



To: Members of the Advisory Committee for the City of Milwaukie's Transportation System Plan 2023-2025 Update

From: Laura Weigel, AICP, Planning Manager

Date: February 8, 2024, for Thursday, February 15, 2024, TSPAC Meeting #3

Subject: Meeting Materials

Dear Committee Members,

Thanks so much for pivoting to an all Zoom format for our last meeting to avoid everyone being out in the storm. I look forward to resuming our in-person meetings next week on February 15!

This packet includes the draft:

- Vision, Goals and Policies for the TSP, including an overview of how these were developed

The focus of our meeting is to review this draft. We have 11 goals and 48 policies to get through. While it will be challenging, I believe if folks come prepared, we can get through them all! The objective isn't to wordsmith every goal and policy but to discuss whether we're missing something or didn't get something quite right. Please take a little time prior to the meeting to review the attached materials and come prepared to discuss.

For this meeting, we think it would be **beneficial to meet in-person. This will allow us to break into small groups and have in-depth discussions.** I understand that may not be possible for everyone and if you are not able to attend in person, please let me know so we can find the best way to include you in the conversation. It will be helpful to know beforehand how many people need to attend via Zoom so we can allocate staff accordingly.

We thank you once again for dedicating your time and energy to this process and are excited to be developing a transportation system that benefits all Milwaukie residents. Should you have any questions or require further information, please do not hesitate to reach out.

Sincerely,

Laura Weigel, AICP
Planning Manager

Attachments:

Exhibit A. Draft TSP Vision, Goals and Policies

VISION, GOALS, AND POLICIES MEMORANDUM

Date: February 8, 2024

To: TSP Advisory and Technical Committees

From: City of Milwaukie and Project Consultant Team

Project: Milwaukie Transportation System Plan

Subject: DRAFT Vision, Goals, and Policies

City staff and the consultant team developed the following draft goals and policies for the Milwaukie TSP. Ultimately, these goals and policies will be used to help guide the review and documentation of existing and future transportation system needs, the development and evaluation of potential solutions to address the needs, and the selection and prioritization of preferred solutions for inclusion in the TSP. After receiving committee and public input, the goals and policies will be revised as appropriate.

Development Process

The goals and policies were drafted after analyzing Metro's *Regional Transportation System Plan* goals, the *Oregon Transportation Planning Rule*, the City of Milwaukie's *Comprehensive Plan*, and other ancillary City plans currently in effect. These background plans include the *Central Milwaukie Land Use and Transportation Plan* (2015), the *City of Milwaukie Vision Statement* (2017), the *North Milwaukie Innovation Area Plan* (2017), and the *Climate Action Plan* (2019). Each plan was initially reviewed for relevant transportation policies and actions. These policies and actions were then categorized by goal; many policies and actions are multipronged and could have been placed under various goals. After each goal and policy was categorized a second round of revisions was made to remove redundancies, condense for brevity and revise for clarity where appropriate.

The outcome of this process is the following DRAFT Vision, Goals, and Policies. Collectively, they are intended to describe the desired transportation network in Milwaukie.

- Vision – A statement that holistically defines what the City wants its transportation system to look like.
- Goals – Goals are broad statements that identify how the vision statement will be achieved.
- Policies – Specific and measurable statements that help to achieve the goal.

VISION STATEMENT

Milwaukie will have a complete network of sidewalks, bike lanes, and paths along with well-maintained streets and a robust transit system that connects our community. Travel within and through Milwaukie is safe, efficient, equitably planned, and meets the needs of the entire community.

Goal	Goal Statement	Policy #	Policies
Equity	New investments in Milwaukie’s transportation system are distributed fairly to reduce or eliminate transportation-related barriers and disparities, especially those experienced by marginalized or underserved populations.	1	Strive to reduce transportation-related impacts on low-income communities and other underserved populations in the design, location, and funding of transportation improvements.
		2	Prioritize transportation improvements that improve access for people of all ages and abilities.
		3	Utilize the Safe Access for Everyone (SAFE) Program to fill in sidewalk gaps and construct Americans with Disabilities Act (ADA) improvements in support of the Safe Routes to School Program.
		4	Prohibit essential transportation facilities and uses that serve vulnerable populations from being located within areas at high risk of flooding, landslides, liquefaction, and fire, and aim to relocate existing uses in these areas.
Climate Friendly	Develop a transportation system that works to minimize pollution and reduce impacts to the environment and climate change.	1	Support through infrastructure investments, education, and regulations to increase the transition to low and zero-emission vehicles.
		2	Support land use patterns that reduce vehicle miles traveled (VMT) and greenhouse gas emissions.
		3	Prioritize transportation improvements that minimize impacts to natural resources such as streams, wetlands, wildlife corridors, and trees.
		4	Explore establishing targets for transportation mode splits.
Safety	Improve the safety and comfort of the multimodal transportation network.	1	Coordinate with ODOT and Clackamas County to identify safe and comfortable pedestrian and bicycle movement on State/County-owned and operated facilities, especially Highway 224, McLoughlin Boulevard, and Johnson Creek Boulevard.
		2	Prioritize the safety of pedestrians and bicyclists over on-street parking convenience and when improving the public right of way and maintaining Americans with Disabilities Act (ADA) compliance.
		3	Prioritize sidewalk and bikeway improvements that provide safe access to/from schools, parks, neighborhood hubs, activity centers, transit centers, and Downtown Milwaukie.
		4	Coordinate with local and regional agency partners to identify design standards that balance the needs of emergency vehicles, freight vehicles, and multimodal users.
		5	Address locations with a history of serious injury crashes and fatalities on Milwaukie’s roadway network.
		6	Identify measurable actions that move the City toward zero traffic deaths or serious injuries on Milwaukie’s roadway network.
		7	Maintain a neighborhood traffic management program to address issues of excessive speeding on local residential streets.
Active, Healthy, Transportation Choices	Establish and/or complete a network of multimodal facilities that make walking, biking, and rolling an attractive, comfortable, healthy, and convenient choice for people of all ages and abilities.	1	Provide and maintain walking, biking, and rolling access to key destinations such as Neighborhood Hubs, public spaces, schools, parks, commercial centers, industrial areas, transit routes/stops/centers, and recreational opportunities.
		2	Develop wayfinding to guide people to the most safe and efficient ways to actively navigate the transportation system.
		3	Identify and prioritize projects that close gaps on the existing active transportation network, support a street grid that provides options for transit, pedestrians, and bicyclists.
		4	Implement transportation demand management strategies, such as incentivizing employers to encourage active transportation and transit.
		5	Support place-making that contributes to the creation of valuable public and private space that is first-and-foremost designed for people, not automobiles, that enhances the experience for people walking, biking, and rolling, and safe for users of all ages and abilities.
Transit Forward	Make public transit service more viable.	1	Support TriMet in enhancing transit services and amenities, especially along congested corridors and in low-income communities and other underserved population centers.
		2	Advocate for additional frequent and dependable transit service in areas with the potential for residential growth and provide opportunities for higher intensity development in areas within walking distance of existing or planned frequent transit services.

Economic Vitality	Develop a transportation system that supports and facilitates economic activity through the efficient movement of people, goods, and services.	1	Identify new projects and improve the existing transportation infrastructure throughout the city that facilitates greater economic development, including in Neighborhood Hubs, the North Milwaukie Innovation Area, the Business Industrial area, and other potential areas.
		2	Ensure a safe and efficient freight system that facilitates the movements of goods to, from, and through Milwaukie, the region, and the state while minimizing conflicts with other transit modes.
		3	Partner with Metro and TriMet to increase transit service, particularly to underserved employment areas.
		4	Coordinate with regional rail providers to identify projects that preserve and enhance rail freight service to businesses that depend on railroad service.
Resiliency	Develop a multimodal transportation system that provides travel options during normal conditions, natural disasters, or emergencies.	1	Identify new transportation improvement projects that increase the diversity and number of travel routes between key destinations and activity centers.
		2	Design, upgrade, and maintain transportation systems and facilities to ensure that they are sustainable and resilient and utilize the current available science and technology. Account for rapidly changing technologies such as autonomous vehicles and other intelligent transportation systems.
		3	Identify and improve designated emergency routes to aid in responding to major natural disaster events.
Fiscal Stewardship and System Management	Make the most of transportation resources by leveraging available funding opportunities, preserve existing infrastructure, and reduce system maintenance costs.	1	Identify diverse and stable funding sources to implement multimodal transportation improvement projects.
		2	Improve the efficiency of the existing transportation network before adding capacity.
		3	Prioritize investments in the maintenance of the transportation system.
		4	Require that new development citywide improves the quality and connectivity of the transportation system proportionate to its impacts.
Coordination with Local, Regional, and State Partners	Foster and maintain relationships with public and private partners in the common interest of enhancing the city's transportation network.	1	Coordinate projects, policies, development actions, and mobility targets with all affected agencies in the area.
		2	Coordinate with emergency service providers to design streets to accommodate emergency service vehicles efficiently and safely.
		3	Ensure consistency with state, regional and local planning rules, regulations, and standards.
		4	Work with regional partners to build support for the improvement of regional connections for all modes.
		5	Collaborate with other agencies to efficiently fund transportation improvements and programs.
Mobility, Accessibility, and Connectivity	Provide an efficient and well-connected multimodal transportation system that works to connect the community to key destinations.	1	Improve existing and create new multimodal connections between neighborhoods, schools, parks, transit stops, employment centers, Neighborhood Hubs, and other key destinations.
		2	Balance regional through traffic needs with local circulation needs.
		3	Prioritize closing gaps in the existing pedestrian and bicycle network.
		4	Improve existing transportation facilities to meet Americans with Disabilities Act (ADA) standards.
		5	Minimize the barrier effect of large transportation facilities on connectivity and accessibility for all modes by improving east-west connectivity across Highway 224 to downtown and across McLoughlin to the Willamette River and western neighborhoods.
		6	Ensure street design standards equitably allocate space for all modes of transportation, including pedestrians, bicycles, and transit.
Parking	Reduce land used for parking to achieve local, state and regional parking goals while also managing parking impacts.	1	Promote the conversion of existing underused private and public parking areas to other uses.
		2	Allow and facilitate shared parking agreements.
		3	Employ parking management measures as needed to address the impacts of new infill development.
		4	Develop parking management plans when warranted for major employment districts and Downtown Milwaukie.