



PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

Draft Responses Updated 3/9/10

Questions from 10/26/09 Tacoma Park & Ride Traffic Meeting

1. Can Johnson Creek Blvd. status as "Collector" be changed to discourage regional traffic?

Any changes to the status of the road's classification would happen outside the scope of the Portland Milwaukie Light Rail (PMLR) project. Any change in road classification would be up to the responsible jurisdiction. The City of Portland and the City of Milwaukie share jurisdiction over Johnson Creek Blvd. Johnson Creek Blvd. is a collector because it is the only east-west route between Harrison Street and Bybee Blvd.

2. Can Johnson Creek Blvd. status as "emergency response route" be changed to allow for traffic calming?

The road's classification is not within the scope of the PMLR project. Johnson Creek Blvd. is designated as an emergency response route for the City of Milwaukie and Clackamas County Fire District. The road classification change would be up to emergency providers and the City of Milwaukie. Currently, there is no plan to change the designation.

3. Were the Sellwood Bridge replacement and Highway 43 interchange improvements included in the traffic forecast?

Yes. The Sellwood Bridge replacement project and Highway 43 interchange improvements were incorporated as a project listed on the current Metro Regional Transportation Plan (RTP project #1012) and in the Metro regional travel demand model for determining future traffic volume forecasting.

4. Have the neighborhoods or City of Milwaukie submitted anything about traffic in writing to the Project?

Yes. The Ardenwald-Johnson Creek Neighborhood has submitted letters to the municipalities and agencies that are participating in the project. A letter outlining the different concerns has also been submitted to the project by a member of the Portland to Milwaukie Light Rail Citizen Advisory Committee. The City of Milwaukie

is a project partner and closely coordinates with TriMet and the City of Portland on issues related to JCB.

5. Would the City of Portland allow a flashing red (all way stop) during non-peak hours at 32nd?

The City of Portland Traffic Engineer has reviewed this option and has stated that due to the inconsistency of intersection control this option would not meet City of Portland safety standards. In addition when signals fail, and there is power, they go to a red flash mode for all approaches. Many drivers have seen this and understand it. So when a signal goes to red flash they report a broken signal.

6. Would the City of Portland allow speed bumps or cushions?

The cities of Portland and Milwaukie are actively exploring traffic calming options. Options include “speed feedback” signs, additional signage, speed bumps and cushions.

7. What traffic calming tools could the City of Portland allow that do not require additional right-of-way?

Options include: “speed feedback” signs, enhanced enforcement and additional signage.

8. How would vehicles turn left (southbound) from Johnson Creek Blvd. onto 32nd Ave. at 32nd

The design and phasing of the signal would be determined by the City of Portland; however for the purposes of analysis, the project has assumed that there would be a phase of the signal operation that would be dedicated to the southbound approach movement. Therefore when the southbound approach movement would occur, the northbound approach movement would be stopped as well as the westbound left turning movement. This would eliminate any conflict with the southbound approach volumes.

9. What safety and security features will be included at the station?

Features include site design (including landscaping) that minimizes "hiding" places, (Crime Prevention Through Environmental Design, CPTED) appropriate lighting and CCTV cameras.

10. Why is a 1,000 space P&R needed at Tacoma?

The garage size has been reduced from 1,000 to 800 spaces (with a foundation that allows for future expansion). As a result of this reduction, the structure is now four stories instead of five. This parking capacity is based on projected demand.

Questions from attendees 2/11/10 Tacoma Park & Ride Johnson Creek Blvd. Meeting

1. Does the queuing eastbound on Tacoma during the afternoon peak hour back up to affect the mainline of McLoughlin Blvd. even without the project?

Yes, the project has tested a scenario for 2030 that is a “no-build/do nothing” scenario that does in fact indicate that even without the project the queuing in the eastbound direction along SE Tacoma Street would back up from SE 32nd Ave/SE Johnson Creek Blvd. over SE McLoughlin Blvd. and chain react with the surrounding interchange intersections to create a queue spillback of about 500 feet onto the southbound lane of McLoughlin. This condition creates a life-threatening hazard. It is therefore imperative that the project address the intersection of SE 32nd Ave/SE Johnson Creek Blvd.

2. What about free westbound right turn pocket/lane at SE 32nd Avenue/SE Johnson Creek Blvd.?

Allowing a free-flow (non traffic controlled) movement for a westbound right turn pocket, would create an unsafe environment at the intersection because the northbound through movement would be stop controlled and there is no indication for the northbound through traffic to know that the westbound right turn would be free moving. In addition the southbound approach would be stop controlled, so a northbound driver unfamiliar with the intersection may see the southbound approach stopped (and the westbound left, not right, movement stopped) and assume that the entire westbound approach would stop. Proceeding forward, the northbound through movement could collide with the free westbound right turn then. Ultimately this would be reviewed and approved or denied by the City of Portland traffic engineer. This free movement does not alleviate the traffic condition for the eastbound movement.

3. What about a new northbound right turn pocket at SE 45th Place/SE Johnson Creek Boulevard?

The amount of space available without reconstructing the bridge/overcrossing of Johnson Creek would allow for approximately 25 feet of storage space (one car length). This one car length storage space has minimal affect on reducing the queuing at this

intersection for that movement. A lower cost solution that allows for meeting jurisdictional operational standard AND reduces potential queuing can be seen by adjusting the signal timing. Additionally, if a new turn pocket were to be constructed that rebuilds the Johnson Creek crossing, it would allow for two northbound approach lanes (one through lane and one right turn pocket/lane), but would have two northbound lanes crossing over the at-grade Springwater Trail. This can be an unsafe condition because a vehicle stopped in the outer (east) northbound lane could potentially block a pedestrian crossing SE Johnson Creek Boulevard from the east, and that pedestrian could then emerge from the stopped vehicle to then be in conflict and potentially collide with a northbound vehicle travelling in the inner (west) lane not aware or able to see the pedestrian until it is too late. The same is true, and even more problematic because of faster traveling speeds, for a bicycle from the east on the Springwater Trail. This turn pocket does not alleviate the traffic condition for the east or westbound movement at 42nd.

4. What about a southbound through pocket at SE 32nd Avenue/SE Johnson Creek Boulevard?

The amount of space available without reconstructing the bridge/overcrossing of the Springwater Trail would allow for approximately 25 feet of storage space (one car length). This one car length has minimal affect on reducing the projected 2030 PM peak hour queue for the southbound approach, and even if implemented the queue would still spillback to the Hwy 99E/SE Tacoma Street interchange and ultimately back onto the southbound Hwy 99E mainline (with or without the project). In addition, the small pocket would encroach into the existing bicycle lane at the intersection. Recent sidewalk improvements at the northwest intersection corner would also need to be modified. To implement a longer turn or through pocket in the southbound approach would require the reconstruction and widening of the existing Springwater Trail overpass structure. Currently that structure is weight restricted, and a new structure would be built to code and eliminate that weight restriction allowing heavier vehicles/trucks access to the area. The signal was selected as an appropriate potential mitigation that was low cost and addressed the queuing (and safety) issues of vehicles backing up onto the southbound mainline of Hwy 99E.

Questions from Richard Cayo Letter dated 2/11/10 Tacoma Park & Ride Traffic Meeting

- 1. Why was SE 39th Ave between Glenwood and Woodstock repaved when SE Clay and Water streets near OMSI are in such poor condition?**

The repaving of 39th Ave. between Glenwood and Woodstock is part of the City of Portland's preventive maintenance program. Repaving roads before they completely deteriorate saves money, so more roads can be repaired. If you would like more information please call Brian Oberding, City of Portland Pavement Services Manager, at 503-823-7560.

2. Why is so much money being spent on the City of Portland's sewer system?

The sewer system needs upgrades to minimize sewage flow into rivers.

3. Why doesn't construction on the Portland Streetcar project on SE Grand and MLK take place only at night, when fewer motorists would be inconvenienced?

The City of Portland is managing construction of the Portland Streetcar project. While construction is more efficient during daylight hours the project does include some night time activities to minimize impacts to motorists.

4. Why does the region invest in light rail when buses are cheaper and can help move people out of the city during a natural disaster?

Light rail is part of a balanced transportation system that also includes roads, freeways, bikes routes, sidewalks, and other modes of transit including buses, streetcar, and, in the future, bus rapid transit (BRT). In the Portland region, each light rail vehicle does the work of at least four buses. Carrying more than 200 passengers, each light rail car has more than three times the capacity of a bus. It also moves about 25 percent faster through traffic due to faster loading and traffic priority. Light rail travels in its own right of way and doesn't get stuck in traffic. Riders also like its permanence and predictability, relatively quiet operation and zero emissions. Riders also enjoy wide doors and spacious interiors, smooth ride quality. About 100,000 trips are taken on MAX on an average weekday; and it carries one-third of all weekday transit trips.

5. Why is the Portland Milwaukie Light Rail project spending money on traffic signals on Johnson Creek Blvd. when the residents of Johnson Creek Blvd. don't want them?

The project has tested a "no-build/do nothing" scenario that indicates, even without the project, the queuing in the eastbound direction along SE Tacoma Street would back up from SE 32nd Ave/SE Johnson Creek Blvd. over SE McLoughlin Blvd. and chain react with the surrounding interchange intersections to create a queue spillback of about 500 feet onto the southbound lane of McLoughlin. This condition creates a life-threatening hazard. . It is therefore imperative that the project address the intersection of SE 32nd Ave/SE Johnson Creek Blvd.

Questions from Linda Hatelid after 2/11/10 Tacoma Park & Ride Traffic Meeting (verbal)

1. Specific location of speed cushions that we can go look at?

Lake Oswego (Lakeview Blvd. between Pilkington and Bryant, Quarry Rd. just east of Carman Dr. from Galewood St. to Country Woods. Ct.; Galewood St. from Quarry Rd. to the east).

Beaverton (155th from Beverly Beach to Davis, 6th Street from Erickson to Menlo, and on Sorrento Dr).

Tigard (114th, 106th, North Dakota Street, Canterbury Street)

2. Specific location of “smart” signals?

Almost any signal can be described as a “smart” signal. Signals may be tied together to create, or disrupt through traffic movement. With vehicle detection, signals can provide priority for specified turning or through movements. Several specific signal locations are close by; one in particular, is 43rd and King Road. Ms. Hatelid is looking for an exact duplicate of the 42nd and JCB intersection signalized. This does not exist close to this location. At 45th and Johnson Creek Blvd there is a similar signal, but is currently in need of repair to operate efficiently.

Questions from City of Milwaukie’s 2/22/10 Monthly Meeting

1. What is the exit routing from the Tacoma structure onto Tacoma Street?

Traffic would exit the Tacoma Park and Ride lot on a new access road from just east of the station northbound to SE Tacoma Street. Approximately 30% of the traffic would turn right with 70% turning left.

2. Concern about autos backing up over light rail tracks. What do the queues look like for autos entering and exiting the Tacoma Park and Ride structure during morning and afternoon peak times? How much queuing storage is available for cars entering and exiting the garage during these times?

On the new access road from the station to SE Tacoma Street, there is 500 feet between the light rail crossing and the intersection at SE Tacoma Street. With the reduction of the Tacoma Park and Ride lot size to 800 spaces, during the one hour afternoon peak the northbound vehicle queues don’t back up over the tracks. For 95% of the time the vehicle queue is 375 feet or less. This represents a shortening

of the queue from about 450 feet or less (95th percentile) under the 1,000 space park and ride lot. The 375 foot queue represents about 15 to 17 cars.

On SE Tacoma Street the project is recommending restriping to lengthen the westbound left turn lane to the park and ride access road to about 200 feet. With the reduction of the Tacoma Park and Ride lot size to 800 spaces, during the one hour morning peak the westbound vehicle queue, in the left turn lane, is 150 feet or less for 95 % of the hour. The 150 foot queue represents about six to seven cars. Within the site the potential queue stopped by a light rail vehicle is expected to be 300 feet representing eleven to twelve cars. There is 500 feet of queuing available and will result in no spill back to Tacoma.

3. When can signal timing be adjusted at the 45th and Johnson Creek Blvd. intersection?

The City of Portland's signal engineer made a site visit to the intersection last week, and found the east approach detection device had failed due to pavement damage. This is causing the westbound green to extend to its maximum time. The maximum time for this movement was reduced, which is all that can be done until the detection device has been repaired.

4. What affect will downsizing of the Park Ave Park and Ride structure from 1,000 to 600 spaces have on commuters traveling from the south? Will there be enough room to accommodate those who want to park?

Metro's High Capacity Regional System Plan identified a future high capacity transit corridor to Oregon City, regardless of corridor chosen; a 1,000-space structure at Park Avenue may never reach full utilization. The design of the 600-space structure will include provisions for a possible future expansion. This expansion, while not anticipated, would be developed "once triggered" by conditions defined through a process by jurisdictional partners. This process would identify when expansion could occur, what permitting and review process would be required, and how would an expansion project design and construction be managed.

Further analysis and triggers for expansion include:

- Control measures to assure no intrusive parking in neighborhoods adjacent to the park and ride.
- Utilization of "lot full" signage that informs park and ride users of remaining capacity in the garage.
- Use of supporting parking facilities along the McLoughlin/99E corridor to relieve any long term pressure on parking.

5. What do models show regarding the percentage of commuters traveling south of Park Ave.?

About 55-60% of the trips coming to the Park Avenue Park and Ride lot come from the south on SE McLoughlin Blvd.

- 6. Can we have vissim models of the signalized 32nd and 42nd intersections with Johnson Creek Blvd? Ms. Hatelid has asked if Alan Snook can present this at the next Ardenwald Neighborhood Association meeting.**

This request as been referred to project staff for consideration.