

Milwaukie Transportation System Plan

Advisory Committee

4:30-6:30 p.m. Wednesday, June 13

Meeting notes

PURPOSE

- Discuss and advise staff on project evaluation and prioritization processes.
- Learn about working group and workshop proposed policies, action items, and projects.
- Learn about how this meeting and the next meeting are linked.

AGENDA

4:30	Welcome; Staff Introductions; Meeting Purpose	Kristin Hull
4:35	Project Evaluation and Prioritization Discussion	Katie Mangle/Committee
5:30	Working Group and Workshop Presentations	Kristin Hull/Committee
	– Street Design Working Group	
	– Pedestrian and Bicycle Access Workshop	
	– Downtown Parking Workshop	
6:25	Next Steps and Announcements	Katie Mangle
6:30	Close	

MEETING SUMMARY

1. Welcome, staff introductions and meeting purpose

Katie Mangle and Kristin Hull welcomed committee members and explained that this meeting was the first half of a two meeting series aimed at sharing information from the working groups and workshops. Kristin led the group in self-introductions.

2. Project evaluation and prioritization discussion

Katie reviewed the project evaluation memo included in the meeting packet. She explained that staff had reviewed comments from the last Advisory Committee meeting and revised the evaluation criteria questions to be more specific in response to committee comments.

Kristin then asked the group to go through the evaluation criteria at their tables. Katie suggested that the groups use the recently constructed McLoughlin Boulevard project as a test case since it was familiar to everyone at the meeting.

After the groups worked through the evaluation criteria, Kristin asked them to share their experiences and suggestions:

- Consider using numerical values so they can be totaled more easily.
- Need a finer gradient of measure – maybe five choices rather than three.
- Used policies to develop total rankings for criteria.
- Projects that are not built will be more difficult to rank than the test case.
- Not sure what “low” means. Is it negative?
- Need baseline of project information to evaluate projects. Will the group have that?
- Tool is likely to yield bell curve with a few projects performing really well and really poorly and most ending up in the middle.
- It is difficult to think about the projects in isolation; projects need to be considered in the context of overall land use.
- Group wants a list of projects distributed before July meeting.
- ID projects on maps to show overlaps between project identified by different modes.
- Need to add land use and comprehensive plan criteria.

3. Working group and workshop presentations

The group then broke into four groups to review outcomes from the following working groups and workshops in an open house format:

- Bicycle Working Group
Questions posed by AC members included:
 - What more could be done to make better bicycle connections to schools, beyond the specific bike boulevard routes?
 - Be careful about not dumping bikes from Stanley onto Railroad Avenue before improvements are made on Railroad. Also, due to poor sight-distance and a narrow roadway on Stanley, the hill near the Ukrainian Bible Church is dangerous – it might be safer to route bikes through the Linwood Elementary parking lot to Linwood Avenue.

- Downtown Parking Workshop
Comments by AC members included:
 - Consider a height bonus for structured parking.
 - Look at the parking provision agreement used by the City of Tualatin.

- Pedestrian Working Group
 - Funding for lighting is important.
 - Routes along an essential pedestrian network must have a good pedestrian environment; sidewalks with a wide shoulder
 - EPN – having improvements placed away from the development site is not equitable for the adjacent properties that suffer the impacts of site development
 - Possible to divide required improvements so that some \$ is sent to an EPN fund and some improvements are built at the site?
 - Sidewalks on one side of a street is better than none at all
 - Pedestrian network should be evaluated for connectivity to potential MAX stops
 - Sidewalks do add to the value of a property; forcing improvement \$ to be spent off-site precludes the added value of sidewalk in front of a house
 - Sidewalks are most important to have on collector and arterial streets
 - SE 17th Avenue is a better bicycle facility than pedestrian route (even though it was voted as an important ped route at the workshops)

- Street Design Working Group
Comments by AC members included:
 - The City may need to provide a skinny street cross section in the TSP. A conceptual cross section or an action item to develop a cross section may not satisfy the State's transportation planning rule (TPR).
 - Most members thought that the baseline cross section and constrained right-of-way prioritization approach would provide both structure and needed design flexibility.

4. Next steps

Katie reminded the group that their next meeting would be on June 27.

**Meeting Summary
Milwaukie TSP Update
Advisory Committee Meeting #5**

Meeting Overview

The fifth meeting of the Advisory Committee for the Milwaukie Transportation System Plan Update was held on June 27, 2007 from 4:30pm – 6:30pm at the Milwaukie Masonic Lodge.

The purpose of the meeting was to share with the committee the results of the Transit, Freight, and Traffic Working Groups; and have a discussion regarding the synthesis of the TSP;

The meeting was attended by 25 people including two members of the public and five staff members.

Agenda

4:30	Welcome	Jamie Damon
	Purpose of meeting and agenda review	Jamie Damon
	Project Update	Katie Mangle
	Presentation on outcomes from the Working Groups: Freight, Traffic, Transit	Carl Springer and Alan Snook
	Round Table Discussion: TSP Synthesis /Gaps	All
	Next steps - Upcoming meeting(s)	Jamie Damon/ Committee
6:30	Close	

Introductions; Meeting Purpose and Agenda Review

Katie opened at 4:35pm; Jamie reviewed the agenda and reminded the group about the protocols.

Working Group Presentations

Traffic

Carl presented on the outcomes from the Traffic Working Group

Group members had the following questions:

How much of highway 224 will be included in the refinement plan? *The purple area shown on the map – the area to the east of Milwaukie to I-205 has been studied pretty heavily.*

Ben added his input from his participation in the working group and highlighted that the boulevard concept that has come out of the Bicycle Working Group is a new idea to incorporate into the traffic discussion. He said he learned a lot about the connectivity issues in the city and a lot about transportation planning in general. Ben reported that there was some agreement in the group about obvious issues to address such as Railroad Ave, east/west connections between Home and Linwood.

Will all this info be on the website? *Yes – the week of July 1*

Want to make sure community has ample time to review before the open house

Concerned about how what we're doing here connects with the work being done at Harmony – such as at Railroad Ave. is being suggested to have left turn pockets.

Where is the information from the PM peak traffic use of highway 224 coming from? *From the state O/D study.*

Freight

Alan presented the results from the Freight Working Group. The group had the following questions:

What does changing the functional classification on International Way mean? *If the classification is changed from a local street then more improvements can occur as redevelopment occurs. Also it makes the street more eligible for funding since maintenance dollars are prioritized by road classification.*

Don't the trucks need good access to a major interstate system? *The freight users are not dependent on the interstate because it is more of a regional distribution with smaller trucks – also the existence of rail reduces the business dependency on the interstate.*

Who is using Linwood for freight? It is a neighborhood street! *Precision Cast Parts and for regional distribution*

Can the TSP resolve the weight restriction issue on Johnson Creek Blvd.? *Most of the weight restriction is in the City of Portland – only a small section is in the City of Milwaukie.*

It will be difficult to work with the City of Portland to remove the weight restrictions as well as with the neighborhoods.

Transit

Alan presented the outcomes of the Transit Working Group. Kathy Buss highlighted some examples of policies that need to be updated. Young Park outlined what the different types of stop/shelter improvements TriMet would like to do.

Questions from the group:

I would like more information about TriMet using the seats on the bus stop poles more often. *We are using the "semiseat" more often as it is cost effective and has a small footprint.*

Is ridership in Milwaukie high compared to other areas? *Yes, it is higher*

Is there language in the TSP to link up development requirements with transit improvements? *Yes*

TSP Synthesis Check-in

The group then worked in small groups to discuss how to synthesize what they have learned from the Working Groups, specifically addressing two questions:

Are there any compatibility issues between outcomes from the working groups?

Anything we have missed? Such as gaps in the analysis or unaddressed issues?

The results of the group discussion are listed below:

Are there any compatibility issues between outcomes from the working groups?

- Integration of light rail and 224 corridor study outcomes. How will the TSP react?
- Pedestrian accessibility along trolley trail and high capacity transit. It is important to accommodate both.
- Bike boulevard will change traffic numbers and distribution
- Linwood Ave. will not function as "one size fits all": freight, transit, bikes and peds and cut-through additional traffic (if Harmony Rd. build-out proposal goes through) is too much to cut through a neighborhood and go by an elementary school! We cannot allow Linwood to become a barrier like Hwy 99/Hwy 224 - same applies to Lake Rd and Railroad Ave! Stanley between RR Ave and Monroe (esp RR to Lloyd) is too narrow! has hill making it unsafe for bike blvd design.
- Street network master plan shows traffic flowing from Harrison to 42nd to King. The freight plan shows another route (merging/diverging) will trucks really go another way if there are conflicts? Is 42nd ave connection improved?

Anything we have missed? Such as gaps in the analysis or unaddressed issues?

- Green streets - where are concepts being applied in the city? There needs to be adequate parking in downtown to accommodate at least the rest of the city to take part in the city!
- Will the city grow out in 30 years?

Next steps

Katie outlined the next steps for the process:

6/30 Final Traffic Working Group

7/12 Open House 6pm – 8pm at Milwaukie HS, followed by a display at the Farmers Market

8/15 Final AC meeting