

Agenda

10:00am	Welcome and Purpose of meeting	Jamie Damon
	Introductions	Gary Parkin
	Overview of process	Katie Mangle
	Review of Goals and Policies	Jamie Damon
	Chapter 3 Existing Conditions	Carl Springer
12:00am	Next steps/Close	Jamie Damon

Welcome and Purpose of the Meeting

The meeting was attended by twelve members of the public and four staff.

Jamie Damon welcomed the group and reminded them of the meeting protocols developed at the kick off meeting in February.

Introductions

Gary introduced project staff and asked the participants to share who they were, what neighborhood they were from, and how they are participating in the TSP. The following neighborhoods and organizations were represented: Oak Grove, Lake Rd, unincorporated Clackamas County, Historic Downtown Milwaukie, Hector Campbell Neighborhood, Budget Committee, and the Advisory Group. Several participants had been active in the creation of the previous TSP.

Overview of Process

Katie gave an overview of the TSP process using the process flow chart hand out.

Review of Goals and Policies

Jamie reviewed how the goals and policies were developed and that the task of this group is to recommend policies and actions. Jamie distributed a goals worksheet asking folks to rate how important Traffic and Street Network issues are to achieving the city's overall TSP goals.

Overview of Chapter 3 – Existing Conditions

Carl reviewed the highlights of the existing conditions analysis focusing on the traffic and street network. The group had an active discussion with Carl during his presentation. The following are the comments raised by the group:

- We would like a glossary of terms. We need to understand the different street classifications.
- Explain the level of detail analyzed in a TSP versus at the project level.
- Why are the projects limits exclusive of the unincorporated areas? Seems like we should include some of the areas in the boundary as part of the analysis. The technical work is focused on the city to get to a greater level of detail to address the problems in the city that the city has control over.
- Why are some traffic counts so old? *For comparison purposes we show the old and new counts. All 'new' counts were taken this year.*
- Metro had designated a boundary for regional planning of the town center designation. Our boundaries are consistent with that.
- We hope that the city is coordinating closely with the county.
- Good to analyze issues within the city but we need to connect to the areas within the UGB as well.
- There is a network of regional and county planning efforts currently underway.
- This group can recommend policies that help ensure that the city is connected with county and regional efforts. *The analysis does take into account regional growth patterns and their effect on the city's system.*
- Will this plan result in recommendations to change the classification of the street system? For example, new alignments, new connections, up grades and down grades? Changes to the system are carefully considered and not taken lightly. Any changes recommended need to directly relate to the functional classification of the street. The state system cannot be reclassified. To the extent possible regional streets should have consistent classifications with adjacent jurisdictions.
- Would like to see a map that graphically shows levels of use along a street. Different streets are improved at varying levels.
- 34th street is taking regional traffic from Gladstone.
- Need better counts at 35th – the counts don't reflect the level of use we know to be true.
- Need to get a better picture of the regional movements through the area and how Milwaukie is taking a greater burden of regional traffic.
- The police department has been taking data counts to determine enforcement needs, the city should use this data. It is much more detailed and current.
- Look at International Way and Lake Rd intersection for traffic counts – important to factor in the freight movements since trucks take up more queuing space.
- The neighborhoods get accident counts and data monthly from the police.
- Do the average delay numbers take into account the disruption caused by the train movements?
- The trains lead to modified travel movements as people try to get around the congestion.
- The accident data seems low. Need to synch up the data with what the city police are reporting. Highway 224 and Oak is a very hazardous intersection.
- Would like to see the entire Chapters 2 and 3.
- Would like to see more coordination with the railroad operations and associated traffic circulation needs.
- Need to protect neighborhoods from cut through traffic.
- Need to keep in the regional traffic on regional facilities.
- Interest is in getting the best available data. Want to understand the data to advocate for policy changes that benefit Milwaukie.
- How can we influence our regional partners such as Metro and ODOT?

Next Steps

The group decided that Saturday morning was a good time to meet although a Wednesday evening could work as well if it didn't conflict with other meetings. Gary indicated that the next meeting would most likely be in late May.