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Milwaukie, OR
Downtown Parking Session
Meeting #2 - Priorities and Desired Outcomes
September 21, 2026 (6:00 PM – 7:00 PM)

Attendees: 11 in-person (2 virtual)

- 3 - Downtown Business Owners
- 1 - On behalf of the Church
- 3 - General Interested Community Members
- 4 - Late attendees

RWC Staff:

- Rick Williams
- Owen Ronchelli
- Pete Collins

City of Milwaukie:

- Laura Weigel, Community Development Director
- Ciara Fox, Economic Development Coordinator

Comments (C) and **Questions (Q)** were provided during the meeting by attendees, and Rick Williams and his team from Rick Williams Consulting provided the majority of the **Answers (A)**:

Slide 2: Review of Presentation Format

Rick outlined the overall presentation.

(Q) Is this meeting one or two?

(A) One. The previous presentation is online.

(Q) Do you want us, as members, answering questions in general or from our personal perspective?

(A) From your perspective as a business owner or resident.

Slide 3: Consultant Assumptions

- Milwaukie has grown considerably since the 2018 parking plan (as a City and in Downtown)
- Growth has placed pressure on the Downtown Parking system
- Parking and its 'regulation' have not been formally addressed for some time.
- It is time to plan a parking system that responds to current conditions and anticipates continued Downtown growth
- Growth brings change
- We must recognize that the status quo will change as a result
- State mandates prevent cities from requiring parking

Slide 4: On-Street Parking Inventory

- 533 stalls
- 58% time-limited
- 39% No Limit
- 3% Special Use

Slide 5: Off-Street Inventory

- 80 sites/2,160 stalls
- The City controls 6 sites (277 stalls) in the study area, about 13% of the supply.

(Q) What is Lot 106?

(A) It is the old Pietro's. The City leases it.

(Q) How long does the City have a lease on the lot?

(A) City staff will look into this and return with an answer.

Slide 6: Bicycle Parking Inventory

- 179 racks/379 capacity
- Different types of racks

Slide 7: Purpose of Guiding Principles

- Because public parking is limited, parking managers must make decisions based on established user priorities
- Guiding Principles
 - Establish a shared framework to shape decisions, policies, and options requiring parking management.
 - Provide clear decision-making criteria
 - Inform solutions when different user groups come into conflict over constrained parking spaces.
 - Transform parking from a purely operational task into a strategic planning tool that supports priority outcomes
 - Get the right user to the right stall

(Q) Are the priority outcomes for parking or for Downtown Milwaukie as a whole?

(A) Both; this will help shape what the vision is for Downtown Milwaukie

(Q) Do you understand the areas of no parking on-street?

(A) We are aware of and cataloging the no-parking in Downtown and how it is functioning.

Slide 8: Managing a productive meeting

- Be succinct
- Share airtime
- Listen without interrupting
- Respect differing perspectives
- Engage with curiosity and an open mind
- Facilitator's Role

Slide 9: Building Guiding Principles

- Milwaukie's District Qualities

What attracts people to Milwaukie?

(C) The small town, classical feel.

(C) That, and we are well connected. We are close to other towns. Lots of craft industry.

(C) The River.

(C) Middle class, Working Class

(C) Lots of events, Farmers' Market that people come to. Regional attractors.

(C) Not Portland.

(C) Unique shops – e.g., Pfriem

(C) Great schools.

What is special/unique about downtown Milwaukie that draws businesses to it?

(C) The rent is cheap.

(C) Everything is on two streets. Localized. Contained.

(C) Independent businesses. Not big franchises

(C) I was drawn to this area because there was a lot of parking. It was easier.

(C) Unique need for unique specialty service.

(C) Great City government. They moved from City Hall and made the old building great. The City involves the community.

(C) Unique sense of community. Community groups. Being a new business owner, City Hall and council, and businesses are very welcoming.

What makes downtown Milwaukie an attractive place to live?

(C) Some of the views of the river and mountain are great.

(C) I think you are missing a question. I live elsewhere, and I come here. Really pleasant place to be.

(C) We have a lot of apartment living in Downtown. People want to live Downtown.

(C) Small town feel, clean and safe. Great library. Nice amenities.

(C) Small urban environment. Don't want the big, Portland urban feel. Walkable.

(C) Greenspaces.

(C) The real estate is beautiful

(C) Downtown is its own neighborhood.

(C) History of this town.

What types of things keep you here?

(C) Close to everywhere.

(C) Community. Very friendly.

(C) The price of real estate. People who moved here a while ago have a lot of equity in their homes.

Slide 10: What is Working Well?

Things that make parking easy:

(C) Tough question.

(C) The day-use parking. The shared parking at Dark Horse. Employees use it during the week, then open it up to the public on the weekends.

(C) The enforcement does a great job. They are sometimes too lenient.

(C) There is parking close to the businesses. I'm mobility challenged.

(C) Parking can be challenging for those who are mobility challenged.

(C) There is parking mid-day.

(C) The signage is pretty good and the hours.

(C) It would be nice if the parking signage was color-coded (e.g., 2-Hour is red, 4-Hour is green).

(C) Some wayfinding signage would be good.

(C) The parking stalls are good size.

(C) I think the City did a good job buying Pietro's. Also, City staff are accessible to the public for questions.

(C) The City Hall lot is rarely full, and it provides parking for nearby businesses. In the morning, parking is widely available, but it picks up in the afternoon.

(C) Parking does not impact the walkable, nor does it impact the traffic on the streets.

(C) The City has provided a great amount of bicycle parking.

Slide 11: What is NOT Working Well?

Specific areas where problems are more common?

(C) We have a lot of different stakeholders with a lot of different needs. How will we reach a compromise and make tough decisions? How do we prioritize different ideas?

(C) For takeout, we want easy stalls for short-term takeout.

(A) We are hearing that more and more. Quick stop stalls might be an idea.

(C) Parking enforcement does not work after 3 pm, so park wherever.

(C) I have heard that the 2-hour time limit is too short for many appointments.

(C) I agree. I do not get enough time in a 2-hour stall. I use a 4-hour. With quick stops, we also need long-stop stalls.

(C) The 2-hour stalls can be used by employees. Moving the car every 2-hour. Maybe there is a need for more shared parking – parking on private lots.

(C) We don't have money to solve these problems.

(C) The Farmers Market really impacts parking. It is really hard to park on Sundays. The Church would like to have on-street parking on Sundays and enforce it. The time stays are off in the mornings with reserved parking from 8-10, but there may be another service after 10 am, and Market patrons use the on-street stalls.

(C) The parking strategy does not seem too nuanced and seems too standard.

Slide 12: Establishing Priorities (NOTE: The following questions and responses pertain during hours of enforcement, recognizing that parking is unregulated outside these hours).

Should employees be allowed to park on-street in the commercial downtown?

(C) Nobody cares about the permits. People are gaming the system.

(C) My answer is no.

(C) If there are places for them to park, then no, because they are taking parking stalls that should be for customers.

(C) I park on the street.

(C) No, I think they should not park on the street. This is important.

(C) I think customers always have priority to park on the street. Why not have employees park in a separate area, like the Pietro lot?

(Q) Should we do a show of hands? (VOTE)

9 – No, employees should not be allowed to park on-street in the commercial downtown.

Should business/property owners be allowed to park on-street in the commercial downtown?

(VOTE)

1 – Yes, they should be allowed to park on-street

1 – Not sure

7 – No, they should not be allowed to park on-street.

Should downtown residents be allowed to park on-street in the commercial downtown?

(VOTE)

6 – No, residents should not be allowed to park on-street.

3 – Yes, residents should be allowed to park on-street.

(C) They should not park on-street.

(C) As a downtown resident, many of the apartment buildings have spots for one car, but not two. We don't have guest parking, too.

Slide 13: Establishing Priorities

Who should be the priority user of the on-street system downtown?

(C) Customers (including church goers)

(C) Service providers

Who should be the priority user of the off-street system downtown?

(C) Employees and residents

(C) It is hard/unclear

Should employees be the priority user of the off-street?

(VOTE)

8 – Yes, employees should be the priority user of the off-street.

1 – No, employees should not be the priority users of the off-street.

In city-owned lots?

(C) Employees

(C) I vote for other solutions.

(C) I think customers are the most important.

(C) As a business owner, we look to keep amenities available for our employees. It is really hard to be a small business owner.

(C) I think we are in agreement that it should be employees by and large.

(C) The City lots are geographically clustered, so they are not balanced.

In privately owned lots?

(C) **Mixed**

(C) Whatever the owner wants

(C) There are solutions out there. Looking at Milwaukie Lumber, they are sitting on unused stalls. Thinking about shared parking.

(Q) What is the decision?

(C) Mixed (This is the majority in the room).

Slide 14: Establishing Priorities

Who is responsible for providing parking to:

- **Customers**

(C) I think the City or the employer.

(C) Both.

(C) There is an assumption that employers have off-street parking. It needs to be a joint effort.

(C) I think the City is responsible to provide parking and regulations. It is the City's role.

(C) The City/County has lots of parking in the TriMet MAX lots.

(C) I'm involved with Bike Milwaukie – so multimodal options are an option. It is just easier to bike, and you leave a stall open.

(C) There is a public/private partnership. It should be a partnership for all of these.

(Q) Do people like this?

(C) Yes, but don't know how to go about this.

- Employees
- Residents

(A) It is a partnership. You guys did great.

Slide 15: Establishing Priorities

A successful parking program for Downtown Milwaukie would...?

(C) Be a combination of street and lot parking. 2-hour stalls. A diversity of uses.

(C) Leave us in a place where we are not talking about parking. Time to move on.

(C) Enable people to park on-street parking

(C) Put strength in walkability and beauty.

(C) Get over it.

(C) Support the vision of Milwaukie to be the next Bridgeport village.

(C) Logical and fair.

(C) Metered parking on the street, and public parking and employee parking would be free.

(C) Effective and easy.

Slide 16: Next Steps

- A review of the project schedule.

Meeting Adjourned.

