



To: Traffic and Street Network Working Group Members
From: Gary Parkin, Working Group Liaison
Date: June 12, 2007
Subject: Third Working Group Meeting—June 16, 2007

Thank you for your interest in transportation issues in Milwaukie. I hope you will be able to participate in the second meeting on Milwaukie's Traffic and Street Network, scheduled for **Saturday, June 16, 2007, from 10:00 a.m. to 12:00 noon** at City Hall (10722 SE Main Street).

The purpose of this meeting is to present the initial street improvements needed to address mobility and circulation issues identified with the 2030 forecasts on City and State facilities.

Group members will be asked to identify the locations/issues with recommended solutions that seem appropriate and need no further analysis or refinement. We will also identify the locations or issues that need further study and alternatives refinement.

With the tight project schedule the bulk of the presentation material is not available yet. It will be posted by Friday and will also be available at the meeting.

We will post the outcomes of this meeting on the Traffic and Street Network Working Group web site at: <http://www.ci.milwaukie.or.us/milwaukie/projects/tspupdate/trafficstreet.html>

Persons not able to attend the meeting are encouraged to review the materials and submit comments to us. City staff and our consultants will review the comments as we prepare for additional meetings.

Meeting #4 (Saturday June 30, 2007): Final policies, actions, and priorities. Integrate with other working groups/workshops.

Please come and share your experiences and ideas at Meeting #3 on June 16, 2007. Please call or e-mail me if you have any questions.

Gary Parkin
TSP Traffic and Street Network Liaison
(503) 786-7601
parking@ci.milwaukie.or.us

Enclosures for Working Group Meeting #3:

- Agenda
- Performance Measures
- Preliminary List of Solutions/Alternatives for Streets

Materials at the Meeting (available online Friday):

- Illustrations of more involved alternatives, specifically focused around the central core of ORE 224 and the downtown area—better know internally as the triangle area, bounded by ORE 99E/Washington and ORE 224/Oak Street and ORE 224/ORE 99E.
- Before/after performance evaluations for recommended improvements.
- Model-based illustrations of:
 - Net changes in local traffic patterns with each alternative.
 - Selected studies of how the central core portion of ORE 224 will be used; regional traffic versus local traffic

AGENDA

Traffic and Street Network Working Group Meeting #3

Saturday June 16, 2007, 10:00 a.m. to 12:00 noon
2nd Floor, Milwaukie City Hall
10722 SE Main Street, Milwaukie

PURPOSE

Present the initial street improvements needed to address mobility and circulation issues identified with the 2030 forecasts on City and State facilities.

DESIRED OUTCOMES

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

SCHEDULE

10:00	Welcome and Introductions	
10:10	Explanation of measures of effectiveness and how they were applied in developing the alternative solutions	Carl Springer
10:30	Presentation/discussion of initial recommendations on city street system	Carl Springer
11:00	Presentation/discussion of initial recommendations on state highway system	Carl Springer
11:20	Group evaluation of presented alternatives	
12:00	Next meeting	

DRAFT MEMORANDUM

DATE: June 5, 2007

TO: Katie Mangle, City of Milwaukie
Gail Curtis, Oregon Department of Transportation

FROM: Alan Snook, AICP

**SUBJECT: Milwaukie Transportation System Plan Update (TSP)
Task 5.1 – Performance Measures**

P06097-008

The purpose of this memorandum is to identify the performance measures (and associated criteria) used to evaluate and select system alternatives for the Milwaukie TSP project update.

PERFORMANCE MEASURES

Community members identified system alternatives or projects to address current or future deficiencies in the City of Milwaukie. The performance measures and criteria on the following page were used to evaluate whether or not proposed projects effectively addressed the identified problem(s). Proposed projects that did not initially meet these performance measures and criteria were not included on the system alternatives list.

The list of system alternatives or projects defines the Master Plan, which is the full set of transportation improvements by mode. An Action Plan, developed from the Master Plan, focuses on the highest priority projects that are most likely to be funded and/or enacted (in the case of a policy action) given limited funding availability.

Prioritization of the projects in the Master Plan occurs after all system alternatives have been screened (using the performance measures) and forwarded by each modal working group to the Advisory Committee. Prioritization is done by decision-makers using project evaluation criteria (in the form of questions related to the system-wide goals contained in Chapter 2). Project evaluation criteria were developed to specifically help decision-makers compare and contrast how well each project furthered the community's system-wide transportation goals.

Table 1: Measures of Effectiveness for Developing System Alternative(s)

Element	Performance Measures	Criteria
Pedestrian	<ul style="list-style-type: none"> Connectivity (gaps in the network, connections to parks, schools, downtown, etc.) Accessibility (ability to access the pedestrian network) Crossing barriers (ability to enhance crossing existing pedestrian barriers) Safety (ability to improve unsafe location) 	<ul style="list-style-type: none"> Fills existing gaps in the sidewalk network and connect pedestrian destinations. Results in walk trips to access pedestrian destinations within 1/3 of a mile, with minimal out of direction travel. Reduces conflict points.
Bicycle	<ul style="list-style-type: none"> Connectivity (gaps in the network, connections to parks, schools, downtown, etc.) Accessibility (ability to access the bicycle network) Crossing barriers (ability to enhance crossing existing bicycle barriers) Safety (ability to improve unsafe location) 	<ul style="list-style-type: none"> Fills in existing gaps in the bicycle network and connect bicycle destinations. Allows for crossing existing barriers that may be unsafe. Reduces conflict points.
Transit service	<ul style="list-style-type: none"> Increases transit coverage throughout Milwaukie Adequate facilities based on existing and potential ridership 	<ul style="list-style-type: none"> Increases transit coverage in City of Milwaukie by serving areas currently unserved within 1/3 mile of transit stops. Improves accessibility for pedestrian network within 1/3 mile walking distance to transit. Adds bus shelters with ridership of 30 daily boardings (or more).
Motor Vehicle	<ul style="list-style-type: none"> Level-of-service (LOS based on motor vehicle delay) Volume-to-capacity ratio (based on the critical intersection movement) Queuing (based on the 95th percentile queue) Safety (ability to improve unsafe location) 	<ul style="list-style-type: none"> Meets level-of-service D for City of Milwaukie facilities (during the peak hour). Meets V/C ratio for ODOT facilities of 1.1 in Town Center area, and 0.99 for all other ODOT facilities (during the peak hour). Results in adequate storage space to accommodate 95th percentile queue. Reduce conflict points.
Freight	<ul style="list-style-type: none"> Ability to improve freight mobility Ability to improve accessibility for freight users Reduce delay at intersections (see Motor Vehicle criteria) 	<ul style="list-style-type: none"> Reduces delay for freight routes. Improve accessibility for freight by minimizing out of direction travel.

SOURCE: *DKS Associates*

DRAFT MEMORANDUM

DATE: June 11, 2007

TO: Katie Mangle, City of Milwaukie
Gary Parkin, City of Milwaukie

FROM: Carl Springer, P.E., P.T.P

SUBJECT: **Milwaukie Transportation System Plan Update**
Preliminary List of Solutions / Alternatives for Streets

P06097-008

The purpose of this memorandum is to introduce alternatives and solutions that have been reviewed to date for the Milwaukie street network improvements. The details of that analysis and the diagrams that better explain the issues on ORE 224 and on McLoughlin Boulevard will be presented at the upcoming Traffic Work Group meeting this Saturday.

City Street Improvements

Intersection	Improvement	Level of Service	
		Before	After
SE 42 nd Avenue @ SE Harrison Street	<ul style="list-style-type: none"> • Signalization 	E	B
SE Johnson Creek Blvd. @ SE 32 nd Ave.	<ul style="list-style-type: none"> • Signalization • New Bridge • Add SB Left-Turn 	F	C
SE Johnson Creek Blvd. @ SE 42 nd Ave.	<ul style="list-style-type: none"> • Signalization 	(not a study intersection)	
SE Johnson Creek Blvd. @ SE Linwood Ave.	<ul style="list-style-type: none"> • Add EB Right-Turn • Add WB Right-Turn 	F	D
SE Harrison Street @ SE Main Street	<ul style="list-style-type: none"> • Add WB shared through/right-turn lane or • Add EB Right-turn lane 	E	D
SE Linwood Avenue @ SE King Road	<ul style="list-style-type: none"> • Protected/Permissive Left Turn Phasing NB & SB 	E	E*
Connectivity	<ul style="list-style-type: none"> • See map 		

* Additional improvement required to reach acceptable levels.

ORE 224 Improvements

Primary intersections in the central core of Milwaukie will operate below acceptable limits by 2030, and improvements were investigated to add more capacity to the highway while maintaining connectivity for cross-city circulation. These alternatives include various combinations of the following:

- Adding through lanes on ORE 224
- Constructing an interchange at Harrison Avenue
- Constructing an interchange at Oak Street
- Constructing an overcrossing at Monroe Street
- Re-constructing the north legs of the 37th Avenue / International Way intersection

McLoughlin Boulevard Improvements

Intersections on McLoughlin Boulevard will have severe congestion by 2030 without further improvements. Specifically, the studied intersections at Harrison Avenue, 22nd Avenue and River Road will exceed capacity. Intersections in the North Industrial Area will approach, but not exceed the minimum acceptable limit. Solutions at the most congested locations include, to date:

- Upgrading the ORE 224 to McLoughlin Boulevard interchange to for all movements – to reduce ‘through’ traffic on city streets.
- Limiting turning movements at Harrison Avenue; re-directs some traffic through downtown streets.
- Consolidating existing intersections of 22nd Avenue with River Road to form one new intersection built to ODOT standards.
- Expanding the northbound approach of the existing River Road alignment to add left-turn capacity.
- New overpass at Ochoco



FIGURE 8-3

STREET CONNECTIVITY

June 2007

DRAFT

LEGEND

- Functional Classification*
- Regional Routes
 - Arterials
 - Collectors
 - Neighborhood Routes
 - Local
 - Proposed Functional Classification Upgrade
 - Proposed Street Extension
 - Railroad
 - Springwater Trail
 -
 - County Line
 - Water
 - City Limits



PROJECT COST ESTIMATE DEVELOPMENT PROCESS

