



**PORTLAND-MILWAUKIE**  
LIGHT RAIL PROJECT

**Questions and Comments from Tacoma Station Planning Meeting  
October 26, 2009  
Ardenwald Elementary School**

**INFORMATION PRESENTED**

- The region has agreed on a light rail project that includes a 1,000-space Park & Ride garage at McLoughlin & Tacoma (same at Park Ave)
- The Project's traffic engineers performed a traffic analysis and found:
  - Projected traffic to the Park & Ride comes from three directions:
    - 50% via McLoughlin (25% from Highway 224, 25% from the south)
    - 30% via Johnson Creek Boulevard
    - 20% via Tacoma Street
  - With this traffic, specific changes may be required by the cities of Portland and Milwaukie in order to minimize delay for east-west traffic:
    - Traffic signals on Johnson Creek Boulevard (JCB) at 32nd and 42nd
    - Removal of the east-west stop signs at JCB & 36th
    - Signal timing adjustments at JCB & 45th and Tacoma & 17th
  - JCB traffic will increase regardless of whether there is a Park & Ride.
  - McLoughlin does not require any changes due to the Project. (Separate from light rail, ODOT has long term plans to widen McLoughlin to six lanes, but there is no timeline or budget for that project.)
  - Queuing on the Tacoma overpass and McLoughlin (and ramps) could be reduced by:
    - Restriping the southbound off-ramp to create a two-stage left turn
    - Restriping the approach to the left turn onto the southbound on-ramp
    - Adding the traffic signals on JCB to create gaps in traffic
- Neighbors have many concerns about traffic, including:
  - Long history of interest in traffic calming for JCB. The street is designated as a "collector" but is heavily used by regional through traffic. It is posted 25 MPH, but speeding is common. Many neighbors are concerned that traffic signals and other changes to help reduce delay would encourage more non-

neighborhood traffic and speeding. Many standard traffic calming tools are difficult to implement here, in part because the JCB is an emergency response route.

- Entering McLoughlin from Tacoma (especially southbound) can be challenging due to queuing on ramps and difficulty finding a gap in traffic.
- The Project is in the early stages of design. The traffic analysis and potential changes must be included in the Project's Final Environmental Impact Statement and Preliminary Engineering cost estimate, both due in a few months. These documents will include "placeholders" for the potential traffic changes.
- The purpose of this meeting is to clarify neighborhood concerns, interests and suggestions, in order to help define the "placeholders."
- More community meetings will be held in about a year to refine the "placeholders." Final decisions about traffic changes won't be made until Final Design, which begins next fall. In the meantime, staff will continue studying options that respond neighborhood concerns.

## **DISCUSSION**

### **Interests and concerns**

- Don't want JCB to be widened
- Want to steer non-neighborhood traffic away from JCB
- Don't want traffic signals (concern about more, faster traffic)
- Traffic signals would be ok but only with traffic calming (concern about speeds)
- Want traffic signals (concern about pedestrian crossing safety without signals)
- Want traffic signals without additional traffic calming (concern about existing queuing)
- Want traffic calming (concern about speeds, even with traffic signals)
- Don't want speed bumps (annoying, damage brakes and suspension)
- Traffic signal would cause back up at 42nd behind cars waiting to turn
- Traffic signal would make it difficult to exit driveway at JCB & 42nd
- Traffic signal would make it difficult to enter JCB from side streets between 32nd and 42nd
- Eliminating stop signs would make it difficult to exit driveway at JCB & 36th
- Existing stop signs at 42nd are the best traffic calming solution
- Concern about visual impact of flashing red signal
- Concern about piecemeal improvements, lack of inter-jurisdictional coordination
- "I love backup!" -- Interest in retaining or increasing amount of delay in order to discourage non-neighborhood traffic on JCB. Currently ~5-minute delay in peak, projected ~9-delay in peak without signals is OK.
- Concern about security at P&R, surrounding uses like bar, halfway house

- Location of P&R will encourage auto use. Best station locations are at good bus transfer points. Need a Tacoma cross-town bus route.
- Concern about backup at left turn from P&R onto Tacoma and at entrance ramp to southbound McLoughlin
- PM peak delay at ramp onto southbound McLoughlin will encourage P&R users to cut through neighborhood to Hwy 224
- P&R volumes onto southbound McLoughlin will impact McLoughlin's operation
- Project should not reduce McLoughlin's capacity
- There will be no net reduction of trips on McLoughlin due to latent demand

### **Info and experiences shared**

- Police report at Ardenwald-Johnson Creek Neighborhood Association: lots of larceny near P&R site
- Portland Police said they do not enforce speed limit unless violator is 15 MPH or more over posted speed (40 MPH on JCB)
- Milwaukie Police said they do not enforce speed limit unless violator is 11 MPH or more over posted speed (34 MPH on JCB)
- Portland Police said they haven't issued any photo-radar citations on JCB, and wouldn't see JCB as a speeding problem without 100 or more violators
- The City of Milwaukie installed the stop signs at JCB & 42nd as a six-month trial, then put to a citywide vote and overwhelmingly supported
- I don't drive home via McLoughlin because of delay on JCB (42nd resident)
- JCB has "snake" of cars coming from I-205. King Road is underutilized because it's halfway between two I-205 exits.
- Autos skid to stop at JCB & 36th
- Several accidents on JCB due to speeding: cars in yards, hit mailboxes, power poles, retaining walls
- People treat JCB like a 50 MPH arterial
- Traffic backs up at JCB & Brookside
- It's difficult to cross JCB as a pedestrian (heavy, slow traffic during peak; fast traffic during non-peak)
- Exiting driveways on JCB is dangerous. Often have to go out of direction to avoid backing into street
- Lots of trucks ignore JCB posted truck restrictions
- Traffic moves too fast on McLoughlin
- It's dangerous to enter McLoughlin, especially southbound
- Backups are frequent for AM peak traffic entering northbound McLoughlin at Tacoma, 17th, Harold and Holgate

## Suggestions

- Do not make changes on JCB
- Set new signals at 32nd and 42nd to blink red (all-way stop) during non-peak hours
- Set new signals at 32nd and 42nd to keep traffic at or below 25 MPH
- Set new signals at 32nd and 42nd to allow turns to/from driveways and side streets
- Divert traffic from JCB to Railroad and Harmony
- Divert traffic from JCB to King Road
- Improve enforcement of speed limit (cars and buses)
- Improve enforcement of truck restrictions
- Improve enforcement of bikes at stop signs
- Do photo-radar enforcement of speeding; use revenues for Project
- Use bubbles to narrow down the lanes on JCB
- Maintain truck restrictions on JCB
- Add stop sign at JCB & Brookside
- Add barrier in McLoughlin median to discourage illegal pedestrian crossing [*this suggestion from 10/12 meeting*]
- Create direct pedestrian link between sidewalk on west side of McLoughlin to Springwater Corridor. [*this suggestion from 10/12 meeting*]
- Create merge lane or add lane for ramp to southbound McLoughlin
- Create merge lane for ramp to northbound McLoughlin; remove trees
- Don't remove trees on McLoughlin
- Close access to/from Umatilla at southbound McLoughlin
- Limit parking on Tacoma, add TWLT [?] lanes
- Add left turn signal from Tacoma to 17th
- Notify about future meetings via postcard

## Questions

- Can JCB's status as "Collector" be changed to discourage regional traffic?
- Can JCB's status as "emergency response route" be changed to allow for traffic calming?
- Were the Sellwood Bridge replacement and Highway 43 interchange improvements included in the traffic forecast?
- Have the neighborhoods or City of Milwaukie submitted anything about traffic in writing to the Project?
- Would the City of Portland allow a flashing red (all way stop) during non-peak hours at 32nd?
- Would the City of Portland allow speed bumps or cushions?
- What traffic calming tools could the City of Portland allow that do not require additional right-of-way?
- How would you turn left at the traffic signal?
- What safety and security features will be included at the station?
- Why is a 1,000 space P&R needed?