



To: Transit Solutions Working Group Members
From: Kenny Asher, Transit Solutions Liaison
Date: June 13, 2007
Subject: Desired Outcomes for the Fourth Transit Solutions Working Group Meeting

Greetings!

Thank you for making it to the last Transit Solutions Working Group meeting! I look forward to seeing you at the fourth and final Transit Solutions Working Group meeting on **Wednesday, June 20, from 6:30-8:30 p.m.** at the Public Safety Building (3200 SE Harrison Street).

The purpose of the meeting is to finalize the Working Group's recommended Policies, Improvements, and Priorities for transit service in Milwaukie over the next 25 years. We will do this by working through the "What Needs Improving?" tally table, which now has 31 items (based on what you've said so far). We'll also have a short presentation from TriMet on transit connections in Milwaukie, based on the discussion from last time and TriMet's research since then.

Finally, we'll let you know how to stay plugged into the TSP update, as the Advisory Committee reviews the transit recommendations and folds them into the long list of City transportation projects and priorities.

To help prepare for this meeting, we have enclosed a few materials. If you cannot review all of these materials before the meeting, please focus on the updated WNI Tally sheet. This is our record and "idea bank" for updated transit priorities. Meeting materials:

- 6/20/07 Meeting Agenda
- Notes from Meeting #3 (5/29/07)
- Updated "WNI" Tally Sheet
- Milwaukie Transit Policies (review)
- Exit Survey (provided at meeting)

These materials are also posted on the Transit Solutions Working Group website (link below). Persons not able to attend this meeting are encouraged to review the materials and submit comments to project staff.

<http://www.cityofmilwaukie.org/milwaukie/projects/tspupdate/transitsolutions.html>

Please remember to use the transit system and remain observant about how the transit experience can be improved. Please call or e-mail me if you have any questions.

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AGENDA – Meeting #4

**Transit Solutions Working Group Meeting
for Milwaukie TSP Update**

June 20, 2007

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

Public Safety Building Conference Room: 3200 SE Harrison Street, Milwaukie OR

PURPOSE: The purpose of the meeting is to finalize the Working Groups' recommended Policies, Improvements and Priorities for transit service in Milwaukie over the next 25 years

SCHEDULE

- 6:30 Welcome and Introductions Kenny Asher
(Please fill out the Exit Survey before leaving tonight!)
- 6:40 Transit Connections; TriMet Overview Young Park
- 7:00 Reviewing the Tally Group
- Action Plan Items (Top Priorities)
 - Master Plan Items (Next Priorities)
 - Question Marks (for further review)
- 8:10 Summing Up..... Kenny Asher
- Did we cover what we said we'd cover?
 - Policy review—one last time
- 8:20 Staying Tuned to the TSP Kenny Asher
- Tracking the Transit Recommendations
 - Reviewing the Transit Chapter
 - Adoption
- 8:30 Adjournment

City of Milwaukie Transportation System Plan Update
Transit Working Group
May 29, 2007 6:30 – 8:30 p.m.
Public Safety Building, Community Meeting Room, 3200 SE Harrison Street
Meeting #3

Public Attendees:

David Ashenbrenner
Sandi Burns
Kathy Buss
Phil Favorite
Ben Horner-Johnson
Dolly Macken-Hambright
Sara Maier
Gary Michael
Tim Morris
Virginia Pai
Pam Shea

Staff and Consultant Attendees:

Kenny Asher, City of Milwaukie
Jeanne Garst, City of Milwaukie
Kristen Kibler, JLA
Young Park, TriMet
Beth Ragel, City of Milwaukie
Alan Snook, DKS Associates

Materials Distributed:

- Agenda
- Meeting #2 Summary (at meeting)
- Updated “WNI” Tally Sheet
- Maps identifying planned pedestrian and bike improvements
- Transit maps – transportation disadvantaged, routes and shelters, service map
- TSP Survey Report – March 2007
- Grading the last ten years – Exercise on Transit Service and Transit policies
- Milwaukie Park and Ride site layout
- Transit paper – DKS
- Bikes + Transit – Feedback for 5/29 from TSP Bicycle Access Workshop

Meeting Summary

Welcome & Introductions / Where We're Going

Kenny Asher welcomed everyone to the third meeting of the Transit Working Group. He introduced the project staff and consultants. At the last meeting, the group began discussing how the Milwaukie transit system could improve. This meeting would continue that discussion. Kenny pointed out the on-going tally sheet in the meeting materials. He encouraged people to submit comments and additions prior to the next meeting on June 20th for the tally sheet, which was serving to track desired transit improvements for Milwaukie. At that time, the group will go over all the ideas and discuss the items in relation to the five transit criteria: 1) Service for the greater number, 2) Service for the neediest, 3) Safe experience, 4) Convenient service, and 5) Coordination, leverage, and integration. They will also look at how City policy supports the desired transit improvements. Kenny had only received ideas and comments from one person since the last meeting. Kenny hoped people had had a chance to use transit since the last meeting and think about their total experience using transit in Milwaukie.

The task manager of the Bicycle Working Group had given Kenny some feedback related to transit and bike coordination since the last meeting. See handout titled "Bikes + Transit." The Bicycle Working Group offered feedback on making transit more workable for cyclists and also feedback on what to consider in locating bus routes and bike routes. There will be a bike workshop Saturday June 2nd at 10 a.m., City Hall. There will be parking and traffic meetings this Thursday, May 31st at 5:30 and 6:30.

In early July, there will be a public open house that consolidates the work from all the various working groups.

Alan Snook from DKS prefaced the draft maps that were being presented for discussion. For the TSP, there will be two components for transit: the transit master plan that includes every desired transit improvement assuming unlimited funding and a transit action plan that shows the likely or priority improvements given funding and other constraints. For discussion purposes, Alan had prepared a map that considered existing transit conditions. The map showed potential for adding transit types and routes and rerouting where it might be appropriate. Kenny added that the need is for east-west travel. He said the TSP process will help determine what the east-west movements should be. There could be some improvements north-south also, but the focus would be east-west.

Understanding Future Conditions: Vehicular Travel Forecast

Alan described how vehicle forecasting for 2035 was done through Metro's Regional Transportation Model. It incorporates current and future land uses, future trips, and also includes mode split. Trips are assigned origins and destinations, so the model is iterative as land uses, modes, and density changes. For town centers, the desire is to have 40-45% non-SOV trips. For regional centers, this percentage should be higher. In the model, Milwaukie has 8-10%

cycling/walking and 15% transit; Milwaukie is performing well for a town center. The model is regional, so includes Hwy 224 and 99E.

Mapping the Future System: Potential Service and Enhancements and Reroutes & Discussion

Alan reviewed the map on the wall showing financially unconstrained improvements—new and changed routes, as well as how bike boulevards were incorporated on streets not used for bus routes. There was discussion on many of the routes. The key issues and comments raised by attendees are highlighted below:

- Lake Road – Normally, we don't want buses and bike on same street. Bikes boulevards should be placed on low traffic streets/shared with autos. Buses and bikes may both need to be located on Lake Road because Hwy 224 poses a man-made obstacle to east-west travel for both.
- High Capacity Transit, possibly light rail, is being studied outside of this process, so we do not need to talk about it. This was difficult because future light rail stops could affect where bike boulevards should be, i.e. if a stop was at Monroe, means we might not want a bike boulevard on Monroe. The conceptual station locations are Harrison, Monroe, Lake, Bluebird, Park, and Sparrow. Buses will converge on Milwaukie with transit station transfers in mind.
- Bus Rapid Transit (BRT) is a possibility; it is a special type of service that stops every 5-6 blocks, it has dedicated right-of-way; BRT doesn't serve neighborhood commuters well.
- Re-route buses for underserved areas.
- Provide pedestrian access across railroad to get pedestrians to transit.
- Maybe more transit and pedestrian access on Johnson Creek Blvd.
- Invest bike improvements on Springwater; focus transit improvements on Railroad Ave and Johnson Creek Blvd.
- Railroad would need to be redesigned/rebuilt, concern about whether it is scheduled to be repaved.
- County is currently working on Harmony Road with the railroad; Railroad Ave for transit would be a city project.
- The Railroad route could serve Hector and Campbell and create east-west connections if designed properly.
- Need safe crossings at signalized intersections.
- There could be preferential signals for buses.
- The group discussed park and rides. The existing one on Lake might disappear. Park and rides are important for local residents in term of frequency of service. If buses are once an hour, then attendees said they will likely use park and rides. Park and rides can be small for local use. They discussed the uses of churches and other small lots. Young Park from TriMet said church or other private lots are often free, but include maintenance.
- K-Mart site on Johnson Road could be a good regional park and ride.
- Ideas for park & rides for Hector and Campbell, possibly McFarland site at 37th.

- Linwood neighborhood is lacking in possible vacant lots for local park and ride, maybe King and Linwood.
- Local park and rides could be sized for 20-30 cars and be very accessible for cars going west and north; a regional park and ride would be sized for 600-1000 cars (possible Tacoma and Johnson Creek park and ride)
- Consider park and ride access for bike commuters
- Bike boulevard issues – If there is a bike blvd on Stanley, it would need a park and ride. Concern about a hill and Stanley visibility issues. When church is in session, visibility and vehicle parking are issues. Waste Management Services has many trucks running on Stanley across from Linwood School. School buses also wait on Stanley.
- Is Wood an option for a bike boulevard? There are fewer hills, it provides access to an industrial area, and ends at Monroe
- 42nd/43rd might be a route; there are concerns about whether 42nd would be a good idea
- 21st and Linwood
- There is a need for access from downtown Milwaukie to Lloyd Center; many people do not work in downtown Portland. Maybe need a more frequent #70 to Lloyd Center.
- Rather than Monroe, could use 37th south to 224/Harrison with more frequent service to the Albertsons/Milwaukie Marketplce and Milwaukie High School.
- The benefit of 47th is a possible church park and ride.
- 42nd/Railroad to Transit Center is a good route.
- Can buses make turns at railroad?
- Are there quiet zone issues?
- The Harmony/Railroad/Linwood option might improve connections/freedom for many neighbors.
- TriMet explained how they implement new routes; TriMet's Transit Investment Plan process guides how routes are expanded or added. If light rail service replaces some bus service and there is money saved, they can use that money for extra capacity. The group does not want to lose neighborhood service. Park explained that light rail will not be at the expense of local neighborhood service. **The group wanted to have a policy related to this issue. The TSP should include policy that seeks to develop neighborhood transit access in underserved areas if money is saved within the City from light rail implementation. Any money savings from new capacity should be redirected to underserved areas in Milwaukie.**
- The group encouraged Alan to coordinate with TriMet on the best routes.
- The group discussed the level of transit amenities, i.e. shelters, lighting, etc. Attendees said there are no facilities at King Road near Linwood, riders sit on the sidewalk. This stop meets the criteria for a shelter, but right-of-way for developing the shelter is an issue. **The group believed there should be a proactive policy on how to develop transit stop amenities or acquire the right-of-way. The City and neighborhoods should be involved.**
- There was some conversation about the purpose of the South Corridor alignment being examined. The group discussed where park and rides might be located and who they serve. Kenny explained that there is one shown at Park Avenue that would intercept vehicles before they reach downtown. Someone commented that Johnson Creek and Park Avenue

transit trips should be the same price. Park explained that people will drive as far as they can when choosing a park and ride. There was a sense that any park and ride located in downtown should be sized and designed for local community use. Someone said commuter park and rides should be placed on the periphery of town; another commented on where the periphery might be in the future if lands are annexed.

- Kenny asked if there were destinations that have been overlooked. Several reminded the group about the need for service to Lloyd Center. Once the Sellwood Bridge is addressed, more direct service needs to be returned to Tigard and Beaverton. City needs to think about connection across the river. The railroad bridge for bike/ped access was mentioned. Connections to future Wilsonville to Beaverton Commuter Rail were mentioned. Access to Lake Oswego via the railroad bridge was mentioned. **The group believed there should be a policy recommendation in the TSP addressing the need for transit options across the Willamette River south of Ross Island that doesn't necessarily go downtown.** Someone thought that the #40, when it resumes, might provide connection to a new regional streetcar network. Another thought commuter rail could even be an option in 30 years. There is a need to go east or west without going downtown Portland. Kenny said the group could discuss these types of bigger ideas at the next meeting.
- There was a comment that property owners need to be aware if they are on transit corridors, especially as development happens. Space should be preserved for transit amenities. Kenny said this is in city code now, but probably not precise enough to cover smaller scale redevelopment or remodels. If the right-of-way is available and the route/stop meets ridership criteria, then TriMet can fund and develop amenities.

Kenny encouraged the group to look at the tally sheets and consider the goals of the transit program: service for the greatest number, service for the neediest, safe experience, convenient service, and coordination, leverage, and integration. If there were any additions to the tally sheet, send to Jeanne or Kenny.

Young Park explained what a transit priority intersection is; if a bus is running late, the signals can be adjusted to favor the bus (give them more time to get through an intersection.) He encouraged them to consider where there might be priority intersections in Milwaukie, i.e. on 99E, 224, etc. Young also raised the issue of lighting. Kenny said the street design group will look at lighting and character of different types of streets.

The next Transit Working Group is on June 20th from 6:30 to 8:30 p.m. The group will continue to look at problems and possible improvements, as well as policies.

Meeting Adjourned

WHAT NEEDS IMPROVING? A Running Tally on Desired Transit Improvements for Milwaukie

No.	Problem/Need	Source	(FOR DISCUSSION) Recommended Improvement	Supports Transit Policies (1-5)
1.	No-smoking rule at stops should be better enforced	WG Mtg 1 comment	Not an issue TriMet can resolve. All ideas are welcome.	3
2.	#29 doesn't run frequently enough	WG Mtg 1 exercise	Decrease #29 headways	1, 4
3.	Ensure adequate park and ride spaces for commuters on Milwaukie's fringe, and appropriately sized and located P&R's inside Milwaukie for Milwaukie residents.	WG Mtg 1 exercise & Web Survey comment	New capacity being brought online at former Southgate theater site. Light rail park & rides. Potential new P&R locations are Kmart Parking Lot, SE corner of Linwood & King, SW corner of Park Ave. & Hwy. 99E or 37th behind the Milwaukie Marketplace. Continue to explore shared uses with local churches. New policy language to say that P&R's should be suitably sized to fit needs (smaller in the city, larger on the fringe).	1, 4
4.	Improve riders' sense of safety at transit stops	WG Mtg 1 comment	Facilities should be designed to discourage loitering and increase safety	3
5.	Support city policy to encourage transit use in all neighborhoods by providing service in "transit disadvantaged" parts of the city	DKS Existing Conditions Report & adopted city policy	Upgrade Railroad, Monroe and JCB for bus service; get the service into TriMet's TIP	1, 2, 4, 5
6.	Adopt as policy the elimination of the downtown transit center, with bus layover (i.e. parking) to occur in a location with minimal impact to retail, residential and industrial uses	DKS Existing Conditions Report & City Council direction in April 2006; Web Survey comments; all mtgs & LH proposal	TriMet and City to collaborate on a new bus layover facility at the former Southgate Theater site, along with improvements to the downtown bus stops and shelters (consistent with level 3 features) – including ample bike parking	1, 3, 4, 5
7.	Three stops in town meet the minimum boarding requirements to be converted to shelters.	DKS Existing Conditions Report	Convert SE Harrison/SE 24th, SE 42nd/SE Llewellyn & SE Linwood/SE King to shelters.	4
8.	Headways on SE Lake, SE Oatfield, SE Linwood, SE Int'l Way & SE Harvey/Logus are greater than 30 minutes	DKS Existing Conditions Report & Web Survey comments	Decrease SE Lake, SE Oatfield, SE Linwood, SE International Way and SE Harvey/Logus Headways	1, 4
9.	Weekend bus service is insufficient (in general); specifically the #31, #32, #33, #70 & #75	Web Survey comments	Add weekend service on these lines	1, 4

(1) Service for the greatest number (2) Service for the neediest (3) Safe experience (4) Convenience service (5) Coordination, leverage and integration

WHAT NEEDS IMPROVING? A Running Tally on Desired Transit Improvements for Milwaukie

No.	Problem/Need	Source	(FOR DISCUSSION) Recommended Improvement	Supports Transit Policies (1-5)
10.	Bus service is needed to connect all of Johnson Creek Blvd. with downtown Milwaukie and/or downtown Portland (direct)	Web Survey comment LH proposal and Mtg 3 comments	Add service on JCB	1, 4
11.	North/south service should be offered on 42nd or 43rd	WG Mtg 2 comment	Add service	1, 4
12.	Hector Campbell neighborhood is transit disadvantaged; no close stops	WG Mtg 2 comment	Consider transit on Railroad Ave. with sidewalk improvements; extend to Clackamas TC via Harmony ; figure best route downtown and desired service for Harmony	1, 2, 3, 4
13.	Transit stops are small, uncomfortable and can fall into disrepair	WG Mtg 2 comment	Improve transit stops with development and/or street improvements; add policy language stating that city or NDA's can initiate improvements by contacting TriMet, and that TriMet will seek to make best efforts to realize the desired improvements	1, 3, 5
14.	Establish bus stops at or near the intersection of bike routes	Bikes + Transit feedback	Identify priority intersections for bike/bus connections	1, 4
15.	Separate bus routes from bike routes	Bikes + Transit feedback	Ensure bike and bus routes are well separated, marked, mapped and marketed	1, 3
16.	Ensure that bike striping is complete on streets that carry bikes and buses	Bikes + Transit feedback	Stripe bike lanes on bus routes, where bikes and buses share the road	1, 3
17.	Add frequent service to the #31	LH proposal	Amend service	1, 4
18.	Add more runs to the #152, #32, and the #33 (between 6p and 10p)	LH proposal	Amend service	1, 4
19.	Terminate the #20 at the Milwaukie P&R	LH proposal	Terminate service at P&R	
20.	Add transit tracker at main stops along various routes	LH proposal	Add tracker	4
21.	High Capacity Transit for Milwaukie-Portland to serve the McLoughlin Corridor. Light rail is being studied.	Mtg 1 comment	Support planning for South Corridor LRT, potentially extending south to Park Avenue	1, 4
22.	Bus Rapid Transit south to Oregon City	Mtg 3 comment	Add service	1, 4

(1) Service for the greatest number (2) Service for the neediest (3) Safe experience (4) Convenience service (5) Coordination, leverage and integration

WHAT NEEDS IMPROVING? A Running Tally on Desired Transit Improvements for Milwaukie

No.	Problem/Need	Source	(FOR DISCUSSION) Recommended Improvement	Supports Transit Policies (1-5)
23.	Bus Rapid Transit from Milwaukie to/from Clackamas Town Center via Hwy 224	Mtg 3 comment	Add service	1, 4
24.	New route along Linwood/Flavel between King and Harney	Mtg 3 comment	Add service	1, 4
25.	Savings derived from adding capacity (either LRT or other) should be reinvested in local service enhancements (i.e. captured for Milwaukie) for underserved areas	Mtg 3 comment	New policy language	1, 4, 5
26.	Support planning efforts toward an improved transit connection across the Willamette in south Multnomah or north Clackamas County	Mtg 3 comment	New policy language that recognizes the need for east-west transit travel south of downtown Portland (e.g. Center-to-Center commuting)	1, 4, 5
27.	Buses run late	Mtg 3 comment	Pursue transit priority signalization (transit priority intersections) along transit corridors	1, 4, 5
28.	Transit stops can't be improved adequately because property isn't available	Mtg 3 comment	Update policy and add practices to notify property owners and developers when transit stops are adjacent to projects, and work to have adequate property set aside for transit stop improvements; utilize NDA's in this process. Ensure this policy is applied to smaller scale projects like remodels and additions, when street improvements are required	1, 4, 5
29.	Inadequate bike parking at park & rides	Mtg 3 comment	Ensure bike parking is installed at all park and rides	1, 3, 4
30.	Less expensive transit tickets for closer-in park and rides encourages more traffic through Milwaukie	Mtg 3 comment	Ensure ticket pricing is the same at park and rides north and south of the city	5
31.	Elderly riders need options	Staff add	Continue to support, through referrals, coordination and signage if necessary, Milwaukie Center Bus Service and Tri-Met's LIFT service.	1, 2, 4, 5

(1) Service for the greatest number (2) Service for the neediest (3) Safe experience (4) Convenience service (5) Coordination, leverage and integration

You're invited to join the 2007 TSP Update

Transit Working Group

In four meetings, over the next several months, the Transit Working Group will:

- ❑ Become familiar with Milwaukie's adopted policies on Transit (see reverse)
- ❑ Evaluate the City's success at implementing the 1997 transit policy direction (below)
- ❑ Generate new ideas, additions, refinements and details to existing policy
- ❑ Prioritize transit improvements based on City goals and budget realities
- ❑ Learn more about regional transit planning priorities, like the Portland-Milwaukie Light Rail project and TriMet's Five Year Service Plan

The Transit Working Group meetings have not been scheduled. If you're interested in participating, please fill out a Volunteer Form. Staff will contact you with more information.

City of Milwaukie Transportation System Plan (1997)

Policy Direction on Transit

- More frequent bus service, new bus service to specific destinations and more accessible bus service
- Add light rail service
- More and improved transit facilities (e.g. bus shelters, improved transit center)
- Integrate transit system with other transportation modes and transit supportive land use
- Maintain and enhance transit facilities to encourage use

City of Milwaukie Comprehensive Plan Adopted Policies on Transit

Travel Related

- Reduce congestion, improve public transit, improve access and improve connections between Milwaukie and downtown Portland
- Improve transit system to encourage transit usage for appropriate trips, for the largest number of people
- Provide transit opportunities to employees at major employment centers

Access Related

- Ensure that pedestrians and disabled people are accommodated with transit services
- Encourage bus service and facility improvements at the King Road Neighborhood Center
- Provide and maintain adequate public facilities and services to all neighborhood areas
- Improve transit service to neighborhood residents by improving access to transit corridors and providing service to desirable locations
- Encourage transit use by pedestrians and bicyclists; improve access to transit for bikes and pedestrians

Land Use Related

- Increased density of residential development in areas adjacent to transit corridors, employment and commercial centers
- Provide housing for the elderly and moderate-income families in close proximity to public transit facilities and services

Transit Experience Related

- Maintain and upgrade public services now serving industrial areas
- Ensure transit facilities are safe, convenient and well-maintained

Environment Related

- Control air pollution in the region
- Reduce work trips by encouraging local employment and transit-oriented development around transit stations, transit routes and the Town Center area

Planning Related

- Require new development to provide transit and passenger related amenities
- Prioritize street improvements on arterials, collectors, bikeway streets and streets serving public transportation
- Support and participate in high-capacity transit planning and development through Milwaukie and the region
- Coordinate with adjacent jurisdictions on identifying existing and future transit related needs
- Coordinate with TriMet on service delivery and facility improvements