

MINUTES
MILWAUKIE CITY COUNCIL WORK SESSION
MAY 21, 2013

Council President Hedges called the work session to order at 5:02 p.m. in the City Hall Conference Room.

Council Present: Council President Hedges and Councilors Scott Churchill, Mark Gamba, and Mike Miller

Excused: Mayor Ferguson

Staff Present: City Manager Bill Monahan, Planning Director Steve Butler, Engineering Manager Jason Rice, Senior Planner Ryan Marquardt, Associate Planner Brett Kelper, Civil Engineer Zach Weigel, Civil Engineer Brad Albert

City Manager's Report

Mr. Monahan reviewed the evening's agenda. He discussed audience participation from last meeting.

Mr. Butler gave an update on installation at Klein Point.

Mr. Rice gave an update on the Quiet Zone.

Mr. Weigel said that they have approval for the quiet zone and they expect it to be in place by January.

Mr. Rice handed out a map of all the projects going on in the Downtown and explained there are many going on at the same time and coordination is taking place to minimize effects.

Mr. Butler discussed planting changes TriMet is proposing along the Trolley Trail. The changes aim to have trees and plantings that survive better, are easier to maintain, and more aesthetically pleasing. He also reported that the PSU student group is finalizing their report and recommendations for the Fresh Look Milwaukie project and will present to Council on June 4.

Tacoma Area Station Plan

Mr. Marquardt discussed adoption of the Tacoma Station Area Plan (TSAP). The two main points will be the adoption of TSAP as a Comprehensive Plan ancillary document and proposed zoning text amendments which include the TSAP overlay zone and amending M Zone throughout the city. These items will be in the Ordinance that will come to Council on June 4th. He provided a summary of the Planning Commission meeting testimony from May 14th – the Anderson company voiced objection to a tunnel through the berm of the Springwater Trail going across their property. Planning Commission indicated that they would like to keep that project on the list but also not identify it as a key priority. Another point was from property owners in subarea 2 near Clatsop St and 24th Ave regarding a pedestrian bike bridge over Johnson Creek who had concerns about loss of privacy and potential impacts to property due to construction. A potential option for handling that would be to use existing bridge abutments in that area. Another issue was M Zone amendments. There will be some

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limitation on office and commercial uses that are more stringent than they are currently in that area. Planning Commission will deliberate on whether or not to move forward with M Zone changes. They also received a letter concerning conditional use for a sports and entertainment facility on the ODOT site. City Council has two hearings scheduled for June 4th & June 18th.

Councilor Gamba asked what the other two options are that they're considering for access to the station.

Matt Hastie Angelo Planning Group. He replied that one would be to improve the existing connection adjacent to McLoughlin and widen the connection. The other would be a path going up from the south side to the Springwater. They looked at three options but ultimately the advisory crew thought that for the long term the tunnel under the berm would be the most direct route but may be a longer term low priority option.

Councilor Miller asked if an existing business could transfer all of their rights to someone else. Would that business be grandfathered in?

Mr. Marquardt replied yes. The new owner would have the same rights as long as they do not change the business use.

Councilor Churchill replied that an existing nonconforming use would require review to expand. The intent of the meetings that he and Councilor Gamba were involved in was that flexibility was the key. If the text change is not supporting flexibility he would like to know. They discussed path widening of McLoughlin and confirmed that any widening would have to happen toward the east and not toward McLoughlin. He asked if there was interest from staff on expanding flexibility of use? He wouldn't want to see that flexibility shrink in both the M Zone and Tacoma Station area. It might make a better blend between Sellwood and Milwaukie.

Transportation System Plan Update

Mr. Kelder discussed public involvement and general questions that have come up. The Transportation System Plan (TSP) identifies gaps and deficiencies in the transportation system and fits in with Metro's regional transportation plan. In 2007 there was a major overhaul of the TSP that was created in 1997. They are currently updating some of the traffic forecasts and showing compliance with Metro's plan. For the public engagement piece, they met with council on March 5th and took Council's direction to develop materials to be taken to NDA meetings as well as an open house on April 17th. A public meeting is planned for June 3rd at Milwaukie Christian Church which will be focused on 3 things: what are the top 10 projects citizens would like the City to work on, adjusting priorities for modes, and generally identifying areas that need more information. From 5:30-6:30 that night will be another open house prior to that meeting. Some questions have come up about how the TSP interacts with the Street Surface Maintenance Program (SSMP). The SSMP is a limited time program with a 10 year window. When that program ends, it will have an effect on revenue for the TSP. He would like to come back in July and discuss funding and financing.

Councilor Churchill thanked Mr. Kelder and the Planning department for their public outreach efforts.

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Capital Improvement Plan

Mr. Rice explained that the TSP helps shape the CIP. He provided an update to the CIP. Currently the city has a 5 year forecast for projects generally greater than \$15,000. Projects come from various sources like utilities and streets.

Mr. Weigel discussed Harrison St Water System Improvement project Phase II. The purpose of the project is to replace pre 1930s cast iron line. They are trying to replace the line before the SSMP project comes through and then have to tear up the street again. The new line should last 75-100 years. They've redistributed fire hydrants and added more valves in case a water main needs to be shut down so there is less impact. The budget is \$485,000 for this project. They opened it to bids in July 2012 but rebid in February for a more favorable bid. Last month they had spent \$167,000 and they are about half done with the construction. One of the things that is unique to this project was the need to cross Highway 224. They had to bore a steel casing across Hwy 224 and it is complete. All of the construction has to be coordinated with other projects happening in the same area. They are also coordinating with light rail construction, Hwy 224 lighting construction, Library and Waldorf school activities. Engineering staff cannot always be on site so calls to staff regarding issues are very helpful.

Councilor Miller asked when they anticipate the project will be completed on Harrison St.

Mr. Weigel replied that the waterline project should be completed by mid-July.

Mr. Rice said that the contractors have done a good job interacting with each other.

Councilor Churchill said he was not impressed with the contractor. It took strong words from him to the contractor to gain pedestrian access. He would like to remind the contractor that it is important to keep the pedestrian access clear and ADA compliant.

Mr. Weigel added that Alex Roller, an Engineering Technician, is in the field more often and catching those things before they happen.

Mr. Albert discussed the River Road Crosswalk project that was identified by the Public Safety Advisory Committee as part of the Walk Safely Milwaukie Program. They noticed a lot of foot traffic on Sparrow St. The pedestrian crossing moved to Sparrow and River Rd and they installed a refuge. They negotiated with property owner for right-of-way but they were all on board with the project. It was also a slight beautification project because they added a planted island. There was a \$75,000 budget but the project came in at \$66,900 in the end and included extra sidewalk. They used impervious concrete which has reduced ability to grow moss. So far no moss is growing so it is not a slipping hazard.

Councilor Hedges said that has been well received by neighbors.

Councilor Gamba asked if the cost of impervious concrete is dropping.

Mr. Albert replied that there has been pretty consistent pricing over the last few years. It costs more than standard concrete but the process is easier and has a very quick installation.

Councilor Churchill asked them to address contingency funds for both projects.

Mr. Weigel said there was a \$20,000 contingency for Harrison Street and they have not used any of those funds.

Mr. Albert replied that they have \$10,000 for River Road and did not use any of that.

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Mr. Miller asked if all of the materials stored by the post office will be removed when the project is finished.

Mr. Weigel said that the materials that are part of the clay pipe will be removed when the downtown is complete. Some materials belong to Trimet.

Councilor Hedges asked when the work to join the Trolley Trail to Springwater Trail will start.

Mr. Rice the IGAs between ODOT and Milwaukie will be wrapping up soon, by early July. They will survey to start and should be done with design and acquiring right-of-way toward the fall of 2014. They would like to bid the project for construction early 2015 and be wrapped up by mid-summer 2015.

Councilor Hedges asked when the grant money from Metro will be available.

Mr. Rice replied that the money was available starting October 2012 and has been budgeted.

Council President Hedges adjourned the work session at 6:30 p.m.

Respectfully submitted,



Hannah Wells (Administrative Specialist III)

WORK SESSION

REVISED

AGENDA

MILWAUKIE CITY COUNCIL WORK SESSION

MAY 21, 2013

MILWAUKIE CITY HALL

10722 SE Main Street

A light dinner will be served

- | | | | | |
|----|-----------|-----------------------------------|----------------|----|
| 1. | 5:00 p.m. | City Manager's Report | Bill Monahan | |
| 2. | 5:30 p.m. | Tacoma Area Station Plan | Ryan Marquardt | 1 |
| 3. | 5:45 p.m. | Transportation System Plan Update | Brett Kelter | 5 |
| 4. | 6:10 p.m. | Capital Improvement Plan | Jason Rice | 40 |
| 5. | 6:45 p.m. | Adjournment | | |

EXECUTIVE SESSION 6:45 P.M. – 7:00 P.M.

The City Council will meet in executive session pursuant to ORS 192.660(2)(e) to deliberate with persons designated by the governing body to negotiate real property transactions.

Information

Executive Session: The City Council may meet in executive session pursuant to ORS 192.660(2). All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions as provided by ORS 192.660(3) but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

Public Notice

- The Council may vote in work session on non-legislative issues.
- The time listed for each discussion item is approximate. The actual time at which each item is considered may change due to the length of time devoted to the one previous to it.
- The Council requests that all pagers and cell phones be either set on silent mode or turned off during the meeting.
- The City of Milwaukie is committed to providing equal access to information and public meetings per the Americans with Disabilities (ADA). If you need special accommodations, please call 503.786.7502 or email ocr@ci.milwaukie.or.us at least 48 hours prior to the meeting.



Agenda Item: WS 2.
Meeting Date: 5/21/2013

COUNCIL AGENDA ITEM SUMMARY

Issue/Agenda Title: Tacoma Station Area Plan Briefing

Prepared By: Ryan Marquardt, Senior Planner

Dept. Head Approval: Steve Butler, Planning Director & Interim Community Development Director

City Manager Approval: Bill Monahan

Reviewed by City Manager: 5/13/13

ISSUE BEFORE THE COUNCIL

Briefing on the Tacoma Station Area Plan adoption process

STAFF RECOMMENDATION

None; briefing for informational purposes

KEY FACTS & INFORMATION SUMMARY

The Tacoma Station Area Plan (TSAP), and associated Comprehensive Plan, zoning ordinance, and zoning map amendments, are scheduled to be heard by City Council on June 4, 2013. Staff and the project consultant will summarize the key issues addressed during the Planning Commission adoption and request feedback from City Council on any issues of concern prior to the hearing.

OTHER ALTERNATIVES CONSIDERED

N/A

CITY COUNCIL GOALS

None

ATTACHMENT LIST

None

FISCAL NOTES

N/A



To: Mayor and City Council

Through: Bill Monahan, City Manager

From: Steve Butler, Planning Director & Interim Community Development Director
Ryan Marquardt, Senior Planner

Subject: Tacoma Station Area Plan briefing

Date: May, 15, 2013, for May 21, 2013 Worksession

ACTION REQUESTED

None. This is a briefing for informational purposes.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

March 2013: Council approved an intergovernmental agreement to modify the scope of the Tacoma Station Area Plan and increase the funds provided to the project by ODOT.

January 2013: Council was briefed in a worksession about the Tacoma Station Area Plan, and preliminary recommendations of the proposed plan.

March 2012: Council was briefed in a worksession about the Tacoma Station Area Plan (TSAP), the project study area, and the scope of work for creating the plan.

March 2011: Council adopted Resolution 30-2011 that endorsed the City's grant application for Transportation and Growth Management (TGM) funding to develop a Tacoma Station Area Plan.

February 2011: Council directed staff to prepare a TGM grant application for the Tacoma Station Area Plan project.

BACKGROUND

Staff and the project consultants are currently in the adoption phase of the Tacoma Station Area Plan. The Planning Commission will hold a public hearing on the TSAP on

May 14, 2013. The outcome of that hearing will occur after the City Council packet for the May 21st meeting is distributed. One of the main objectives of the May 21, 2013 briefing will be to convey the main points raised at that hearing by citizens providing testimony and the Planning Commissioners.

Approval of the TSAP would involve the following actions:

1. Adoption of the Tacoma Station Area Plan as an ancillary document to the Comprehensive Plan. The projects, policies, and implementation strategies in the plan would officially become a part of the City's long range planning.
2. Adopt text amendments to the Comprehensive Plan. These are a small set of amendments that would add the basic goals and policies in the TSAP document into sections of the current Comprehensive Plan that describe land use and economic development.
3. Amend the Comprehensive Plan Land Use Map to depict the Tacoma Station Area, indicating the special planning designation of this area.
4. Amend the Zoning Ordinance. This would result in:
 - a. Changes to the Manufacturing (M) Zone. The basic changes to the M zone would better describe allowed uses in the M zone and institute reasonable limits to the size of office and commercial uses associated with manufacturing uses.
 - b. Add a Tacoma Station Area Overlay to the zoning code. This overlay would allow a broader range of commercial, office, and residential uses in the TSAP area than is currently allowed by the area's M zone designation. Some enhanced development and design standards would also be applicable to the TSAP area.
5. Amend the Zoning Map to depict the subareas within the Tacoma Station Area overlay.

Stakeholders in this process have provided valuable input into the TSAP thus far. Most comments and discussions with stakeholders prior to the Planning Commission hearing have been focused on questions about the effect of regulation changes to specific properties. Staff has not encountered opposition to the TSAP and the proposed zoning changes. Staff would expect public testimony at the Planning Commission hearing and City Council hearing to follow this trend of focusing on specific issues related to a property with an existing use.

A second objective of the May 21, 2013 briefing is to receive feedback from Council on questions and issues of concern about the TSAP. Staff and the project consultant would appreciate this feedback to help us better prepare for a productive hearing on June 4th. The video of the May 14th Planning Commission hearing should be available online by May 17th at <http://www.ci.milwaukie.or.us/planning/planning-commission-80> if any member of Council wishes to review the meeting prior to the May 21st worksession.

CONCURRENCE

The Planning Department has engaged the Community Development Department with regard to redevelopment issues for this area and the Engineering Department regarding

the proposed transportation projects in the plan. It is expected that the Planning Commission will recommend approval of the TSAP at its May 14, 2013 meeting.

FISCAL IMPACT

The TSAP project is governed by an Intergovernmental Agreement (IGA) between the Oregon Department of Transportation (ODOT) and the City. The City's required matching amount for the total \$170,000 project cost is \$25,000. The \$25,000 matching amount was budgeted in the Planning Department's FY2012 budget. The Planning Department's FY2013 budget includes \$18,000 for the TSAP.

ODOT funding for the TSAP projects ends on June 30, 2013, and the City's goal is to have the TSAP adopted by that date. The City will be responsible for the costs of any additional meetings or modifications to the TSAP beyond June 2013.

WORK LOAD IMPACTS

The workload impact of the TSAP project requires 0.3 FTE from Planning staff and involvement from the Planning Director. This work load is scheduled to continue through June 2013.

ALTERNATIVES

None at this time.

ATTACHMENTS

None



Agenda Item: WS 3.
Meeting Date: 5/21/13

COUNCIL AGENDA ITEM SUMMARY

Issue/Agenda Title: TSP Update

Prepared By: Brett Kelter, Associate Planner
Dept. Head Approval: Stephen Butler, Planning Director
City Manager Approval: Bill Monahan, City Manager
Reviewed by City Manager: 5/13/13

ISSUE BEFORE THE COUNCIL

Briefing on status of Transportation System Plan (TSP) update project

STAFF RECOMMENDATION

None; briefing for informational purposes

KEY FACTS & INFORMATION SUMMARY

Planning Department staff last briefed Council about the TSP update project on March 5, 2013. At that time, Council directed staff to engage the public in the process of reviewing the prioritization of projects in the TSP and identifying which projects overall should be at the top of the list for the Council's efforts to find funding. Council recommended that staff work through the Neighborhood District Association (NDA) system, and with the general public, to collect their input.

Planning Department staff has prepared a worksheet and accompanying instructions to assist the public in reviewing the TSP project lists. This information was distributed at the various NDA meetings in April as well as at an Open House event on April 17. A general public meeting has been scheduled for Monday, June 3rd (6:30pm to 8:30pm at Milwaukie Christian Church, 5197 SE King Rd) to collect community input.

OTHER ALTERNATIVES CONSIDERED

n/a

CITY COUNCIL GOALS

Goal 6d: Carry out review of the TSP.

ATTACHMENT LIST

1. Public Outreach Packet

FISCAL NOTES

As currently scoped, the TSP update project does not require additional funds.



To: Mayor and City Council

Through: Bill Monahan, City Manager

From: Brett Kever, Associate Planner

Subject: TSP Update

Date: May 14, 2013, for May 21, 2013, Work Session

ACTION REQUESTED

None (update only)

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

- **March 5, 2013:** Most recent Council briefing on project status
- **December 2007:** Adoption of revised TSP (Ord. #1975, Files CPA-07-01, ZA-07-01)
- **July 1997:** Adoption of first TSP (Ordinance #1820, Land Use File CPA-96-01)

BACKGROUND

The City's Transportation System Plan (TSP) implements the State Transportation Planning Rule requirement for local governments to complete long-range multi-modal transportation plans. The TSP was first adopted in 1997, with an extensive update in 2007.

State law requires the City's TSP to be consistent with Metro's Regional Transportation Plan (RTP). The current RTP, most recently updated by Metro in 2010, includes some new concepts and standards and has a forecasting horizon of 2035 (the current TSP has a forecasting horizon of 2030). The City has until December 31, 2013, to demonstrate that the TSP is consistent with Metro's 2035 RTP.

Project Approach

As noted for the March 2013 briefing, Planning Department staff has reviewed and assessed the City's TSP and determined that the current version already complies with many of the requirements of the 2035 RTP. A few revisions and additions are necessary, but staff continues to be confident that the Metro requirements can be addressed with a "light touch" approach to updating the TSP.

The proposed update includes tasks such as adjusting the TSP's forecasting horizon from 2030 to 2035; updating existing maps, tables, and text to reflect current conditions;

adding the known PMLR alignment to master plan maps; removing completed projects and update project descriptions as appropriate; adding new projects that have evolved since 2007; and adjusting the prioritization of projects where appropriate, to reflect current conditions and goals.

Public Involvement

City Council expressed an interest in knowing where the community would like the City to focus its limited financial resources to improve the transportation system. With this in mind, Council directed Planning Department staff to engage the Neighborhood District Associations (NDAs) and the larger public in evaluating the various project lists in the current TSP. Staff has scheduled a public meeting for June 3, 2013, to provide an opportunity for the community to discuss this issue and give feedback on suggested changes to the TSP.

To aid in the community's preparation for the June 3 meeting, staff has prepared a packet of materials (see Attachment 1, Public Outreach packet) that includes the project lists for 7 different elements of the transportation system (pedestrian, bicycle, public transit, street network, freight, neighborhood traffic management, and downtown parking). A worksheet designed to assist community members in organizing their assessment of the TSP projects was also included in the packet.

These packets were distributed to the NDAs through the NDA liaisons at their April meetings, with encouragement for the NDAs to review the lists and identify projects that might need re-prioritization or further discussion. Packets were also made available to attendees at an Open House event held on April 17, where a dozen people dropped in to get more information and ask questions about the TSP (see Attachment 2, Open House poster boards). The same information is also available on the project website: <http://www.ci.milwaukie.or.us/planning/transportation-system-plan-tsp-update-2013>.

There are 3 anticipated outcomes for the June 3 meeting:

1. Ranking of the 10 most important TSP projects overall (top priority for funding)
2. Confirmation of the priority of specific projects within the 7 various issue areas, including whether any priorities should be adjusted
3. Identification of other needed data, information, or studies that would help the City move forward to implement some of the more important TSP projects

Staff expects to summarize the input provided at the June 3 meeting and present it to Council at a follow-up briefing on July 16. This input is intended to be used during the Planning Commission and City Council's final review of the TSP.

Frequently Asked Questions

Throughout the course of the 2013 TSP Update project, staff has been collecting questions about the TSP from community members. The questions cover a wide range of issues and reflect both insight into the importance of the TSP as a guiding document as well as some misconceptions about the TSP's purpose and use. In total, these types of questions present an excellent opportunity to clarify how the TSP can be a more effective tool for addressing the community's transportation needs.

At the May 21 Council work session, staff will present 2-3 of these frequently asked questions with accompanying answers, as examples of the ongoing community education process involved with this project.

Timeline for Upcoming Activities

- **June 3, 2013:** General public meeting to discuss prioritization of TSP projects (6:30pm to 8:30pm at Milwaukie Christian Church, 5197 SE King Rd)
- **July 16, 2013:** Council briefing on TSP Update project
- **September 2013:** Public adoption hearing with Planning Commission (*tentative*)
- **October 2013:** Public adoption hearing with City Council (*tentative*)
- **November 2013:** Submittal to Metro for compliance review
- **December 31, 2013:** Deadline for compliance with Metro's 2035 RTP

CONCURRENCE

The Planning and Engineering Departments have been coordinating on the TSP Update project to identify the needed changes. Planning Department staff made informational presentations to all of the various Neighborhood District Associations (NDAs) during the second week of February and again to the NDA Leadership group in early April. The Planning Department last briefed the Planning Commission on the status of the project at its regular meeting on February 12, 2013.

FISCAL IMPACT

As originally proposed, the minor-level TSP update project already includes funds allocated to cover the necessary traffic consultant costs, so there are no additional costs as long as the project remains at its current scope.

Implementation of the updated TSP will involve future discussions between City Council and staff about how to best use the City's limited financial resources to address at least a few of the top-priority projects.

WORK LOAD IMPACTS

Staff time has been allocated to the project as a minor-level "light-touch" update to the TSP, with a scope that assumes a less intensive level of public involvement than was employed for the 2007 TSP update.

ALTERNATIVES

n/a

ATTACHMENTS

1. Public Outreach packet
2. Open House poster boards

2013 TSP Update

Information for NDAs and the General Public

About the TSP

The Transportation System Plan (TSP) is the City's guiding document for making improvements related to transportation in Milwaukie. The TSP identifies needs for the following systems: Pedestrian, Bicycle, Public Transit, Street Network, Freight, Neighborhood Traffic Management, and Downtown Parking.

Guidance for Public Discussions

City Council has asked Planning Department staff to get public input on the prioritization of TSP projects. The projects are grouped into 7 different issue areas:

- | | |
|-------------------|------------------------------------|
| 1) Pedestrian | 5) Freight |
| 2) Bicycle | 6) Neighborhood Traffic Management |
| 3) Public Transit | 7) Downtown Parking |
| 4) Street Network | |

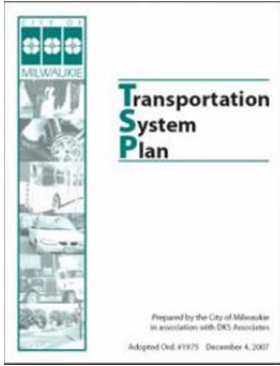
For each issue area, there is a master list of the identified needs, categorized as high-, medium-, or low-priority projects. As part of the 2013 update, there are 3 aspects of these project lists to consider:

- A. **Confirming Project Priorities** – Prioritization of projects within each modal system (e.g., pedestrian, bicycle, public transit, etc.)
 - Is the prioritization still accurate in terms of targeting those projects that are most important for improving that particular mode?
 - Are there any important projects that are not listed?
- B. **Ranking the Top Projects** – Identification of the high priority projects that are most critical and should be targeted for funding
 - What are the top 10 projects across all modes/issues for which the Council should be actively seeking funding within the next several years?
- C. **Identifying Other Needs** – Implementation of the transportation goals of the 2013 TSP
 - What are the next steps for moving forward on specific transportation issues, such as doing further study or making concept plans?

Note: NDA participants and other interested persons are encouraged to come share their opinions and ideas at a general public gathering on **June 3, 2013** (at Milwaukie Christian Church, 5197 SE King Rd). If you are unable to attend the June 3rd meeting, you may submit written comments directly to Brett Kelter, Associate Planner (503-786-7657 or kelverb@ci.milwaukie.or.us). In order to be incorporated into the June 3rd meeting, **written comments must be received no later than 5:00pm on Tuesday, May 28th**.

Key Dates for 2013 TSP Update

- April 3rd = NDA Leadership Meeting (to launch NDA discussions in April/May)
- April 17th = Public Open House (to kick off the larger public engagement process)
5:30pm to 7:30pm, St. John's Episcopal Church (2036 SE Washington St)
- June 3rd = TSP Public Meeting (to gather input & feedback)
Open House from 5:30pm to 6:30pm, Public Meeting from 6:30pm to 8:30pm,
Milwaukie Christian Church (5197 SE King Rd)
- August/September = Adoption Process (Planning Commission & City Council)



2013 TSP Update Public Engagement Worksheet

*On **June 3, 2013**, the City will host a public meeting to discuss proposed updates to the Transportation System Plan (TSP). Interested participants are invited to attend and share their perspectives and opinions about how to improve the overall transportation system. The following questions are intended to help participants identify their concerns.*

- A. Confirming Project Priorities** – Given how conditions in Milwaukie have changed from 2007 to 2013, are there specific projects within the different TSP chapters that should be prioritized differently?

Project	TSP Chapter (Ped / Bike / Transit / Street / Etc.)	Current Priority (High / Medium / Low)	Proposed New Priority
<i>For example, "McLoughlin Blvd sidewalks— Washington St to southern city limits"</i>	<i>Pedestrian</i>	<i>Medium</i>	<i>High</i>
1)			
2)			
3)			
4)			
5)			
6)			
7)			
8)			
9)			
10)			
11)			
12)			
<i>(Use additional pages if needed)</i>			

B. **Ranking the Top Projects** – Since City resources are limited, what are the 10 most important specific TSP projects for which the City should focus on finding money (from across all chapters)? *(Please rank in order of importance, with #1 being the topmost priority.)*

○ For example, "#1 - Stanley Avenue sidewalks—Monroe St to Railroad Ave"

1. _____

2. _____

3. _____

4. _____

5. _____

6. _____

7. _____

8. _____

9. _____

10. _____

C. **Identifying Other Needs** – To implement the transportation goals in the 2013 TSP, are there detailed studies or conceptual designs for which the City should seek funding? *(Please rank in order of importance, with #1 being the topmost priority.)*

○ For example, "Initial concept design for Neighborhood Greenway improvements on Monroe St"

○ For example, "Updated study of downtown parking"

1. _____

2. _____

3. _____

4. _____

5. _____

Reminder: Please bring your completed list to the TSP public meeting on **June 3rd**!

If you are unable to attend the June 3rd meeting, you may submit written comments directly to Brett Kelter, Associate Planner (503-786-7657 or kelverb@ci.milwaukie.or.us). In order to be incorporated into the June 3rd meeting, **written comments must be received no later than 5:00pm on Tuesday, May 28th**.

~~Strikeout~~ indicates text to be deleted.
Underline indicates text to be added.

Chapter 5: Pedestrian Element

Last Revised 4/03/13

Table 5-1 Pedestrian Master Plan Projects

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost(s) \$1,000s ³
High Priority Needs							
F	High	C	King Road Boulevard Treatments	Install street boulevard treatments: widen sidewalks and improve multiple crossings.	42 nd Ave	Linwood Ave	\$500
L	High	C	17 th Avenue Sidewalks	Fill in sidewalk gaps on both sides of street and improve intersections.	Ochoco St	McLoughlin Blvd	\$920
O	High	C	Railroad Avenue Sidewalks	Fill in sidewalk gaps on both sides of street (part of Railroad Ave road widening project).	37 th Ave	Harmony Rd	\$1,625
P	High	C	Monroe Street Sidewalks	Fill in sidewalk gaps on both sides of street.	42 nd Ave	City limit	\$1,631
Q	High	C	Logus Road Sidewalks	Fill in sidewalk gaps on both sides of street.	43 rd Ave	49 th Ave	\$771
V	High	C	Stanley Avenue Sidewalks	Fill in sidewalk gaps on both sides of street.	Johnson Creek Blvd	Railroad Ave	\$4,304
AR	High	C	Kellogg Creek Dam Removal and Hwy 99E Underpass	Replace Hwy 99E bridge over Kellogg Creek, remove dam, restore habitat; construct pedestrian undercrossing between downtown Milwaukie and Riverfront Park.	Site specific	Site specific	\$9,000
AT	High	C	Springwater Trail Completion	Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco St.	17 th Ave	19 th Ave	\$80
N/A	High	C	Downtown Streetscape Improvements	Install sidewalk bulbouts, lighting, and pedestrian amenities.	Downtown	Downtown	\$6,700 ⁴
<u>N/A</u>	<u>High</u>	<u>C</u>	<u>Kronberg Park Trail</u>	<u>Construct multi-use path to connect bike-ped bridge to safe crossing of Hwy 99E</u>	<u>Kellogg Creek Bridge</u>	<u>River Rd at Hwy 99E</u>	<u>???</u>

¹ See Figure 5-1.

² The projects in this table assume traditional sidewalks on both sides of the street. In some cases it may be appropriate to construct a nontraditional pedestrian facility on one side of the street. See Chapter 10 Street Design for more information on the City's approach to designing pedestrian facilities.

³ Project costs are in 2007 dollars. Future costs may be more due to inflation. Costing details can be found in the Technical Appendix. In the case of operational projects, estimated costs are for the entire 22-year planning period.

⁴ Estimated \$500,000 per block face.

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Chapter 5: Pedestrian Element

Last Revised 4/03/13

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost(s) \$1,000s ³
Medium Priority Needs							
J	Med	C	Railroad Crossing Pedestrian Improvements at Oak Street	Improve intersection for pedestrians.	Location specific	Location specific	\$15
M	Med	C	McLoughlin Boulevard Sidewalks	Fill in sidewalk gaps on both sides of street.	Washington St	Southern city limits	\$596
N	Med	C	Lake Road Sidewalks	Fill in sidewalk gaps on both sides of street.	Kuehn Rd	Hwy 224	\$2,049
T	Med	C	37 th Avenue Sidewalks	Fill in sidewalk gaps on both sides of street.	Lake Rd	Harrison St	\$794
AE	Med	C	Brookside Drive Sidewalks	Fill in sidewalk gaps on both sides of street.	Johnson Creek Blvd	Regents Dr	\$15
AO	Med	C	Franklin Street Sidewalks	Install sidewalks on both sides of street to connect to Hector Campbell Elementary School.	42 nd Ave	45 th Ave	\$200
N/A	Med	O	Pedestrian Walkway Signage	Provide maps and wayfinding signage on streets that identify ways to get around the city.	Citywide	Citywide	\$10
N/A	Med	O	Pedestrian Walkway Amenities	Install amenities, such as benches, along key walking routes.	Citywide	Citywide	\$50
Low Priority Needs							
A	Low	C	Hwy 224 Intersection Improvements at Freeman Way	Improve pedestrian crossing.	Location specific	Location specific	\$20
B	Low	C	Hwy 224 Intersection Improvements at 37 th Avenue	Improve pedestrian crossing.	Location specific	Location specific	\$20
C	Low	C	Hwy 224 Intersection Improvements at Oak Street	Improve pedestrian crossing.	Location specific	Location specific	\$20
D	Low	C	Hwy 224 Intersection Improvements at Monroe Street	Improve pedestrian crossing.	Location specific	Location specific	\$15

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Chapter 5: Pedestrian Element

Last Revised 4/03/13

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost(s) \$1,000s ³
E	Low	C	Hwy 224 Intersection Improvements at Harrison <u>Street</u>	Improve pedestrian crossing.	Location specific	Location specific	\$20
G	Low	C	Intersection Improvements at Olsen <u>Street</u> and 42 nd <u>Avenue</u>	Improve pedestrian crossing.	Location specific	Location specific	\$20
H	Low	C	Intersection Improvements at Railroad and 37 th <u>Avenues</u>	Improve pedestrian crossing.	Location specific	Location specific	\$10
I	Low	C	Intersection Improvements at Harmony and Lake <u>Roads</u>	Improve pedestrian crossing.	Location specific	Location specific	\$15
K	Low	C	Intersection Improvements at Stanley <u>Avenue</u> and Logus <u>Road</u>	Improve pedestrian crossing.	Location specific	Location specific	\$15
R	Low	C	Olsen Street Sidewalks	Fill in sidewalk gaps on north side of street.	32 nd Ave	42 nd Ave	\$432
S	Low	C	Johnson Creek Blvd Sidewalks	Fill in sidewalk gaps on both sides of street.	Harney Dr	City limits	\$378
U	Low	C	43 rd Avenue Sidewalks	Fill in sidewalk gaps on both sides of street.	Howe St/42 nd Ave	King Rd/43 rd Ave	\$550
W	Low	C	Linwood Avenue Sidewalks	Fill in sidewalk gaps on both sides of street (part of Linwood Avenue road widening project).	Johnson Creek Blvd	Railroad Ave	\$2,960
X	Low	C	Hwy 224 Sidewalks	Fill in sidewalk gaps on both sides of street.	Oak St	37 th Ave	\$420
Y	Low	C	International Way Sidewalks	Fill in sidewalk gaps on both sides of street.	Criterion Ct	Lake Rd	\$767
Z	Low	C	Harmony Road Sidewalks	Fill in sidewalk gaps on both sides of street.	Linwood Ave	City limits	\$38
AA	Low	C	Home Avenue Sidewalks	Fill in sidewalk gaps on both sides of street.	Railroad Ave	King Rd	\$756
AB	Low	C	Harvey Street Sidewalks	Fill in sidewalk gaps on both sides of street.	32 nd Ave	42 nd Ave	\$534
AC	Low	C	Roswell Street Sidewalks	Fill in sidewalk gaps on both sides of street.	32 nd Ave	36 th Ave	\$192

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Chapter 5: Pedestrian Element

Last Revised 4/03/13

Map ID ¹	Priority	Type	Project Name	Project Description ²	From	To	Cost(s) \$1,000s ³
AD	Low	C	Mason Lane Sidewalks	Fill in sidewalk gaps on both sides of street.	42 nd Ave	Regents Dr	\$671
AF	Low	C	Regents Drive Sidewalks	Fill in sidewalk gaps on both sides of street.	Brookside Dr	Winsor Dr	\$494
AG	Low	C	Rusk Road Sidewalks	Fill in sidewalk gaps on both sides of street.	Lake Rd	North Clackamas Park	\$662
AH	Low	C	Pedestrian Connection to North Clackamas Park	Create pedestrian connection between the school and the park.	North Clackamas Park	Rowe Middle School	\$1,284
AI	Low	C	Washington Street Sidewalks	Fill in sidewalk gaps on both sides of street.	35 th Ave	37 th Ave	\$115
AJ	Low	C	22 nd Avenue Sidewalks	Fill in sidewalk gaps on both sides of street.	McLoughlin Blvd	Sparrow St	\$325
AK	Low	C	19 th Avenue Sidewalks	Fill in sidewalk gaps on both sides of street.	Kellogg Creek Trail	Sparrow St	\$305
AL	Low	C	River Road Sidewalks	Fill in sidewalk gaps on both sides of street.	McLoughlin Blvd	City limits	\$626
AM	Low	C	Oatfield Road Sidewalks	Fill in sidewalk gaps on both sides of street.	Guilford Ct	City limits	\$132
AN	Low	C	49 th Ave Sidewalks	Fill in sidewalk gaps on both sides of street.	Logus Rd	King Rd	\$250
AP	Low	C	Ochoco Street Sidewalks	Construct sidewalks on Ochoco Street to connect bus stops to Goodwill.	19 th Ave	McLoughlin Blvd	\$\$\$
AQ	Low	C	Edison Street Sidewalks	Fill in sidewalk gaps on both sides of street.	35 th Ave	37 th Ave	\$116
AS	Low	C	Springwater Trail Ramp Improvement at <u>McLoughlin Boulevard</u>	Improve ramp at Springwater Trail and McLoughlin Blvd.	Location specific	Location specific	\$15
N/A	Low	C	Intersection Curb Ramp Improvements	Install curb ramps at all intersections with sidewalks.	Citywide	Citywide	<u>\$53,455</u>

Notes:

- | | |
|-------------------------|-----------------------|
| C = Capital Project | High = High priority |
| O = Operational Project | Med = Medium priority |
| P = Policy Project | Low = Low priority |



Transportation System Plan

FIGURE 5-1

PEDESTRIAN MASTER PLAN

December 2007

LEGEND

Existing Sidewalks

- < 5 ft. Width
- 5 ft. - 10 ft. Width
- Springwater Trail
- Kellogg Creek Trail

Proposed Improvement

- Pedestrian Facilities
- Pedestrian Intersection Safety Improvement
- Trolley Trail

- Schools
- Major Roads
- Streets
- Railroad
- 10' Contours
- County Line
- Parks
- Water
- City Limits

PROPOSED PROJECTS

Improve Intersection to Increase Pedestrian Safety

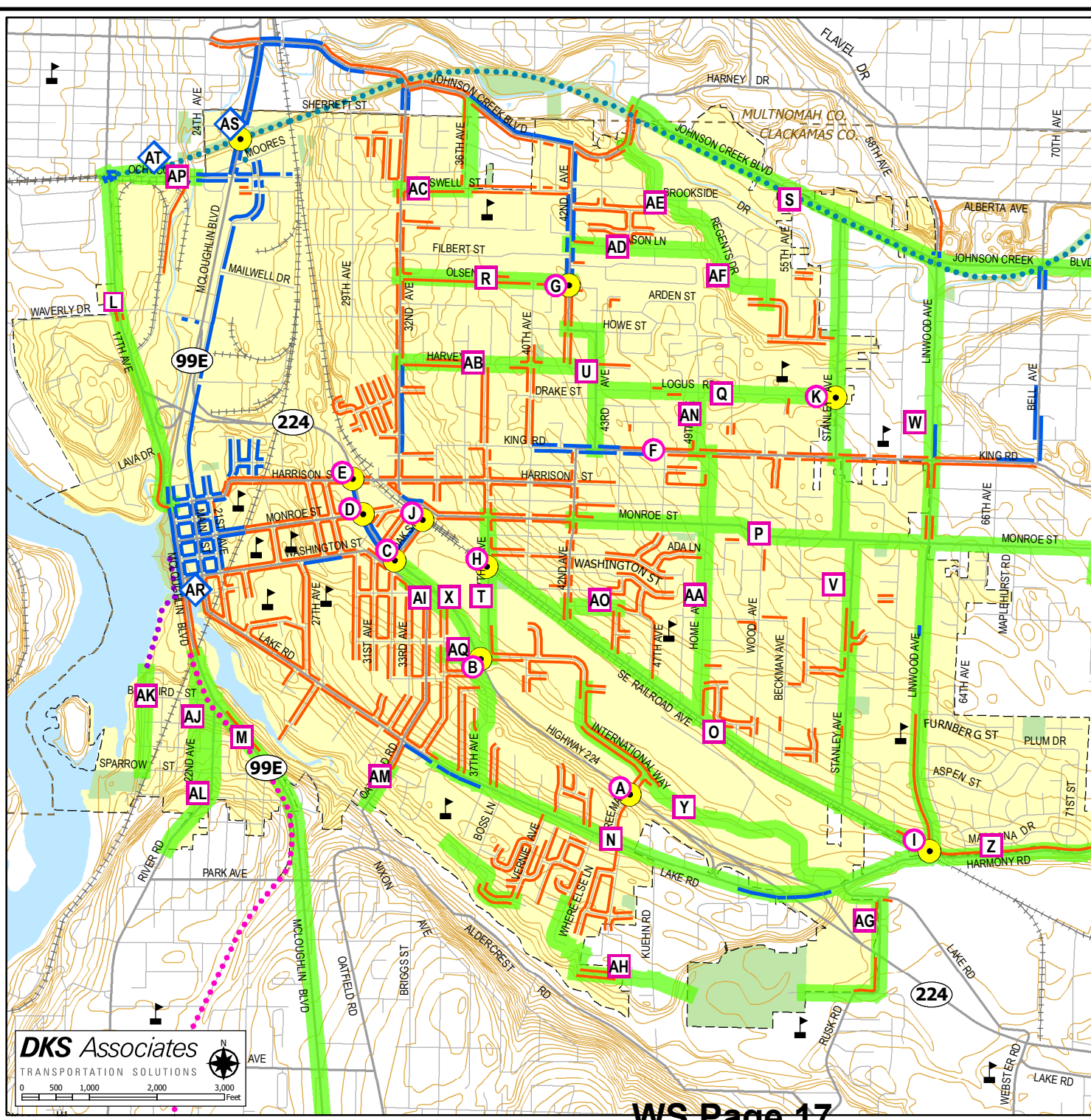
- A** Freeman Way/HWY 224
- B** 37th Ave/HWY 224
- C** Oak St/HWY 224
- D** Monroe St/HWY 224
- E** Harrison St/HWY 224
- F** King Rd crossing improvements
- G** Olsen St/42nd Ave
- H** Railroad Ave/37th Ave
- I** Harmony Rd/Lake Rd
- J** Oak St/railroad tracks
- K** Stanley Ave/Logus Rd

Provide Pedestrian Facilities Where Not Currently Present

See Table 5-1 for L - AQ project descriptions

Enhance Existing Pedestrian Connection

- AR** Construct pedestrian underpass under HWY 99E at Kellogg Creek
- AS** Improve ramp at Springwater Trail/HWY 99E
- AT** Complete Springwater Trail along Ochoco St



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0 500 1,000 2,000 3,000 Feet

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Chapter 6: Bicycle Element

Last Revised 4/03/13

Table 6-2 Bicycle Master Plan Projects

Map ID ¹	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ²
High Priority Needs							
G	High	C	Hwy 224 Crossing Improvements at Oak and Washington Streets	Improve intersection crossing safety for cyclists at Washington Street and Oak Street .	Location specific	Location specific	\$10
N	High	C	Railroad Avenue Bike Lanes <u>Facilities</u>	Fill in gaps in existing bicycle network with bike lanes, <u>cycle track, multiuse path, or other facilities</u> (cost included with Railroad Avenue road widening project).	37 th Ave	Linwood Ave	N/A
U	High	C	29 th /Harvey/40 th Bicycle Boulevard <u>Neighborhood Greenway</u>	Designate as a <u>Bicycle Boulevard Neighborhood Greenway</u> and install <u>bicycle</u> boulevard improvements.	Springwater Trail	Monroe St	\$200
U	High	C	Monroe Bicycle Boulevard <u>Neighborhood Greenway</u>	Designate as a <u>Bicycle Boulevard Neighborhood Greenway</u> and install <u>bicycle</u> boulevard improvements.	21 st Ave	Linwood Ave	\$300
Z	High	C	17 th Avenue Bikeway and Intersection Safety Improvements	Fill in gaps in existing bicycle network with bike lanes or multiuse path. Improve intersection safety and eastbound connection at 17 th Ave/Hwy 99E. Improve intersection safety at 17 th Ave/Hwy 224.	Waverly Dr	Harrison St	\$135
AB	High	C	Springwater Trail Completion	Contribute to regional project to complete Springwater Trail ("Sellwood Gap") along Ochoco Street .	17 th Ave	19 th Ave	\$80
<u>N/A</u>	<u>High</u>	<u>C</u>	<u>Kellogg Creek Bike-Ped Bridge</u>	<u>Construct bike-ped overpass over Kellogg Creek in conjunction with light rail bridge.</u>	<u>Site specific</u>	<u>Site specific</u>	<u>\$2,500</u>
<u>N/A</u>	<u>High</u>	<u>C</u>	<u>Kellogg Creek Dam Removal and Hwy 99E Underpass</u>	<u>Replace 99E bridge over Kellogg Creek, remove dam, restore habitat; construct bike-ped undercrossing between downtown Milwaukie and Riverfront Park.</u>	<u>Site specific</u>	<u>Site specific</u>	<u>\$9,000</u>
<u>NA</u>	<u>High</u>	<u>C</u>	<u>Bike Route Signage</u>	<u>Install neighborhood bike route signage.</u>	<u>Citywide</u>	<u>Citywide</u>	<u>\$150</u>
<u>N/A</u>	<u>High</u>	<u>O</u>	<u>Bike Lane Maintenance</u>	<u>Sweep bike lanes to remove debris.</u>	<u>Citywide</u>	<u>Citywide</u>	<u>\$1100</u>
<u>N/A</u>	<u>High</u>	<u>C</u>	<u>Kronberg Park Trail</u>	<u>Construct multi-use path to connect bike-ped bridge to safe crossing of Hwy 99E</u>	<u>Kellogg Creek Bridge</u>	<u>River Rd at Hwy 99E</u>	<u>???</u>

¹ See Figure 6-2

² Project costs are in 2007 dollars. Future costs may be more due to inflation. Costing details can be found in the Technical Appendix. In the case of operational projects, estimated costs are for the entire 22-year planning period.

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Chapter 6: Bicycle Element

Last Revised 4/03/13

Map ID ¹	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ²
Medium Priority Needs							
I	Med	C	Harrison Street Bike Lanes	Fill in gaps in existing bicycle network with bike lanes (cost included with Harrison Street road widening project).	Hwy 99E	21 st Ave	NA
S	Med	C	Main Street Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Harrison St	Moore St	\$2,131
U	Med	C	Stanley Avenue Bicycle Boulevard <u>Bicycle Boulevard Neighborhood Greenway</u>	Designate as a Bicycle Boulevard <u>Bicycle Boulevard Neighborhood Greenway</u> and install bicycle <u>bike</u> boulevard improvements.	Springwater Trail	Railroad Ave	\$300
U	Med	C	19 th and Sparrow Bicycle Boulevard <u>Bicycle Boulevard Neighborhood Greenway</u>	Designate as a Bicycle Boulevard <u>Bicycle Boulevard Neighborhood Greenway</u> and install bicycle <u>bike</u> boulevard improvements. This would connect the south end of Kellogg Creek Trail to River Rd.	Eagle St	River Rd	\$737
W	Med	C	Springwater Trail Paving Project	Improve corridor through repaving existing trail.	29th Ave	Linwood Ave	\$500
N/A	Med	O	Cyclist Education	Promote cycling through bike use and route selection education.	Citywide	Citywide	\$10
N/A	Med	O	Community Bicycle Rides	Coordinate community bike rides to encourage bike use.	Citywide	Citywide	\$5
Low Priority Needs							
A	Low	C	Intersection Improvements at Adams Street and 21st Avenue	Improve safety of crossing at intersection.	Location specific	Location specific	\$10
B	Low	C	Springwater Corridor Intersection Improvements at 45 th Avenue	Improve safety of crossing at intersection.	Location specific	Location specific	\$10
C	Low	C	Intersection Improvements at Johnson Creek Blvd and Linwood Avenue	Improve safety of crossing at intersection.	Location specific	Location specific	\$10
D	Low	C	Intersection Improvements at Linwood Avenue and King Road	Improve safety of crossing at intersection.	Location specific	Location specific	\$10

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Chapter 6: Bicycle Element

Last Revised 4/03/13

Map ID ¹	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ²
E	Low	C	Intersection Improvements at Linwood Avenue and Monroe Street	Improve safety of crossing at intersection.	Location specific	Location specific	\$10
F	Low	C	Intersection Improvements at Linwood Avenue and Harmony Road	Improve safety of crossing at intersection.	Location specific	Location specific	\$10
H	Low	C	Intersection Improvements at International Way and Lake Road	Improve safety of crossing at intersection.	Location specific	Location specific	\$10
J	Low	C	Lake Road Bike Lanes	Fill in gaps in existing bicycle network with bike lanes (cost included with Lake Road road widening project).	Main St	Guilford Dr	NA
K	Low	C	Oatfield Road Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Guilford Ct	Lake Rd	\$348
L	Low	C	Harrison Street Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Hwy 224	42 nd Ave	\$13
M	Low	C	37 th Avenue Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Harrison St	Hwy 224	\$2,900
O	Low	C	43 rd Avenue Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	King Rd	Filbert St	\$1,014
P	Low	C	Linwood Avenue Bike Lanes (north)	Fill in gaps in existing bicycle network with bike lanes.	Queen Rd	Johnson Creek Blvd	\$1,692
Q	Low	C	Linwood Avenue Bike Lanes (south)	Fill in gaps in existing bicycle network with bike lanes.	Juniper St	Harmony Rd	\$296
R	Low	C	Rusk Road Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Lake Rd	North Clackamas Park	\$936
T	Low	C	21st Avenue Bike Lanes	Fill in gaps in existing bicycle network with bike lanes.	Harrison St	Lake Rd	\$50
V	Low	C	Bicycle and Pedestrian Overpass	Establish a dedicated bicycle and pedestrian connection across Railroad Avenue and the railroad tracks.	Railroad Ave	International Way	\$2,025
X	Low	C	Kellogg Creek Trail Improvements	Resurface trail and provide wayfinding signage to/from trail.	Milwaukie Riverfront	Treatment Plant	\$623
Y	Low	C	Trolley Trail Signage	Design and install Trolley Trail signage.	Milwaukie Riverfront	Southern city limits	\$54
AA	Low	C	Springwater Trail Ramp Improvement at McLoughlin Blvd	Improve ramp at Springwater Trail and McLoughlin Blvd.	Location specific	Location specific	\$15
N/A	Low	C	Kronberg Park Trail	Construct multimodal trail along Kellogg Creek connecting Kronberg Park to downtown Milwaukie.	McLoughlin Blvd	Downtown	\$1,200

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Chapter 6: Bicycle Element

Last Revised 4/03/13

Map ID ¹	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ²
<u>N/A</u>	Low	O	Bicycle-friendly Street Grates	Install bicycle-friendly street grates.	Citywide	Citywide	\$50
<u>N/A</u>	Low	O	Milwaukie Bike Map	Produce a Milwaukie Bike Map.	Citywide	Citywide	\$50
<u>N/A</u>	Low	O	Police Enforcement on Drivers	Enforce laws related to bike lanes and bicycle safety.	Citywide	Citywide	\$10
<u>N/A</u>	Low	O	Bike Lane Striping	Re-stripe existing bike lanes and stripe bike lanes on streets where buses and bicyclists share the road.	Citywide	Citywide	\$20
<u>N/A</u>	Low	C	Springwater Trail Signage	Install wayfinding signage for Springwater Trail.	Citywide	Citywide	\$15
<u>N/A</u>	Low	O	North Clackamas Greenway Corridor Study	Study feasibility of corridor for multiuse path construction (possibly along Kellogg Creek).	Downtown	Clackamas Regional Center	\$50

Notes:

C = Capital Project High = High priority
O = Operational Project Med = Medium priority
P = Policy Project Low = Low priority



Transportation System Plan

FIGURE 6-2

BICYCLE MASTER PLAN

December 2007

LEGEND

Existing Bicycle Facilities	Proposed Improvements
Shared Facility	Bicycle Intersection Safety Improvement
Bicycle Lane	Bicycle Corridor Enhancement
Springwater Trail	Bike Boulevard
Kellogg Creek Trail	Bicycle Lanes
Schools	Trolley Trail
Major Roads	County Line
Streets	Parks
Railroad	Water
10' Contours	City Limits

PROPOSED PROJECTS

Improve Intersection to Increase Bicycle Safety

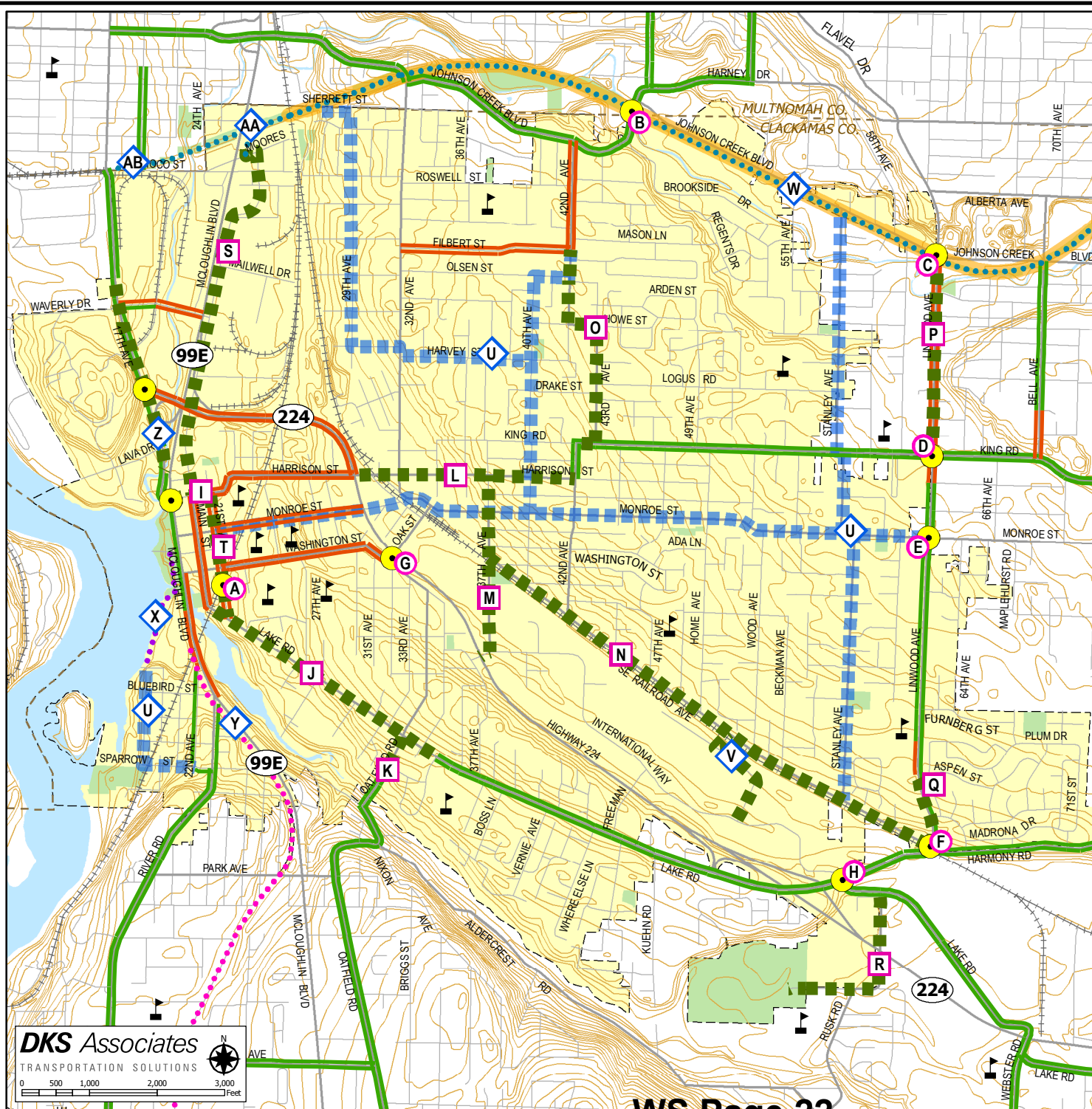
- A** Adams St/21st Ave/Railroad Crossing
- B** Johnson Creek Blvd/Springwater Trail
- C** Johnson Creek Blvd/Linwood Ave
- D** Linwood Ave/King Rd
- E** Linwood Ave/Monroe St
- F** Linwood Ave/Harmony Rd
- G** Washington St/Oak St/HWY 224
- H** International Way/Lake Rd

Provide Bicycle Lanes Where not Currently Present

- I** Harrison St from HWY 99E to 21st Ave
- J** Lake Rd from Main St to Guilford Dr
- K** Oatfield Rd from Guilford Ct to Lake Rd
- L** Harrison St from HWY 224 to 42nd Ave
- M** 37th Ave from Harrison St to HWY 224
- N** Railroad Ave from 37th Ave to Linwood Ave
- O** 43rd Ave from King Rd to Filbert St
- P** Linwood Ave from Queen Rd to Johnson Creek Blvd
- Q** Linwood Ave from approximately Juniper St to Harmony Rd
- R** Rusk Rd from Lake Rd to North Clackamas Park
- S** Main St from Harrison St to Moores St
- T** 21st Ave from Harrison St to Lake Rd

Enhance Existing Bicycle Connection

- U** Install Bike Boulevard treatments at various locations
- V** Construct bicycle overpass from Railroad Ave to International Way
- W** Improve Springwater Trail paving
- X** Improve Kellogg Creek Trail
- Y** Install Trolley Trail signage
- Z** Fill in gaps in existing bike network with bike lanes or multiuse path.
- AA** Improve intersection safety on 17th Ave at HWY 224 and at 99E.
- AB** Improve ramp at Springwater Trail/HWY 99E
- AB** Complete Springwater Trail along Ochoco St



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TRANSPORTATION SOLUTIONS

0 500 1,000 2,000 3,000 Feet

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Chapter 7: Public Transit Element

Last Revised 4/03/13

Table 7-1 Public Transit Master Plan Projects

Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ¹
High Priority Needs						
High	C	Downtown Transit Center Improvements	Construct new bus layover facility outside of the downtown core. Improve downtown bus stops and shelters consistent with level 3 features and including ample bike parking.	Location specific	Location specific	\$1,250
High	C	Railroad Avenue Transit Improvements	Improve Railroad Ave for bus service to extend to Clackamas Town Center and points east. Part of Railroad Ave widening project identified in Table 8-8.	42 nd Ave	Eastern city limits	TBD
High	SE	Railroad Avenue Bus Service	Identified bus route need.	Harrison St	Eastern city limits	TBD
High	SE	Johnson Creek Blvd Bus Service	Identified bus route need.	45 th Ave	Eastern city limits	TBD
High	SE	Park-and-Ride Bus Service	Reroute bus line #70 to serve the Milwaukie Park-and-Ride on Main Street.	Location specific	Location specific	TBD
Medium Priority Needs						
Med	C	Park-and-Ride Facilities	Add new park-and-ride capacity at former Southgate theater site. Other potential new park-and-ride locations are: Kmart parking lot, SE corner of Linwood Ave and King Rd , SW corner of Park Ave and Hwy 99E, and 37 th Ave behind Milwaukie Marketplace.	Location specific	Location specific	TBD
Med	C	Harrison Street Transit Shelter at 24 th	Install transit shelter at Harrison and 24 th , as this stop currently meets minimum boarding requirements.	Location specific	Location specific	TBD
Med	C	Bike Lane Striping	Stripe bike lanes on bus routes where bikes and buses share the road.	Citywide	Citywide	TBD
Med	SE	Weekend Service Improvements	Increase weekend bus service on bus lines #31, #32, #33, #70, and #75.	Citywide	Citywide	TBD
Low Priority Needs						
Low	C	Bus Shelter Safety Improvements	Add transit tracker and LED lighting units at main stops along bus routes.	Citywide	Citywide	TBD

¹ Project costs are in 2007 dollars. Future costs may be more due to inflation. Costing details can be found in the Technical Appendix. In the case of operational projects, estimated costs are for the entire 22-year planning period.

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Chapter 7: Public Transit Element

Last Revised 4/03/13

Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ¹
Low	C	Hwy 224 Rapid Bus Improvements	Construct improvements that enhance rapid bus service east to Clackamas Town Center.	Milwaukie Town Center	Clackamas Town Center	TBD
Low	O	Milwaukie Transportation Management Association Program	Implement a transportation management association for employers.	Milwaukie Town Center	Milwaukie Town Center	\$200
Low	O	Tualatin-Portland Commuter Rail Extension Study	Study feasibility of adding peak-hour only service on existing tracks.	Tualatin	Union Station via Lake Oswego and Milwaukie	TBD
Low	SE	Linwood/Flavel Bus Service	Identified bus route need.	Northern city limits	King Rd	TBD
Low	SE	Bus Line Service Improvements	Add frequent service to bus line #31. Add more runs to bus lines #152, #32, and #33 between 6pm and 10pm.	Location specific	Location specific	TBD
Low	SE	Transit Priority Signalization	Implement transit priority signalization along key transit corridors.	Citywide	Citywide	TBD
NA	C	Milwaukie Light Rail Extension or High Capacity Transit Improvements	Construct light rail or high capacity transit improvements between Portland and Milwaukie.	Rose Quarter MAX Station	Milwaukie Town Center	\$880,000²
N/A	C	McLoughlin Blvd Rapid Bus Improvements	Construct improvements that enhance rapid bus service south to Oregon City.	Milwaukie Town Center	Oregon City Town Center	TBD

Notes:

C = Capital Project

High = High priority

SE = Service Enhancements

Med = Medium priority

P = Policy Project

Low = Low Priority

TBD = Costs to be determined. These projects are under the jurisdiction of and/or will be funded by TriMet.

² The 2004 Regional Transportation Plan (RTP) lists the cost of this project as \$515,000,000.

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Chapter 8: Auto-Street Network Element

Last Revised 4/03/13

Table 8-8 Auto-Street Network Master Plan Projects

Map ID ¹	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ²
High Priority Needs							
C	High	C	Hwy 224 & Hwy 99E Refinement Plan	Conduct refinement study that focuses on minimizing barrier effect and improving auto and freight mobility.	Hwy 99E Project Limits: Tacoma St to 17 th Ave	Hwy 224 Project Limits: Hwy 99E to Lake Rd Interchange	\$250
D	High	C	Hwy 224 Intersection Improvements at 37 th <u>Avenue</u>	Consolidate the two northern legs of 37 th Ave and International Way into one leg at Hwy 224.	Location specific	Location specific	\$1,946
H	High	C	Linwood Avenue Capacity Improvements (north)	Widen to standard three lane cross section. Widen bridge over Johnson Creek.	Johnson Creek Blvd	King Rd	\$8,500
H	High	C	Linwood Avenue Capacity Improvements (south)	Widen to standard three lane cross section.	King Rd	Harmony Rd	\$11,400
I	High	C	Railroad Avenue Capacity Improvements	Widen to standard three lane cross section.	37 th Ave	Linwood Ave	\$12,990
P	High	C	Hwy 224 Intersection Improvements at Oak <u>Street</u>	Add left turn-lanes and protected signal phasing on Oak St approaches.	Location specific	Location specific	\$20
T	High	C	Railroad Crossing Safety and Quiet Zone Project	Construct railroad crossing safety improvements at Oak St, Harrison St, and 37 th Ave.	Location specific	Location specific	\$285
Medium Priority Needs							
A	Med	C	McLoughlin Blvd Intersection Improvements at 17 th	Prohibit left turn movement from 17 th Ave to northbound McLoughlin Blvd and include in Hwy 224 & Hwy 99E Refinement Plan.	Location specific	Location specific	\$15
B	Med	C	Intersection Improvements at 42 nd <u>Avenue</u> and Harrison <u>Street</u>	Signalize intersection to facilitate dominant traffic flow.	Location specific	Location specific	\$252

¹ See Figure 8-4.

² Project costs are in 2007 dollars. Future costs may be more due to inflation. Costing details can be found in the Technical Appendix. In the case of operational projects, estimated costs are for the entire 22-year planning period.

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Chapter 8: Auto-Street Network Element

Last Revised 4/03/13

Map ID ¹	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ²
E	Med	C	Johnson Creek Blvd Intersection Improvements at <u>Linwood Avenue</u>	Add eastbound right turn lane and westbound right turn lane.	Location specific	Location specific	\$803
F	Med	C	Harrison Street Intersection Improvements at <u>Main Street</u>	Add westbound shared through/right turn lane or eastbound right turn lane.	Location specific	Location specific	\$34
G	Med	C	Intersection Improvements at <u>Linwood Avenue</u> and <u>King Road</u>	Implement protected/permissive left turn phasing for northbound and southbound approaches.	Location specific	Location specific	\$16
J	Med	C	McLoughlin Blvd Intersection Improvements at River Road	Consolidate a single access point for the area at Bluebird St with full intersection treatment and signalization or add second northbound left-turn lane at River Rd.	Location specific	Location specific	\$898
K	Med	C	Harrison Street Capacity Improvements	Widen to standard three lane cross section.	32nd St <u>Ave</u>	42nd St <u>Ave</u>	\$2,565
L	Med	C	Intersection Improvements at Harrison and Hwy 224	Add left turn-lanes and protected signal phasing on Harrison St approaches.	Location specific	Location specific	\$20
Low Priority Needs							
M	Low	C	Lake Road Capacity Improvements	Widen to standard three lane cross section.	21 st Ave	Oatfield Rd	\$7392
N	Low	C	Johnson Creek Blvd and 42 nd Avenue Signalization	Replace 3-way stop with signal when warranted.	Location specific	Location specific	\$250
O	Med	C	Harrison Street and King Road Connection	Enhance connection between King Rd and Harrison St	King Rd	Harrison St	\$53
Q	Low	C	Hwy 224 Access Modifications at <u>Freeman Way</u>	Modify access at Freeman Way to improve intersection functioning.	Location specific	Location specific	\$1313

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Chapter 8: ~~Auto~~ Street Network Element

Last Revised 4/03/13

Map ID ¹	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ²
R	Low	C	Stanley Avenue Connectivity at King <u>Road</u>	Enhance connection along Stanley Ave at King Rd.	Location specific	Location specific	\$53
S	Low	C	Stanley Avenue Connectivity at Monroe <u>Street</u>	Enhance connection along Stanley Ave at Monroe St.	Location specific	Location specific	\$53
U	Low	C	Harmony Road Grade Separation and Realignment at Linwood <u>Avenue</u>	Grade separate Harmony Road from Union Pacific Railroad and align as a through east-west movement. Outcome of alignment and geometry is dependant upon the Harmony Road Environmental Assessment project (scheduled for completion Fall 2008).	Location specific	Location specific	\$28,000

Notes:

C = Capital Project High = High priority
 O = Operational Project Med = Medium priority
 P = Policy Project Low = Low priority



Transportation System Plan

FIGURE 8-4

AUTO STREET NETWORK MASTER PLAN

December 2007

LEGEND

Proposed Street Network Improvements

- Roadway Widening Project
- Travel Route Improvement
- Corridor Refinement Plan
- Intersection Improvement
- Rail Crossing Improvement

- Major Roads
- Streets
- Railroad
- Springwater Trail
- Kellogg Creek Trail
- County Line
- Parks
- Water
- City Limits

PROPOSED PROJECTS

- A** Prohibit left turn movement at 17th Ave/McLoughlin Blvd and include in Refinement Plan
- B** Signalize Harrison St/42nd Ave
- C** Conduct Refinement Plan for HWY 99E/HWY 224 focused on motor vehicle and freight mobility.
 - HWY 99E Project Limits: Tacoma St to 17th Ave
 - HWY 224 Project Limits: HWY 99E to Lake Rd Interchange
- D** Reconfigure intersection to consolidate 37th Ave/Industrial Way
- E** Add eastbound/westbound right turn lanes and integrate the trail crossing
- F** Create westbound shared through/right lane; or Add eastbound right turn pocket
- G** Implement protected/permitted phasing for northbound and southbound left turns
- H** Widen Linwood Ave to standard three lane cross section
- I** Widen Railroad Ave to standard three lane cross section
- J** Redesign intersections of River Rd and 22nd Ave to consolidate intersections; or Add northbound left turn pocket on River Rd
- K** Widen Harrison St to standard three-lane cross section
- L** Add left turn-lanes and protected signal phasing on Harrison St approaches
- M** Widen Lake Rd to standard three-lane cross section
- N** Replace 3-way stop with signal when warranted and appropriate. (Coordinate with the City of Portland)
- O** Enhance connection between King Rd and Harrison St
- P** Add protected signal phasing on Oak St approaches
- Q** Improve intersection/modify access at HWY 224 and Freeman Way
- R** Enhance connection along Stanley Ave at King Rd
- S** Enhance connection along Stanley Ave at Monroe St
- T** Implement railroad crossing safety and quiet zone project
- U** Upgrade crossing to grade separated facility (dependant upon Harmony Rd Project findings)



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0 500 1,000 2,000 3,000 Feet

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Chapter 9: Freight Element

Last Revised 4/03/13

Table 9-1 Freight Master Plan Projects

Map ID ¹	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ²
High Priority Needs							
A	High	C	Hwy 224 & Hwy 99E Refinement Plan	Conduct refinement study that focuses on minimizing barrier effect and improving auto and freight mobility.	Hwy 99E Project Limits: Tacoma St to 17 th Ave	Hwy 224 Project Limits: Hwy 99E to Lake Rd Interchange	\$250
E	High	C	Harrison Street Railroad Crossing Separation	Upgrade Harrison crossing of Union Pacific Railroad tracks to grade-separated facility. Assess as part of Hwy 224 & Hwy 99E Refinement Plan.	Location specific	Location specific	\$28,000
F	High	C	Hwy 224 Intersection Improvements at 37 th Avenue	Consolidate the two northern legs of 37 th Ave and International Way into one leg at Hwy 224.	Location specific	Location specific	\$1,946
Medium Priority Projects							
C	Med	C	Intersection Improvements at Main Street and Mailwell Drive	Upgrade intersection turning radii to better accommodate freight movements.	Location specific	Location specific	\$50
H	Med	C	Railroad Crossing Improvements at 21 st and Adams	Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes.	Location specific	Location specific	\$50
H	Med	C	Railroad Crossing Improvements at Washington	Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes.	Location specific	Location specific	\$50
H	Med	C	Railroad Crossing Improvements at Monroe	Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes.	Location specific	Location specific	\$50
H	Med	C	Railroad Crossing Improvements at Harrison	Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes.	Location specific	Location specific	\$50
H	Med	C	Railroad Crossing Improvements at Oak	Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes.	Location specific	Location specific	\$50

¹ See Figure 9-1.

² Project costs are in 2007 dollars. Future costs may be more due to inflation. Costing details can be found in the Technical Appendix. In the case of operational projects, estimated costs are for the entire 22-year planning period.

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Chapter 9: Freight Element

Last Revised 4/03/13

Map ID ¹	Priority	Type	Project Name	Project Description	From	To	Cost(s) \$1,000s ²
Low Priority Needs							
B	Low	C	Hwy 224 Intersection Improvements at 17 th <u>Avenue</u>	Upgrade intersection turning radii to better accommodate freight movements.	Location specific	Location specific	\$50
D	Low	C	Intersection Improvements at Mailwell <u>Drive</u> and Omark <u>Drive</u>	Upgrade intersection turning radii to better accommodate freight movements.	Location specific	Location specific	\$50
G	Low	C	Harmony Road Grade Separation and Realignment at Linwood Avenue	Grade separate Harmony Road from Union Pacific Railroad and align as a through east-west movement. Outcome of alignment and geometry is dependant upon the Harmony Road Environmental Assessment project (scheduled for completion Fall 2008).	Location specific	Location specific	\$28,000
H	Low	C	Railroad Crossing Improvements at 37 th <u>Avenue</u>	Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes. <u>Improve road transition to railroad crossing.</u>	Location specific	Location specific	<u>\$500</u>

Notes:

C = Capital Project High = High priority
 O = Operational Project Med = Medium priority
 P = Policy Project Low = Low priority



Transportation System Plan

FIGURE 9-1

FREIGHT MASTER PLAN

December 2007

LEGEND

Existing Freight Routes	Proposed Improvements
Major Regional	Intersection Improvement
Minor Preferred (Local)	Intersection Material Upgrade
Weight Restricted Minor Preferred (Local)	Corridor Refinement Plan
Minor Preferred Freight Route (Local)*	Minor Preferred Freight Route (Local)*
Major Roads	County Line
Streets	Parks
Railroad	Water
Springwater Trail	City Limits
Kellogg Creek Trail	

*Upon adoption of this document, the functional classification for SE International Way will be upgraded to Minor Preferred Freight Route (Local).

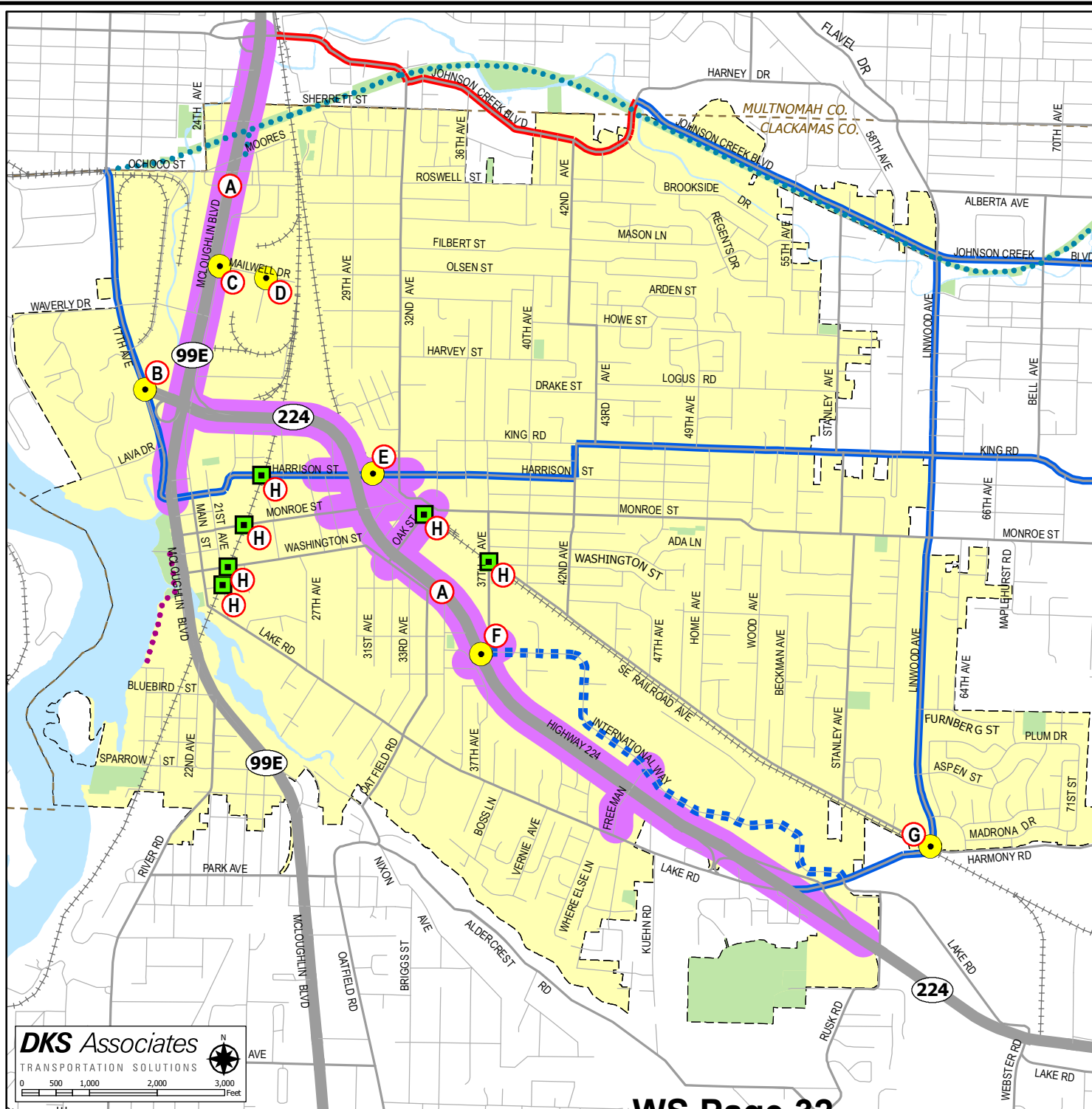
PROPOSED PROJECTS

Improve Corridor

- A** Conduct Refinement Plan for HWY 99E/HWY 224 focused on motor vehicle and freight mobility.
 - HWY 99E Project Limits: Tacoma St to 17th Ave
 - HWY 224 Project Limits: HWY 99E to Lake Rd Interchange

Improve Intersection

- B** **17th Ave/HWY 224**
Upgrade intersection turning radii to better accommodate freight movements
- C** **Main St/Mailwell Dr**
Upgrade intersection turning radii to better accommodate freight movements
- D** **Mailwell Dr/Omark Dr**
Upgrade intersection turning radii to better accommodate freight movements
- E** **Harrison St/Union Pacific Railroad Crossing**
Upgrade crossing to grade separated facility (outcome of crossing dependant upon 99E/224 Refinement Plan findings)
- F** **HWY 224/37th Ave**
Consolidate two northern legs of 37th Ave and Industrial Way into one leg at HWY 224.
- G** **Harmony Rd/Union Pacific Railroad Crossing**
Upgrade crossing to grade separated facility (outcome of crossing dependant upon Harmony Rd Project findings)
- H** **At-grade Railroad Crossing Material Upgrades**
Upgrade crossing paving material to concrete or rubberized material for longevity of crossing at: Harrison St, Monroe St, Washington St, Adams St, Oak St, and 37th Ave



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Table 11-2 Neighborhood Traffic Management Action Plan

Project Name	Project Description	From	To	Cost(s) \$1,000s ¹	Direct Funding or Grant Match
Neighborhood Pedestrian and Traffic Safety Program	Complete a few small traffic calming and pedestrian safety projects throughout the city each year.	Citywide	Citywide	\$300 (\$13 annually)	Direct (with NDA match)

IMPLEMENTATION

Successful neighborhood traffic management requires the following:

- A process that identifies, evaluates, and prioritizes traffic management needs
- Citizen involvement in traffic management measure selection
- Professional design that considers the safety of all users
- Funding and implementation of prioritized needs

The Milwaukie Public Safety Advisory ~~Board~~Committee is responsible for administering the City's neighborhood traffic management program. This ~~board~~committee meets once a month and has focused almost exclusively on the enforcement and education aspects of neighborhood traffic management. Engineering staff will join this board to improve neighborhood traffic management program coordination and to provide the technical expertise needed for evaluation and implementation of deflection and volume control traffic management measures.

The neighborhood traffic management program relies on citizens to identify neighborhood traffic concerns. This identification process, by its very nature, is reactive. However, the funding level and evaluation process will be deliberate and methodical to allow for equitable and efficient use of limited funds. The City will allocate money each year to undertake selected neighborhood traffic management measures (see Table 11-2) with the expectation that neighborhood district associations will provide matching funding for projects in their district.

RECOMMENDATIONS

Figure 11-1 outlines the proposed neighborhood traffic management process for the City of Milwaukie. As shown in this figure, there are multiple points in the process for public input and involvement and a feedback loop at the end to monitor the success of neighborhood traffic management measures that have been implemented.

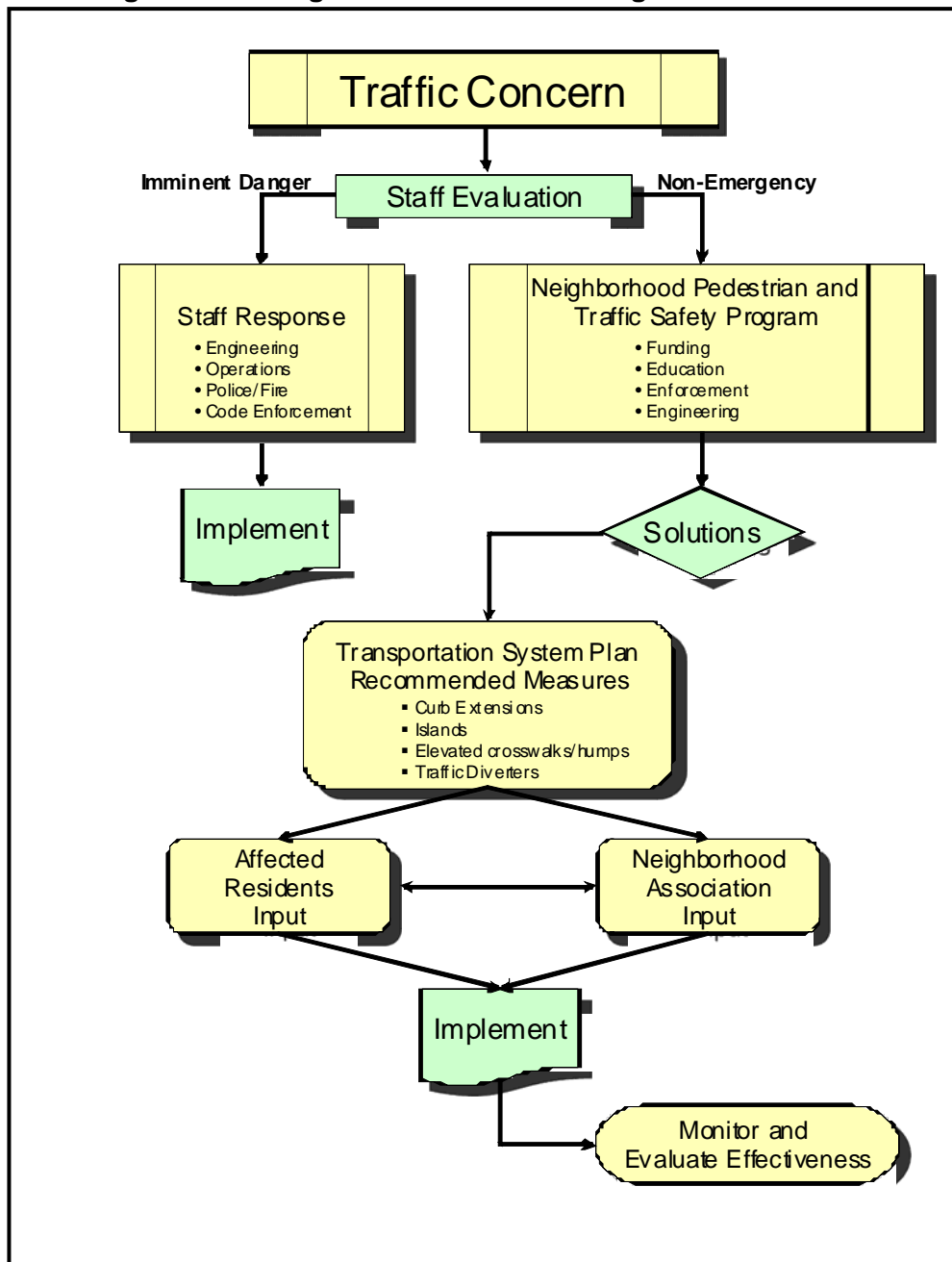
It is recommended that the City annually fund the neighborhood traffic management program so that prioritized needs are implemented over time. The Neighborhood Traffic Management Action Plan (see Table 11-2) does not identify specific projects, but it does show the level of funding the City proposes to commit to the neighborhood traffic management program for the duration of this plan. With regard to this funding, it is recommended that the City develop a process that ensures neighborhood traffic management funding is equitably distributed throughout the city.

¹ Project costs are in 2007 dollars. Future costs may be more due to inflation. Costing details can be found in the Technical Appendix.

Many of the policy recommendations contained in the Street Design chapter are applicable to neighborhood traffic management as well, the most relevant of which are summarized below.

- **Variety:** Allow for a wide variety of traffic management measures, as identified in this chapter's neighborhood traffic management "tool box."
- **Effectiveness:** Ensure that the chosen measure addresses the identified problem.
- **Landscaping:** Provide for landscaping wherever feasible and practicable.
- **Maintenance:** Consider maintenance needs and issues when designing traffic management measures and ensure long-term maintenance needs can be met.
- **Neighborhood Input:** Provide for neighborhood input when designing traffic management measures.

Figure 11-1 Neighborhood Traffic Management Process



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Master Plan

Table 12-32, the Downtown Parking Master Plan Project List, summarizes the key projects needed to implement the recommendations in this chapter. Many of the projects related to the operation and maintenance of the City's parking program may be self-funding through parking permit fees and parking fines.⁴⁹

Table 12-32 Downtown Parking Master Plan Project List

Priority	Type	Project Name	Project Description	Cost(s) \$1,000s ²¹²
High	O	Downtown Parking Enforcement Management	Implement parking management system, including a dedicated parking manager.	\$40
High	C	Downtown Streetscape Improvements	Install sidewalk bulbouts, lighting, and pedestrian amenities.	\$6,700
Med	C	Downtown Parking Signage	Install way-finding and identification signage at McLoughlin Blvd intersections and around public parking lots.	\$10
Med	C	Downtown Public Parking Lot Improvements	Upgrade and maintain off-street public parking facilities with improved landscaping and lighting.	\$50
Med	C	Public Parking Structure	Construct 3- to 4-story public parking structure with retail at ground floor for visitor/employee parking.	\$10,000

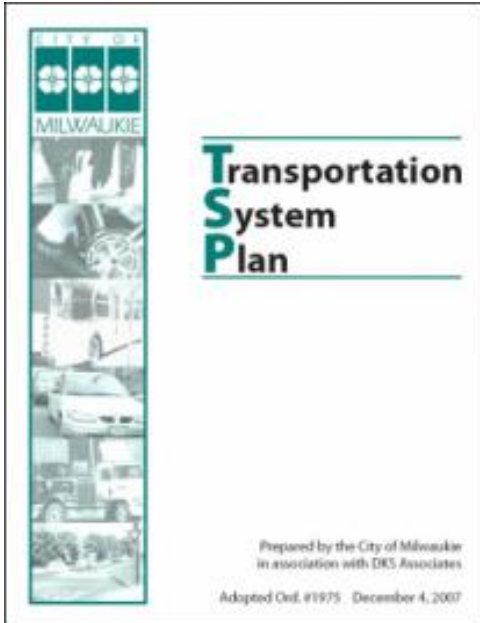
Notes:

C = Capital Project High = High priority
 O = Operational Project Med = Medium priority
 P = Policy Project Low = Low priority

⁴⁹ This source of funding is not included in the TSP transportation funding forecast (Chapter 13).

²¹² Project costs are in 2007 dollars. Future costs may be more due to inflation. Costing details can be found in the Technical Appendix.

What is the TSP?



The Transportation System Plan (TSP) is the City's long-term plan for making transportation improvements.

The TSP addresses multiple modes of transportation:

- Pedestrians
- Bicycles
- Public transit
- Street network (for motor vehicle traffic)
- Freight

It also identifies issues related to Neighborhood Traffic Management and Downtown Parking.

By identifying and prioritizing transportation needs, the TSP helps guide the City's investments for improving the transportation system.

What kind of information is in the TSP?

- ❖ Inventories of existing conditions—sidewalks, bike lanes, transit stops, posted speeds, intersection controls, traffic volumes, funding sources
- ❖ Forecasts of future traffic volumes
- ❖ Projections of available revenue for transportation projects
- ❖ The City's goals and policies for improving the transportation system
- ❖ Lists of needs (projects) for improving each mode of the system

How is the TSP used?

- Outlines the important transportation needs to be addressed over the next 20-plus years
- City Council can use the TSP to decide how best to use the City's limited resources to fund key projects
- Enables the City to move quickly when funding opportunities arise (*TSP presents all identified needs in one place and with some sense of priority*)
- When development triggers a requirement for street improvements, shows what needs to be built to implement the City's transportation vision

Funding for TSP Projects

The TSP project lists include an "order of magnitude" estimate of the cost for each project.

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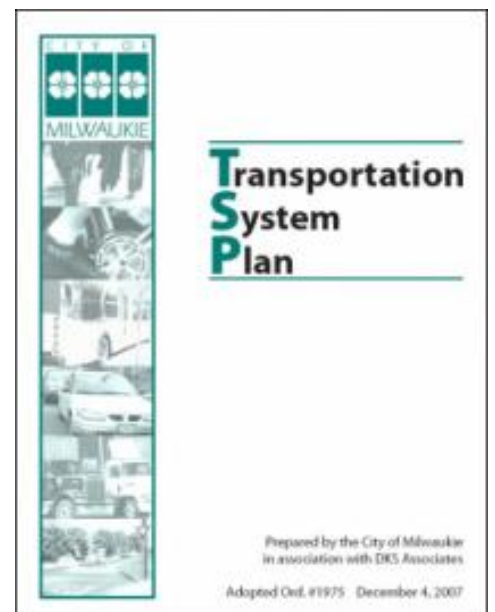
- Unfinished projects from the 2007 list have an approximate total cost of \$185.2 million (in 2007 dollars)
- Highest priority projects from the 2007 list have an approximate total cost of \$5.6 million
- Current projections of annual revenue committed exclusively to capital improvement projects = average of only \$100,000/year (*1 or 2 other revenue streams can be used for either capital or maintenance projects*)
- The City is in a position of having to use its limited funds as a **match** for federal, state, and regional grants, in order to leverage the money needed to construct large projects.

\$\$\$

Some specific funding opportunities may favor projects that are not necessarily the City's top priority but are still important for improving the overall system. There is a challenge to balance project priorities with funding opportunities that arise. Some flexibility is needed to take advantage of these opportunities.

Key Elements of the 2013 TSP Update

- The TSP got a complete overhaul in 2007.
- The current plan is fundamentally sound, but it needs an update to remain consistent with Metro's Regional Transportation Plan (RTP).
- The City has until December 31, 2013, to make the required changes.
- The City's Planning Department is working to make a "light-touch" update of the current TSP within the following parameters:
 - No major policy changes—the existing plan is well organized and sound
 - Extend the forecasting horizon to the year 2035—the current TSP only forecasts to 2030
 - Update the various TSP maps to show the final light rail alignment & latest existing conditions
 - Remove completed projects from the master list
 - Adjust the prioritization of projects where appropriate to reflect current conditions and goals
 - Add new projects that have evolved since 2007 (e.g., Kellogg pedestrian bridge and projects anticipated with the Tacoma Station Area Plan)



How You Can Be Involved

- ❖ The City Council is encouraging the Neighborhood District Associations and general public to provide feedback on the prioritization of TSP projects.
- ❖ We need you to "roll up your sleeves" and provide feedback on the following:
 - A. Confirm Project Priorities**
 - Is the prioritization still accurate in terms of targeting the projects that are most important for improving that particular mode?
 - Are there any important projects that are not listed?
 - B. Rank the Top Projects**
 - What are the top 10 projects across all modes/issues for which the Council should be actively seeking funding within the next several years?
 - C. Identify Other Needs**
 - What are the next steps for moving forward on specific transportation issues, such as doing further study or making concept plans?
- ❖ Please use one of the available worksheets to help list your ideas and bring them to a public meeting on **Monday, June 3, 2013.**
(6:30 p.m. to 8:30 p.m. at Milwaukie Christian Church, 5197 SE King Rd)
- ❖ A brief Open House from 5:30 p.m. to 6:30 p.m. will precede the public meeting, with basic information about the TSP.

The TSP and more information about the 2013 TSP Update project are available online at <http://www.ci.milwaukie.or.us/planning/transportation-system-plan-tsp-update-2013>. You can also contact **Brett Kelter** in the Planning Department at **(503) 786-7657** or kelterb@ci.milwaukie.or.us.



Agenda Item: WS 4.
Meeting Date: 5/21/13

COUNCIL AGENDA ITEM SUMMARY

Issue/Agenda Title: Capital Improvement Program: Progress Report

Prepared By: Jason Rice, Engineering Manager

Dept. Head Approval: Stephen Butler, Interim Community Development Director

City Manager Approval: Bill Monahan, City Manager

Reviewed by City Manager: 5/13/2013

ISSUE BEFORE THE COUNCIL

Staff will present an update about the City's current Capital Improvement Plan.

STAFF RECOMMENDATION

This item is purely informational; there is no recommendation for this item.

KEY FACTS & INFORMATION SUMMARY

This report contains a brief summary of each Capital Improvement Project within the current budget. Projects are being completed on time and for the most part below budget. This report also describes what it means to have a CIP and why it is important to regularly update Master Plans.

OTHER ALTERNATIVES CONSIDERED

No alternatives are available to consider.

CITY COUNCIL GOALS

The City's Capital Improvement Plan (CIP) is comprised of projects that are identified within each utility's "Master Plan". Each of these utility master plans, including the City's Transportation System Plan (TSP), are ancillary documents to the City's Comprehensive Plan. By completing projects in the CIP, the City is meeting its goal of planned development within the Comprehensive Plan.

ATTACHMENT LIST

None

FISCAL NOTES

The current Capital Improvement Plan was adopted as a part of the FY2013 and 14 Budget.



To: Mayor and City Council

**Through: Bill Monahan, City Manager
Stephen Butler, Interim Community Development Director**

From: Jason Rice, Engineering Manager

Subject: Capital Improvement Program: Progress Report

Date: April 16, 2013 Work Session

ACTION REQUESTED

No action is required for this informational report.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

June 2012: Adoption of the FY 13 and 14 budget.

BACKGROUND

In every city, growth and change are accompanied by the need for a variety of public improvements that require major expenditures. Streets are paved, sidewalks constructed, utility pipes are laid and storm water treatment is added.

Milwaukie, like other cities, must meet these costly capital obligations with limited funds, while at the same time paying for the normal operating expenses of local government. Although it is relatively easy to foresee and establish annual operating budgets, the need for capital items is more difficult to predict. In the past, many cities repaired or replaced utility infrastructure in a reactive mode. More recently, attempts to be proactive have come with the availability of strong asset management options created as a part of utility master plans.

Over the past six years the City has seen a benefit in the creation of the Street Surface Maintenance Program (2007), an award winning Transportation System Plan (2007), an updated Sewer Master Plan (2010), a completely revised Water Master Plan (2010). All of which, are made ancillary to the City's Comprehensive Plan at the time of adoption.

While a major goal of each master plan is to calculate a required billing rate to support each utility, another important function of each plan is a list of projects that should be completed in order to meet a number of goals set by the City. In some cases, these goals originate from the direction of permits that are vital to the protection of life, health and safety. In other cases, it may be the goal of the City to construct a park to improve the livability of the community. Regardless of where each of these projects is derived, consolidation into one document is necessary to initiate productive budget discussions. A Capital Improvement Plan, or CIP, is the most commonly used document for such a task.

The City of Milwaukie CIP is a five-year forecast of projects that is adopted along with each biennial budget. In addition to a section devoted to the Street Surface Maintenance program, the document currently is divided into each utility. Within each section, a brief financial analysis is given along with a list of funding priority by fiscal year. Fiscal years one and two of the plan are funded by the adoption of the current budget. Years three and four are listed as most likely to be funded by the following budget cycle. Year five and the section titled "Future Years" are the next set of projects that are expected to receive funding. Unlike utility funds that receive consistent replenishment from utility bill revenues, the transportation section tends to have the most limited resources, while at the same time having a higher average cost per project. It is because of this gap in resources that projects within this section are labeled "Unfunded" rather than "Future Years". The intent of the "Unfunded" section is to identify practical options for grant opportunities over the next five years.

While the City has seen great success with grant funding in recent past, with projects such as Lake Road, Logus Road, Quiet Zone, 17th Avenue, and Adams Street Connector, the associated local government financial match can be a strain on the City's limited resources. A typical federal grant can require a match of at least 11%, while Community Development Block Grants can require over 20%. Therefore, as budgets become strained, the ability for cities to leverage grants diminishes. It is this trap that communities need to be aware of when grant opportunities arise that are seemingly "free".

Following is a list of each funded project within the City's adopted budget. While some contain grant matches, others do not. Identification of funding for each project is clearly identified on each project sheet within the CIP. Engineering Staff will be providing an in-depth look into a few of the City's more significant CIP projects during this work session.

Stormwater Division

- Stanley Avenue Pipe Replacement

Slated to begin the design phase this fall, this project will alleviate local flooding issues near the south end of Stanley Avenue. Once design is complete, and construction documents are finalized the construction contract is expected to be advertised in March of 2014.

- UIC Decommissioning/Pretreatment Program

An Underground Injection Control (UIC) is a structure, such as a well or a tank, that disposes of fluid directly into the ground below grade. Staff is currently waiting for an updated UIC Permit from the Department of Environmental Quality (DEQ) in order to determine which UIC's will require attention.

- Kellogg Creek Dam Removal and HWY 99E Underpass

The City Manager's Office is currently working to solidify a contract with Wildland's Inc. in order to begin the project of restoring Kellogg Lake to improve fish passage by removing the dam.

The Community Development Department is also pursuing a grant through the Oregon Statewide Transportation Improvement Program. While the application has made it to the 150% funded list, Staff should know if the project will receive funding by October 2013.

Transportation Division

- Walk Safely Milwaukie Program

Having already completed three projects within the neighborhoods, Staff is working with the Public Safety Advisory Committee (PSAC) to spend the remaining funds available to the pilot program. Staff expects to provide an update on the program later in May with the intent of providing Council with the information necessary to assess the Pilot's future.

- Union Pacific Mainline Railroad Quiet Zone

Currently working on the 3rd phase of this project, Staff anticipates having an approved Quiet Zone by the end of 2013.

- School Zone Implementation

Aside from school zones in the downtown, all school zones within the City have been brought up to current standards. To prevent duplicative efforts, once Light Rail is complete, Staff will complete the remaining zones.

- 17th Avenue Pedestrian Improvements

In coordination with the Oregon Department of Transportation (ODOT), Staff expects a Request for Proposals (RFP) for Engineering Services will be advertised in early April.

Staff will be presenting two Intergovernmental Agreements with ODOT to Council within the next few months. One to address responsibility project costs and another to account for ODOT Staff costs associated with right-of-way negotiation.

- Adams Street Improvements

Nearing final design for construction, an additional design contract for the project's lanterns will be brought before Council in May. Construction is currently expected to occur in the first quarter of 2014.

- Lake Road Safe Routes to School

At the direction of Council, grant funding of this project was combined with the remaining available funds within the Lake Road Multimodal Project for the completion of improvement between Oatfield Road and Guildford Way.

Street Surface Maintenance Program

- International Way, Monroe Street Reconstruction (Phase I), Harrison Street Reconstruction (Phase I)

Combined within one contract, these paving projects were completed in October of 2012 with enough money remaining to add Freeman Way with no increases to the original contract.

- Preventative Maintenance

In order to see the benefits of economies of scale, Staff recommended combining this funding over two years into one contract. Staff expects to have this contract ready for council in July, for work in August.

- Harrison Street Reconstruction – Phase II

Currently under design, this contract will need to occur after the Light Rail work, the Wastewater Main Repair Program, and the Harrison Phase II Water Contract.

- Main Street Rehabilitation

Currently under design, this contract will need to occur after the Wastewater Main Repair Program Contract.

Wastewater Division

- Wastewater Main Repair Program

Staff has performed a survey and has begun to design the project.

- Harrison, Monroe, Washington, 21st, and Lake Rd. Light Rail Crossing Replacements

Staff was able to negotiate with Stacy and Witbeck in order to complete this work as betterments to the Light Rail project. By performing this work in this manner, this reduces the amount of contractors working within an already busy construction zone, reduces City Staff time dedicated to the project, and saves the City money in mobilization costs.

- Brookside Forcemain Extension

After investigating this project, Staff found that this project was added to the City's 2004 Draft Master Plan in error. Only minor expenses were incurred during the investigation.

- Clay Pipe Replacement Program

Construction of this project began the week of April 1st and is expected to be completed later this summer. As the work progresses through the downtown, Staff working hard to minimize all impacts as much as possible.

- Wastewater Manhole Replacement/Rehab Program

Engineering Staff will coordinate with Operations this winter in order to identify which manholes will be rehabilitated and/or replaced under this contract. Work under this contract will begin in the spring of 2014.

Water Division

- Harrison Street System Improvements – Phase II

Work under this contract began the week of April 15th. The main line under HWY 224 has been installed along with pipe near City Hall and the Pond House. This project is expected to be complete by July 1st of this year.

- McBrod Avenue System Improvements

To date, a survey has been performed for this 2014 project.

Suggestions for Future CIP's

While the current definition of a capital improvement has lent itself more to construction, this has left void for larger capital projects to be undertaken by other departments such as Facilities. For future plans, staff suggests defining what actually constitutes a Capital Improvement so that larger projects within all departments are captured within one concise plan.

Staff also suggests forecasting an additional five years (years 6-10) for the purposes of raising awareness for projects that will likely be funded beyond the current 5 year mark.

CONCURRENCE

The CIP is provided by the Engineering Department and reviewed by the Public Works and Community Development Departments. The Citizen's Utility Advisory Board and the Budget Review Board also review the document.

Staff will begin work in December of 2013 to update the CIP for next year's budget process. Through this process, Staff will be seeking input from Council to build the unfunded project list within the Transportation section of the plan.

FISCAL IMPACT

No fiscal impacts are created as a result of providing this update.

WORK LOAD IMPACTS

No work load impacts are created as a result of providing this update.

ALTERNATIVES

Not applicable.

ATTACHMENTS

None