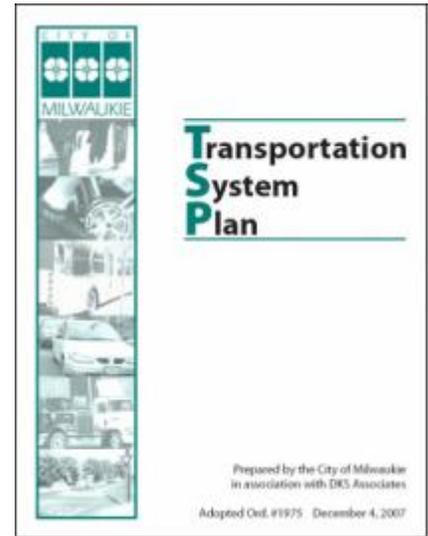


Summary Report

Public Meeting on TSP Update – June 3, 2013



ATTENDANCE

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

OPEN HOUSE NOTES

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

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

OVERALL PRIORITIES

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

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

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

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

Table 1 – Results of Voting Exercise (Overall Priorities)

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

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

Summary of Voting Exercise

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

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

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

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

PROJECT RE-PRIORITIZATION

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

Table 2 – Suggested Project Re-prioritizations

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

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

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

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

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

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

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

OTHER ISSUES TO DISCUSS

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

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

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

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

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

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

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

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

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

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

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

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

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

NEXT STEPS

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

ATTACHMENTS

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

List of Attendees

June 3 TSP Update Public Meeting

(listed in no particular order)

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

Raw Data from Voting Exercise

Overall Top Priorities

June 3 TSP Update Public Meeting

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

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

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