



**Study Session –via Zoom meeting # 883-1899-0360  
Monday, July 11, 2022  
7:00p.m.**

**CALL TO ORDER**

Mayor Styron Sherrell called the meeting to order at 7:00 p.m. and led the flag salute.

**ROLL CALL**

Present: Councilmembers Whitaker, Strader, White, Peretti, and Whalen.

Absent: Councilmembers Ceder and Linden.

**STAFF PRESENT**

Finance Director Robbecke, Public Works Director Madden, Police Chief Hernandez, and City Clerk Summers.

**PRESENTATIONS**

Chief Hernandez read a tribute to Sergeant Nils Luckman and Officer Kris Kidwell. Luckman retired earlier this year and Kidwell retired last month. Mayor Styron Sherrell presented each of the officers a medal. Photos were taken and a brief recess in the meeting allowed for council to thank the officers and say goodbye to Officer Kidwell. Nils Luckman remains with the city in the capacity of the Police Administrative Assistant.

**REGULAR AGENDA**

**A. Ordinance 2051-22 MMC Chapter 2.49 Update First Read**

Mayor Styron Sherrell presented this item to Council. The events committee number of members was changed earlier in the year but at that time the quorum for meeting attendance was overlooked. The quorum has been changed to simple majority so that meetings are able to continue as long as a simple majority of the members is present. This item will come back to Council in the next packet in the consent agenda.

Council had no comment.

B. Ordinance 2052-22 Budget Amendments – First Read

This item was presented to Council by Finance Director Robbecke. Council was given a brief explanation of the amendments needed for 2022 and carry forwards from 2021. Director Robbecke added that amendments are approved by Ordinance, but the carry forwards don't have to be, the Mayor has the authority to approve those. In order to remain transparent, the carry forwards are being shared with Council tonight.

Council inquired why there were so many carry forwards and were happy to see not many amendments were needed.

C. Resolution 22-1953 Six Year Transportation Improvement Plan

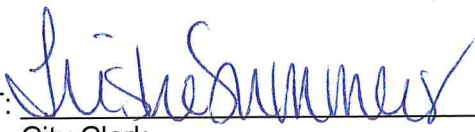
This item was presented by Public Works Director Madden. The Transportation Improvement Plan is a document that is updated annually. Federal, state and county agencies require that projects be included in the plan in order to be eligible for grant funding. The document being presented tonight was updated from the document presented to council last year with removing finished projects and updating funding.

Council asked Director Madden questions regarding what projects have been started and where they are in the process. Council also inquired about a little more detail on some of the projects listed.

**ADJOURNMENT**

The meeting was adjourned at 7:47 p.m.

  
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Shanna Styron Sherrell, Mayor

ATTEST:   
\_\_\_\_\_  
City Clerk

July 11, 2022

Subject: Councilmember Ceder's Comments on Agenda Item #4C

These comments convey some of my strong feelings about transportation priorities in Milton and how our choices today shape the future. My overarching input is that we have to build the transportation system that we want, not just repeat the outdated car-required style of early twentieth century. I am sorry to not be present in person to discuss. What follows is several broad points and then some specific projects.

To begin, our "specific goals" on page 22 of the packet are excellent, as is the Master Goal stated in the Comp Plan. The focus on safe, multi-modal transportation reflects Milton's "small town feel," which I interpret to be an ability to walk safely to destinations, chat with neighbors over a fence, and let our children explore our small city safely.

The goal Comp Plan Master Goal ends with "promot[ing] orderly compact growth," and it syncs with specific goal #3, which focuses parking on commercial areas. To me, these goals reflect our city's need to encourage traffic to use arterials, not residential streets, for the bulk of trips.

I believe an additional goal is needed based on the public comments we've received. This would be a goal to the effect of "To discourage automobile non-resident traffic from utilizing residential roads for purposes other than local access." A goal along these lines would show we are aware of the problem of cut-through traffic.

However, these goals are just lip service unless we purposefully build a system that meets them. We must recognize that historic cut-throughs, used by non-residents and Milton residents alike, create excess noise, speeding, and deterioration of our neighborhoods. I specifically refer to using 28<sup>th</sup> from Hwy 161 instead of continuing to Milton Way, using Taylor or Emerald instead of Milton Way, and using 70<sup>th</sup> Ave E instead of Pacific Hwy. There are many more. It is an uncomfortable truth that we have all become used to using these shortcuts to avoid our busiest intersections, and as a result, we have functionally converted residential streets into throughfares.

To understand why this harms us, we must think about what streets are for. While highways and arterials are meant to move people and goods quickly, residential streets are not. They are public resources that we maintain for local access, citizen leisure/recreation, and community building. If we view residential streets as exclusively for automobile traffic, we are vastly underutilizing our public space. Most residential roads are empty 98% of the day, and we should view them as a place for citizens to walk, ride, or play safely. When a car comes through, they should feel like a guest in the community. Of course the road should allow them access, but there is no right to drive 25 mph on every road all the time without interference.

WSDOT and outdated models portray every road widening as an "improvement," but these projects harm communities by allowing higher speeds, more volume, and less pedestrian access. It is not enough to add a sidewalk—to be walkable, a sidewalk must be enjoyable to walk on. I challenge anyone to walk along Milton Way in sections with no separation and see if it feels safe or if you'd allow a child to walk there. "Improvements" that widen residential roads without adding deliberate speed-calming tools will result in worse walkability, even if sidewalks are installed. We must prioritize this anytime we undertake a road project.

In that area, I want to state what features I would like to see when road improvements are made. For intersection improvements, we should add features that protect pedestrians and slow cars, such as smaller radii at corners with larger bump-outs. Right now, our intersections have

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large radii and poor sightlines, and this encourages cars to enter crosswalks before taking a turn on red at high speeds. It is an easy fix, and modern designs improve safety for everyone. I also believe we need to change the pedestrian signals at the skate park (23<sup>rd</sup>) and the school (19<sup>th</sup>) so they respond instantly for pedestrians. Right now, there can be up to a 30 second delay, which shows a prioritization of cars over pedestrians and results in pedestrians crossing against the signal. Fixing this will have a small traffic impact but will improve walkability and safety, especially for school children.

For neighborhood streets, I want the City try cheap traffic calming tools: concrete planters at to create pseudo-roundabouts; concrete or raised bumpouts that create low-speed chicanes; creative painting at 4-way intersections to reflect neighborhood character and encourage full stops; speed plateaus at crossings and along long stretches of residential road (Taylor, Emerald, 28<sup>th</sup>); narrower lanes with edge-road markings; and always, more trees.

With all that said, I want to address a few specific projects. First, Project 1.1 on page 23 of the packet should be our top priority. We must build a network of safe routes for children to get to school. As it stands, we have dozens of cars lining up each morning twice a day to individually pick up children from school. This leads to many friction points between drivers and pedestrians, and idling cars pollute the air our children walk through. Anyone who experiences this regularly will see that it's only a matter of time before a child is hurt or killed.

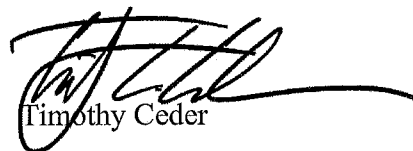
Second, I do not support project 1.7. Right now, this restricted stretch of 23<sup>rd</sup> is the sole limiting factor on traffic cutting through between Hwy 161 and Milton Way along 28<sup>th</sup>-Alder-23<sup>rd</sup>. If we widen that road like the rest of 23<sup>rd</sup>, that traffic will get far worse—faster, more aggressive, and higher volume. While it may *feel* dangerous now, research shows that narrower streets are actually safer. This is counterintuitive (much like how roundabouts are safer). But this type of design forces drivers to slow down to pass and be attentive. If collisions occur, they are low speed. Prior to any build of the area, I would like to see the design intent and specific plans to solve increased cut-through traffic.

Third, I see project 1.12 as critical. Lower Milton's roads are neglected and residents are suffering. Along with this, I would like to see measures taken to reduce speeding on these roads.

Fourth, I do not support project 1.13. It is unconscionable that in our current climate emergency we would spend over \$2,000,000 to build a new road for areas that already have unlimited car access. This is even more egregious because it will decrease the walkability for elderly residents to access the commercial areas nearby. It is unclear who this project serves, and to the extent that developments in the area planned to have a road there, we should revisit those obligations to find better alternatives.

Finally, as another all point, I believe Milton needs to make an obligation toward facilitating non-motorized transport. Every decision we make now will have decades of impact on Milton's resiliency as we face unsustainable demand on oil, water, and electricity. Transportation planning is one of the easiest areas to have great impacts, and building pleasant walking experiences within our City will improve happiness, health, and the environment, as well as attracting businesses who desire unique spaces.

Thank you for considering my comments, and I look forward to speaking with you all more on these issues in the coming weeks, months, and years.

  
Timothy Ceder