

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