

**Milwaukie TSP
Working Group Meeting #3
June 16, 2007**

Traffic and Street Networks:

Meeting opened at 10am

The Milwaukie TSP Traffic Work Group met on Saturday, June 16, 2007, at 10:00 a.m. at the Milwaukie City Hall. This was the third meeting of the group. The purpose of the meeting was to:

- Identify locations/issues and recommended street system solutions that seem appropriate and need no further analysis or refinement.
- Identify location or issues that need further study and alternatives refinement.

Welcome and Introductions

Eryn welcomed everyone and made introductions.

Tom asked how the group can make decisions without clear knowledge about budget (for instance, how much each project will cost and how much funding will be available). Carl said that the group's taking was to narrow the alternatives to those most valuable for the community, and choices about what the funding levels would be made at the Advisory Committee level. Susan S. from the City of Milwaukie followed up to say that the purpose of this work is to determine what the City needs for the future and budget decisions will come further down the line.

Explanation of Measures of Effectiveness and how They Were Applied In Developing the Alternative Solutions

Carl walked the working group through the different measure of effectiveness used to identify and evaluate projects.

Presentation/Discussion of Initial Recommendations on City Street System

Carl started with by presenting the group with information to clarify some of their previously identified issues. The group provided the following feedback:

- The King to 42nd to Harrison jog does not lend itself currently to the route's role as major road. (linked to bullet re: Harrison/42nd/Monroe)
- "keep through traffic off Monroe"
 - this is about desire for bike blvd
 - it is different at different sections (224 to 42nd on)
 - consider changing functional class on Monroe to reflect different uses through the community
- Campbell-we should also include Campbell/Monroe to list as a visibility issue
- All of Linwood needs work to live up to its role as major road. There is not enough ROW. The section from Monroe to King is more modern.
- Railroad-upgrade to arterial and provide the amenities needed for an arterial.
- Cases include: Monroe, Lake (big trucks end up there because of bad signage)

- From Marketplace to Oregon 224 leaving center driveway is major issue. The other way is a staging problem.
- From Oaks St onto Oregon 224 need dedicated left turn signal both directions
- ORE 224 at Harrison, Monroe, Oak needs left turn signals on the cross-streets.

To continue his presentation, Mr. Springer referred to a map, Figure 8-3 which included several potential projects.

- *Olsen and Wake*-Upgrade existing to allow access for pedestrians and bikes; 5-foot easement cannot be easily expanded.
- *Willow (between 49th and Stanley)* -- Llewellyn School Trail
 - * There is a gravel pedestrian cut-through
 - * Direct connection on 42nd and 43rd from King to JCB
 - * Not sure that cars need to go through here (Matt)
 - * Would be nice to have connectivity don't know if needs
 - * Existing path-could upgrade (extra ROW) to be cars
 - * 8% grade or so might make it difficult to build road
 - * Support for bike and pedestrian connection now; maybe long term need for auto connection
- ✓ *Linwood to Stanley*
(Northbound on Linwood to King partially blind intersection) design issue
 - *Need for auto, bike and pedestrian connection
- ✓ *Linwood to Bell*-whole thing including Linwood to Home
 - *Need for cars to get through (there are challenges)
- ✓ *International*-Yes! Needs to be collector
- ✓ *29th from Ochoco St. to Harrison*-if redevelops would like some kind of connection, for bike boulevard but not for cars
 - *North of OR224, running east-west from 28th Street, across railroad tracks toward Hwy 99: bike/pedestrian transit connection
- ✓ Two designations for a collector? Multi-designations for *Monroe*?
 - *Make part of Monroe a neighborhood street (Linwood to 42nd Ave)?
 - *Some are really more like neighborhood streets; new class?

The presentation continued with introduction and discussion of ten proposed projects. The workgroup put each project into one of three categories: OK, Needs more information or Tabled.

City Street System

1. Harrison/Main

- *Loss of parking is worth it in this situation
- *Design: need to be safe/well labeled shift

✓ OK

2. Harrison/SE 42nd Ave (need info)

- *More extreme purchase properties to make jog more like through

- *Want to allow people to use back Safeway entrance
- *Add King and 43rd to re-design of jog

NEED MORE INFORMATION

3. SE Johnson Creek/32nd Ave (need info)

- *Need more info about design of intersection with 32nd
- * Widen what's there
- *Will move to other intersections further up
- *Round-a-bout?

NEED MORE INFORMATION

4. SE Johnson Creek/SE Linwood

- * Must incorporate pedestrian/bike trail safety if that issue were solved...no other concerns

✓ OK, with pedestrian/bike safety addressed

5. SE King/SE Linwood-Alt 1

- *Get ROW off vacant lot? (going out of town)
- *Make loop detectors more sensitive to bikes
- * Crown in road change makes for difficult situation-maintenance issue

✓ OK

Presentation/Discussion of Initial Recommendations on State Highway System

6. JCB/Linwood Ave

- *Light rail unknowns
- * Trolley trail unknowns
- *Intersection needs major redesign
- *Island station (engage them) folks have very strong opinions
- * Need more contexts
- *Other plans that have been proposed,
-what's preservation plan going to do

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From Map: Freight Access: another group is supporting this plan

1. Concern=emergency response to south end do industrial shippers agree?
2. Concern=transit issue sharing with bus traffic
3. Concern=aux. lanes on east side is bicycle/ped path must find way to work this

✓ OK

7&8. Ore 224/Harrison to Oak

- *Concept of Monroe overpass was bike/ped: AH2b (would be expensive)
- *Oakfield/Oak Street-who fit in with overpass?
- * Matt opposed to 7 lanes and Alt 3
- *Doesn't address 37th and 224; needs to fit in

- *rtln. 99 to 224 ramp-would remove cut through
- * need to think about rapid transit interest on 224

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9. International/224

Idea: close and move Edison and 37th-make square. Add right turn from International to 37th (impact on park)

- *Past ODOT drawings?
- *Concern wetlands impacts with new street (this concept is good, so is new idea)
- *Bigger picture relationships
- *More local delivery for trucks not big ones
- *Explore more

NEED MORE INFORMATION

10. 224/SE Freeman

- *Trucks using Freeman (freight re-route)
- *Currently trucks come down Lake
- *Close off Freeman and include signage at International way?
- *Opposition from local business?
- *Must deal with 37th intersection

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Next Meeting

The next meeting of the group will be June 30, 2007.

The meeting was adjured at 12:20 PM.

Attendance

Meeting was attended by Tom MacFarland, Dave Aschenbrenner, Gail Curtis, Kathy Buss, Matt Picio, Matt Menely, and Ben Horner-Johnson.

Staff and consultants included Susan Shanks and Zach (??) from the City of Milwaukee, Carl Springer (DKS) and Eryn Kehe (JLA).