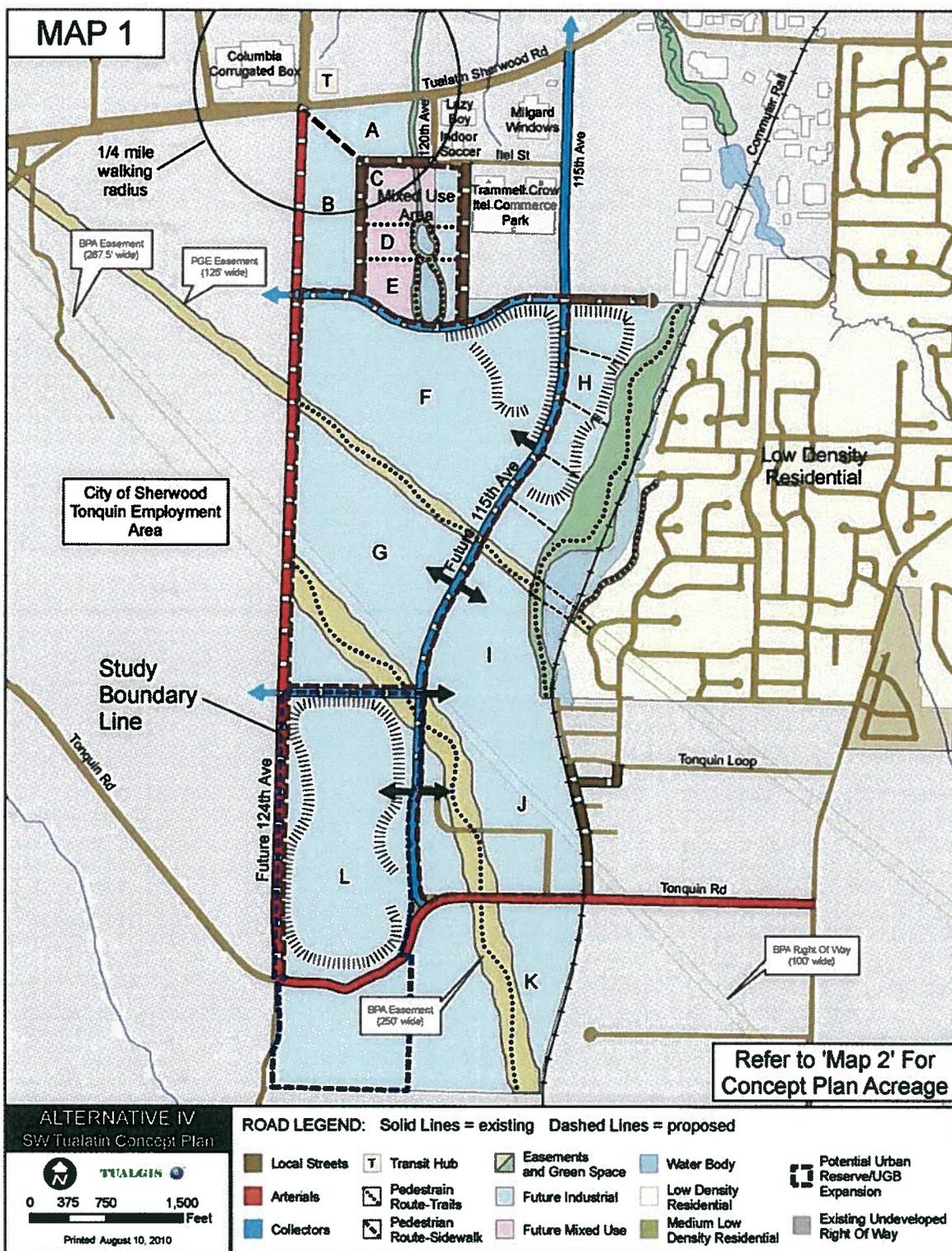


Figure 1. Southwest Tualatin Concept Plan Area

ANALYSIS RESULTS

Table 1 summarizes the 2030 weekday p.m. peak hour average delay, LOS, and volume-to-capacity (v/c) ratios at each of the study intersections, for each of the scenarios.

Table 1. Year 2030 Weekday P.M. Peak Hour Study Area Intersection Operations

Intersection	Delay (sec)/LOS/Volume-to-Capacity Ratio				
	Base Build-out Scenario	Base Build-out without Blake Scenario	New Scenario 1	New Scenario 2	New Scenario 3
	SW 115 th Ave./ Tualatin-Sherwood Rd.	12.8/B/0.55	14.9/B/0.56	27.0/C/0.62	32.7/C/0.87
SW 115 th Ave./ Blake St.	5.3/A/0.36 ^a	5.2/A/0.39 ^a	7.3/A/0.53 ^a	7.4/A/0.57 ^a	6.8/A/0.53 ^a
SW 115 th Ave/ East-West Collector	19.7/C/0.26 ^b	23.8/C/0.31 ^b	11.7/B/0.18 ^b	28.3/C/0.72	11.6/B/0.18 ^b
SW 115 th Ave/ Tonquin Rd.	21.9/D/0.60	25.5/C/0.71	27.9/C/0.90	30.2/C/0.90	30.8/C/0.92
SW 124 th Ave./ Tualatin-Sherwood Rd.	48.1/D/0.90	50.6/D/0.94	52.9/D/0.83 42.3/D/0.88 ^{cd}	54.6/D/0.83 41.3/D/0.88 ^{cd}	52.9/D/0.83 41.9/D/0.88 ^{cd}
SW 124 th Ave./ Blake St.	45.3/D/0.77	49.6/D/0.77	40.6/D/0.55 46.7/D/0.72 ^c	41.2/D/0.61 46.2/D/0.77 ^c	39.4/D/0.52 43.2/D/0.68 ^c
SW 124 th Ave./ East-West Collector	17.4/B/0.74	17.5/B/0.76	19.9/B/0.31 17.2/B/0.48 ^c	--	21.9/C/0.33 19.2/B/0.50 ^c
SW 124 th Ave./ Tonquin Rd.	34.3/C/0.83	35.3/D/0.83	36.9/D/0.86	--	36.5/D/0.86
SW 124 th Ave./ Southern Arterial WB	34.0/C/0.86	34.0/C/0.86	--	--	--
SW 124 th Ave./ Southern Arterial EB	32.1/C/0.72	32.1/C/0.72	--	--	--

All intersections are signalized and results given are intersection averages, unless indicated otherwise.

-- Intersection does not exist in this scenario.

WB = westbound, EB = eastbound.

^a Roundabout.

^b Two-way stop-controlled intersection (eastbound stop-controlled); results shown are for the worst movement.

^c Assumes three-lane cross-section on SW 124th Avenue

^d Assumes two northbound left-turn lanes on SW 124th Avenue

As Table 1 shows, there is generally little variation in results among the intersections between the various scenarios and all of the intersections would meet Tualatin's LOS D operational standard and Washington County's 0.99 v/c ratio operational standard. The following points stand out from the analysis:

- In any of the three scenarios without a Southern Arterial, Tonquin Road, Grahams Ferry Road, and Day Road become much more heavily used routes between Wilsonville and both the Concept Plan area and Sherwood. East of SW 115th Avenue.

- In Scenarios 1-3, without the Southern Arterial, the analysis results show that a three-lane cross-section would be adequate to meet the projected demands, though at SW 124th/SW Tualatin-Sherwood Road, two northbound left turn lanes would be required to meet the City's LOS "D" operating standard.
- In Scenario 2, although the SW 115th Avenue/Tonquin Road intersection would meet Tualatin's and Washington County's operational standards with just one southbound left-turn lane, two left-turn lanes would be recommended to better manage southbound left-turning queues. In Scenario 2, traffic that would otherwise use SW 124th Avenue to access Tonquin Road is diverted to SW 115th Avenue, instead.
- In Scenario 2, the SW 115th Avenue/East-West Collector intersection would need to be signalized to accommodate the volume of traffic diverted from SW 124th Avenue.
- In Scenarios 1 and 3, the East-West Collector plays a relatively minor role in the Concept Plan area's circulation. In the base scenario, Concept Plan area traffic uses the east-west collector both to head south on SW 124th Avenue (eventually bound for Highway 99W south) and north on SW 124th Avenue (bound for Highway 99W north, Sherwood, and Washington County points northwest of Sherwood). In Scenarios 1 and 3, the east-west collector is only used by traffic to and from the north on SW 124th Avenue. In Scenario 2, the east-west collector serves as a continuation of SW 124th Avenue for traffic headed to and from Wilsonville.
- In Scenario 2, the SW 124th Avenue/SW Tualatin-Sherwood Road intersection would be just at the lower boundary of Tualatin's LOS D standard.

TRAFFIC VOLUMES ON SELECTED AREA ROADWAYS

Total traffic volumes were evaluated for three locations along the edges of the Concept Plan area—SW 124th Avenue south of Tualatin-Sherwood Road, SW 115th Avenue south of Tualatin-Sherwood Road, and SW 115th Avenue north of Tonquin Road—and one internal location, along the East-West Collector. Figure 2 compares 2030 weekday p.m. peak hour volumes (sum of both directions) along these roadways for each of the scenarios.

Figure 2 shows that without the Southern Arterial, traffic volumes are approximately 40% lower along SW 124th Avenue in all of the new scenarios and about 50% lower along the East-West Collector in Scenarios 1 and 3. In Scenario 2, where SW 124th Avenue ends at the East-West Collector, traffic volumes on the East-West Collector and SW 115th Avenue north of Tonquin Road are substantially higher than in the other scenarios. Figure 2 also shows that traffic volumes are also substantially higher on SW 115th Avenue south of Tualatin-Sherwood Road in the new scenarios; however, this is an artifact of the modeling process, which explicitly modeled SW 115th Avenue in the new scenarios, but did not in the base scenarios. The presence or absence of the Southern Arterial would not be expected to significantly impact the northern section of SW 115th Avenue, while the absence of Blake Street would affect volumes to the extent shown by the difference in the two base scenario volumes.

Future traffic growth was also evaluated for five roadways beyond the Concept Plan area that were requested by stakeholders in the concept planning process. These roadways are: Highway 99W north of SW 124th Avenue, Highway 99W south of Sherwood, Grahams Ferry Road north of

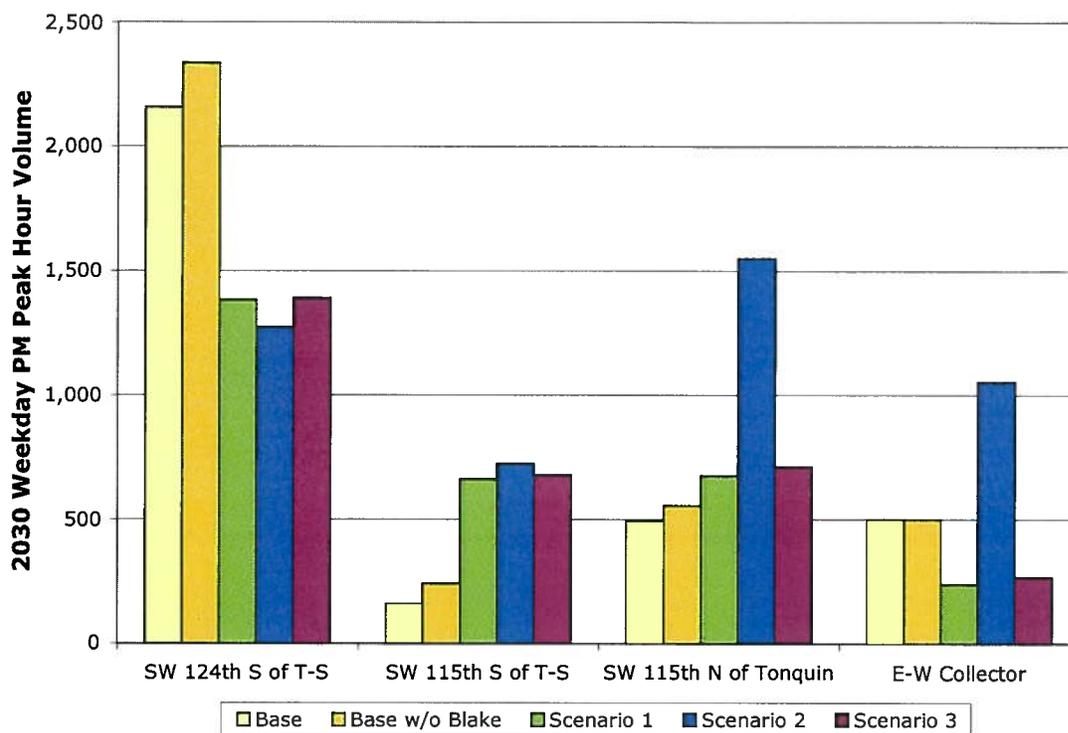


Figure 2. Traffic Volumes at Selected Locations Within the Concept Plan Area

Day Road, Day Road between Grahams Ferry Road and Boones Ferry Road, and Boones Ferry Road north of the North Wilsonville I-5 interchange. Table 2 presents the results of this evaluation and includes a comparison of total weekday p.m. peak hour volume, SW Concept Plan traffic volumes, and the percentage contribution of SW Concept Plan represents of the total traffic. The volumes in Table are for Scenario 1 discussed earlier in this memorandum, which represents the 3,510 employment level within the SW Concept Plan. This employment level is consistent with the level assumed within the 2030 Regional Model. This scenario assumes no Southern Arterial. As indicated in Table 2, with Scenario 1, the SW Concept Plan contributes between two and 10 percent of the total traffic on the various roadway links. Once again, it is important to note that the 3,510 employment level within the SW Concept Plan is not anticipated to be reached until some time beyond the 2030 horizon year.

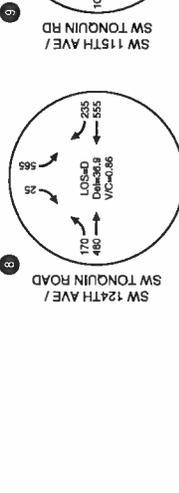
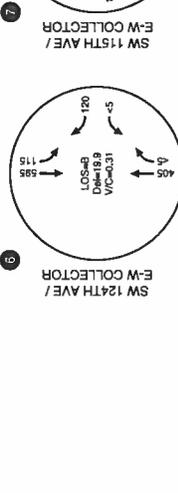
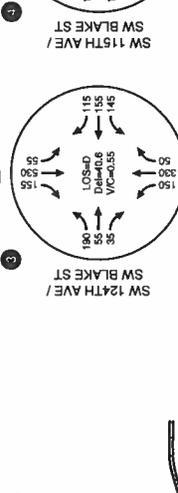
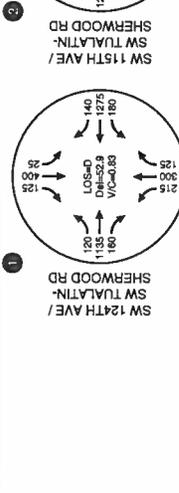
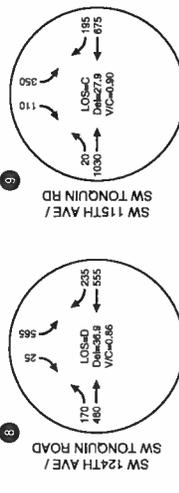
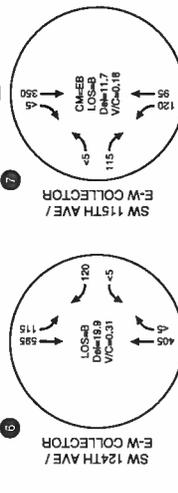
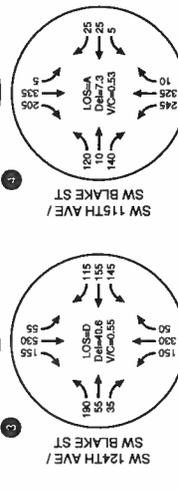
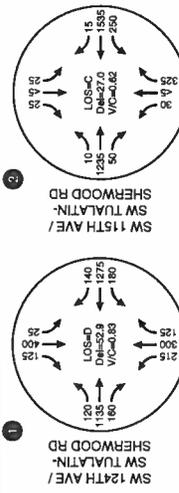
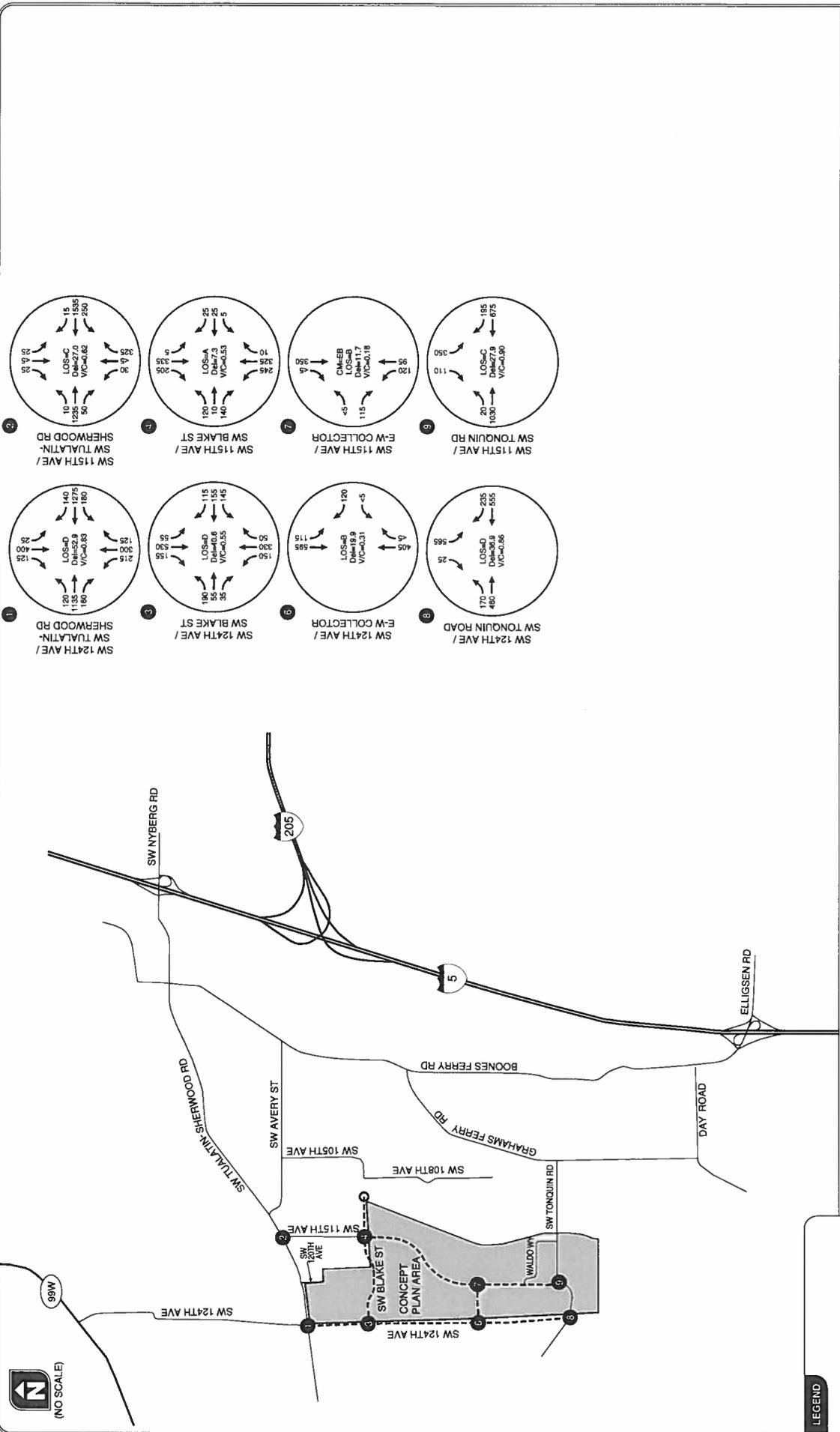
Table 2. Weekday P.M. Peak Hour Traffic Volumes on Selected Area Roadways in 2030

	SW Concept Plan Link Volume Contribution				
	99W North	99W South	Graham's Ferry	Day Road	Boones Ferry
Total Traffic	4853	4547	2092	1746	2908
SW Concept Plan Traffic	88	96	206	136	131
SW Concept % of Total	2%	2%	10%	8%	5% ^a

^a As the SW Concept Plan approaches the I-5 Interchange the SW Concept plan traffic would distribute to the south (to and from I-5) and to the east (using Stafford Road).

Attachments

- Figure A. Scenario 1
- Figure B. Scenario 2
- Figure C. Scenario 3
- Figure D. Base Build-out Scenario
- Figure E. Base Build-out Scenario (no Blake Street connection)

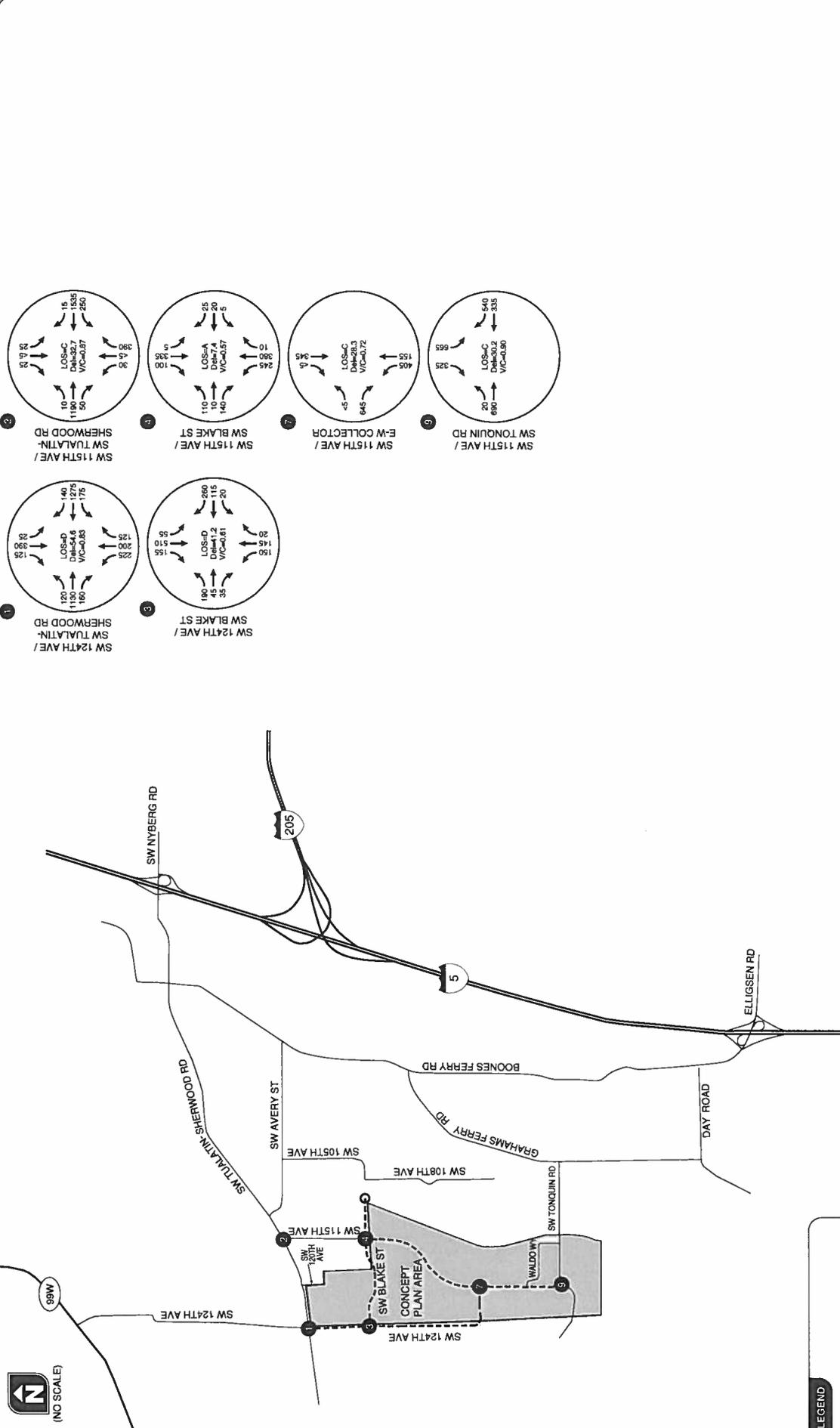


LEGEND
 - - - - - PROPOSED ROADWAYS

KITTELSON & ASSOCIATES, INC.
 TRANSPORTATION PLANNING ENGINEERING

YEAR 2030 FORECAST TRAFFIC OPERATIONS - SCENARIO 1
 WEEKDAY PM PEAK HOUR
 TUALATIN, OREGON
 FIGURE A

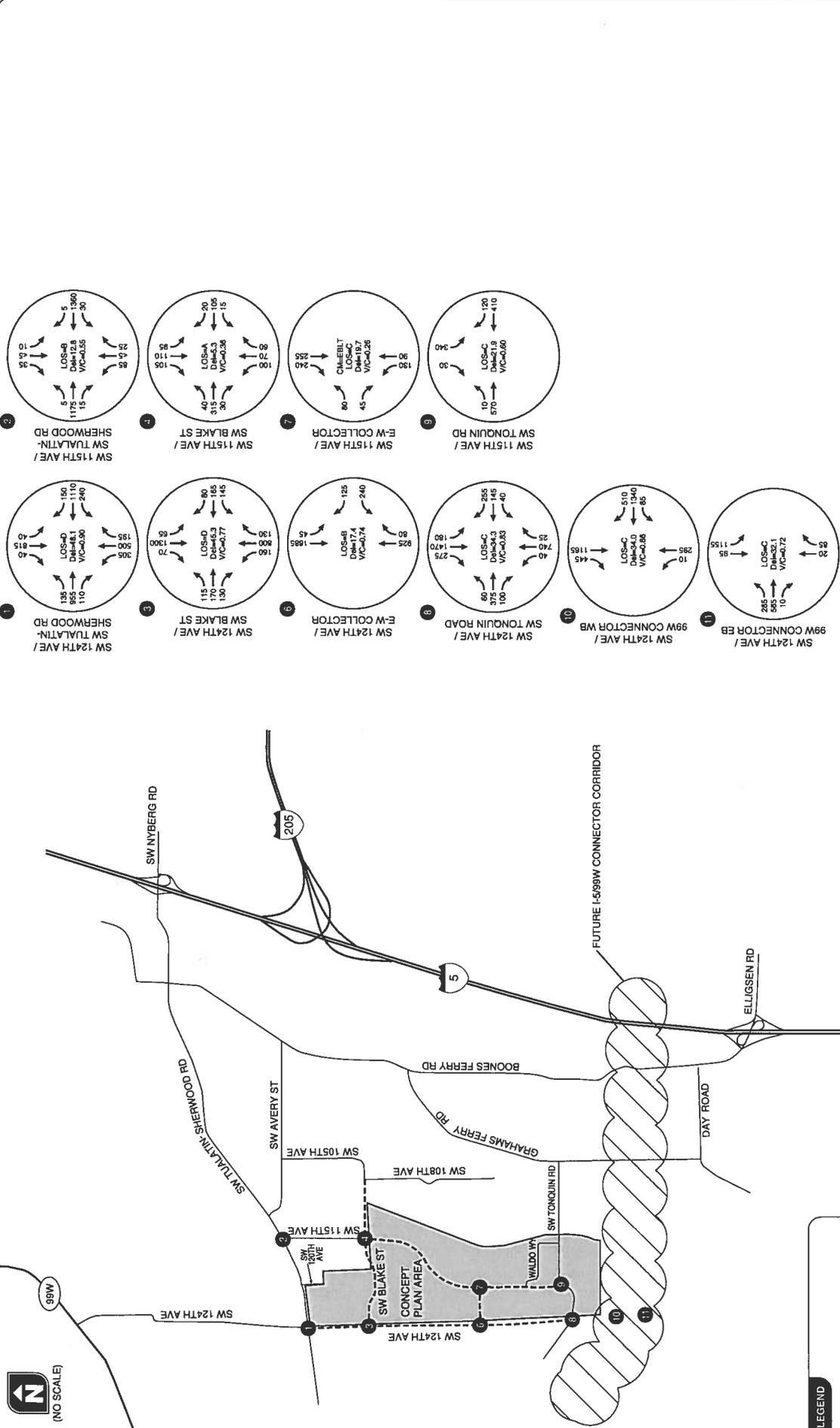
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YEAR 2030 FORECAST TRAFFIC OPERATIONS - SCENARIO 2
 WEEKDAY PM PEAK HOUR
 TUALATIN, OREGON

LEGEND
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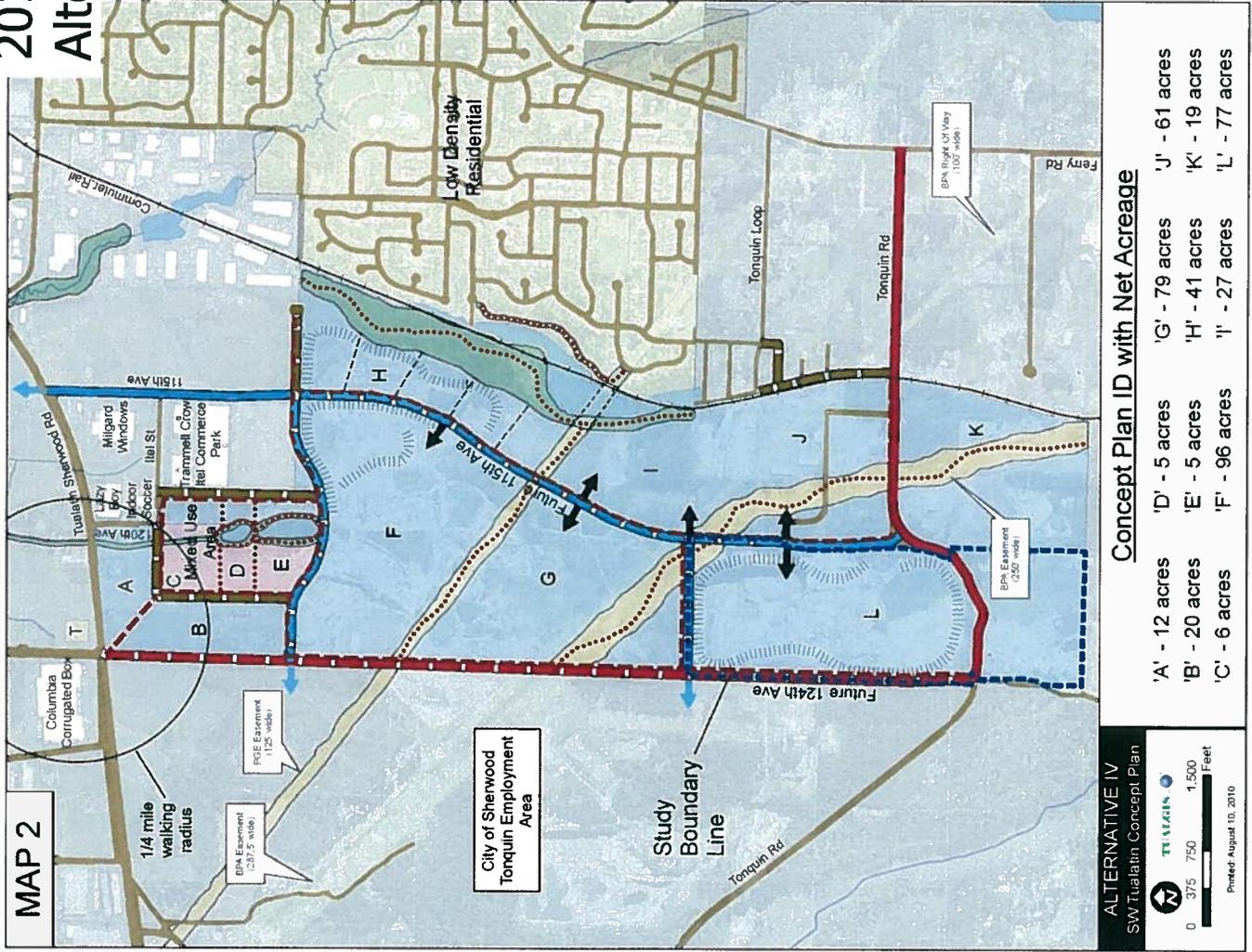
LEGEND
 - - - - - PROPOSED ROADWAYS

KITTELSON & ASSOCIATES, INC.
 TRANSPORTATION PLANNING TRAFFIC ENGINEERING

YEAR 2030 FORECAST TRAFFIC OPERATIONS - BASE BUILDOUT CONCEPT PLAN - WEEKDAY PM PEAK HOUR TUALATIN, OREGON

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2010 DRAFT SWCP Alternative IV





Southwest Tualatin Concept Plan Concept Plan Site Map

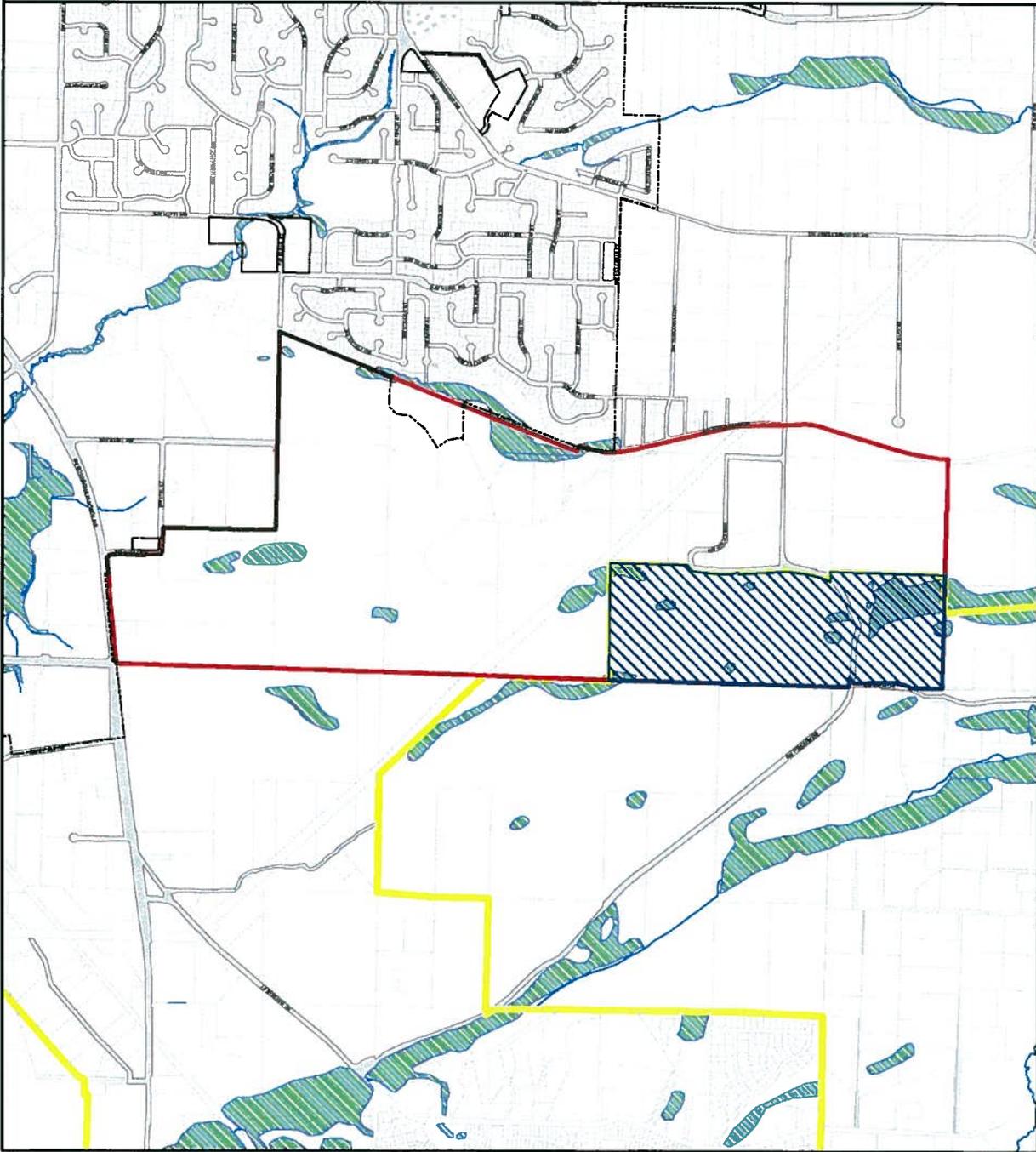
Legend

-  Southwest Concept Plan Area
-  Potential Urban Reserve/UGB Expansion
-  Urban Growth Boundary
-  City Boundary
-  Taxlots
-  Wetlands
-  Streams



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This map is derived from various digital data sources. While every attempt has been made to provide an accurate map, there may be errors or omissions in the information. This map is provided "as is" without warranty of any kind, including but not limited to accuracy, completeness, and timeliness. Please contact the City of Tualatin Planning and Building Dept. at 503.325.4400 for more information.





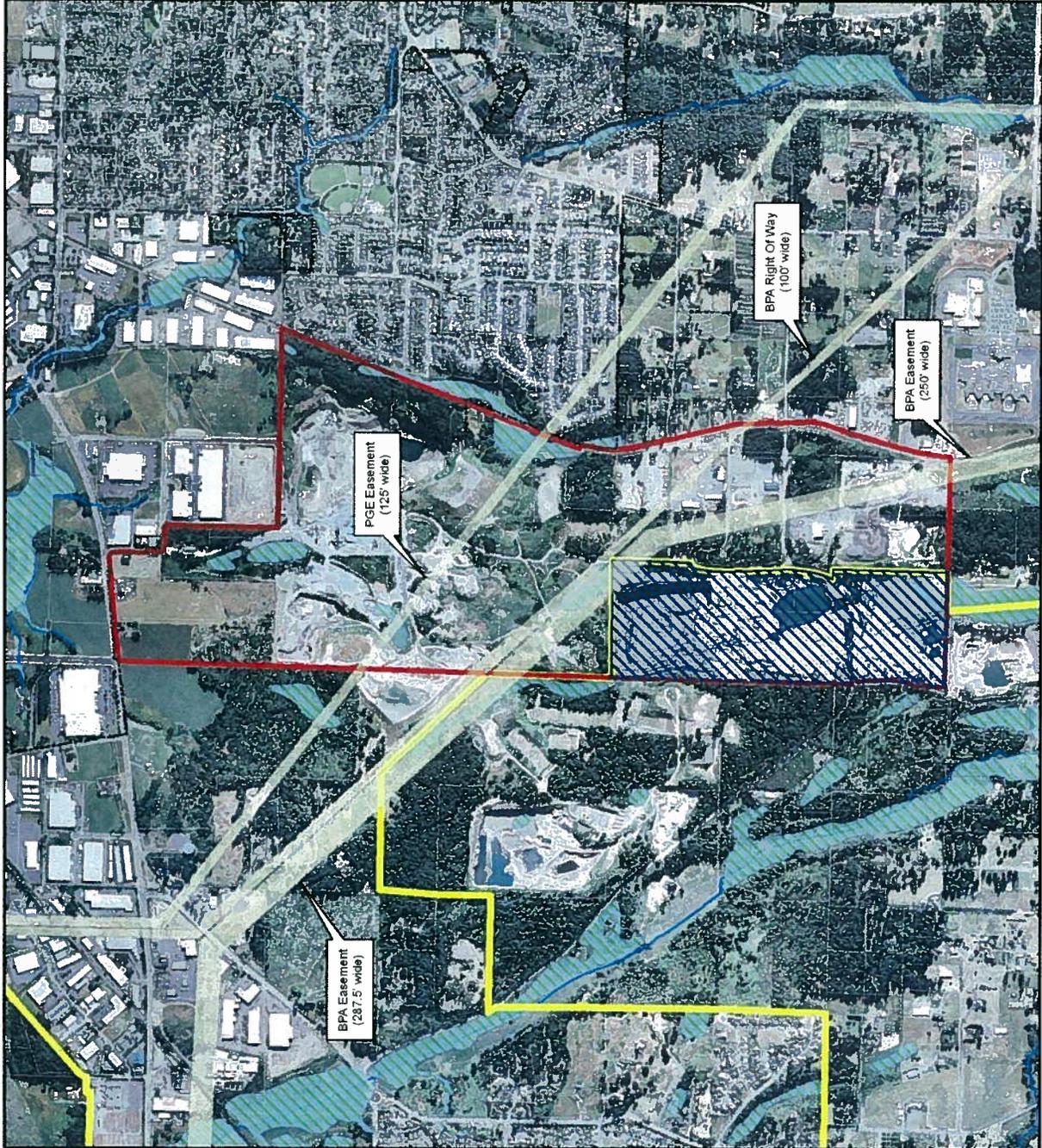
Southwest Tualatin Concept Plan

Base Map

Existing Conditions

Legend

-  Southwest Concept Plan Area
-  Potential Urban Reserve/USB Expansion
-  Urban Growth Boundary
-  City Boundary
-  Easements
-  Taxlots
-  Wetlands
-  Streams



Aerial Photo: Summer 2009



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Southwest Tualatin Concept Plan

Water and Sanitary Sewer Utilities

Legend

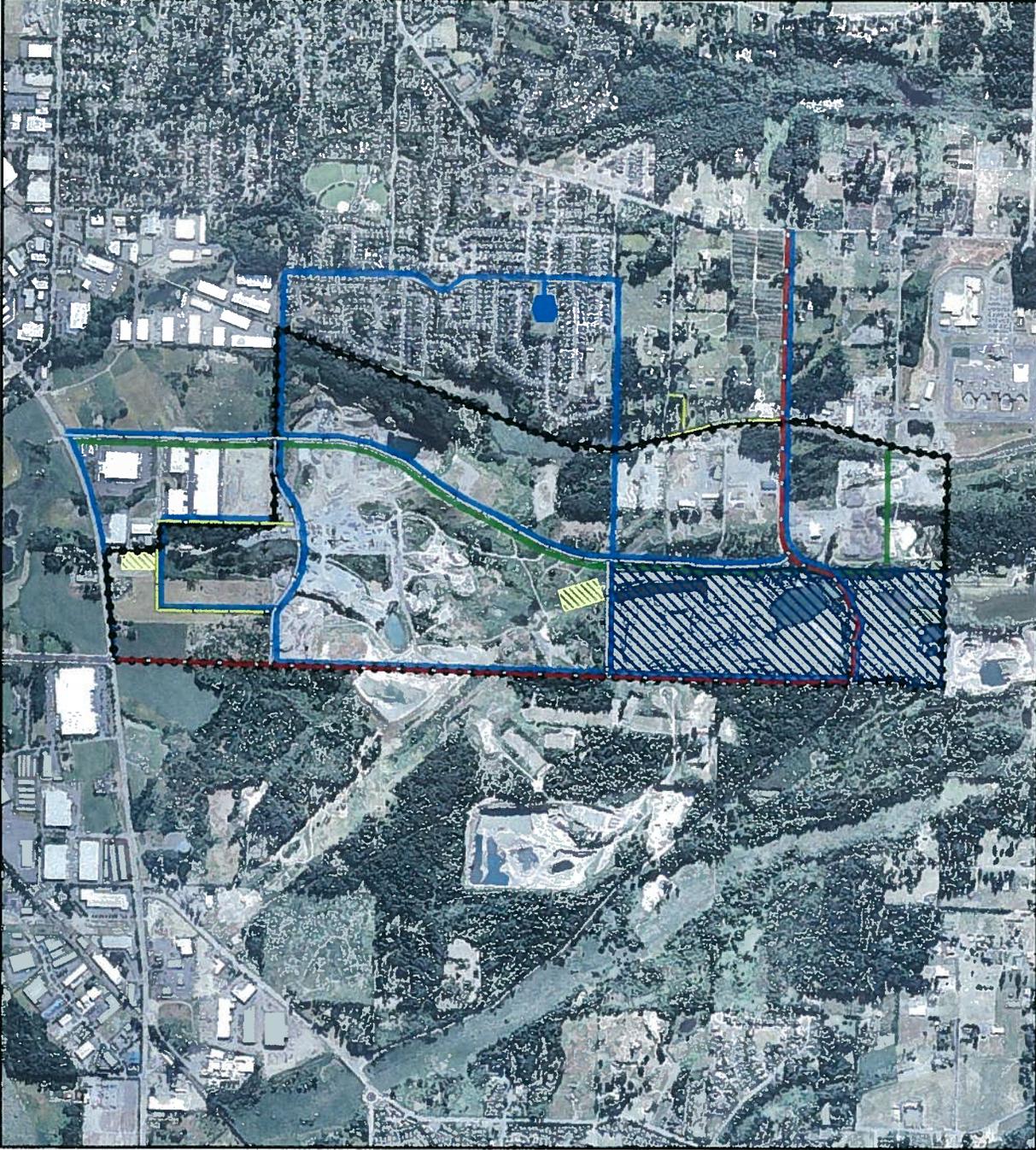
- Southwest Concept Plan Area
- Potential Urban Reserve/UGB Expansion
- Arterial
- Collector
- Local Street
- Wastewater
- Water
- Proposed Reservoir
- Proposed Water Quality Facility

Aerial Photo: Summer 2009



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September 13, 2010

City of Tualatin

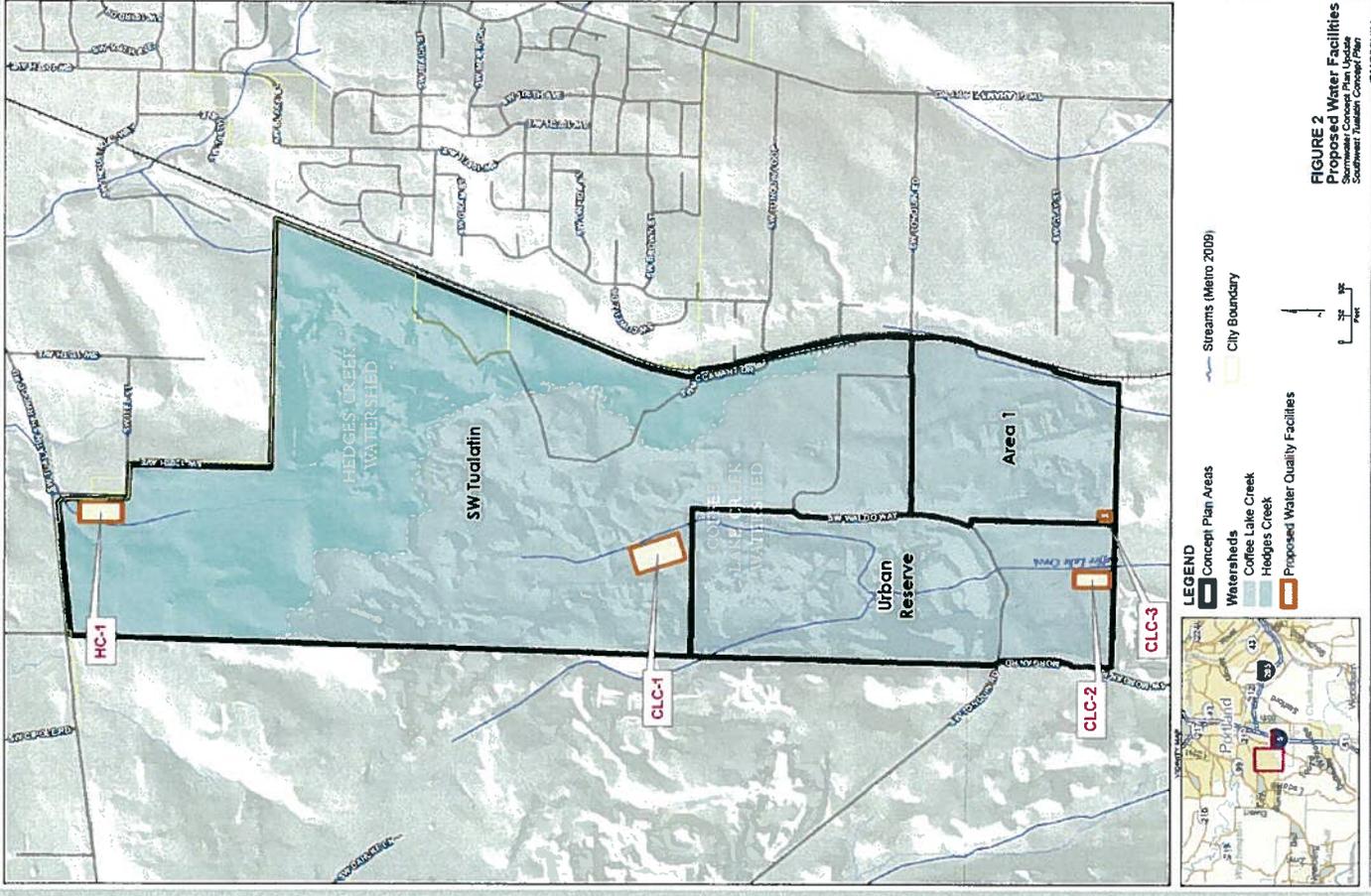


FIGURE 2
Proposed Water Facilities
Southwest Tualatin Concept Plan Update
Southwest Tualatin Concept Plan

CS43988-04-1



Southwest Tualatin Concept Plan

Natural Resources
Existing Conditions

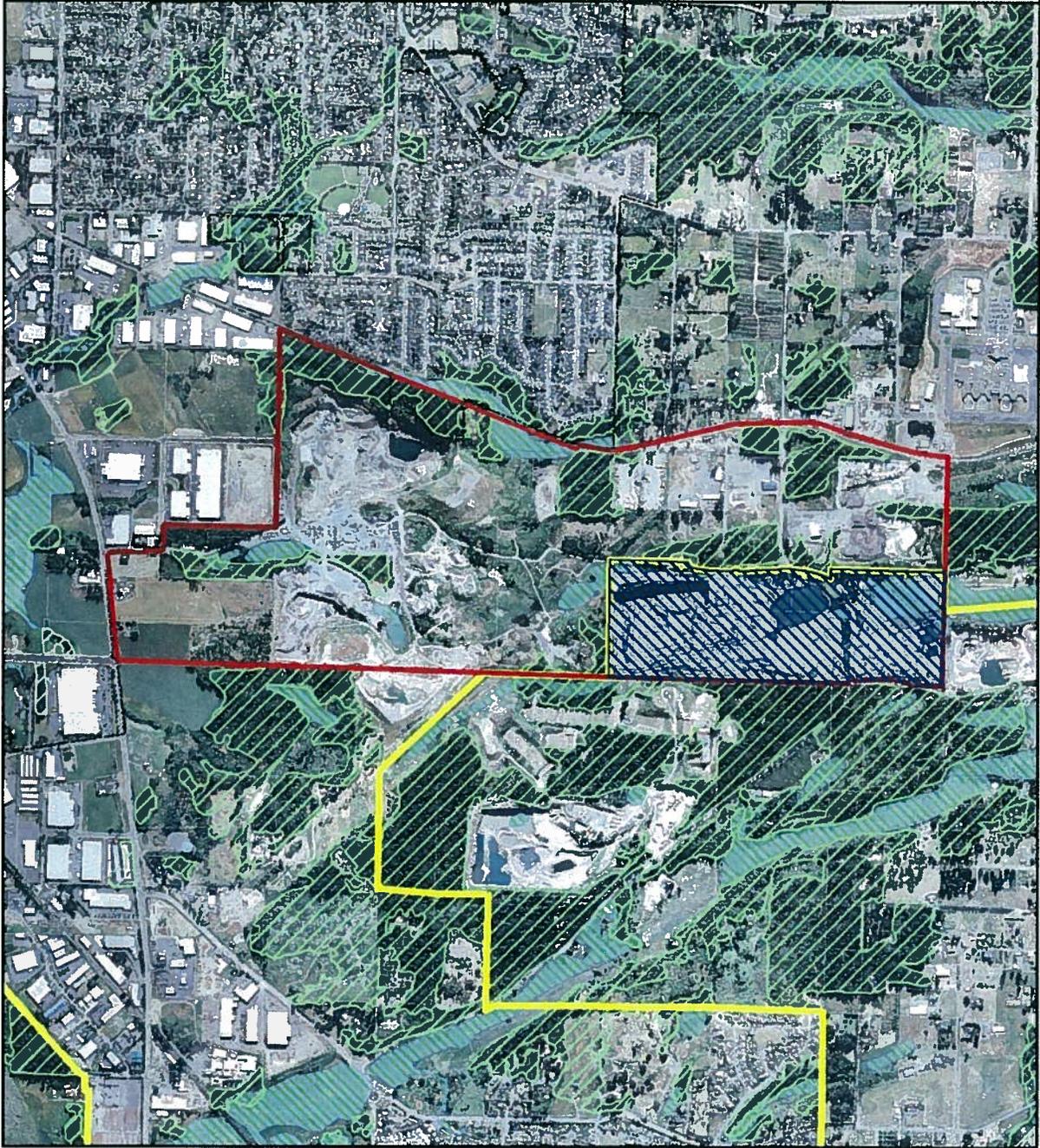
- Legend**
- Southwest Concept Plan Area
 - Potential Urban Reserve/UGB Expansion
 - Urban Growth Boundary
 - City Boundary
 - Taxlots
 - Vegetation
 - Wetlands
 - Streams

Aerial Photo: Summer 2009



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TSP and Related Projects

High Level Outcomes

The Council should identify several high level outcomes that result from the Transportation System Plan (TSP) update. The outcomes you identify will shape the goals and objectives of the TSP process. Since 2007, four work products have emerged that can guide the development of these outcomes. They are Tualatin Tomorrow, the Town Center Vision, Strategic Management Plan and Local Aspirations. Each of these efforts identified transportation as an area that could improve the future of Tualatin

Tualatin Tomorrow 2007 transportation vision statement

How We Get Around Traffic, Transportation and Connectivity

In the Year 2030, Tualatin has a fully “multi-modal” transportation system that employs automobiles, buses, trains, walking and bicycles to serve the community’s mobility needs. Improved roadway connections help link all parts of the community, and public access to key public services has greatly improved through careful planning of new development, pedestrian amenities, parking, connections to bicycle routes, mass transit, and other measures.

Tualatin’s traffic management system optimizes signals and mass transit for better traffic flow, while commercial and industrial traffic has benefited from special routes and lanes, roadway improvements, and other measures. Traffic enforcement and speed limits encourage safe driving, and various traffic reduction measures have helped reduce the number of vehicular trips.

The long-planned I-5/99W Connector has been fully developed, separating commuter and regional commercial-industrial traffic from local traffic, and reducing congestion and “cut-through” traffic. Tualatin residents also benefit from improved access to freeways. Local roads are well maintained with an emphasis on roadside landscaping. Tualatin has strengthened its regional transit linkages, with better access to downtown Portland and other regional centers through commuter rail and buses. Tualatin has also improved pedestrian and bicycle access throughout the city, establishing a network of safe, well-designed pedestrian routes and crossings as well as a comprehensive system of bike routes and lanes citywide.

(Tualatin Tomorrow, Community Vision and Strategic Action Plan Updated September 2009 p10)

Town Center Vision 2008

The Council revisited the Town Center in February 2008 and approved a revised Town Center vision statement:

- Includes a mixed use living, working and playing environment
- Is oriented to and integrates the Tualatin River and other natural features to activate uses
- Has a distinctive feel with strong, interesting and distinctive design standards and elements
- Includes civic, social, commercial and cultural functions as a full service community within walking distance
- Encourages safe bike and pedestrian activity
- Is a destination for local business activities and not a pass through location for freight traffic

Strategic Management Plan 2008

Transportation was identified as a Strategic Focus Area. The first goal of the proposed long-term five year goals is:

- Enhance mobility and achieve reduction of congestion throughout Tualatin.

Local Aspirations 2009

In December 2008 the Council began discussing *Local Aspirations* a Metro initiated project that was part of the *Making the Greatest Place* work. Several themes emerged from discussions about what Tualatin could look like in 20 to 50 years.

- Protect the existing character of Tualatin by:
 - Maintaining a balance between residential, industrial and commercial sectors,
 - Continue to provide opportunities for citizens to access health care,
 - Provide multiple transportation modes including bike lanes and pedestrian trails,
 - Tualatin values the environment; the river (which will be better integrated into the City in the future) trees and street trees.
- The City aspires to maintain the quality of life in Tualatin. Outside of the Town Center, development in commercial and industrial areas will likely resemble what is built today. The City aspires to maintain the character of residential neighborhoods and continue that character in new neighborhoods as the City grows.

Based on the above work several themes emerged:

- One idea is the need to focus on walking and biking opportunities throughout the City and in the Town Center. Walking and biking opportunities can serve a dual function by providing transportation options and providing recreation opportunities.
- Another theme is the desire to pay attention to public transit opportunities. Public transit also provides other transportation opportunities to residents and local

business activity. Increased public transit needs to be coupled with land uses that provide opportunities for mixed uses and density in order for transit to be viable.

- Finally, traffic flow in the City could be improved by rerouting freight traffic. Freight traffic is important to industrial employment in the City and options to improve the movement of freight can also decrease congestion.
- This leads to three draft high level outcomes for the TSP update:
 1. Improve/ create/ enhance walking and biking opportunities in the City
 2. Improve/ create/ enhance public transit opportunities in the City
 3. Improve/ create/ enhance opportunities to improve the movement of freight.

Staff recommends Council use the above draft high level outcomes for a discussion about the Council's desired outcomes from TSP update.



MEMORANDUM

CITY OF TUALATIN

TO: Sherilyn Lombos, City Manager
Doug Rux, Community Development Director
Mike McKillip, City Engineer

FROM: Carina Christensen, Assistant to the City Manager *C.C.*

DATE: August 19, 2010

SUBJECT: PUBLIC INVOLVEMENT: LESSONS FROM MILWAUKIE

INTRODUCTION:

On August 4, staff met with Katie Mangle, Planning Director for Milwaukie. The purpose of the meeting was to discuss the City's public involvement process for the Transportation System Plan (TSP) that was adopted in December 2007.

In order to present the findings and Milwaukie's public involvement process clearly, Tualatin staff decided to include Milwaukie's public involvement summary document with this memorandum. The document clearly discusses the main points that staff wanted to touch on in this memorandum. It is important to first, clearly communicate Milwaukie's process.

Staff then composed their notes from the meeting in the appropriate sections. Staff comments and notes are written in red in the enclosed document. Included in the summary below is information regarding important details in Milwaukie's process which played a role in the final result.

EXECUTIVE SUMMARY

Milwaukie received a Transportation and Growth Management (TGM) Grant to update their Transportation System Plan. Because of this grant they completed the entire process within a year and half. Staff wanted this project to act as a "healing mantra" for the City because the old Transportation System Plan resulted in upset residents and subsequent recalls of city councilors.

Milwaukie worked with a consultant to create the Public Involvement Plan and to implement the process. They worked with Jaime Damon, from JLA Public Involvement, a well-known public outreach and involvement consultant. She helped scope and define the public involvement process for Milwaukie. She helped write the Public Involvement Plan and facilitated all the public meetings.

Public Meetings and Involvement

Milwaukie had a detailed public involvement process which can be seen in full in the attached document. In short, it included these elements:

- Community Briefings
- Advisory Committee
- Working Groups
- Web Survey
- Open Houses
- Information

An early scoping process involved Community Briefings in which residents helped define divisive issues. These informal meetings had residents drawing on maps and truly helping to define aspects that would get explored in the TSP. The coping process also involved calling all businesses and asking them a brief list of questions to get their input. If there were residents that were known to be active within the city, staff sat down with them directly and got their input. These briefings were held in neutral locations throughout the City such as in elementary schools and community clubs.

The Advisory Committee is of particular importance in Milwaukie's TSP because it was arranged differently than the typical public involvement structure. Milwaukie combined its traditional Technical Advisory Committee (TAC) with the Advisory Committee. Or rather, Milwaukie took specific agency representatives that would normally be on just a TAC and combined them with citizen and business representatives. There were 10 citizen representatives, 6 business representatives, and 9 agency representatives for a total of 25 committee members. This ensured that technical representatives could help inform the citizens and business representatives in decisions and conversations. It eliminated many of the feedback loops required of having multiple groups that would then have to re-inform or educate each other about discussions. Getting everyone in one room simplified the process and ensured that each area (citizens, business, agencies) felt in the loop and heard all the same information.

The Public Involvement Plan also created Working Groups and Workshops. They were created to focus on different subtasks of the TSP. Milwaukie's Working Groups included: Downtown Parking, Freight, Street Design, Traffic and Street Network, and Transit. The Workshops included: Bike and Pedestrian (separate groups). As Milwaukie describes in their attached appendix document,

"The introduction of Working Groups and Workshops into the planning process allowed for specific aspects of the TSP to be discussed and resolved to a greater level of detail than usually occurs at the TSP level providing valuable policy and project direction. The City was faced with several areas of their transportation system that either were minimally addressed in the previous TSP (such as bicycle/pedestrian planning and street design), required innovative solutions (such as freight), and/or were complicated or historically unresolved (such as transit and downtown parking)."

The Advisory Committee members were invited to join one or more "mode-specific" Working Groups or attend a Workshop. Participation was open to any resident and space

was not limited. There was a core group of residents that applied to be on the Working Groups and made a commitment to participate for the duration of the projects. This included advisory committee members. The City held an orientation meeting inviting all interested residents. This orientation outlined the overall process of the Working Groups/Workshops and all the opportunities for public involvement in case residents wanted to get involved in other areas. It is important to note that residents could join a Working Group at any time, even if they had not applied and had not attended the orientation. The facilitator would always review the rules of the meeting before it began to ensure that any new residents understood. But there was always the core group to keep things moving along.

Having Advisory Committee members on the Working Groups ensured smooth transition of information to the Advisory Committee. Each Working Group and Workshop created a draft "modal plan," which was brought to the Advisory Committee to be compiled into one set of citywide priorities. Feedback from Milwaukie stated that, *"While time consuming and at times complicated for the staff to implement, the Working Groups and Workshops were well received by the community and proved to be an extremely valuable tool for developing mode-specific plans that reflect the priorities of the community."*

Measures of Success

Unique aspects to the Community Briefings, Business Outreach, Working Groups, Workshops, and Advisory Committee meetings included ways in which to measure success. Participants were asked to leave comments and respond to a brief survey.

The Public Involvement Plan outlined "measures of success" for each tool in the process. The Plan followed the International Association for Public Participation's (IAP2) Spectrum of Public Participation (attached). The spectrum talks about increasing levels of public impact which move from **inform** to **consult** to **involve** to **collaborate**, and finally, to **empower**.

For example, the public survey tool fell in the "consult" section of the spectrum. There were two measures of success outlined in the Plan:

1. Survey results will be published so respondents can share information and see the views of others.
2. The public will receive information on how survey results influenced decisions. For information on how the meetings were run and the details involved in the process, please see the included document.

The scoping process of Phase One had measures of success for both the business outreach and community briefings sections. Three areas of the participation spectrum were included: inform, consult, involve (8-9, public involvement plan), and the measures of success were described as:

1. Feedback received is summarized and synthesized in a way that is useful to decision makers.
2. Information is summarized and sent back out to participants if they indicate they would like this.

Staff Time

The TSP interdepartmental team was composed of the Planning Director, Associate Planner, Engineering Director, Community Development Director, Public Information Coordinator, Assistant Planners, Resource & Economic Development Specialist and the Transportation Liaison. The Planning Director and Associate Planner did the majority of the work, with assistance from technical consultants, other city staff and Jaime, the public involvement consultant. Ms. Mangle did not have direct time allocation information regarding staff time; however, she did say that she and the Associate Planner dedicated at least 50% of their work load to the TSP. The rest of the planning staff was over-extended as they were tending to the currently planning work and assisting with aspects of the TSP. (For lessons learned, please see the section below).

LESSONS LEARNED

Ms. Mangle explained some of her lessons learned from the project.

- She would hire more staff help. Planners were overextended. She specifically mentioned that getting someone to help out with the public information side, such as the website would be very helpful.
- She would ensure that the technical consultant be able to understand the extensive public involvement piece and how that would work with the technical side of things. For Milwaukie, the public involvement component was more important than the technical component.
- She would explore other options for times to hold public meetings. Due to varied work schedules of residents, other cities are finding that it can be useful to hold some meetings during afternoon or even lunch hours.
- Technically: Asking the public early on in the community briefings and interviews process is important to understanding where they have concerns and will help staff in the modeling process.

STAFF RECOMMENDATIONS

After discussion with Katie Mangle, some recommendations emerged for Tualatin's Transportation System Plan and associated projects:

- Get a public involvement consultant on board as soon as possible to help Tualatin staff scope and write the public involvement plan.
- Be cognizant of making decisions on what the public involvement plan will include until we get a consultant on board. Things could change.
- Milwaukie made a decision early on to exclude Light Rail from the TSP discussions, with the understanding that Light Rail would be done in a separate process, at a later date.
- Use the public involvement process created for the TSP to inform other planning projects.

Appendix A

Public Involvement Summary

INTRODUCTION

Milwaukie has some of the most organized and active communities, neighborhoods and citizen activists in the Portland Metro area. Residents have a high expectation to be involved in City business. Recognizing this, the City developed a public involvement program that was likely the most extensive public outreach and involvement process-to-date in the State of Oregon for a Transportation System Plan (TSP). The program included opportunities for citizens to participate at both a mode-specific and broad policy level, resulting in a TSP that reflects the needs and priorities of the community.

POLICY REQUIREMENTS (Same State & Regional for Tualatin)

State, regional, and City policies require that citizen input be part of the transportation system planning process. Oregon's Statewide Planning Goal #1 mandates the following:

- Provide widespread citizen involvement, including the establishment of a citizen advisory committee (CAC) broadly representative of geographic areas and interests.
- Assure effective two-way communication with citizens.
- Assure technical information is available in an understandable form.
- Assure that citizens receive a response from policymakers.
- Ensure adequate funding for citizen involvement in a planning budget.

As outlined in the Comprehensive Plan Chapter 1, City policy requires the following:

- **Objective #1:** "The City will promote citizen participation in the planning process primarily through the nine Milwaukie Neighborhood Areas..."
- **Objective #2:** "To encourage broadly based public participation involving a cross section of citizens from a variety of geographic and interest areas, solicited through an open, well-publicized process."
- **Objective #3:** "Promote informed public participation in planning decisions by providing readily available publications and printed materials regarding current issues and proposed policies and providing for two-way communication between policy-makers and citizens."

OUTREACH AND INVOLVEMENT PROGRAM

At the beginning of the TSP Update Project the City set the following goal:

The public involvement process for the Milwaukie TSP update will encourage and provide opportunities for citizens to participate in all phases of the planning process and keep citizens informed through open lines of communication for the sharing of questions, problems and suggestions.

To reach this goal, staff designed the TSP public outreach and involvement program to include the following elements:

- Community Briefings
- Advisory Committee
- Working Groups
- Web Survey
- Open Houses
- Information

Community Briefings

The City hosted four Community Briefings in different locations around Milwaukie between November 30 and December 6, 2006 to:

- Introduce and describe the TSP and the TSP update process.
- Invite future participation in upcoming Working Groups and Workshops.
- Solicit public input in a focused way on existing conditions and key issues.
- Inform the public about how to stay updated on TSP news and events.

The City Planning Director began each two-hour Community Briefing with a short slide show presentation explaining the TSP project and process. Participants were invited to write their concerns, questions, or statements about what the City should study during the TSP process. Posters in the room provided information about involvement opportunities, and participants were invited to indicate their interest in upcoming working groups and workshops. (They put maps on round tables and had groups of residents draw on maps to show areas they wanted studied. Other scoping input was gathered by the Economic Development Manager calling businesses and asking them survey questions developed for all businesses to discern their issues and what was important to them. Some residents also had one-on-ones if staff knew they were already very involved.) (These meetings were held at 'neutral' facilities – they were held at locations not owned/operated by the City. Those locations were Linwood Elementary School, Milwaukie High School, Milwaukie Community Club and Portland Classical Guitar.)

Community Briefings were widely advertised:

- A special 2-page insert was featured in the November 2006, Pilot and sent to every household in Milwaukie (about 8,000 households).
- Flyers were hand-delivered to every business in downtown Milwaukie.

- The *Oregonian*, *Clackamas Review*, and North Clackamas School District newsletter listed the briefings in their calendars and ran short stories.
- The City's Transportation Liaison notified parent-teacher groups, local churches, and other interested individuals.
- The Community Services Department announced the Community Briefings in weekly e-mail updates to interested citizens.

Advisory Committee

The City formed the TSP Advisory Committee (AC) by inviting appointed representatives and also advertising an open application process. The group included representatives of partner agencies and local businesses, as well as interested citizens (there was at least one resident of each Neighborhood District Association). The AC met six times between January and August 2007. All of these meetings were advertised in advance and open to the broader community, and meeting packets were available on the City's website.

The AC meetings were well attended, with an average attendance of 20 people at each meeting. AC members contributed over thirty hours of their time participating in meetings and reviewing materials in advance. In addition, many of the AC members each participated in one or more Working Groups, Workshops, and Open Houses.

The AC was instrumental in developing the City's transportation goals, identifying new or revised policies, reviewing and consolidating the recommendations from the working groups, and guiding project prioritization. Exit surveys conducted with the AC members indicate that the participants were highly satisfied with the process.

1. These exit surveys were conducted throughout the process to ensure city staff and consultants were getting information across clearly....basically to measure success of the public involvement process and the usefulness of the committee meetings.
2. The Advisory Committee consisted of citizens picked from each neighborhood group, typical Technical Advisory Committee members, and business representatives. Since Tualatin does not have established neighborhood groups, ensuring residents are chosen from various geographic sections of the City is important. This combination ensured that everyone was together in one room. Citizens could learn from the technical members and vice-versa.
3. The Advisory Committee was given clear roles but it was always known that the City Council had the final say. However, since the public involvement process was so detailed and the plan was so well implemented, the Council did not really have issues accepting recommendations from the Committee.
4. The Committee met in the evenings (4-6pm) most of the time and met a total of 6 times over a 9 month time frame.

City of Milwaukie Transportation System Plan Update Advisory Committee Members* Citizen Representatives	
David Aschenbrenner	Citizen Member (Hector Campbell)
Scott Churchill	Citizen Member (Historic Milwaukie)
Nick Dougher	Citizen Member (Linwood)
Forris Frick	Citizen Member (Lake Road)
Ben Horner-Johnson	Citizen Member (Lake Road)
Michole Jensen	Citizen Member (Ardenwald)
Paul Klein	Citizen Member (Lewelling)
Dolly Macken-Hambright	Citizen Member (Linwood)
Charlie Stephens	Citizen Member (Oak Grove)
Ed Zumwalt	Citizen Member (Historic Milwaukie)
Business Representatives	
Greg Chaimov	Chamber of Commerce Representative
Neil Hankerson	Downtown Business Representative
Gary Hunt	Industrial Business Representative
Bill Lake	Industrial Business Representative
Todd E. Mobley	Hospital Representative
Mike Wells	Real Estate Development Representative
Agency Representatives	
Kelly Carlisle	School District Representative
Gail Curtis	ODOT Contract Manager
Shari Gilevich	Clackamas County Representative
Marty Hanley	Milwaukie Center Representative
Stacy Humphrey & Bill Holmstrom	State of Oregon DLCD Representative
John Mermin	Metro Representative
Young Park	TriMet Representative
Ron Schumacher / Mace Childs	Fire Department Representatives
Mike Swanson / Kenny Asher	City of Milwaukie Representatives

Working Groups and Workshops

The Working Groups and Workshops were created to focus on different subtasks of the TSP. The Working Groups included; Downtown Parking, Freight, Street Design, Traffic and Street Network, and Transit. *(The working groups/workshops were defined by issues brought up by residents before that were clearly known. Or in other cases, they emerged at the beginning of the scoping process when residents were defining issues and concerns/study areas. For example, the City decided to include bike and pedestrian workshops at the beginning just because they knew it was lacking in the previous TSP. But they were not aware that there was a latent group of residents very much concerned about this topic, which emerged from conversations in the scoping phase when residents told the city staff to do more studies and that they were not happy with*

the bicycle options in the TSP. It became a much stronger group than the city anticipated.) The Workshops included; Bike and Pedestrian. The introduction of Working Groups and Workshops into the planning process allowed for specific aspects of the TSP to be discussed and resolved to a greater level of detail than usually occurs at the TSP level providing valuable policy and project direction. The City was faced with several areas of their transportation system that either were minimally addressed in the previous TSP (such as bicycle/pedestrian planning and street design), required innovative solutions (such as freight), and/or were complicated or historically unresolved (such as transit and downtown parking).

Community members, businesses, and participants in the Advisory Committee were invited to join one or more mode-specific Working Groups or attend a Workshop on specific transportation issues. Anyone who was interested in participating attended an orientation meeting in February 2007, which outlined the overall process and opportunities for involvement. The orientation event was taped and televised on Milwaukie Cable Access channel 30 throughout the months of February and March 2007.

Each Working Group met three or four times each with many participants involved in several groups. Workshops met two to three times each to discuss pedestrian and bike solutions as well as downtown parking. In total there were:

- Two Pedestrian workshops
- Three Bike workshops--including a guided bike tour
- Two Downtown Parking workshops
- Four Freight Access meetings
- Four Traffic & Auto Circulation Solutions meetings
- Three Street Design Alternatives meetings
- Four Transit Solutions meetings

Over one hundred people participated in the Working Groups and Workshops. The focused nature of the Working Groups and Workshops allowed for a greater level of technical detail to be presented and discussed. Many working group members contributed countless hours reviewing existing conditions, identifying problems, developing innovative solutions, proposing policy changes and recommendations, and establishing both community and modal priorities. Each Working Group and Workshop created a draft "modal plan," which was brought to the Advisory Committee to be compiled into one set of citywide priorities. While time consuming and at times complicated for the staff to implement, the Working Groups and Workshops were well received by the community and proved to be an extremely valuable tool for developing mode-specific plans that reflect the priorities of the community.

1. Although a core group of residents 'applied' to be on the Working Groups, or to make a commitment to participate for the duration of the projects. This ensured that the working groups have stable memberships, which in turn will contribute to

their effectiveness. It is also important to note that the working groups were never limited to those specific “members.” They were always open to anyone. That means a resident could have missed the first two meetings but could come to the third one. Because of this, the rules were always gone over at the beginning of each meeting by the facilitator.

2. Advisory Committee members could, and were, part of working groups/workshops.
3. Again, with these groups, comments were solicited at the end of meetings to measure the success of the meetings. Staff and consultants could change things for the next meeting if needed. This ensured people were being heard and felt that the public involvement process was “working.” Members were asked to rate the meeting on a scale of 1-5 and write comments.
4. One of the difficult aspects to holding all these meetings was getting all the information together and putting feedback on the website. Ensuring that all the information that was in progress was on the website is a task that Ms. Mangle mentioned she would like one person to focus on next time around, as in hiring additional help or allocating staff specifically for this task. Additionally, Ms. Mangle mentioned that although the working groups were helpful, they also were very time consuming to manage as a staff. Something she learned is that she would hire more staff to help with these working groups.

Bike and Pedestrian Workshop Participants

Heather Andrews

David Aschenbrenner, **AC, WG**

Cheryl Ausmann-Moreno

Lisa Batey

Jerry Bitz

John Climaldi

Noah Cowgill

Debbie Cronk

David DeVore

Nick Dougher

Sherri Dow

Parker Fitzpatrick, **WG**

Forris Frick, **AC, WG**

Mark Gamba

Emily Gardner

Willi Horner-Johnson, **WG**

Steven Kung

Matt Menely, **WG**

Renee Moog

Keith Neubauer

Anne Nottingham

Connie Ottoboni
Susanna Pai
Matt Picio, **WG**
Jon Stoll
Paul Sylvester
Aaron Tarfman
Dottie Teeple
Ann Wilson

Downtown Parking Working Group Participants

Melissa Arne
David Aschenbrenner, **AC, WG**
Jean Baker
Jim Bernard
Ray Bryan, **WG**
Jill Chapman
Tim Clouse
Charmane Coleman
Lanice Coleman
Parker Fitzpatrick, **WG**
Neil Hankerson, **AC**
Greg Hemer
Lee Holzman
Jason Jenkins
Tom Kemper
Jeff Klein
Ed Parecki
Ray Peck
Zach Rogers
Joe Sandfort
Nancy Wittig
Ed Zumwalt, **AC, WG**

Freight Working Group Participants

George Anderson
Lorenzo Araque
Charles Bishop
Libby Clark-Agosti
Steve Flury
Brian Heiberg
Gary Hunt, **AC**
Bill Lake, **AC**
Bernadine Moore
Cara Nolam

Pat Russel, **WG**
Dick Samuels
Todd Schwartz
Charlie Stephens, **AC**

Street Design Working Group Participants

David Aschenbrenner, **AC, WG**
Ray Bryan, **WG**
Kathy Buss, **WG**
Bruce Conachan
Alicia Hamilton
Ben Horner-Johnson, **AC, WG**
Willi Horner-Johnson, **WG**
Virginia Pai, **WG**
Matt Picio, **WG**
Cami Waner

Traffic and Street Network Working Group Participants

David Aschenbrenner, **AC**
Ray Bryan, **WG**
Kathy Buss, **WG**
Gail Curtis, **AC**
Forris Frick, **AC, WG**
Ben Horner-Johnson, **AC, WG**
Tom MacFarlane
Matt Menely, **WG**
Matt Picio, **WG**
Pat Russel, **WG**
Leslie Schockner
Julie Wisner, **AC**
Ed Zumwalt, **AC**

Transit Working Group Participants

David Aschenbrenner, **AC, WG**
Ray Bryan, **WG**
Sandi Burns
Kathy Buss, **WG**
Phil Favorite
Forris Frick, **AC, WG**
Ben Horner-Johnson, **AC, WG**
Lynda Hunter
Christopher Hunterman
Dolly Macken-Hambright, **AC**

Sarah Maier
Gary Michael
Tim Morris
Virginia Pai, **WG**
Young Park
Phil Selinger
Pam Shea
Dion Shepard, **AC**
Ron Swanson
Marge Tipton
Ed Zumwalt, **AC, WG**

Web Survey

1. This was another important part of the scoping process to unearth "landmines" and ensure that city was listening to what was important to the community. It helped inform the technical aspects of the TSP.

The City posted a twelve-question self-selected survey on its website between March 1, 2007 and March 25, 2007 to both inform the community about the TSP process and to learn more about the issues and concerns of the community. One hundred and fifty eight people completed the survey including over 80% of respondents completing several open ended, narrative questions. In addition to learning about basic demographics, the questions were designed to gather information regarding how they use the transportation system and how they think it could be improved.

Paper surveys were made available; however all responses came via the internet. To make the survey more widely available to those without internet access, the survey was advertised at the Ledding Library's computer stations. Outreach in advertisement of the survey included:

- Advertised in the front page of the March Pilot
- Story and link on home page of City website
- Posters put in all bus stops at the Milwaukie Transit Center
- Emails sent to all TSP interested person's list
- Emails sent to all NDA members
- Emailed to Waldorf School
- Sent to all Milwaukie area North Clackamas Schools, including distribution to over 1300 recipients via the Milwaukie High School "E-News."
- Hand-delivered to Downtown Milwaukie businesses
- Article on BikePortland.org
- The TSP survey flyer was provided (in print copy or electronically, depending on preference) to: Dark Horse Comics, Albertsons (at Milwaukie Marketplace, handouts distributed with paychecks to all 87 associates), Pendleton Woolen Mills, Reliable Credit, Hoya, OECO, Bob's Red Mill, Johnson Controls.

Open Houses

An Open House was held July 12, 2007 to present all the recommendations of the Working Groups and Workshops to the broader community. Participants at the Open House were encouraged to offer their input on the recommendations and discuss their questions with staff. The material presented at the open house was also made available at the Farmer's Market on July 15, 2007, and posted on the TSP website.

1. The City found that putting the information on display, for feedback, at the Farmer's Market was a great way to get other people to see the information that would not normally come to an official open house. Going out into the community worked well for Milwaukie. They also held their Community Briefings out in the community instead in a city facility.

Participant Exit Survey Results

All advisory committee and working group members were given exit surveys at the conclusion of their work. Respondents were asked to rate their group based on the following statements:

- The meeting facilitators encouraged and allowed all participants to share their ideas.
- My input was used to shape recommendations.
- I was given enough information to be prepared for each meeting.
- The information presented in meetings was clear and understandable.
- I now have a better understanding of transportation issues in Milwaukie.
- Meetings were efficient and made good use of my time.
- This Working Group/Workshop was worthwhile and out of it came good recommendations.
- I am glad I participated in this Working Group/Workshop.
- The overall TSP process was worthwhile and out of it came good recommendations.

Thirty-six participants completed exit surveys. Ninety-seven percent (35 of the 36 respondents) rated the TSP process high or very high for all aspects. Respondents were also provided space to leave general comments. A sampling of comments follows:

"I appreciated everyone's willingness to expand the meeting schedule to meet the needs of the bike community--including a bike boulevard assessment ride."

"The Milwaukie personnel were great to work with and from the sounds of things, they listened to the great ideas of the citizens. I look forward to the final outcome of our efforts through the remainder of planning."

"You (Alex), Katie and the team all did a great job. Thank you for including me, thoughtfully considering my comments, and working towards the initiatives of the North Industrial representatives. I hope to work with you again."

"Great job of public outreach. I've never seen that much outreach for a TSP before."

Information

The City used the public outreach communication methods listed below to announce special events and inform citizens about ongoing activities.

- The Pilot newsletter was mailed to every household in the city monthly.
- Flyers were posted at City facilities and the Milwaukie Farmers Market
- Community Services sent weekly email updates to over 100 people including all neighborhood association members and City board members.
- The City's Transportation Liaison sent updates to his contacts-including Parent-Teacher Organizations, churches, businesses, and individuals. This list currently includes over 100 contacts.
- Information was given through the video "bulletin boards" on the government and public access channels (23 and 30).
- A section dedicated to the TSP process was featured on the City's homepage. This section contained ongoing updates, meeting information, documents, and survey results.
- Staff visited all 7 Neighborhood District Associations to inform them about the project, both before it began and throughout the process.
- Flyers were sent to principals of all public and private Milwaukie schools.
- Updates were sent to the North Clackamas Chamber of Commerce to include in their newsletter.

The public came to rely on the City's website for the most up-to-date information about the project. All meeting materials, meeting announcements, survey results, and draft chapters were available for public review on the website.

IAP2 Spectrum of Public Participation



International Association
for Public Participation

Increasing Level of Public Impact 

Public participation goal

Inform

To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult

To obtain public feedback on analysis, alternatives and/or decisions.

Involve

To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Collaborate

To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Empower

To place final decision-making in the hands of the public.

Promise to the public

We will keep you informed.

We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.

We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.

We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.

We will implement what you decide.

Example techniques

- Fact sheets
- Web sites
- Open houses

- Public comment
- Focus groups
- Surveys
- Public meetings

- Workshops
- Deliberative polling

- Citizen advisory committees
- Consensus-building
- Participatory decision-making

- Citizen juries
- Ballots
- Delegated decision

How YOU CAN GET INVOLVED WITH UPDATING MILWAUKIE'S TSP!

Updating the Transportation System Plan (TSP)

Have you ever wondered how the City decides which transportation issues to address, and how the community determines which transportation improvements are most important to construct? The Transportation System Plan (TSP) is the document that lays out the City's goals and plans for transportation—everything from sidewalk and road improvements to transit connections and freight access. Milwaukie's TSP was adopted in 1997 and is outdated.

Thanks to a generous grant from the Oregon Department of Transportation (ODOT), the City will update its TSP over the next nine months. The TSP planning process is an opportunity for Milwaukie to come together and decide how to establish a safe, efficient, and balanced transportation system for the next 10-20 years. Having an up-to-date TSP will make it easier for the City to compete for federal and state funding needed to construct transportation projects.

What is the TSP?

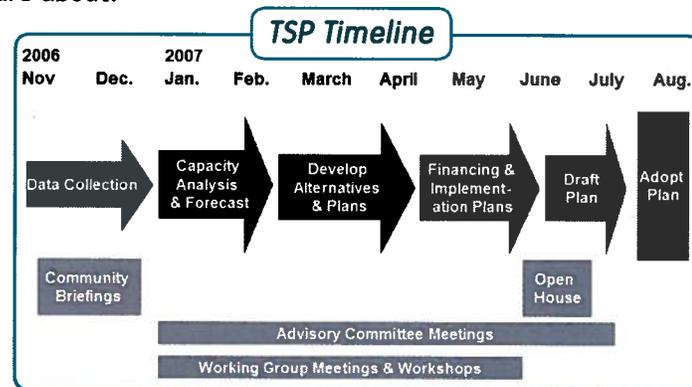
The TSP is a Citywide long-range transportation plan that describes and analyzes the City's existing transportation system, lists and prioritizes needed changes, and identifies funding sources. It includes all forms of transportation: walking, bicycling, transit, automobiles, rail, and truck freight. The planning process is an opportunity for the community to seek solutions to the transportation issues people care about.

What is the general timeline?

Though Milwaukie has a lot of transportation issues to talk about, the grant that is funding the project requires that the TSP update be completed by August 2007.

What opportunities do I have to get involved?

There are many ways you can get involved—from signing up for **e-mail updates** to serving on the **Advisory Committee** to participating in a **Working Group**. The City is planning a wide range of public involvement events with the goal of including as many citizens and businesses in this process as possible.



Your input is important! Contact Transportation Liaison Gavin Hales at (503) 786-7643 or at halesg@ci.milwaukie.or.us for more information. Also, check the TSP section of the City web site for more information as the project unfolds: <http://www.ci.milwaukie.or.us/milwaukie/projects/tspupdate/tspupdate.html>.

★ Join the Advisory Committee

The Advisory Committee (AC) will be comprised of community, agency, and technical stakeholders who will meet at key milestones in the project to discuss alternatives, make policy recommendations, and review technical work. Any member of the public may sit on the AC, which will meet five times. There is no selection process; however, those who wish to sit on the AC need to sign up through the City and make a commitment to participate for the duration of the project to maximize the committee's effectiveness. All AC meetings are open to the public. The first meeting will be held sometime in January. Contact Susan Shanks at (503) 786-7653 or at shankss@ci.milwaukie.or.us for more information.

★ Participate in a Working Group or Workshop

Each group will focus on updating a specific chapter of the plan. Participants can be a part of one or more groups, but consistent participation in the Working Groups is encouraged to enhance the effectiveness of these groups. Working Group Meetings and Workshops will begin in late January 2007. (See reverse for more information.)

★ Complete a Transportation Survey

In early 2007, the City will conduct a web-based survey to gather input & learn about desired outcomes & priorities.

★ Come to the Open House

The City will hold a comprehensive Open House in the spring to present the various transportation alternatives, recommendations, and priorities that were developed by the community. All participants will be invited to the Open House in late spring to review the draft TSP.

AS YOU CAN SEE, THIS IS A LONG CONVERSATION. WE LOOK FORWARD TO HEARING FROM YOU!



Transportation System Plan Involvement Opportunities

Group name	Who will be in this group?	Key issues	Work to be done	Meeting information
Advisory Committee	Representatives from public agencies (like ODOT and the Milwaukie Center), stakeholders (like developers and environmentalists), and Milwaukie citizens and business leaders.	<ul style="list-style-type: none"> • Set desired outcomes for the City as a whole. • Resolve conflicts between issues. • Resolve conflicts between agencies. 	Review draft chapters, draft desired outcomes for the City. Work toward a set of recommendations that are best for the community as a whole.	<p>5 meetings at key milestones.</p> <p>First meeting: 1/24/06, 4-6 p.m. Masonic Lodge Agenda: Project orientation, discuss process.</p>
Bicycle, Sidewalk, & Pedestrian Solutions Workshops	Open to all. The City will invite pedestrian and bicycle advocates.	<ul style="list-style-type: none"> • Bicycle access. • Bike routes (trails, bike lanes, crossings and bikeways). • Cycling safety. • Sidewalk improvements on existing streets. • Primary pedestrian network. • Safe routes to schools. 	Review existing conditions and 1997 TSP Bikeways and Walkways Action Plan. Update the plan and prioritize projects.	Two 2-hour workshop in early 2007.
Downtown Parking Workshops	Open to all. The City will invite downtown businesses and interested citizens.	<ul style="list-style-type: none"> • Guiding Principles for downtown parking. • City parking permit system. • Will focus on both short-term and long-term solutions and policies. 	Review existing conditions and 2003 parking plan. Guide City's long-term policy for parking. Identify projects and priorities.	Two 1-hour workshops in early 2007.
Street Design Solutions Working Group	Open to all, but participants are asked to attend consistently.	<ul style="list-style-type: none"> • Retrofitting Milwaukie's existing streets. • Alternatives for pedestrian facilities. • "Green Street" stormwater management. 	Review existing conditions and policies. Develop criteria for street alternatives. Guide City policy on how to retrofit existing streets.	Three meetings in early 2007.
Traffic & Street Network Solutions Working Group	Open to all, but participants are asked to attend consistently. Group will include a representative from ODOT.	<ul style="list-style-type: none"> • Hwy 99E & Hwy 224 connection. • Cut-through traffic. • Street classifications. • Traffic patterns. 	Review existing conditions and 1997 TSP. Guide City on how to update plan.	Three meetings in early 2007.
Transit Solutions Working Group	Open to all, but participants are asked to attend consistently. Group will include a representative from TriMet.	<ul style="list-style-type: none"> • Bus service (local and regional). • Light Rail. • Park & rides. 	Review existing conditions and 1997 TSP. Guide City on how to update plan.	Four meetings in early 2007.
Freight Access Solutions Working Group	Open to all, but participants are asked to attend consistently. The City will invite railroad representatives and industrial and manufacturing businesses.	<ul style="list-style-type: none"> • Truck and rail access to industrial and commercial areas. • Hwy 99E, Hwy 224, and connections between. 	Review existing conditions and 1997 TSP. Develop criteria for alternatives and project list.	Four meetings in early 2007.

Prior to each meeting an information packet will be posted on the project website at <http://www.ci.milwaukie.or.us/milwaukie/projects/tspupdate/tspupdate.html> and sent to people who have expressed interest. If you are interested in receiving meeting information, please give your mailing address or your e-mail address to Gavin Hales at (503) 786-7643 or at halesg@ci.milwaukie.or.us.

Milwaukie Transportation System Plan Update

Answers to Frequently Asked Questions

WHAT IS THE TRANSPORTATION SYSTEM PLAN (TSP)?

The TSP is a city-wide long-range transportation plan for Milwaukie that outlines existing conditions, needs, opportunities, priorities and future projects for all modes of transportation: walking, bicycling, transit, automobiles, rail, and truck freight. The TSP is an opportunity for Milwaukie residents, workers, and business owners to come together and determine a vision for the City's future with the goal of promoting livability and establishing a safe, efficient, and balanced transportation system. With an understanding of the needs and priorities of transportation system users and the local community, City staff will be better positioned to request and obtain transportation funding from federal and State agencies. The TSP will address the entire City of Milwaukie.

WHY IS UPDATING THE TSP IMPORTANT?

The City's existing TSP is outdated. Given the dynamic and changing environment in and around Milwaukie, the City needs an updated plan to guide transportation investments and development decisions. Furthermore, thanks to a grant from the Oregon Department of Transportation, the City has the opportunity to develop this plan and make the City much more competitive when seeking funding to construct transportation projects.

HOW LONG WILL THE TSP BE USEFUL?

The TSP will plan for projects and funding over the next 10-20 years. As with any plan, it will need to be updated in time as more change occurs in the City and region. The goal of long-term plans is to manage change effectively so that changes are as beneficial as possible. The alternative is to not plan at all—leaving us to react to change as it comes along.

HOW WILL PUBLIC INPUT BE USED IN THE TSP?

Public input will be used to help make better more informed decisions about transportation solutions and priorities. Staff and elected officials need to know what is important to the community.

WHY IS PUBLIC INPUT SO CENTRAL TO THE TSP?

Funding agencies at the state and federal levels want to know that any plan the City develops is truly reflective of the community's goals and interests. It is very important, then, for citizens to not only be involved, but to work with each other and staff to develop a plan that considers the various interests and needs of the community—those of neighborhood residents, local businesses, and users of the transportation system.

WHAT OPPORTUNITIES DO I HAVE TO GET INVOLVED?

There are many ways you can get involved. You can stay informed by checking the City website <http://www.cityofmilwaukie.org/milwaukie/projects/tspupdate/tspupdate.html> and signing up to receive e-mail updates. You can serve on the TSP Advisory Committee or participate as a member on one of several mode-specific working groups. Involvement activities are planned in various formats with the goal of receiving feedback from as many citizens as possible and allowing for a continuum of involvement for residents. Comments can also be submitted to Transportation Liaison Gavin Hales at halesg@ci.milwaukie.or.us or by calling (503) 786-7643. Additionally, the City will seek feedback through a public survey, which will be available on the City's website in March of 2007.

WHAT IS THE GENERAL TIMELINE AND STRUCTURE OF THE TSP UPDATE?

The TSP update process began in December of 2006 and will continue until City Council adopts the new TSP in late 2007. The process began with several community briefings and will end with public hearings before City Council reviews the plan and votes to adopt it. Mode-specific working groups will begin to meet in February 2007. Depending on the mode, the groups will meet two to four times. The working groups will focus on the following topics: transit; traffic and street network issues; street design alternatives; and freight access issues. There will also be workshops to focus on pedestrian and bicycle issues and downtown parking.

WHAT WILL BE DONE WITH WORKING GROUP RECOMMENDATIONS?

Working group recommendations will be funneled to the TSP Advisory Committee, which consists of Milwaukie residents and business owners, technical experts, and other local stakeholders.

WHAT AGENCY AND STAKEHOLDER INTERESTS ARE REPRESENTED ON THE TSP ADVISORY COMMITTEE?

The Advisory Committee consists of residents from all over the city, several business owners, and other interested persons. In addition, the Advisory Committee includes representatives from the Milwaukie Center, North Clackamas Chamber of Commerce, real estate and development fields, PGE, Providence Hospital, the Railroad, North Clackamas School District, Oregon Department of Transportation (ODOT), Clackamas County, the Oregon Department of Land, Conservation and Development (DLCD), Metro, TriMet, North Clackamas Fire District, and the City Police Department.

WHO HAS THE "FINAL SAY" ON PRIORITIES?

The City Council, who will adopt the final TSP as a part of the City's Comprehensive Plan, has the responsibility to decide what the City's priorities will be. The Council will do this with extensive input from the TSP Advisory Committee, citizens, businesses, and staff.

HOW WILL THE TSP RELATE TO THE CITY'S CAPITAL IMPROVEMENT PLAN (CIP)?

The Capital Improvement Plan implements the projects identified in the TSP. Once the TSP is updated and adopted, the CIP list will primarily come from the TSP project lists.

HOW DOES MILWAUKIE'S TSP UPDATE COMPARE TO OTHER TSP UPDATE PROJECTS IN THE STATE?

The level of public involvement built in to Milwaukie's TSP update is the most extensive of any TSP update process conducted in the State of Oregon to date—both in terms of the number of involvement opportunities for citizens and the overall design of the various groups. One fairly unique aspect of this project, for example, is that the TSP Advisory Committee is composed of both technical experts and local residents. Typically, a TSP Advisory Committee is composed only of technical experts who meet separately from local residents and stakeholders.

HOW DOES THE TSP TIE IN WITH STATE, METRO, COUNTY, OR TRIMET PROJECTS THAT ARE BEING PLANNED?

The TSP update focuses only on the City of Milwaukie over the long term. Projects that are outside of Milwaukie's jurisdiction have their own planning processes, are on different schedules, and are not managed by the City of Milwaukie. However, the City is coordinating with regional partners on these projects and encourages interested citizens to learn about and get involved in these projects.

WHO CAN I CONTACT WITH SPECIFIC QUESTIONS OR COMMENTS?

Contact Person	Topic	Phone and Email
Katie Mangle, <i>Planning Director</i>	Downtown Parking	(503) 786-7652 manglek@ci.milwaukie.or.us
Gary Parkin, <i>Engineering Director</i>	Traffic & Street Network	(503) 786-7601 parking@ci.milwaukie.or.us
Kenny Asher, <i>Community Development Director</i>	Transit	(503) 786-7654 asherk@ci.milwaukie.or.us
Susan Shanks, <i>Associate Planner</i>	Street Design	(503) 786-7653 shankss@ci.milwaukie.or.us
Ryan Marquardt, <i>Assistant Planner</i>	Pedestrian and Bicycle Access	(503) 786-7658 marquardtr@ci.milwaukie.or.us
Brett Kever, <i>Assistant Planner</i>	Pedestrian and Bicycle Access	(503) 786-7657 kelverb@ci.milwaukie.or.us
Alex Campbell, <i>Resource & Economic Development Specialist</i>	Freight Access	(503) 786-7608 campbella@ci.milwaukie.or.us

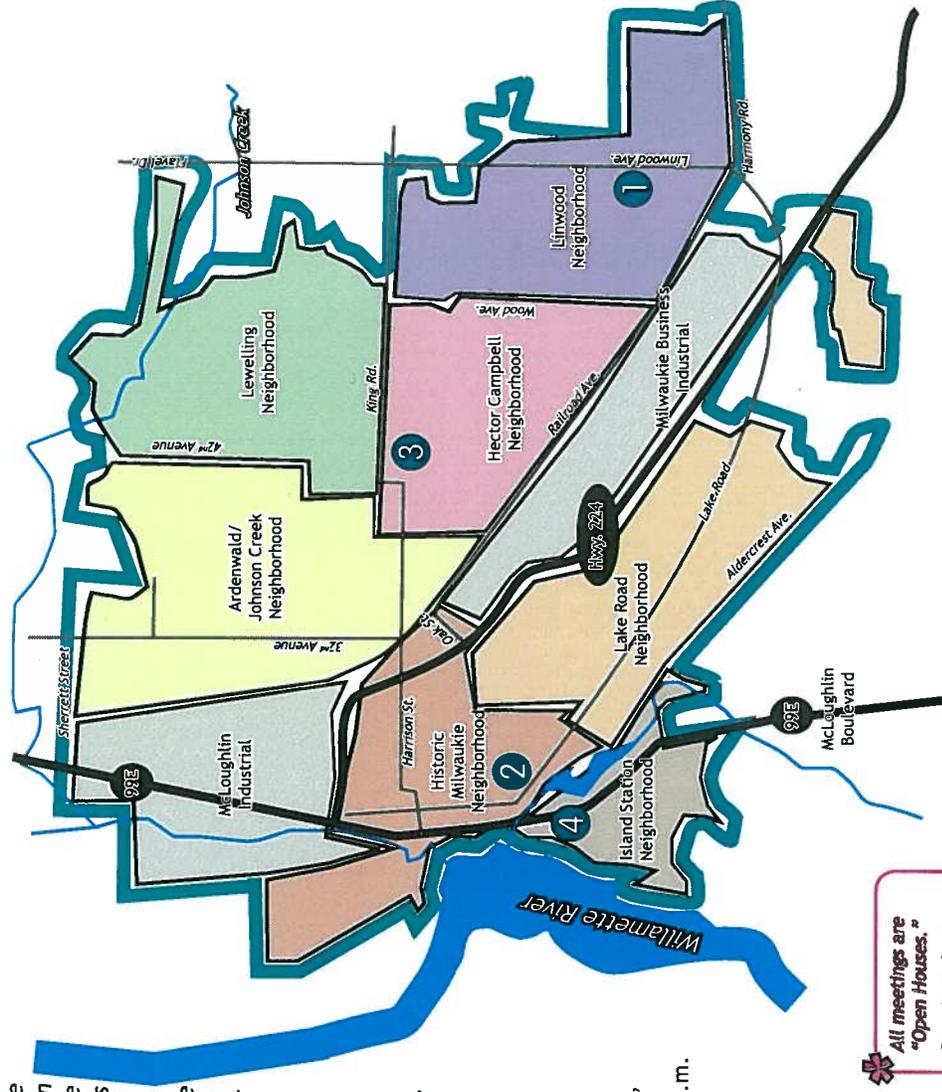
MAP THE FUTURE OF MILWAUKIE'S TRANSPORTATION SYSTEM!

You can start by attending one of these Community Briefings!

Transportation needs and issues change depending on where you live or work in the City, so these four meetings will be spread throughout Milwaukie to discuss area-specific issues.

At these meetings staff will outline the entire outreach process and all of the ways in which you can help update our Transportation System Plan. If you're not sure which meeting to attend, look at the meeting locations on the map and the listings below to learn which Neighborhoods are most closely associated with each meeting location.

- 1** Linwood Elementary (library),
11909 SE Linwood Ave.
Thurs., Nov. 30th, 6:30-8:30 p.m.
Interested Neighborhoods Include:
Linwood, Hector Campbell
- 2** Milwaukie High School (commons),
11300 SE 23rd Ave.
Sat., Dec. 2nd, 10:30 a.m.-12:30 p.m.
Interested Neighborhoods Include:
Historic Milwaukie, Lake Road
- 3** Milwaukie Community Club,
42nd and Harrison St.
Mon., Dec. 4th, 6:30-8:30 p.m.
Interested Neighborhoods Include:
Ardenwald-Johnson Creek,
Hector Campbell, Lewelling
- 4** Portland Classical Guitar,
11923 SE McLoughlin Blvd.
Wed., Dec. 6th, 7-9 p.m.
Interested Neighborhoods Include: Island Station, Waverly Hts.



All meetings are "Open Houses." Drop in and stay as long as you like!

Things to think about ~
What can the City do to...

- Make it safer for kids to walk to school?
- Make bus service easier to use?
- Help seniors get around?
- Make streets safer?
- Make it easier to get around on bike?

At each meeting, citizens will review the existing plans for the area, help identify problems, and brainstorm solutions for their Neighborhood.

Please join this important conversation!

For more information, please contact Transportation Liaison Gavin Hales at (503) 786-7643 or visit www.cityofmilwaukie.org.

Milwaukie Transportation System Plan Survey Report • March 2007



Survey Summary

With assistance from the public involvement firm Jeanne Lawson and Associates, the City posted a survey on its website with the aim of learning more about what our citizens think about our transportation system.

The survey was posted between March 1st and March 25th; 158 people took the 12-question survey.

In addition to learning about basic demographics, the questions were designed to gather information regarding how they use the transportation system and how they think it could be improved.

A complete copy of the survey is on pages one and two of this report.

We made paper surveys available; however all of our responses came via the internet. To make the survey more widely available to those without internet access, City staff posted signs advertising the survey at the Ledding Library's computer stations. It should also be pointed out that respondents were self-selecting, therefore, this is not a scientific survey.

A substantial amount of outreach was conducted in getting the word out on this survey.

What follows is a summary of the outreach:

- *Advertised in the front page of the March Pilot*
- *Story and link on home page of City website*
- *Posters put in all bus stops Downtown Milwaukie*
- *Emails sent to all TSP interested person's list*
- *Emails sent to all NDA members*
- *Emailed to Waldorf School*
- *Sent to all Milwaukie area North Clackamas Schools, including distribution to over 1300 recipients via the Milwaukie High School "E-News."*
- *Hand-delivered to Downtown Milwaukie businesses*
- *Article on BikePortland.org*
- *The TSP survey flyer was provided (in print copy or electronically, depending on preference,) to:*
- *Dark Horse Comics*
- *Albertsons (at Milwaukie Marketplace, handouts distributed with paychecks to all 87 associates)*
- *Pendleton Woolen Mills*
- *Reliable Credit*
- *Hoya*
- *OECO*
- *Bob's Red Mill*
- *Johnson Controls*



City of Milwaukie Transportation System Plan Update Survey

The City of Milwaukie is updating its Transportation System Plan. This citywide long-range transportation Plan describes and analyzes the City's existing transportation system; lists and prioritizes needed changes; and identifies funding sources. The Plan addresses all forms of transportation: driving, walking, biking, transit, rail and truck freight. The existing Plan was developed in 1997 and based on growth projections to the year 2015. Over the past ten years, projects have been implemented, the community has grown, and transportation needs have changed. The City will use your input to update the Plan and set new priorities based on growth projections to the year 2035. Please take a few minutes and help shape the future of our transportation system. The surveys are due March 21, 2007 and can be returned to Community Services, c/o Beth Ragel, 10722 SE Main St., OR 97222

1. Zip Code (Required)

2. Nearest Milwaukie intersection to where you live. If you don't live in Milwaukie, then indicate nearest intersection to your place of employment in Milwaukie. (Required)

3. Age

4. Gender

5. Tell us about yourself: "In Milwaukie, I..." (Check all that apply.)

- Own a home and/or property
- Rent a home/apartment
- Work
- Own a business
- Manage a business
- Other (please specify):

6. How do you usually get around? (Check all that apply.)

- Car
- Carpool
- Bus
- Bike
- Walk
- Other:

7. On a typical day, how many miles do you travel?

- Less than one mile
- 1 - 5 miles
- 6 - 10 miles
- More than 10 miles

8. How satisfied are you with the following aspects of Milwaukie's transportation system?

	Very Satisfied	Satisfied	Don't use/ Don't know	Needs Improvement	Dis-satisfied
Bicycle access and safety	<input type="checkbox"/>				
Pedestrian access and safety	<input type="checkbox"/>				
Driving to places within Milwaukie	<input type="checkbox"/>				
Driving to places outside of Milwaukie	<input type="checkbox"/>				
Public transit service (TriMet)	<input type="checkbox"/>				
Elderly & disabled transportation services	<input type="checkbox"/>				
Freight movement (truck and rail)	<input type="checkbox"/>				

9. The Transportation System Plan will guide how the City addresses transportation priorities for the next 20 years. According to state, regional, and national projections it is expected that:

- Traffic on Highways 99E and 224 will increase.
- Population in Milwaukie and the region will increase.
- The population of Milwaukie and the nation as a whole will be older.
- Federal, State, and regional transportation funding will not keep up with transportation needs.

Given these trends, what should be the three highest priorities for the City? (Check no more than 3 boxes.)

- | | |
|---------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| <input type="checkbox"/> Improve the bicycling network | <input type="checkbox"/> Improve the downtown parking situation |
| <input type="checkbox"/> Maintain the existing street system | <input type="checkbox"/> Preserve freight mobility |
| <input type="checkbox"/> Calm speeding traffic local streets | <input type="checkbox"/> Reduce environmental impacts |
| <input type="checkbox"/> Resolve existing safety issues | <input type="checkbox"/> Enhance Milwaukie's transit service |
| <input type="checkbox"/> Support downtown revitalization | <input type="checkbox"/> Make the street network more efficient |
| <input type="checkbox"/> Complete existing streets by adding pedestrian and drainage improvements | |
| <input type="checkbox"/> Other: | |

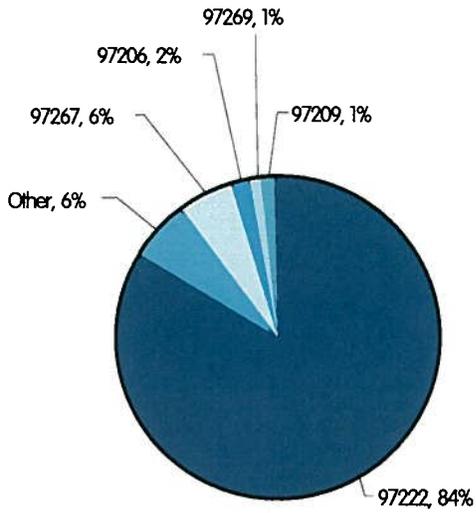
10. Why are these the most important issues to address? (Attach separate sheet if necessary.)

11. If you had \$10 to spend on addressing transportation issues, how would you spend it? (Example: If you'd like to spend \$3 on something, place a 3 in that box.)

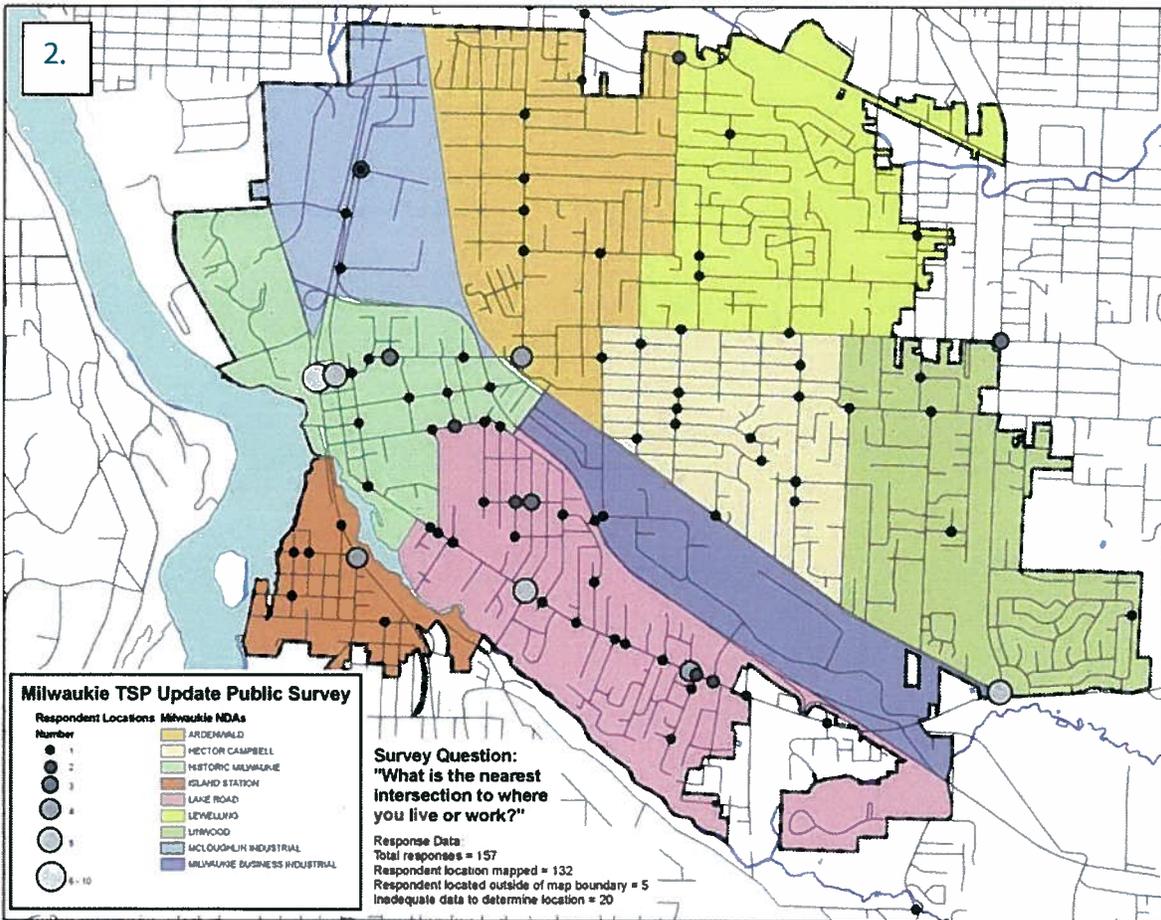
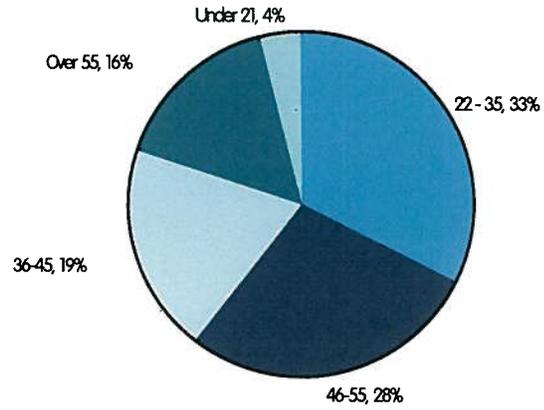
- Install more traffic control devices (e.g. stop signs, signals, etc.)
- Build a light rail transit (LRT) line connecting Milwaukie to downtown Portland
- Fill gaps in the sidewalk network
- Build public parking lots or structures in downtown Milwaukie
- Improve access to business and industrial areas
- Improve crossings over major corridors (e.g., Hwy. 99E, Hwy. 224, the railroad)
- Enhance the pedestrian environment with street trees, sidewalks, benches and bus shelters
- Increase bus frequency, improve coordination of schedules, and/or add bus routes

12. Twenty years from now, how will we know if we've done a good job planning for Milwaukie's transportation system? (Attach separate sheet if necessary.)

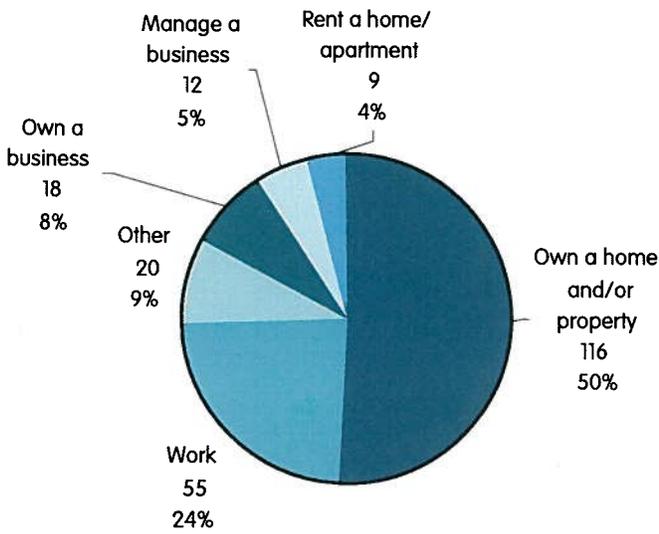
1. Respondent Zip Codes



3. Respondent Age



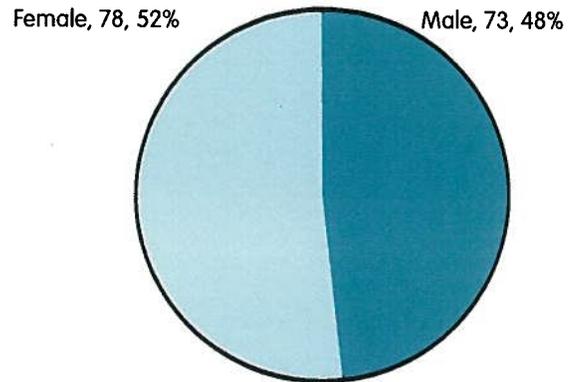
5. In Milwaukie I ...



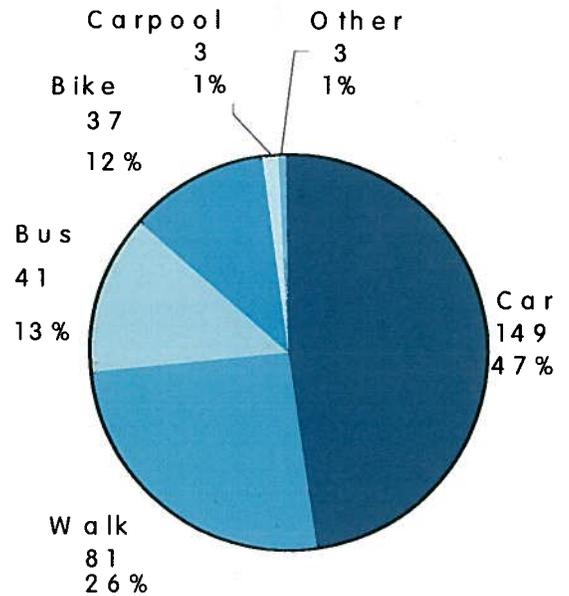
"Other" Responses

- Self employed/home office
- Student
- Visit Downtown businesses
- Children go to school in Milwaukie
- Member of community service organization in Milwaukie
- Walk to school

4. Respondent Gender



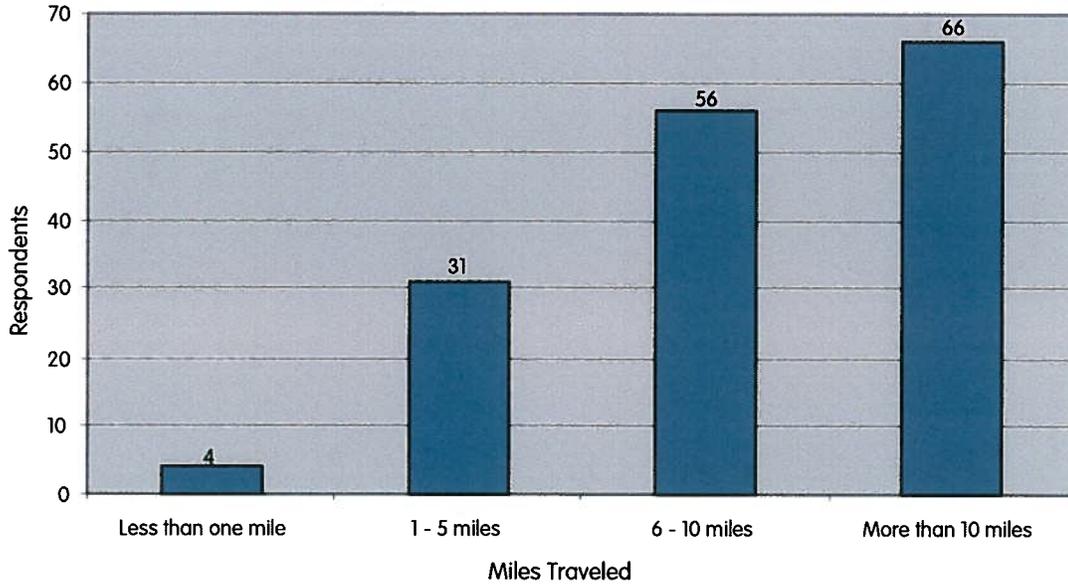
6. How do you usually get around?



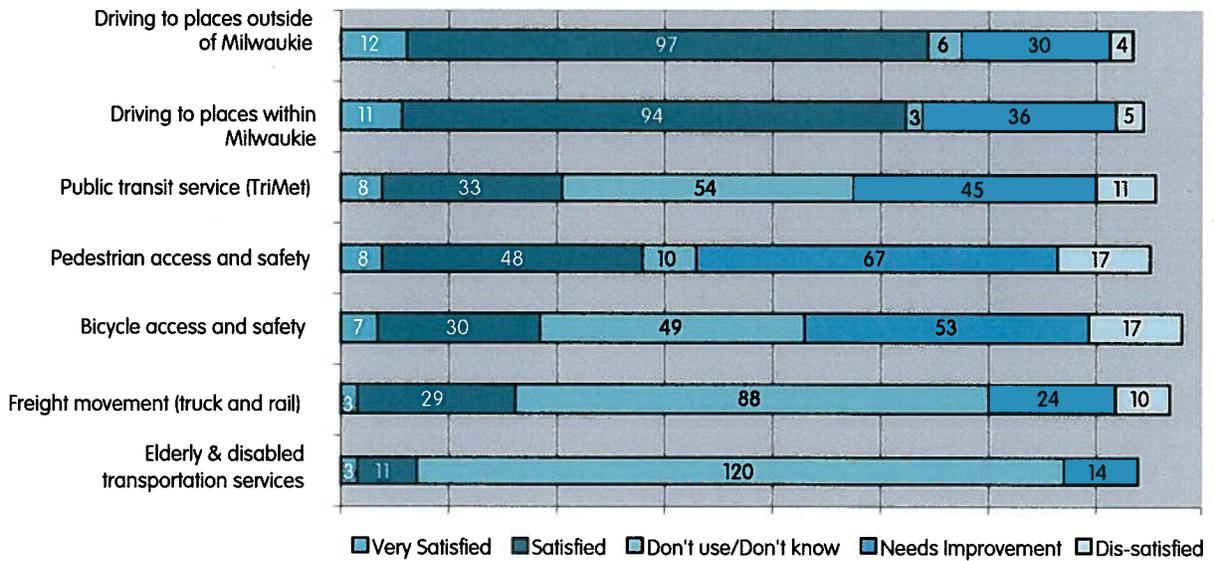
"Other" Responses

1. Push scooter
2. Scooter
3. Max/Streetcar

7. On a typical day how many miles do you travel?



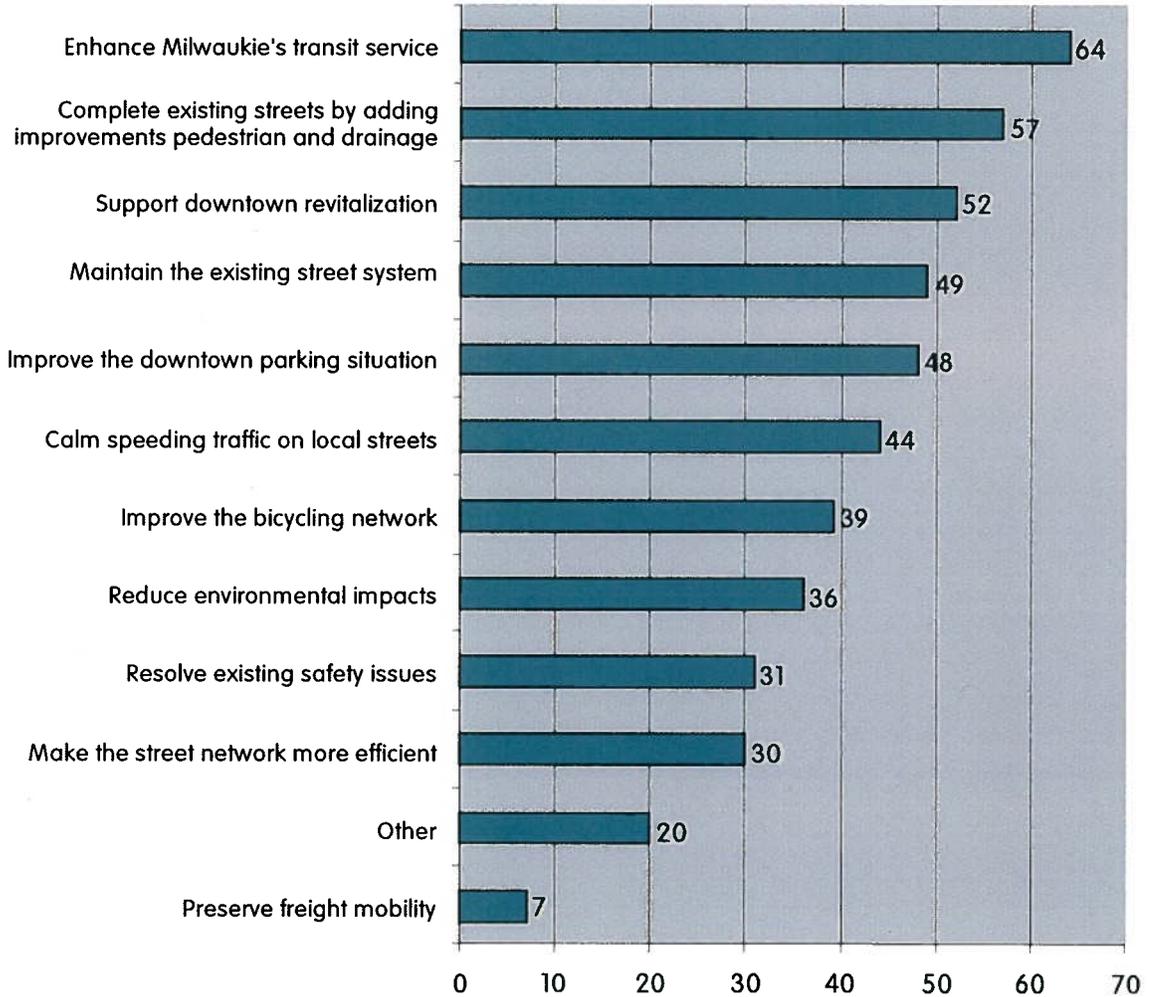
8. How satisfied are you with the following aspects of Milwaukie's transportation system?



* Not all respondents answered for each issue.

9. What should be the three highest priorities for the City?

** Respondents were asked to choose three priorities out of the 12 listed. The order of the priorities presented were randomized for each survey.*



"Other" responses:

- | | |
|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| 1. Stop subsidizing density | 11. Incorporate the Urban Growth area to 205 |
| 2. Make train crossings quiet zones | 12. Parking for those using TriMet |
| 3. Add some stop signs | 13. Coordinate lights on 224 |
| 4. Improve pedestrian access to and around downtown and the riverfront | 14. More sidewalks for pedestrian safety |
| 5. It's time to get the MAX out here folks! | 15. Expand borders of city |
| 6. Introduce Light Rail | 16. Encourage local 'town centers' that are accessible to peds & bikes thru rezoning around existing centers |
| 7. Charge bikes for using bike lane | 17. Move Transit Center out of downtown |
| 8. Increase the attention paid to alternative transit (bike, ped, mass transit) | 18. Quiet the Railroad Horns!!!! |
| 9. Parking meters for downtown core | 19. Build new bridge across the river to the west |
| 10. Add pedestrian refuge improvements to Highway 99 | 20. Need one bus ride to downtown without back tracking to transit center |

10. Why are these the most important issues to address?

The essays written in response to this question covered many issues. City staff identified the following areas of concern. Many comments addressed several issues.

(Full-unedited responses listed in Appendix A. Numbers represent individual responses listed.)

Pedestrian/Sidewalk Improvements: 31 Responses

(4, 5, 7, 8, 11, 14, 25, 27, 31, 33, 35, 37, 39, 41, 43, 49, 50, 52, 60, 61, 69, 70, 74, 76, 79, 83, 110, 112, 113, 123, 129)

Downtown Parking: 29 Responses

(3, 17, 20, 22, 37, 39, 41, 44, 47, 48, 59, 60, 63, 79, 90, 97, 98, 99, 111, 102, 103, 104, 105, 106, 107, 108, 109, 114, 118)

Strengthen Downtown Core: 27 Responses

(1, 8, 9, 16, 20, 22, 30, 38, 45, 52, 58, 66, 70, 78, 80, 85, 86, 91, 92, 96, 112, 116, 119, 124, 131, 132)

Street Maintenance: 22 Responses

(3, 12, 13, 14, 18, 26, 37, 38, 39, 41, 43, 35, 46, 57, 60, 61, 70, 71, 76, 77, 96, 119)

Neighborhood Traffic/ Safety: 21 Responses

(3, 5, 17, 35, 43, 44, 48, 60, 65, 66, 67, 80, 85, 87, 90, 92, 95, 100, 111, 128)

Support other modes of transportation other than the automobile: 18 Responses

(1, 19, 20, 21, 24, 26, 32, 33, 53, 62, 69, 86, 87, 88, 91, 120, 123, 132)

Environmental Concerns: 18 Responses

(27, 31, 44, 50, 51, 66, 68, 69, 77, 81, 89, 91, 92, 111, 116, 128, 129, 130)

Improve Bus Service: 17 Responses

(8, 24, 25, 27, 28, 50, 66, 67, 76, 77, 86, 100, 119, 121, 122, 127, 129)

Improve Bike Options: 17 Responses

(10, 27, 30, 31, 33, 39, 43, 49, 58, 69, 80, 83, 113, 115, 116, 127, 131)

Supportive of Light Rail: 11 Responses

(8, 11, 27, 29, 30, 38, 69, 85, 122, 131)

Address Traffic Congestion: 6 Responses

(8, 22, 34, 36, 65, 84)

No Light Rail: 6 Responses

(2, 5, 12, 15, 83, 110)

Add capacity to roads/support automobile use: 4 Responses

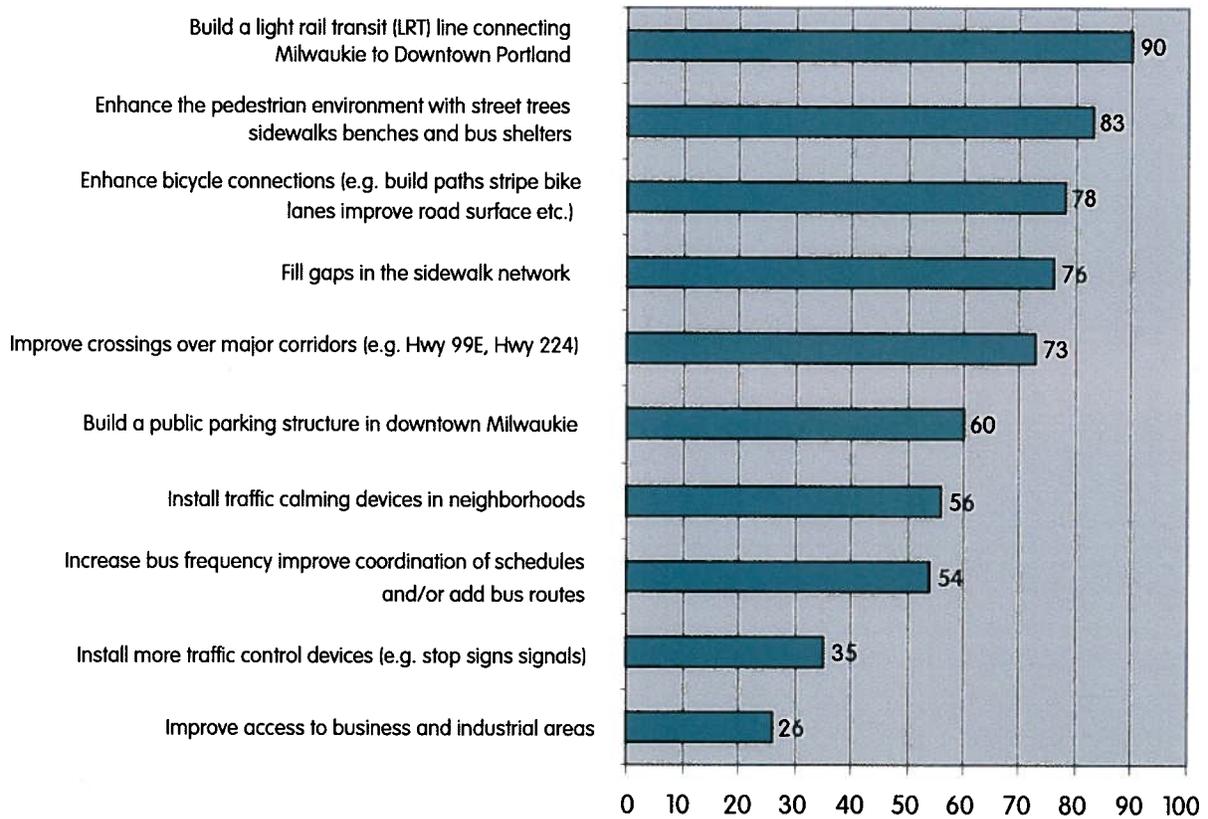
(2, 42, 93, 94)

Limit Density: 3 Responses

(2, 15, 23)

11. If you had \$10 to spend on addressing transportation issues how would you spend it?

** Respondents were asked, "If you had \$10 to spend on addressing transportation issues, how would you spend it.?" The order of the priorities presented was randomized for each survey.*



12. Twenty years from now how will we know if we've done a good job planning for Milwaukie's transportation system?

Response Summary *(Numbers indicate individual responses. Full unedited responses listed in Appendix B)*

Less congestion than we have now: 33 Responses

(2, 4, 8, 17, 22, 24, 26, 27, 33, 35, 38, 40, 46, 48, 49, 51, 53, 58, 62, 64, 66, 68, 69, 70, 76, 77, 86, 91, 97, 98, 108, 113, 126)

More modes of transportation are available: 29 Responses

(1, 3, 14, 16, 18, 24, 25, 31, 32, 38, 50, 63, 73, 77, 78, 80, 87, 88, 90, 110, 113, 115, 116, 118, 119, 120, 122, 124, 128)

If we have a thriving downtown: 19 Responses

(1, 15, 17, 20, 24, 36, 38, 39, 42, 44, 45, 47, 65, 87, 89, 92, 97, 116, 122)

Milwaukie is served by light rail: 19 Responses

(1, 11, 14, 26, 32, 51, 66, 80, 91, 107, 155)

Better and safer pedestrian options: 13 Responses

(5, 18, 26, 32, 33, 35, 36, 43, 63, 68, 76, 109, 125)

Roads are in better condition: 12 Responses

(12, 18, 34, 41, 43, 46, 51, 63, 64, 76, 84, 126)

Slower neighborhood traffic: 10 Responses

(2, 5, 53, 62, 84, 87, 90, 107, 117, 124)

Sufficient Downtown parking: 7 Responses

(18, 36, 85, 99, 100, 102, 103)

Milwaukie has a healthier environment: 6 Responses

(52, 78, 89, 118, 125)

Milwaukie has safer roads & intersections: 6 Responses

(1, 3, 51, 55, 64, 95)

Better and safer bike options: 6 Responses

(26, 23, 35, 63, 109, 125)

Bus routes better serve the population: 5 Responses

(14, 27, 23, 33, 36)

Light Rail is no longer an option: 2 Responses

(2, 18)

More businesses move to Milwaukie: 2 Responses

(107, 104)



Milwaukie Transportation System Plan Update

Public Involvement Plan

February 2007

Contents

- 1. Introduction**
- 2. Goals and Objectives**
 - A. Goal Statement
 - B. Objective
- 3. Process Overview**
 - A. Outreach and Media Communication
 - B. Public Involvement Schedule
 - C. Public Input Opportunities
 - a. Phase One:
 - i. Community Briefings
 - ii. Business Outreach
 - b. Phase Two:
 - i. Public Survey
 - ii. Advisory Committee
 - iii. Workshops
 - iv. Working Groups
 - v. Open House
 - vi. Public Hearing

Appendix A. Volunteer form

1. INTRODUCTION

Public involvement is a key priority in the development of the Milwaukie Transportation System Plan (TSP). Involvement activities are planned in various formats with the goal of receiving feedback from as many citizens and business representatives as possible and allowing for a continuum of involvement for those citizens—from informational meetings to focused working groups. Milwaukie citizens and stakeholders will be able to provide input in community briefings, working groups, focused workshops, open houses, public hearings, through online survey, and submission of written and verbal comments. Milwaukie citizens and stakeholders will also be able to receive ongoing updates on the process by email, mail, and by checking the City website.

Public involvement is essential because it:

- Leads to better, more informed plans and decisions;
- Provides opportunity for citizens who may not be involved otherwise;
- Engages citizens with the issues that concern them most;
- Provides opportunity for focused, in-depth, and pertinent discussion of key issues;
- Furthers democratic values by ensuring the interests of the majority of citizens are considered in decision-making;
- Achieves planning that is more attuned to the needs of different groups by recognizing diversity within the local community.

State, regional, and City policies require that citizen input be part of the transportation system planning process. Oregon's Statewide Planning Goal #1 mandates the following:

- Provide widespread citizen involvement, including the establishment of a citizen advisory committee (CAC) broadly representative of geographic areas and interests.
- Assure effective two-way communication with citizens.
- Assure technical information is available in an understandable form.
- Assure that citizens receive a response from policymakers.
- Ensure adequate funding for citizen involvement in a planning budget.

As outlined in the Comprehensive Plan Chapter 1, City policy requires the following:

- Objective #1: "The City will promote citizen participation in the planning process primarily through the 9 Milwaukie Neighborhood Areas..."
- Objective #2: "To encourage broadly based public participation involving a cross section of citizens from a variety of geographic and interest areas, solicited through an open, well-publicized process."
- Objective #3: "Promote informed public participation in planning decisions by providing readily available publications and printed materials regarding current issues and proposed policies and providing for two-way communication between policy-makers and citizens."

2. GOALS AND OBJECTIVES

A. Goal Statement

The public involvement process for the Milwaukie TSP update will encourage and provide opportunities for citizens to participate in all phases of the planning process and keep citizens informed through open lines of communication for the sharing of questions, problems and suggestions.

B. Objective: Communication

The objective of public involvement in the TSP will be to promote informed public participation in planning decisions by providing understandable information about current issues and proposed policies, and by encouraging two-way communication between policy-makers and citizens.

In writing this plan, the City realizes that it is imperative to be explicit about what citizen input is needed and how the information will be used when the process is over in order to curtail any unrealistic expectations. In evaluating the content of a citizen participation program, the key question is how useful and practical the output from the process was to decision-making. Did the input help decision makers create more thoughtful and enlightened policy? Were citizen recommendations feasible? Would decision makers invite citizen input into future policy debates? In evaluating the process, the focus shifts to the participants. Did everyone potentially affected have the opportunity to be heard? Would participants describe the decision making as open and fair? Would participants be willing to do it again?

The interaction between content and process can also be a powerful force behind the implementation of the new policy. While the content concerns the strategic decision (e.g. a specific goal) the process focuses on its formulation and implementation. People who feel involved and responsible are more likely to be committed to seeing a new policy in place and working. New relationships in the community are forged, leading to important interactions between community leaders and organizations.

3. PROCESS OVERVIEW

A. Outreach and Media Communication

This project will use internal and external sources to communicate with the public about the project. Public outreach and involvement will be an on-going process before and during the TSP project. Several techniques will be employed on a routine basis to ensure that public outreach is successful. The City will use the public outreach communication methods listed in Table 1 to announce special events and inform citizens about ongoing activities.

Outreach Phase One

The first phase in outreach will be a "media blitz" during which the City will employ all of the internal and external communication methods (as follows). The media blitz will include:

- A special 2-page flyer insert in the Pilot newsletter, which is mailed to every household in Milwaukie.
- Flyers distributed at the City's Farmers' Market community booth.
- Staff will attend all Neighborhood District Associations (NDA) meetings to let people know about the upcoming project.
- Staff will brief City Council and Planning Commission.
- A special section on the City website will contain FAQ sheets, flyers, and ongoing updates and information about the TSP project.
- Staff will contact advocacy groups to invite them to participate.
- The City's Transportation Liaison will send updates to all current contacts, which includes businesses, parent-teacher organizations, churches, and individuals. Community services staff will send updates to all boards, commissions, neighborhood district association (NDA) members, and key individuals.

Outreach Phase Two

The second phase of outreach will focus on following-up with interested individuals to let them know how to stay involved in the process and track the project's progress.

- Staff will contact interested individuals and agencies with information about the Working Groups and Advisory Committee.
- Staff will give strategic updates to City Council and Planning Commission.
- The Pilot newsletter will include monthly updates.
- The City website will be updated frequently with project information, meeting material and notes, and draft chapters.
- Press releases will be sent out before each AC meeting.

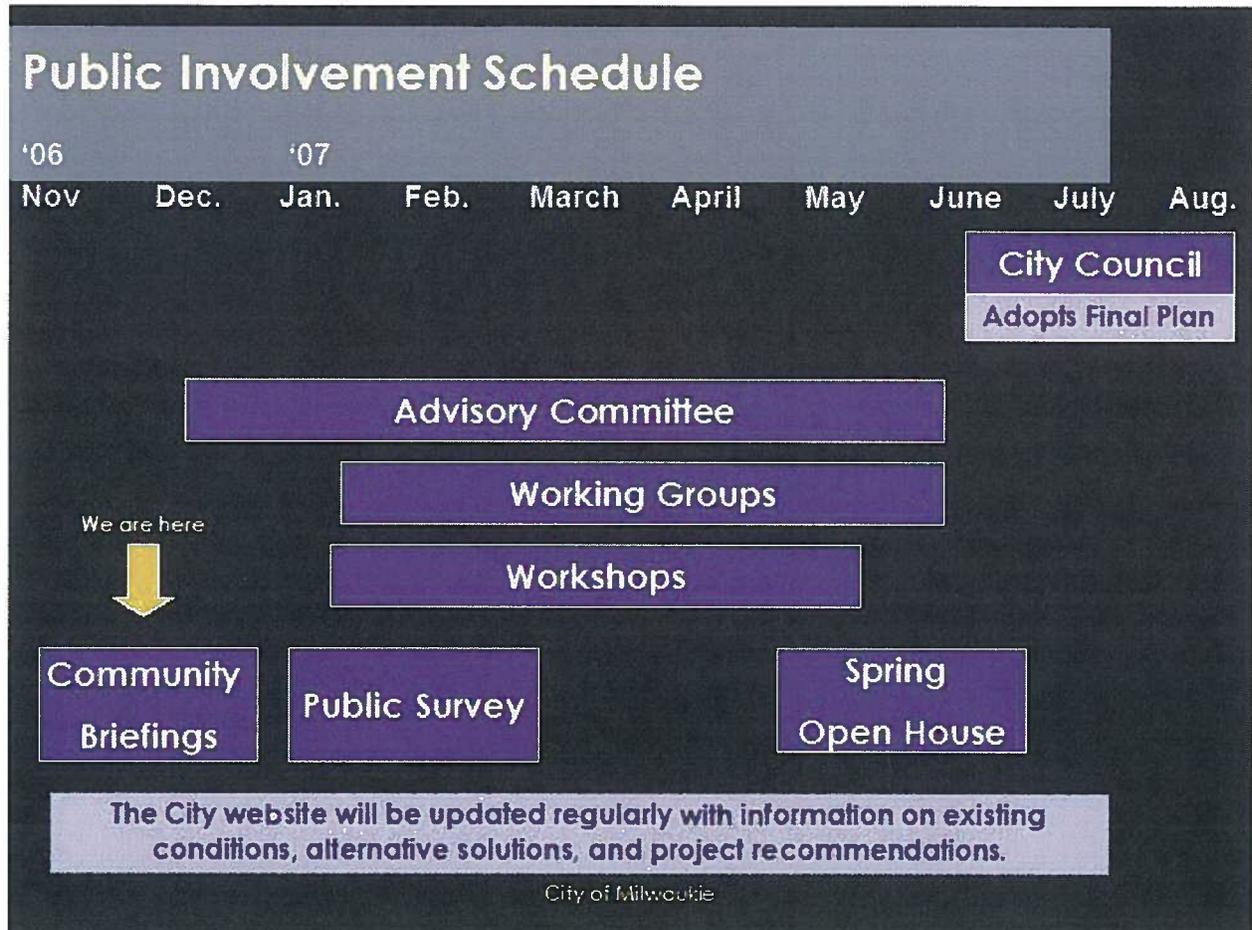
In preparation for the Open House, staff will repeat the media blitz outlined in phase one above. Communication will include not only the time and location of the Open House, but also a summary of key recommended updates for the TSP.

Table 1 - Communication Methods

Internal Communication Methods:	External Communication Methods:
<p>The Pilot newsletter: Regular updates will be included in the Pilot, which is mailed to every household in the City monthly.</p>	<p>North Clackamas School District: Flyers will be sent to principals of all Milwaukie schools to distribute. Updates will be included in their newsletter.</p>
<p>The Ledding Library: Flyers will be placed at the library and signs will be posted in the front.</p>	<p>Waldorf School: Updates will be included in their newsletter and posted on their bulletin boards.</p>
<p>Weekly email updates: Timely information about the project will be included in Community Services' weekly email updates, which are sent to over 100 people including all neighborhood members and City board members.</p>	<p>Local churches: The City's Transportation Liaison will send updates to his contacts—including churches.</p>
<p>Transportation Liaison: The City's Transportation Liaison will send updates to his contacts—including Parent-Teacher Organizations, churches, businesses, and individuals. This list currently includes over 100 contacts.</p>	<p>Local interest groups: Flyers will be given to local interest groups and organizations such as the Windhorse Walkers and local Parent-Teacher organizations. They will be invited to join the related working groups and workshops.</p>
<p>Public access broadcasts: Information will be put on the video "bulletin boards" on the government and public access channels (23 and 30).</p>	<p>North Clackamas Chamber of Commerce: Updates will be sent to be included in their newsletter.</p>
<p>Farmer's Market Community Booth: Informational display and flyers will be posted between May and August.</p>	<p>Bicycle Transportation Alliance: Updates will be sent to be included in their newsletter.</p>
<p>City website: A section dedicated to the TSP process will be included on the City's homepage. This section will contain on going updates, meeting information, documents, and survey results.</p>	<p>Key local leaders: key individuals in the City will be contacted and specifically asked to spread the word about the project.</p>
<p>Neighborhood District Association (NDA) meetings: Staff will visit all 7 NDAs to inform them before the project begins and throughout the process in order to provide updates.</p>	<p>Newspapers: Press releases will be sent to the Clackamas Review and Oregonian.</p>

B. Public Involvement Schedule

The overall public involvement program for the TSP will occur in phases, corresponding to the developmental stages of the plan. See flow chart below.



C. Public Input Opportunities

a. Phase One

The first phase of public outreach and input will be Community Briefings and business interviews.

i. Community Briefings

Purpose:

- Introduce and describe the TSP and the TSP Process;
- Inform public how they can stay updated and receive information;
- Invite and entice future participation with working groups and workshops;
- Solicit input in focused way;
- Focus on existing conditions and key issues.

Key Stakeholders:

- Neighborhood District Associations (NDAs)
- Civic groups
- School associations/parents
- Other general public

Participation Spectrum:

Inform: Community Briefings will provide the public with balanced and objective information to assist them in understanding the TSP Update project.

Consult: Community Briefings will be the first step in obtaining feedback.

Involve: The Community Briefings will be the first step in working directly with the public to ensure concerns and aspirations are understood and considered.

Measures of Success:

Information is provided in more than one format.

Participants indicate they have learned about the problem and process.

More than 50% of attendees leave comment and feedback.

Members for working groups are recruited.

Feedback received is summarized and synthesized in a way that is useful to consulting staff and decision makers.

Structure:

The City will coordinate four 2-hour meetings in different locations around the City in “neutral” facilities. There will be a short Power Point presentation that explains the TSP project and process. Katie Mangle, Planning Director, will give a presentation at the beginning of the meeting. The room will have an area for viewing the presentation and an area of clustered tables for people to leave comments and feedback. The tables will have several maps on them, markers and pens, sticky notes, and two flip charts for taking down comments. Specific comments or drawings can be recorded directly onto the maps or written on sticky notes. General verbal comments will also be written on the flip charts.

The Community Briefing will also have a “welcome/ check-out table”. Attendees will be directed to drop off comment cards as they leave and the person staffing the check-out will make sure comment cards received are legible and have the necessary information on them, and will clarify comments to ensure comments are understood.

The comment cards will ask people to rate on a scale of 1-5 how much the briefing increased their understanding of the TSP process and to rate how useful the presentation format was. A blank section will also allow them to write general comments about the meeting.

Comment cards will also solicit contact information and contain check-boxes asking if the attendee wants to receive more information. There will be an option for "No I don't want to be contacted." Staff will count the number of attendees and track what percentage leave comment cards or draw on the maps.

Comments collected at the Community Briefings will be summarized and posted on the website and shared with the project Advisory Committee.

Dates/Locations:

Community Briefings will be held in "neutral" facilities around the City.

1. Linwood Elementary School Thursday, November 30th 6:30-8:30pm
2. Milwaukie High School Saturday December 2nd 10:30am-12:30pm
3. Milwaukie Community Club Monday, December 4th 6:30-8:30pm
4. Portland Classical Guitar Wednesday, December 6th 7:00-9:00pm

ii. *Business Outreach*

Purpose:

- Introduce and describe the TSP and the TSP Process;
- Inform local business owners and managers as to how they can stay updated/get ongoing information;
- Invite and entice future participation with working groups and workshops;
- Solicit input in focused way.

Key Stakeholders:

- North Industrial businesses
- Downtown businesses
- International Way businesses
- Highway 224 corridor businesses
- Johnson Creek Blvd. Businesses
- Chamber of Commerce
- Other key businesses
 - Safeway
 - Save-a-Lot
 - ODS
 - Providence

Participation Spectrum:

Inform: To provide local business owners and managers with balanced and objective information to assist them in understanding the problem, alternatives, and opportunities and/or solutions.

Consult: To seek feedback from local business owners and managers on initial TSP analysis.

Involve: To begin working with local business owners and managers to ensure concerns and aspirations are understood and considered.

Measures of Success:

Feedback received is summarized and synthesized in a way that is useful to decision makers.

Information is summarized and sent back out to participants if they indicate they would like this.

Structure:

Phone interviews are often the best way to contact and gain input from business managers and owners. Staff will develop a business stakeholder phone interview “script” with 5-6 key questions. Downtown businesses will be the only businesses directed to a Community Briefing—to be held at Milwaukie High School (MHS).

Stakeholder Strategies:

- **North Industrial businesses:**
The City’s Resource and Economic Development Specialist, Alex Campbell, will continue to work with the North Industrial businesses, addressing economic development issues and concerns. Primary concerns to these businesses are freight movement, light rail alignment, and park and ride location. Alex will contact business representatives to inform them about the TSP process and invite them to sit on a working group as well as interview them.
- **Downtown businesses:**
Community Services staff will develop a flyer informing downtown businesses of the community briefing at MHS. The flyer will be distributed to all downtown businesses.
- **International Way businesses:**
International Way has a loosely organized business association. City staff anticipates that primary concerns to these businesses are freight access and traffic on Highway 224. Alex will contact business representatives to inform them about the TSP process, invite them to participate, and interview them.
- **Johnson Creek Blvd. Businesses:**
Alex Campbell will contact business representatives once dates are set for the freight and light rail work groups, invite them to participate, and interview them.
- **North Clackamas Chamber of Commerce:**
The Chamber’s land use and transportation committee will be notified about the TSP process and the Chamber Director will be invited to join the TSP Advisory Committee.
- **Other key businesses:**
The City’s Resource and Economic Development Specialist and Transportation Liaison will contact other large employers including Safeway, Save-a-Lot, ODS, and Providence, to inform them about the TSP process and interview them.

b. Phase Two

The second phase of public outreach and input will be the creation of a public survey, the establishment of an advisory group, forming of mode-specific working groups, and the scheduling of workshops. The workshops and working groups will focus on specific modes and updating a chapter of the TSP. Participants can be a part of one or more groups, but consistent participation will be encouraged to enhance the groups' effectiveness. Participants will also be asked to complete volunteer applications so that staff has correct contact information and an understanding of their interests and the strengths they bring to the table (see Appendix). Workshops and Working Group Meetings will begin in February 2007.

i. Public Survey

The City will prepare a Public Outcome Prioritization Survey, which will focus on attitudes and desires and assist staff in prioritizing transportation outcomes. The Public Outcome Prioritization Survey will be available on the City website as well as by paper. Paper surveys will available at City Hall, the Library, and from the planning department at Johnson Creek building. Surveys will also be distributed at neighborhood meetings and available at the City's community booth.

Participation Spectrum:

Consult: The survey will obtain feedback on goals and analysis.

Measures of Success:

Survey results will be published so respondents can share information and see the views of others.

The public will receive information on how survey results influenced decisions.

ii. Advisory Committee

The Advisory Committee (AC) will include agency representatives, advocates, business owners, and interested citizens who will meet at key milestones in the project to discuss alternatives, make policy recommendations, and review technical work. The scope of the AC will be to:

- Set desired outcomes for the City as a whole;
- Resolve conflicts between issues and between agencies;
- Focus on resolving conflicts between Working Groups;
- Review draft chapters and draft desired outcomes for the city;
- Fill in gaps not addressed by Working Groups and Workshops.

Any member of the public may sit on the AC, which will meet five times. Anyone from the public interested in serving on the AC will be asked to complete a volunteer application and consistent attendance and participation will be requested to maximize the committee's effectiveness. All AC meetings will be public meetings.

In order to accommodate the schedules of regional, agency and businesses representatives, most or all of the five AC meetings will be held from 4:00pm to 6:00pm. Citizens unable to attend meetings at this time of day will be directed to consider sitting on a working group, attend a workshop, and/or respond to the public survey. All working group and workshop meetings will be held during the evening and/or weekends.

A "Process Committee" of three members will lead the AC in developing agendas and keeping work on track. The AC will provide opinion and feedback to the Consultant from both the public and the Policy Advisors. The AC will also allow for exploration of the interactions among the multiple issue areas that arise during the planning process. AC members will review all draft chapters of the TSP.

City staff will prepare an AC Roster, listing the names and contact information of policy advisors and technical experts; service providers; regulators; and representatives of residents, businesses, neighborhood groups, and/or existing civic groups which will provide input throughout Project. The AC will include, at minimum, representatives from Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Metro, TriMet, Clackamas County, and the City. City staff shall seek policy advisors with expertise in related fields such as economic development, real estate development, sustainability, accessibility, safe routes to schools, and elderly transportation issues. The City shall also seek citizens and business representatives to serve on the AC.

Participation Spectrum:

Involve: Work directly with the public to ensure concerns and aspirations are understood and considered.

Collaborate: Look to the public in the aspects of each decision, including the development of alternatives and the identification of a preferred solution (s).

Measures of Success:

Both technical group and citizen group indicate they have learned from each other.

Objectives for each session are achieved.

iii. Workshops

The workshops differ from the working groups in that they will meet fewer times and no formal membership or volunteer application will be requested. The two workshop focus areas will be 1) Bicycle, Sidewalk and Pedestrian Solutions and 2) Downtown Parking. City staff will facilitate these meetings and Consultant staff will attend to provide technical assistance and information. The workshops will be held to solicit community input on issues and solutions; advance understanding of existing policies, local needs, values and conditions; to develop publicly desired outcomes, and to identify and select alternative approaches (see Table 2).

The City will assign a Task Leader for each mode (bicycle, pedestrian, and parking issues), who will be responsible for educating participants on City policy, meeting management, and providing strategic direction. The City will be responsible for meeting scheduling, notices, set-up and material distribution. The consultant will be responsible for preparing technical information for display and discussion, and taking and preparing meeting notes. Meeting materials will be distributed at least one week before the meeting.

Participation Spectrum:

Involve: Work directly with the public to ensure concerns and aspirations are understood and considered.

Measures of Success:

Feedback received is summarized and synthesized in a way that is useful to decision makers.

Information is summarized and sent back out to participants if they indicate they would like this.

Table 2 - Workshops

Workshop Name	Who will be in this group?	Key issues	Work to be done
Bicycle, Sidewalk, and Pedestrian Solutions Workshops	Open to all. The City will invite bicycle advocates.	<ul style="list-style-type: none">• Bicycle access.• Bike routes (trails, bike lanes, crossings, and bikeways).• Cycling safely.• Sidewalk improvements on existing streets.• Primary pedestrian network.• Safe routes to schools.	Review existing conditions and 1997 TSP Bikeways Action Plan. Update the plan and prioritize projects.
Downtown Parking Workshops	Open to all. The City will invite downtown businesses and interested citizens.	<ul style="list-style-type: none">• Guiding Principles for downtown parking• City parking permit system.• Will focus on both short-term and long-term solutions and policies.	Review existing conditions and 2003 Parking plan. Guide City's long-term policy for parking. Identify projects and priorities.

iv. Working Groups

The Working Groups will be open to all Milwaukie residents and business owners but formal membership, the completion of a volunteer application, and consistent attendance will be requested. Agency representatives will be invited to attend, with their primary role being to listen and provide technical assistance. For each group, the City will assign a Task Leader, who will be responsible for educating participants on City policy, meeting management, and providing strategic direction. The consultant will facilitate all working group meetings. Prior to each meeting information packets will be posted on the project website at www.cityofmilwaukie.org and sent to people who have expressed interest (see Table 3).

An initial kick-off meeting will be held for all people interested in the working groups. At this meeting, project staff will explain the context and process. Participants will be charged to approach the working groups by thinking broadly about how issues are connected in the long-term.

The meeting agenda will include:

- General existing conditions for all modes;
- Working group process and schedule;
- Draft agendas for working groups;
- Seek feedback on draft agendas;
- Homework assignments for each working group.

The working groups are organized according to issue areas, as shown in Table 3.

Participation Spectrum:

Involve: Work directly with the public to ensure concerns and aspirations are understood and considered.

Collaborate: Look to the public in the aspects of each decision, including the development of alternatives and the identification of a preferred solution.

Measures of Success:

Both technical group and citizen group indicate they have learned from each other.

Objectives for each session are achieved.

Table 3-Working Groups

Working Group Name	Who will be in this group?	Key issues	Work to be done
Street Design Solutions Working Group	Open to all, but participants are asked to attend consistently.	<ul style="list-style-type: none"> • Retrofitting Milwaukie's existing streets. • Alternatives for pedestrian facilities. • "Green Street" stormwater management. 	<ul style="list-style-type: none"> • Review existing conditions and policies. • Develop criteria for street alternatives. • Guide city policy on how to retrofit existing streets.
Traffic & Street Network Solutions Working Group	Open to all, but participants are asked to attend consistently. Group will include a representative from ODOT.	<ul style="list-style-type: none"> • Hwy 99 & Hwy 224 connection. • Cut-through traffic. • Street classifications. • Traffic patterns. 	<ul style="list-style-type: none"> • Review existing conditions and 1997 TSP. • Guide City on how to update plan.
Transit Solutions Working Group	Open to all, but participants are asked to attend consistently. Group will include a representative from TriMet.	<ul style="list-style-type: none"> • Bus service (local and regional). • Light Rail. • Transit centers. • Park & rides. 	<ul style="list-style-type: none"> • Review existing conditions and 1997 TSP. • Guide City on how to update plan.
Freight Access Solutions Working Group	Open to all, but participants are asked to attend consistently. The City will invite railroad representatives and industrial and manufacturing businesses.	<ul style="list-style-type: none"> • Truck and rail access to industrial and commercial areas. • Hwy 99E, Hwy 224, and connections between. 	<ul style="list-style-type: none"> • Review existing conditions and 1997 TSP. • Develop criteria for alternatives and project list.

Participation Spectrum:

Involve: Work directly with the public to ensure concerns and aspirations are understood and considered.

Measures of Success:

Feedback received is summarized and synthesized in a way that is useful to decision makers.

Information is summarized and brought back to participants at second session.

Objectives for each session are achieved.

v. *Open House*

The project team will host one Open House in the late spring of 2007 at a convenient time and at a central location familiar to the community. The purpose of the meeting is to present and explain the draft plan to the community and show how issues of importance to the community have been addressed.

The Open House will be an opportunity to share the combined efforts of the Working Groups, Workshops and the Advisory Committee to all participants as well as the community at large. Representatives from the Advisory Committee will answer questions about their recommendations. Staff will be on hand to address technical and policy questions. Local agency representatives will be available as needed. The Open House will include stations of information and a looped power point presentation.

The meeting will be advertised using the previously mentioned local resources outlined in the "Outreach and Media" section of this document. The meeting will include comment forms to solicit the level of support for and understanding of the proposed updates to the TSP. Information about the public hearing and adoption schedule will also be made available.

Participation Spectrum:

Inform: Community Briefings will provide the public with information to assist them in understanding the TSP results and decisions.

Consult: Comments will be recorded.

Measures of Success:

Survey results and draft chapters will be published so respondents can share information and see the views of others.

Information on how the process and citizen input influenced decisions will be provided.

vi. *Public Hearings Prior to Adoption*

The Transportation System Plan is an ancillary document to the Milwaukie Comprehensive Plan, so adoption of the updated TSP is a process that requires public hearings before both the Planning Commission and City Council. Comprehensive Plan amendments are legislative actions governed by Milwaukie Municipal Code Section 19.1011.5 and Chapter 2 of the Comprehensive Plan. The Planning Commission will hold a public hearing, make a recommendation, and prepare findings and conclusions for City Council consideration. The City Council will hold a public hearing on the final TSP, and make the final decision to adopt the updated plan. Time for public comment and testimony is provided at all public hearings.

Appendix A



Transportation System Plan (TSP) Volunteer Application Form

Please return this form to Beth Ragel, Community Services Program Coordinator, at City Hall.
 Address: 10722 SE Main Street. Phone: 503-786-7568. E-mail: ragelb@ci.milwaukie.or.us.

I would like to participate in the following groups:

- Advisory Committee (5 meetings) Traffic & Street Network (3 meetings)
 Freight (4 meetings) Transit (4 meetings)
 Street Design (3 meetings)

Personal Information:

Name: _____

Street Address: _____

City: _____ Zip: _____ NDA: _____

Telephone: (Day) _____ (Eve) _____

(Fax) _____ (E-Mail) _____

Availability	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.
The hours I am generally available are . . .							

Volunteer Release Statement:

As a condition of my participation in the City of Milwaukie Volunteer Program, I hereby release the City of Milwaukie and its agents, associates, and related parties from all responsibility for personal injuries to me and damages to my property sustained in the performance of my volunteer activities.

I have read and accept the City of Milwaukie Volunteer Program release statement.

Signature: _____ Date: _____

Working Groups and Advisory Committee Expectations:

Any member of the public may be an Advisory Committee or Working Group member. There is no selection process; however, those who wish to participate as members need to sign up through the City and make a commitment to participate for the duration of the project. This will ensure that the Advisory Committee and Working Groups have stable memberships, which in turn will contribute to their effectiveness.

Meetings are expected to occur between January 2007 and July 2007. If you would like more information about any one particular group before signing up, please contact Gavin Hales at 503-786-7643 or e-mail him at halesg@ci.milwaukie.or.us. If you are not interested in becoming an Advisory Committee or Working Group member, you are welcome to observe or participate in any meeting on a drop-in basis.

Members are expected to participate fully by doing the following:

- Attend scheduled meetings;
- Come prepared by reviewing relevant documents in advance;
- Keep the larger community's interests in mind.

Tell us about...

- Any relevant knowledge, education, training, or work experience?

- Any memberships, civic involvements, or volunteer experience?

- Any advocacy groups or perspectives you would represent during the process?

In an emergency, call . . .

Name: _____ Relationship: _____

Phone (1): _____

Phone (2): _____

Health Insurance Company: _____

Special Needs/Considerations: _____



City of Tualatin

www.ci.tualatin.or.us

September 27, 2010

Ms. Carlotta Collette
Acting Council President
Metro
600 NE Grand Avenue
Portland, OR 97232]

RE: COMMUNITY INVESTMENT STRATEGY: BUILDING A SUSTAINABLE,
PROSPEROUS AND EQUITABLE REGION

Dear Ms. Collette and interested parties:

The City of Tualatin appreciates the opportunity to review and comment on the *Community Investment Strategy*. We provided our comments below and we are aware that there will be other opportunities to comment through MPAC and the Metro Council this fall.

Invest in safe, livable communities

We generally agree with the focus of regional community investment actions on centers and corridors. This supports Tualatin's Local Aspirations work in which we stated that growth could occur in our Town Center while the existing character of our residential neighborhoods is protected. We also agree that potential expansion areas should be evaluated in part on the ability of Cities to provide governance. The local community investments are actions Tualatin has either engaged in the past, is currently practicing, or will pursue in the future. For example, we had an urban renewal district in our Town Center to target investments in development and redevelopment. We intend to update our code either as part of periodic review or prior to that process. In the coming months we will begin to update our Transportation System Plan that will most likely address walking and biking connectivity as well as trails through natural areas. We generally agree with the recommendations for the state community investment actions and specifically we agree that new lands should not be added to the urban growth boundary unless a municipality will provide governance.

One aspect of potential residential capacity with which Tualatin continues to disagree is the refill rate. In the *2009 Urban Growth Report* the refill rate was estimated at 33% and

now in the *2010 Growth Management Assessment* the refill rate increased to 38%. If this rate is intended to be an average across the Metro region, then it could be an acceptable measurement. However, we are concerned that as a set standard this rate is unattainable outside City of Portland neighborhoods.

Promote economic development and good jobs

Business in the traded-sector economy will continue to be an important part of Tualatin's employment base. The City generally agrees with the recommended economic development actions. However, we believe that land in urban reserve Tonquin Analysis Area (5F) should be considered for UGB expansion.

Area 5F has been incorporated into Tualatin's Southwest Concept Plan (SWCP) to provide additional large lot industrial employment land and to help facilitate the connection of a proposed SW 124th Avenue to SW Tonquin Road. The SWCP is a guide for industrial development of a 641-acre area that is partially designated Regionally Significant Industrial Area (RSIA). Tualatin's analysis indicates area 5F is 117 gross acres and consists primarily of rural industrial uses. We have indentified 77 net acres of vacant and redevelopable land that could support approximately 747 employees at 9.7 employees per acre. Of the 11 parcels in area 5F eight contiguous parcels are under the same ownership, Morse Bros Inc, which is 85 gross acres or 73% of the total area. In November 2009, the SWCP Technical Advisory Committee agreed to add this land to the study area and analyze the costs of providing infrastructure such as roads, sewer, water and stormwater management.

The transportation system could consist of two arterials, SW 124th Avenue and SW Tonquin Road, and two collectors. One east-west collector is proposed at the northern end of 5F and a north-south collector, SW 115th Avenue, is proposed on the eastern edge.

Estimated infrastructure costs in area 5F

Wastewater	\$ 1,705,000
Water	\$ 1,550,000
Transportation	\$ 33,766,000
Stormwater regional facilities	\$ 357,000
Total	\$ 37,378,000

Costs prepared by CH2M Hill
SW Tualatin Concept Plan Update- Estimate Summary, June 25, 2010

Metro's findings in Appendix 8 for the ESEE Analysis and Agricultural/Forest Compatibility generally concur with the City's findings.

We disagree that area 5F will not support the vision or purpose of the Town Center. One aspect of the Tualatin Town Center vision is to create a destination for local business activities and not a pass through location for freight traffic. As well as enhancing the SWCP area, 5F could create a transportation connection for a future SW 124th Avenue from SW Tualatin-Sherwood Road to SW Tonquin Road. This arterial could provide an alternative route for freight traffic to access the industrial areas in Tualatin and the proposed industrial area in the SWCP from I-5 and 99W. Currently freight traffic passes through the Town Center via the I-5/Nyberg Street interchange.

Providing an alternative for freight traffic would help achieve the Town Center vision and create a more successful Town Center.

One of the regional economic development actions identified “ensuring that a range of transportation options- including transit, walking and biking- serve employment areas” (p16). The inventory of large industrial sites provided in Appendix 5 indicates all sites are located on the edge of the UGB. The region needs to include transportation options for suburban employment centers and not focus exclusively on options in centers and corridors.

A recommended local economic development action item is meant to stimulate job growth by using various financing tools. Tualatin has done this in the Leveton Employment Area, which was a tax increment financing district. The revenue generated from this district helped construct infrastructure which attracted large employers such as Novellus and JAE Oregon¹ to locate in this district. Tualatin intends to pursue similar creative financing to construct infrastructure in the SWCP area and create an environment that will attract similar large employers. We look forward to reviewing Metro’s upcoming Community Investment Toolkit as another tool in the development of the SWCP area.

Protect our natural areas

Tualatin’s 2009 Local Aspirations identified maintaining the quality of life in the City as the top priority. Tualatin’s parks, trails and natural space systems contribute greatly to this quality of life and in that regard the City generally concurs with the recommended actions to protect natural areas. However, it is unclear what impact the recommended regional action to incorporate greenhouse gas emissions analysis and climate change preparedness will have on local governments. This action calls for incorporating the analysis and preparedness assessment into all major policy and investment decisions. What regulations or compliance measures will local governments be required to meet in order to qualify for investment opportunities? Will Metro provide assistance to local governments to conduct green house gas analysis and climate change preparedness assessments?

While the purpose of the Intertwine compliments Tualatin’s emphasis on parks, trails and natural areas, we have to wonder what benefit there is to the City to incorporate Intertwine signage in Tualatin’s parks system.

Reduce inefficiency, foster innovation and demand accountability

In the City’s October 2009 response to the “Making the Greatest Place Recommendations” we expressed concern about the Performance Measures report and the lack of a tracking mechanism and how the performance targets would be developed. The recommended action to develop a comprehensive set of Greater Portland-Vancouver Indicators appears to begin addressing the issue of a tracking mechanism and the development of targets. But we continue to emphasize that local government should be involved with the development of targets to ensure they align with our Local Aspirations. The inclusion of the six desired regional outcomes in the Regional Framework Plan also begins to address our concern with establishing a tracking

mechanism. However, it is still unclear what the consequences of these measures could be on local jurisdictions.

The proposed changes to Title 1 in the Urban Growth Management Functional Plan seem to support the recommended actions in this section. However, it is not clear what a “no-net-loss” policy will entail, and what baseline Metro will use to determine that local jurisdictions do not experience a net loss of capacity.

In regards to the last recommended action for local governments to work collaboratively with their neighbors, it should be noted that Tualatin is working with the City of Wilsonville and the City of Sherwood on concept planning. Tualatin and Wilsonville are working collaboratively to concept plan an area known as “Basalt Creek”. This land is currently in unincorporated Washington County and lies south of Tualatin and north of Wilsonville. Tualatin also worked with the City of Sherwood to coordinate transportation analyzes of the Tonquin Employment Area and the SWCP area. Both areas are currently undergoing concept planning and they are directly adjacent to each other.

Again, thank you for the opportunity to comment on these recommendations.

Sincerely,

Lou Ogden
Mayor

AHR

cc: Michael Jordan

ⁱ According to City of Tualatin business license information Novellus has 400 employees and JAE Oregon has 170 employees as of May 2010.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Michael A. McKillip, City Engineer
Kaaren Hofmann, Civil Engineer

DATE: September 13, 2010

SUBJECT: Radar Signs at Tualatin Elementary School

ISSUE BEFORE THE COUNCIL:

Does the Council agree with installing radar signs at Tualatin Elementary School?

BACKGROUND:

In April 2010, staff was contacted by the Principal of Tualatin Elementary School regarding her concerns for the safety of the children caused by excessive speeding on both SW Avery Street and SW 95th Avenue. Staff observed the situation on three different days in both the morning and afternoon. A letter was received on May 10, 2010 from Johanna Cena the principal requesting the installation of radar signs at the school.

DISCUSSION:

During the three times Engineering Staff spent observing drivers at the school, they observed a number of vehicles driving at excessive speeds throughout the school zones on both SW 95th Avenue and SW Avery Street. It appeared that one reason drivers did not comply with school zone speed limits was because the school itself is not very visible where the school zones start. To address this problem, moving the school zones closer to the school would create a physical and visual presence to reinforce the zone. The requested radar signs would also reinforce the visual reminder that the area is a school zone. Installing radar signs at Tualatin Elementary would be consistent with the City's practice of installing radar signs at the other public schools in Tualatin. If the Council decides that radar signs should be installed, one sign should be installed on SW 95th Avenue south of Sagert Street and two signs should be installed on SW Avery Street (one at each end of the school zones).

MEMORANDUM: Radar Signs at Tualatin Elementary School

September 13, 2010

Page 2 of 2

FINANCIAL IMPLICATIONS:

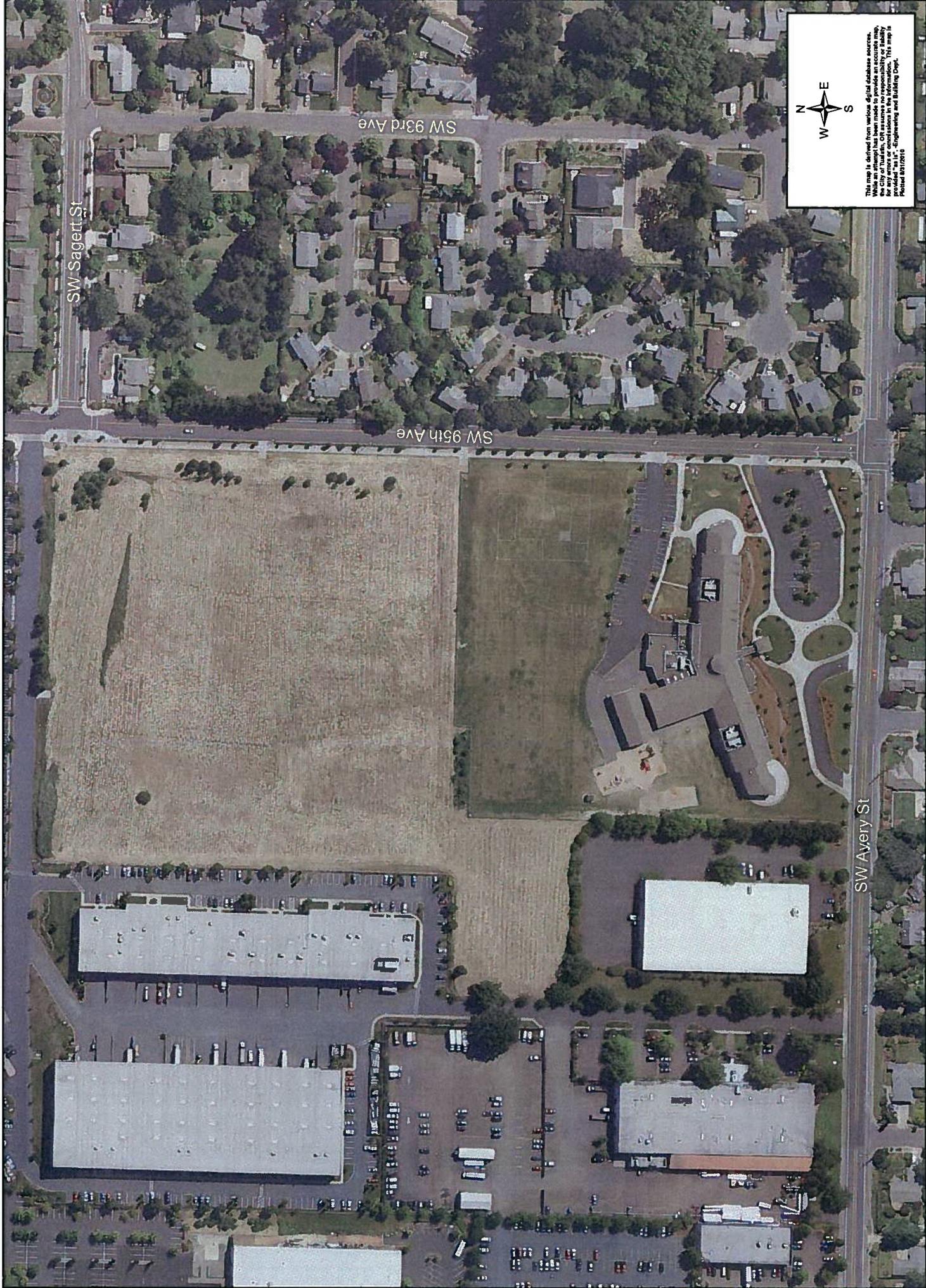
There has been \$50,000 budgeted in the Road Operating – Gas Tax Fund for neighborhood traffic mitigation projects. These radar signs can be installed using these funds. Each sign is approximately \$10,000 - \$15,000.

RECOMMENDATION:

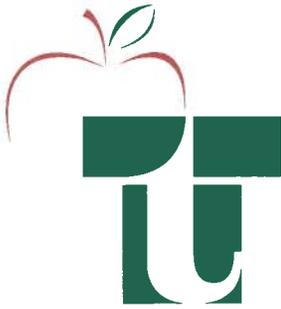
Staff recommends that Council direct staff to have three radar signs installed at Tualatin Elementary School on SW 95th Avenue and SW Avery Street and relocate the beginning of the school zones to be closer to the school.

ATTACHMENTS: A. Vicinity Map

Tualatin Elementary School



This map is derived from various digital database sources, including aerial photography, and is not intended to be used for any purpose other than general information. The City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided as a courtesy by Tualatin Engineering and Building Dept. Project #2017010



Tigard - Tualatin School District 23J
Tualatin Elementary
20405 SW 95th Ave.
Tualatin, Oregon 97062
503-431-4800 • fax 503-431-4810
<http://www.ttsd.k12.or.us/schools>

REC'D
CITY OF TUALATIN

MAY 10 2010

MAYOR ___ COUNCIL ___ POLICE ___ ADM. ___
FINANCE ___ COMM DEV ___ LEGAL ___ OPER ___
COMM SVCS ___ ENG & BLDG ___ LIBRARY ___

May 7, 2010

Sherilyn Lombos
City of Tualatin
City Manager
18880 SW Martinazzi Avenue
Tualatin, OR 97062

Dear Sherilyn,

I am contacting you regarding my concern for the safety of children at Tualatin Elementary. We have seen excessive speeding and traffic violations on both Avery and 95th Avenue during school hours when students are present. I discussed my concerns with Michael McKillip, the City Engineer. He sent a team to observe the traffic trends. His report confirmed that there is excessive speeding. I would like to propose that the city install the flashing signs indicating the speed at which cars are traveling in our school zones. I know many schools in Tualatin have these signs and have noticed a significant improvement in speeding and overall student safety.

Thank you so much for considering this request.

Sincerely,

Johanna Cena
Principal

Sherilyn Lombos

From: Sherilyn Lombos
Sent: Sunday, August 22, 2010 11:49 AM
To: Chris Barhyte; Donna Maddux; Ed Truax; Jay Harris; 'Joelle Davis'; Lou Ogden; Monique Beikman
Cc: Paul Hennon; CARL SWITZER
Subject: FW: restoration north of trestle in community park - dog park update
Attachments: North Community Park Sports Field-Dog Park Restoration Site Plan 2010-7-23.pdf

Council,

Following is an update from Paul regarding the dog park schedule. This is an agenda item on your September 13th work session agenda as it will be discussed on September 14th at TPARK.

Sherilyn

From: Paul Hennon
To: Sherilyn Lombos
Cc: CARL SWITZER
Subject: restoration north of trestle in community park - dog park update

Sherilyn,

Last week I met with CWS to review the approach to restoring the field at the north end of Community Park and can now project a schedule for completion.

There has been a delay in restoring the field area due to a wetlands permit violation by CWS (that was caused by a permitting oversight by CWS and their consultant) in how they described the staging and restoration work for construction of the Lower Tualatin Pump Station (LTPS) and the sports field. The mitigation project has now been identified, vetted for likely approval, and submitted on July 30. The 1st of August, the permit to remove the wetland designation was submitted. With these two actions, a schedule for restoration can be projected, at least based on the longest timeframe the regulatory agencies could take, which could be 4 months (August, September, October, and November). A lot of time was lost on a first mitigation project that was considered and determined not acceptable. The proposed mitigation work will be in Forest Grove.

No work in the area of the field with the wetland designation can be done until the permits are issued, but work could be done in the area of the field without the wetlands designation. This presents an opportunity to do preliminary work on most of the north end for the dog park so the portion of the dog park above the wetland designation can be wrapped up following issuance of the permit. That would lead to the final work being done in December and/or January. This would allow an opening as soon as it is completed in the winter since we're planning to use a surface of wood chips as Lake Oswego and others have done because grass tends to turn to mud.

Work on the sports field will have to wait until the dryer weather of late spring or summer of 2011 since it involves excavating soil and importing new material. That would lead to the field being opened for casual public use in the fall of 2011, and maybe not until the summer of 2012, depending on when the grass seed gets on the ground and how long it has to grow before the winter months. (In the past when we have built new fields, we have planted seed in the fall and opened for casual play the following summer and league play in the fall.)

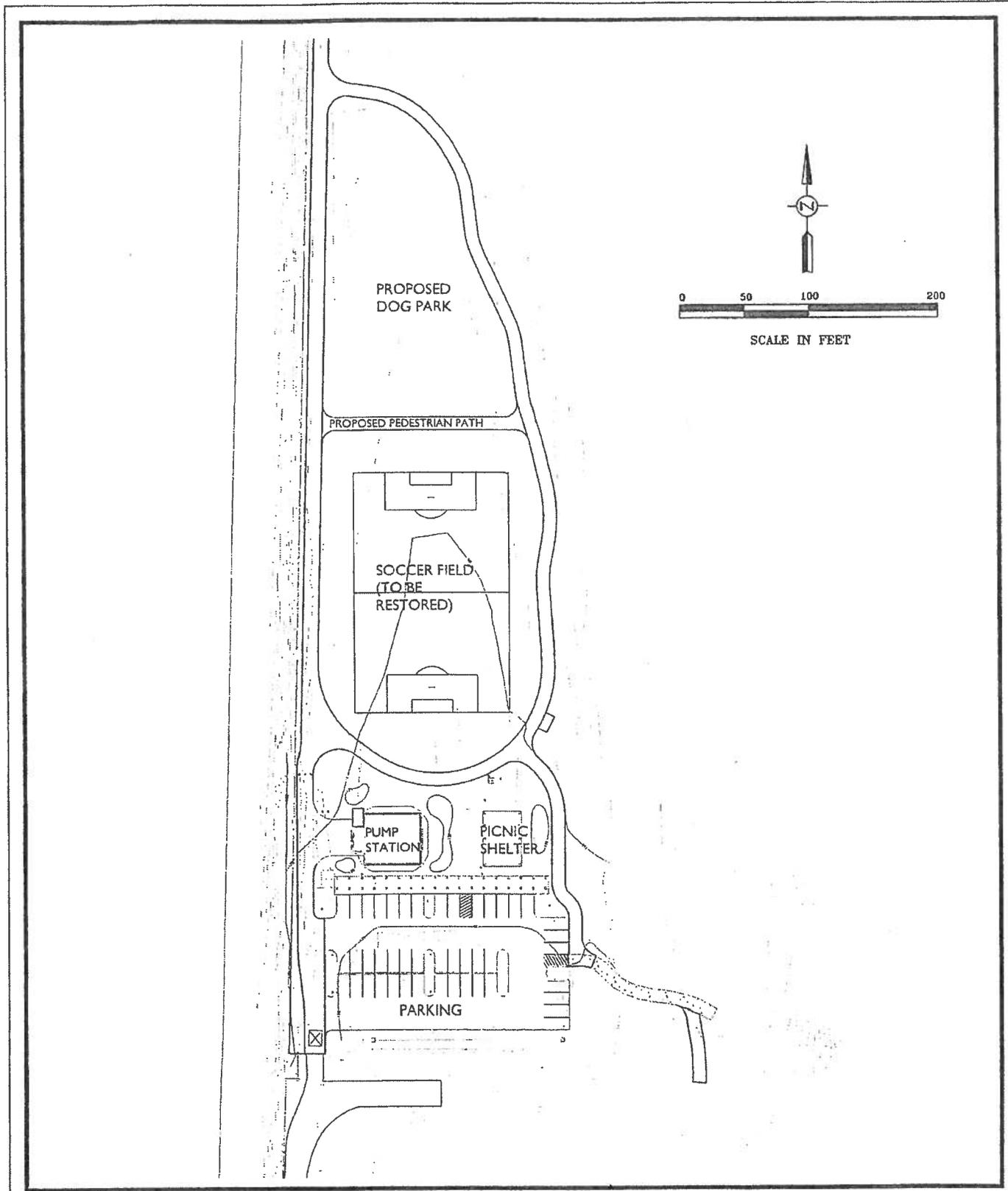
The good news out of all of this delay is that CWS continues to be a willing partner and is funding all the restoration work, including the costs of the dog park. Attached is an updated site plan. TPARK will be discussing the design and schedule of the dog park at their meeting of September 14th; we have scheduled a briefing with Council during work session of their September 13th meeting.

Please let me know if there is additional information you would like.

Paul Hennon
Community Services Director
City of Tualatin | Community Services
18880 SW Martinazzi Avenue | Located at 8515 SW Tualatin Road
Tualatin, OR 97062-7092
503.691.3060 | phennon@ci.tualatin.or.us

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7/23/10



Existing and proposed park elements. The pump station, parking lot, picnic shelter, and perimeter pedestrian path have been constructed. The soccer field, dog park, and interior path have not been constructed. Map provided by CleanWater Services.

Pacific Habitat Services, Inc.

FIGURE

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