



May 9, 2007

Dear TSP Advisory Committee Member,

Our next meeting is coming up soon! We look forward to seeing you on May 16, 2007, from 4:30 p.m. to 6:30 p.m. at the Milwaukie Masonic Lodge (10636 SE Main Street, Milwaukie).

The agenda for this meeting will focus on preparing you for the next two meetings so that you will be informed decision-makers during the Alternatives Analysis phase of the project.

Enclosed are a number of documents for your review and information:

- Meeting Notes from 2nd Advisory Committee Meeting
- TSP Table of Contents (to give you the context for the individual chapters you are reviewing)
- TSP Chapter 4: Future Forecasting Process
- TSP Survey Report
- Proposed Project Evaluation Approach Memo

Copies are also available at our office, at 6101 SE Johnson Creek Blvd., and on our web site at:

<http://www.cityofmilwaukie.org/milwaukie/projects/tspupdate/advisorycommittee.html>

Draft Chapter 4 is a fairly technical “methodology” document that explains the project approach to forecasting future traffic conditions. At the upcoming Advisory Committee meeting, Carl Springer, the City’s traffic consultant, will describe this process and also key findings about future conditions in the Milwaukie area. Come prepared to learn about how growth and development in and outside of Milwaukie may affect Milwaukie’s transportation network. The next steps will be to use this information to select and prioritize transportation investment strategies to manage this traffic.

We look forward to seeing you next week and continuing our work together. Please call me if you have any questions.

Sincerely,

Katie Mangle
Planning Director
(503) 786-7652

AGENDA – Meeting #3

Advisory Committee for Milwaukie TSP Update

May 16, 2007

4:30 p.m. to 6:30 p.m.

Milwaukie Masonic Lodge: 10636 SE Main Street, Milwaukie OR

PURPOSE

Prepare Advisory Committee (AC) members for the next two meetings so they will be informed decision-makers during the Alternatives Analysis phase of the project.

By the end of this meeting, AC members will:

- Understand the traffic modeling process, including different modeling assumptions, and its use as a forecasting tool.
- Be knowledgeable about key future conditions and problem areas.

During the course of this meeting, AC members will:

- Review, discuss, and advise project staff on the proposed project evaluation approach.

SCHEDULE

4:30	Welcome and Staff Introductions	Jamie Damon
4:35	Purpose of Meeting	Katie Mangle
4:45	Public Involvement Update <ul style="list-style-type: none">- Working Group Meetings	Katie Mangle/Committee
5:00	Future Conditions <ul style="list-style-type: none">- Modeling Process- Future No-Build Conditions	Carl Springer
5:40	Proposed Project Evaluation Approach <ul style="list-style-type: none">- Survey Results- Round-table Discussion	Katie Mangle/Committee
6:20	Next Steps and Announcements <ul style="list-style-type: none">- Two AC meetings in June: Alternatives Analysis- One AC meeting in July: Funding- Open House in July- Regional Transportation Plan Project List Update	Jamie Damon/Katie Mangle
6:30	Close	

**Meeting Summary
Milwaukie TSP Update
Advisory Committee Meeting #2**

Meeting Overview

The second meeting of the Advisory Committee for the Milwaukie Transportation System Plan Update was held on March 21, 2007 from 4:30pm – 6:30pm at the Milwaukie Masonic Lodge.

The purpose of the meeting was to update the committee on the technical work completed-to-date; have a focused discussion on the draft Goals and Policies; and hear a presentation on key findings from the existing conditions analysis.

The meeting was attended by 30 people including five members of the public and four children

Agenda

4:30	Welcome and introduction of new members	Jamie Damon
	Purpose of meeting and agenda review	Jamie Damon
	Project Update	Katie Mangle
	Presentation on updated Goals and Policies	Katie Mangle
	Round Table Discussion: suggested changes to Goals	All
	Key Findings from the Existing Conditions analysis	Carl Springer
	Next steps	Jamie Damon/ Committee
6:30	Close	

Introductions, Meeting Purpose, and Agenda Review

Project team members, including the city staff and the consultant team, introduced themselves and their role in the project. New committee members each introduced themselves and the community, agency, or area of interest they were representing.

Jamie reminded the group of the protocols developed at meeting #1. Jamie also welcomed members of the public at the “Public Table” and encouraged them to participate in the discussions.

A member of the committee had a comment about the meeting summary from Advisory Committee (AC) meeting #1, page 11. The staff response to the comment regarding “Increased density is not the best solution to transit” did not seem to relate to the comment, did it even warrant a response? Also on page 12, it was noted that the staff response to the comment related to river transit (Goal 1, Objective 4) did not include that there was no resolution to the exploration of river transit as part of the South Corridor Alternatives Analysis in 2003.

Project Update

Katie gave the following update:

- The Working Group/Workshop kickoff meeting was held on February 24, 2007 and was attended by approximately 80 people.
- Working Group and Workshop meetings are scheduled for Bike/Ped on March 24; Transit on April 7; Parking on April 12; and Freight on April 13. Meetings will be scheduled soon for Traffic and Street Design.
- All meeting dates and information are posted on the City’s website.
- The web survey will be closing at the end of this week and all AC members are encouraged to respond. As of this meeting, 149 responses have been received.
- The next phase of technical work is the Future Conditions analysis.

Goals and Policies Presentation

Katie presented the updated goals and policies in a power point slide show to help the AC see how their input has been incorporated. Katie emphasized that the work of the AC is to focus on the goals, as this will provide important direction to the Working Groups and Workshops. The Working Groups and Workshops will focus on the policies and action items. A member of the AC asked if the goals were in priority order, Katie said they are not.

Goals Discussion

Jamie led the group through a table and large group discussion to solicit suggested changes to the goals. The group began with a 25-minute discussion at their tables using a worksheet. The work of each table group was to edit each goal and reach a table consensus on what they would recommend and why. Each table group was asked to appoint a “scribe” to capture the group’s input on the worksheet and a “reporter” to report the group’s consensus to the full group. Jamie noted that each table group had a resource person to assist with the discussion. At the end of the 25-minute table work sessions, Jamie asked each group to do a “green sheet consensus” whereby each group simultaneously would hold up a green sheet of paper if their table group had no changes to the proposed goal as written on the worksheet. Those table groups without a green sheet in the air were asked to share their revisions. The combined group’s revisions are as follows. The red indicates new proposed language; the numbers in red indicate a proposed new order of the goals; crossed-out words are suggestions for removal; and bulleted points contain more general comments related to that goal.

Goal 1 (4) : Plan, develop and maintain a ~~versatile balanced~~ transportation system that is ~~cost effective and~~ provides ~~efficient alternative (or “diverse”)~~ travel choices. ~~and reduces the number of trips by single-occupant vehicles.~~

- Or have latter part of sentence read “...travel choices allowing people to reduce the number of single occupant vehicles.
- Define “transportation system” and “travel choices” in the policies.

Goal 2 (7) : Develop and maintain a transportation system that reduces ~~travel time (or distance)~~ the length of travel and limits ~~(or “manages”)~~ congestion.

- Possibly add language about trip reduction here?
- Possibly combine with Goal 3?
- Do not combine 2 and 3!

Goal 3 (2) : Develop and maintain a transportation system that is safe and crime free transportation system.

- Elaborate what we mean by safety in the policies.
- Be sure to include sidewalks, speed cushions, speed control, and reducing transportation corridor crime in policies.
- Include how street design effects public safety in the policies.

Goal 4 (1) : Design and construct transportation facilities in a manner that ~~enhances~~ ~~integrates well into~~ the Livability of Milwaukie’s ~~established neighborhoods and business community.~~

- “Enhances” is a fuzzy word – it is too vague.
- Many ways to define livability: social network, low traffic volumes on local streets, safe streets, goods and services readily available, lack of congestion, lack of noise, and lack of cut through traffic.
- “Enhances” is good because if it doesn’t improve it, why do it?

Goal 5 (9) : Promote the development of Milwaukie, ~~(or, “the North Clackamas region”),~~ regional, ~~the~~ and state, ~~and the national~~ economies through the efficient movement of people, goods, services, and ~~the distribution of~~ information ~~in a safe manner.~~

- It seems pretty lofty to include the national economy!
- Safety is addressed in Goal 3 – don’t mix.

Goal 6: Establish and maintain a ~~context sensitive~~ set of transportation design and development regulations **in a scale appropriate to the local area served (or, “that is sensitive to local conditions”)**.

- Is this addressed in the livability goal? Do we even need this?
- Perhaps move the “design and development regulations up front to be more clear what the purpose of this goal is.
- “Context sensitive” is jargon – doesn’t mean anything to lay people
- This goal is not clear

Goal 7 (5) : Provide a **sustainable** transportation system that meets present needs while facilitating the needs of ~~without compromising the ability of future generations. to meet their needs.~~

- Concerned that this goal is too abstract, difficult to measure.
- Be sure to add promoting greener street design methods in the policies
- Choices must “do no harm” to the future
- Consider combining 7 and 9

Goal 8: Develop a transportation system that is consistent with the City’s Comprehensive Plan **and that coordinates with county, ~~adopted~~** state and regional plans.

- Do we need to say something about Metro or state mandates?
- Where does land use fit? Jobs/housing balance and open space?

Goal 9 (3) : Efficiently **allocate** ~~use~~ funding sources to implement recommended transportation system improvement projects ~~recommended in the TSP.~~

- How do we adapt to long term changes? This could be included into Goal 9

Goal 10: **Pursue additional and creative funding sources to implement transportation system plan improvement projects.**

- Additional sources could include developer service fees.

In addition, several groups suggested that if the goals are not in priority order, please make explicit in the preamble of the document.

Existing Conditions

Carl presented the key findings from the Existing Conditions analysis. The Existing Conditions is Chapter 3 of the Transportation System Plan. The purpose of the chapter is to document the existing transportation facilities in the study area, as well as provide a basis of knowledge and a benchmark that is essential for the future assessment of transportation performance in the City relative to desired policies. The group reviewed the draft Chapter 3 and had the following comments:

- The intersection of Linwood, Harmony, and Railroad is a very important intersection to analyze.
- There are a few inaccuracies in the sidewalk inventory.
- The table 3-8 SPIS Ratings, intersection number 4, 19 and 18 don't correspond with the study intersections.
- What does 'AADT' mean? *Staff Response: Average Annual Daily Traffic*
- Will there be more traffic counts taken because there are none on Railroad Ave. *Staff Response: We took counts on streets that turn off of Railroad Ave.*
- Would like to see a graphical representation of the accident data and larger dots.
- Would like to have the appendix available.

Katie encouraged the group to get additional comments to her by April 6.

Next Steps

- **The next meeting of the AC is May 16, 4:30 - 6:30 p.m.**
- **Remember to attend the upcoming Workshops and Working Group meetings in which you are interested.**
- **The revised goals will be e-mailed to the group.**
- **The next meeting will focus on the Future Conditions analysis and the web survey results.**

Milwaukie 2007 TSP

Table of Contents

Chapter Title		City Review	AC Review	Draft on City Website
Chapter 1	User's Guide			
Chapter 2	Transportation Goals, Plans and Policies	√	√	Pending
Chapter 3	Existing Conditions	√	√	Pending
Chapter 4	Future Demand and Land Use	√	√	
Chapter 5	Pedestrian Plan	Pending		
Chapter 6	Bicycle Plan	Pending		
Chapter 7	Public Transit Plan			
Chapter 8	Auto/Street Network Plan (must include Transportation Demand Management)			
Chapter 9	Freight and Other Modes Plan (Air, Rail, Water, Pipeline)			
Chapter 10	Street Design			
Chapter 11	Neighborhood Traffic Management			
Chapter 12	Parking			
Chapter 13	Funding and Implementation Plan			
Chapter 14	Plan Implementation Recommendations for ordinance amendments (zoning, subdivision, public works construction standards)			

4

Future Forecasting Process

Travel Demand and Land Use

The Milwaukie Transportation System Plan (TSP) update addresses existing system needs and additional facilities that are required to serve future growth beyond the 2015 forecast year of the existing TSP. Metro's urban area transportation forecast model is used to determine future traffic volumes in Milwaukie. This forecast model translates assumed land uses into person trips, selects travel modes and assigns motor vehicles to the roadway network. These traffic volume projections form the basis for identifying potential roadway deficiencies, and for evaluating alternative circulation improvements. This chapter will describe the forecasting process including key assumptions and the land use scenario developed from the existing Comprehensive Plan designations and allowed densities.

Projected Land Use Growth

Land use is a key factor in developing a functional transportation system. The amount of land that is to be developed, the type of land uses and how the land uses are mixed together have a direct relationship to expected demands on the transportation system. Understanding the amount of land to be developed, and the type of land use, is critical to taking actions to maintain or enhance transportation system operation.

Projected land uses are developed for the study area and reflect Milwaukie's Comprehensive Plan and Metro's land use assumptions for the year 2030.¹ Complete land use data sets are developed for the following conditions.

- Existing 2005 (base travel forecast for the region)
- Future 2030 Conditions

¹ Metro works cooperatively with local agencies to determine local existing and future land uses that incorporates existing land uses and reflects input from local agencies. These land uses are then regionally adopted and updated when new travel demand models are developed in the future.

The following sections summarize the forecasted growth in land uses that influence travel within the City of Milwaukee.

Growth within Milwaukee

The base year travel model is updated periodically to reflect the most current and up to date inputs related to land use for the region. For this study effort the available base model provided by Metro represents land uses for 2005. This land use database includes the number of dwelling units (housing), retail employees, service employees, and other employees. Table 4-1 summarizes the aggregated land use inputs for the 2005 base and future 2030 scenarios within the Milwaukee TSP update study area. This land use is broken up within the study area through a series of smaller areas called Transportation Analysis Zones (TAZs). Each TAZ contains a portion of the households, retail, service and other employees. A detailed summary of the uses for each Transportation Analysis Zone (TAZ) within the Milwaukee study area is provided in the technical appendix.

Table 4-1: Milwaukee TSP Study Area Land Use Summary

Land Use	2005	2030	Increase	Percent Increase
Households (HH)	9,209	10,791	1,582	17%
Retail Employees (RET)	1,697	2,313	616	36%
Service Employees (SER)	2,769	4,627	1,858	67%
Other Employees (OTH)	7,643	8,531	888	12%

SOURCE: Metro

As land uses change in proportion to each other (i.e. a significant increase in employment relative to household growth), there is a shift in the overall operation of the transportation system. Retail land uses generate higher amounts of trips per acre of land than households and other land uses during the PM peak period. The location and design of retail land uses in a community can greatly affect future transportation system operation. Additionally, if an area within the city is homogeneous in land use character (i.e. all employment or residential), the transportation system typically supports significant trips coming to or from the area rather than within the area. Ideally, there should be a mix of residential, commercial, and employment type land uses within a close area so that some residents may work and shop locally, reducing the need for residents to travel long distances.

Table 4-1 indicates that significant employment growth (approximately 3,400 jobs) is expected within the City of Milwaukee in the next 20 years. The transportation system should be monitored to make sure that land uses in the plan are balanced with transportation system needs. A primary purpose of this TSP update is to determine those needs and help identify transportation projects for all modes that help balance the future needs with the forecasted 2030 land uses.

As previously mentioned, the land use data within the City of Milwaukie is grouped into smaller geographical areas called Transportation Analysis Zones (TAZs). Each TAZ contains a portion of the land use within the entire study area. It is this land use that creates motor vehicle trips, as well as trips by other modes such as pedestrian, bicycle and transit. Within the study area there are approximately thirty-one (31) original TAZs. These 31 TAZs were subdivided as part of this plan to better locate land uses (and the potential for motor vehicle trips) as a more refined level. The subdivision took the original 31 TAZs and split them into approximately 90 TAZs. This process is called disaggregation. To better represent where these TAZs were disaggregated, the original and disaggregated TAZ boundaries can be found in Figure 4-1.

Metro Area Transportation Model

A determination of future traffic system needs in Milwaukie requires the ability to accurately forecast travel demand resulting from estimates of future population and employment for the City. The objective of the transportation planning process is to provide the information necessary to make decisions on where and when improvements should be made to the transportation system to meet future travel demand. Metro uses VISUM, a computer based transportation modeling program, to process the large amounts of data related to land use and person trips for all modes of travel for the Portland Metropolitan area. The modeling process for the Milwaukie TSP update uses the 2005 and 2030 travel demand models during the PM peak period to develop future forecasts within the city of Milwaukie. These models are consistent with the 2004 Metro Regional Transportation Plan (RTP)

Future travel demand forecasting can be divided into several distinct but integrated components that represent the logical sequence of travel behavior (see Figure 4-2). These components and their general order in the traffic forecasting process are as follows:

- **Trip Generation** – This stage of the modeling process converts the land use into total person trips.
- **Trip Distribution** – This step determines the locations that these trips would go to and come from within the region.
- **Mode Choice** – Once the total person trips are generated, this step in the modeling process determines which mode of travel (i.e. motor vehicle, bicycle, pedestrian, transit, carpool, etc.) that each trip will make.
- **Traffic Assignment** – The final step in the modeling process assigns the trips by mode to specific routes in the transportation network that match the trip distribution locations.

FIGURE 4 - 1

TRANSPORTATION ANALYSIS ZONES

May 2007

LEGEND

- Major Streets
- Streets
- Railroad
- Original Metro Transportation Analysis Zones
- Disaggregated Transportation Analysis Zones
- Water
- City Limits
- Transportation Analysis Zone Number

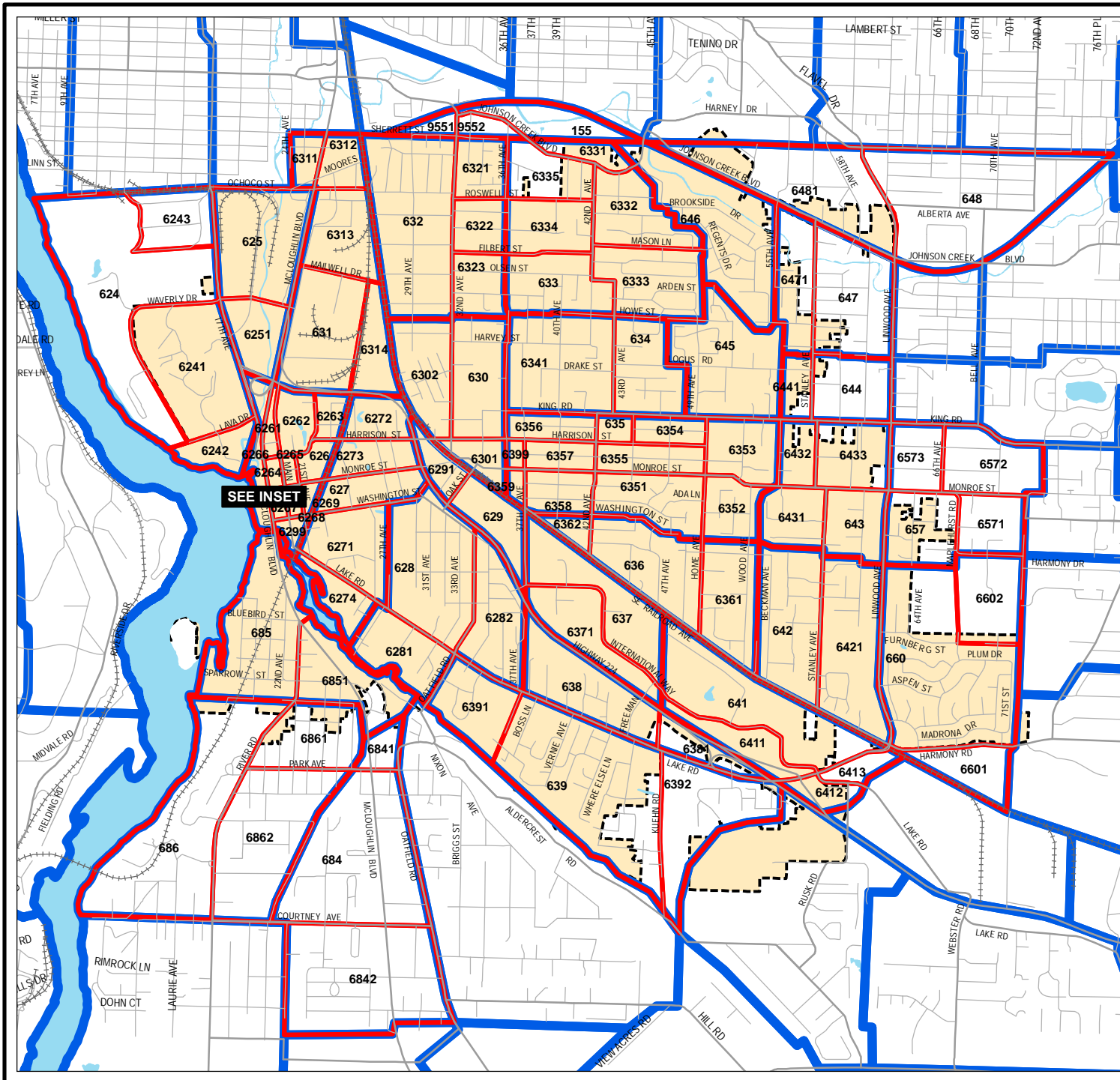
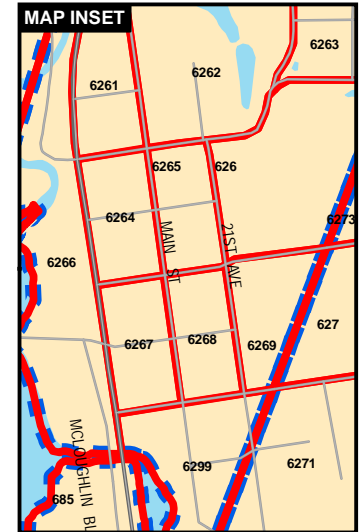
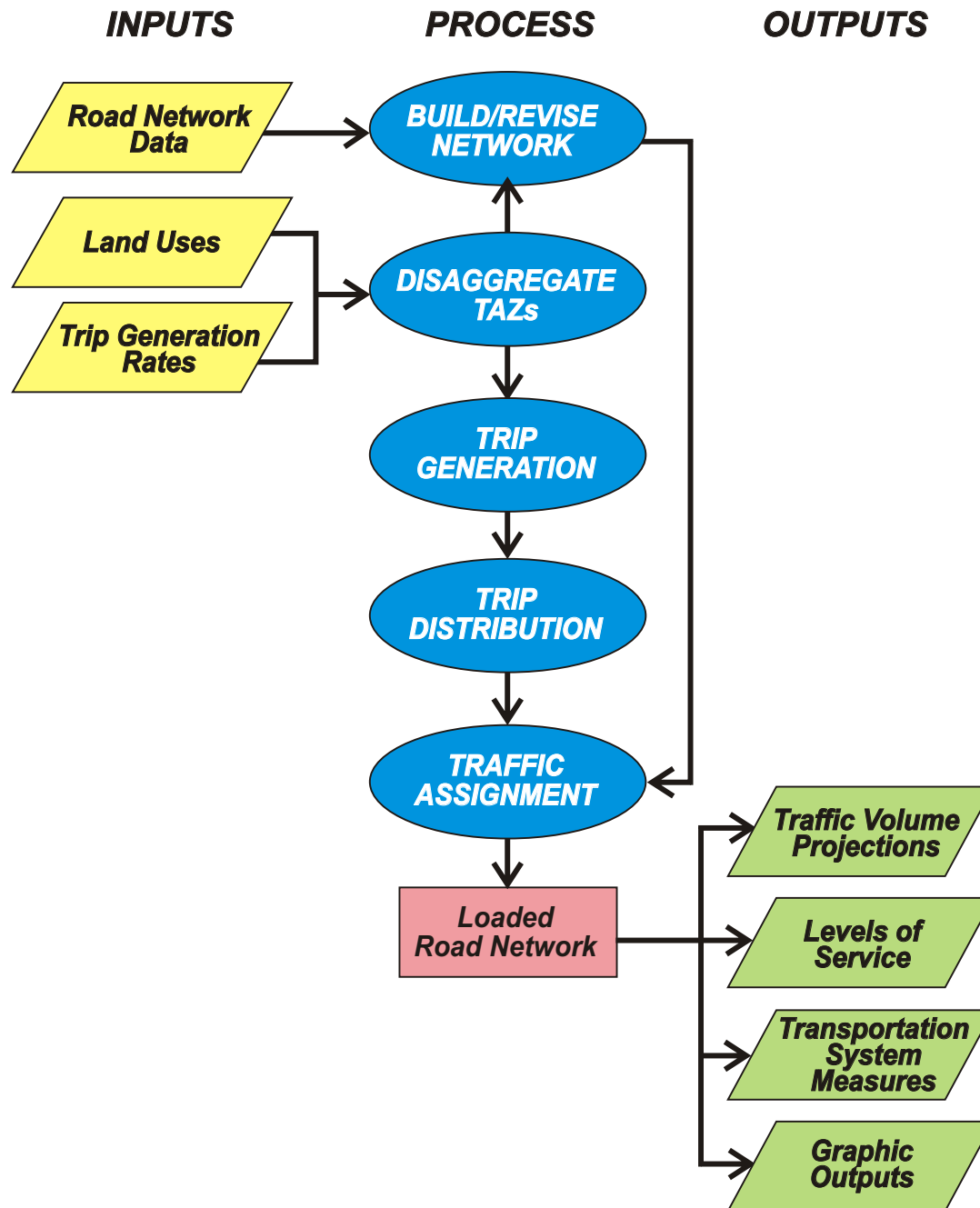




FIGURE 4-2

**MODEL
PROCESS**

May 2007



The base roadway network in the 2005 existing traffic model reflects the current street and roadway system. The future 2030 roadway system in the Metro model consists of the Regional Transportation Plan (RTP) financially constrained system, which means it includes projects for which funding has been currently identified, and the model also includes the prior 2015 Milwaukie TSP improvements that have identified funding strategies. Improvements in each of these plans (the RTP and TSP) were then validated in the study process. Forecasts of PM peak period traffic flows were produced for every major roadway segment within Milwaukie. Traffic volumes were projected on all arterials and most collector streets. Some local streets were included in the model, but many are represented by TAZ connectors in the model process.

Trip Generation

The trip generation process translates land use quantities (number of dwelling units, retail employees, service employees and other employees) into vehicle trip ends (number of vehicles entering or leaving a TAZ or sub-TAZ) using trip generation rates established during the model verification process. The Metro trip generation process is elaborate, entailing detailed trip characteristics for various types of housing, retail, service, and other employment, and special activities. Typically, most traffic impact studies rely on the Institute of Transportation Engineers (ITE) research for analysis.² The model process is tailored to variations in travel characteristics and activities in the region. For reference, Table 4-2 provides a summary of the approximate average evening peak hour trip rates used in the Metro model. These are averaged over a broad area and, thus, are different than driveway counts represented by ITE for similar land uses. This data provides a reference for the trip generation process used in the model.

Table 4-2: Approximate Average PM Peak Period Trip Rates Used in Metro Model

Unit	Average Trip Rate/Unit		Total
	In	Out	
Household (HH)	0.57	0.27	0.85
Retail Employee (RET)	0.75	1.15	1.90
Service Employee (SER)	0.33	0.51	0.84
Other Employee (OTH)	0.09	0.35	0.44

SOURCE: DKS Associates/Metro Regional Travel Demand Model

Table 4-3 summarizes the total estimated 2005 and 2030 motor vehicle trips for the City of Milwaukie as well as the estimated growth in vehicle trips during the PM peak period (2-hr peak). Using the forecasted land use and calculated trip rate values, the total number of in- and out-trips can be produced for each TAZ in the region. Vehicle trips in Milwaukie are

² *Trip Generation Manual*, 7th Edition, Institute of Transportation Engineers, 2003.

expected to grow by approximately 9 percent between 2005 and 2030 if the land develops according to the 2030 land use assumptions. Assuming a 25-year horizon to the 2030 scenario, this represents annualized growth rate of approximately 0.36 percent per year.

Table 4-3: Milwaukie Vehicle Trip Generation (2-Hour PM Period)

	2005 Trips	2030 Trips	Percent Increase
Milwaukie TSP update Study Area	26,166	28,530	9%

SOURCE: Metro Regional Travel Demand Model

Trip Distribution

This step estimates how many trips travel from one area in the model to any other area. Distribution is based on the number of trip ends generated in each TAZ zone pair, and on factors that relate the likelihood of travel between any two TAZs to the travel time between the zones.

In projecting long-range future traffic volumes, it is important to consider potential changes in regional travel patterns. Although the locations and amount of traffic generation in Milwaukie are essentially a function of future land use in the city, the distribution of trips is influenced by expected congestion on roadways and regional growth, particularly in neighboring areas such as Portland, Oregon City and Clackamas County, as well as the unincorporated Clackamas County areas. The model and trip distribution can also be used to help define the number of internal, external and through trips for the City of Milwaukie. These types of trips are as follows:

- **Internal trips** are trips that start and end within the city limits of Milwaukie;
- **External trips** are trips that either start in Milwaukie and end outside the city, or start outside the city and end within the city; and
- **Through trips** are trips that pass through Milwaukie and have neither an origin nor a destination in Milwaukie.

Table 4-4 quantifies the internal, external, and through trips for all roadways within the City of Milwaukie, as forecast by the Metro regional travel demand model for 2005 and 2030. The number of internal versus external or through trips reveals that very few of the people who work or live in Milwaukie also work or live in the city. The much larger number of external than internal trips represents people who either live outside of Milwaukie and work in the city, or people who live in Milwaukie but work outside of the city. The high number of through trips through the city indicates that the City of Milwaukie acts as a conduit for a significant number of people between their jobs and homes, both of which are outside the city limits of Milwaukie. Comparing the percentage of trips for the model year 2030 versus 2005, shows there is a slight decrease in the percentage of internal and external trips during the PM

peak period. It also can be seen that the percentage of through trips increases over the 25 year time span. It is important to note that the percentage of through trips is projected to increase much faster than the external trips types and become the dominate trip form within the city during the PM peak period.

Table 4-4: Milwaukie Vehicle Trip Distribution (2-Hour PM Period)

Trip Type	2005	2030	Delta
Internal (I – I)	9%	7%	- 2%
External (X– I or I - X)	46%	43%	- 3%
Through (X - X)	45%	50%	+ 5%

SOURCE: DKS Associates/Metro Regional Travel Demand Model

Mode Choice

This step in the modeling process determines how many trips will be made by various modes (single-occupant vehicle, transit, carpool, pedestrian, bicycle, etc.). The 2005 mode splits are incorporated into the base model and adjustments to that mode split may be made for the future scenario, depending on any expected changes in transit or carpool use. These considerations are built into the forecasts used for 2030. Based upon analysis of the forecasted mode choice in 2030, an analysis was performed to determine the level of non-single occupant vehicle (SOV) mode share. The travel model provides estimates of the various modes of travel that can be generally assessed at the transportation analysis zone level. Figure 4-3 summarizes the level of non-SOV mode share estimated for 2030 using the regional travel demand forecast model in comparison to the modal targets established in the RTP through Table 1-3 of the RTP. Generally, the areas served by transit service have the highest levels of non-SOV mode choice.

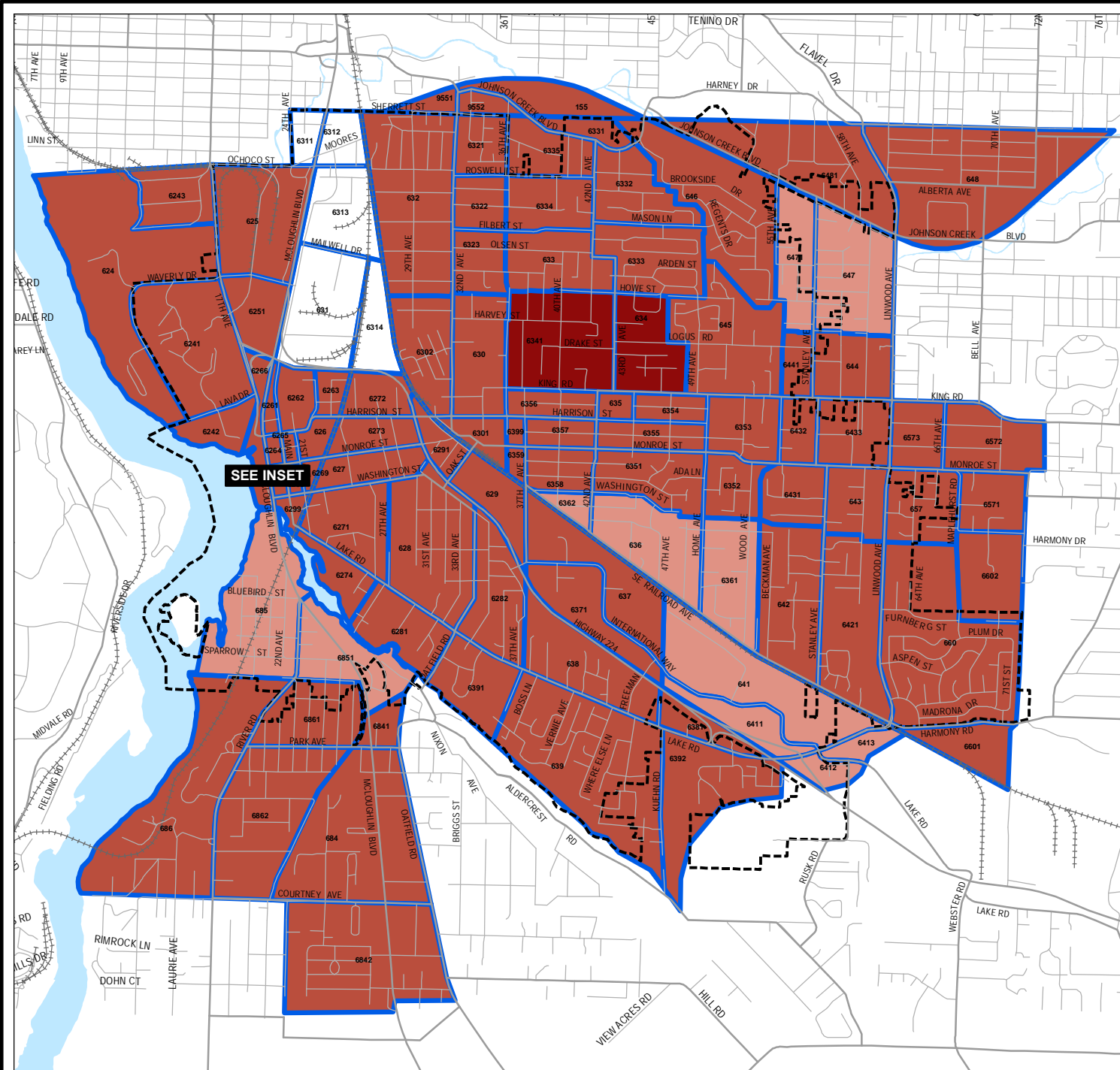
Traffic Assignment

In this process, trips from one zone to another are assigned to specific travel routes in the network, and resulting trip volumes are accumulated on links of the network until all trips are assigned.

Network travel times are updated to reflect the congestion effects of the traffic assigned through an equilibrium process. Congested travel times are estimated using what are called “volume-delay functions” in VISUM. There are different forms of volume/delay functions, all of which attempt to simulate the impact of congestion on travel times (greater delay) as traffic volume increases. The volume-delay functions take into account the specific characteristics of each roadway link, such as capacity, speed and facility type. This allows the model to reflect conditions somewhat similar to driver behavior.



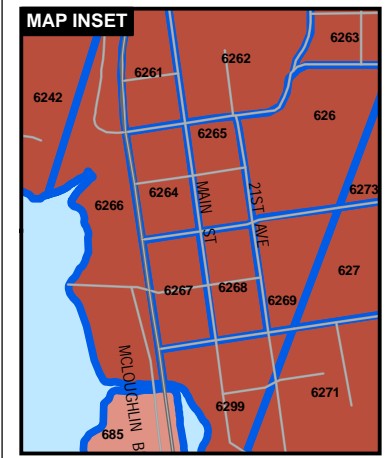
FIGURE 4 - 3
2030 RTP FINANCIALLY CONSTRAINED NON-SOV PERCENTAGE
May 2007



SEE INSET

LEGEND

- Disaggregated Metro TAZ
Transportation Analysis Zone Number
City Limits
2030 Committed Non-SOV (Single Occupancy Vehicle) Percentages by TAZ
Less than 40 percent
40 to 45 percent
46 to 55 percent
Greater than 55 percent



Model Verification

The base 2005 traffic volumes from the regional model were compared against actual traffic volume counts at specific locations on key arterials and at key intersections. These key intersections and corridors created “screenlines” (imaginary lines drawn across the transportation system that intersect many roadways). The screenlines are used to back-check the actual volume against the model volume to make sure that the model is predicting traffic volumes and travel patterns that reflect actual existing conditions. Most arterial traffic volumes meet screenline tolerances for forecast adequacy.³ If roadways and/or intersection volumes are not within this tolerance, modifications to the roadway network in the base model are made to help adjust and calibrate to model to bring those volumes to within acceptable tolerance levels. These same changes in the base model are made to the future model if those changes do not conflict with a planned project in the future model (i.e. a roadway being widened or improved). Based on this performance, the existing and future models are used for future forecasting and assessment of circulation change.

Model Application to Milwaukee

Intersection turn movements were extracted from the model at study area intersections for both the base year 2005 and forecast year 2030 scenarios. A “post processing” technique is utilized to refine model travel forecasts to the volume forecasts utilized for 2030 intersection analysis. Post processing is a methodology that employs using existing count data, base year model data and future year model data to help determine future volumes by adding the increment of growth in volumes between the future and base year models to the existing count data. This methodology minimizes the effects of any model error by adding the increment of growth projected based on changes in land use to the base year counts.

³ Typically within a 10% variance or less.

Milwaukie Transportation System Plan Survey Report • March 2007



Survey Summary

With assistance from the public involvement firm Jeanne Lawson and Associates, the City posted a survey on its website with the aim of learning more about what our citizens think about our transportation system.

The survey was posted between March 1st and March 25th; 158 people took the 12-question survey.

In addition to learning about basic demographics, the questions were designed to gather information regarding how they use the transportation system and how they think it could be improved.

A complete copy of the survey is on pages one and two of this report.

We made paper surveys available; however all of our responses came via the internet. To make the survey more widely available to those without internet access, City staff posted signs advertising the survey at the Ledding Library's computer stations. It should also be pointed out that respondents were self-selecting, therefore, this is not a scientific survey.

A substantial amount of outreach was conducted in getting the word out on this survey.

What follows is a summary of the outreach:

- *Advertised in the front page of the March Pilot*
- *Story and link on home page of City website*
- *Posters put in all bus stops Downtown Milwaukie*
- *Emails sent to all TSP interested person's list*
- *Emails sent to all NDA members*
- *Emailed to Waldorf School*
- *Sent to all Milwaukie area North Clackamas Schools, including distribution to over 1300 recipients via the Milwaukie High School "E-News."*
- *Hand-delivered to Downtown Milwaukie businesses*
- *Article on BikePortland.org*
- *The TSP survey flyer was provided (in print copy or electronically, depending on preference,) to:*
- *Dark Horse Comics*
- *Albertsons (at Milwaukie Marketplace, handouts distributed with paychecks to all 87 associates)*
- *Pendleton Woolen Mills*
- *Reliable Credit*
- *Hoya*
- *OECO*
- *Bob's Red Mill*
- *Johnson Controls*



City of Milwaukie Transportation System Plan Update Survey

The City of Milwaukie is updating its Transportation System Plan. This citywide long-range transportation Plan describes and analyzes the City's existing transportation system; lists and prioritizes needed changes; and identifies funding sources. The Plan addresses all forms of transportation: driving, walking, biking, transit, rail and truck freight. The existing Plan was developed in 1997 and based on growth projections to the year 2015. Over the past ten years, projects have been implemented, the community has grown, and transportation needs have changed. The City will use your input to update the Plan and set new priorities based on growth projections to the year 2035. Please take a few minutes and help shape the future of our transportation system. The surveys are due March 21, 2007 and can be returned to Community Services, c/o Beth Ragel, 10722 SE Main St., OR 97222

1. Zip Code (Required)

2. Nearest Milwaukie intersection to where you live. If you don't live in Milwaukie, then indicate nearest intersection to your place of employment in Milwaukie. (Required)

3. Age

4. Gender

5. Tell us about yourself: "In Milwaukie, I..." (Check all that apply.)

- Own a home and/or property
- Rent a home/apartment
- Work
- Own a business
- Manage a business
- Other (please specify):

6. How do you usually get around? (Check all that apply.)

- Car
- Carpool
- Bus
- Bike
- Walk
- Other:

7. On a typical day, how many miles do you travel?

- Less than one mile
- 1 - 5 miles
- 6 - 10 miles
- More than 10 miles

8. How satisfied are you with the following aspects of Milwaukie's transportation system?

	<i>Very Satisfied</i>	<i>Satisfied</i>	<i>Don't use/ Don't know</i>	<i>Needs Improvement</i>	<i>Dis-satisfied</i>
Bicycle access and safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian access and safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driving to places within Milwaukie	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driving to places outside of Milwaukie	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public transit service (TriMet)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Elderly & disabled transportation services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Freight movement (truck and rail)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. The Transportation System Plan will guide how the City addresses transportation priorities for the next 20 years. According to state, regional, and national projections it is expected that:

- Traffic on Highways 99E and 224 will increase.
- Population in Milwaukie and the region will increase.
- The population of Milwaukie and the nation as a whole will be older.
- Federal, State, and regional transportation funding will not keep up with transportation needs.

Given these trends, what should be the three highest priorities for the City? (Check no more than 3 boxes.)

- | | |
|---|---|
| <input type="checkbox"/> Improve the bicycling network | <input type="checkbox"/> Improve the downtown parking situation |
| <input type="checkbox"/> Maintain the existing street system | <input type="checkbox"/> Preserve freight mobility |
| <input type="checkbox"/> Calm speeding traffic local streets | <input type="checkbox"/> Reduce environmental impacts |
| <input type="checkbox"/> Resolve existing safety issues | <input type="checkbox"/> Enhance Milwaukie's transit service |
| <input type="checkbox"/> Support downtown revitalization | <input type="checkbox"/> Make the street network more efficient |
| <input type="checkbox"/> Complete existing streets by adding pedestrian and drainage improvements | |
| <input type="checkbox"/> Other: | |

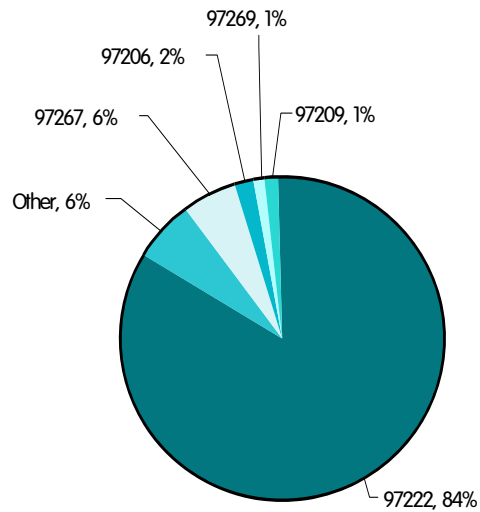
10. Why are these the most important issues to address? (Attach separate sheet if necessary.)

11. If you had \$10 to spend on addressing transportation issues, how would you spend it? (Example: If you'd like to spend \$3 on something, place a 3 in that box.)

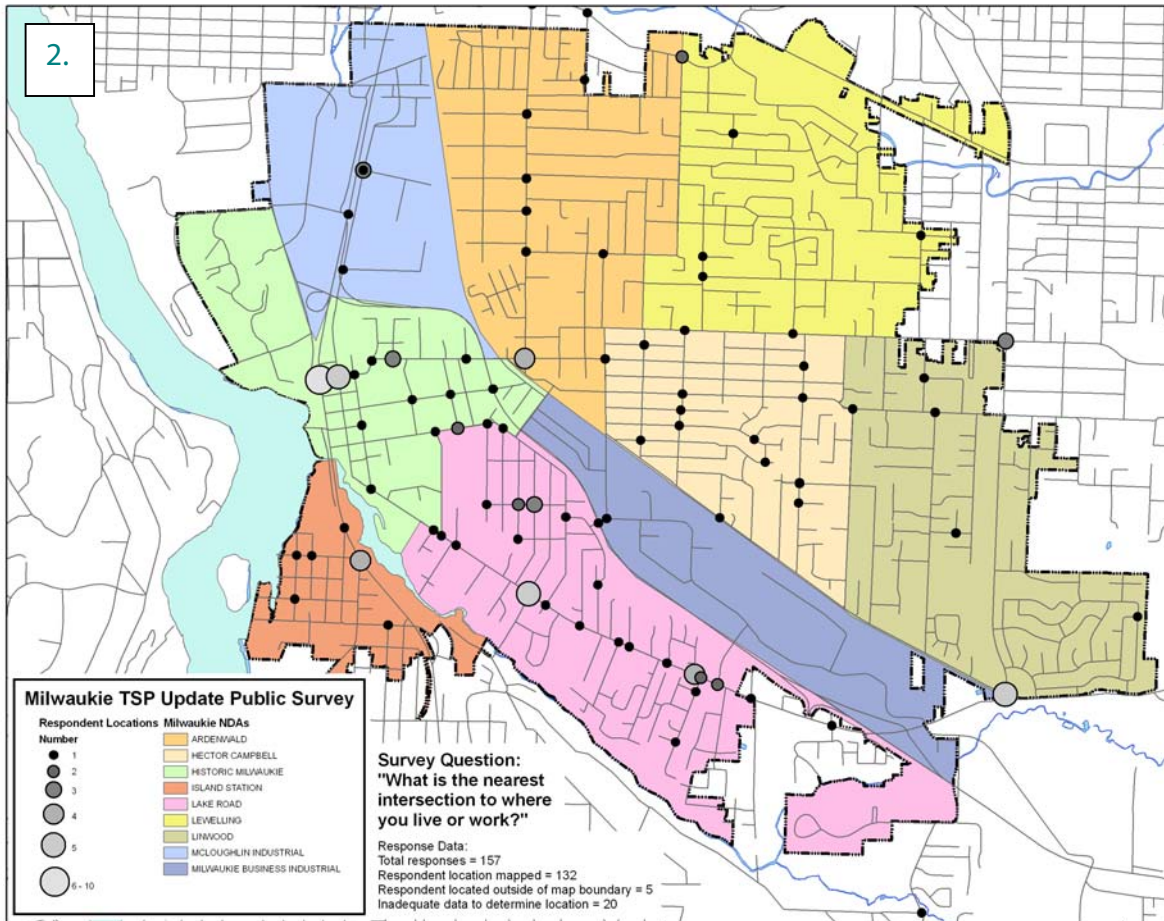
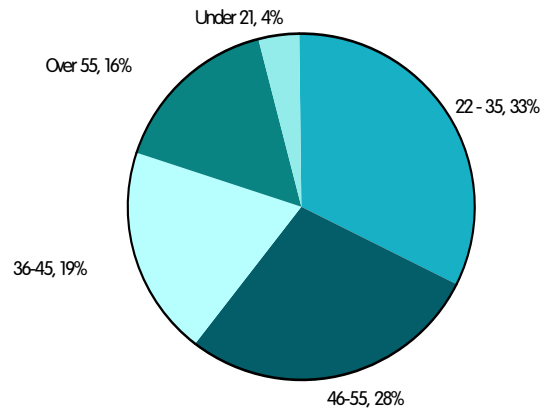
- Install more traffic control devices (e.g. stop signs, signals, etc.)
- Build a light rail transit (LRT) line connecting Milwaukie to downtown Portland
- Fill gaps in the sidewalk network
- Build public parking lots or structures in downtown Milwaukie
- Improve access to business and industrial areas
- Improve crossings over major corridors (e.g., Hwy. 99E, Hwy. 224, the railroad)
- Enhance the pedestrian environment with street trees, sidewalks, benches and bus shelters
- Increase bus frequency, improve coordination of schedules, and/or add bus routes

12. Twenty years from now, how will we know if we've done a good job planning for Milwaukie's transportation system? (Attach separate sheet if necessary.)

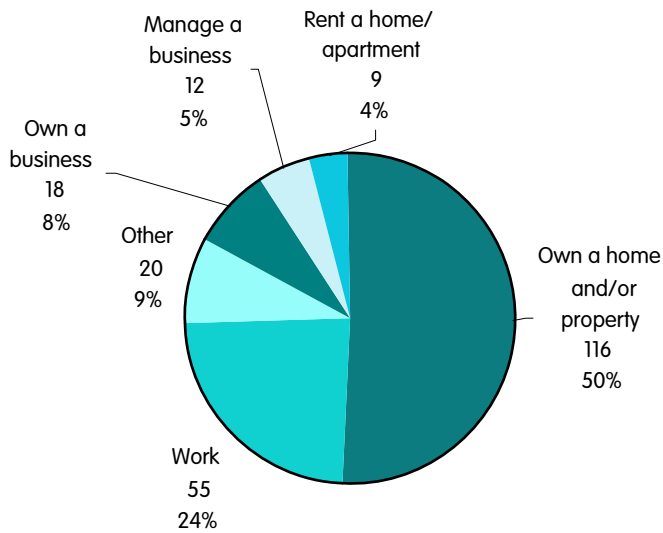
1. Respondent Zip Codes



3. Respondent Age



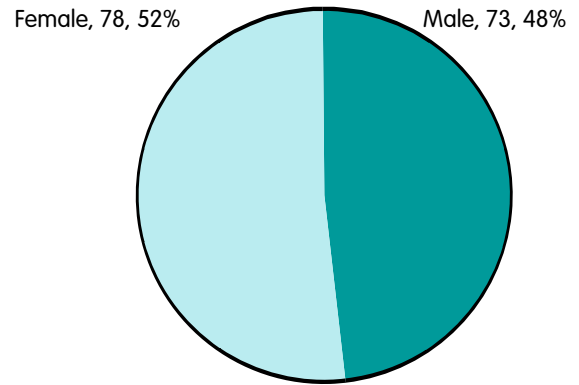
5. In Milwaukie I ...



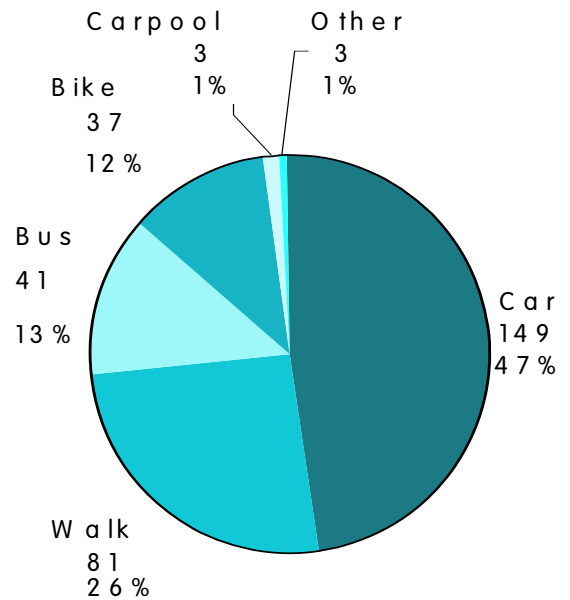
"Other" Responses

- Self employed/home office
- Student
- Visit Downtown businesses
- Children go to school in Milwaukie
- Member of community service organization in Milwaukie
- Walk to school

4. Respondent Gender



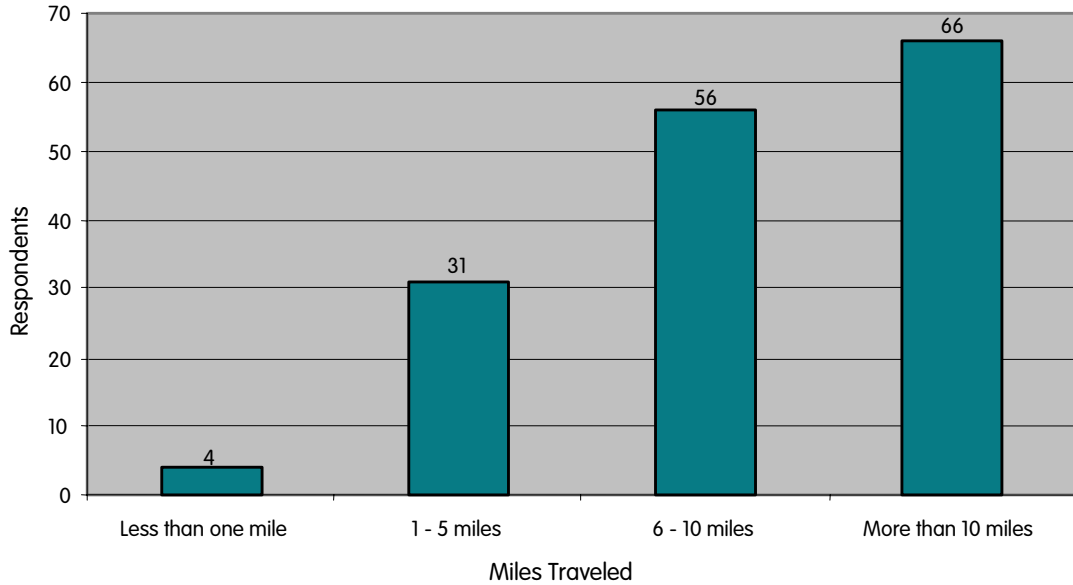
6. How do you usually get around?



"Other" Responses

1. Push scooter
2. Scooter
3. Max/Streetcar

7. On a typical day how many miles do you travel?



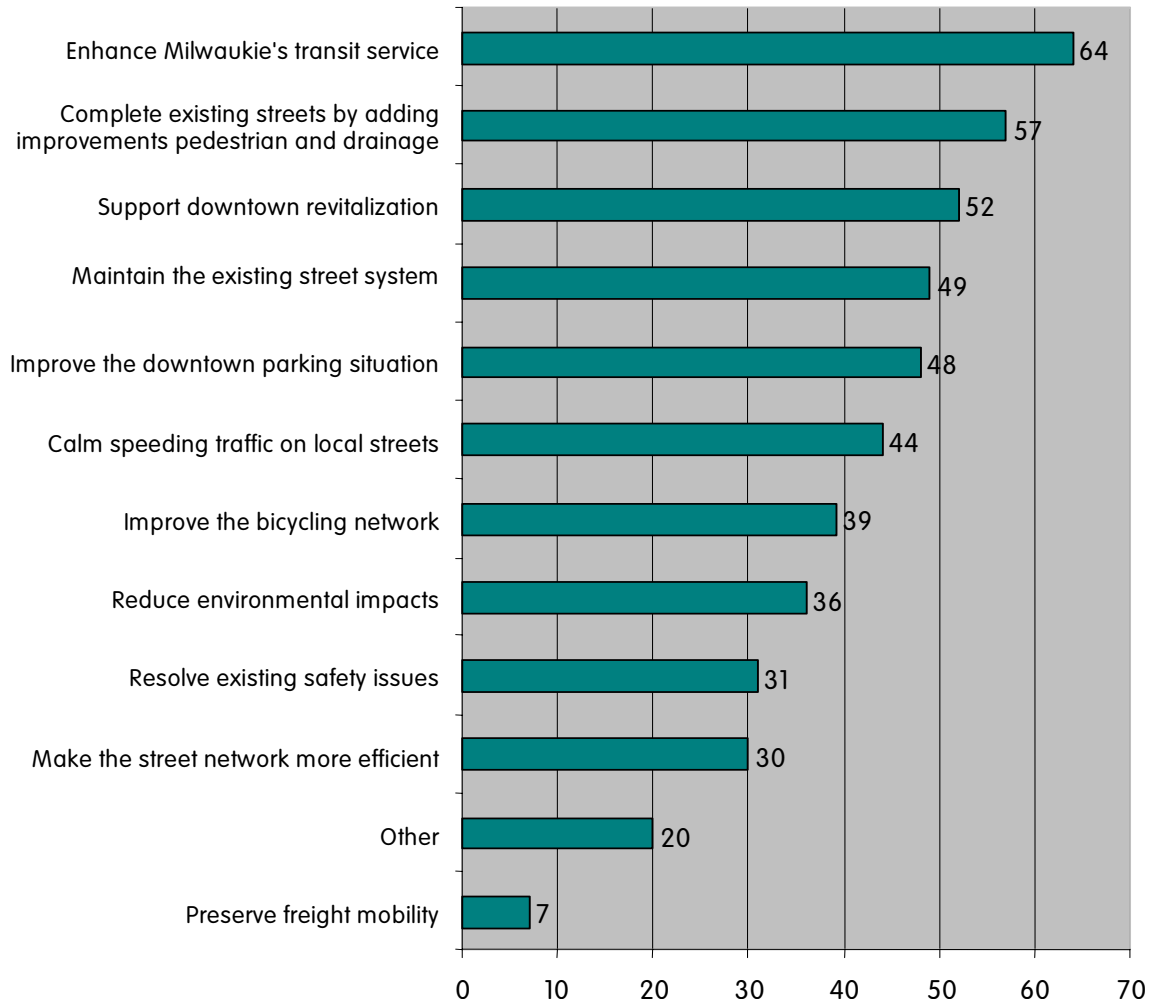
8. How satisfied are you with the following aspects of Milwaukee's transportation system?



* Not all respondents answered for each issue.

9. What should be the three highest priorities for the City?

* Respondents were asked to choose three priorities out of the 12 listed. The order of the priorities presented were randomized for each survey.



"Other" responses:

1. Stop subsidizing density
2. Make train crossings quiet zones
3. Add some stop signs
4. Improve pedestrian access to and around downtown and the riverfront
5. It's time to get the MAX out here folks!
6. Introduce Light Rail
7. Charge bikes for using bike lane
8. Increase the attention paid to alternative transit (bike, ped, mass transit)
9. Parking meters for downtown core
10. Add pedestrian refuge improvements to Highway 99
11. Incorporate the Urban Growth area to 205
12. Parking for those using TriMet
13. Coordinate lights on 224
14. More sidewalks for pedestrian safety
15. Expand borders of city
16. Encourage local 'town centers' that are accessible to peds & bikes thru rezoning around existing centers
17. Move Transit Center out of downtown
18. Quiet the Railroad Horns!!!!
19. Build new bridge across the river to the west
20. Need one bus ride to downtown without back tracking to transit center

10. Why are these the most important issues to address?

The essays written in response to this question covered many issues. City staff identified the following areas of concern. Many comments addressed several issues.

Full-unedited responses listed in Appendix A. Numbers represent individual responses listed.)

Pedestrian/Sidewalk Improvements: 31 Responses

(4, 5, 7, 8, 11, 14, 25, 27, 31, 33, 35, 37, 39, 41, 43, 49, 50, 52, 60, 61, 69, 70, 74, 76, 79, 83, 110, 112, 113, 123, 129)

Downtown Parking: 29 Responses

(3, 17, 20, 22, 37, 39, 41, 44, 47, 48, 59, 60, 63, 79, 90, 97, 98, 99, 111, 102, 103, 104, 105, 106, 107, 108, 109, 114, 118)

Strengthen Downtown Core: 27 Responses

(1, 8, 9, 16, 20, 22, 30, 38, 45, 52, 58, 66, 70, 78, 80, 85, 86, 91, 92, 96, 112, 116, 119, 124, 131, 132)

Street Maintenance: 22 Responses

(3, 12, 13, 14, 18, 26, 37, 38, 39, 41, 43, 35, 46, 57, 60, 61, 70, 71, 76, 77, 96, 119)

Neighborhood Traffic/ Safety: 21 Responses

(3, 5, 17, 35, 43, 44, 48, 60, 65, 66, 67, 80, 85, 87, 90, 92, 95, 100, 111, 128)

Support other modes of transportation other than the automobile: 18 Responses

(1, 19, 20, 21, 24, 26, 32, 33, 53, 62, 69, 86, 87, 88, 91, 120, 123, 132)

Environmental Concerns: 18 Responses

(27, 31, 44, 50, 51, 66, 68, 69, 77, 81, 89, 91, 92, 111, 116, 128, 129, 130)

Improve Bus Service: 17 Responses

(8, 24, 25, 27, 28, 50, 66, 67, 76, 77, 86, 100, 119, 121, 122, 127, 129)

Improve Bike Options: 17 Responses

(10, 27, 30, 31, 33, 39, 43, 49, 58, 69, 80, 83, 113, 115, 116, 127, 131)

Supportive of Light Rail: 11 Responses

(8, 11, 27, 29, 30, 38, 69, 85, 122, 131)

Address Traffic Congestion: 6 Responses

(8, 22, 34, 36, 65, 84)

No Light Rail: 6 Responses

(2, 5, 12, 15, 83, 110)

Add capacity to roads/support automobile use: 4 Responses

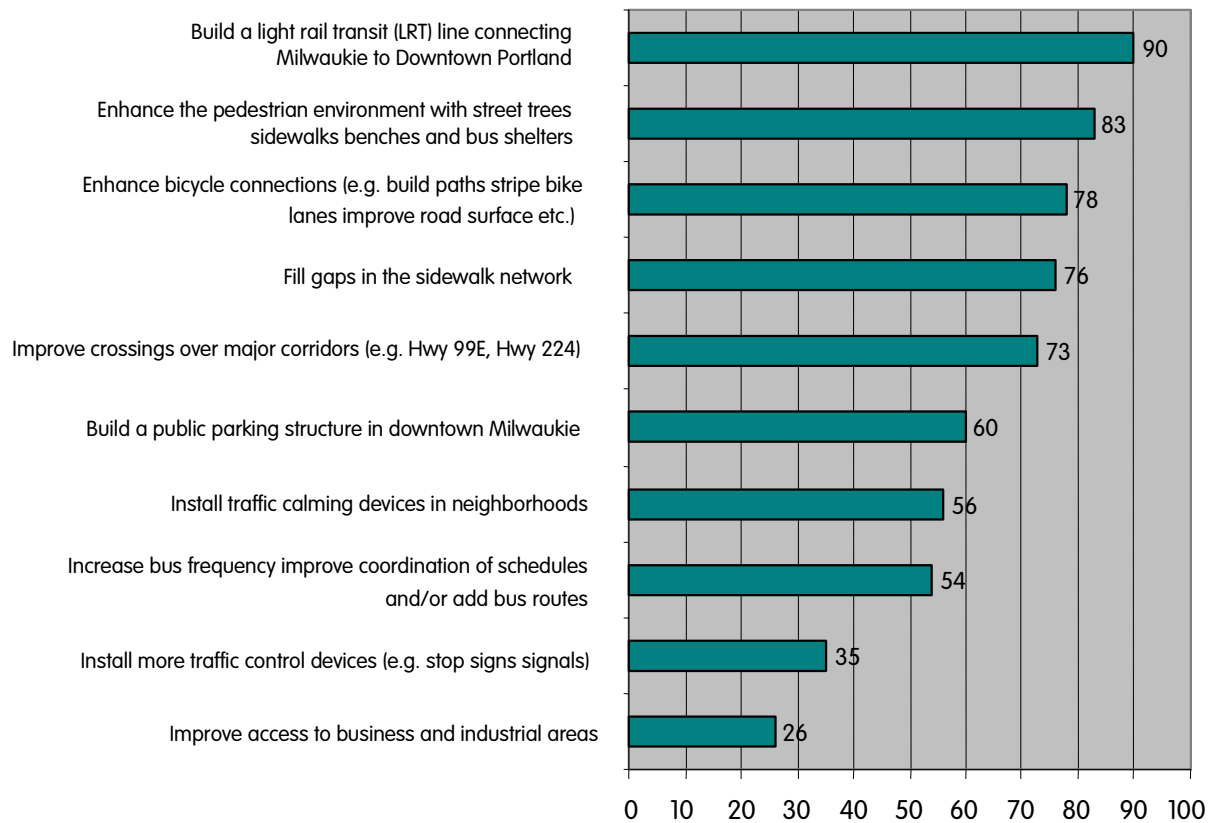
(2, 42, 93, 94)

Limit Density: 3 Responses

(2, 15, 23)

11. If you had \$10 to spend on addressing transportation issues how would you spend it?

* Respondents were asked, "If you had \$10 to spend on addressing transportation issues, how would you spend it.?" The order of the priorities presented was randomized for each survey.



12. Twenty years from now how will we know if we've done a good job planning for Milwaukee's transportation system?

Response Summary (Numbers indicate individual responses. Full unedited responses listed in Appendix B)

Less congestion than we have now: 33 Responses

(2, 4, 8, 17, 22, 24, 26, 27, 33, 35, 38, 40, 46, 48, 49, 51, 53, 58, 62, 64, 66, 68, 69, 70, 76, 77, 86, 91, 97, 98, 108, 113, 126)

More modes of transportation are available: 29 Responses

(1, 3, 14, 16, 18, 24, 25, 31, 32, 38, 50, 63, 73, 77, 78, 80, 87, 88, 90, 110, 113, 115, 116, 118, 119, 120, 122, 124, 128)

If we have a thriving downtown: 19 Responses

(1, 15, 17, 20, 24, 36, 38, 39, 42, 44, 45, 47, 65, 87, 89, 92, 97, 116, 122)

Milwaukee is served by light rail: 19 Responses

(1, 11, 14, 26, 32, 51, 66, 80, 91, 107, 155)

Better and safer pedestrian options: 13 Responses

(5, 18, 26, 32, 33, 35, 36, 43, 63, 68, 76, 109, 125)

Roads are in better condition: 12 Responses

(12, 18, 34, 41, 43, 46, 51, 63, 64, 76, 84, 126)

Slower neighborhood traffic: 10 Responses

(2, 5, 53, 62, 84, 87, 90, 107, 117, 124)

Sufficient Downtown parking: 7 Responses

(18, 36, 85, 99, 100, 102, 103)

Milwaukee has a healthier environment: 6 Responses

(52, 78, 89, 118, 125)

Milwaukee has safer roads & intersections: 6 Responses

(1, 3, 51, 55, 64, 95)

Better and safer bike options: 6 Responses

(26, 23, 35, 63, 109, 125)

Bus routes better serve the population: 5 Responses

(14, 27, 23, 33, 36)

Light Rail is no longer an option: 2 Responses

(2, 18)

More businesses move to Milwaukee: 2 Responses

(107, 104)

APPENDIX A ~ Full Responses to Question 10: Why are these the most important issues to address?

The number correlates to the order in which the comments were submitted- #1 represents the last comment received, #132 represents the first comment received.

1. I believe that maintaining a vibrant downtown core is the key to any good city. I also think that limiting single-occupancy vehicle trips enhances city life, thus improving public transportation, pedestrian, and bike access are all keys to success. I'd love to see downtown take off and become a desirable destination for all kinds of people.
2. I'm afraid to check a box that might have 2 meanings, mine and yours. we need to add capacity to roads that can't move at the posted speed. We should have a goal of moving traffic at the posted speed. If the city mandates density. it must add capacity to the roads. No not bring in Max. It is too expensive and does not solve congestion problems . Just look at the Sunset and I 84. If Portland had used the money it spent on just the I Max project, it could have used the same money to double the buses on every bus route in the Metro area. If we don't build a Milwaukie Max we could do something that might solve our congestion and transportation problems. Stop subsidizing expensive smart growth developments.
3. Improving downtown parking will keep people coming, there, thereby keeping downtown vibrant, making people want to go there. Speeding traffic is a safety issue in the neighborhoods, and on the main thoroughfares. The street pavements need to be maintained, potholes filled. Sidewalks need to be added whenever possible, and bike lanes (for safety)of pedestrian and bikers. These will enhance Milwaukie's livability, for those of us who already live here and like it, and keep a good reputation for Milwaukie for those who don't live here.
4. some neighborhoods lack of sidewalks. some roads in bad conditions. maybe need one or two walking bridges on hwy 224. very fast hwy and lengthy wait for the light to cross the hwy. better access to sellwood bridge. Light rail to Milwaukie not necessary. it would make sense if extended to oregon city or clackamas.
5. Safety always comes first--we can't responsibly add new features unless all safety issues are handled. After that, calming traffic is number one. Again, a safety issue, plus it prevents the local neighborhoods from increasing in value. Finally, if people can't walk around, then they won't, and the ideal of a community where people get out and walk and enjoy the community will be forfeit--we'll just be a bedroom community for Portland, and not a town in our own right.
6. Because they would impact not only drivers and pedestrians but also anyone who lives in the Milwaukie area.
7. I like to take walks but very little sidewalks in Milwaukie. Some intersections need stop signs, but still can't force vehicles to use them.
8. Downtown Milwaukie is ripe for redevelopment. While it has already begun, it needs to be a careful, guided process to avoid congestion, 'junky' businesses and services (do we really need another tanning spa or fast-food restaurant?), parking problems, and poor use of the waterfront. While I applaud the redevelopment of the waterfront, boaters' interests directed the work a great deal. Since so many boaters use the Johnson Street launch, I understand this was necessary. However, I'd like to see future waterfront development serve other interests. An extended pedestrian and bike along the water. A place to sit down and order a drink or appetite. The elimination of the Kellogg Creek treatment plant. The traffic issues are becoming an increasingly large problem in the four years I've lived here. There are bottlenecks at Oak and 224; downtown Milwaukie; the confluence of 224 and 99E; entering Milwaukie heading south from 99E. And by extension, the traffic farther east on 224 where there's a turnoff to 82nd Avenue has reached nightmare proportions at certain times of the day. Let's fix it before it gets worse! Light-rail service is desperately needed but bus-line routes and service that access the rest of Milwaukie must dovetail with it. Milwaukie covers a very big territory and right now, to get from one to the other you really do need a car. Currently, the bus option to get to other parts of Milwaukie is very limited. Buses generally run only once an hour except at rush hour. This isn't good enough.
9. I would like to see the downtown as an area where people can come to visit, shop, and dine.

10. I would love to ride my bike in Milwaukie to get to library, P.O., or Marketplace on Oak St., I'd even ride up to Ross Center or TownCenter on 82nd, but that is too dangerous with all the traffic on narrow, busy, or poorly maintained streets/sidewalks. I can walk downtown from my house via sidewalks, but that gets boring since there is nothing to do once I get there and I don't care for the TriMet bus situation and too many 'seedy' characters that tend to hang out downtown. When I want to ride my bike, I load it into my car & drive to PDX so I can ride my bike on their bike/pedestrian paths along Willamette.
11. I favor mass transportation instead of driving around Milwaukie and to Portland. A light rail connection to Portland Beavers baseball games from Milwaukie would be great. Walking from Lake road to Milwaukie Market Place across hwy 224 has a good chance of shortening my life. Yeah, I'm a tree hugger!!
12. Our streets are falling apart. We don't need light rail.
13. The road systems within Milwaukie seems to contain a larger percentage of pot holes compared to surrounding towns. The drainage and sidewalks, especially in my neighborhood, are horrible.
14. You can't encourage people to walk more if there aren't sidewalks and the traffic is so dangerous for pedestrians. For drivers, some existing streets are in such bad shape due to ongoing construction (King Road) that I go out of my way to avoid them.
15. Milwaukie is a small pocket, surrounded with no place to grow, so we should make what we have a better place. The worst transportation problem in the future would be allowing additional high density residential compounds like the one on the old safeway lot, creating more cars on the street. A light rail to pdx would only make milwaukie a big parking lot for surrounding areas
16. We want our city to be a place for people to visit, and to live. The more people that move here, the more we need a simple transportation system, a straight line to Oregon City and Portland. This will create less of an environmental impact, and will give access to all people in the Portland area, as well as bringing more people to Milwaukie.
17. We need to keep the local residential streets safe for families and pedestrians. I am so excited that downtown Milwaukie is improving and thriving, and want that to continue. However, we need a plan to manage future congestion there. Downtown housing needs to have adequate parking available, otherwise those persons and their visitors will overrun the parking available for everyone's use.
18. Our street system is among the city's most valuable assets. Millions of dollars have already been invested in our streets and they are utilized by ALL citizens whether they be pedestrians, motorists, business, or cyclists. We must secure and improve this infrastructure before we spend ANY public monies on other transportation projects.
19. Milwaukie itself can be improved ONLY if transportation supports living & working 'close to home'. Transportation should mean walking, biking, and transit for 'close to home' trips, and transit to reach nearby towns & cities. Particularly with our population aging and the economic & environmental costs of cars increasing, we must do everything we can to make mass transit MORE popular, and commuting by car LESS popular.
20. With the projected growth, keeping Milwaukie and the downtown area a place where people will want to come. Make it easy to get there, have places to park and options to travel away on mass transit are all important and viable reasons to address the growth in Milwaukie.
21. As gasoline prices rise, people will need to rely on bicycles and foot traffic to get around. Transit service must provide inexpensive alternatives to driving and become the method for intercity travel.
22. We need to address parking for the new location of the Farmer's Market. The Texaco station parking lot helped immensely, but wherever you relocate it make sure there is convenient parking nearby especially since my husband is disabled and there usually wasn't enough handicapped spaces. When I moved to Milwaukie 2 years ago, I couldn't believe Downtown Milwaukie. It looked shabby, especially compared to Bend, where we moved from. The new North Main looks nice. Any safety issues should be addressed first. Any life you save is worth more than anything else!

23. LETS SAVE WHAT WEVE GOT.
24. We need alternative transportation options other than cars! I live within a half mile of a grocery store and there isn't a continuous, convenient pedestrian or bike path that I can use. I have no choice but to drive my car. Also, commuting outside of Milwaukie is a nightmare. What should be a 15-20 minute drive to work (Lake Oswego) is 45 minutes to an hour and getting worse all the time. I would gladly ride my bike or take the bus if the transit was adequate and the facilities available. Because they are not, I crawl along 224, 99E, and even worse, the Sellwood Bridge, in my car every day. This is not the quality of life I want, but right now it's all I can afford.
25. As the population ages, more people will be in the position of needing to consider giving up driving. Better transit services would make this an easier choice. (Routes 75 and 33 have excellent service currently, but many other parts of Milwaukie have infrequent, weekday-only transit service.) More sidewalks would also help pedestrians.
26. People aren't going to get out of their cars if they view other alternatives, such as cycling, to be unsafe or inconvenient. An efficient street network benefits all forms of transportation as does proper maintenance. All of these improvements would also be seen as a benefit of living here.
27. Enhance Milwaukee's transit service: if more maxs were built maybe more citizens would commute on them (maybe park and rides could be built close to max and bus stations to cut longer commutes.) improve the bicycling network: a lattice of greenbelts connecting the entire city defining the natural contours of the land and waterways would make a great network and if implemented everywhere around the city would diminish the heat island effect and create habitat that has shrank with new population growth. reduce environmental impacts: both priorities above are conducive to reducing environmental impacts as well as lessening the strain on our roads for the coming citizens. other ways to lessen our negative impact on our environment could include continued habitat restoration like cleaning up johnson creek and other blighted areas. basically continue with whats already become a known precedent and central vision. plant natives grow more gardens pick up litter develop more sustainable community. build maxs and multi-use paths connecting all the suburbs. community sense!!!! thanks
28. -To preserve the quality of life/culture of Milwaukie -TriMet did not support my commuter needs when I worked in Hillsboro and lived in Milwaukie. The lines in Milwaukie did not run often enough, especially on the weekends. Not everyone works 9-5 Mon-Fri
29. Because the low income people in Milwaukie need a safe and user friendly transit system, like Max. Light rail has it's detractors, but it works, it's quiet, and the less fortunate than Ed Zumwalt and his NIMBY croneys need it.
30. I think light rail will improve Milwaukie a great deal by revitalizeing the downtown. I'd like to be able to bike across town and to Portland in bike lanes.
31. The environment, specifically global warming, will rapidly become the number one issue for everyone on the planet. We can be ahead of the curve by working to reduce the 'carbon footprint' for our community. A good mass transit system that uses alternative energy, good bike & walking access for local transport and any other environmentally (energy) aware changes that can be made, should be made ASAP.
32. If Milwaukie's population is getting bigger, unless attention is paid to multi-modal transit, the automobile traffic will get increasingly worse. Ultimately, this impacts Milwaukie's livability negatively. Also, at a certain point with an aging population, people won't be able to drive anymore, which also increases the need for safe pedestrian/bicycle/mass transit options (yes, seniors can ride bikes, and it's very good for them too). Instead of just isolating yourselves and looking at Milwaukie, I'd also take a look at the bigger picture, and follow the City of Portland's lead in transportation planning. Milwaukie isn't as bad as Clackamas in terms of multi-modal transportation, but it still has lots of room for improvement.
33. Making street network more efficient allows growth to make less of an impact. Pedestrian traffic and bicycle traffic should be a priority; it improves a sense of community, allows for diverse populations to get around,

supports a healthy lifestyle. Improvement of transit service allows for all community members to access transit therefore reducing dependence on cars.

34. To keep traffic moving
35. After moving here from the midwest, I have been shocked at how unsafe our neighborhood is for pedestrian and bicycle traffic. I am used to having sidewalks on all streets and here the sidewalks, if present, are only about 100 feet long and then end abruptly. I frequently walk with my children from our house to North Clackamas park and it is extremely unsafe to walk down to the park along Rusk Rd. because there is absolutely no shoulder on the road. We actually walk about 30 minutes out of our way going left on Aldercrest, left on Willow, through the school and through the woods, out Briarfield Ct, Left on Eric St and then right onto Rusk Rd and then left into the park. This is the only way that I have been able to keep my kids off of busy roads to keep them safe.
36. These all support the life of our community...the growth, the commerce and the liveability.
37. On the side streets in Milwaukie there are few sidewalks and drainage areas. People are riding bikes, walking dogs, or jogging are forced onto the street or on peoples lawns because of rain splash from puddles or traffic on the street. Some streets are in need of repair ie Monroe from 42nd to Linnwood and Railroad Ave. The downtown parking area for employees working there is getting smaller. If the improvements to the Old Texeco station and the realining of the bus hold over area takes place, there will be little room for anyone to park.
38. Travel between Milwaukie and Portland requires driving 99E (through heavy traffic) or across the Sellwood (constricted, traffic heavy and poorly maintained). We need solutions that relieve some of this pressure: 1) improved bike routes in and out of Milwaukie 2) street improvements coupled with light rail/ improved transit on 99E 3) a vibrant downtown to prevent the NEED to travel to PDX/ Hawthorne/ sellwood for shopping, services, entertainment, etc.
39. WE NEED TO FOCUS ON IMPROVING EXISTING INFRASTRUCTURE. WE NEED TO KEEP THE PERMIT PARKING BY THE RR TRACKS FOR LOCAL BUSINESSES. ALSO MANY ROADS IN MILWAUKIE ARE IN AN UNIMPROVED STATE, WE NEED TO ADD SIDEWALKS, BIKE LANES, SEWER AND STORM DRAINS, AND REPAVE POORLY MAINTAINED ROADS SUCH AS KING RD, MONROE, ETC.
40. They have the most long-term impact.
41. My children attend the Portland Waldorf School in downtown Milwaukie. My husband also works in downtown Milwaukie at Milwaukie Lumber Co. We own a home in Milwaukie. The parking situation downtown is stressful and could be improved. It is very important to me as a homeowner/resident of Milwaukie to have the pedestrian walk ways improved. My children attend school nearby and we often enjoy taking walks. The children would be safer if the walk ways were improved. We need to maintain the streets better as well. King Road needs to be improved drastically! As our city grows, we need to accommodate the rise in traffic. We should concentrate on fixing the roads and sidewalks we have, instead of building up new transit centers and roads to be neglected as well.
42. It appears Milwaukie is being pushed into becoming a pedestrian city ... but is too far removed from core services to make that pragmatic. Busses are not practical for people who have to interact with other areas of the region on a daily basis. The more consideration is given to public transportation and pedestrian/bicycle accommodation, it further limits the ability to drive, park and walk - which are the three things necessary to keep downtown Milwaukie a business-friendly urban space.
43. 1. Safety should be the number one priority in Milwaukie. Any and all unaddressed safety issues should be resolved, including unchecked speeding traffic and vehicles blatantly running red lights (specifically 224). Also, a vehicle safety railing is desperately needed at the sharp turn in Rusk Road near the intersection of Rusk Rd and Aldercrest. It is an extremely narrow, seriously dangerous corner heavily traveled by both motor vehicles and pedestrians alike. A guard rail should be installed by the City along the top of the ravine around that corner, as well as farther along Rusk Rd toward 224 where cars are in danger of slipping off when the pavement is wet. Similarly, accidents continue to occur at the sharp turn on Aldercrest Rd

heading from Downtown Milwaukie near the intersection of Rusk and Aldercrest. Is the City aware that younger drivers historically refer to this corner as the place where a driver can become a member of the 80 mile an hour club if they successfully make the curve at that speed? Hence, one of the reasons that accidents continue to occur there. 2. Closely connected with the safety issue (#1) is the lack of sidewalks on existing streets. Many people of all ages, including seniors, school aged kids, and families with young children, walk these neighborhoods. Sidewalks spell enhanced safety for pedestrians, most of whom live in these neighborhoods, go to school here, catch the bus here, and walk for exercise and enjoyment. Pedestrians would also like to have safer walking access to North Clackamas Park. Increased pedestrian access will decrease the need for motor vehicle use within neighborhoods, which will reduce traffic and the mitigate negative environmental impacts. The creation of bicycle paths also enhances pedestrian travel. 3. Finally, maintenance of the existing street system is imperative to preserve the transportation routes residents do have available. Road surfaces should be improved as needed. Any construction efforts allowed should not leave a road devastated but rather, builders who reek havoc on a road in order to build new homes for a personal profit should be required to ensure that the road is properly repaved to the highest of transportation standards. Rusk Rd between Aldercrest and 224 has been completely devastated by the construction company building a new cul-de-sac, causing significant wear and tear to the vehicles of the locals. In addition to the prolonged delays, and the everchanging terrain cars have been forced to pass through in recent months, the road is now inadequately paved and a hazard to those who must pass there daily. It is inexcusable to allow those who seek to make a profit in their own personal ventures to leave a common thoroughfare in ruin. The city should maintain our streets and demand that those who interfere with them restore them to new. Thank you for your time and attention to these matters.

44. Reduce environmental impacts: If we do not live in a healthy environment, we won't be around to worry about the traffic problems. Calm speeding traffic: I'm running out of rocks to throw at people speeding down 33rd ave. Other: Put parking meters in the downtown core. It will generate money for the city and help keep the flow of traffic steady for local business.
45. The streets in Milwaukie have the biggest potholes I have ever seen. The intersection of Milport and McLoughlin has to be one of the more dangerous ones in the state. Adding a park and ride there is sheer lunacy. We need to revitalize downtown Milwaukie.
46. Our streets are in terrible shape
47. Adequate parking is vital to downtown business. Retail suffers because of inadequate parking facilities. Employees and office personnel of service businesses park for 2 hours and then run around and trade places, leaving no room for customers. Eventually people stop trying to shop here.
48. THERE ARE CONSTANT DRIVERS RUNNING STOP SIGNS, NOT EVEN SLOWING DOWN. LACK OF FREE PARKING REDUCES THE AMOUNT OF CUSTOMER TRAFFIC POSSIBLE.
49. Walking up river road and along the highway is extremely dangerous. I would like to see the City take advantage of this opportunity to dedicate funding to a glaring fault in the current pedestrian and bicycle network.
50. people are always speeding on the street near my house. if we want our way of life to be peaceful, we should be more concerned with the environment. and, it's difficult to walk around milwaukie due to cut off sidewalks and puddles...especially with a stroller or small children.
51. Reduce environmental impacts
52. Almost everywhere I walk or bike near my neighborhood, there are very few sidewalks, bike lanes or crosswalks. It is very difficult to think of my family walks & bike rides as safe. I also would love to see our downtown resemble Lake Oswego's downtown. I think it is very important to have a hub for our community, a place where we can all gather. I enjoy our Farmer's market because it involves our community.
53. to provide more viable alternatives to dependence on cars, and to enhance neighborhood livability

54. The most important is to incorporate the Urban Growth area out to Highway 205. The City needs the revenue generated to help meet the city needs in the future. It expands the business and tax base. It would cost a lot of money but the return on investment is more than the projects that have been going on
55. Because of the high volume of truck traffic coming and going into the business park. Possibly causing customer delays for business's. Safety concerns
56. They affect me the most. The others are less important.
57. Milwaukie already has its hands full with the poor condition of its roads, poor intersection design, and the like. We need to make sure what we have is in order first, then lets make additional improvements as funds are available.
58. I would love to have downtown Milwaukie be my primary shopping spot. I hardly go downtown now except for the Farmer's Market. I very much would like to bike there comfortably but I can't now with my bike trailer. My family uses the Springwater corridor trail most every day and I would like to see more trails like that. Our neighborhood is underserved by mass transit
59. with all the condos and apartments that are being built in downtown Milwaukie, plus the increase in office space, we will have more downtown residents and employees. While this is fantastic for a vital 'exciting' downtown community, we must have enough parking for all these people, their visitors and customers as well.
60. COMPLETING AND MAINTAINING EXISTING STREETS WITH SIDEWALKS IN MILWAUKIE WILL INCREASE LIVABILITY, SAFETY, AND PROPERTY VALUE IE: TAX REVENUE. IMPROVING DOWNTOWN PARKING IS MANDATORY. AS IT SITS NOW MOST OF THE PARKING IS USED BY INDIVIDUALS WHO ARE EMPLOYED IN THE DOWNTOWN AREA. THIS SITUATION IS A CATCH 22 IE:THE MORE BUSINESS (READ CUSTOMERS AND NEW BUSINESSES) ATTRACTED TO THE DOWNTOWN AREA THE MORE EMPLOYEES PARKING IN THE AREA TO SERVE THE NEW BUSINESS. WHICH MEANS LESS PARKING FOR CUSTOMERS AND THUS LESS BUSINESS THAT IS ULTIMATELY ATTRACTED TO DOWNTOWN MILWAUKIE DUE TO LACK OF CONVENIENT ACCESS. THE SPEEDING ON MILWAUKIE'S RESIDENTIAL STREETS IS GETTING EXTREMELY OUT OF HAND. TAKE 33RD, 34TH, AND 35TH BETWEEN WASHINGTON AND LAKE FOR INSTANCE. SPEED BUMPS WERE PUT IN ON 34TH TO SLOW THE SPEED OF THROUGH BECAUSE IT WAS THE MAIN ROUTE TO LAKE. THE RESULT IS THAT NOW THE SPEEDERS USE 33RD OR 35TH UP TO WISTER AND THEN CUT OVER TO 34TH TO GET TO LAKE. OFTEN TRAVELING WELL IN EXCESS 50 MPH! THE SPEEDING AND OPTIONAL STOP SIGN USE IN THE DOWNTOWN AREA ALSO NEEDS ATTENTION. SUCH AS THE STOP SIGNS ON 21ST AND JEFFERSON. I PERSONALLY HAVE SEVERAL CLOSE CALLS ATTEMPTING TO CROSS 21ST.
61. These are most important to me because the streets are in bad repair, the downtown problems are not being addressed and seniors are being left out when it comes to plans to access their town. Every body cannot walk to the nearest transit site.
62. Dramatic increases in the prices of fossil fuels (gasoline, diesel fuel, natural gas) and declining availability will strand investments related to the automobile, long-haul trucking and air travel. Little or no new investment should be made in these areas. Rather, new investment should go into alternative transportation infrastructure (bicycles, transit, neighborhood electric vehicles [NEVs]) and land use reform (the downtown revitalization piece). Maintenance of the existing will become very expensive - invest now.
63. Parking for transit riders is decreasing drastically with the city development, and the transit center is crowded. The library parking is practically swallowed up. I will soon be losing my paid parking spot, or so it appears, across from the court house and there are few other options. I don't want to park on 99 at the Elks etc. It's not safe for a pedestrian to cross McLoughlin at any time.
64. More people (traffic) would use 224 if the lights were synchronized.
65. Safety first, traffic flow next. 224 to bottled up.
66. Supporting the Downtown Revitalization is important because downtown was once Milwaukie's 'living Room' and now has somewhat been forgotten. More people, business, and money need to be put into the

downtown. Speeding traffic on local streets is important for the safety of the public, including children. On my street, 43rd., in the last five years one woman was hit and put into a coma and there has been a fight including firearms due to a car crash, all due to speeding. Milwaukie needs a better transit service to help our environment, and help everyone including youth to get around. We all need to reduce environmental impacts, because this is our planet, and we need to help it. cars are destroying our atmosphere.

67. #4 Calm speeding traffic on local streets. Reasons: Making Milwaukie's streets - arterials and collectors especially - more efficient and safer, will help keep the traffic flowing in the best manner. Excellent public (mass) transit into and out of Milwaukie is good for Milwaukie's residents as well as any 'tourism' that we may do in the future. It also helps with the environment, safety, etc. Many safety issues could be relieved if not solved by having sidewalks everywhere but especially on the arterials and collectors. Even making them more efficient can be a safety improvement - example: getting a left hand turn light at Oak and 224. These are also CITYWIDE issues, not just downtown which, while important, is not the end all and be all of City responsibility.
68. Transit and environmental impact go hand in hand. I think that preserving the environment is perhaps the most important thing we can do for the future. The street networks in this area and especially Portland are utterly confusing. I spend more time lost and wasting gas, producing fumes etc. than is typical for living in a new city. The larger roads and highways are especially confusing.
69. Having alternative methods of transit including a solid bus/light rail system and pedestrian/ bike routes that improve congestion and help keep the environment as clean as possible are important objectives for this city.
70. Pedestrian access is limited due to lack of sidewalks and lighting. The streets are deteriorating in many areas. The downtown area should be revitalized to provide services in Milwaukie that currently we have to travel out of the city.
71. I believe these are all preventative maintenance items.
72. They affect the safety of ease of transportation for Milwaukie residents. As more and more seniors can no longer drive or choose not to, we need to have safety and convenience for them
73. These effect my daily life in Milwaukie
74. The roads near schools like Monroe, Campbell, Linwood do not have adequate sidewalks for kids to get to schools safely.
75. They meet the needs described in the projections.
76. The streets in Milwaukie are causing my vehicle to have more rattles than necessary. It is unsafe to walk, when you are practically in the road. Due to no sidewalks. I believe if there was better public transportation. With easier access to it. It would be used more.
77. Enhancing transit services should help reduce car traffic and congestion. Maintaining existing streets in good condition avoids much more expensive repairs in the future. Reducing environmental impacts is always important to preserve the health of our community.
78. Downtown Milwaukie and the riverfront/kellogg are beautiful and natural resources for wildlife and the community. We need to preserve these invaluable resources, while increasing livability.
79. Should be bridge from Milwaukie across the river to lake Oswego, not enough parking in future for milwaukie's hopefully snazzy downtown, walking on many streets in the rain, many puddles to jump over because of drainage problems & grading of street & shoulders
80. Downtown is critical to the town's life. Bicycling is pollution free and good exercise. Speeding is reckless and needless.

81. With global warming, my trend and, I believe, the trend of others will be to drive less one or two person vehicles. I think people will want to live closer to work and services and will use mass transit more. I already walk more and use services closer to home. I would use mass transit more if it were more easily available.
82. Little to nothing is being done about these areas.
83. I think the street system for cars in Milwaukie is fine. Some areas need the roads improved and other areas need some serious safety issues addressed, but in general it is easy to get around Milwaukie by car. I would DEFINITELY walk or ride my bike more to do errands if there were safer routes to get where I need to go (example: I am only a couple miles from the oak grove fred meyer but can't ride my bike there because the curved portion of Oatfield - just off of 34th & Lake Rd - is too narrow and dangerous, my only other option would be to go to McLoughlin which is no better.) I would love to run more errands by bike or by walking but Milwaukie drivers are very aggressive (hang out at 34th & Washington if you want to see) and there is no room on the roads in many places for bikes or pedestrians. I think more people would be willing to bike or walk, and thereby reduce traffic, if it were just made safer. The bus system in Milwaukie is excellent. I have no idea why Milwaukie feels the need to have light rail which is awful. I use the bus system nearly every day and it is incredibly efficient. I have also used the light rail in the past and it is terrible. One train breaks down and the whole system is messed up. You have a bus break down and what happens? People get off and get on the next bus. When the light rail breaks down the people on it and on all the others behind it are stuck. I have seen too many places where light rail is installed and the buses are removed and that would be awful. The buses lend so much flexibility that light rail does not. Please do not waste Milwaukie's money on light rail.
84. Add more turn left turn signals onto Hwy 224. Very difficult to make left turn onto Hwy 224 at i.e. Oak Street, 37th/Edison, or Webster Road.
85. Milwaukie needs a renewal which capitalizes on its assets, close to Portland and major regional destinations, its river front. All of these factors make effort to revitalize DT Milwaukie a smart idea. We need to attract local business to DT which are businesses that our citizens are currently traveling to other Metro locations for commerce. Bring those kinds of businesses here to DT where our citizens can spend their \$\$\$ locally. People in Milwaukie see their quality of life and their property values decrease when traffic speeds through their neighborhoods. People considering a move to Milwaukie will judge this town by how traffic negatively impacts the neighborhoods and how run down homes look as property values are decreased by bad traffic impacts to neighborhoods. Without households with viable incomes and quality homes which can generate healthy property tax revenues, Milwaukie's future will be bleak. Light Rail should be kept north of downtown at the Southgate site because it will protect the safety and livability of neighborhoods and keeping it out of downtown would keep the downtown core more attractive, we need to learn from the past from the mistakes of bisecting Milwaukie with HWY 224, and the two rail lines, these obstacles break up Milwaukie and Light Rail through DT would just make it worse! It's just common sense.
86. I like living in Milwaukie because of its small town flavor. I would like to see downtown become a more shop friendly area. More restaurants, more shops, more things to do. I love the farmer's market and will hate to see it move any farther away. It definitely has to stay on a bus line! I think the future needs to include less cars and more pedestrian and public transportation. I gave up driving 4 years ago, and although I am proud that I have done a share to help the environment and traffic issues, it has been difficult in several ways. The Milwaukie Transit Center can be dirty, a teenage hangout with rowdiness and swearing, and access to downtown is very limited except during rush hour. The few lines that service the entire Milwaukie area are too limited in frequency and on weekends. No stops out here have benches! A lot of the people who use the buses are older or slightly incapacitated. I have to leave Milwaukie to do any quality shopping, we have no good produce store, no Trader Joe's, no New Season's or Whole Foods. Albertson's sucks. The new Safeway will help.
87. We need alternatives to auto traffic, not ways that make it easier to drive and park. At the same time, we need to reduce the impacts in neighborhoods of the traffic that will be coming through. Traffic calming is both a safety/livability enhancement and at the same time a disincentive to drive (gets too slow or

inconvenient). Ideally, we'd make driving very difficult so it is only used as a last, not first, resort. All other options should be easier, safer, and more attractive.

88. It's getting too expensive to drive around for everything, so I stay home more. The automobile suburbs will wither as all forms of energy become too expensive for even essential driving. Milwaukie will boom as it's close to Portland, is relatively dense, and is laid out in an efficient grid pattern in most places. The neighborhood convenience stores and other businesses will thrive. The City should recognize the value of mixed use that exists today and rezone adjacent properties to allow more mixed use, home businesses, etc.
89. I think the City of Milwaukie has a unique opportunity to build the downtown while creating a sustainable environment. We are surrounded by nature....creeks, rivers, parks, bald eagles....we owe it to ourselves and the environment in which we live to protect these resources.
90. >Historic neighborhood is unsafe because of speeding cut-through traffic between 99E & 224. >Downtown parking is a problem and will become a much larger issue when & if people move into North Main project. >Transit Center (esp. Bus layover) has to be moved out of downtown. It would improve parking and clean up the town center.
91. With the population growing, improving the transit system is key. To keep car traffic from getting worse, this should be a priority. Supporting the downtown revitalization will in turn bring money to the city from surrounding areas. Being on the Willamette River, why can't Milwaukie be as welcoming as Lake Oswego on the west side? Reducing environmental impacts should also be on the top of the list. With the current infrastructure getting older and with more people putting a demand on it than ever, we need to keep Milwaukie a place people want to live and visit. Being environmentally conscious also reflects the priorities of the rest of this region and people that live in it.
92. I believe the trend in today's world is maintaining and creating a balanced and livable environment and sustaining that thru energy efficient buildings and transportation. We need to support the downtown revitalization with these things in mind, like using reusable materials and think architecturally how to interact with a healthy environment...I would like to see Milwaukie come into the forefront of these issues. We also need to keep the speed down on our streets, especially where children are present and that isn't happening now.
93. many have to use cars. improve the ability to do so. stop trying to make everyone use politically corr. transportation rather than what is practical.
94. We need to make sure folks who use vehicles can do so as needed without paying undo penalties of poor streets, while money is spent on projects such as light rail that only serve a very small segment of the population. People will drive! We don't need to destroy neighborhoods nor force people to do something they don't want to do, just to accomodate a few... and we don't need to destroy our natural habitat nor the fabric of our town to keep driving and independence available for all... we need to direct major traffic away from Milw. and take care of ourselves and let the region take care of itself!
95. Try and let as few people get run down, injured or killed by traffic as possible?
96. Preserve what is already in place, address existing issues (fix existing safety problems), Supporting downtown revitalization may bring in development dollars that could help with the other priorities
97. Parking is a HUGE issue. Right now there is limited parking for the business employees. With the expected business and residential growth and the loss of the Texaco parking lot, there will be no way to park in downtown Milwaukie.
98. Parking
99. Parking is important to me because there is not going to be any for me once the texaco lot is no longer available. I am very concerned for myself and fellow employee's parking situation once that lot is unavailable. I really do not want to have to drive downtown then shuttle to work.

100. Because I have to take three different busses to get to work, so mass transit is not favorable. However, paying several hundred dollars a month to park isn't in my best interests either, but is better than spending an hour and a half traveling 10 miles.
101. public parking for workers in the area
102. parking is a huge problem
103. I have to park here for work and the lot I currently use is a temporary one and when it's gone I will have no where to park anywhere near where I work. Leaving me to park on the street and trying to move my car every two hours so I don't get tickets.
104. i moved here from mississippi and I think it is crazy to have to pay the city to park in an empty lot that would not be used if the people from my work place did not park there.
105. growing area of business at the same time parking is becoming impossible
106. People, Earth, Reduce driving time trying to find parking!
107. The parking downtown is inefficient right now. And with more construction and as the city expands, it is essential to have a decent parking structure. Public transportation should always be working on improving.
108. There is no where to park.
109. for safety & parking needs to be affordable
110. Calming Speeding traffic in the neighborhoods which preserves Milwaukie's Liveability. Also keep the light rail out of downtown! Milwaukie does not need light rail coming to downtown Milwaukie. What Milwaukie DOES need are the buses moved out of the downtown area and over to the South Gate cinema site north of town. The South gate site is also the most appropriate location for a light rail station. Lake Rd is not appropriate for a light rail station because it once again bisects the city just like hiway 224 and the railroad tracks did. The downtown core should be left in tact and made pedestrian friendly and we should have a trolley that connects the downtown with the transit center at the south gate site. Keep light rail out of downtown and away from the neighborhoods and Milwaukie High School.
111. A more efficient street network will help to balance the tension between increasing usage and lagging budgets. Calmed speeing and reduced environmental impacts may make Milwaukie a more desirable location. Accordingly, property and business tax revenue may increase in proportion to increased population.
112. It is important to adress walkability issues, for everyone including seniors and people with disabilities. There should be safe sidewalks, places to rest along the way, easy access to transit, among other things. I recently read a study that showed that seniors are more likely to walk when they have a destination such as a restuarant, rather than just walking around the neighborhood. That is one of the reasons I feel that supporting the downtown revitalization is important.
113. My family and I would bike and walk more if these were improved. I believe freight mobility (trains) is important to the future of an economically healthy Milwaukie, plus it is historically and culturally significant. One of the reasons I live here are the trains!
114. Because we think we should finish current projects before starting new ones. Also we have heard numerous complaints about the parking downtown. And we need a safe transit center.
115. If you do not complete your projects you'll continously get the same complaints and be to far ahead to go back and fix them. Bicycling is a great way to travel and if you fix it it would be very helpful, and milwaukie is a beutiful place and it would benefit it to remain that way.
116. Because if more people ride their bike's it will eleviate traffic problems, and that will help the environment! and because I live on a street where cars speed and it wakes me up at night. And revitalizing downtown milwaukie will make people feel better about living here and boost milwaukie's morale!

117. These are the everyday things that affect every single person using any type of transportation, and trying to get some sleep!
118. We have no parking for our office other than pay-to-park which has been in jeopardy a few times. We have been told in the past that we will probably lose our parking all together eventually when the pay parking lot is bought by a builder. It has been suggested that we may have to take the bus to our office from the old Southgate theatre which is a ridiculous idea.
119. Our street system is falling into disrepair and the cost for maintenance only increases with time lost. Some of the routes I walk need sidewalks. I have seen problems with the drainage network as well. Enhancing the transit service will help an older population unable to drive safely, reduce the environmental impacts of the increasing number of drivers, and would help with revitalizing downtown by allowing easier access (and reduce the problem of finding parking downtown).
120. It's too expensive & too polluting to drive everyday already. We better start making public transit more attractive. This will also help all our aging baby boomers stay independent. Makes people more neighborly too.
121. faster route downtown PDX for commuters, less pollution from less time spent in traffic
122. Because I would use public transportation if I didn't have to take two buses and back track to the transit center from Johnson Creek Blvd. just to get a bus going downtown. Why isn't there one bus going west on JCB that goes straight to downtown Portland? Or I would use light rail to downtown Portland, if available.
123. Calming speeding traffic on local streets makes them more attractive for people to walk along. Since most of the sidewalks in Milwaukie are adjacent to roads, if the traffic goes too fast people feel they must also be in a car rather than walk or ride a bike. It makes more sense to focus energy on getting people less reliant on vehicles and more reliant on feet, bikes or transit because those modes of transportation are cheaper and more affordable as people age and tax revenues decline.
124. without a vital downtown that is a draw for people outside the community, milwaukie will not draw in other businesses and people. bicycle and transit networks are central to limiting the traffic on the neighborhood streets, and slowing the increase in congestion on bigger roads.
125. I would like to see MAX so I can stop driving
126. THINK ABOUT THE FUTURE LIVABILITY OF OUR CITIZENS
127. Firstly, the intersections of SE International Way and 37th Ave is a mess! I witness near misses almost every day at that intersection. Secondly, the bus shelters at your transit station are inadequate. The transfer times between buses is 10+ minutes and when the weather is poor, the benches don't provide sufficient shelter. Lastly the bicycle paths need improvement. There should be more separate paths like the Springwater trail servicing the rest of Milwaukie, and there should be a bike map posted on the Internet.
128. Calming speeding on local streets will include those draft classified as Collector streets. This is important to rectify the modal inequities created by 1958 annexation on east side of city. Environmental impacts can be measured. Reduction from today's baseline is important because it acknowledges that the current level of impact is unacceptable.
129. I use the roads often and want to see them to be as driver/bike/pedestrian friendly as possible as well as properly maintained. I also live in Milwaukie because I like the environment and therefore want to reduce the impact to it as much as possible.
130. global warming and growth requires us to plan for alternatives to driving automobiles. We need a TSP that is environmentally sustainable and provides for alternatives to driving.
131. 1) the bicycling network is dangerous and inadequate in most places. Improving the bicycling network would make Milwaukie a more agreeable place to visit/pass through. 2) the downtown needs to be improved to provide a reason to visit Milwaukie for reasons other than passing through on bicycle. That ties

in with transit. Whenever MAX ends up going there, many Portland residents will visit if you give them a good reason too (nice unique restaurants, good park system, cultural attractions, etc).

132. Faced with an aging community, and diminishing funding, a combination of downtown revitalization and enhanced public transportation would hopefully help reduce environmental impacts from our current level. More traffic on 99E and 224 also increase the need for safety, but I am hoping that a more useful downtown area and decent public transportation will help alleviate some of the safety issues. (although I admit I don't know what the current safety issues are, according to anyone other than me.)

APPENDIX B ~ Full responses to question 12: Twenty years from now how will we know if we've done a good job planning for Milwaukie's transportation system?

The number correlates to the order in which the comments were submitted- #1 represents the last comment received, #128 represents the first comment received.

1. Downtown is economically successful and aesthetically pleasing. Light rail and buses run regularly and are easily accessible. Key intersections and railroad crossings are made safer thus virtually free of accidents. The entire city is accessible by foot, bike, or public transportation.
2. Our roads will be moving at the posted speed Congestion is gone or at least better than today because we are now solving the problem with solutions that really work, not ideas that may work someday in the future. Transit is no longer buying into a gold plated Max train that doesn't improve transit and has to be subsidized. The fair box will at least pay for 80% of the cost of transit instead of only bringing in 18-20 % as it does today. Transit will serve the customers instead of the customers having to change their lives to serve transits needs. Developers will not need or receive tax breaks for downtown developments. Planners will not dictate how someone must develop their property. Planners will have less power.
3. People will want to live in Milwaukie. They will be able to get around by various methods efficiently, and they will be safe in Milwaukie.
4. good preparation for expected increasing traffic load on hwy 224. improved sellwood access.
5. Neighborhoods will be peaceful, low/no-traffic areas. Both neighborhoods and downtown where families and other pedestrians can feel safe to walk the streets and participate in the community and walk to stores, community services (library) and natural areas (parks, creeks). The traffic that does flow through town will be well routed, function smoothly but also be kept segregated from living areas. Sound abatement and other measures will be in place to make the neighborhoods feel like an oasis in the sea of city bustle.
6. Today's problems will not be tomorrow's problems.
7. Sorry I can't tell you that.
8. I won't have to write a letter to the editor complaining how a livable city has become an urban nightmare. While density will have increased, livability will have kept pace rather than have fallen victim. I won't have to sit in traffic and spend a half-hour or longer getting from one side of Milwaukie to another. Right now it takes me approximately 15 minutes to get downtown. In the future, travel time will not have increased to two or three times that. Impossible? I think not.
9. Neighbors won't be up in arms over the issue.
10. You'll have to figure that out, I'm not an urban planner :)
11. I'll be waving to you from a light rail car with a big smile. You also won't have to put up with me trying to drive a car.
12. The roads are in good condition.
13. Setting a project plan that meets the needs of the community with key milestones being met along the way, i.e.- set the project requirements and follow-up to make sure they are being met.
14. If the aging population can leave their cars at home and get around more by using light rail and the bus system. I work in Portland (6 miles from my house) and it now takes 90 minutes to get to work by bus (with two bus transfers) vs. 20 minutes by car. It's hard to convince me to leave my car at home.
15. Main street will be preserved by moving the comic book HQ to new office bldg, a small QFC type grocery will be on one block (like Moreland); the sewage plant will be gone and the park will be Milwaukies crown jewel, along with Kellogg Lake which will have been dredged of the mud and new fish ladder to keep the fish happy while Kronberg Park will boating and recreation

16. If I'm taking public transportation every day! Look at the # of people that use it, and you'll see that it can be improved.
17. Locals will enjoy both a relatively short commute to Portland AND a thriving downtown Milwaukie that is enjoyable and easy to visit...not a difficult ordeal like the the NW 23rd area.
18. The Woodstock neighborhood near Milwaukie might be the closest area we resemble in the region (minus the waterfront). The area around the commercial center of 42nd & Woodstock Blvd is surrounded by primarily single family residences much like Milwaukie. You see few if any of the high density mutli-use developments like that proposed for Milwaukie's downtown. The area has frequent bus service from multiple lines and good access to it's stores and business locations without the need for expensive, publicly funded, fixed transportation systems. Observe the activity in this area and you will notice that while there is ample parking and the area is easily accessed by auto, there is a great deal of foot and bicycle traffic that is well accommodated by pedestrian street enhancements. This presents a notable example of a thriving business and residential community and it's been done on the cheap, if you will, by improving and enhancing EXISTING infrastructure.The area looks and feels much the same as it did 40 years ago but it has all the modern conveniences, stores, shops, restaurants, and trendy businesses that we would like to enjoy in Milwaukie. One aspect of the Woodstock neighborhood that is missing in our downtown is the presence of core businesses. The Woodstock area has Safeway, Bi-Mart, Radio Shack, and True Value hardware, amongst others. The continued pattern of monolithic development is rapidly diminishing the opportunities for core businesses to move to OUR downtown by the simple fact that available space for business and retail development is rapidly being devoted to these multi-use, residential complexes. Trader Joe's, True Value Hardware, or Wild Oats are not coming to downtown simply because there is no room for them, not to mention scarce parking. Downtown Milwaukie is not going to survive on boutique gift shops and specialty bookstores alone. The core businesses of Milwaukie moved from downtown years ago and show no signs of coming back. I think it is quite telling that when Starbucks, a business that is more ubiquitous than Oregon rain in February, chose to open a store in Milwaukie they opened in Milwaukie Marketplace rather than downtown. The completion of the Safeway complex on the Dieringers site will likely contribute to downtown Milwaukie's path towards irrelevance. For these reasons, our transportaion efforts need to revolve around the improvement of existing transportation assets; bus transit, bicyclde infrastructure, roads, and pedestrian enhancements, particularly as they relate to servicing the new commercial centers of Milwaukie, namely Milwaukie Marketplace and the Safeway site. If we can accomplish even just these modest goals in the next twenty years, our transportaion system will come much closer to meeting realistic community needs than any other publicly funded effort. As an aside, why not consider relocating the transit center to the area behind the Milwaukie Marketplace therby placing our transit hub near a location where people might actually WANT or NEED to go?
19. Living IN Milwaukie will feel like it did 50 years ago, most people living & working & doing business near home. Milwaukie will be know as the Portland area city that respects it historic roots, has a very high QUALITY of life similar to a European village, and that is connected to Portland, Oregon City & Clackamas (if we do that then lets talk about annexing Gladstone & cleaning it up!)
20. downtown Milwaukie will be a hub of activities for people, thriving business, the parks and mass transit in the area.
21. There will bee no need for tiresome surveys
22. If we have planned for the increase in population in such a way that our current traffic congestion stays the same or decreases.
23. APPLY COMMON SENSE TO THE SITION.INFORCE THE LAWS NOW IN EFFECT.IF WE DONT ENFORCE THE RULE WEE NOW HAVE,WHY PUT NEW LAWS IN PLACE.I SEE OUR POLICE IGNORING CURRENT REGULATIONS AS IF THEY DONT EXIST.IF THE CURRENT LAWS WERE INFORCED THE FINES WOULD PROBABLY SUPPORT OUR POLICE DEPARTMENT.
24. The quality of life in Milwaukie is good - people don't spend hours commuting in their cars each day and have more time to spend with their families, because there is a well connected pedestrian and bike network

they can walk or bike to local shops and they are more physically active, there is a well-connected, convenient transit and light rail system that is well used. The downtown and neighborhood commercial areas offer many services and retail shops so people don't have to travel to Portland or other areas to find a good or service that they need.

25. Perhaps we will have learned from past experience what works and what doesn't. If we make alternatives to driving safe and convenient then those who are able/willing to use those alternatives may solve a bigger part of the congestion. Assuming that everyone can use these alternatives can be perceived as autocratic and pushy and puts people off from even considering other options. Lead by example and encourage everyone to do the best they can within their own situation.
26. less cars on the road than now would be an enormous step in the right direction. a max for every major highway and a multi-use path to connect every citizen to a park or other civic 'like' center,garden,border neighborhood or landmark.
27. Traffic moves smoothly even during rush hour. If one route is blocked, motorists have several alternates. Bus and light rail frequency = 10 minutes between buses, at most. People use it because it's easy, convenient, and fast. (Taking mass transit should not double or triple travel time, which it does now!) Streets are beautiful! (Trees lining streets, more blossoming trees, pavement is in good condition) Milwaukians are proud to live here. They love their home city. Many improvements will be paid for, at least for the up-front install costs, by the developers who boost Milwaukie's population. Milwaukie will be known as a city where developers cannot make a profit and run, but rather have to share responsibility for the changes they create.
28. You'll be planning for 20 years in the future, instead of frantically trying to solve current problems.
29. only time will tell
30. If things don't need to be completely replaced, but only enhanced to improve in the future. Make everything extendable.
31. If we have the best mass transit system on the West Coast and our citizens create the lowest carbon footprint in America.
32. In my world, when Milwaukie ceases to be a red and orange 'safety black hole' on the Metro 'Bike There!' map, that will be definite progress. Also, when I can get to downtown Milwaukie on light rail, or take only one bus to get there (currently takes two, and they often only run every half-hour, which can mean it takes an hour to go to a place four miles away from my house). Or, when I can walk the streets outside of downtown Milwaukie, secure in knowing the sidewalk won't randomly end on a busy street.
33. You see lots more people walking/bicycling through the neighborhood; to bus stops, stores and parks. High traffic areas run smoothly.
34. I won't hear the trains outside my window at 3 a.m. my car won't get beat up dodging potholes and traffic will flow smoothly at all hours. Should be easy, huh? :-)
35. Acceptable commute time from Milwaukie into downtown Portland during rush hour (I believe 30-45 minutes is acceptable), sidewalks and bike lanes on all streets in Milwaukie to keep the inhabitants safe.
36. There's no way to scientifically measure the choices you will make with ones that you might have made... but there are ways to measure if you have met the goals that you chose...when you get to the point of choosing the short and long term goals...then that would be worth considering. For instance...based on the choices I've indicated one would ask: Is the downtown a vital shopping district?...are the shops that have risked financially to locate there thriving? Is the parking structure being utilized? To what degree? Are greater numbers of people walking and biking around our town safely? All of these things point to a healthier, and vibrant community.
37. This question is hard to answer. If the continued movement of light rail continues, then a measure of a good job would be the satisfaction of the citizens against it. If a real measure can be determined it would be the

safety numbers with the increased traffic projected for the area. If they remain the same or lower then the plan has been a success.

38. Movement by car, bike and transit between Portland and Milwaukie is improved (less traffic and minimal hassle) Alternatives to car use are enticing and less threatening than they are now (safe, linked bike trails) and safe, frequent mass transit options. The need to leave Milwaukie for services is lessened and replaced by a thriving, service & shopping oriented downtown.
39. WE WILL HAVE SUCCESSFUL BUSINESSES, CONTINUE TO HAVE LONG TERM RESIDENTS, ETC.
40. No gridlock on 99E. :) Clean air, walkability, keep that neighbourhood feeling alive !
41. We will know a good job has been done if... ..we handle our growth well ...the streets are in better condition despite the rise in traffic. ...our property values continue to increase. ...our sense of community grows stronger.
42. The biggest gauge of success in any urban environment is the ability for people to interact with businesses. If main street continues it's slide into a ghost town for commerce, I would have a hard time seeing that as a success. If in 20 years I'm still able to drive downtown to a meeting, find a place to park without taking another pass at main, and able to walk from my parking spot to my meeting, then you've done the job.
43. When existing streets are finally completed with sidewalks and well-groomed bike paths better connect the different areas, milwaukie will have matured to become a real city and will likely be a very desirable place to live.
44. If I can stand in the downtown core and see business' thriving and not being choked out by Tri-Met buses.
45. If people come and use downtown Milwaukie. If there is a decent place to eat, a cinema, shops, etc - a reason for people to come there.
46. I will be able to get in and out of Milwaukie easily and the streets won't shake my fillings loose. You needed to add a box in question 11 that was for repair existing streets. I would have put my other \$7 there
47. Milwaukie downtown will have become a popular destination for shopping and riverside leisure for people all over the Portland metro area.
48. THE TRAFFIC ON 224&99E WILL FLOW SMOOTHER THAN IT DOES NOW
49. it won't feel like seattle's street system. over crowded and poorly maintained
50. More people taking public transportation for short distances.
51. The roads should be in good condition, more people taking light rail, less traffic congestion on roads, less accidents.
52. We need to make sure transportation of the future is health oriented. Fewer polluting vehicles, replacing those with less polluting or non-polluting transportation such as buses, lightrail, bicycles, pedestrian, low emission vehicles, etc... All these must be encouraged through easy access and being economical. Tax the more polluting transportation to subsidize the others so that we can orient ourselves toward a healthier environment. Make cars the exception rather than the rule.
53. Because of increased use of alternative means, traffic flows on 99E and on 224 will move no more slowly than they do today. And the PD won't be able to write nearly as many citations for speeding in the neighborhoods.
54. When the City has incorporated the growth areas and helps create the revenue needed to maintain the systems without coming to the population wanting more money. The City is saturated as is and needs a bigger tax base. Gas tax does not cover expences now and will get worse in the future.
55. Looking at crime reports Number of traffic accidends Doing survey's in the area from time to time

56. People have ready access (that includes ability to get there and to park) to businesses in both downtown Milwaukie and Portland. The only reason to have the transportation is primarily business - either to go to work or to go to buy something. If I didn't need to go to work or buy anything, my transportation needs would be almost eliminated.
57. If things are better then they are now!
58. Traffic
59. i'd like to see milwauie as a safe, fun, and active community.
60. BY NOT HAVING TO ASK
61. THE PROOF WILL BE IN THE RESULTS OF THE ACTION TAKEN TO IMPROVE THE LIVEABILITY FOR ALL MILWAUKIE CITIZENS.
62. If there is not a lot of traffic congestion and the streets are in good condition and it is safe for pedestrians to get around.
63. In spite of dramatically decreased use of automobiles and long-haul trucks, our community still provides excellent access for its citizens to needed goods and services at an affordable cost. Today's infrastructure is still in good condition. The bicycle and NEV networks are heavily used and provide access to every part of the community. The fraction of family income devoted to transportation needs has not increased.
64. No bottlenecks. Commuter friendly for those taking public transit, with a nice transit mall and big park and ride. Safe sidewalks and street crossings. Preserve the character of Milwaukie.
65. If Milwaukie's Main St. retail businesses and the Sunday Farmers Market survive.
66. smooth flow of traffic less time needed to travel 224 light rail to clackamas town center is great wife will use and I will for events. light rail from Milwaukie to portland will reduce traffic and is needed. We will use it. We use it now for events in Portland and wife works in Portland.
67. we won't know. It is impossible to tell the future. We need to just hope for the best.
68. The traffic jams will be rush hour only and hopefully in specific locations. No increase in accidents percentage wise, injury and non injury. Pedestrian/bike use will continue to grow. AND KIDS WILL BE SAFE TO WALK TO SCHOOL/ PARKS.
69. If the roads are not a nightmarish, muddled, traffic confusion. It should take roughly the same amount of time to travel from one place to another at night or during rush hour (in my opinion). If it takes double the night time to get somewhere during rush hour time, then there exists a problem.
70. If congestion doesn't get any worse than it is now, considering more people will be using the transportation system.
71. People will show more respect for our community.
72. If most of the above improvements take place
73. Planning must make it attractive and easy and practicle for people to use public ransportation. Last years I worked I rode the bus, time from downtown Portland to Milwaukie was excellent. Time from Milwaukie to my home, about a mile, took almost as long. Another thought, parking to use public trasportation must be safer for both the person and the car, not a haven for vandels.
74. You will not know. I have read the TSP done 10 years ago and some of the issues addressed like bus routes have not been implemented. If Milwaukie does not stand up for itself Tri-Met and Metro will shove whatever they want down our streets.
75. The vitality of the city will have been improved.
76. Less cars on the road. Nicer streets with sidewalks.

77. People will be safely using a variety of transportation methods. There will be no major traffic bottlenecks. Milwaukie will be considered a highly livable community.
78. We have efficient transportation systems that support the increased population and livability of the area, while maintaining Milwaukie's natural beauty and resources (riverfront/kellogg) by keeping the area attractive to wildlife.
79. People will want to come downtown (milwaukie)& people will hopefully work & live in close proximity instead of commuting long distances, or if they do, take public transit, or car pool.
80. People will be using light rail, bicycles and walking thru our downtown to shop.
81. People will want to live here and values will increase.
82. Less traffic problems,more satisfied inhabitants of Milwaukie. Improvement of the existing problems that we face now.
83. It won't look like LA.
84. If highways and streets are well maintained, traffic moves along fine, and local neighborhoods are satisfied.
85. Success or failure will hinge on whether we could build adequate public parking (either lot or structure) which allowed living and shopping in Milwaukie to be very easy. When business owners see that the DT includes ample parking, they'll know their customers will come back again and again. If parking is non-existent or a big hassle, business owners will not locate in DT. We will always be a society which uses it's cars most of all, our weather makes bicycle and foot traffic only a summer activity, we have to face the fact we are not San Diego. As our population ages, we will NOT need extensive bike routes, but we will need good roads and good public parking. Bike commuters are mostly under 30, and mostly male working at jobs where they can dress like a slob. People over 30, especially women, who have jobs where they have to dress professionally, will not be commuting by bike, workers still have to dress for success if they want a middle class or upper middle class income and they have to commute by car or bus if they want to look well groomed. Bike paths are a very low priority. They are fun for weekend recreation, but that's about it. Bike paths should be kept away from roads which carry vehicles.
86. It will be easier to reach downtown portland and other areas of town. The transit mall will still be conveniently located in downtown Milwaukie with public restrooms, with another location for bus layovers. People who give up their cars (hopefully more and more) will have more options, like a good biking network, more local shopping, better bus scheduling.
87. We'll have a lively downtown, with most people getting there on foot, bicycle or by transit. Our neighborhoods will be intact with slow moving traffic only. We'll be able to get to any of the major areas in the Metro region via comfortable transit. Parking may still be an issue, but less so.
88. Assume people will be driving a lot less due to energy costs. So, are people able to access alternatives that allow them to be engaged in society, or will we be shut in? Traffic calming will be moot as cars will be more scarce. We'll know if you've done a good job if people can carry on with 'normal' activities without cars.
89. If we have protected what makes Milwaukie precious; the rivers, creeks, wildlife, a strong community that includes good schools, a strong and viable downtown that retains it's small-town feeling.
90. People are able to bike, drive and walk safely around town. People should be able to live in Historic Milwaukie without being intimidated by speeding cars through their neighborhood. Through traffic should stay on major roads, ie. 99E & 224 and not cut through on residential streets. Milwaukie High School should be responsible for the young drivers around its' campus.
91. Traffic congestion has not increased, and possibly decreased. Milwaukie city revenue has increased. Light rail system connecting Milwaukie to Portland.

92. If we come a vital community and we become a destination...like we are now for our Sunday Market...which needs to be maintained with utmost care and consideration, It is our most vital asset to date. Also that we are a community of families.
93. by whether or not future generations are asking 'how could they have been so stupid' from their tenement windows!
94. By whether or not the real livability of Milw. still exists... if no one wants to move here, raise a family here or wants to move away from here as soon as they can, we have done a bad job! We need to make sure whatever we do serves Milwaukie well, not everyone else better and Milwaukie second! We have a quality of life here that is constantly under attack from all sides and I think we need to fight back to retain it!
95. Fewer people will get run down, injured or killed by traffic.
96. If we don't have the same issues we have now. I didn't complete question #11 because it didn't give the choices I would put \$ to first.
97. If Milwaukie isn't often congested with auto traffic. If the downtown is vital and thriving and people want to live, work, shop and play there.
98. Avoid the crowded NW 23rd feel and model after downtown portland.
99. When there is plenty of parking for everyone and it doesn't cost me an entire paycheck to use it!
100. If there is enough parking to fit the numerous businesses in downtown milwaukie.
101. more companies will move here.
102. the ability to get in and out of milwaukie and the ability to park in area
103. If there is a parking structure that is free for public use!
104. more business's move to the community
105. If you have to do another one of these survey's. It's a pretty good indicator that you did something wrong.
106. we'll see
107. Put our money into keeping neighborhoods liveable and have zero tolerance for speeding thru residential neighborhoods. People will flock to a town that protects it's existing neighborhoods. Crime follows the light rail line. Just talk to the Rockwood Police Department. Keep Milwaukie's small town charm and the right element of people will come here. Build a light rail line and the criminal element will have a direct line into our neighborhoods for criminal activity.....It's evident all over the region!
108. Below average commute time per mile commuted as compared to regional and national townships.
109. Transportation will feel seamless. It will be as easy to walk or bike as it is to drive in the area.
110. We've done a good job if people feel there are choices in getting to their destinations (not only cars but other methods), traffic is not constantly snarled, and we are not plagued with noise and air pollution of internal combustion engines.
111. If you get less complaints than you do now.
112. you'll have succeeded if you get less complaints and if the system is in fact efficient.
113. There will be minimal traffic congestion and safe alternatives to driving that are used by many people.
114. People will want to live here, and things will be maintained. No one will be saying this area is going downhill.
115. Problems that were identified in 1997 and 2007 should not still be problems in 2027. No one will be cursing us for our shortsightedness. People should be able to walk/bike to downtown or other centers of interest (Milwaukie Marketplace, King/42nd, King/Linwood, North Clackamas Park) or use public transportation. The

regional public transit network will include Milwaukie. Light rail to Portland would reduce some of the traffic on 99E and 224.

116. We won't add roads or parking areas, we'll just have better transit, and bike paths and live/work neighborhoods. We'll have more locally owned small businesses meeting our needs and NO MORE strip malls like up on 224.
117. If congestion on Johnson Creek Boulevard stays at 20,000 cars per day (this is what I was told how many cars currently travel on JCB per day, at the corner of 42nd Avenue and JCB).
118. People will choose cars as a secondary means of transportation and there will be more people walking, biking and taking public transit. Milwaukie will be known as a city that transformed itself from one where residents need a car to survive to a city where residents easily survive without a car. The residents will also be healthier and the air and water cleaner.
119. Fewer people will use cars for everyday transportation. Most will travel by bike, foot, or public transportation. The bus system will be more efficient and have longer service hours. Residential areas will be more condensed, and there will be more mixed-use buildings so that people will travel shorter distances to school, work and shopping.
120. If people are not relying solely on their cars for transportation within Milwaukie, especially for short trips. If people feel safe walking or riding bikes (safe from cars), and if downtown has more vitality than it does now.
121. Don't know
122. LESS AUTO CONGESTION, MORE PEDESTRIANS & CYCLISTS, THRIVING DOWNTOWN LIFE
123. Measuring commute times, accident rates, and by using community satisfaction surveys such as this.
124. Interstate trucks, as well as smaller delivery trucks will be more restricted in the city limits. TSP and City Planning will include proximity engineering as a means of achieving its goals. Automobile drive times through Milwaukie and growth areas will have increased. Bike/Ped head counts as a percent of all modes will increase. Single occupant motorized vehicle traffic will have decreased. Milwaukie police will enforce traffic speed laws on streets outside of ODOT data collection areas.
125. If the roads are driver/bike/pedestrian friendly and aesthetically pleasing and the environment has been maintained.
126. rates of congestion and access deterioration minimized
127. People from outside Milwaukie want to visit it, and they can do so without getting there by car.
128. If people are able to move between areas in Milwaukie, safely and efficiently, without driving a privately owned car, we would have done an awesome job planning here in Milwaukie! If the people feel safe in the area, and are able to get where they need to go, using the mode of transportation they choose (public, bike, walk, car, or something new), we will have done a good job.



To: TSP Advisory Committee

From: Katie Mangle, Planning Director

Date: May 7, 2007

Subject: TSP Project Evaluation Approach

At its March meeting, the TSP Advisory Committee (AC) developed the TSP Goal Statements, which describe nine different ways in which the vision for Milwaukie can be achieved through the development of the city's transportation system. Defining this vision is a powerful step, but soon the AC will be asked to determine which investments would most help the City reach these goals. In other words, of the many potential solutions that the community has identified, how should projects be prioritized to lead to the outcomes the community wants?

TSP staff have crafted a set of questions (see Attachment 1) that the AC, or future decision makers, could ask to determine how well a given project would help the City meet its goals. We opted for qualitative, rather than quantitative performance measures or a complex assessment, in favor of simple questions that prompt people to think about the nine different aspects of a project.

The answers to these questions for an individual project would then be used to develop a relative ranking of the projects. Staff proposes that projects that best implement many goals would better support the overall vision for Milwaukie. The relative ranking of projects would be one tool the City would use when prioritizing transportation investments. Other tools may include technical or feasibility analyses, and the ability to bundle projects together in a timely manner.

During the AC meeting on May 16th, we will ask the AC to discuss and provide feedback on this approach to evaluating projects. Would these questions help you to separate the most important projects from the others? Do you have suggestions for how to rate the projects (see the two right-hand columns for one idea).

Attachments:

1. Project Evaluation Questions

Attachment 1: Project Evaluation Questions

2007 Milwaukie TSP Update

Goals	Project Evaluation Questions: Will the investment...	Sample Project Evaluation Does the project help the City meet this goal? ¹	
		17th Ave. Bike / Ped. Connector	42 nd & Harrison Signal
1. Livability. Design and construct transportation facilities in a manner that enhances the livability of Milwaukie's neighborhoods and business community.	... make the city, its neighborhoods and its citizens more healthy and whole?	YES	MAYBE
2. Safety. Develop and maintain a safe and secure transportation system.	... improve an unsafe location or situation?	YES	MAYBE
3. Provide travel choices. Plan, develop and maintain a transportation system that provides travel choices and allows people to reduce the number of trips made by single occupant vehicles.	... make it easier to move around without a car?	YES	NO
4. Quality design. Establish and maintain a set of transportation design and development regulations that are sensitive to local conditions.	... reinforce the character and functional qualities of a street's classification?	MAYBE	YES
5. Reliability and mobility. Develop and maintain a well-connected transportation system that reduces travel distance, improves reliability and manages congestion.	... facilitate a better flow of traffic through Milwaukie?	NO	YES
6. Sustainability. Provide a sustainable transportation system that meets present needs while facilitating the needs of future generations.	... improve the health of natural systems and use resources wisely?	MAYBE	MAYBE
7. Efficient and innovative funding. Efficiently allocate available funding for recommended transportation improvements, and pursue additional transportation funding that includes innovative funding methods and sources.	... evidence a wise use of scarce City funds?	MAYBE	YES
8. Compatibility. Develop a transportation system that is consistent with the City's Comprehensive Plan and that coordinates with county, state and regional plans.	... support the city's vision while respecting those of other jurisdictions?	YES	YES
9. Economic vitality. Promote the development of Milwaukie's, the region's, and the state's economies through the efficient movement of people, goods, and services, and the distribution of information.	... support commercial interests in the city?	NO	YES

Note 1: This is an example of how the evaluation questions could be used to assess how a proposed project would meet the City's nine goals. The 17th Avenue Bike/Ped project would be completing bicycle and pedestrian facilities on SE 17th Avenue, which would connect the Springwater Trail and the Trolley Trail. The 42nd & Harrison Signal project would add traffic signals at 42nd & Harrison, which is now controlled by a 4-way stop.