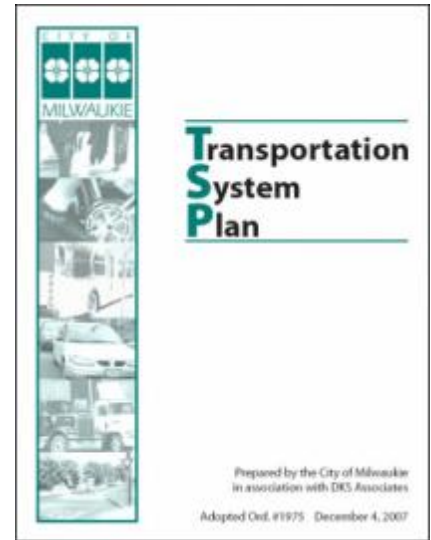


Summary Report

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 (<i>reconfigure / improve the intersection</i>) | Street, Freight | 2 | \$5 | -- |
| River Rd sidewalks | Pedestrian | 2 | \$3 | -- |
| Seismic infrastructure improvements* (bridges) | (Street*) | 2 | \$3 | -- |
| Bicycle friendly street grates | Bicycle | 1 | \$1 | -- |
| Parking Permit System for Downtown & PMLR Station Areas* | (Parking*) | -- | -- | -- |

| 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 (reconfigure/improve the intersection) | Street, Freight | 4, 1 | 2 | \$5 | -- |
| Parking Permit System for Downtown & PMLR Station Areas* (aka, Parking Management Program?) | (Parking*) | -- | -- | -- | -- |
| Seismic infrastructure improvements (bridges)* | (Street*) | 2, 1 | 2 | \$3 | -- |
| Monroe St Neighborhood Greenway | Bicycle | 4, 4, 5, 5, 5, 4, 2, 4, 5, 4, 5, 5, 5, 5, 1 | 15 | \$63 | 8 |
| Intersection Improvements at Milport Rd & Hwy 99E* | (Street*) | -- | -- | -- | -- |
| Connection of Springwater Trail and Tacoma Station to the south (Main St)* | (Ped*/Bike*) | 2, 4, 5 | 3 | \$11 | 1 |
| Sidewalks on Home Ave, Monroe St, Wood Ave ^(*) | 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 | | | | |

Attachment 3

Transportation System Plan Revisions May 2013

From Hector Campbell NDA

Guiding philosophies:

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

New projects not already identified in TSP

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

Project Priorities

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

Chapter 5 Pedestrian Element

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

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

Chapter 6 Bicycle Element

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

Chapter 7 Public Transit Element

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

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

Chapter 8 Street Network Element

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

Chapter 9 Freight Element

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

Chapter 10 Street Design Element

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

Chapter 11 Neighborhood Traffic Management Element

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

Chapter 12 Downtown Parking Element

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

Project Ranking

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

Transportation System Plan Revisions May 2013

From: **jean baker** [REDACTED]

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

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

Historic Milwaukie

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

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

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

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

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

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

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

Worksheet

A. Confirming Project Priorities

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

B. Ranking the Top Priorities

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

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

C. Identifying Other Needs:

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

Kelver, Brett

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

Brett:

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

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

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

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

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

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

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

Does this work for your purposes?

Greg

ISNDA

Greg's Suggestions (CHAIMOV)

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

Cindy's Suggestion: (MIGUEL)

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

Jo Anne's Suggestions (BIRD)

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

Island Station Specific (JO ANNE BIRD)

King @ 22nd & 99E

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

CHARLES BIRD'S SUGGESTIONS

1. LARK River Road Round about Traffic Calming's
2. Connect ISN. To Down Town - At gate crossing over level of tracks Kellogg

102

Subject: Re: TSP

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

From: Karin Power

To: Jo Anne Bird

Cc: Greg Chaimov

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

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

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

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

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

Thanks for being our voice!

Karin

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

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

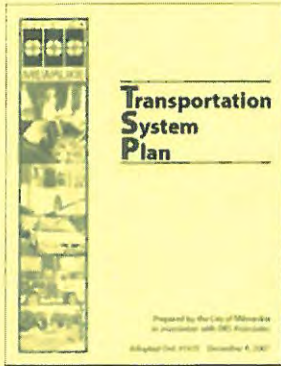
So, do you have any comments?

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

I got no input from anyone else.

I hope you get this before the meeting!

Thanks.



2013 TSP Update Public Engagement Worksheet

On **June 3, 2013**, the City will host a public meeting to discuss proposed updates to the Transportation System Plan (TSP). Interested participants are invited to attend and share their perspectives and opinions about how to improve the overall transportation system. The following questions are intended to help participants identify their concerns.

Ardenwald Neighborhood

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

| Project | TSP Chapter (Ped / Bike / Transit / Street / Etc.) | Current Priority (High / Medium / Low) | Proposed New Priority |
|--|--|---|--------------------------|
| For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits" | Pedestrian | Medium | High |
| 1) Harvey Street in Ardenwald from 32 nd to 40 th street improvements, bi | street, pedestrian, bike, & transit | ? | ? |
| 2) Sherrett a 29 th Street entrance to Springwater Corridor Trail is gravel | bike & ped. | — | — |
| 3) General road/street improvement on TSP route through neighborhood | bike / ped | ? | ? |
| 4) Road improvement / street improvements on residential surface streets | ALL residential surface streets | ? CIP? | ? CIP |
| 5) ALL citywide neighborhood greenways | | | |
| 6) | | | |
| 7) | | | |
| 8) | | | |
| 9) | | | |
| 10) | | | |
| 11) | | | |
| 12) | | | |
| (Use additional pages if needed) | | | |

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

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

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

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

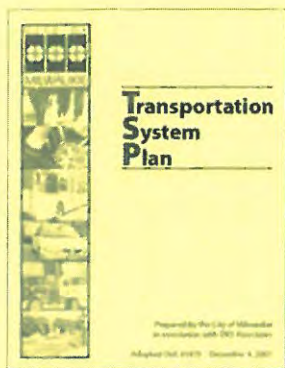
o For example, "Initial concept design for Neighborhood Greenway improvements on Monroe St"

o For example, "Updated study of downtown parking"

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

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

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



2013 TSP Update Public Engagement Worksheet

On June 3, 2013, the City will host a public meeting to discuss proposed updates to the Transportation System Plan (TSP). Interested participants are invited to attend and share their perspectives and opinions about how to improve the overall transportation system. The following questions are intended to help participants identify their concerns.

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

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

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

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

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

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

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

o For example, "Updated study of downtown parking"

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

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

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



2013 TSP Update Public Engagement Worksheet

On June 3, 2013, the City will host a public meeting to discuss proposed updates to the Transportation System Plan (TSP). Interested participants are invited to attend and share their perspectives and opinions about how to improve the overall transportation system. The following questions are intended to help participants identify their concerns.

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

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

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

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

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

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

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

○ For example, "Updated study of downtown parking"

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

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

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



2013 TSP Update Public Engagement Worksheet

On June 3, 2013, the City will host a public meeting to discuss proposed updates to the Transportation System Plan (TSP). Interested participants are invited to attend and share their perspectives and opinions about how to improve the overall transportation system. The following questions are intended to help participants identify their concerns.

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

| Project | TSP Chapter (Ped / Bike / Transit / Street / Etc.) | Current Priority (High / Medium / Low) | Proposed New Priority |
|--|--|---|--------------------------|
| <i>For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"</i> | <i>Pedestrian</i> | <i>Medium</i> | <i>High</i> |
| 1) Monroe St Sidewalks | Ped | High | High |
| 2) Monroe St Greenway | Bike | High | High |
| 3) Springwater Completion | Ped/Bike | High | High |
| 4) Stanton Ave Sidewalks | Ped | High | High |
| 5) | | | |
| 6) | | | |
| 7) | | | |
| 8) | | | |
| 9) | | | |
| 10) | | | |
| 11) | | | |
| 12) | | | |
| <i>(Use additional pages if needed)</i> | | | |

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

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

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

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

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

o For example, "Updated study of downtown parking"

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

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

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



2013 TSP Update Public Engagement Worksheet

On June 3, 2013, the City will host a public meeting to discuss proposed updates to the Transportation System Plan (TSP). Interested participants are invited to attend and share their perspectives and opinions about how to improve the overall transportation system. The following questions are intended to help participants identify their concerns.

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

| Project | TSP Chapter (Ped / Bike / Transit / Street / Etc.) | Current Priority (High / Medium / Low) | Proposed New Priority |
|--|--|---|--------------------------|
| <i>For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"</i> | <i>Pedestrian</i> | <i>Medium</i> | <i>High</i> |
| 1) <i>Include Light Rail Impacts</i> | <i>All</i> | | <i>✓ High</i> |
| 2) <i>224 & McLoughlin Crossings</i> | <i>All</i> | | <i>✓ High</i> |
| 3) <i>Parking / Downtown Historic Milwaukie</i> | | | <i>✓ High</i> |
| 4) <i>Kronberg Park Trail</i> | | | <i>✓ High</i> |
| 5) <i>Greenways to trails & through town</i> | | | <i>✓ High</i> |
| 6) <i>Improve dangerous Intersections</i> | | | <i>✓ High</i> |
| 7) <i>Transit connections too</i> | <i>Southgate & Tacoma after light rail</i> | | <i>High</i> |
| 8) <i>Signs to Direct Traffic</i> | <i>to downtown via 224 & 17th</i> | | <i>High</i> |
| 9) <i>Benches, Trash, cans etc</i> | | | <i>✓ High</i> |
| 10) <i>Gap in McLoughlin Sidewalk Kronberg Park to Oak</i> | | | <i>High</i> |
| 11) <i>Rail road Improvements</i> | | | <i>High</i> |
| 12) <i>To Oak Field to Freeman Finish gap on Lake</i> | | | <i>High</i> |
| <i>(Use additional pages if needed)</i> | | | |

Luter

13 International Way Sidewalks

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

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

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

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

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

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

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

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



2013 TSP Update Public Engagement Worksheet

On June 3, 2013, the City will host a public meeting to discuss proposed updates to the Transportation System Plan (TSP). Interested participants are invited to attend and share their perspectives and opinions about how to improve the overall transportation system. The following questions are intended to help participants identify their concerns.

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

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

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

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

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

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

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

○ For example, "Updated study of downtown parking"

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

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

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

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

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

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

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

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

o For example, "Updated study of downtown parking"

1. _____
2. _____
3. _____
4. _____
5. _____

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

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

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

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

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

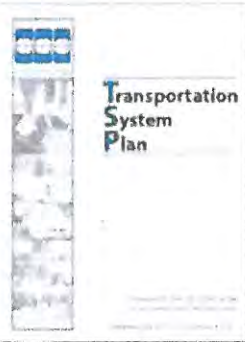
C. **Identifying Other Needs** – To implement the transportation goals in the 2013 TSP, are there detailed studies or conceptual designs for which the City should seek funding? (Please rank in order of importance, with #1 being the topmost priority.)

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

1. _____
2. _____
3. _____
4. _____
5. _____

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

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



2013 TSP Update Public Engagement Worksheet

On June 3, 2013, the City will host a public meeting to discuss proposed updates to the Transportation System Plan (TSP). Interested participants are invited to attend and share their perspectives and opinions about how to improve the overall transportation system. The following questions are intended to help participants identify their concerns.

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

| Project | TSP Chapter (Ped / Bike / Transit / Street / Etc.) | Current Priority (High / Medium / Low) | Proposed New Priority |
|--|--|---|--------------------------|
| <i>For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"</i> | <i>Pedestrian</i> | <i>Medium</i> | <i>High</i> |
| 1) <i>Kellog Creek Dam Removal</i> | <i>Ped / Bike</i> | <i>Med</i> | <i>High</i> |
| 2) <i>Springwater Trail Camp</i> | <i>Ped / Bike</i> | | <i>Med</i> |
| 3) <i>Monroe Bike Blvd</i> | <i>Ped / Bike</i> | | <i>Med</i> |
| 4) <i>McLoughlin Blvd / 17th inter ^{Left turn, stop}</i> | <i>Street</i> | <i>Med</i> | <i>Med / High</i> |
| 5) <i>Railroad crossing safety</i> | <i>Street</i> | <i>High</i> | <i>High</i> |
| 6) <i>Hwy 224 intersect ^{Oak St} improvements</i> | <i>Street</i> | <i>Low</i> | <i>High</i> |
| 7) | | | |
| 8) | | | |
| 9) | | | |
| 10) | | | |
| 11) | | | |
| 12) | | | |
| <i>(Use additional pages if needed)</i> | | | |

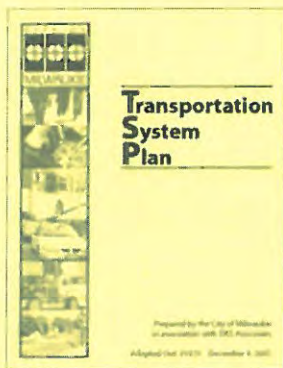


2013 TSP Update Public Engagement Worksheet

On June 3, 2013, the City will host a public meeting to discuss proposed updates to the Transportation System Plan (TSP). Interested participants are invited to attend and share their perspectives and opinions about how to improve the overall transportation system. The following questions are intended to help participants identify their concerns.

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

| Project | TSP Chapter (Ped / Bike / Transit / Street / Etc.) | Current Priority (High / Medium / Low) | Proposed New Priority |
|--|--|---|---------------------------------------|
| <i>For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"</i> | <i>Pedestrian</i> | <i>Medium</i> | <i>High</i> |
| 1) <i>Monroe BB</i> | <i>Bike</i> | <i>High</i> | <i>High</i> ★ |
| 2) <i>Oatfield Bike lanes</i> | <i>Bike</i> | <i>not sure</i> | <i>important though difficult</i> |
| 3) <i>Lake Rd Improvements</i> | <i>Bike</i> | <i>not sure</i> | <i>High</i> |
| 4) <i>Springwater Corridor</i> | <i>Bike</i> | <i>High</i> | <i>High</i> ★ |
| 5) | | | |
| 6) | | | |
| 7) | | | |
| 8) | | | |
| 9) | | | |
| 10) | | | |
| 11) | | | |
| 12) | | | |
| <i>(Use additional pages if needed)</i> | | | |



2013 TSP Update Public Engagement Worksheet

On June 3, 2013, the City will host a public meeting to discuss proposed updates to the Transportation System Plan (TSP). Interested participants are invited to attend and share their perspectives and opinions about how to improve the overall transportation system. The following questions are intended to help participants identify their concerns.

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

| Project | TSP Chapter (Ped / Bike / Transit / Street / Etc.) | Current Priority (High / Medium / Low) | Proposed New Priority |
|--|--|---|--------------------------|
| <i>For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"</i> | <i>Pedestrian</i> | <i>Medium</i> | <i>High</i> |
| 1) <i>bikeWalk improv. on Railroad Ave.</i> | | | ✓ |
| 2) <i>parking in downtown Milwaukee</i> | | | ✓ |
| 3) <i>quiet zones (RR Horn Blasts)</i> | | | ✓ |
| 4) <i>Kellogg Creek Dam Removal</i> | | | ✓ |
| 5) <i>Springwater Trail Completion</i> | | | ✓ |
| 6) | | | |
| 7) | | | |
| 8) | | | |
| 9) | | | |
| 10) | | | |
| 11) | | | |
| 12) | | | |
| <i>(Use additional pages if needed)</i> | | | |



2013 TSP Update Public Engagement Worksheet

On June 3, 2013, the City will host a public meeting to discuss proposed updates to the Transportation System Plan (TSP). Interested participants are invited to attend and share their perspectives and opinions about how to improve the overall transportation system. The following questions are intended to help participants identify their concerns.

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

| Project | TSP Chapter (Ped / Bike / Transit / Street / Etc.) | Current Priority (High / Medium / Low) | Proposed New Priority |
|--|--|---|--------------------------|
| <i>For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"</i> | <i>Pedestrian</i> | <i>Medium</i> | <i>High</i> |
| 1) <i>BIKING + PEDESTRIAN IMPROVEMENT</i> | | <i>HIGH</i> | ✓ |
| 2) <i>ON RAILROAD AVE.</i> | | | |
| 3) <i>DELOGG CREEK DAM REMOV.</i> | | <i>HIGH</i> | ✓ |
| 4) | | | |
| 5) | | | |
| 6) | | | |
| 7) | | | |
| 8) | | | |
| 9) | | | |
| 10) | | | |
| 11) | | | |
| 12) | | | |
| <i>(Use additional pages if needed)</i> | | | |

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

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

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

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

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

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

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

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

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

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

biking to school during the 3 week
period. They were written up in a number of
national magazines and have nearly 70% of the
middle school students & staff participating.
I would be happy to volunteer to help get
this program going in Milwaukee if higher-ups
were interested. The program can be found
by googling "Century Cycles Bike to School Challenge"
my contact info is Lois Moss, [REDACTED]
[REDACTED]. I'm a board member
of the Bicycle Transportation Analysis and I live
in Sellwood/Westmoreland.

Booze to the streets has principal - still here
limit is low cost and is universal for making
streets safer for all users including motorists,
bicyclists and pedestrians.
(Community events, outreach and education are
key. I've used to our people states in Ohio and

there is a great program run by our former
states - that focuses on getting motorists to try