



Memorandum

To: Milwaukie Planning Commission

From: Brett Kelter, Associate Planner

Date: September 6, 2013

Re: Supplemental Meeting Materials for September 10, 2013 Planning Commission Meeting

The supplemental meeting materials for the September 10, 2013 Planning Commission meeting are enclosed. These materials are:

- Written Comments Received at September 5th Public Meeting for 2013 TSP Update – At the close of the public meeting, staff received written comments from the following individuals:
 - Linda Hedges
 - Lisa Gunion-Rinker
 - Ray Bryan
 - Leslie Shockner

- Revised “Proposed Changes to Project Priorities” Document – Since producing this document for the PC packet sent on September 4th, staff has added reference numbers for projects on each of the 5 tables. This numbering does not reflect any particular ranking of projects, it is simply for reference. Also, in Table 3 (Maintain Project Priority (Despite Suggestion)) staff added a column to highlight the staff recommendation.



Comment Sheet

2013 TSP Update

RECEIVED

SEP 05 2013

CITY OF MILWAUKEE
PLANNING DEPARTMENT

Subject/Project
TSP

Comments

- ① I'm concerned that 50%+ of Cons. Act Plan projects are bicycle projects. Spending tax money for this is not justified when most taxes are road/gas taxes paid by vehicle owners. When bicyclists pay more of the cost of projects that benefit them there would be more support from the "average homeowner".
- ② Neither Monroe nor Stanley Greenway projects have been approved by east of 224 NDAs. We will have considerable resistance to these projects by homeowners on those streets.
- ③ I'm concerned that sidewalk in-fill accepts that it must exist both sides of the street. Completing one side of most of the streets, allowing more streets to get sidewalks would be more preferable. Also where would a permeable asphalt path serve as well adapt to topography better and actually be as attractive, like International Way.
- ④ you can't say the TSP is only a guide and also rely its up to Council to choose and approve projects which have been listed in the TSP. It's already been used to say these are the projects the citizens have prioritized. Staff has over-ruled public input and prioritized projects that meet Metro and bicycle alliance goals over locally preferred projects. Staff is listening too much to external forces and not those who live here and pay taxes here.

Name (Optional)	Email or Phone Number (Optional)
Linda Hedges	linda@hammy.org

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⑤ Appreciate addition of Transit and Neighborhood Loop Bus service. Would be great if this happened.

⑥ If staff felt it was that important to add all the projects on Table 4 why have they not been added to the Consolidated Action Plan, esp. those relating to PMLR?

⑦ Please make sure that under World Traffic Mgmt chapter and related tables the NDA match comment is changed. Refer to PSAC memo from this week.

⑧ Most conversations I have with neighbors is that they want the city to continue to spend on maintenance and would prefer even more work, esp. on roads that are in need of improvement (mostly in East Melwankie. (like Jackson and Jewellyn from 44th to 52nd) or Wood Ave. between Monroe and Railroad.

⑨ What opportunity exists at this point to change the priority of any of these projects or to even delete some? It appears to me the lists are pretty much set in stone, unfortunately because I think staff were unduly influenced by the BIKE community. (June 3rd meeting).

⑩ To emphasize my concern over the Monroe Greenway - the loss of street side parking for many homeowners will really be repugnant and a very difficult discussion. Even though people use the right of way as if it is their own property in error.



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2013 TSP Update

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CITY OF MILWAUKIE
PLANNING DEPARTMENT

Subject/Project

Ref: # 3-13 - Kept as low instead of removal.

Comments

- The history of all stop sign removal on JCB is long & goes back to the Mt. Hood Freeway days.
- Our stop signs are the only things keeping more accidents ^{← safety issue} & property damage to homes in our neighborhood under control.
- Ptd has control of two of the stop signs which will impact mainly Milwaukie citizens when they are removed.
- Ptd or ODOT or both mandated that the 32nd & JCB stop sign must be signalized when the Tacoma Station Plan had a parking garage w/ 800-1000 pking spaces. Even though the parking structure has A'ed the mandate has not. This will force removal of the other 2 ^{stop} signs & ↑ →

Name (Optional)	Email or Phone Number (Optional)
Lisa Gunion-Rinker	astrantia1gr@gmail.com

- traffic speed on JCB - which is the end goal. ^{for P+Hd a ODOT}
- Citizens do not want traffic speed through the neighborhood ↑'ed because we already have enough speeding issues now. & accidents, & property damage.
 - Please talk to Chief Jordan about this issue before keeping it on the TSP. It will be a self-fulfilling prophecy for removal of all stop signs. In the future if it is left on, Chief Jordan knows about the traffic & issues relating to safety on JCB. Please ask him what will happen @ ↑'ed traffic funneled through at a faster rate w/ no stops.



Comment Sheet

2013 TSP Update

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CITY OF MILWAUKIE
PLANNING DEPARTMENT

Subject/Project

Comments

Consolidated Action List

- Walk Safely Milwaukee - \$13,000 not near enough \$
- what do Greenway improvements mean?
a really extensive project might or be supported
- what is the difference between bike lane maintenance & regular street sweeping?
Is there a way to notify people of the schedule so cars can be moved?
- Missing residential permit program as priority

Other Comments

What about smaller projects - neighborhood specific how do they get recognized?

What about new projects, new ideas, or new problems caused by development or light rail. How do they get in the TSP.

Name (Optional)	Email or Phone Number (Optional)
Ray Bryan	

3-3 Lake Rd Side walk

- Gap to out field is used by elementary students walking to school

3-12 what would Harrison look like with the improvements?



Comment Sheet

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CITY OF MILWAUKEE
PLANNING DEPARTMENT

Subject/Project
2-2 Bogus Rd Side walks (A3rd → A9th)

Comments

I request that the sidewalks on Bogus Rd be maintained as a high priority project. Some years ago the eastern section of Bogus got sidewalks & the understanding of residents was that the final section would be done in the next few years. Bogus Rd in front of my house is so narrow that it is difficult for traffic to pass if someone walks on the street. Parts of it have no real room for a pedestrian to get out of the way or get by parked cars. Speeding is still a problem on this section, even though it is so narrow, and school children regularly walk & bike on this street, because the elementary school is down on the improved section of Bogus. Perhaps it would be possible to include this short section of Rd into the sidewalks on SE 43rd to the King Rd. ave, as they are part of the same circulation pattern. I also think that maintenance on this street may be so poor because everyone thought it would be rebuilt. If that doesn't happen the

Name (Optional)	Email or Phone Number (Optional)
Leslie Schockner	leslieschockner@gmail.com

Street itself needs to be addressed. Thanks for the opportunity to submit this comment. Please keep in mind that this section of hogues is connected to the works being done to improve access, particularly for children ^(on hogues) + to mothers walking young children to the school + the park on Farley.

Proposed Changes to Project Priorities 2013 TSP Update

During the process of updating the various TSP project lists there were 5 types of possible actions to take on specific projects:

1. **Elevate Project Priority** = Some projects have risen in priority since 2007, based on public comment/suggestion as well as staff's evaluation of how the project fits into the larger transportation system.
2. **Reduce Project Priority** = Some projects have fallen in priority since 2007, based on public comment/suggestion as well as staff's evaluation of how the project fits into the larger transportation system.
3. **Maintain Project Priority (Despite Suggestion)** = For some projects, a change in priority was suggested but, after evaluation by staff, the current priority is proposed to remain unchanged (rationale provided below). These proposals would not normally show up in the strikeout/underline version of the proposed document, so they are outlined in Table 3 for full disclosure.
4. **Add New Project** = New projects were assigned a priority based on any public comment/suggestion as well as staff's evaluation of how the project fits into the larger transportation system.
5. **Remove Project** = Projects that have either been completed since 2007 (or are very close right now) or are no longer deemed necessary to improve the transportation system.

Summary

- Total number of projects listed in 2007 TSP (not including items in Regional Projects list) = 128
- Number of projects with public suggestion to change priority = 47
 - Number of projects recommended to be elevated in priority = 19
 - Number of projects recommended to be reduced in priority = 9
 - Number of projects to maintain same priority despite suggestion = 19
- Number of new projects = 28 (*including 17 TSAP projects*)
- Number of deleted projects = 20

The following 5 tables list the various types of projects described above and provide some rationale for the staff recommendation.

Table 1 – Elevate Project Priority

Ref. #	Project	TSP Chapter(s)	2007 Priority	Public Proposed Priority	Staff Proposal	Rationale for Staff Recommendation
1-1	Harmony Rd Sidewalks (Linwood Ave to City Limits)	Pedestrian	Low	Med or High	High	Elevate to High = While there are still many questions to be answered regarding vehicular improvements in this area, the need for sidewalks should be made a priority.
1-2	Hwy 224 Intersection Improvements at Oak St	Pedestrian	Low	High	High	Elevate to High = Improvement of crossings of Hwy 224 is critical to improving safety/usability of pedestrian routes.
1-3	Hwy 224 Intersection Improvements at Monroe St	Pedestrian	Low	High	High	Elevate to High = Improvement of crossings of Hwy 224 is critical to improving safety/usability of pedestrian routes.
1-4	Hwy 224 Intersection Improvements at Harrison St <i>(includes suggestion for pedestrian over-crossing of Hwy 224 at Harrison St)</i>	Pedestrian	Low	High	High	Elevate to High = Improvement of crossings of Hwy 224 is critical to improving safety/usability of pedestrian routes. Change is consistent with High ranking of Freight project to grade-separate Harrison St from railroad tracks, which would require grade separating at Hwy 224 as well, providing an improved pedestrian facility.
1-5	Intersection Improvements of all Hwy 224 crossings (x5)	Pedestrian	Low	High	High	Elevate to High = Improvement of crossings of Hwy 224 is critical to improving safety/usability of pedestrian routes.

Table 1 – Elevate Project Priority

Ref. #	Project	TSP Chapter(s)	2007 Priority	Public Proposed Priority	Staff Proposal	Rationale for Staff Recommendation
1-6	River Rd Sidewalks	Pedestrian	Low	High	High	Elevate to High = With the Trolley Trail and light rail coming online, this project has increased in importance for making safe connections.
1-7	43 rd Ave Sidewalks	Pedestrian	Low	Med or High	High	Elevate to High = Important connection of residential area (including multi-family units) to commercial area (King Rd Shopping Center); would add to new sidewalk section constructed in 2010.
1-8	Intersection Curb Ramp Improvements	Pedestrian	Low	Med	High	Elevate to High = Enhancing curb ramps is critical to improving the existing sidewalk network and complying with ADA
1-9	International Way Sidewalks	Pedestrian	Low	High	High	Elevate to High = Sidewalks on at least one side of the street are a priority for improving the network in this area.
1-10	Kronberg Park Trail	Pedestrian & Bicycle	Low	High	High	Elevate to High = Construction of ped-bike bridge w/ light rail makes this connection more timely and critical, and modifies the original project concept.
1-11	Stanley Ave Neighborhood Greenway	Bicycle	Med	High	High	Elevate to High = Route is an important north-south connector; multi-modal focus; connection to Springwater Trail and bike lanes on King Rd.
1-12	Intersection Improvements at Linwood Ave & Monroe St	Bicycle	Low	Med	High	Elevate to High = In conjunction with Neighborhood Greenway project, improving this intersection is critical for making the link into Clackamas County.
1-13	Lake Rd Bike Lanes	Bicycle	Low	High	High	Elevate to High = Filling in gaps improves the connection to the new light rail station downtown.
1-14	Bicycle-friendly Street Grates	Bicycle	Low	High	High	Elevate to High = Should be a normal part of City Street crew's standard operations until there are no longer safety concerns with that aspect.
1-15	Stanley Ave Connectivity at King Rd	Street	Low	High	High	Elevate to High = The crossing of King Rd is a key element of making the Stanley Ave Neighborhood Greenway work for multiple modes.
1-16	Stanley Ave Connectivity at Monroe St	Street	Low	High	High	Elevate to High = Enhancing this intersection is key to the Neighborhood Greenways on Monroe and Stanley.
1-17	Milwaukie Transportation Management Association Program	Transit	Low	n/a	High	Elevate to High = This program would address some downtown parking issues. (Staff suggestion)

Table 1 – Elevate Project Priority

Ref. #	Project	TSP Chapter(s)	2007 Priority	Public Proposed Priority	Staff Proposal	Rationale for Staff Recommendation
1-18	Bike-Ped Overpass at Railroad Ave to International Way	Pedestrian & Bicycle	Low	Med or High	Med	Elevate to Medium = Especially if ped/bike/transit improvements happen on Railroad Ave, it will be important to provide better connectivity to International Way employment area.
1-19	Oatfield Rd Bike Lanes	Bicycle	Low	High	Med	Elevate to Medium = Filling in gaps improves the connection to new Lake Rd facilities and downtown.

Table 2 – Reduce Project Priority

Ref. #	Project	TSP Chapter(s)	2007 Priority	Public Proposed Priority	Staff Proposal	Rationale for Staff Recommendation
2-1	King Rd Boulevard Treatments (42 nd Ave to Linwood Ave)	Pedestrian	High	Low	Med	Reduce to Medium = Much of King Rd already has sidewalks and there are other important streets that don't have sidewalks and need them. However, King Rd is a major transit route and many of the existing sidewalks do not meet ADA standards, which limits the usefulness of King Rd as a connector to transit.
2-2	Logus Rd Sidewalks (43 rd Ave to 49 th Ave)	Pedestrian	High	Low	Med	Reduce to Medium = Sidewalks were constructed on Logus Rd between 49 th Ave and Stanley Ave in 2009. It is still important to fill in more sidewalk gaps along this school route, but perhaps not before building sidewalks at other key locations.
2-3	Downtown Streetscape Improvements	Pedestrian	High	Low	Med	Reduce to Medium = Perhaps not as pressing a need as some other pedestrian projects, but still important as part of the overall effort to improve downtown.
2-4	Springwater Trail Completion ("Sellwood Gap")	Pedestrian and Bike	High	Med	Med	Reduce to Medium = Continue to support Portland's efforts to close the gap, but not a top priority for the bike system since the Springwater connection through Sellwood neighborhood works.
2-5	Franklin St Sidewalks (42 nd Ave to 45 th Ave)	Pedestrian	Med	Low	Low	Reduce to Low = With the closure of Campbell Elementary, this project is not as critical for making a safer school connection.
2-6	Pedestrian Walkway Signage	Pedestrian	Med	Low	Low	Reduce to Low = Providing signage is not as critical as actually building sidewalks in various key locations.
2-7	Intersection Improvements at 42 nd Ave & Harrison St	Street	Medium	Low	Low	Reduce to Low = Updated data shows an improved forecast for intersection's Level of Service in 2035.
2-8	Railroad Ave Capacity Improvements	Street	High	Low	Low	Reduce to Low = Other improvements to Railroad Ave remain high (resurfacing, ped/bike facilities, bus line) but capacity improvements (i.e., widening to 3 or more lanes) are not a high priority due to relatively low congestion on this road.
2-9	Downtown Parking Signage	Parking	Medium	Low	Low	Reduce to Low = Project is not as important as making physical improvements to existing parking areas and the downtown streetscape.

Table 3 – Maintain Project Priority (Despite Suggestion)

Ref. #	Project	TSP Chapter(s)	2007 Priority	Public Proposed Priority	Staff Proposal	Rationale for Staff Recommendation
3-1	McLoughlin Blvd Sidewalks (especially Kronberg Park to Washington St)	Pedestrian	Med	High	Med	Keep as Medium = Not critical, since Trolley Trail on west side of McLoughlin provides an alternative. Project potential becomes much higher with reconstruction of the Kellogg Bridge on McLoughlin Blvd.
3-2	29 th Ave/Harvey St/40 th Ave Neighborhood Greenway	Bike	High	High	High	No change = Participants in the June 3 public meeting 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.
3-3	Lake Rd Sidewalks (fill gaps to Oatfield Rd, to Freeman Way)	Pedestrian	Med	High	Med	Keep as Medium = Adding to the network of recent improvements on Lake Rd is important but not as critical as other projects.
3-4	Intersection Improvements at Harrison St & Hwy 224	Street	Med	High	Med	Keep as Medium = No significant change in intersection function since 2007.
3-5	Public Parking Structure (downtown)	Parking	Med	High	Med	Keep as Medium = There is an ongoing discussion about downtown parking and impacts from light rail. More information and study of the issue (including coordination with South Downtown planning) is needed before moving forward on this project. Other Parking projects could be implemented first (for less money) to improve usage of existing parking.
3-6	Linwood/Flavel Bus Service	Transit	Low	Med	Low	Keep as Low = As long as Linwood Ave sidewalks remain a Low priority, it does not seem critical to increase bus service in an area that is not identified as "transportation disadvantaged").
3-7	Monroe St Neighborhood Greenway	Bike	High	Med	High	Keep as High = Critical east-west connector through Milwaukie; multi-modal focus; opportunity to partner w/ Clackamas County on east end; connection to light rail downtown.
3-8	Downtown Public Parking Lot Improvements	Parking	Med	Low	Med	Keep as Medium = Proposed improvements would enable greater use of existing facilities prior to building new facilities.
3-9	Pedestrian Walkway Amenities	Pedestrian	Med	Low	Med	Keep as Medium = Amenities along key walking routes enhance their usability.
3-10	Most Bicycle & Transit projects	Bicycle & Transit	Varies by Project	Low	Varies by Project	No changes in response = It is important to set priorities within each mode, to identify the most important components to improve first. How much or whether bicycle and transit projects are funded compared to projects for other modes is to be determined by City Council.

Table 3 – Maintain Project Priority (Despite Suggestion)

Ref. #	Project	TSP Chapter(s)	2007 Priority	Public Proposed Priority	Staff Proposal	Rationale for Staff Recommendation
3-11	McLoughlin Blvd Intersection Improvements at 17 th Ave	Street	Med	(Remove)	Med	Keep as Medium = No significant change in intersection function since 2007.
3-12	Harrison St Capacity Improvements (32 nd Ave to 42 nd Ave)	Street	Med	(Remove)	Med	Keep as Medium = Harrison St is classified as an Arterial and should be improved to a higher standard. The City's Street Design standards provide some flexibility for how Harrison St could be improved.
3-13	Johnson Creek Blvd and 42 nd Ave Signalization	Street	Low	(Remove)	Low	Keep as Low = The neighborhood does not want a signal, but a signal is warranted and this project should remain on the list, at least until we see how traffic is affected by light rail.
3-14	Traffic Calming on King Rd* (36 th Ave to 42 nd Ave)	--	--	(need)	Do not add	Do not add to TSP = Should be a project considered by Walk Safely Milwaukie program.
3-15	Traffic Calming improvements on River Rd at Lark St (e.g., permanent speed-warning sign and/or roundabout)	--	--	(need)	Do not add	Do not add to TSP = Should be a project considered by Walk Safely Milwaukie program.
3-16	Signage Redirecting Traffic to Downtown via Hwy 224 & 17 th Ave	--	--	(need)	Do not add	Do not add to TSP = ODOT has control over signage along Hwy 224.
3-17	Seismic upgrades to City bridges	--	--	(need)	Do not add	Do not add to TSP = ODOT conducts regular inspections of the various bridges and will identify issues or concerns that can be added as specific projects as needed.
3-18	Bike-Ped connection to Lake Oswego (using existing trestle bridge)	--	--	(need)	Do not add	Project is already listed in TSP as Regional Project (as Tillamook Branch Trestle Trail Study)
3-19	TSAP = Connection from 29 th Ave bike route to Springwater Corridor	--	--	(need)	Do not add	No new project = The need is already represented by Neighborhood Greenway project for 29 th Ave, a High priority.

Table 4 – Add Project

Ref. #	Project	TSP Chapter	Public Proposed Priority	Staff Proposed Priority	Rationale for Addition
4-1	TSAP = Stairs/improved connection from Springwater Corridor to PMLR station	Pedestrian & Bicycle	High	High	Add as High = Important connection to make to new Tacoma Station for light rail.
4-2	TSAP = Improvements to access at Springwater Corridor to connect to west end of Sherrett St (paving)	Pedestrian & Bicycle	High	High	Add as High = Improving the existing neighborhood connection to Springwater Corridor is critical.
4-3	TSAP = Improved connection from Springwater Corridor to Pendleton site (long ramps from each side)	Pedestrian & Bicycle	High	High	Add as High = Preferred alternative (of 3 options) in Tacoma Station Area Plan.
4-4	TSAP = Improved connection from Springwater Corridor to Pendleton site (widened trail undercrossing)	Pedestrian & Bicycle	--	High	Add as High = Another alternative for connecting to Pendleton site (with 2 other options).
4-5	Intersection Improvements at McLoughlin Blvd & 22 nd Ave	Pedestrian & Bicycle	High	High	Add as High = New project to address safety concerns that will be aggravated when light rail bridge and Trolley Trail are completed.
4-6	Kellogg Creek Bike-Ped Bridge	Pedestrian & Bicycle	--	High	Add as High = Critical to provide a connection to the downtown light rail station from south side of Kellogg creek (Kronberg Park).
4-7	Downtown Loop Bus (to Park Ave & Tacoma St PMLR stations) <i>(includes connecting Southgate Park & Ride with Tacoma Station)</i>	Transit	High	High	Add as High = Public meetings showed strong support for the idea of establishing this kind of local transit service.
4-8	Neighborhood Loop Bus (eastern neighborhoods to downtown)	Transit	High	High	Add as High = Public meetings showed strong support for the idea of establishing this kind of local transit service.
4-9	Railroad Avenue bus service to Clackamas Town Center and points further east	Transit	--	High	Add as High = Separate this project from street-widening project on Railroad Ave and add to list of transit projects. ¹
4-10	TSAP = Truck signage and intersection improvements at Ochoco St	Freight	High	High	Add as High = Ochoco St provides a key connection to McLoughlin Blvd within the Tacoma Station.
4-11	TSAP = Improvements to Main St	Pedestrian & Bicycle	High	Med	Add as Medium= Important to make safe connections from downtown to new Tacoma Station, but existing facilities make it not critical.

¹ Railroad Ave Improvements – The Street project to widen Railroad Ave to 3 lanes has been removed because it is not clear that a center turn lane is warranted. However, projects to provide pedestrian and bicycle facilities remain on the list. The SSMP-funded resurfacing/rebuilding of Railroad Ave is still scheduled to happen by summer 2015.

Table 4 – Add Project

Ref. #	Project	TSP Chapter	Public Proposed Priority	Staff Proposed Priority	Rationale for Addition
4-12	TSAP ² = Improved connection from Springwater Corridor to McLoughlin	Pedestrian & Bicycle	High ³	Med	Add as Medium= Important to improve the connection to Springwater Corridor, but not as critical with existing path available.
4-13	TSAP = Ped/bike safety & crossing improvements at Ochoco St and Milport Rd with McLoughlin Blvd (full intersection improvements)	Pedestrian & Bicycle	High	Med	Add as Medium= Multi-modal crossing improvements are important but not as high a priority as other ped-bike projects.
4-14	TSAP = Improve bike/ped connections from and within neighborhood to the west along Ochoco St & Milport Rd	Pedestrian & Bicycle	High	Med	Add as Medium = These connections will become more important as the Tacoma Station Area redevelops.
4-15	TSAP = Bike/ped connection from eastern neighborhoods	Pedestrian & Bicycle	High	Med	Add as Medium = Will be important to make a better connection to Tacoma Station Area as the area redevelops, but initially, other project to improve the existing connection to Tacoma Station via Springwater Corridor are more important.
4-16	International Way Bike Facilities = Bikeways and signage connecting downtown core with International Way business park	Bicycle	--	Med	Add as Medium = Bike lanes could provide useful connection in area underserved with bike facilities that has many employers. Signage plan already includes signs on International Way.
4-17	TSAP = Pedestrian overcrossings of McLoughlin Blvd (Umatilla St)	Pedestrian & Bicycle	High	Low	Add as Low = Umatilla crossing is in Portland; not critical and can be offset by other projects to improve facilities.
4-18	TSAP = Additional local street connections	Street	--	Low	Add as Low = These connections will become more important as the Tacoma Station Area redevelops.
4-19	TSAP = Future Portland Bike Share station and car share spaces at PMLR station	Regional Projects	--	Low	Add as Low = Important to support these efforts, but the proposed Bike Share station is in Portland and other projects are more important.
4-20	TSAP = Construct bike-ped bridge over Johnson Creek along Clatsop Street at 23 rd Ave	Pedestrian & Bicycle	High	Low	Add as Low = This project would significantly improve connection to Tacoma Station Area for neighborhoods to the west and north, but making other new connections on higher volume travel routes are more important.
4-21	TSAP = Bike/ped connection between McLoughlin Blvd and west end of Stubb St	Pedestrian & Bicycle	--	Low	Add as Low = Useful connection to improve bike/ped facilities in station area, but other routes with higher volumes of riders and pedestrians are higher priorities.
4-22	TSAP = Local street improvements to Stubb, Beta, Ochoco, Hanna Harvester, and Mailwell	Street	--	Low	Add as Low = These improvements will become more important as the Tacoma Station Area redevelops.

² TSAP = Tacoma Station Area Plan, adopted by City Council in July 2013. The TSAP included a list of proposed transportation improvement projects.

³ For TSAP projects, the TSAP Advisory Committee recommended whether a project should be considered a high priority or just a need.

Table 4 – Add Project

Ref. #	Project	TSP Chapter	Public Proposed Priority	Staff Proposed Priority	Rationale for Addition
4-23	TSAP = Improved connection from Springwater Corridor to Pendleton site (tunnel under trail)	Pedestrian & Bicycle	--	Low	Add as Low = Third alternative (most costly) for connecting to Pendleton site.
4-24	Intersection improvements to all crossings of McLoughlin Boulevard	Pedestrian	--	Low	Add as Low = Existing crossings are adequate but could be improved; some of the need for improvement is addressed with proposed new undercrossing at Kellogg Creek.
4-25	Bike-Ped path on Sparrow St, connecting River Rd east to Trolley Trail	Pedestrian & Bicycle	Med	Low	Add as Low = Important to improve connectivity to Trolley Trail, but other projects in this area are more critical.
4-26	Intersection Improvements at McLoughlin Blvd & Washington St	Pedestrian	High	Low	Add as Low, as one project to improve all McLoughlin intersection crossings = Improve safety of existing crossing (time to cross, visibility). Important, but a new undercrossing (with replacement of Kellogg Creek bridge) makes it not as critical as other projects.
4-27	Bike-Ped Overpass over McLoughlin Blvd (connecting River Rd with downtown)	Pedestrian & Bicycle	High	Low	Add as Low = Existing crosswalk at River Rd will provide an at-grade connection to Kronberg Park.
4-28	Intersection Improvements at 42 nd Ave & King Rd	Street	Med	Low	Add as Low = Intersection was improved with small CIP project in 2007-08.

Table 5 – Delete Project

Ref. #	Project	TSP Chapter(s)	2007 Priority	Rationale for Deletion
5-1	Bike Route Signage	Bike	High	Project completed
5-2	Railroad Crossing Improvements at Harrison	Freight	High	Project completed
5-3	Railroad Crossing Safety and Quiet Zone Project	Pedestrian & Street	Med & High	Project completed
5-4	Railroad Crossing Improvements at 21 st and Adams	Freight	Med	Project completed
5-5	Railroad Crossing Improvements at Monroe	Freight	Med	Project completed
5-6	Railroad Crossing Improvements at Washington	Freight	Med	Project completed
5-7	Railroad Crossing Improvements at Oak	Freight	Med	Project completed
5-8	Main Street Bike Lanes	Bicycle	Med	Project proposal changed based on findings of Tacoma Station Area Plan. Bike lanes are not likely to be feasible, but a multi-use path that runs along Main St has been proposed as a replacement.
5-9	Railroad Crossing Pedestrian Improvements at Oak	Pedestrian	Med	Project completed
5-10	Springwater Trail Paving Project	Bicycle	Med	Project completed
5-11	Intersection Improvements at Harmony and Lake	Pedestrian	Low	The intersection is under Clackamas County jurisdiction; local community does not support rebuilding the intersection at this time; project for major intersection improvements is on Regional Projects list. ⁴
5-12	Intersection Improvements at Linwood and Harmony	Bicycle	Low	The intersection is under Clackamas County jurisdiction; local community does not support rebuilding the intersection at this time; project for major intersection improvements is on Regional Projects list. ⁴
5-13	Harmony Road Grade Separation and Realignment at Linwood	Street & Freight	Low	The intersection is under Clackamas County jurisdiction; local community does not support rebuilding the intersection at this time; project for major intersection improvements is on Regional Projects list. ⁴
5-14	Springwater Trail Ramp Improvement at McLoughlin	Pedestrian	Low	Project deleted and replaced by more specific package of proposed improvements from Tacoma Station Area Plan.
5-15	Trolley Trail Signage	Bicycle	Low	Project completed
5-16	Intersection Improvements at Adams and 21 st	Bicycle	Low	Light rail construction is scheduled to improve this intersection.
5-17	21 st Ave Bike Lanes	Bicycle	Low	With light rail construction, bike lanes are not feasible or safe on 21 st Ave; shared sidewalk facility on east side provides some alternative; westbound bike traffic will also be directed onto Main St from Lake Rd.

⁴ Projects for improvements on roads leading up to the intersection (on Harmony, Railroad, Linwood) remain on the list. Those projects will improve the intersection crossings where appropriate (e.g., for pedestrians, for bicycles).

Table 5 – Delete Project

Ref. #	Project	TSP Chapter(s)	2007 Priority	Rationale for Deletion
5-18	Milwaukie Light Rail Extension or High Capacity Transit Improvements	Transit	--	Project in progress and nearly complete
5-19	Portland Traction Company Multiuse Trail (Trolley Trail)	Regional Projects	--	Project nearly complete
5-20	Tualatin-Portland Commuter Rail Extension Study	Transit	Low	Move this project from Transit chapter to list of Regional Projects.