

Milwaukie TSP Update
Working Group and Workshop Kickoff Meeting Notes
Saturday, February 24, 2007

Jamie Damon, facilitator, welcomed the group and presented the agenda for the meeting. She then introduced the City Planning Director, Katie Mangle. Katie gave a Power Point presentation on why the City is updating the TSP; the process and schedule for the TSP update project; and an overview of each Working Group and Workshop.

There are four Working Groups:

- Traffic & Street Network Solutions
- Street Design
- Transit Solutions
- Freight Access

There are two Workshops:

- Pedestrian & Bicycle Access
- Downtown Parking

Katie introduced the staff task leaders for each Working Group and Workshop and then opened the floor for questions and comments. Comments and questions were recorded on a flip chart and are listed below. (Note: Katie's Power Point presentation is part of the packet materials for this meeting and is available online.)

After Katie's presentation, Jamie went over the Working Group and Workshop protocols (e.g. roles and responsibilities). When she invited feedback on the protocols, no one expressed any ideas or concerns.

Carl Springer, consultant, presented an overview of the type of data his firm, DKS Associates, has collected—such as traffic counts and accident reports—and their preliminary findings and conclusions thus far. He highlighted key conditions and issues each Working Group and Workshop should be thinking about when they meet. He specifically invited attendees to provide information on traffic accidents since the only available crash data is from the State, and State data only includes accidents that result in damage above a certain dollar amount. The comments and questions fielded after Carl's presentation are listed below. (Note: Carl's Power Point presentation is part of the packet materials for this meeting and is available online.)

After the presentations, attendees were invited to visit one or more tables. Each table was dedicated to a specific Workshop or Working Group, staffed by the appropriate task leader, and contained relevant maps and information for review and distribution. At each table, task leaders recorded comments and questions; signed up those who were interested in participating; and discussed possible first meeting dates.

Large Group Comments and Questions:

- Get data specific to railroad/vehicle crashes and all railroad related accidents
- Clarify how Light Rail is part of the TSP update
- Clarify how crash data was collected
- Clarify how the changes to the Sellwood Bridge are integrated into this process
- The connection between pedestrian access and transit is important
- Clarify how the county's plans will be integrated into the work of the Working Groups and Workshops
- How will competing priorities be resolved between Working Groups?
- Where do we stand with the MTIP funding?
- Announcement of upcoming Light Rail meeting on March 5 from 6:30 p.m. to 8:30 p.m.
- What is the status of the Harmony Road funding?
- How are emerging trends considered in the TSP update such as high fuel costs, the reduction in long haul trucking, and the increase in rail use?
- Concern that City Council will make final decisions based on Council priorities and not community priorities.

Traffic & Street Network Solutions Working Group Notes:

There was general interest in the Traffic & Street Network Solutions Working Group, but no specific comments were recorded.

Street Design Working Group Meeting Notes:

No specific comments were recorded. The most frequently asked question was how the Street Design Working Group (WG) will differ from the Traffic & Street Network Solutions WG and Pedestrian & Bicycle Access Workshop.

The Street Design WG **will** focus on selecting locally preferred street design alternatives to augment the City's existing street cross sections. The City's existing street cross sections all include a paved roadway, curb/gutter, planting strip, and sidewalk. Most of Milwaukie's local streets have paved roadways but do not have curbs/gutters, planting strips, or sidewalks. The City is in need of more street design alternatives because it would not be environmentally sound or feasible (in many situations) to apply the same design standards to all of Milwaukie's streets given the range of site-specific and neighborhood-specific issues that exist.

The Street Design WG **will not** focus on identifying pedestrian/bicycle access and safety issues. The Pedestrian & Bicycle Access Workshop will focus on these issues, and participants will also prioritize which pedestrian and bicycle improvement projects to build. For example, the Pedestrian & Bicycle Access Workshop may identify certain areas that are in need of pedestrian walkways. The design of those walkways,

however, will be discussed in the Street Design WG. Should they, for instance, be built like a traditional sidewalk and be at a higher level than the street (i.e. vertical separation), or should they be separated from the street by a landscaped area but be at the same level as the street (i.e. horizontal separation)?

The Street Design WG **will not** focus on street connectivity, traffic congestion, or traffic safety issues. The Traffic & Street Network Solutions WG will focus on these issues, and participants will also prioritize which street improvement projects to build. For example, the Traffic & Street Network WG may identify certain areas that are in need of traffic calming. There are, however, many approaches to traffic calming—narrow streets, traffic humps, traffic circles—and the Street Design WG will make recommendations as to the preferred traffic calming design approach.

Transit Solutions Working Group Meeting Notes:

- Light Rail Open House will be held on March 5 at Clackamas ESD from 6:30 p.m. to 8:30 p.m. Flyers were handed out.
- Gave overview of TriMet Transit Investment Plan
- Post/distribute 1997 Transportation System Plan
(*Staff Note: 1997 TSP is on City's website at <http://www.ci.milwaukie.or.us/milwaukie/projects/tspupdate/tspupdate.html>*)
- Clarify funding mix of how transit is funded – specifically Light Rail –
- Federal funding
- Lottery money – will it be available for Milwaukie?
- Seeking \$250 million from legislature
- Not locked in / will we need to go back to the ballot?
- Financing Plan:
 - Part of Draft Environmental Impact Statement (DEIS) process
 - DEIS begins in May – Finance Plan is developed later in the process
 - By late summer we will know more about the financing plan and what the result from the legislature will be
 - Would like ridership information for Milwaukie

Topics for Next Working Group Meeting:

- Focus on transit service
- Financing
- What do we need for our future? What kind of transit service makes sense for us?
- Trends and how they affect our planning, e.g. population growth and where growth is occurring
- What is the travel demand in this corridor?
- How do we protect/enhance our livability with Light Rail?
- Sort out which issues make sense for Working Group vs. which issues to forward to the EIS process

- Park-N-Ride placement
 - Pedestrian and Transit connection
 - How to make better connections between where people want to go and transit
 - How to avoid losing bus service – inner city transit – if Light Rail comes in
 - Bus signal activation technology
 - IST – improvements – fare boxes
- } Speedier Service

Freight Access Working Group Meeting Notes:

There was a station set up for the Freight Access Working Group with a map of the existing truck routes through the City. However, given the importance of involving the business community in the freight discussion, a separate meeting will be convened in late March or early April to kick off the Freight Access Working Group once more businesses have been contacted and interviewed about key issues.

Bicycle & Pedestrian Access Workshop Meeting Notes:

- More sensitive loop detectors at key intersections (17th & McLoughlin) to detect bikes
- Concern about loss of “bike lane” on Lake Rd. between 21st & 35th (after sewer project)
- Safe/adequate bike lane—integrating safety into the design and build of streets:
 - Bike lane striping worn off on JCB & 32nd
 - Using embedded markers/reflectors to protect bike lanes
- Invite State/Metro to be part of design process
- Federal safe routes to school funding
- Pedestrian and bike connections for dead end streets
- Don't force bikes and pedestrians onto arterial streets
- Concern about median turn lane from River Road onto Hwy 99E
- Bike routes rather than just bike lanes. Elements of a good bike route Include:
 - Speed bumps for slowing cars
 - Fewer stop signs
 - Slower neighborhood streets
- Traffic calming along arterial and collector streets
- Weigh factors of speed and time of day in deciding routes
- Railroad Avenue may be good bike route
- Monroe Street is OK route, not as good near railroad tracks

Topics for Next Workshop Meeting

- Take some time to develop and prioritize projects
- Difficult to add bike lanes to Railroad Avenue
- Difficult to connect to Springwater Trail
- Bike signage designating lanes/directions to major routes

- Pedestrian and bike bridge across Railroad Ave and RR tracks
- Include bike and safety issues in street design – Such as:
 - Travel routes through curves
 - Bumps (not round) to separate bike lane
 - Location/design of storm grates
- Unclear where to direct street maintenance questions to Clackamas County
- Map of bike routes – good interim measure on website
- Crowding issue on Springwater to McLoughlin not adequate
- Street design needs to address safety for strollers, dog-walkers, and the elderly
- Show topography on bike map – 10' or better
- Show parks as well as schools on pedestrian and bike maps
 - Show sidewalks on 40th (King & Harney)

Workshop Schedule and Location:

- Weekend preferred
- Hold some where bike accessible
- Mornings ~ 8am to 10am start time

Downtown Parking Workshop Meeting Notes:

There was general interest in the Downtown Parking Workshop, but no specific comments were recorded.