



May 31, 2007

Dear Street Design Working Group Member,

Our third and last meeting is already upon us! Please mark your calendar to join us on Wednesday, June 6, from 6:00 to 8:30 p.m., at 10722 SE Main Street (Milwaukie City Hall 2nd Floor Conference Room).

Please note the new start time! We changed the start of this meeting to 6:00 p.m. (previously 6:30 p.m.) in anticipation of the time that it would take us to make it through our last agenda. Many of you responded that this would work, especially since we will be providing a more substantial meal (i.e.; sandwiches and snacks) and will take a 10-minute break in the middle. Let me know if there is anything else we can do to make this longer meeting work for you.

This last meeting is broken into two parts. The first part will be a continuation of the conversation we had at our last meeting about the group's street design preferences. Please review the enclosed meeting notes and let us know if we've captured your street design preferences accurately. There will be time at the beginning of this meeting to clarify and/or amend what has already been recorded. This will transition into a discussion about where the group thinks these preferred street design treatments should be applied.

The second part of the meeting will be about policy. Please review the memo that was included in your first meeting packet entitled "Summary of TSP Goals & Policies Relevant to Street Design Discussion." (If you didn't keep a copy of this memo, it can be found online in the May 2 e-packet at: <http://www.ci.milwaukie.or.us/milwaukie/projects/tspupdate/streetdesign.html>). This memo and the "Creating Livable Streets" handout I gave you at the last meeting provide policy ideas and examples that you may find useful as we tackle this part of the meeting.

As I mentioned at our first meeting, TSP staff and the Advisory Committee developed the Transportation System Plan's nine goal statements. Each goal statement is further defined, supported, and implemented by the policy statements and actions items associated with it, and we are asking the Working Groups to help us develop these policy statements and action items. Below is a description of how the goals, policies, and action items work together. This will hopefully put the policy development work we will be doing into perspective.

- Goal Statement — A statement that describes an ideal condition that the City desires to attain over time for various aspects of the transportation system. For example: Provide access to safe, affordable and reliable transportation choices for all Milwaukie residents and businesses;
- Policy Statements — One or more statements that are intended to outline specific measures that will be taken to achieve a goal; and

- Actions — Discrete steps to be completed that support or enact a specific policy statement.

If you have any questions, please contact me at 503-786-7653 or shankss@ci.milwaukie.or.us. For more information about the Street Design Working Group, please visit the City's TSP web site at: <http://www.ci.milwaukie.or.us/milwaukie/projects/tspupdate/streetdesign.html>

Again, thank you for your participation. We look forward to continuing this work with you.

Sincerely,

Susan P. Shanks
Associate Planner

AGENDA – Meeting #3

Street Design Working Group Meeting for Milwaukie TSP Update

June 6, 2007

6:00 p.m. to 8:30 p.m.

Milwaukie City Hall 2nd Floor Conference Room: 10722 SE Main Street, Milwaukie OR

PURPOSE

During the course of this meeting, Street Design Working Group (WG) participants will:

- Wrap up the street design preference discussion from the May 23 meeting
- Identify where to use different street design treatments
- Review and refine street design policies and action items

SCHEDULE

- 6:00 Welcome; Staff Introductions; Purpose of MeetingSusan Shanks
- 6:05 Summary and Review of Street Design Preference ExerciseKristin Hull
- 6:30 Where should different street design treatments be used?Kristin Hull
- Street Classification Primer Alan Snook
 - Group Discussion Working Group
- 7:20 Break
- 7:30 Policy Development DiscussionKristin Hull
- Street Design Policies Susan Shanks
 - Street Design Action Items Working Group
- 8:20 Next stepsSusan Shanks
- Street Design WG: Advisory Committee Recommendations
 - Street Design WG: Electronic Review of Street Design Chapter
 - Milwaukie TSP 2007: Open House
 - Milwaukie TSP 2007: Adoption Process
- 8:30 Close

MEETING PACKET MATERIALS

The following documents are included in this mailing. Copies are available on our web site at <http://www.ci.milwaukie.or.us/milwaukie/projects/tspupdate/streetdesign.html> or at our office at 6101 SE Johnson Creek Blvd.

- May 23, 2007, Meeting Notes (includes summary of street design preference exercise)
- Figure 3-2: Sidewalk Inventory
- Figure 3-4: Bicycle Facility Inventory
- Figure 3-6: Functional Classification
- Milwaukie 2007 TSP Table of Contents

Street Design Working Group Meeting for Milwaukie TSP Update
6:30-8:30 p.m. Wednesday, May 23, 2007

MEETING SUMMARY

Purpose:

- Learn about the pros and cons of different Street design options.
- Discuss and identify street design preferences.

Agenda:

6:30 p.m.	Welcome, staff introductions and purpose	Susan Shanks
6:40 p.m.	What are the pros and cons of street design options?	Alan Snook
7:10 p.m.	What street design options are preferred?	Kristin Hull
8:20 p.m.	Next steps	Susan Shanks
8:30	Close	

1. Welcome, staff introductions, and meeting protocols – Susan Shanks

Susan welcomed attendees and introduced staff. She told the group that the focus of this meeting was to learn about what they like and dislike about different street designs and what likes and dislikes the group shares in common.

2. What are the pros and cons of street design options? – Alan Snook

Alan gave a presentation that summarized the pros and cons of different street design options including traffic calming treatments, traffic reduction treatments, alternative stormwater management options, and alternative cross sections options (including skinny streets and pedestrian walkway options). He noted the relative costs, maintenance requirements, environmental impacts and benefits, and effectiveness of each street design category option.

In response to a question, Alan explained that “after studies” about speed bumps tend to focus on effectiveness of reducing speeds and not on how well neighbors like them.

In response to another question about the costs associated with green street development, Gary Parkin, the City’s Engineering Director, indicated that storm pipes often have to be installed with green street improvements to catch storm overflow that the green street can’t handle. This contributes to the cost of green street development.

3. What street design options are preferred? – Kristin Hull/All

Kristin explained that the next agenda item would be a visual preference exercise that would facilitate the group’s discussion about which street design options they did and did not like. Approximately 80 photos (which were taken by group members or provided by staff) that showed a variety of street treatments and designs were spread out on tables. Working individually, participants placed these photos under “like” or “don’t like” within the following categories:

- Pedestrian and bike facilities
- Stormwater management

- Street cross section
- Traffic diversion
- Traffic calming

The group then discussed what they liked and didn't like about the photos in each category. There were some instances of strong consensus and others instances of disagreement. The latter will be discussed further at the next meeting. The meeting came to an end before the group was able to discuss all five categories. The group agreed to have staff do some preliminary synthesis of the preferences displayed in the remaining two categories (traffic calming and traffic diversion) for group review at the next meeting.

The group's discussion is captured below. Areas of strong consensus are noted with an asterisk (*).

A. PEDESTRIAN AND BIKE FACILITY OPTIONS

Likes

- Overpasses for pedestrians and bikes*:
 - Where busy (i.e. Hwy 224)
 - Increases safety and connectivity
- Good safety features:
 - Bike lanes and sidewalks*
 - Pedestrian refuge*
 - Pavement treatments on crosswalks (well-defined)
 - Landscape buffers between sidewalks*
 - Curb-tight sidewalk better than no sidewalk*
 - Bike routes*
 - Off-street bike and pedestrian pathways (i.e. Springwater Trail)*
 - Lanes striped on off-street multi-use paths for bikes and pedestrians*
 - Bike boulevards (this relates to street design because it could require a new cross section)*

Staff Response: The Bike Boulevard concept is about focusing bike travel on corridors where there are lower traffic volume and speeds and where there are no striped bike lanes. Bike Boulevards, at a minimum, use signage to direct bicyclists. Some of them also utilize a variety of traffic calming or traffic diverting treatments. Bike Boulevards would not show up as an element in a street cross section because, similar to traffic management treatments, bike boulevard street improvements are location-specific and not continuous along a corridor.

Dislikes

- Wide street with on-street parking and no bike lanes. Who belongs where?
- Right side bike lane – it's confusing. Is wide lane by curb for parking, for bikes, or for both?
- Narrow curb-tight sidewalks*
- Curb tight sidewalks
- Dirt sidewalks

- Sidewalks on quiet rural-looking streets; prefer other pedestrian treatments; sidewalks can draw people into neighborhood
- Obstruction of sidewalks

B. STREET CROSS SECTION OPTIONS

Likes

- Pedestrians and bikes separate from roadway*
- Sidewalk on one side better than no sidewalk
- Landscaping*
- A full-width cross-section has its place
- Provision for transit
- Differentiation between pedestrians and cars, but choices about type: row of plants, rumble strip, curb*
- Variations that respond well to location-specific needs and constraints
(Staff added this bullet upon closer review of the visual preference survey results)

Dislikes

- Boring streets
- Obstruction of sidewalks
- No sidewalks*
- Unfinished streets*

C. STORMWATER MANAGEMENT OPTIONS

Likes

- Green, landscaped treatment*
- Green streets*:
 - Good for water quality
 - Good for environment
 - Aesthetically pleasing
 - Place making
 - Flexible application (should use on flag lot driveways)

Dislikes

- Maintenance costs of green streets
- No stormwater treatment*

D. THINGS TO FOLLOW UP ON

- Neighborhood choice in implementation
- Lighting
- Underground utilities (Is this an option or in the scope of this group?)

4. Next steps – Susan Shanks

Since the group did not finish the discussion and did not talk about traffic diversion or traffic calming, staff will work on synthesizing this category of information for the group's review at their next meeting.

5. Post-meeting synthesis of visual preference survey by staff for Traffic Calming and Traffic Diversion – Susan Shanks

Note: Numbers in parentheses denote how many times each preference appeared on the visual survey.

TRAFFIC CALMING

Likes

- Street narrowing
 - Landscaped medians with or without pedestrian crossing/refuge (5)
(Benefit: Provides gateway opportunity)
 - Landscaped sidewalk extensions, chicanes, chokers or neckdowns (5)
(Issue: Can be problematic for bicyclists if not designed well)
- Vertical deflection
 - Speed humps (2)
 - Raised Crosswalks (2)
(Benefit: Increases pedestrian safety as well)
- Traffic circle (1)
- Narrow street without on-street parking (1)
- Street trees (1)
(Landscaping was a commonality among all preferred traffic calming treatments with the exception of speed humps and raised crosswalks)

Dislikes*

- **Non-landscaped traffic calming treatments**

*Note: Not all dislikes are summarized here due to staff's inability to correctly interpret what the photos placed in this category were meant to convey. Group members will have the opportunity to clarify their preferences at the upcoming meeting.

TRAFFIC DIVERTING

Likes

- Full closure and partial closure where appropriate, when nicely landscaped, and when designed for pedestrian and bicycle access

Dislikes

- Non-landscaped traffic diverting treatments
- Traffic circle?



FIGURE 3-2

SIDEWALK INVENTORY

May 2007

DRAFT

LEGEND

Sidewalks

- < 5 ft. Width
- 5 ft. - 10 ft. Width

10' Contours

Schools

Major Roads

Streets

Railroad

Springwater Trail

Kellogg Creek Trail

County Line

Parks

Water

City Limits



FIGURE 3-4



**BICYCLE FACILITY
INVENTORY**












May 2007

DRAFT

LEGEND

Bicycle Lanes

-  Shared Lane
-  Bicycle Lane

-  Schools
-  Parks
-  10' Contours
-  Major Roads
-  Streets
-  Railroad
-  Springwater Trail
-  Kellogg Creek Trail
-  County Line
-  Water
-  City Limits

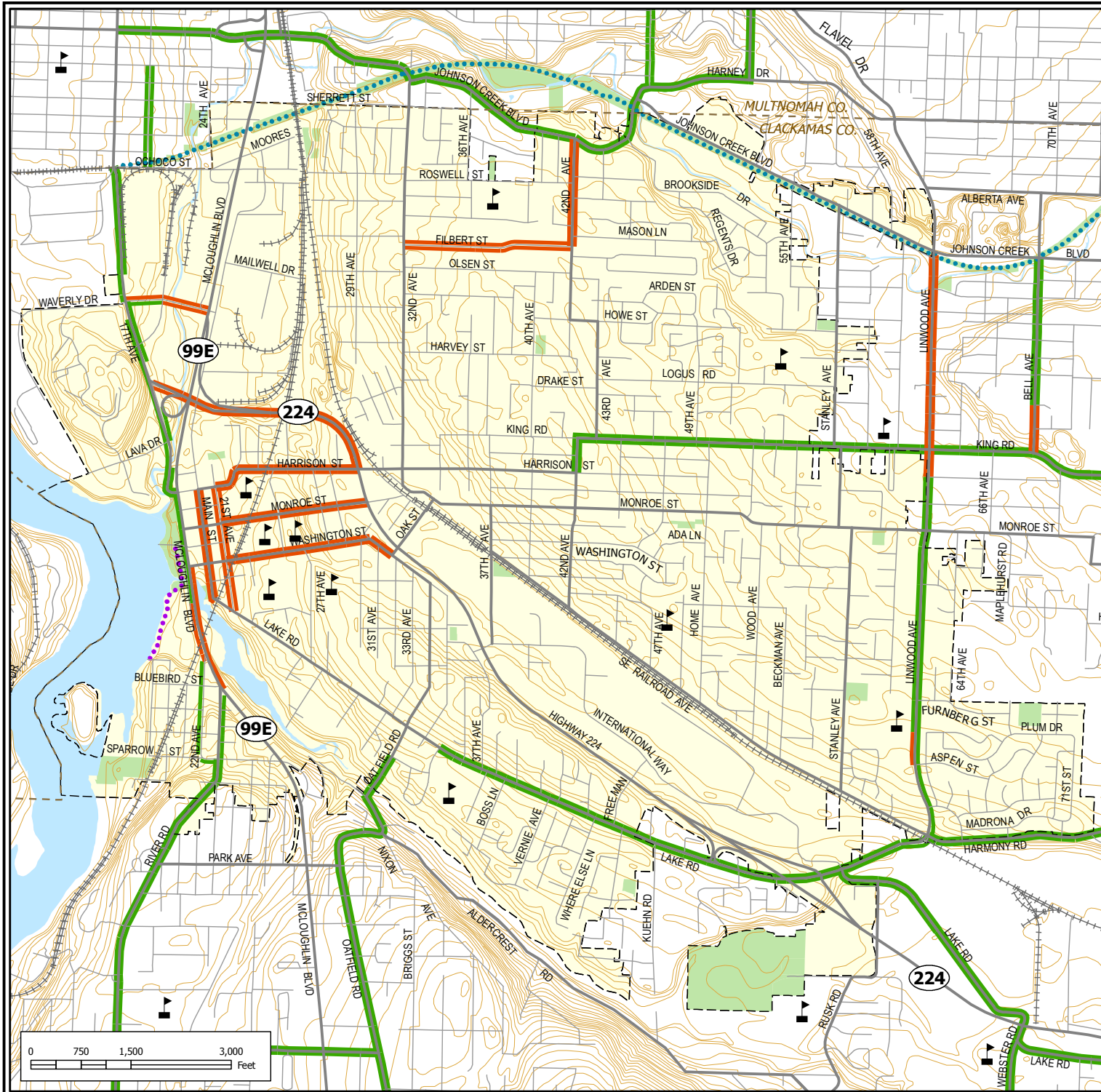




FIGURE 3-6

FUNCTIONAL CLASSIFICATION

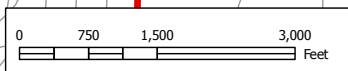
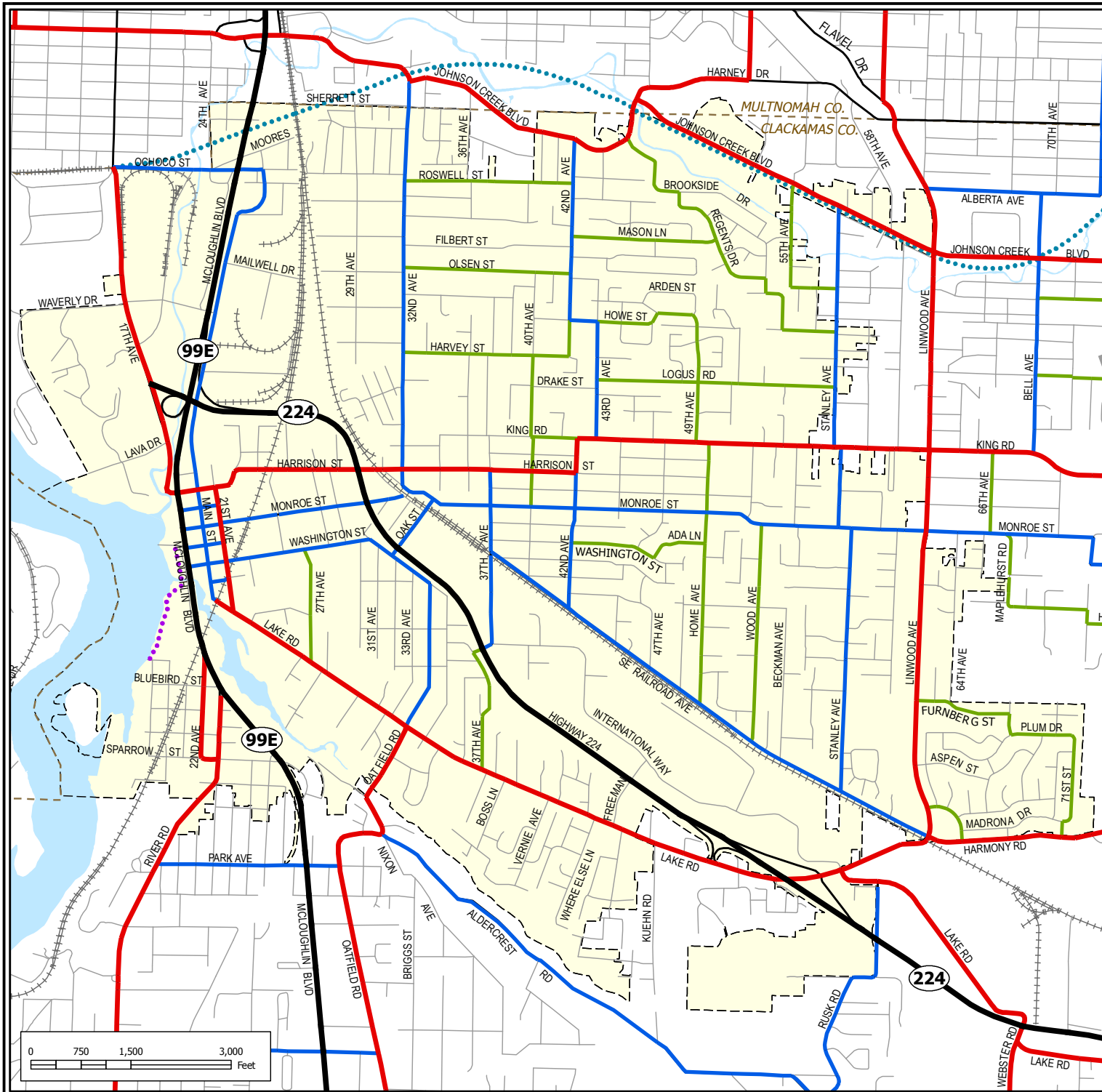
May 2007

DRAFT

LEGEND

Functional Classification

- Regional Routes
- Arterials
- Collectors
- Neighborhood Routes
- Local
- Railroad
- Springwater Trail
- Kellogg Creek Trail
- County Line
- Water
- City Limits



Milwaukie 2007 TSP

Table of Contents

Chapter Title		City Review	Advisory Committee Review	Draft on City Website
Chapter 1	User's Guide			
Chapter 2	Transportation Goals, Plans, and Policies	√	√	√
Chapter 3	Existing Conditions	√	√	Pending
Chapter 4	Future Demand and Land Use	√	√	Pending
Chapter 5	Pedestrian Plan	Pending		
Chapter 6	Bicycle Plan	Pending		
Chapter 7	Public Transit Plan			
Chapter 8	Auto/Street Network Plan (to 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)			