



August 9, 2007

Dear TSP Advisory Committee Member,

August 15 is our last Advisory Committee meeting! As usual, it is scheduled take place from 4:30 to 6:30 p.m. at the Milwaukie Masonic Lodge (10636 SE Main Street, Milwaukie). However, due to the important nature of this meeting, we are proposing to extend the end time to 7:00 p.m. and provide pizza for dinner.

The agenda for this meeting will focus on reviewing and prioritizing the projects that have been developed by the working groups and TSP staff. Since the cost of constructing all of these projects far exceeds any foreseeable funding, we will be asking the committee to: (1) affirm the project prioritization recommendations, and (2) advise staff on strategies for deciding which projects to include in the citywide action plan. The action plan will contain only those projects that the City can reasonably expect to fund in the near future.

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

- Project Prioritization Memo (with complete project list attached)
- Chapter 13: Funding and Implementation Plan
Note: Staff is still refining the funding forecast, so the content of this memo is in the "preliminary draft" stage. It should, however, give the committee a sense of how projects will be funded and the constrained level of local funding.
- Summaries of Working Group recommendations, as presented at the Open House
- Meeting notes from AC meetings #4 and #5

Please come prepared to discuss the Project Prioritization Memo in detail. Chapter 13 is included with your packet, as it contains background information relevant to the action plan strategy discussion we will be having.

I look forward to seeing you next week and wrapping up our work together. Please call me if you have any questions.

Sincerely,

Katie Mangle
Planning Director
(503) 786-7652
manglek@ci.milwaukie.or.us

AGENDA – Meeting #6

Advisory Committee for Milwaukie TSP Update

August 15, 2007

4:30 p.m. to 7:00 p.m.

Milwaukie Masonic Lodge: 10636 SE Main Street, Milwaukie OR

PURPOSE

- Affirm the project prioritization recommendations developed by TSP staff and working groups.
- Advise staff on strategies for deciding which projects to include in the citywide action plan.

SCHEDULE

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| 4:30 | Welcome and Staff Introductions | Jamie Damon |
| 4:35 | Public Involvement Update <ul style="list-style-type: none">• Summary of Open House comments• Overall themes from the community | Susan Shanks |
| 4:45 | Transportation Funding 101 <ul style="list-style-type: none">• Summary of projected revenues and operational costs• Anticipated funding for capital projects• Q & A | Alex Campbell |
| 5:15 | Prioritized Master Project List <ul style="list-style-type: none">• How the list was developed• Small group discussion:<ul style="list-style-type: none">- Are the projects prioritized correctly?- Are any projects missing? | Katie Mangle/Committee |
| 6:00 | Citywide Action Plan Strategy <ul style="list-style-type: none">• Overview of staff recommendation• Small group discussion about different approaches | Katie Mangle/Committee |
| 6:30 | Small Group Reports and Formulation of AC Recommendation | Jamie Damon/Committee |
| 7:00 | Next Steps and Close | |

City to provide pizza and drinks for dinner around 6:00 p.m.



To: TSP Advisory Committee

From: Katie Mangle, Planning Director

Date: August 7, 2007

Subject: Transportation System Plan Project Prioritization

After nearly nine months of public input and technical study, the Transportation System Plan (TSP) project has arrived at the phase in which the Advisory Committee's (AC's) advice will be most important. The AC is responsible for knitting all of the modal Master Plans together and recommending a Citywide Action Plan includes priorities that meet citywide goals. The August 15 meeting will focus on defining the City's priorities for investing City funds in the transportation system over the next 10-15 years.

Between April and July, seven mode-specific Working Groups developed mode-specific Master Plan project lists and voted on their priorities within those lists. Staff compiled all of these projects into a citywide Master Plan Project List, a collection of all of the proposed capital and operational projects to improve the transportation system between 2009 and 2035. The next step will be to create the citywide Action Plan, which will be developed from the Master Plan and will focus on the highest priority projects that are most likely to be funded over the next 15 years with limited City funds.

Prioritization of Projects

Staff reviewed the citywide Master Plan Project List and applied the Project Evaluation Approach outlined in the "TSP Project Evaluation Approach" memo to the AC dated June 6, and discussed at the June 13 meeting. The idea behind the TSP Project Evaluation Approach is that, given the limited funds available, the City should prioritize funding of transportation projects that 1) effectively address identified problems, and 2) best meet the City's Goals. Please see the June 6 memo for more background on this approach.

Staff developed the attached Prioritized Citywide Master Plan Project List (see Attachment 2) as the first step in developing a citywide Action Plan project list. Staff used the following information to develop this list:

1. **Working Group ranking** (High, Medium, Low)
Staff identified a few projects that were not discussed by the Working Groups but are already included in the City's Downtown Plan, Regional Transportation Plan list, or Capital Improvement Program.
2. Staff evaluation against the TSP Goals (rating of 0-3 in response to the Evaluation Questions listed in Attachment 1). Projects that were ranked as "low priority" by the

working groups were not evaluated unless staff the project was identified as a priority through other public involvement efforts (the City's Neighborhood District Associations (NDAs), the Regional Transportation Plan, or TSP outreach efforts such as the Community Briefings or Open Houses).

3. Other information regarding dependence on other projects, neighborhood support, etc. Using this approach, project staff developed a relative ranking of the projects, grouping them into three categories (High, Medium and Low priority).

Please review this table and come ready to discuss it at the meeting. Staff is seeking the Committee's guidance on the following questions:

- Are the projects in the correct general categories as High, Medium or Low priorities?
- Are any projects missing?

Citywide Action Plan

The next step in the development of the financially constrained Action Plan that identifies which projects the City should prioritize for funding with limited City funds. While this Action Plan will set the priorities for use of local funds, it does not assume funding sources such as state or regional grants, or contributions from local development. Therefore, as outlined in Chapter 13 - Financing and Implementation, the "financially constrained" list is very constrained.

Obviously, given such constraints the City will have to make tradeoffs when deciding how to spend the limited funds available each year. Potential strategies for how to make this decision include:

- Funding only the highest priority projects. Many of the high priority projects are also challenging and expensive. Taking this approach would require the city to save up for years to construct one or two projects (like widening Railroad Avenue) to the exclusion of many other projects.
- Funding a range of high priority "implementable" projects. This approach would encourage the city to tackle smaller projects with local funds, or use local funds as the required local match to leverage federal funds for high priority projects.
- Allocating the available funding by setting an allowance for each mode and dividing the funding pie up in this same way every year. Many cities approach the TSP Action Plan in this way. For example, the city could dedicate 10% to bike and pedestrian projects, 50% to maintenance and 40% to road mobility projects.

At the meeting on August 15, staff will present a sample Citywide Action Plan and ask you to consider the above strategies and the forecasted city revenues to help staff develop the recommended Citywide Action Plan.

Attachments:

1. Project Evaluation Questions
2. Prioritized Citywide Master Plan Project List

TSP Project Evaluation Questions

Attachment 1

Project prioritization: Which projects best meet the City's Goals?

| Goals and Policies | Project Evaluation Questions | 0= Not at all |
|--------------------|------------------------------|---------------|
| | | 1= Somewhat |
| | | 2=Yes |
| | | 3= Very Much |

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| Goal 1: Livability. Design and construct transportation facilities in a manner that enhances the livability of Milwaukie's neighborhoods and business community. | Will the investment improve the health and physical well being of Milwaukie citizens? Will the investment protect residential neighborhoods from transportation-related impacts? Will the investment reduce barriers to mobility? | |
| Policy a. Provide convenient walking and bicycling facilities to promote the health and physical well being of Milwaukie citizens. | | |
| Policy b. Protect residential neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. | | |
| Policy c. Protect residential neighborhoods from excessive noise and pollutants associated with higher functional class streets, industrial uses, and rail activities. | | |
| Policy d. Minimize the "barrier" effect of large transportation facilities for non-motorized modes of travel. | | |
| Policy e. Construct a transportation system that is accessible to all members of the community. | | |
| Policy f. Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of all people and businesses, including people with low income, people with disabilities, children, and seniors. | | |

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| Goal 2: Safety. Develop and maintain a safe and secure transportation system. | Will the investment improve an unsafe location or situation? | |
| Policy a. Design and maintain safe and secure pedestrian and bicycle ways between parks, schools, and other activity centers in Milwaukie. | | |
| Policy b. Design and construct transportation-related improvements to meet City standards as outlined in the City's Transportation Design Manual and the Americans with Disabilities Act (ADA). | | |
| Policy c. Adopt and implement access control and spacing standards for all streets under the City's jurisdiction to improve safety and promote efficient through-street movement. Access control measures should be generally consistent with Clackamas County access guidelines to ensure consistency on City and County roads. | | |

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| Goal 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. | Will the investment make it easier to move around without a car? | |
| Policy a. Provide a citywide network of convenient walkways and bikeways that are integrated with other transportation modes and regional destinations. | | |
| Policy b. Collaborate with TriMet and other transit providers to provide convenient and accessible public transit service. | | |
| Policy c. Support travel options that allow individuals to reduce single-occupant vehicle trips. | | |
| Policy d. Establish local non-Single Occupancy Vehicle (SOV) modal targets, subject to new data and methodology made available to local governments, for all relevant design types identified in the Regional Transportation Plan. Targets must meet or exceed the regional modal targets for 2040 Growth Concept land use design types as illustrated in the following table: | | |
| Policy e. Encourage local employment and commercial opportunities to reduce the number of locally generated regional work and shopping trips. | | |

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| Goal 4: Quality design. Establish and maintain a set of transportation design and development regulations that are sensitive to local conditions. | Will the investment reinforce the character of a neighborhood? Will it reinforce the functional qualities of a street's classification? | |
| Policy a. Design streets to support their intended users. | | |
| Policy b. Integrate bicycle and pedestrian facilities into all street planning, design, construction, and maintenance activities. | | |
| Policy c. Require developers to include pedestrian, bicycle, and transit-supportive improvements within proposed developments and to adjacent rights-of-way in accordance with adopted policies and standards. | | |
| Policy d. Promote context-sensitive transportation facility design, which fits the physical context, responds to environmental resources, and maintains safety and mobility. | | |

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| Goal 5: Reliability and mobility. Develop and maintain a well-connected transportation system that reduces travel distance, improves reliability and manages congestion. | Will the investment facilitate a better flow of traffic through or within Milwaukie? | |
| Policy a. Enhance street system connectivity wherever practical and feasible. | | |
| Policy b. Maintain traffic flow and mobility on arterial and collector roadways. | | |

TSP Project Evaluation Questions

Project prioritization: Which projects best meet the City's Goals?

| Goals and Policies | Project Evaluation Questions | 0= Not at all |
|--------------------|------------------------------|---------------|
| | | 1= Somewhat |
| | | 2=Yes |
| | | 3= Very Much |

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| Goal 6: Sustainability. Provide a sustainable transportation system that meets the needs of present and future generations. | Will the investment improve the health of natural systems? Does the investment use resources wisely? | |
| Policy a. Encourage an energy efficient transportation system. | | |
| Policy b. Increase the use of walking and bicycling for all travel purposes. | | |
| Policy c. Improve and enhance the livability of Milwaukie by decreasing reliance on the automobile and increasing the use of other modes to minimize transportation system impacts on the environment. | | |
| Policy d. Practice stewardship of air, water, land, wildlife, and botanical resources. Take into account the natural environments in the planning, design, construction and maintenance of the transportation system. | | |

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| Goal 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. | Will the investment use scarce City funds wisely? | |
| Policy a. Plan for an economically viable and cost-effective transportation system. | | |
| Policy b. Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion. | | |
| Policy c. Make maintenance of the transportation system a priority. | | |
| Policy d. Identify local street improvement projects that can be funded by the State of Oregon to improve the state highway system. | | |
| Policy e. Provide funding for local match share of jointly funded capital projects with other public partners. | | |
| Policy f. Prioritize funding of projects that are most effective at meeting the goals and policies of the Transportation System Plan. | | |

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| Goal 8: Compatibility. Develop a transportation system that is consistent with the City's Comprehensive Plan and that coordinates with county, state, and regional plans. | Will the investment support the city's vision while respecting those of other jurisdictions? | |
| Policy a. Coordinate and cooperate with adjacent jurisdictions and other transportation agencies to develop transportation projects that benefit the City of Milwaukie and the region as a whole. | | |
| Policy b. Work collaboratively with other jurisdictions and agencies so the transportation system can function as one system. | | |
| Policy c. Coordinate with other jurisdictions and community organizations to develop and distribute transportation-related information. | | |
| Policy d. Review City transportation standards periodically to ensure consistency with regional, State, and federal standards. | | |
| Policy e. Coordinate with TriMet, the Milwaukie Center, and adjacent jurisdictions to identify existing and future transit related needs. | | |
| Policy f. Coordinate with local railroad companies and the Oregon Public Utilities Commission to provide an efficient and accessible commercial railroad system in and through Milwaukie. | | |
| Policy g. Coordinate with ODOT to address improvements to State highways within Milwaukie to benefit all modes of transportation. | | |

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| Goal 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. | Will the investment support commercial interests in the city? | |
| Policy a. Ensure a safe and efficient freight system that facilitates the movement of goods to, from, and through Milwaukie, the region, and the State while minimizing conflicts with other travel modes. | | |
| Policy b. Consider constructing grade separation or gate control for all railroad crossings. | | |
| Policy c. Provide transportation facilities that support land uses that are consistent with the Comprehensive Plan. | | |
| Policy d. Evaluate land development projects to determine possible adverse traffic impacts. | | |
| Policy e. Ensure that all new development contributes a fair share toward on-site and off-site transportation system improvements. | | |
| Policy f. Manage parking in downtown to support revitalization, according to the vision in the <i>Milwaukie Downtown and Riverfront Plan</i> . The purpose of, and priority for, on-street parking in the downtown is to support the vitality of the retail core. | | |

TSP Draft Prioritized Master Project List

| Working Group | Project Type | Location | Improvement | From | To | Estimated Cost (\$1,000s) | Working Group Priority | Other Input | How well does project meet TSP Goals? (3 = very well, 0= not at all) | | | | | | | | | | | Total Score | Staff Recommendation | Other considerations |
|---------------|--------------------|---|--|----------------------------|-------------------------|---------------------------|------------------------|-----------------------------------|--|--------|----------------|----------------|----------------------|----------------|-------------------|---------------|-------------------|----|------|--|----------------------|----------------------|
| | | | | | | | | | Livability | Safety | Travel Choices | Quality Design | Reliability/Mobility | Sustainability | Efficient Funding | Compatibility | Economic Vitality | | | | | |
| Pedestrian | Bike/Ped | SE 17 th Avenue Sidewalks | Fill in sidewalk gaps on both sides of street. | SE Ochoco Street | SE McLoughlin Boulevard | \$920 | High | | 2 | 3 | 3 | 2 | 0 | 1 | 2 | 3 | 1 | 17 | High | | | |
| Pedestrian | Maintenance | Sidewalk maintenance | Clear overhanging vegetation and other obstructions from sidewalks; Repair of safety hazards on existing sidewalks | Citywide | Citywide | \$20 | High | | 3 | 3 | 2 | 2 | 0 | 1 | 3 | 2 | 0 | 16 | High | | | |
| Transit | Transit | Downtown Transit Center | New bus layover facility at the former Southgate Theater. Improve downtown bus stops and shelters. | Location specific | Location specific | | High | Council, NDAs | 3 | 2 | 2 | 3 | 0 | 0 | 1 | 2 | 3 | 16 | High | | | |
| Bicycle | Bike/Ped | SE 17 th Avenue Bike Lanes and Intersection Safety | Bike lanes. Improve safety at the intersections of SE 17th Avenue/Hwy 99E and SE 17th Avenue/Hwy 224 | SE Waverly Drive | SE Harrison Street | \$135 | High | | 1 | 3 | 3 | 2 | 0 | 1 | 3 | 2 | 1 | 16 | High | | | |
| Pedestrian | Bike/Ped | SE Logus Road Sidewalks | Fill in sidewalk gaps on both sides of street. | SE 43rd Avenue | SE 49th Avenue | \$771 | Low | Lewelling NDA, TSP Comments, STSP | 2 | 3 | 3 | 2 | 0 | 2 | 2 | 2 | 0 | 16 | High | Phase one underway. | | |
| Pedestrian | Bike/Ped | Kellogg Creek Dam Removal and Underpass | Replace 99E bridge over Kellogg Creek. Remove dam. Ped undercrossing between downtown and park. | Site Specific | Site Specific | \$9,000 | N/A | Downtown Plan | 3 | 1 | 1 | 2 | 0 | 3 | 1 | 3 | 2 | 16 | High | Natural Resource. Partial funding in place for design. | | |
| Bicycle | Bike/Ped | Springwater Corridor | Sellwood Gap - Ochoco between 17th and 19th | SE 17th Avenue | SE 19th Avenue | \$80 | | | 3 | 3 | 3 | 0 | 0 | 1 | 3 | 3 | 0 | 16 | High | | | |
| Pedestrian | Bike/Ped/Transit | SE Railroad Avenue | Construct sidewalks on both sides of street. | SE 37th Avenue | SE Harmony Road | \$1,625 | High | | 3 | 3 | 3 | 2 | 0 | 1 | 1 | 2 | 0 | 15 | High | | | |
| Bicycle | Bike/Ped | Monroe | Bicycle blvd improvements | SE 21st Avenue | Linwood | \$100 | High | | 3 | 2 | 3 | 1 | 0 | 2 | 2 | 2 | 0 | 15 | High | | | |
| Bicycle | Bike/Ped | 29th/ Harvey/40th | Bicycle blvd improvements | | | \$50 | High | | 3 | 2 | 3 | 1 | 0 | 2 | 2 | 2 | 0 | 15 | High | | | |
| Bicycle | Operations | Citywide | Sweeping of bike lanes to remove debris | Citywide | Citywide | \$50 | High | | 2 | 3 | 2 | 1 | 0 | 2 | 3 | 2 | 0 | 15 | High | Low cost high impact project. | | |
| Pedestrian | Bike/Ped | SE Monroe Street | Fill in sidewalk gaps on both sides of street. | SE 42nd Avenue | City limit | \$1,631 | High | | 2 | 3 | 3 | 2 | 0 | 1 | 1 | 2 | 0 | 14 | High | | | |
| Pedestrian | Bike/Ped | SE Stanley Avenue | Fill in sidewalk gaps on both sides of street. | SE Johnson Creek Boulevard | SE Railroad Avenue | \$4,304 | High | | 2 | 3 | 3 | 2 | 0 | 1 | 1 | 2 | 0 | 14 | High | | | |
| Automobile | Mobility | SE Railroad Avenue | Widen SE Railroad Avenue to standard three lane cross section | SE 37 th Avenue | SE Linwood Avenue | \$12,990 | High | | 1 | 2 | 0 | 2 | 3 | 1 | 1 | 3 | 1 | 14 | High | | | |
| Pedestrian | Downtown | Downtown Sidewalk Enhancement | Sidewalks, lighting, amenities, bulbouts. | Downtown Streets | | \$\$\$\$ | | Downtown Plan | 3 | 1 | 1 | 3 | 0 | 1 | 0 | 3 | 2 | 14 | High | | | |
| Bicycle | Public Information | Citywide | Signage for neighborhood bike routes | Citywide | Citywide | \$150 | High | | 1 | 2 | 2 | 0 | 0 | 1 | 3 | 3 | 1 | 13 | High | | | |
| Automobile | Mobility | SE Oak Street/Highway 224 | Add left turn-lanes and protected signal phasing on SE Oak Street approaches | Location specific | Location specific | \$20 | Low | TSP Comments, NDAs | 3 | 1 | 0 | 0 | 2 | 1 | 2 | 1 | 3 | 13 | High | | | |

TSP Draft Prioritized Master Project List

| Working Group | Project Type | Location | Improvement | From | To | Estimated Cost (\$1,000s) | Working Group Priority | Other Input | How well does project meet TSP Goals? (3 = very well, 0= not at all) | | | | | | | | | | | Total Score | Staff Recommendation | Other considerations |
|--------------------|---------------|---|--|--|---|---------------------------|------------------------|-------------------|--|--------|----------------|----------------|-------------|----------------|-------------------|---------------|-------------------|----|--------|--|----------------------|----------------------|
| | | | | | | | | | Livability | Safety | Travel Choices | Quality Design | Reliability | Sustainability | Efficient Funding | Compatibility | Economic Vitality | | | | | |
| Pedestrian | Bike/Ped | King Road | Partial Boulevard project - sidewalk widening, crossing improvements | SE 43rd Avenue | Linwood | \$500 | n/a | | 2 | 2 | 1 | 2 | 0 | 1 | 2 | 2 | 1 | 13 | High | Leverage with street reconstruction. Nice but lower priority. Crossings are important to address. Key transit street. | | |
| Automobile | Safety | Neighborhood Traffic Projects | Small traffic calming and safety improvements. | Citywide | Citywide | \$300 | | NTMP, NDAs | 3 | 2 | 1 | 2 | 0 | 1 | 2 | 2 | 0 | 13 | High | New program. | | |
| Automobile/Freight | Mobility | Highway 224/37 th Avenue | Consolidate the two northern legs of SE 37 th Avenue and SE Industrial Way into one leg. | Location specific | Location specific | \$1,946 | High | | 1 | 2 | 0 | 1 | 3 | 0 | 1 | 1 | 3 | 12 | High | | | |
| Bicycle | Bike/Ped | SE Railroad Avenue | Fill in gaps in existing bicycle network with bike lanes. | SE 37 th Avenue | SE Linwood Avenue | \$4,364 | Low | | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 0 | 12 | High | Link to SE Railroad Avenue road widening project. | | |
| Automobile | Safety | SE Oak Street Rail Crossing | Railroad crossing safety project at SE Oak Street | Location specific | Location specific | \$50 | Low | | 3 | 3 | 0 | 1 | 0 | 0 | 2 | 1 | 2 | 12 | High | | | |
| Automobile/Freight | Mobility | Highway 224/Highway 99E (SE McLoughlin Boulevard) | Refinement Plan to determine appropriate improvements for the future. | ORE 99E Project Limits: SE Tacoma Street to SE 17th Avenue | ORE 224 Project Limits: ORE 99E to SE Lake Road Interchange | \$250 | High | | 0 | 0 | 0 | 3 | 1 | 0 | 3 | 3 | 1 | 11 | High | Goals score reflects the fact that this is a Planning project, not a capital project. Planning effort should be a priority for City. | | |
| Parking | Operations | Downtown parking enforcement | Parking management system and staffing. | Downtown zones | | \$40 | High | | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 8 | High | | | |
| Freight | Mobility | SE Harrison Street/Union Pacific Railroad | Upgrade crossing to grade separated facility | Location specific | Location specific | \$??* | High | | 3 | 2 | 0 | 1 | 3 | 1 | 0 | 2 | 2 | 14 | Medium | Dependant upon Hwy 224/99E Refinement Plan. | | |
| Freight | Mobility | SE Harmony Road/Union Pacific Railroad Crossing | Upgrade crossing to grade separated facility. Outcome of alignment and geometry is dependant on current Harmony Road Environmental Assessment project. | Location specific | Location specific | \$50** | High | | 3 | 2 | 0 | 1 | 3 | 1 | 0 | 2 | 1 | 13 | Medium | Dependant upon Harmony Rd study. Why only \$50,000? | | |
| Bicycle | Bike/Ped | Stanley Bike Blvd | Bicycle blvd improvements | | | XXX | High | | 3 | 2 | 3 | 1 | 0 | 1 | 1 | 2 | 0 | 13 | Medium | Right-of-way constraints increase cost and complexity. | | |
| Bicycle | Bike/Ped | SE 19 th Avenue and SE Sparrow Street | Enhance corridor for bicycle travel. This would connect the south end of Kellogg Creek Trail to SE River Road | SE Eagle Street | SE River Road | \$737 | Med | | 2 | 2 | 3 | 1 | 0 | 1 | 2 | 2 | 0 | 13 | Medium | Coordinate with Trolley Trail. Redundant? | | |
| Pedestrian | | Franklin Street | Sidewalks to connect to Hector Cambell | 42nd | 45th | \$200 | | STSP, CIP (04-05) | 2 | 3 | 3 | 1 | 0 | 1 | 1 | 2 | 0 | 13 | Medium | | | |
| Freight | Accessibility | SE Main Street/SE Mailwell Drive | Upgrade intersection turning radii to better accommodate freight movements | Location specific | Location specific | \$50 | High | | 0 | 1 | 0 | 3 | 2 | 0 | 1 | 2 | 3 | 12 | Medium | Dependant upon LRT study outcomes. | | |
| Pedestrian | Bike/Ped | SE McLoughlin Boulevard | Fill in sidewalk gaps on both sides of street. | SE Washington Street | City limits | \$596 | Med | | 1 | 3 | 2 | 1 | 0 | 1 | 1 | 2 | 1 | 12 | Medium | Overlaps with trail projects. Dependant upon LRT study outcomes. | | |

TSP Draft Prioritized Master Project List

| Working Group | Project Type | Location | Improvement | From | To | Estimated Cost (\$1,000s) | Working Group Priority | Other Input | How well does project meet TSP Goals? (3 = very well, 0= not at all) | | | | | | | | | | | Total Score | Staff Recommendation | Other considerations |
|---------------------|--------------------|---|--|----------------------------|-------------------|---------------------------|------------------------|-------------|--|--------|----------------|----------------|----------------------|----------------|-------------------|---------------|-------------------|----|--------|------------------------------------|----------------------|----------------------|
| | | | | | | | | | Livability | Safety | Travel Choices | Quality Design | Reliability/Mobility | Sustainability | Efficient Funding | Compatibility | Economic Vitality | | | | | |
| Parking | Public Information | Downtown parking wayfinding and identification signage | McLoughlin intersections, public parking lots | Downtown zones | | \$10 | High | | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 2 | 3 | 11 | Medium | | | |
| Automobile | Mobility | SE Linwood Avenue | Widen SE Linwood Avenue to standard three lane cross section. Widen bridge over Johnson Creek. | SE Johnson Creek Boulevard | SE King Road | \$\$\$ | High | | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 3 | 1 | 11 | Medium | | | |
| Automobile | Mobility | SE Linwood Avenue | Widen SE Linwood Avenue to standard three lane cross section | SE King Road | SE Harmony Road | \$\$\$ | High | | 1 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 1 | 11 | Medium | | | |
| Freight | Preservation | SE Harrison Street/Union Pacific Railroad (Tilamook Branch) | Upgrade paving materials to concrete or rubberized material to improve the longevity of the crossing and enhance the crossing for alternative modes. | Location specific | Location specific | \$50 | Low | | 1 | 2 | 2 | 2 | 0 | 0 | 2 | 1 | 1 | 11 | Medium | | | |
| Freight | Preservation | SE Monroe Street/Union Pacific Railroad (Tilamook Branch) | Upgrade paving materials to concrete or rubberized material to improve the longevity of the crossing and enhance the crossing for alternative modes. | Location specific | Location specific | \$50 | Low | | 1 | 2 | 2 | 2 | 0 | 0 | 2 | 1 | 1 | 11 | Medium | | | |
| Freight | Preservation | SE Washington Street/Union Pacific Railroad (Tilamook Branch) | Upgrade paving materials to concrete or rubberized material to improve the longevity of the crossing and enhance the crossing for alternative modes. | Location specific | Location specific | \$50 | Low | | 1 | 2 | 2 | 2 | 0 | 0 | 2 | 1 | 1 | 11 | Medium | | | |
| Freight | Preservation | SE Oak Street/Union Pacific Railroad (Main Line) | Upgrade paving materials to concrete or rubberized material to improve the longevity of the crossing and enhance the crossing for alternative modes. | Location specific | Location specific | \$50 | Low | | 1 | 2 | 2 | 2 | 0 | 0 | 2 | 1 | 1 | 11 | Medium | | | |
| Freight | Preservation | SE 37 th Avenue/Union Pacific Railroad (Tilamook Branch) | Upgrade paving materials to concrete or rubberized material to improve the longevity of the crossing and enhance the crossing for alternative modes. | Location specific | Location specific | \$50 | Low | | 1 | 2 | 2 | 2 | 0 | 0 | 2 | 1 | 1 | 11 | Medium | | | |
| Pedestrian/ Transit | Bike/Ped/Transit | Pedestrian Amenities along routes | Install amenities, such as benches, and similar improvements along key walking routes | Citywide | Citywide | \$50 | Med | | 2 | 0 | 1 | 3 | 0 | 1 | 2 | 1 | 1 | 11 | Medium | | | |
| Bicycle | Bike/Ped | SE Main Street N/S Bike route | Construct Bike Lanes along Se Main Street | Harrison | Moores | \$2,131 | Med | | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 2 | 11 | Medium | Dependant upon LRT study outcomes. | | |
| Automobile | Operations | SE 17th Avenue/SE McLoughlin Boulevard | Prohibit left turn movement from SE 17 th Avenue to northbound SE McLoughlin Blvd and include in Refinement Plan | Location specific | Location specific | \$15 | Med | | 1 | 1 | 0 | 0 | 3 | 0 | 3 | 2 | 1 | 11 | Medium | | | |
| Automobile | Operations | 42 nd Avenue/Harrison St | Signalization of intersection | Location specific | Location specific | \$252 | Med | | 1 | 1 | 1 | 0 | 3 | 1 | 2 | 1 | 1 | 11 | Medium | | | |

TSP Draft Prioritized Master Project List

| Working Group | Project Type | Location | Improvement | From | To | Estimated Cost (\$1,000s) | Working Group Priority | Other Input | How well does project meet TSP Goals? (3 = very well, 0= not at all) | | | | | | | | | | | Total Score | Staff Recommendation | Other considerations |
|---------------|--------------------|---|---|----------------------|----------------------------|---------------------------|------------------------|---------------------|--|--------|----------------|----------------|-------------|----------------|-------------------|---------------|-------------------|----|--------|---|----------------------|----------------------|
| | | | | | | | | | Livability | Safety | Travel Choices | Quality Design | Reliability | Sustainability | Efficient Funding | Compatibility | Economic Vitality | | | | | |
| Automobile | Mobility | River Road/SE McLoughlin Boulevard | Consolidate a single access point for the area at SE Bluebird Road with full intersection treatment and signalization; or Add second NB Left-turn lane at SE River Road | Location specific | Location specific | \$898 | Med | | 1 | 2 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 10 | Medium | | | |
| Pedestrian | Public Information | Identify walkways | Provide maps and signage on streets to identify ways to get through the city | Citywide | Citywide | \$10 | Med | | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 2 | 0 | 9 | Medium | | | |
| Pedestrian | Safety | Police enforcement on automobiles | Enforcement of speeding violations, including photo radar, to make the streets generally safer; Enforcement of laws related to pedestrian crossings and crosswalks | Citywide | Citywide | \$10 | Med | | 1 | 3 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 9 | Medium | | | |
| Parking | Downtown | Upgrade and maintain off-street public parking facilities | Improve landscaping and lighting at public parking lots. | Downtown zones | | \$50 | Med | | 2 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 9 | Medium | | | |
| Bicycle | Bike/Ped | SE Washington Street/SE Oak Street/Hwy 224 | Improve safety of crossing at intersection. | Location specific | Location specific | \$10 | Med | | 1 | 1 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 9 | Medium | | | |
| Bicycle | Public Information | Citywide | Coordination of community rides to encourage bike use. | Citywide | Citywide | \$5 | Med | | 3 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 9 | Medium | | | |
| Automobile | Mobility | SE Harrison/Highway 224 | Add left turn-lanes and protected signal phasing on SE Harrison Street approaches | Location specific | Location specific | \$20 | Med | | 1 | 1 | 2 | 0 | 0 | 1 | 3 | 1 | 0 | 9 | Medium | | | |
| Bicycle | Public Information | Citywide | Education for bike use and route selection | Citywide | Citywide | \$10 | High | | 1 | 3 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 8 | Medium | | | |
| Bicycle | Bike/Ped | SE Harrison Street | Fill in gaps in existing bicycle network with bike lanes. | Hwy 99E | SE 21 st Avenue | \$273 | Med | | 1 | 2 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 8 | Medium | | | |
| Automobile | Mobility | Linwood Avenue/King Road | Implement protected/permissive left turn phasing for northbound and southbound approaches | Location specific | Location specific | \$16 | Med | | 0 | 2 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 8 | Medium | | | |
| Automobile | Mobility | SE Harrison Street/SE King Road Connection | Enhance connection between SE King Road to SE Harrison Street | SE King Road | SE Harrison Street | \$53 | High | | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 7 | Medium | Next phase of intersection improvements funded FY 08. | | |
| Bicycle | Bike/Ped | Springwater Corridor | Improve corridor through repaving | "Three Bridges" area | SE 82 nd Avenue | \$2,889 | Med | | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 7 | Medium | City of Portland project. | | |
| Automobile | Mobility | SE Lake Road | Capacity improvement project to upgrade SE Lake Road to a three-lane arterial cross section standard | SE 21st Avenue | SE Oatfield Road | \$7,392 | Med | NDA's, TSP Comments | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 7 | Medium | | | |
| Automobile | Mobility | SE Harrison Street | Capacity improvement project to upgrade SE Harrison Street to a three-lane arterial cross section standard | SE 32nd Street | SE 42nd Street | \$2,565 | Med | | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 1 | 7 | Medium | | | |
| Automobile | Mobility | Johnson Creek Boulevard | Replace 3-way stops with signals | SE 36th Avenue | SE 42 nd Avenue | \$50 | Med | | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 7 | Medium | | | |
| Automobile | Mobility | Johnson Creek Boulevard/Linwood Avenue | Add eastbound right turn, add westbound right turn | Location specific | Location specific | \$803 | Med | | 0 | 1 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 7 | Medium | | | |

TSP Draft Prioritized Master Project List

| Working Group | Project Type | Location | Improvement | From | To | Estimated Cost (\$1,000s) | Working Group Priority | Other Input | How well does project meet TSP Goals? (3 = very well, 0= not at all) | | | | | | | | | | | | | Total Score | Staff Recommendation | Other considerations |
|---------------|--------------|---|--|----------------------------|--------------------|---------------------------|------------------------|---------------------|--|--------|----------------|----------------|----------------------|----------------|-------------------|---------------|-------------------|-----|--------|--|--|-------------|----------------------|----------------------|
| | | | | | | | | | Livability | Safety | Travel Choices | Quality Design | Reliability/Mobility | Sustainability | Efficient Funding | Compatibility | Economic Vitality | | | | | | | |
| Automobile | Mobility | Harrison Street/Main Street | Add westbound shared through/right turn lane; or Add eastbound right turn lane | Location specific | Location specific | \$34 | Med | | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 6 | Medium | | | | | |
| Pedestrian | Bike/Ped | SE 37th Avenue | Fill in sidewalk gaps on both sides of street. | SE Lake Road | SE Harrison Street | \$794 | Low | | 2 | 2 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 10 | Medium | | | | | |
| Parking | Downtown | Public parking structure | 3-4 story public parking structure with retail at ground floor for visitor/employee parking. | Location specific | | \$10,000 | Low | | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 6 | Medium | Dependant upon new funding source. | | | | |
| Pedestrian | Operations | SE 43 rd Avenue/SE King Road | Intersection enhancements | Location specific | Location specific | \$15 | Med | | 0 | 1 | 1 | 0 | 3 | 0 | 2 | 1 | 2 | 10 | Medium | | | | | |
| Pedestrian | Bike/Ped | SE Brookside Drive | Fill in sidewalk gaps on both sides of street. | SE Johnson Creek Boulevard | SE Regents Drive | \$15 | Med | | 2 | 1 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 8 | Medium | | | | | |
| Pedestrian | Bike/Ped | SE Lake Road | Fill in sidewalk gaps on both sides of street. | Kuehn | Hwy 224 | \$2,049 | High | | 2 | 3 | 3 | 2 | 0 | 1 | 1 | 1 | 1 | 14 | Medium | Not in the City. | | | | |
| Automobile | Safety | SE Harrison Street Rail Crossing | Railroad crossing safety project at SE Harrison Street | Location specific | Location specific | \$50 | Low | | 3 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 11 | Low | | | | | |
| Automobile | Safety | SE 37th Avenue Rail Crossing | Railroad crossing safety project at SE 37th Avenue | Location specific | Location specific | \$50 | Low | | 3 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 11 | Low | | | | | |
| Pedestrian | Bike/Ped | Ochoco | Sidewalks to connect bus stops to Goodwill | SE 19th | McLoughlin | \$\$\$ | | | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 2 | 1 | 10 | Low | | | | | |
| Bicycle | Bike/Ped | Kronberg Park Trail (along Kellogg Creek) | Multimodal trail along Kellogg Creek | McLoughlin | | \$\$ | | Regional Trail Plan | 2 | 2 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 10 | Low | Dependant upon park planning & long-term trail plan. Coordinate with 99E sidewalk project. | | | | |
| Bicycle | Bike/Ped | SE 45th /Springwater Corridor | Improve safety of crossing at intersection. | Location specific | Location specific | \$10 | Med | | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 7 | Low | Not sure this is an unsafe intersection. | | | | |
| Pedestrian | Bike/Ped | SE 19th Avenue | Fill in sidewalk gaps on both sides of street. | SE Eagle Street | SE Sparrow Street | \$305 | Low | | Project not evaluated. | | | | | | | | 0 | Low | | | | | | |
| Pedestrian | Bike/Ped | SE 22nd Avenue | Fill in sidewalk gaps on both sides of street. | Hwy 99E | SE Sparrow Street | \$325 | Low | | Project not evaluated. | | | | | | | | 0 | Low | | | | | | |
| Pedestrian | Bike/Ped | SE 43rd Avenue | Fill in sidewalk gaps on both sides of street. | SE Olsen Street | SE King Road | \$550 | Low | | Project not evaluated. | | | | | | | | 0 | Low | | | | | | |
| Pedestrian | Bike/Ped | SE Edison Street | Fill in sidewalk gaps on both sides of street. | SE 35th Avenue | SE 37th Avenue | \$116 | Low | | Project not evaluated. | | | | | | | | 0 | Low | | | | | | |
| Pedestrian | Bike/Ped | SE Harmony Road | Fill in sidewalk gaps on both sides of street. | SE Linwood Avenue | City limits | \$38 | Low | | Project not evaluated. | | | | | | | | 0 | Low | | | | | | |
| Pedestrian | Bike/Ped | SE Harvey Street | Fill in sidewalk gaps on both sides of street. | SE 32nd Avenue | SE 42nd Avenue | \$534 | Low | | Project not evaluated. | | | | | | | | 0 | Low | | | | | | |
| Pedestrian | Bike/Ped | SE Home Avenue | Fill in sidewalk gaps on both sides of street. | SE Railroad Avenue | SE King Road | \$756 | Low | | Project not evaluated. | | | | | | | | 0 | Low | | | | | | |
| Pedestrian | Bike/Ped | SE International Way | Fill in sidewalk gaps on both sides of street. | SE Mallard Way | SE Lake Road | \$767 | Low | | Project not evaluated. | | | | | | | | 0 | Low | | | | | | |
| Pedestrian | Bike/Ped | SE Johnson Creek Boulevard | Fill in sidewalk gaps on both sides of street. | SE Harney Drive | City limits | \$378 | Low | | Project not evaluated. | | | | | | | | 0 | Low | | | | | | |

TSP Draft Prioritized Master Project List

| Working Group | Project Type | Location | Improvement | From | To | Estimated Cost (\$1,000s) | Working Group Priority | Other Input | How well does project meet TSP Goals? (3 = very well, 0= not at all) | | | | Other considerations |
|---------------|--------------|--|--|----------------------------|----------------------|---------------------------|------------------------|-------------|--|--------|----------------|----------------|----------------------|
| | | | | | | | | | Livability | Safety | Travel Choices | Quality Design | |
| Pedestrian | Bike/Ped | SE Linwood Avenue | Fill in sidewalk gaps on both sides of street. | SE Johnson Creek Boulevard | SE Railroad Avenue | \$2,960 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Mason Lane | Fill in sidewalk gaps on both sides of street. | SE 42nd Avenue | SE Regents Drive | \$671 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Oatfield Road | Fill in sidewalk gaps on both sides of street. | SE Guilford Court | City Limits | \$132 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Regents Drive | Fill in sidewalk gaps on both sides of street. | SE Brookside Drive | SE Winsor Drive | \$494 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE River Road | Fill in sidewalk gaps on both sides of street. | Hwy 99E | SE Lark Street | \$626 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Roswell Street | Fill in sidewalk gaps on both sides of street. | SE 32nd Avenue | SE 36th Avenue | \$192 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Rusk Road | Fill in sidewalk gaps on both sides of street. | SE Lake Road | North Clackamas Park | \$662 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Olsen Street | Fill in sidewalk gaps on north side of street. | SE 32nd Avenue | SE 43rd Avenue | \$432 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | Intersections throughout the City | Install curb ramps at all intersections with sidewalks | Citywide | Citywide | \$5 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE 37th Avenue/Hwy 224 | Intersection enhancements | Location specific | Location specific | \$20 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Freeman Way/Hwy 224 | Intersection enhancements | Location specific | Location specific | \$20 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Harmony Road/SE Lake Road | Intersection enhancements | Location specific | Location specific | \$15 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Harrison Street/Hwy 224 | Intersection enhancements | Location specific | Location specific | \$20 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Monroe Street/Hwy 224 | Intersection enhancements | Location specific | Location specific | \$15 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | Hwy 224 | Fill in sidewalk gaps on both sides of street. | SE Oak Street | SE 37th Avenue | \$420 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Oak Street/Hwy 224 | Intersection enhancements | Location specific | Location specific | \$20 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Olsen Street/SE 42nd Avenue | Intersection enhancements | Location specific | Location specific | \$20 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Railroad Avenue/SE 37 th Avenue | Intersection enhancements | Location specific | Location specific | \$10 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | North Clackamas Park | Provide sidewalks to connect park to school. | North Clackamas Park | Rowe Middle School | \$1,284 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | SE Stanley Avenue/SE Logus Road | Intersection enhancements | Location specific | Location specific | \$15 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Bike/Ped | Improved Ramp at Springwater Trail/SE McLoughlin Boulevard | Intersection enhancements | Location specific | Location specific | \$15 | Low | | Project not evaluated. | 0 | Low | | |

TSP Draft Prioritized Master Project List

| Working Group | Project Type | Location | Improvement | From | To | Estimated Cost (\$1,000s) | Working Group Priority | Other Input | How well does project meet TSP Goals? (3 = very well, 0= not at all) | | | | Other considerations |
|---------------|--------------------|--|---|----------------------|----------------------------|---------------------------|------------------------|-------------|--|--------|----------------|---|----------------------|
| | | | | | | | | | Livability | Safety | Travel Choices | Quality Design | |
| Pedestrian | Bike/Ped | SE 49th Avenue | Fill in sidewalk gaps on both sides of street. | SE Logus Road | SE King Road | \$250 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Safety | Police enforcement on pedestrians | Enforce laws related to pedestrians and street crossings | Citywide | Citywide | \$10 | Low | | Project not evaluated. | 0 | Low | | |
| Pedestrian | Public Information | Improved Education | Educate general public about pedestrian safety; Inform general public about traffic laws related to pedestrians | Citywide | Citywide | \$10 | Low | | Project not evaluated. | 0 | Low | | |
| Freight | Accessibility | SE 17 th Avenue/Hwy 224 | Upgrade intersection turning radii to better accommodate freight movements | Location specific | Location specific | \$50 | Low | | Project not evaluated. | 0 | Low | | |
| Freight | | Mailwell & Omark | Upgrade intersection turning radii to better accommodate freight movements | Location specific | Location specific | \$50 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Bike/Ped | Bicycle Overpass | Fill in gaps in existing bicycle network with bike lanes. | SE Railroad Avenue | SE International Way | \$2,025 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Bike/Ped | Citywide | Bike friendly street grate design and installation | Citywide | Citywide | \$50 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Public Information | Citywide | Production and updating of a Milwaukee Bike Map | Citywide | Citywide | \$50 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Public Information | Trolley Trail | Design/Plan and implement signage | Milwaukee Riverfront | South to city limits | \$54 | Low | | Project not evaluated. | 0 | Low | County project | |
| Bicycle | Bike/Ped | SE Johnson Creek Boulevard/SE Linwood Avenue | Improve safety of crossing at intersection. | Location specific | Location specific | \$10 | Low | | Project not evaluated. | 0 | Low | County project | |
| Bicycle | Bike/Ped | SE Linwood Avenue/SE King Road | Improve safety of crossing at intersection. | Location specific | Location specific | \$10 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Bike/Ped | SE Lake Road | Fill in gaps in existing bicycle network with bike lanes. | SE Main Street | SE Guilford Drive | \$3,142 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Bike/Ped | SE Harrison Street | Fill in gaps in existing bicycle network with bike lanes. | Hwy 224 | SE 42 nd Avenue | \$13 | Low | | Project not evaluated. | 0 | Low | Right-of-way constraints make this expensive. | |
| Bicycle | Bike/Ped | SE Linwood Avenue/SE Harmony Road | Improve safety of crossing at intersection. | Location specific | Location specific | \$10 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Bike/Ped | SE International Way/SE Lake Road | Improve safety of crossing at intersection. | Location specific | Location specific | \$10 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Bike/Ped | SE 37 th Avenue | Fill in gaps in existing bicycle network with bike lanes. | SE Harrison Street | Hwy 224 | \$2,900 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Bike/Ped | SE 43 rd Avenue | Fill in gaps in existing bicycle network with bike lanes. | SE King Road | SE Filbert Street | \$1,014 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Safety | Citywide | Enhanced enforcement | Citywide | Citywide | \$10 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Bike/Ped | Citywide | Re-striping of existing bike facilities | Citywide | Citywide | \$20 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Public Information | Citywide | Signage for Springwater Corridor | Citywide | Citywide | \$15 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Bike/Ped | SE Oatfield Road | Fill in gaps in existing bicycle network with bike lanes. | SE Guilford Court | SE Lake Road | \$348 | Low | | Project not evaluated. | 0 | Low | | |
| Bicycle | Bike/Ped | Kellogg Creek Trail | Improve connection of corridor | Milwaukee Riverfront | Treatment Plant | \$623 | Low | | Project not evaluated. | 0 | Low | | |

TSP Draft Prioritized Master Project List

| Working Group | Project Type | Location | Improvement | From | To | Estimated Cost (\$1,000s) | Working Group Priority | Other Input | How well does project meet TSP Goals? (3 = very well, 0= not at all) | | | |
|---------------|--------------|--|---|-------------------|-----------------------|---------------------------|------------------------|-------------|--|--------|----------------|----------------|
| | | | | | | | | | Livability | Safety | Travel Choices | Quality Design |
| Bicycle | Bike/Ped | SE Linwood Avenue | Fill in gaps in existing bicycle network with bike lanes. | SE Queen Road | SE Johnson Creek Blvd | \$1,692 | Low | | Project not evaluated. | 0 | Low | |
| Bicycle | Bike/Ped | SE Linwood Avenue/SE Monroe Street | Improve safety of crossing at intersection. | Location specific | Location specific | \$10 | Low | | Project not evaluated. | 0 | Low | |
| Bicycle | Bike/Ped | SE Adams Street/SE 21 st Avenue/Railroad crossing | Improve safety of crossing at intersection. | Location specific | Location specific | \$10 | Low | | Project not evaluated. | 0 | Low | |
| Bicycle | Bike/Ped | SE Linwood Avenue | Fill in gaps in existing bicycle network with bike lanes. | SE Juniper Street | SE Harmony Road | \$296 | Low | | Project not evaluated. | 0 | Low | |
| Bicycle | Bike/Ped | SE Rusk Road | Fill in gaps in existing bicycle network with bike lanes. | SE Lake Road | North Clackamas Park | \$936 | Low | | Project not evaluated. | 0 | Low | |
| Automobile | Mobility | SE Freeman Way/Highway 224 | Intersection improvement/modify access | Location specific | Location specific | \$1,313 | Low | | Project not evaluated. | 0 | Low | |
| Automobile | Mobility | SE Linwood Avenue Connectivity | Enhance connection along SE Linwood Avenue at SE King Road | Location specific | Location specific | \$53 | Low | | Project not evaluated. | 0 | Low | |
| Automobile | Safety | SE Linwood Avenue Connectivity | Enhance connection along SE Linwood Avenue at SE Monroe Street | Location specific | Location specific | \$53 | Low | | Project not evaluated. | 0 | Low | |
| Automobile | Mobility | Linwood Avenue/Harmony Road/Lake Road | Grade separate Harmony Road from Union Pacific Railroad and align Harmony Road as a through east west movement. | Location specific | Location specific | \$20,000 | Low | | Project not evaluated. | 0 | Low | |

Key: NDA = Neighborhood District Association
 NTMP = Neighborhood Traffic Management Program
 CIP = Capital Improvement Program
 STSP = Safe Trips to School Program

Milwaukie Transportation System Plan

Advisory Committee

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

Meeting notes

PURPOSE

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

AGENDA

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

MEETING SUMMARY

1. Welcome, staff introductions and meeting purpose

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

2. Project evaluation and prioritization discussion

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

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

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

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

3. Working group and workshop presentations

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

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

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

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

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

4. Next steps

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

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

Meeting Overview

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

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

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

Agenda

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

Introductions; Meeting Purpose and Agenda Review

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

Working Group Presentations

Traffic

Carl presented on the outcomes from the Traffic Working Group

Group members had the following questions:

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

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

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

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

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

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

Freight

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

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

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

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

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

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

Transit

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

Questions from the group:

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

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

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

TSP Synthesis Check-in

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

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

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

The results of the group discussion are listed below:

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

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

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

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

Next steps

Katie outlined the next steps for the process:

6/30 Final Traffic Working Group

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

8/15 Final AC meeting