

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** (*location TBD*). 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 (location to be determined)
- 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**.

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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
 O = Operational Project
 P = Policy Project

High = High priority
 Med = Medium priority
 Low = Low priority

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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/Facilities	Fill in gaps in existing bicycle network with bike lanes, cycle track, multiuse path, or other facilities (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/Neighborhood Greenway	Designate as a Bicycle Boulevard/Neighborhood Greenway and install bicycle/bike boulevard improvements.	Springwater Trail	Monroe St	\$200
U	High	C	Monroe Bicycle Boulevard/Neighborhood Greenway	Designate as a Bicycle Boulevard/Neighborhood Greenway and install bicycle/bike 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.



Transportation System Plan

FIGURE 5-1

PEDESTRIAN MASTER PLAN December 2007

LEGEND

Existing Sidewalks	Proposed Improvement
— < 5 ft. Width	▬ Pedestrian Facilities
— 5 ft. - 10 ft. Width	⊙ Pedestrian Intersection Safety Improvement
●●●● Springwater Trail	●●●● Trolley Trail
●●●● Kellogg Creek Trail	
▲ Schools	--- County Line
— Major Roads	▭ Parks
— Streets	▭ Water
—+—+ Railroad	▭ City Limits
— 10' Contours	

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 Ochocho St



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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 Neighborhood Greenway	Designate as a Bicycle Boulevard Neighborhood Greenway and install bicycle boulevard improvements.	Springwater Trail	Railroad Ave	\$300
U	Med	C	19 th and Sparrow Bicycle Boulevard Neighborhood Greenway	Designate as a Bicycle Boulevard Neighborhood Greenway and install bicycle 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.	29 th 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 21 st 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

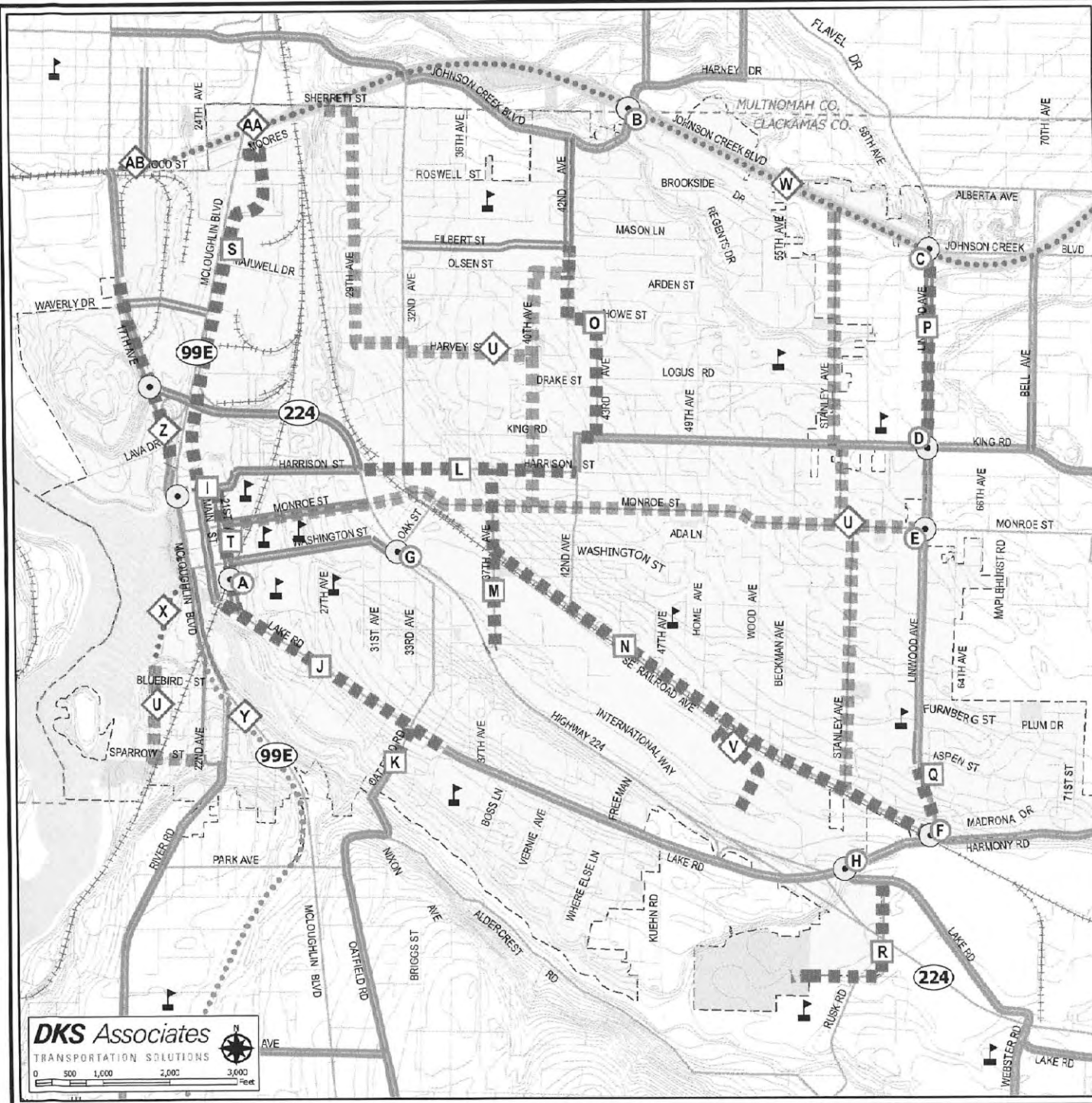
December 2007

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

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 Carfield Rd from Guilford Ct to Lake Rd
 - L Harrison St from Hwy 224 to Oak 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 Fibert St
 - P Linwood Ave from Queen Rd to Johnson Creek Blvd
 - Q Linwood Ave from approximately Lumber St to Henry 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 Connections**
- 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 at 12th Ave at Hwy 224 and at 99E
 - AB Improve ramp at Springwater Trail, Hwy 99E
 - AB Complete Springwater Trail along Cchoco S.



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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.



Transportation System Plan

FIGURE 7-3

PUBLIC TRANSIT MASTER PLAN December 2007

LEGEND

Existing Facilities	Proposed Improvements
● Bus Stop	P Park and Ride
P Park and Ride	▬ New or Rerouted Bus Route
▬ Bus Route	▬ Bus Rapid Transit Route
Ⓝ Bus Route Number	▬ High Capacity Transit Route

▲ Schools	++++ Railroad
●●●● Springwater Trail	- - - County Line
●●●● Kellogg Creek Trail	▬ Parks
▬ Major Roads	▬ Water
▬ Streets	▭ City Limits



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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 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
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 Street	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 Avenue and Harrison Street	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.	<u>32nd StAve</u>	<u>42nd StAve</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

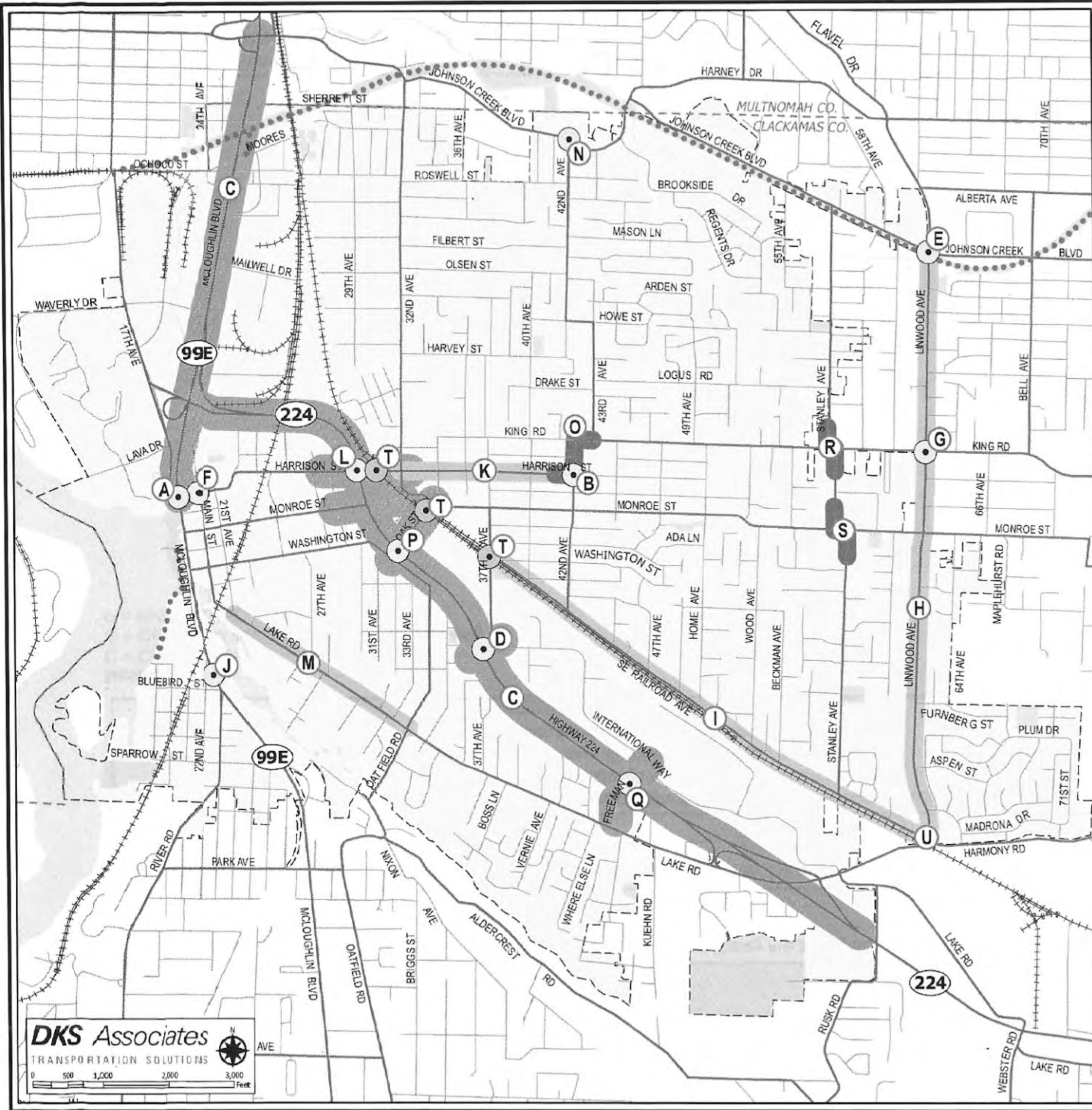
Proposed Street Network Improvements

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

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

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 (dependent upon Harmony Rd Project findings)



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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.



Transportation System Plan

FIGURE 9-1

FREIGHT MASTER PLAN December 2007

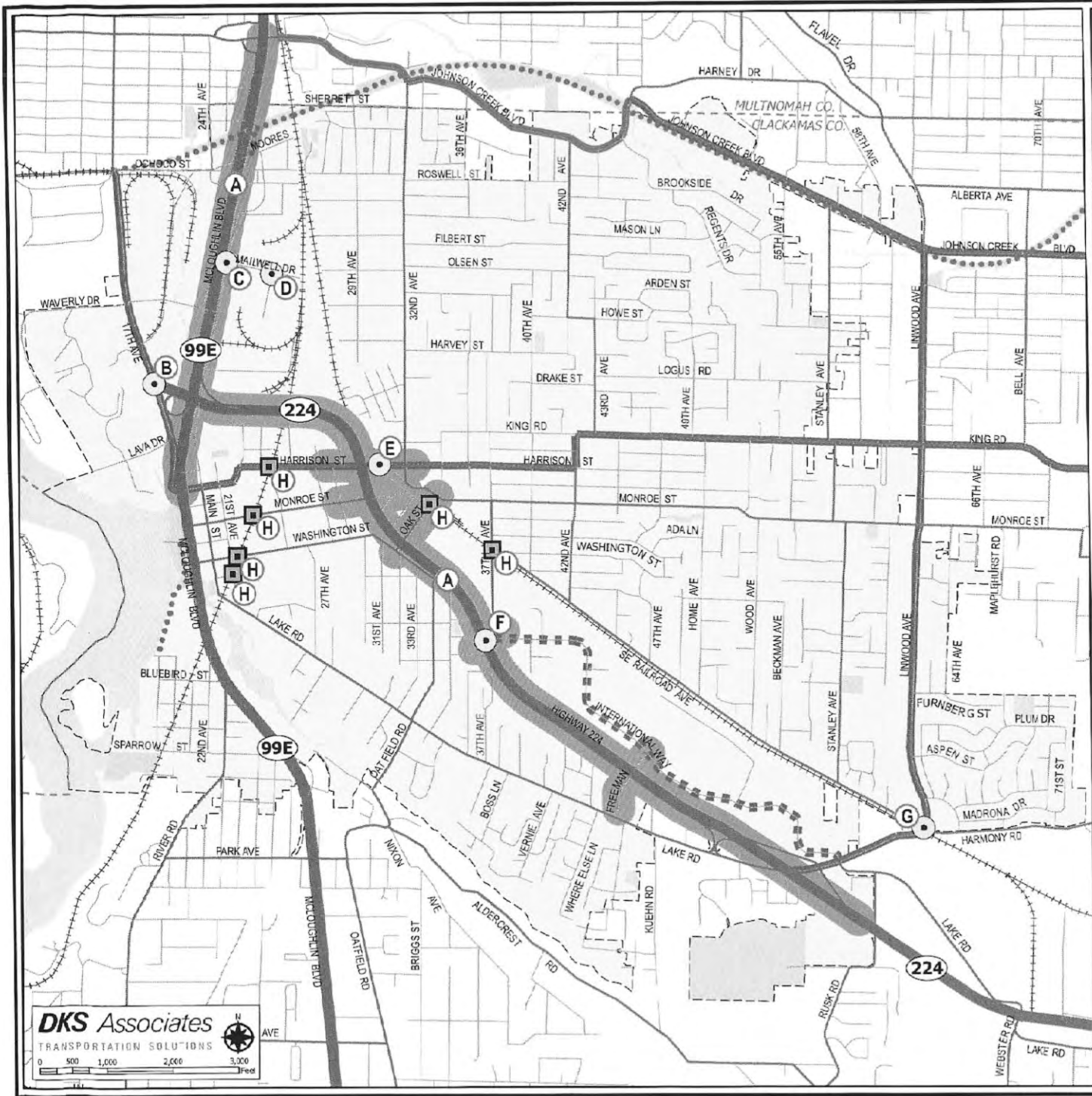
LEGEND

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

*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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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 Avenue	Upgrade intersection turning radii to better accommodate freight movements.	Location specific	Location specific	\$50
D	Low	C	Intersection Improvements at Mailwell Drive and Omark Drive	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 Avenue	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	\$50 <u>0</u>

Notes:

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

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.

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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).

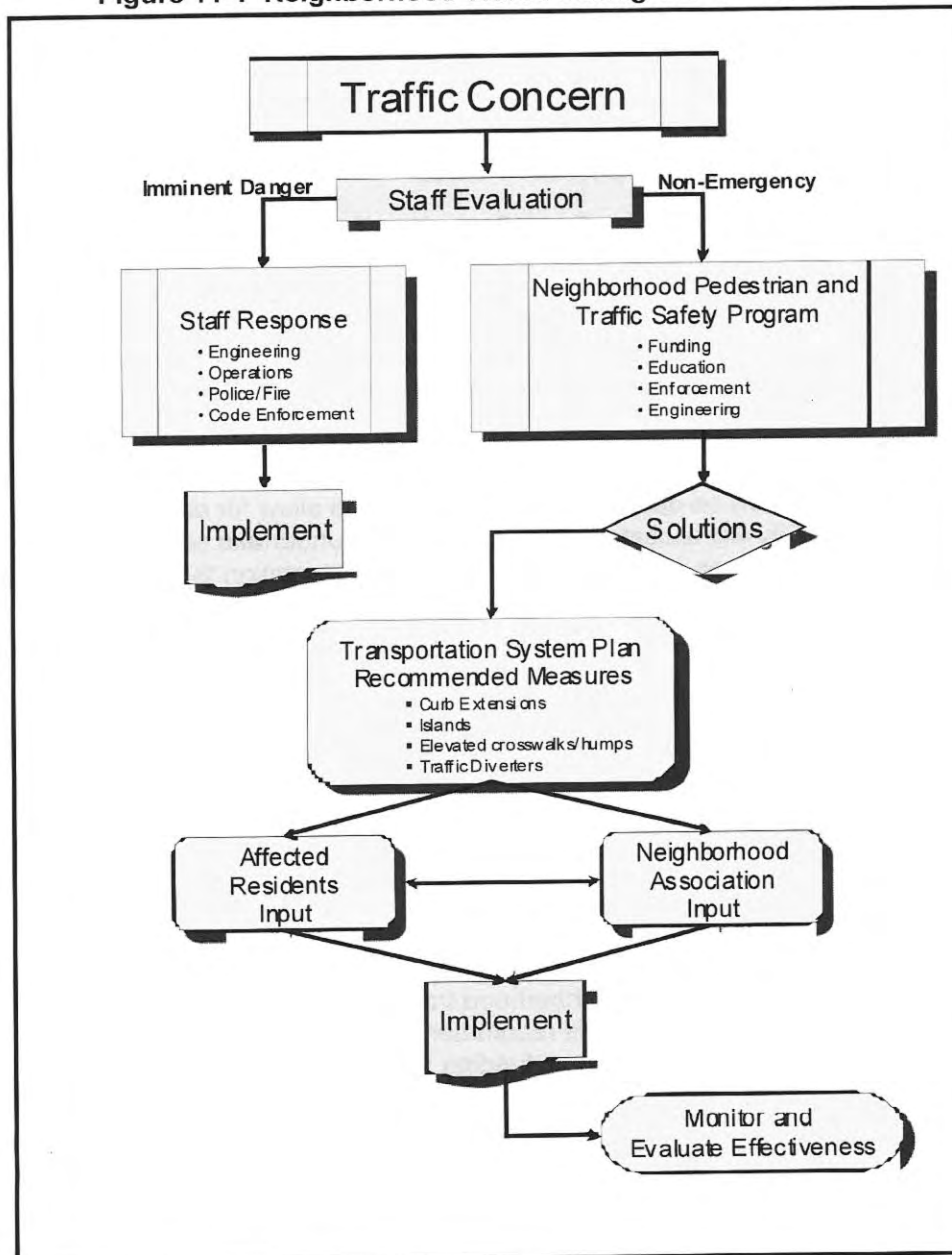
²¹² Project costs are in 2007 dollars. Future costs may be more due to inflation. Costing details can be found in the Technical Appendix.

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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





THE CITY OF MILWAUKIE'S 2013

EARTH DAY EVENT

Saturday, April 20th



8:45am--Convene at Milwaukie Presbyterian (2416 SE Lake Rd.)

Coffee provided by Starbuck's & pastries by Willamette View.

Noon--Reconvene at Milwaukie Presbyterian for a celebration lunch!

Food and drinks provided by Cha Cha Cha Milwaukie and Pietro's Pizza.

PROJECTS:

- Downtown--Trash clean up and weeding along 21st and Main St.
- Riverfront Park--Ivy pull and trash collection at Riverfront Park.
- Presbyterian Church property/Kellogg Creek--Ivy pull.

REQUIRED ITEMS:

- PLEASE PRE-REGISTER at www.CityofMilwaukie.org/volunteer or arrive by 8:45am to register. Contact Beth Ragel at (503) 786-7568 or ragelb@ci.milwaukie.or.us for more info.
- Dress for the weather, wear sturdy shoes and bring your own work gloves.
- Garbage bags and garbage picker uppers will be provided for the downtown clean up.

Partners and Sponsors:

City of Milwaukie, Milwaukie Rotary Club, Willamette View, Milwaukie Presbyterian Church, Historic Milwaukie NDA, Island Station NDA, Milwaukie High School, SOLV, Cha Cha Cha, Starbuck's Coffee, and Pietro's Pizza.

Willamette View



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Veterans Services

“The tireless and continued effort of Clackamas Community College in support of veterans, service members and families from all branches of the service is nothing short of remarkable.”

- Brigadier General Mike Caldwell

CCC is proud to serve veterans with education, training and employment support. CCC is nationally recognized for its work supporting veterans transitioning from military to civilian life and offers a wide range of services delivered by dedicated full-time staff, focused on veteran-student success. Most recently CCC was named the 2012 Family Program Community Purple Award winner by the National Guard Bureau. This national award is given to one community group or organization from across the country each year that provides support to family and service members of both the Air and Army National Guard.

Clackamas Community College offers:

- Veterans Education & Training Center
- Job training opportunities
- Counselors to work with veterans
- Veterans Small Business Development
- Dedicated full-time VET Center staff
- Military Families Scholarship Endowment
- Student Veterans Club
- College Credit for military training & experience

Army Strong Community Center

In spring 2011, the Army Reserve Family Program opened an Army Strong Community Center (ASCC) at CCC, the first facility of its kind west of the Mississippi. The ASCC provides support services for service members, their families and veterans.

Workforce

CCC helps keep the economy moving forward in our region by offering: Customized Training and Development Services (CTDS), Cooperative Work Experience (CWE), Workforce Investment Act (WIA) programs, and the Small Business Development Center (SBDC).

- The SBDC served 1,396 clients from Clackamas County in 2011 and 2012.

Profile for Milwaukie/Oak Grove

- Out of 36,190 students (CCC total 2010-11) 3,941 were from the Milwaukie/North Oak Grove area.
- 109 Advanced College Credit students from Milwaukie High School in 2011-12 earned a total of 1,173 credits, a tuition value of \$86,215.
- 313 Advanced College Credit students from Sabin-Schellenberg Professional Technical Center 2011-12 earned a total of 1,179 credits, a tuition value of \$86,656.
- 174 Advanced College Credit students from Rex Putnam High School in 2011-12 earned a total of 1,736 credits, a tuition value of \$127,596.
- 135 Milwaukie/North Oak Grove businesses were served by the Small Business Development Center in 2011.

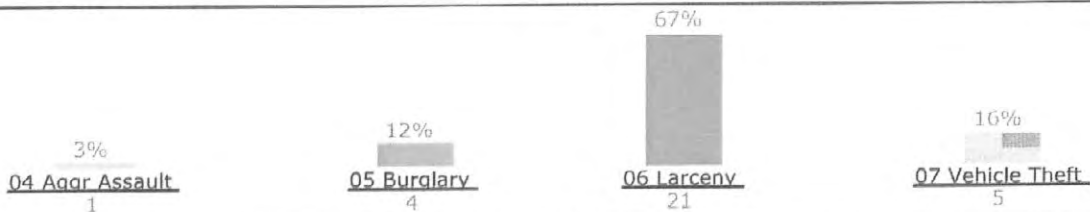
If you have questions, please send me an email at gchaimov@comcast.net or call 503-816-5192.

CAMIN

Portland Police Bureau - Offense Report

Area	Agency - MILWAUKIE POLICE City - MILWAUKIE	
Date Range	03/01/13 00:00 - 03/31/13 23:59	
Types	01 Homicide, 02 Rape, 03 Robbery, 04 Aggr Assault, 05 Burglary, 06 Larceny, 07 Vehicle Theft, 09 Arson	
Map Legend	<ul style="list-style-type: none"> ○ 04 Aggr Assault □ 05 Burglary ◇ 06 Larceny △ 07 Vehicle Theft 	
Disclaimer	Data extracted from CAMIN2 on 04/08/13. Data current as of 04/08/13 19:00. One point may represent more than one incident. Some incidents have no address and are not represented. FOR LAW ENFORCEMENT USE ONLY	

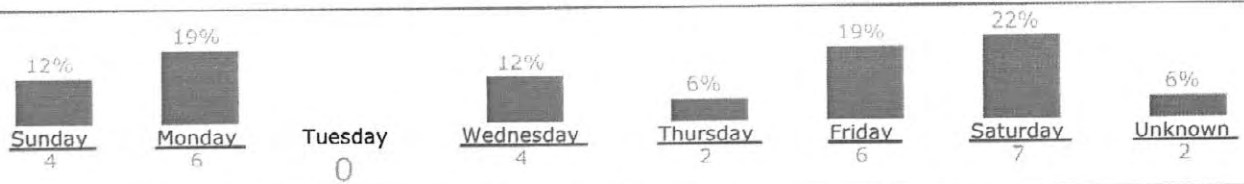
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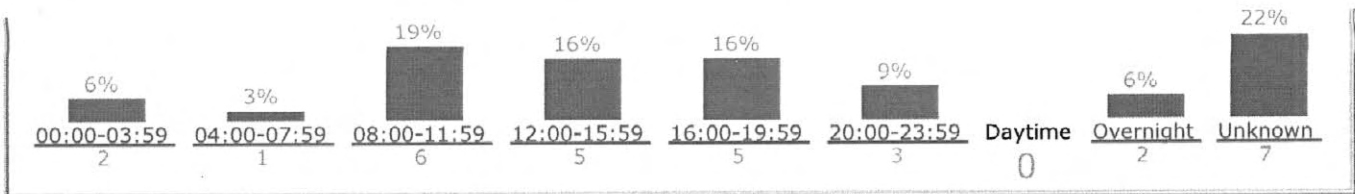
Precincts



Day Of Week



Time Of Day



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Data Updated 04/08/2013