



# MILWAUKIE TSP

TECHNICAL COMMITTEE MEETING #4

5/15/2024

CITY OF MILWAUKIE  
OREGON DEPARTMENT OF TRANSPORTATION

1. Welcome
2. Draft Analysis Methodology and Performance Measures Memorandum
3. Draft Livable Streets Analysis and Recommendations
4. Schedule Review and Next Steps



# 1. WELCOME

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- Tasks Update:
  - AC/TC Meeting #3
  - Community Outreach Event #1
  - Updated the Vision, Goals, Policies Memo
  - Draft Analysis Methodology and Performance Measures Memorandum
  - Draft Livable Streets Analysis and Recommendations Memorandum



## 2. DRAFT ANALYSIS METHODOLOGY AND PERFORMANCE MEASURES MEMORANDUM

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Multimodal Analysis Assumptions according to OAR 660-012-0150

Performance-Based Approach to TSP Development

Selecting Performance Standards

Prioritization Factors and the Connection to The TSP Goals



# CLIMATE FRIENDLY AND EQUITABLE COMMUNITIES

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- Climate Friendly and Equitable Communities (CFEC) was developed to bring safety, equity, and climate to the forefront of planning for Oregon's transportation system.
- Transportation Planning Rules were updated in 2022 and 2023 to implement the CFEC program. This created:
  - New analysis requirements
  - Emphasis on equity-based engagement efforts
  - Requirements of performance-based transportation planning



# MULTIMODAL ANALYSIS ASSUMPTIONS

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- OAR 660-012-0150 obligates Milwaukie to requirements for existing conditions inventory, needs determination, and solutions assessment.
- This TSP will strive to meet these requirements, recognizing data and scope limitations.



# MULTIMODAL ANALYSIS ASSUMPTIONS

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**Bicycle**



**Pedestrian**



**Transit**



**Roadway**



**Freight**



# PERFORMANCE-BASED APPROACH TO TSP DEVELOPMENT

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- **Performance measures and targets** must support Metro's Regional Transportation Plan and show progress towards greenhouse gas reduction targets.
- **Local performance measures and evaluation criteria** support Milwaukie's goals and objectives to identify needs and develop modal plans.
- The TSP will determine and use/adopt two or more **performance standards.**





# PERFORMANCE-BASED APPROACH TO TSP DEVELOPMENT

	Climate Smart Strategy Baseline (2010)	Climate Smart Strategy Monitoring Target (2035)	2023 RTP Base Year (2020)	RTP 23 +STS Target Scenario Constrained (2045)
<i>1. Implement the 2040 Growth Concept and local adopted land use and transportation plans</i>				
a. Share of households living in a walkable mixed used development in the UGB	26%	37%	29%	37%
b. New residential units built through infill and redevelopment in the UGB <sup>1</sup>	58%	65%	TBD	75%
c. New residential units built on vacant land in the UGB <sup>1</sup>	42%	35%	TBD	25%
d. Acres of urban reserves <sup>1</sup>	Not applicable	12,000	Not applicable	TBD
e. Daily vehicle miles per capita	19	17	15	10

# SELECTING PERFORMANCE STANDARDS

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- Maintain an operations standard
- Add Performance Standard Supporting Accessibility and Multimodal Access
  - System Completeness
  - Bicycle Level of Traffic Stress
  - Pedestrian Level of Traffic Stress
  - Accessibility to Transit



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- Slide break
  - Deviate off Powerpoint presentation to the Appendix C detail sheets for System Completeness, PLTS, BLTS, and Accessibility to Transit



# CONSIDERATIONS FOR SELECTING PERFORMANCE STANDARDS

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- Do they support Metro Climate Smart Strategy Measures?
- Do they support increasing transportation options?
- Can local staff analyze them?
- Do they support TSP goals?
- Are they supported by partnering agencies?



## DISCUSSION/QUESTIONS

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What do you think of the recommended performance standards and what impacts they will have?

What aspects of the analysis do you think are the most important for this project to focus resources on?



# 3. LIVABLE STREETS ANALYSIS AND RECOMMENDATIONS

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Assessment of Milwaukie's Street Design Policies/Standards

Local/Neighborhood Street Design Modifications



# WHAT IS A LIVABLE STREET?

DESIGN FUNCTIONS FOR LIVABLE STREETS AND TRAILS

## Livable streets and trails functions



### Pedestrian

#### ACCESS AND MOBILITY

Every street and trail has safe, comfortable space for people walking, rolling and enjoying the place they're in.

### Bicycle

#### ACCESS AND MOBILITY

Connected bicycle networks, separated from heavy vehicle traffic, ensure that bicycling is a great way to get around communities.

### Transit

#### ACCESS AND MOBILITY

Streets enable transit to serve the region with an efficient, reliable way to travel between and within communities.

### Freight

#### ACCESS AND MOBILITY

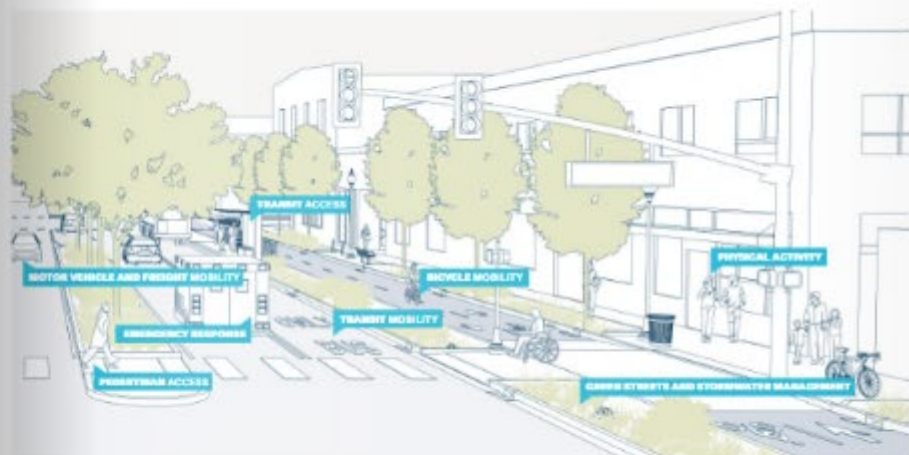
Key freight corridors provide reliable freight movement, and streets allow delivery access to serve both businesses and residents.

### Motor Vehicle

#### ACCESS AND MOBILITY

Streets and thoroughways provide for safe, reliable travel in motor vehicles, providing space to facilitate pooled or shared trips.

DESIGN FUNCTIONS FOR LIVABLE STREETS AND TRAILS



### Placemaking and Public Space

Streets and trails are a canvas for community life and daily commerce, helping to form regional identity.

### Green Streets and Stormwater Management

Proving nature and sustainable stormwater management into streets and trails enhances livability and protect water, air and natural assets.

### Utility Corridors

Transportation corridors move more than just people and goods; they also move water, power, gas, communications and information.

### Physical Activity

Streets and trails are places where people enjoy exercising and spending time outdoors whether for recreation or to get to where they need to go.

### Emergency Response

In case of a local or widespread emergency, streets and thoroughways must provide access and evacuation routes to keep people safe.

# HOW DOES MILWAUKIE STACK UP?



## Transportation System Plan

Prepared by the City of Milwaukee  
in association with DKS Associates

Adopted Ord. #1975 December 4, 2007  
Last Rev. by Ord. #2163 October 20, 2018



CITY OF MILWAUKIE

## PUBLIC WORKS STANDARDS

Adopted Res. 32-2007 May 15, 2007  
Last revised March 14, 2024





# ADOPTED MILWAUKIE TSP



**Transportation System Plan**  
**FIGURE 8-1**  
**FUNCTIONAL CLASSIFICATION**  
 November 2013

**LEGEND**

**Functional Classification**

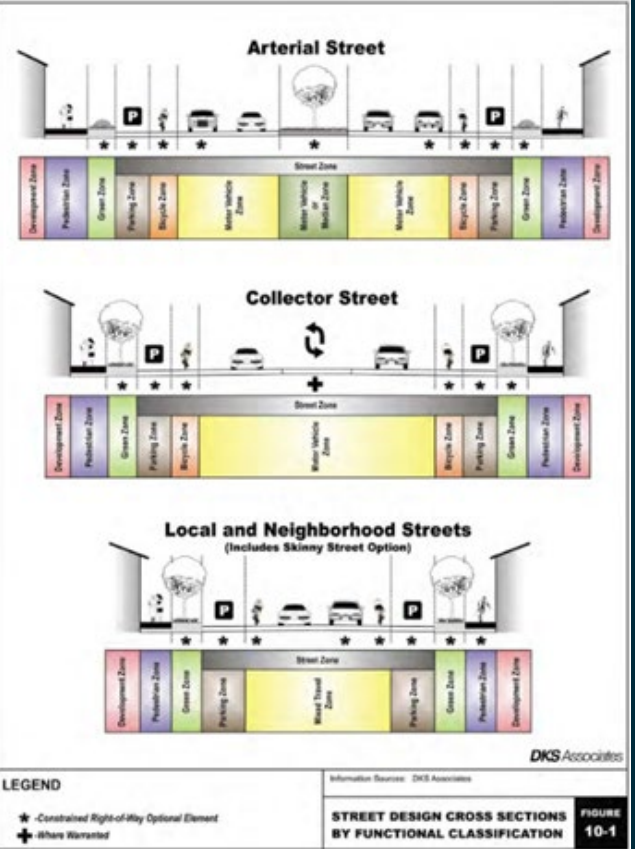
- Regional Routes
- Arterials
- Collectors
- Neighborhood Routes
- Local Streets

**Other Map Features**

- Schools
- Kellogg Creek Trail
- Springwater Trail
- Trolley Trail
- Railroad
- County Line
- Water
- City Limits

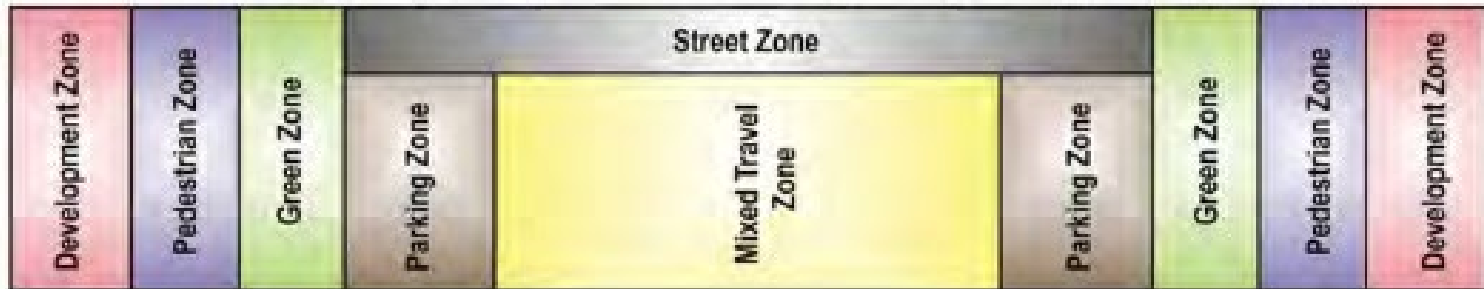
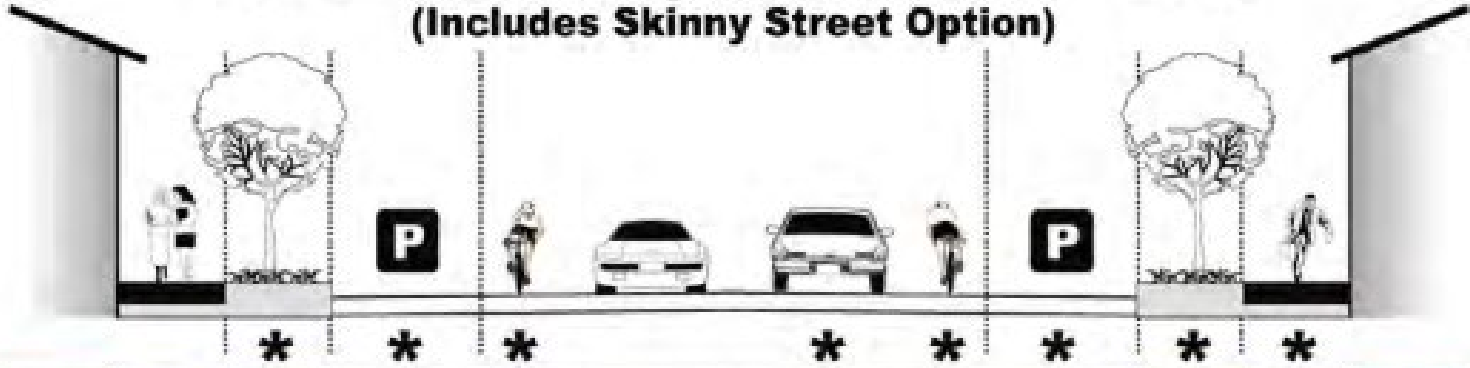
**DKS Associates**  
 TRANSPORTATION SOLUTIONS

0 500 1,000 2,000 3,000 4,000 Feet



# ADOPTED MILWAUKIE TSP

## Local and Neighborhood Streets (Includes Skinny Street Option)



# MILWAUKIE TSP FINDINGS/RECOMMENDATIONS

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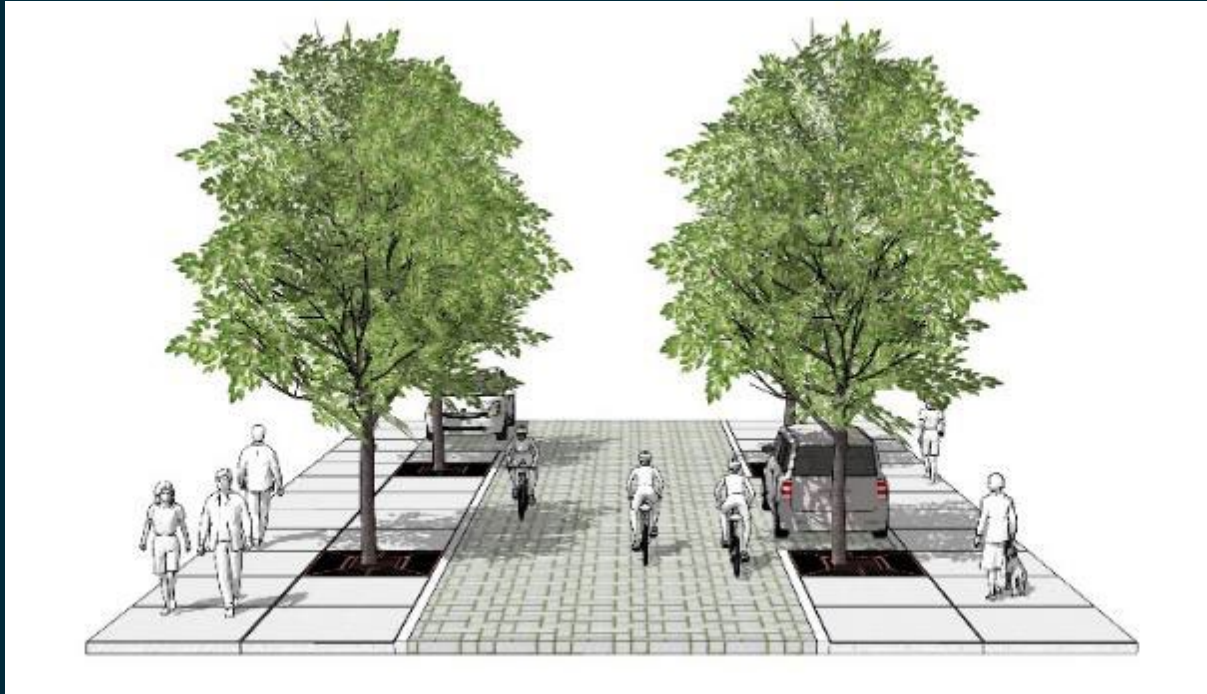
- Already includes a flexible policy framework
- Should include adjustments to Neighborhood Greenways performance guidelines
- May want to consider policy guidance on unique street design treatments such as Woonerfs



# MILWAUKIE TSP FINDINGS/RECOMMENDATIONS

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- Woonerfs

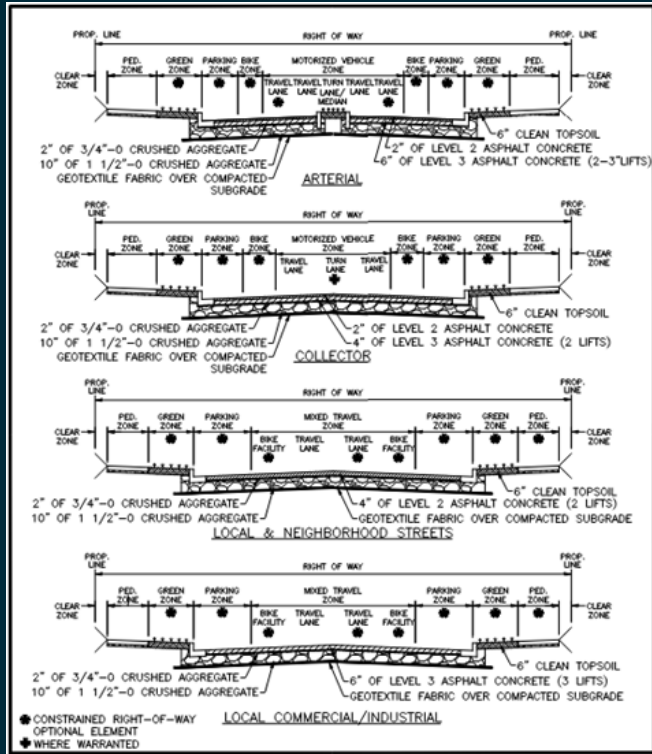




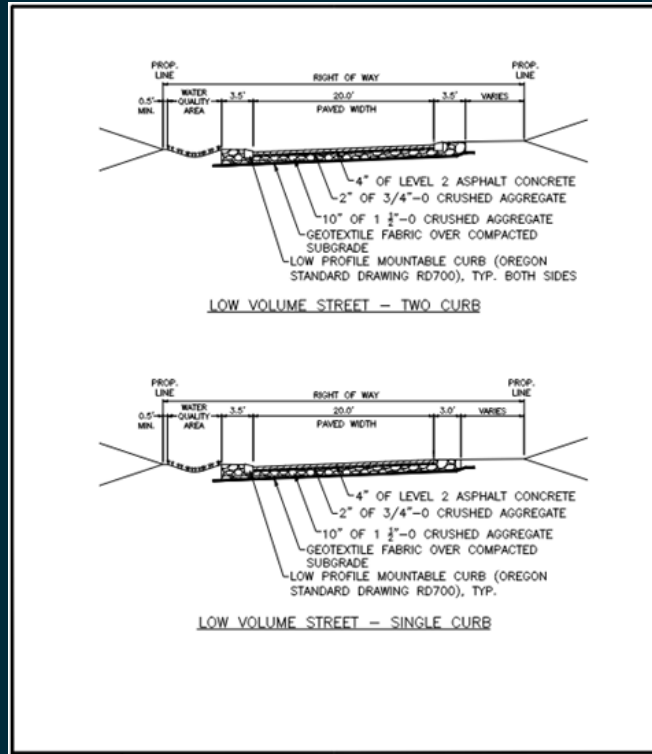
# MILWAUKIE TSP FINDINGS/RECOMMENDATIONS



# MILWAUKIE PUBLIC WORKS STANDARDS



CITY OF MILWAUKIE, OREGON – PUBLIC WORKS DEPT.		DRAWING NO.	
<b>Street Cross Sections</b>			
APPROVED	DATE	NO.	REVISIONS
<i>Jeff Stahly</i>	03/2024	1	ISSUED FOR BIDDING
CITY ENGINEER	DATE	2	ADJUSTED FOR BIDDING
		3	ADDITIONAL COMMENTS
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CITY OF MILWAUKIE, OREGON – PUBLIC WORKS DEPT.		DRAWING NO.	
<b>Low Volume Street Cross Sections</b>			
APPROVED	DATE	NO.	REVISIONS
<i>Jeff Stahly</i>	03/2024	1	ISSUED FOR BIDDING
CITY ENGINEER	DATE	2	ADJUSTED FOR BIDDING
		3	ADDITIONAL COMMENTS
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		50	ADDITIONAL COMMENTS

Element	Ideal Dimensions from Regional Guidance and Best Practices	Milwaukie Public Works Standards
<b>Clear Zone</b>	0.5 – 4 ft. on both sides of the roadway	Minimum of 6 inches
<b>Pedestrian Zone</b>	5 – 10 ft. with an additional 0.5 – 2 ft. of curb/gutter	<ul style="list-style-type: none"> <li>• 6 ft. sidewalk when curb tight (no adjacent green zone)</li> <li>• 5 ft. when separated by a green zone</li> </ul>
<b>Green Zone</b>	0 – 6 ft. landscape strip	3 - 5 ft.
<b>Parking Zone</b>	7 - 8 ft. on street parking	6 – 8 ft.
<b>Mixed Travel Zone</b>	5 – 9 ft. bike lane 10 – 12 ft. travel lanes	<ul style="list-style-type: none"> <li>• Travel lane - 8 ft. or 10 ft for local streets</li> <li>• Travel lane - 10 ft. for neighborhood streets</li> <li>• Bike Lane: 5 ft.</li> </ul>



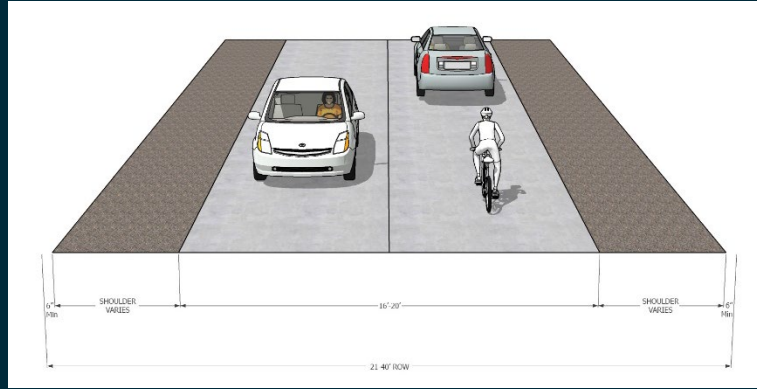
# PUBLIC WORKS STANDARDS FINDINGS/RECOMMENDATIONS

- No major changes are needed for Livable Streets compatibility
- Minor design standard table adjustments for clarity
- Standards allow for flexibility, but don't currently visualize a range of potential design options.

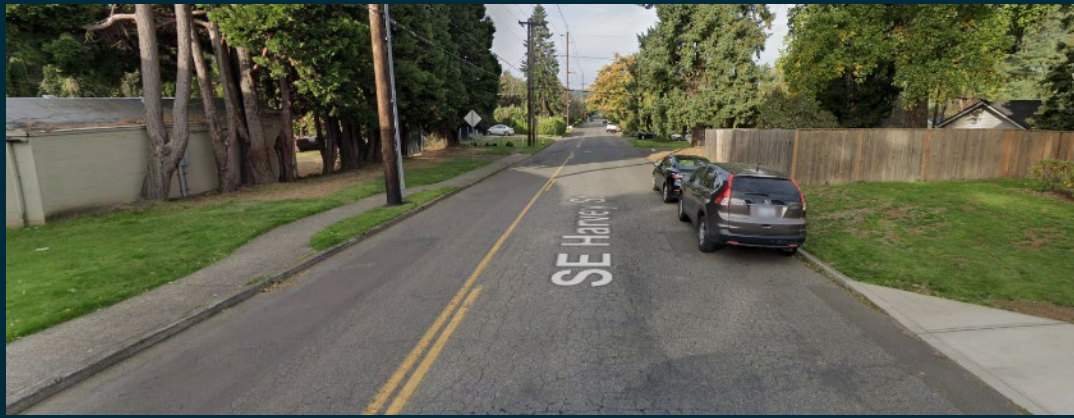
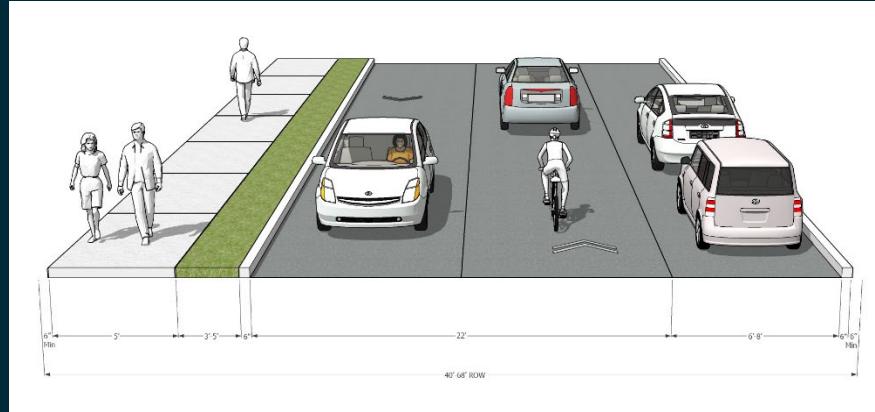




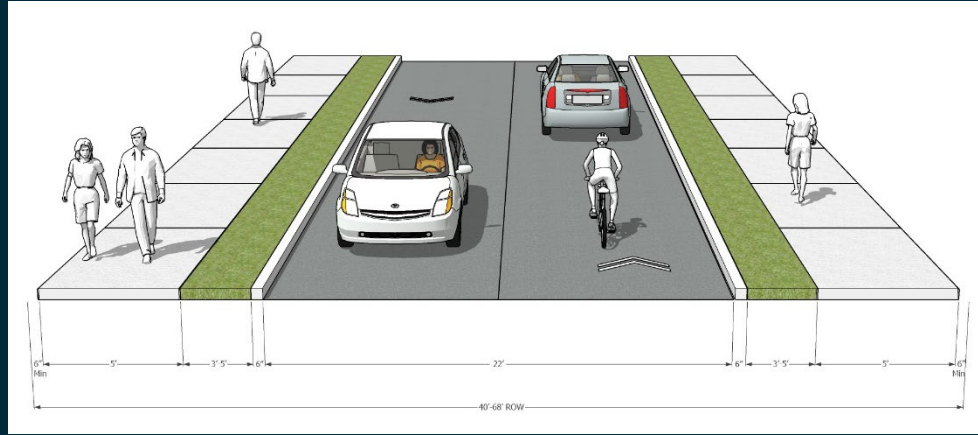
# LOCAL/NEIGHBORHOOD STREETS



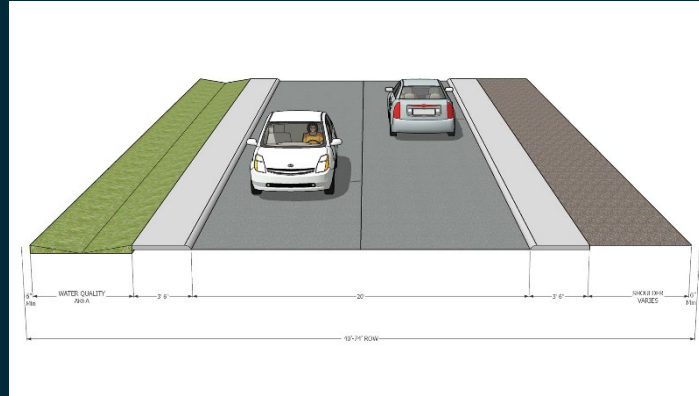
# LOCAL/NEIGHBORHOOD STREETS



# LOCAL/NEIGHBORHOOD STREETS

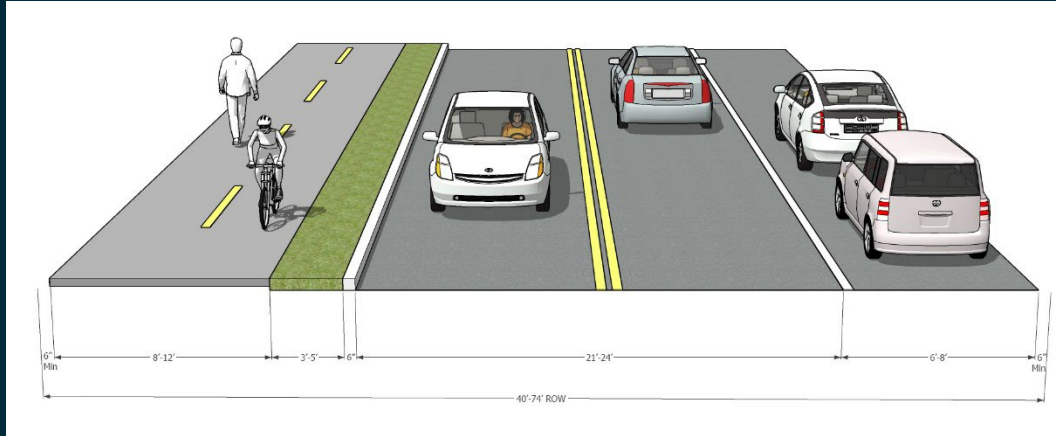


# LOCAL/NEIGHBORHOOD STREETS

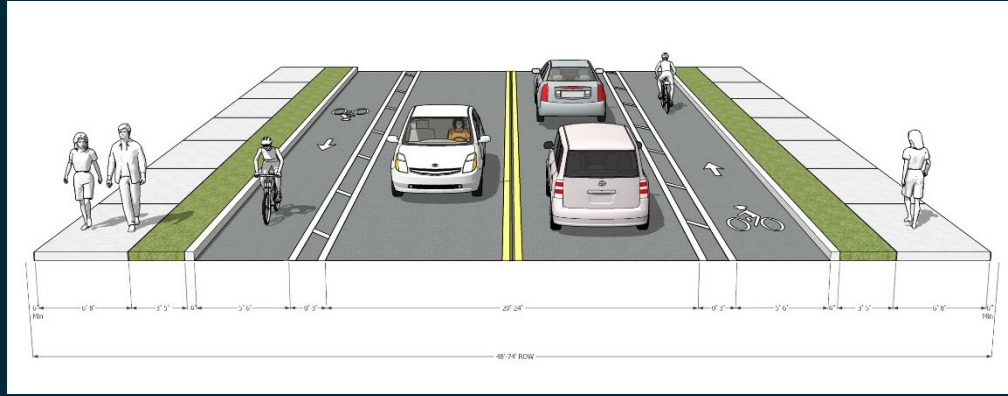




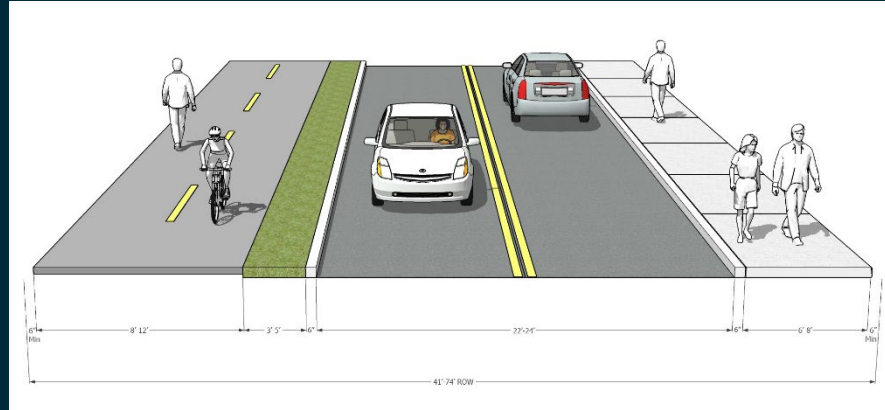
# COLLECTOR STREET CROSS SECTIONS



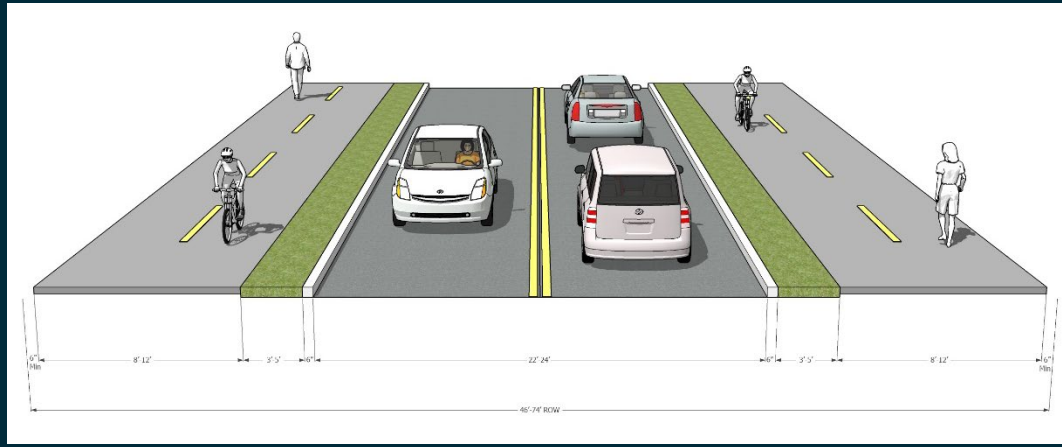
# COLLECTOR STREET CROSS SECTIONS



# COLLECTOR STREET CROSS SECTIONS



# COLLECTOR STREET CROSS SECTIONS





# DISCUSSION/QUESTIONS

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What do you think about the recommended local/neighborhood street design modifications?

Do you think the cross-sections appropriately balance the need for guidance with the need for flexibility?



## 4. SCHEDULE REVIEW AND NEXT STEPS

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- Comments Due March 31<sup>st</sup>
- What's Next?
  - Virtual Outreach
  - Transportation System Conditions and Needs/Gaps Analysis



An aerial photograph of a street intersection. A car is driving on the road. A crosswalk with green and white stripes is visible. A white van is parked on the side of the road. The scene includes a grassy area, a sidewalk, and some buildings in the background.

**Thank you!**