



To: Members of the Advisory Committee for the City of Milwaukie's Transportation System Plan 2023-2025 Update

From: Laura Weigel, Planning Manager

Date: August 7, 2024, for Thursday, August 15, 2024, TSPAC Meeting #5

Subject: Meeting Materials

Dear Committee Members,

I hope everyone is having a wonderful summer thus far!

The focus of our upcoming meeting will be to:

- Review the Existing Conditions Inventory and Maps

The good news is that tonight's meeting will be much less technical than our last meeting. We finally get to look at some maps! Granted they aren't potential solutions maps, but they are the foundational to understanding what currently exists in the City today, so we can identify what we want to see in the future. We'll be talking about in depth about the needs and gaps maps at our September meeting.

Speaking of September, I have a request for the group – I will be out of town for our next regularly scheduled meeting on Thursday, September 19. Are folks available to meet on Thursday, September 26 instead? We can chat about this during our meeting.

Last night (Tuesday, August 6) staff and Matt from Kittleson had a work session with the City Council to review the draft goals and policies, performance measures and the livable streets analysis. You can review the meeting [here](#), if you are interested. The big takeaway from the meeting is that Council is supportive of the work that has been done thus far and in particular were impressed with the draft goals and policies as presented. They only added one policy about paratransit. I've included the final version in this packet, so you can see the results of the AC, TC, community, PC, and City Council review.

We thank you once again for dedicating your time and energy to this process and are excited to be developing a transportation system that benefits all Milwaukie residents. Should you have any questions or require further information, please do not hesitate to reach out. I look forward to seeing you next Thursday.

Sincerely,

Laura Weigel, AICP
Planning Manager

Attachments:

Exhibit A. Existing Conditions Inventory and Maps

Exhibit B. Goals and Policies as of August 7, 2024

Exhibit A: Existing Conditions Inventory and Maps

DRAFT TRANSPORTATION SYSTEM CONDITIONS

Date: August 6, 2024

To: Project Management Team

From: Kittelson & Associates, Inc.

Project: Milwaukie Transportation System Plan

Subject: Transportation System Conditions

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Introduction

The existing conditions inventory and analysis is an assessment of Milwaukie's current transportation system within its city limits, as shown in Figure 1. This memorandum is a precursor to the Needs and Gaps analysis, providing a baseline understanding of existing transportation infrastructure.

Information summarized in this memorandum was obtained and assembled using available Geographic Information System (GIS) data, aerial photography, field observations, and historical the Oregon Department of Transportation (ODOT) crash data.

Existing Transportation System Inventory

The existing transportation system inventory evaluates current land uses within the city to understand the types of lands, natural resources, and environmental barriers that the transportation system interacts with as well as the demographic cross section of community members relying on it. The inventory also assesses the current characteristics of the multimodal travel ways to understand how it is serving its users today.

Land Use and Population

Land use is a key factor in developing a functional transportation system. The amount of land planned for development, the types of land uses, and how they relate to each other have a direct relationship to the anticipated demands for the transportation system. This section identifies the zoning designations that help define land use within the study area; it also provides information on undevelopable lands within the study area.

Land Use

Figure 2 illustrates the current Comprehensive Plan land use designations. The majority of the land area in the City is designated for moderate density residential uses. The Town Center includes concentrations of high density residential, commercial, public, and mixed-use designations. Industrial uses are primarily concentrated in the North Milwaukie Innovation area along OR 99, the Johnson Creek Industrial Area along Johnson Creek Boulevard, and the International Way Business District along OR 224.

Key Destinations and Activity Centers










Key destinations and activity centers in the City of Milwaukie include schools, grocery stores, medical facilities, libraries, and parks. These locations are considered essential destinations for the public to access and are likely to generate multimodal trips. Figure 3 illustrates the location of these facilities. These destinations will be integrated into considerations to improve multimodal access to these destinations for people living, working, and visiting the City. Additional activity centers, such as the Milwaukie Town Center and its concentrations of commercial and employment uses, industrial and employment centers along OR 224 and OR 99E, and designated Neighborhood Hugs will also be considered when making recommendations for enhancing access for multiple transportation modes. Creating and maintaining access to these and other similar land uses is important for ensuring a high quality of life for all segments of the city's population.



FIGURE 2

Land Use

Legend

-  MD - Moderate Density
-  HD - High Density
-  C - Commercial
-  C/HD - Mixed Use
-  I - Industrial
-  P - Public
-  TC - Town Center
-  Milwaukie City Limits
-  Milwaukie Town Center

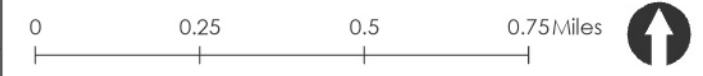
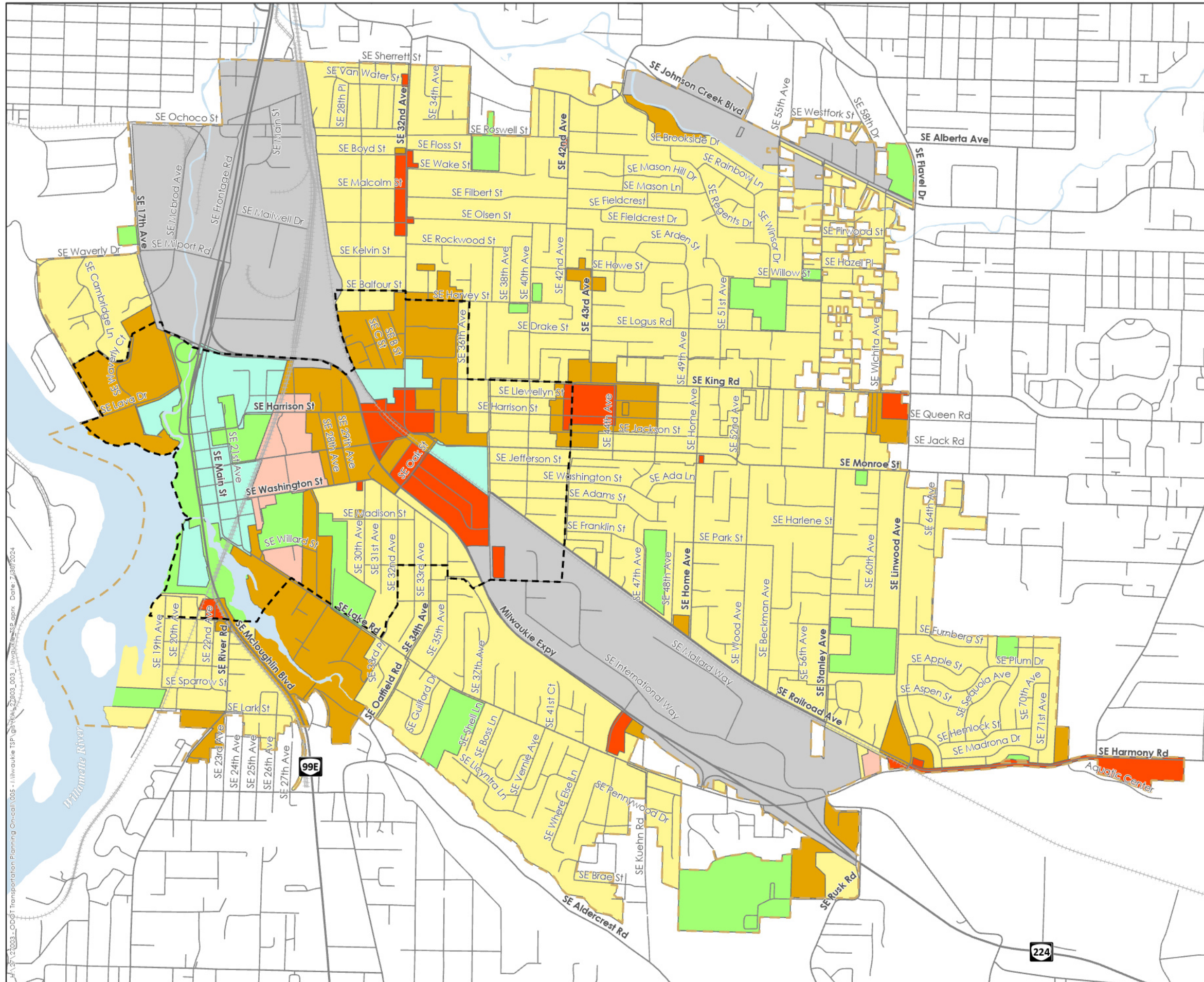
















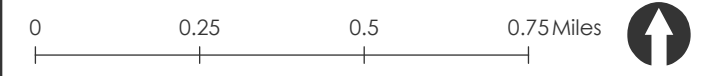
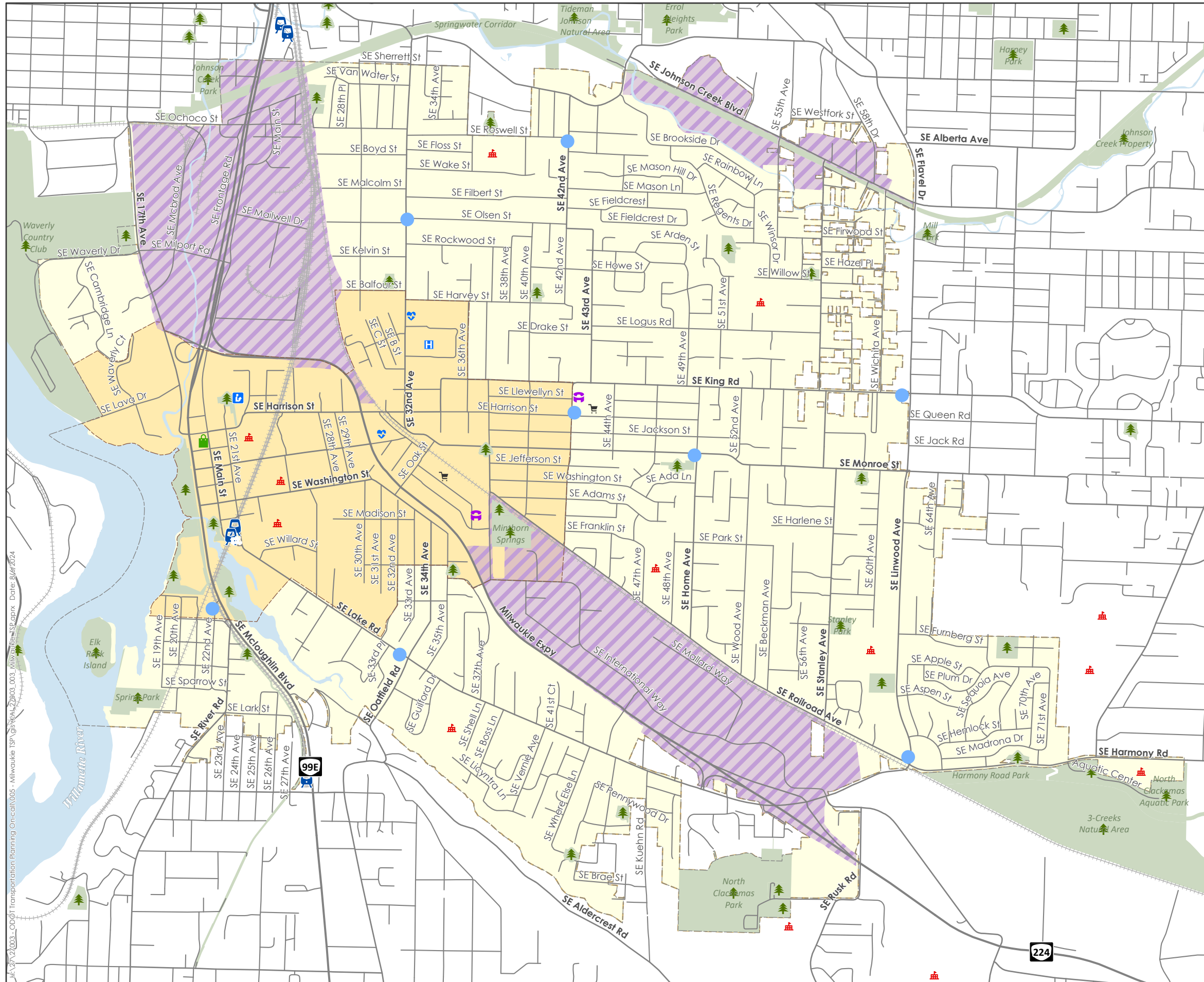


FIGURE 3

Key Destinations

Legend

-  MAX Station
-  Schools
-  Grocery Store
-  Farmers markets
-  Hospital
-  Medical clinics
-  Gyms and health clubs
-  Library
-  Food Cart Pod
-  Neighborhood Hub
-  Park
-  Industrial Employment Zone
-  Milwaukie City Limits
-  Milwaukie Town Center



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Population Demographics

The *Milwaukie Community Profile Memorandum* documents and analyzes demographic data for the city of Milwaukie, focusing primarily on underserved populations, as identified in Oregon Administrative Rule (OAR) 660-012-0125. OAR 660-012-0125 specifically identifies the following populations as being underserved regarding transportation and land use planning due to historic and current marginalization.

- Black and African American people
- Indigenous people (including Tribes, American Indian/Alaska Native and Hawaii Native);
- People of Color (including but not limited to Hispanic, Latina/o/x, Asian, Arabic or North African, Middle Eastern, Pacific Islander, and mixed-race or mixed-ethnicity populations);
- Immigrants, including undocumented immigrants and refugees
- People with limited English proficiency
- People with disabilities
- People experiencing homelessness
- Low-income and low-wealth community members
- Low- and moderate-income renters and homeowners
- Single parents
- Lesbian, gay, bisexual, transgender, queer, intersex, asexual, or two-spirit community members; and
- Youth and seniors

As identified in the *Milwaukie Community Profile Memorandum*, disadvantaged populations are dispersed throughout the City, so when the TSP considers improving access for disadvantaged groups the TSP will focus on higher-density locations and providing low-stress, ADA-accessible access to key destinations and activity centers.

Roadway System

Roadways provide infrastructure for motor vehicles, freight, bicycle, pedestrian, and transit facilities. The roadway network establishes links both within the city and outside of its boundaries, connecting surrounding areas and neighboring jurisdictions. The following sections describe and inventory the existing roadway system within the City of Milwaukie, including roadway jurisdictions and functional classifications, freight routes, and key roadway and intersection characteristics.

Roadway Jurisdiction

Public roadways within the City of Milwaukie are operated and maintained by three primary jurisdictions: the City of Milwaukie, ODOT, and Clackamas County. These three jurisdictions coordinate planning, operations, maintenance, and improvements of roadway facilities within the urban area and ensure the continued performance and functionality of the transportation system to meet public needs. These jurisdictions are responsible for the following:

- Maintenance and operations;
- Determining the road's functional classification;
- Defining the roadway's design and multimodal features; and
- Approving construction and access permits.

Figure 4 maps roadway facilities by jurisdiction in the City of Milwaukie while Table 1 provides a more detailed breakdown of these roadways. As would be expected, the majority of the roadway corridors in the City are city-owned/maintained.

Table 1 - Roadway Ownership

	City Owned/Maintained Roadways	Clackamas County Owned/Maintained Roadways	ODOT Owned/Maintained Roadways
City-Wide	78.3 miles	1.5 miles	6.7 miles

As shown in Figure 4, there are two main regional thoroughfares within the City. Both facilities are classified as state highways, are owned and maintained by ODOT, and are key routes for both local and regional metro-area trips.








- OR 99E (Pacific Highway) is a major north-south route connecting Milwaukie to Gladstone and Oregon City to the south and the urban east side of Portland to the north. ODOT classifies the segment of OR 99E north of OR 224 as a Statewide Highway with a Freight Route designation and the segment south of OR 224 as a District Highway.
- OR 224 is a predominantly east-west limited access highway that runs diagonally through the City. OR 224 connects Milwaukie to the I-205 corridor to the east. ODOT classifies the entirety of OR 224 through the city as a Statewide Highway with a Freight Route designation.

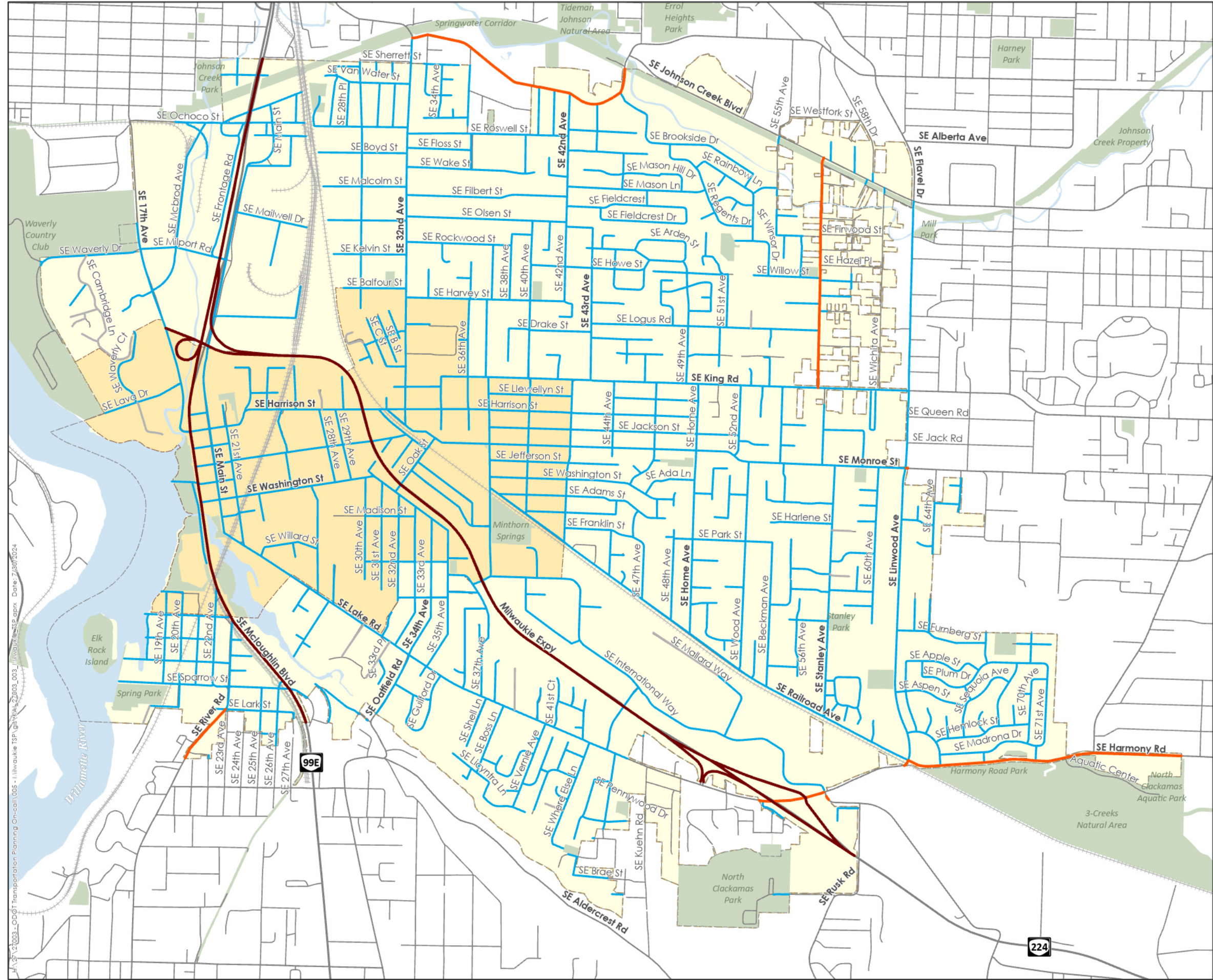


FIGURE 4

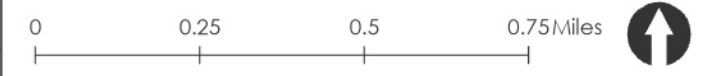
Roadway Jurisdiction

Legend

-  Milwaukie Roads
-  County Roads
-  ODOT Roads
-  Private Roads
-  Milwaukie City Limits
-  Milwaukie Town Center
-  Parks



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224

99E

Functional Classification

Roadway functional classifications organize streets based on their role in the transportation system. The City's functional classifications form a hierarchy of streets ranging from those that are primarily for travel mobility (regional routes and arterials) to those that are primarily for access to property (neighborhood routes and local streets). The functional classification system is developed with the recognition that individual streets do not act independently of each other but form a network of streets that work together to serve travel needs on a local, citywide, and regional level.

The City's functional classification system includes regional routes, arterials, collectors, neighborhood routes, and local streets. Figure 5 maps the current functional classifications while Table 2 summarizes the breakdown of the classifications in total miles of facilities. The majority of streets in the City are classified as local streets, focusing on providing direct access, with key arterial, collector roadways, and regional routes providing overall mobility.

Table 2 - Roadway Functional Classification

	Regional Routes	Arterials	Collectors	Neighborhood Routes	Local Streets	Total
City-Wide	3.8 miles	8.6 miles	14.1 miles	9.2 miles	55.8 miles	91.5 miles

Freight Routes

Freight route classifications are provided at the State, Federal, and local levels. In Oregon, the Oregon Highway Plan (OHP) documents State freight designations on the state highway system. As previously noted, the OR 99E corridor (segment north of OR 224) and the OR 224 corridor are classified by ODOT as Freight Routes. At the Federal level, there are no roadways within Milwaukie that are classified as part of the National Highway System (NHS), and therefore there are no roadways classified as National Highway Freight Routes.

Locally, the City of Milwaukie has established a local freight route network that supports freight movements on regional and local corridors of significance. These freight route designations are mapped in Figure 6 and summarized in Table 3. As shown, the OR 99E and OR 224 corridors are locally identified as Major Regional Freight Routes. On city and county-owned roadways, Harrison Street, King Road, Linwood Avenue, Johnson Creek Boulevard, Harmony Road (from OR 224 to Linwood Avenue), and 17th Avenue corridors are classified as Minor Preferred Local Freight Routes. Of these Minor Preferred Local Freight Routes, portions of Johnson Creek Boulevard are identified as weight restricted.

Table 3 – Freight Routes









	Major Regional Freight Routes	Minor Preferred (Local) Freight Routes	Weight Restricted Minor Preferred (Local) Freight Routes
City-Wide	4.9 miles	5.1 miles	0.3 miles

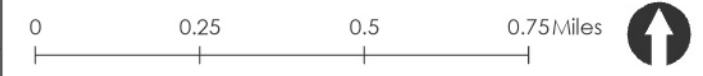
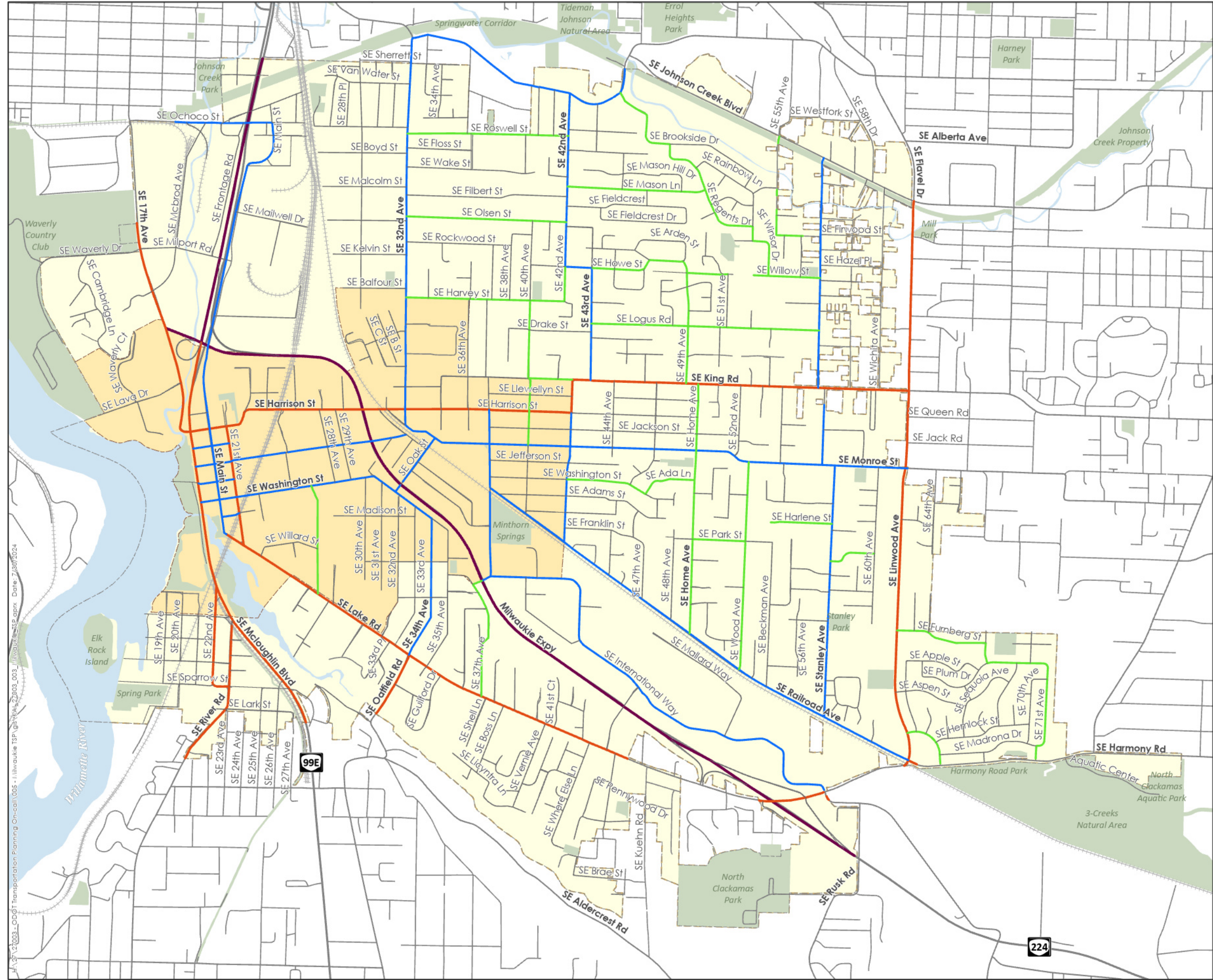


FIGURE 5

Functional Classification

Legend

-  Regional Routes
-  Arterials
-  Collectors
-  Neighborhood Routes
-  Local Streets
-  Milwaukie City Limits
-  Milwaukie Town Center
-  Parks



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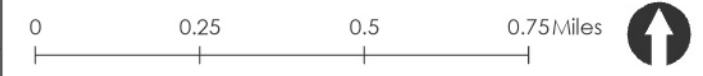
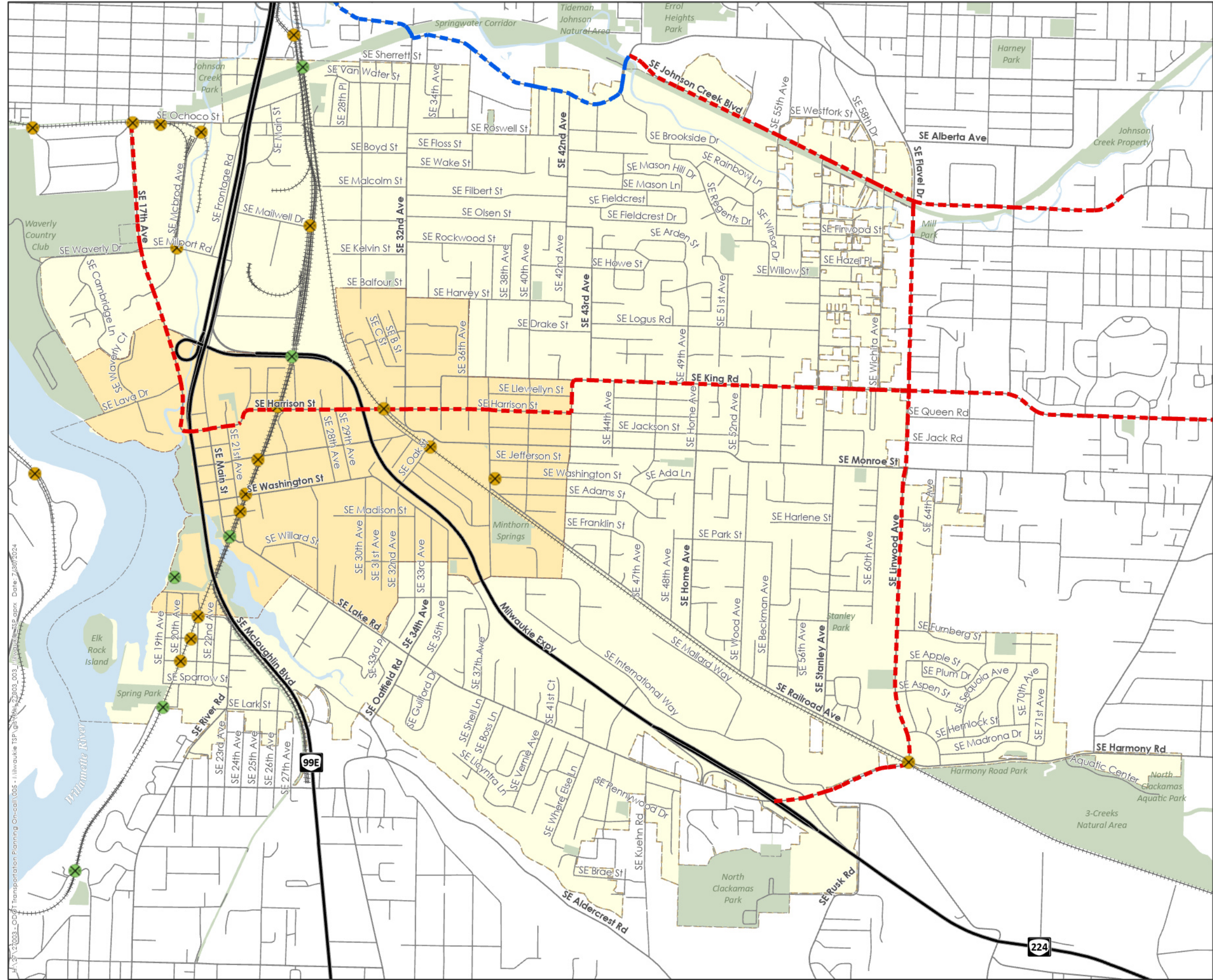


FIGURE 6

Freight Routes and
Rail Crossings

Legend

- At-Grade Rail Crossing
- Above or Below Grade Crossing
- Major Regional Freight Routes
- Minor Preferred Local Freight Routes
- Weight Restricted Minor Preferred Local Freight Route
- Railroads
- Milwaukie City Limits
- Milwaukie Town Center
- Parks



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Roadway Characteristics

The following sections provide an overview of roadway characteristics within the City, including travel lanes, posted speed limits, intersection traffic control, and other key characteristics.

Travel Lanes

Roadway facilities by travel lanes are mapped in Figure 7.

Posted Speeds

Roadway facilities by posted speeds are mapped in Figure 8. Roadways without posted speed limits are subject to statutory speed limits established by the state (ORS 811.11 and ORS 811.105), except for school zones that are posted at 20 MPH.

Posted speeds on City facilities are generally 25 to 35 MPH. Posted speeds on ODOT facilities range from 40 to 50 MPH, except for the segment of OR 99E near and through downtown Milwaukie, which is posted at 30 MPH.

Intersection Traffic Control








The location of all-way stop control and signalized intersections in the City of Milwaukie are shown in Figure 9.

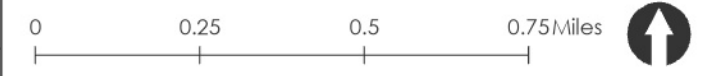
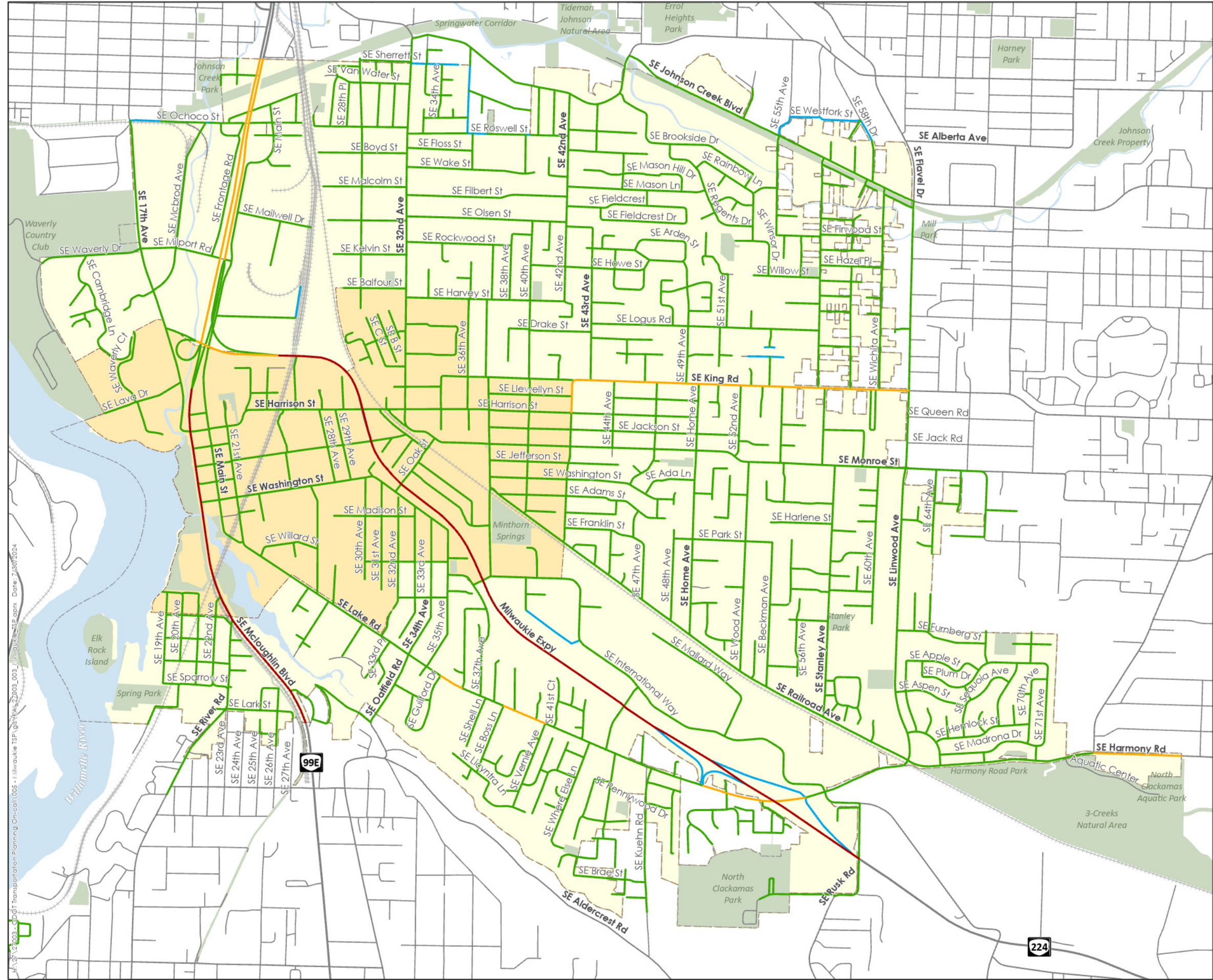


FIGURE 7

Roadway Lanes

Legend

-  1 Lane
-  2 Lanes
-  3 Lanes
-  4 / 5 Lanes
-  Milwaukie City Limits
-  Milwaukie Town Center
-  Parks



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FIGURE 8

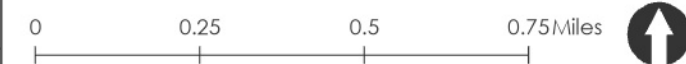
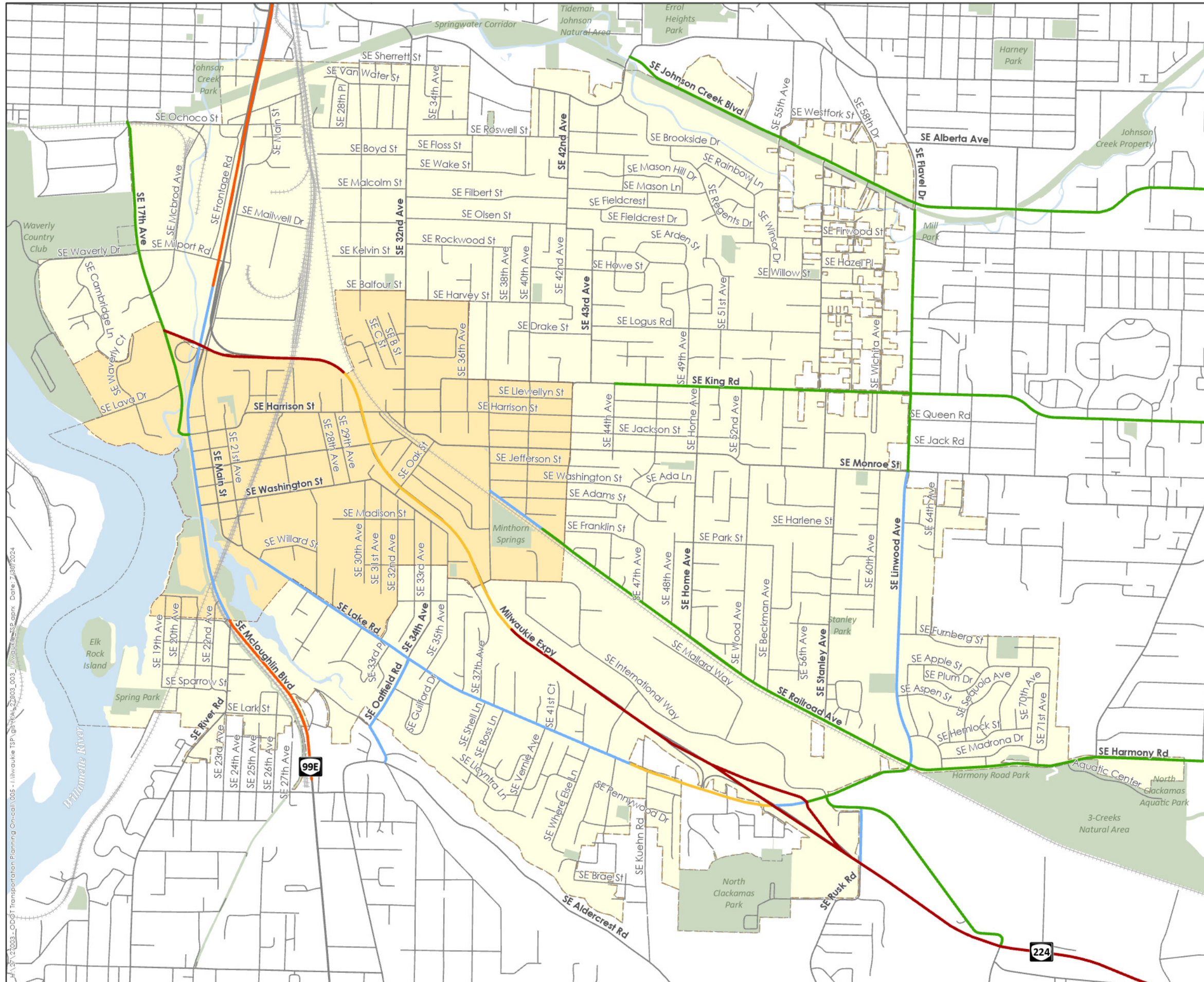
Posted Speed

Legend

-  30 MPH
-  35 MPH
-  40 MPH
-  45 MPH
-  50 MPH

All other roads assumed to be 25 MPH

-  Milwaukie City Limits
-  Milwaukie Town Center
-  Parks



Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities provide infrastructure for people to walk, bike, roll, or use mobility devices. In the City of Milwaukie, the pedestrian and bicycle accommodations consist of on-street facilities and multi-use trails.

Pedestrian Facilities

Pedestrian facilities refer to infrastructure designed for people walking or using mobility devices and typically include sidewalks, trails, crossings, and curb ramps. A well-connected pedestrian network provides safe and efficient links between pedestrian trip generators like schools, employment areas, parks and community centers, residential neighborhoods, and other pedestrian attractors.

Figure 10 maps pedestrian facilities within the City of Milwaukie. As shown, this consists of sidewalks on one or both sides of select roadways and a small collection of trails and multi-use paths.

Bicycle Facilities

Bicycle facilities refer to infrastructure designed for people biking, including bike lanes, shared use paths, paved shoulders, and the crossing infrastructure that supports a well-connected bicycle network, such as ramps and RRFBs.

Figure 11 maps existing bicycle facilities in the City of Milwaukie. Like pedestrian facilities, bicycle facilities serve a variety of trips, including trips to major attractions such as schools, parks, retail centers, and public facilities; commuter trips; recreational trips; and access to transit. The existing bicycle system in the City of Milwaukie consists of dedicated bicycle lanes, shared use paths/trails, and paved shoulders.

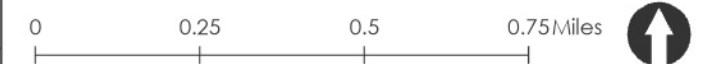
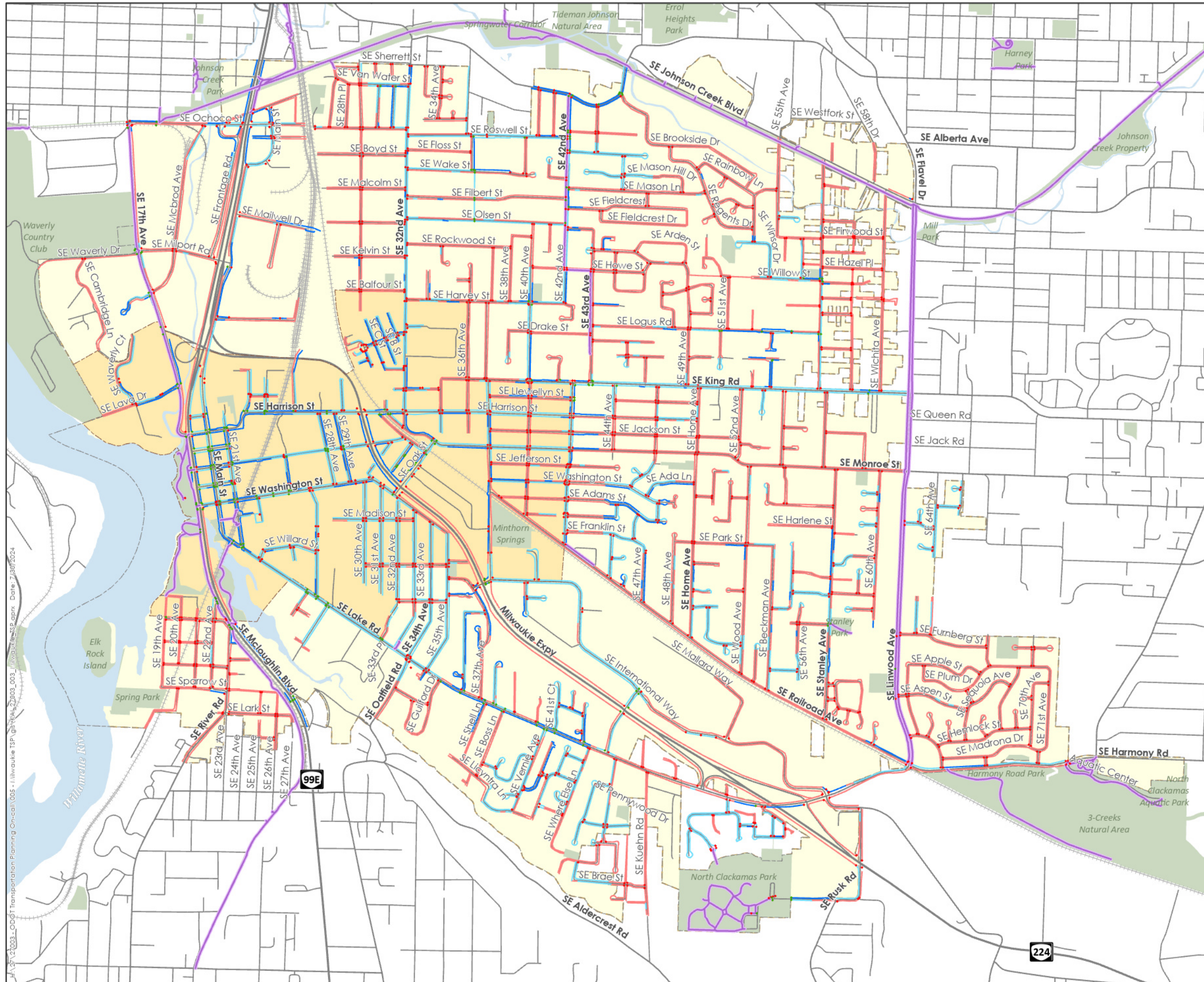


FIGURE 10

Pedestrian Facilities

Legend

- Milwaukie Town Center
- Milwaukie City Limits
- ADA Ramp
- No Ramp or Ramp Does Not Meet Standards
- Multi-Use Paths
- Sidewalk >5 feet
- <5 feet or has barriers
- No Sidewalk



Transit System

Public transit enhances climate-friendly and equitable outcomes by supporting accessibility for people who cannot drive and reducing reliance on single-occupancy vehicles. Public transit in Milwaukie includes the MAX Orange Line, TriMet Frequent Service Routes, TriMet Standard Service Routes, and paratransit service.

- The MAX Orange Line travels between Milwaukie, PSU, Pioneer Square, and Union Station. The stop at Pioneer Square provides connection to the MAX Blue, Red, Yellow, and Green Lines, connecting Milwaukie to the broader Metro region.
- Frequent Service Route 33-McLoughlin/King Road runs between Clackamas Community College and Clackamas Town Center and connects to Downtown Milwaukie and the Oregon City Transit Center.
- Frequent Service Route 74-Cesar Chavez/Lombard runs between Milwaukie City Center and St. Johns, connecting Milwaukie to jobs and services in east Portland.
- There are several additional Standard Service Routes, including 32-Oatfield, 34-Linwood/River Rd, and 152-Milwaukie providing additional connections within Milwaukie and to the broader Metro region.
- TriMet provides LIFT Paratransit service to people who are not able to use fixed-route transit services due to a disabling health condition throughout Milwaukie.

As illustrated in Figure 12, the majority of Milwaukie is located within a half-mile walkshed from an existing transit stop.

Safety

Crash Analysis

The most recent available crash data (January 1, 2018 to December 31, 2022) was downloaded from ODOT's crash data portal. This data was used to map the following:

- Total number of crashes by severity
- Fatal and serious injury crashes, included as a focus area, consistent with the Vision Zero aspect of the Safe System Approach
- Pedestrian involved crashes, included as a mapped component due to the vulnerability of this user group
- Bicycle involved crashes, included as a mapped component due to the vulnerability of this user group

Chart 1 summarizes crash history by severity and type. Pedestrian and bicyclist-involved crashes are more likely to result in fatal and serious injuries than other crash types. Rear-end crashes are the most common crash type in the City.

Chart 1. Crash Severity by Type (January 1, 2018 to December 31, 2022)

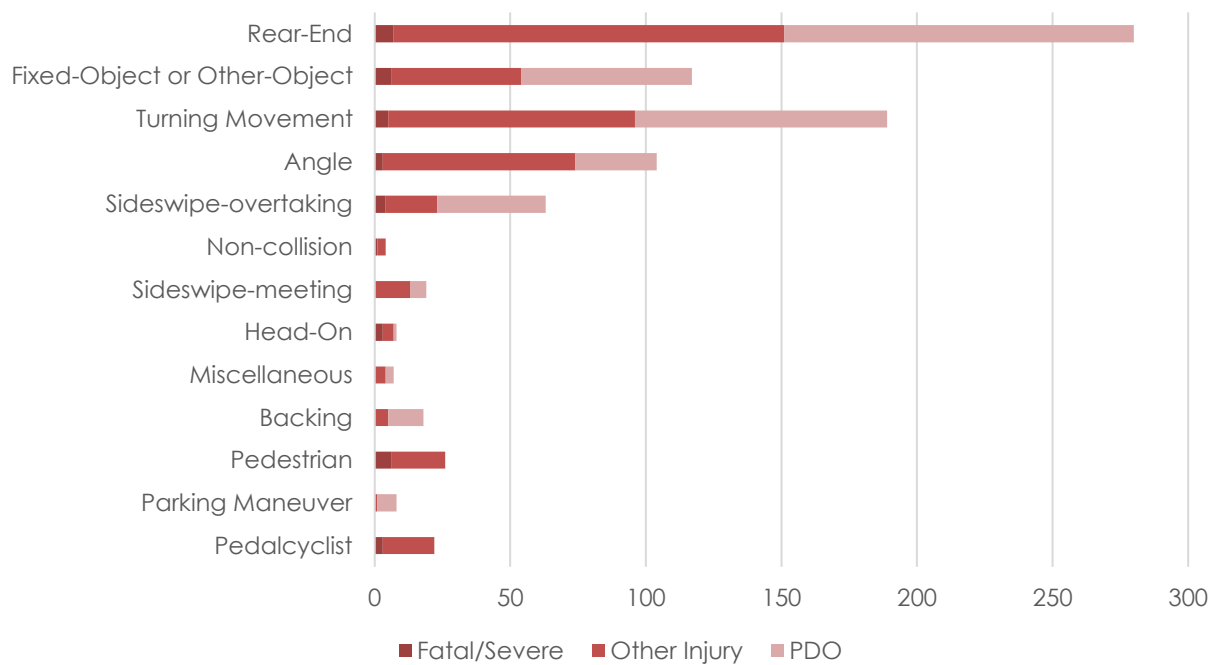




FIGURE 13

Crashes by Severity

January 1, 2018 to December 31, 2022

Legend

- Fatal
- Severe Injury
- Moderate Injury
- Minor Injury
- PDO
- Milwaukie City Limits
- Milwaukie Town Center
- Parks

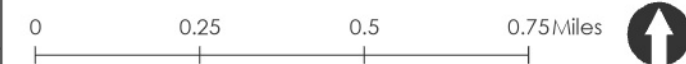
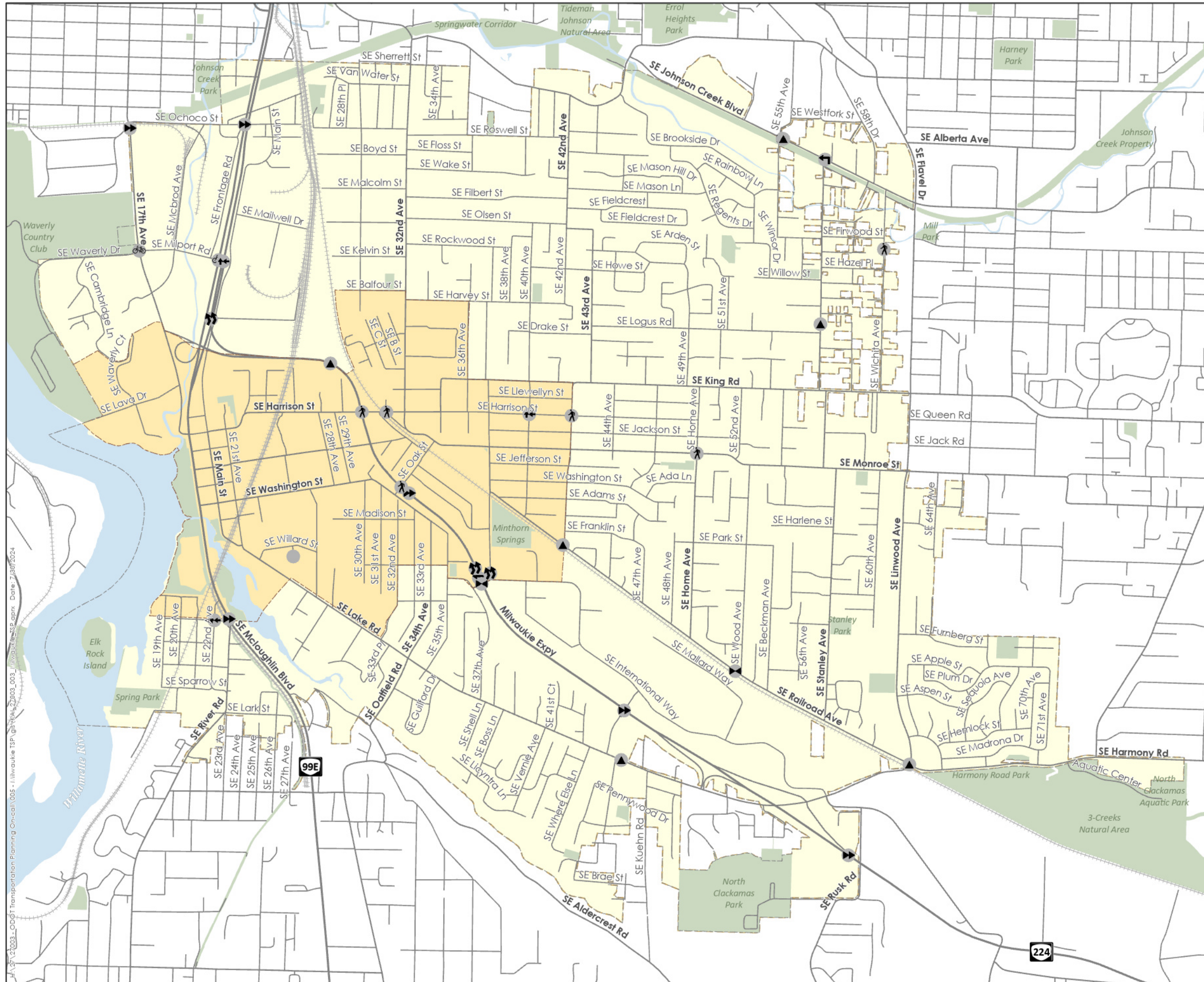


FIGURE 14
Fatal and Serious injury Crashes
 January 1, 2018 to December 31, 2022

Legend

- Angle
- Fixed-Object or Other-Object
- Head-On
- Non-collision
- Pedalcyclist
- Pedestrian
- Rear-End
- Sideswipe-overtaking
- Turning Movement
- Milwaukie City Limits
- Milwaukie Town Center
- Parks



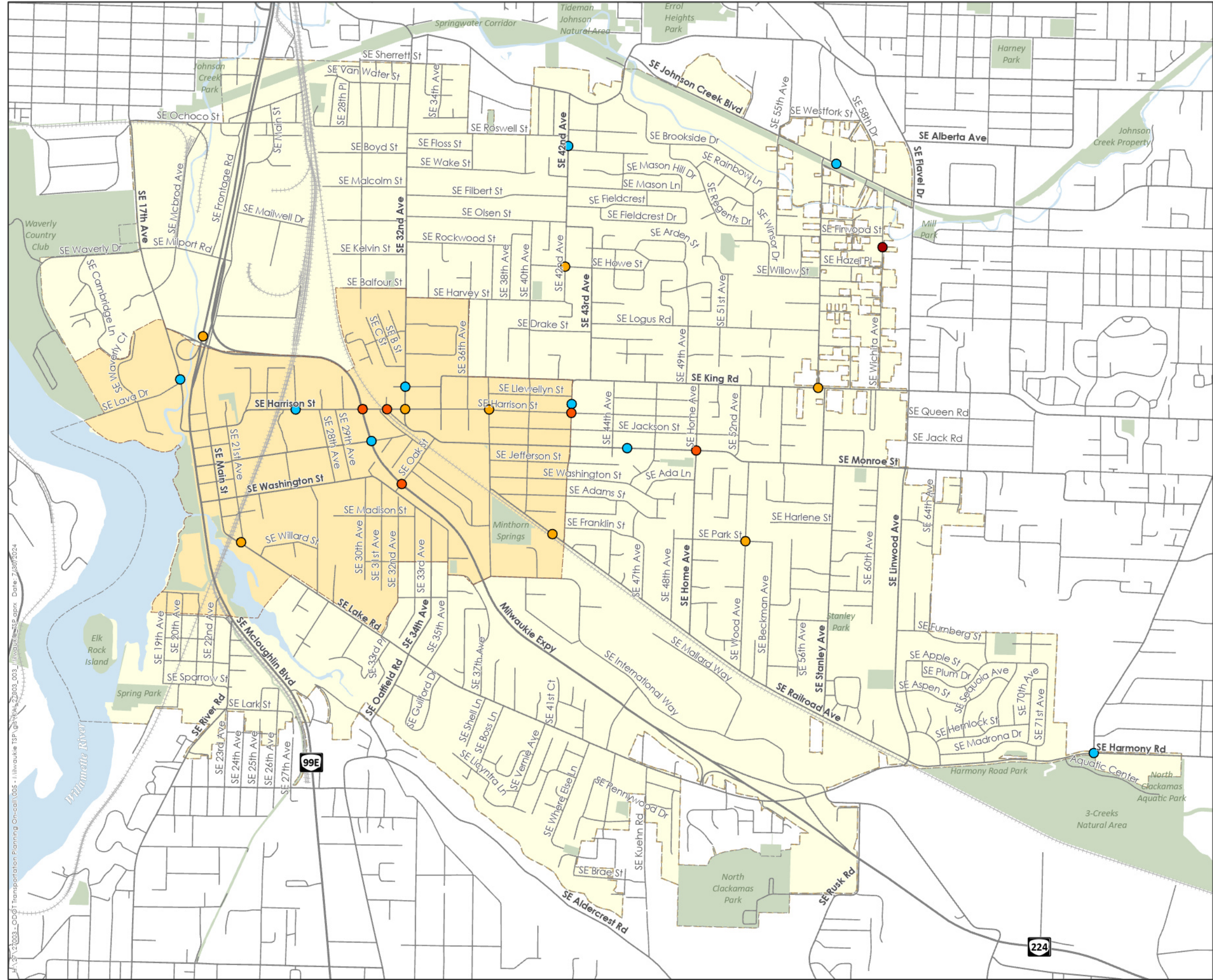
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FIGURE 15
Pedestrian Involved Crashes
 January 1, 2018 to December 31, 2022

Legend

- Fatal
- Severe Injury
- Moderate Injury
- Minor Injury
- Milwaukie City Limits
- Milwaukie Town Center
- Parks



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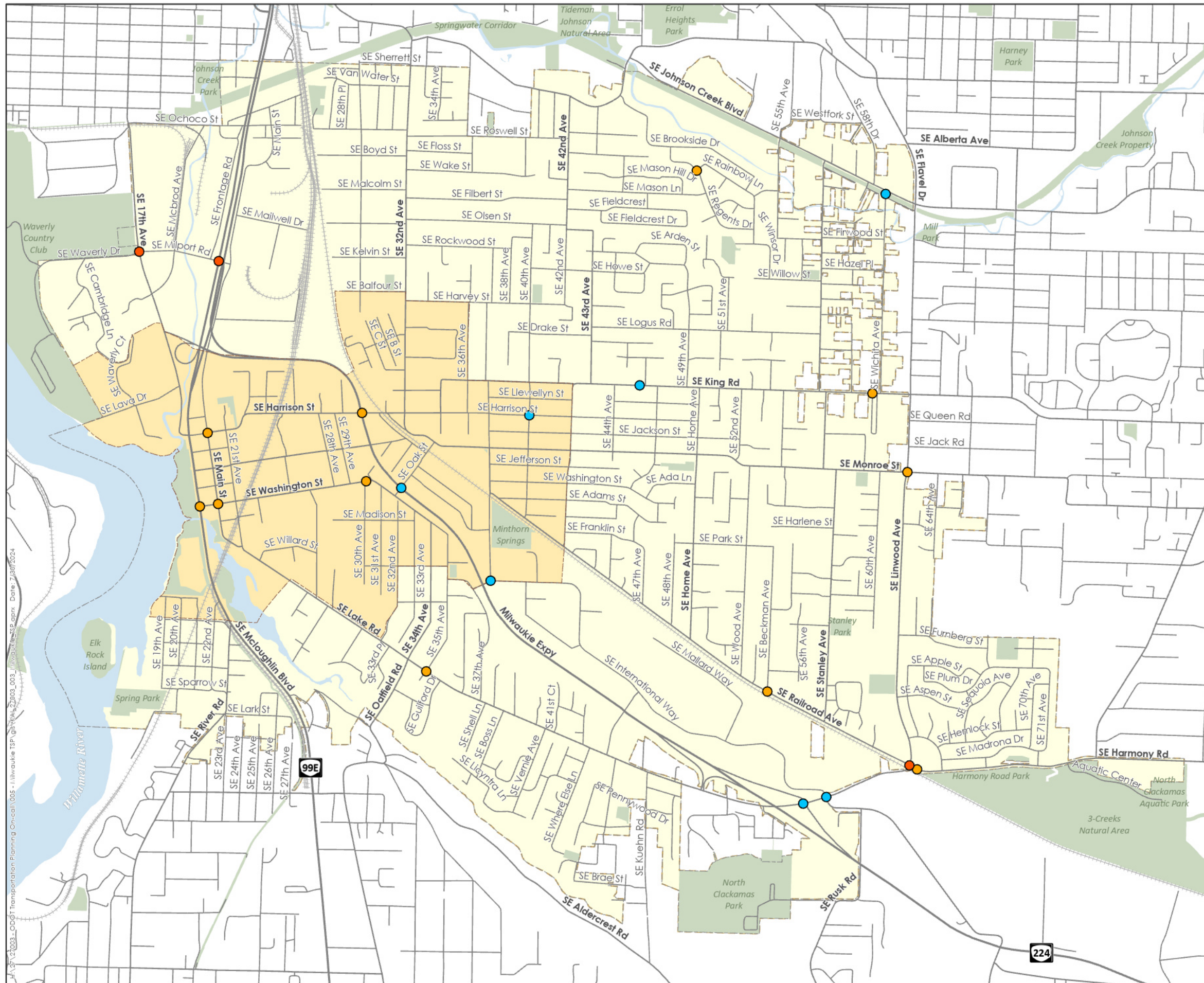
FIGURE 16

Bicycle Involved Crashes

January 1, 2018 to December 31, 2022

Legend

-  Severe Injury
-  Moderate Injury
-  Minor Injury
-  Milwaukie City Limits
-  Milwaukie Town Center
-  Parks



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Next Steps

This memorandum will be reviewed by the Project Management Team, the Transportation System Technical and Advisory Committees to confirm the existing conditions. Next, the project team will identify needs and gaps to help complete the transportation system in Milwaukie.

Exhibit B. Goals and Policies as of August 7, 2024

Goal	Goal Statement	Policy #	Policies
Equitable Transportation	New investments in Milwaukie’s transportation system are distributed fairly to reduce or eliminate transportation-related barriers and disparities, especially those experienced by marginalized or underserved populations.	1	Prioritize transportation improvements that improve access, safety, and connectivity to/from/for underserved population groups, lower-income neighborhoods, and transportation disadvantaged groups.
		2	Improve existing transportation facilities to meet Americans with Disabilities Act (ADA) standards.
		3	Prevent and mitigate human exposure to transportation-related pollution along major transportation facilities, especially along facilities that are located near underserved populations.
Climate Mitigation and Adaptation	Create a transportation system that reduces greenhouse gas pollution and is responsive to a changing climate.	1	Support the transition to low and zero-emission vehicles and other emerging sustainable modes of transportation through infrastructure investments, education, and regulations.
		2	Establish land use patterns that reduce vehicle miles traveled (VMT) and greenhouse gas emissions.
		3	Explore establishing targets for transportation mode splits.
		4	Design and maintain transportation systems and facilities to ensure they are resilient and adaptive to a changing climate based on the best available science and technology.
Healthy Environment	Create a transportation system that does not further degrade, and when possible, enhances the community’s natural resources, such as clean air, clean water, and wildlife habitat.	1	Prioritize transportation improvements that preserve and enhance natural resources such as trees, streams, wetlands, wildlife corridors, and endangered species.
		2	Consider best practices for wildlife crossings where transportation facilities intersect with waterbodies and habitat areas.
		3	Minimize the impacts the transportation system has on the environment through the use of green infrastructure.
		4	Evaluate and mitigate how transportation facilities negatively impact environmental quality and human health outcomes.
Public Transportation	Improve public transit service to, from, and within Milwaukie.	1	Support TriMet and other transit providers in enhancing transit services and amenities, especially along congested corridors in low-income communities, and in underserved population centers.
		2	Advocate for prioritized and additional frequent transit service in areas that lack connectivity and have the potential for new growth.
		3	Work with transit agencies to identify and eliminate existing transit deficiencies and increase the accessibility of transit services to all potential users.
		4	Work with transit providers to ensure all Neighborhood Hubs have adequate transit service.
		5	Support TriMet’s efforts to improve the safety, accessibility, and maintenance of transit stops and services in the city.
		6	Work to ensure that employment centers are well served by public transportation.
		7	Advocate for increased high-capacity transit options in Milwaukie and the larger region.
		8	Support TriMet’s efforts to serve all Milwaukie residents through the provision of paratransit services.

Goal	Goal Statement	Policy #	Policies
Mobility, Accessibility, and Connectivity	Provide an efficient and well-connected multimodal transportation system that works to connect the community to key destinations.	1	Improve existing and create new diverse, multimodal connections between neighborhoods, schools, parks, transit stops, employment centers, Neighborhood Hubs, and other key destinations.
		2	Prioritize local connectivity and safety needs while accommodating regional mobility needs.
		3	Prioritize closing gaps in the existing pedestrian and bicycle network.
		4	Minimize the barrier effect of large transportation facilities on connectivity and accessibility for all modes by improving east-west connectivity across Highway 224 to downtown, across McLoughlin to the Willamette River and western neighborhoods, across railroad facilities, and across the river.
		5	Manage the right-of-way to ensure street design standards equitably and safely allocate or share space for all modes of transportation, including pedestrians, bicycles, rollers, and transit.
		6	Increase street grid connectivity to reduce out-of-direction travel and prevent neighborhoods with limited ingress and egress.
		7	Minimize cut-through traffic on local streets.
		8	Explore adopting a functional classification system for all modes of travel.
		9	Improve the comfort of walking, cycling, and rolling across Highway 224 and McLoughlin Blvd by slowing vehicle traffic on those facilities.
Active, Healthy, Transportation Choices	Establish and/or complete a network of multimodal facilities that make walking, biking, and rolling an attractive, comfortable, healthy, and convenient choice for people of all ages and abilities.	1	Improve and maintain walking, biking, and rolling access to key destinations such as Neighborhood Hubs, public spaces, schools, parks, commercial centers, industrial areas, transit routes/stops/centers, and recreational opportunities.
		2	Expand and improve wayfinding for active modes of travel to guide people to the safest and most efficient ways to actively navigate the transportation system.
		3	Identify and prioritize projects that close gaps in the existing active transportation network and support a street grid that provides options for transit, pedestrians, and bicyclists.
		4	Implement transportation demand management strategies, such as incentivizing employers to encourage active transportation and transit.
		5	Support the creation of valuable public and private space that is first-and-foremost designed for people, not automobiles, that prioritizes and enhances the experience for people walking, biking, and rolling, and is safe for users of all ages and abilities.
		6	Improve connections between the city's multimodal network and the regional trail system to promote active transportation and recreational opportunities.
		7	Prioritize a complete, connected neighborhood greenway network for pedestrians, cyclists, and rollers.
		8	Prioritize neighborhood greenways over other functional classifications.

Goal	Goal Statement	Policy #	Policies
Coordination with Local, Regional, and State Partners	Foster and maintain relationships with public and private partners in the common interest of enhancing the city's transportation network.	1	Advocate for city priorities while coordinating city projects, policies, development actions, and mobility targets with partner agencies.
		2	Coordinate with emergency service providers to design streets to accommodate emergency service vehicles while ensuring city streets support active transportation.
		3	Ensure consistency with federal, state, regional, and local planning rules, regulations, and standards.
		4	Work with regional partners to build support for the improvement of regional connections for all modes.
		5	Collaborate with other agencies to efficiently fund transportation improvements and programs.
		6	Advocate for low-stress pedestrian and cyclist crossings across Highway 224, McLoughlin Blvd, and railroad crossings.
		7	Advocate for other jurisdictions to use Milwaukie Public Works Standards on transportation projects in the city's Urban Growth Management Area.
Emergency Preparedness	Develop a multimodal transportation system that provides travel options during normal conditions, natural disasters, or emergencies.	1	Identify transportation improvements that increase the diversity and number of travel routes between key destinations
		2	Coordinate with the Regional Disaster Preparedness Organization, Metro, and Clackamas County to improve designated emergency routes to aid in responding to natural disasters or weather-related events for all modes of transportation.
		3	Require facilities in the FEMA-designated special flood hazard area be designed for resiliency.
Fiscal Stewardship and System Management	Make the most of transportation resources by leveraging available funding opportunities, preserve existing infrastructure, and reduce system maintenance costs.	1	Identify diverse and stable funding sources, including grant opportunities, to implement multimodal transportation improvement projects.
		2	Improve the efficiency of the existing transportation network before adding additional vehicular travel lanes.
		3	Invest in the maintenance of the transportation system.
		4	Utilize safety and engineering best practices to identify low-cost, quick-to-implement, and effective treatments that can be implemented systematically in shorter timeframes than large capital projects.
		5	Require that new development citywide improves the quality and connectivity of the transportation system proportionate to its impacts.
		6	Account for rapidly changing technologies such as autonomous vehicles and other intelligent transportation systems while managing the transportation system.
		7	Identify opportunities to make transportation investments that complement and leverage other public and private capital investments.

Goal	Goal Statement	Policy #	Policies
Economic Vitality	Develop a transportation system that supports and facilitates economic activity through the efficient movement of people, goods, and services.	1	Identify new projects and improve the existing transportation infrastructure throughout the city that facilitates greater economic development, within commercial and industrial areas.
		2	Build low stress multimodal connections to and through designated Neighborhood Hubs and Milwaukie's 2040 Town Center to support business activity.
		3	Ensure a safe and efficient freight system that facilitates the movements of goods to, from, and through Milwaukie, the region, and the state while minimizing conflicts with other transportation modes and impacts to surrounding areas.
		4	Partner with Metro and TriMet to increase transit service, particularly to underserved employment areas.
		5	Coordinate with regional rail providers to preserve rail freight service to businesses that depend on railroad service.
		6	Plan for light vehicle and human powered goods delivery throughout the city.
Parking Management	Reduce land used for parking to achieve local, state and regional parking goals while also managing parking impacts.	1	Promote the conversion of existing underused private and public parking areas to other uses.
		2	Facilitate shared parking agreements.
		3	Employ parking management measures as needed to address the impacts of new infill development.
		4	Develop parking management plans when warranted for major employment districts, downtown and key destinations.
		5	Ensure bicycle and micro-mobility parking is provided and unobstructed in and between neighborhoods, schools, parks, transit facilities, employment centers, Neighborhood Hubs, and other key destinations.
		6	Reduce the negative environmental and human health impacts of large parking lots, such as degradation of water quality, the heat island effect, and reduced pedestrian connectivity and safety.
Safe System	Improve the safety and comfort of the multimodal transportation network.	1	Advocate for ODOT and Clackamas County to create safe and comfortable pedestrian and bicycle movement on State/County-owned and operated facilities, especially Highway 224, McLoughlin Boulevard, and Johnson Creek Boulevard.
		2	Prioritize the safety of vulnerable system users over on-street parking convenience and when improving the public right of way.
		3	Improve safety for more vulnerable system users, including pedestrians, bicyclists, transit users, rollers and those who need special accommodations under the Americans with Disabilities Act.
		4	Prioritize sidewalk and bikeway improvements that provide safe access to/from schools, parks, neighborhood hubs, activity centers, transit centers/stops, and Downtown Milwaukie.
		5	Coordinate with local and regional agency partners to develop street design standards that equitably balance the needs of emergency vehicles, freight vehicles, and multimodal users.
		6	Improve circulation around schools to minimize pedestrian, automobile, and cyclist conflicts.
		7	Realize zero traffic deaths or serious injuries on the roadway network.
		8	Monitor the system to identify, prioritize, and mitigate safety issues at high crash locations for all modes.
		9	Maintain a neighborhood traffic management program to address issues of excessive speeding and manage the use of the public right-of-way on local residential streets.
		10	Reduce speeds systemwide to improve safety.
		11	Implement educational campaigns to increase safety awareness, especially near high crash locations, along school routes, and Neighborhood Greenways.