



**Questions and Comments from Tacoma Station Planning Meeting
October 12, 2009
Ardenwald Elementary School**

Traffic, Bicycle and Pedestrian Access – Questions

1. How do cars exiting the garage access southbound McLoughlin?

Cars destined south on McLoughlin Boulevard exit the garage at the signalized access point on Tacoma Street, travel west on Tacoma Street, then turn left to access the southbound on/off ramp to McLoughlin Boulevard.

2. Future of Park & Ride at former Southgate Theater site?

This site is currently being developed as a bus Park & Ride, opening in November 2009. (Earlier in the South Corridor planning process, this site was identified as a potential station and Park & Ride on a Main Street alignment; however, the community favored the Tillamook Branch alignment (adjacent to railroad) over the Main Street alignment (in-street). With current plans for light rail on the Tillamook Branch alignment, tracks would not provide access to this site.)

3. Do traffic projections include Sellwood Bridge replacement project?

Yes

4. Are the bike lanes on Tacoma affected by proposed re-striping of the intersection of the northern off-ramp from southbound McLoughlin?

The bike lanes would be retained and unaffected.

5. Could there be a two-way center lane on Tacoma for left turns in both directions at the intersection at the northern off-ramp from southbound McLoughlin?

There is not enough space between intersections for a two-way center turn lane.

6. Would there be queues at the rail crossing at the garage entrance that back up onto Tacoma?

No, the traffic analysis indicates that queues from autos stopped at the light rail tracks would not back up to Tacoma Street in either the AM or PM peak hours.

7. What mitigation is required for unsignalized intersections, like the ramps for southbound McLoughlin at Tacoma?

No changes are anticipated for the ramp onto southbound McLoughlin.

8. How would Johnson Creek Boulevard residents exit their driveways when traffic is flowing from signalized intersections at 32nd and 42nd?

New signals placed along Johnson Creek Boulevard should allow for gaps between groups of vehicles.

9. Does ODOT have future plans for consolidating the two off-ramps from southbound McLoughlin?

No. ODOT presently has no plans for consolidating the two exit ramps from the southbound McLoughlin travel lanes.

10. How much queuing would there be at the left turn from westbound Tacoma onto southbound McLoughlin?

Queuing is not anticipated to be significant enough to require mitigation at this location.

11. At Bybee Boulevard there is no access to northbound McLoughlin. How does this affect traffic at Tacoma?

Similar to today, vehicles trying to access northbound McLoughlin would do so at Tacoma Street or Harold Street.

12. Could a new traffic signal be added on McLoughlin to allow for left turns directly from the garage to southbound McLoughlin?

No. A traffic signal on SE McLoughlin Boulevard to serve the Park & Ride will neither fit with the characteristics nor meet the spacing requirements from the SE McLoughlin Boulevard / SE Tacoma Street interchange. The traffic signal would also impact operations on SE McLoughlin Boulevard and the ramps.

13. Could the entrance to southbound McLoughlin from Tacoma be rebuilt with a cloverleaf design incorporating the former Kasch Garden Center site, so that cars exiting the garage via Tacoma could turn right to access McLoughlin?

No. Modifying the interchange to a cloverleaf design does not fall in the scope of the Portland-Milwaukie Light Rail Project. ODOT has no current plans to evaluate this interchange.

14. Could the proposed traffic signals at 32nd 42nd be programmed for flashing red (all way stop) during off-peak commute hours?

The City of Portland typically does not operate signals in flashing red mode because of safety concerns. Flashing red signals could be possible in the City of Milwaukie, during times compatible with level of service requirements, most likely after PM peak traffic and prior to AM peak traffic.

15. Does the traffic study include variables like gas prices?

Yes. Future forecasting of vehicle volumes does take socio-economic variables like this into account.

16. What is the margin of error on the traffic modeling program?

Typically a model will allow for a 10% (or less) variability for margin of error.

17. How does a roadway's classification get changed?

A roadway's classification is designated in each city's Transportation System Plan (TSP), and incorporates the needs of all users, not just motor vehicles. A roadway's classification can be changed by amendment to the TSP, if necessary to match the roadway's classification to its actual function. In the City of Portland, Johnson Creek Boulevard was designated as a Collector in the city's first classification policy in 1977 and has retained that classification in numerous subsequent updates. In the City of Milwaukie, Johnson Creek Boulevard's classification was recently downgraded from Arterial to Collector.

18. Does the traffic model account for relationship among intersections?

Yes, the analysis is done with all intersections and corridors linked together.

19. Why are 1,000 parking spaces needed?

Ridership projections call for 1,000 spaces to meet future demand (year 2030).

Traffic, Bicycle and Pedestrian Access – Comments

- 1. History of neighborhood interest in traffic calming for Johnson Creek Boulevard**
- 2. Interest in traffic calming program to accompany proposed signals**
- 3. Interest in discouraging cut-through traffic**
- 4. Concern that replacing all-way stop with traffic signal would increase speeds on Johnson Creek Blvd. Potential for traffic calming**
- 5. Interest in siting garage to create shortest distance to platform for cyclists and pedestrians**
- 6. Interest in pedestrian safety, especially for school children, at 32nd and 42nd with proposed traffic signals**
- 7. Support for second bike/pedestrian access point from Springwater Corridor**
- 8. Concern about potential for pedestrians to cross McLoughlin illegally (climb over barriers) rather than use Tacoma or Springwater Corridor.**
- 9. Concern about Springwater Corridor crossing of Johnson Creek Blvd (near 45th) – bicycle and pedestrian safety**
- 10. Concern that traffic projections are low**
- 11. The traffic study area should include the intersections of Tacoma with the McLoughlin on/off-ramps**

Site design — Questions

1. How does the design account for potential flooding of Johnson Creek?

The garage and station would be constructed at or above the 100-year floodplain.

2. Site grading?

The site would retain the same general topography, but some grading will be performed to balance material added to or removed from the floodplain (e.g., piers for bridge over Johnson Creek).

3. Size of garage relative to garage at Park Ave?

Both the Park Ave and Tacoma garages will provide 1,000 parking spaces, with dimensions planned as follows:

Park Ave: footprint: 233 feet X 258 ft; height: 60 ft, 5 stories (6 levels)

Tacoma: footprint 242 ft X 258 ft; height: 60 ft, 5 stories (6 levels)

4. Height of garage relative to hill?

The highest point of the garage would be approximately 30 feet above the trail.

5. Scale of garage relative to existing environment, other buildings?

The parking garage would be about 60 feet tall (to the top of the railing on the upper level). The Tacoma overpass is approximately 30 feet higher than the ground floor of the proposed garage. The surrounding smaller buildings to the west are no less than 15 feet, the buildings to the east are around 25–30 feet, and the Pendleton building is about 30 feet.

6. Can garage incorporate commercial space and public restroom?

A study was performed to assess this site's development potential, but it showed many challenges for successful commercial or retail development. In addition, TriMet has not had success with existing commercial/retail functions located in parking structures. Public restrooms are not provided in TriMet transit facilities.

7. Is the platform area large enough for projected ridership?

The platform will be TriMet's standard platform, which is 200-feet long.

8. Why are five stories needed?

To fit 1,000 parking spaces within the site constraints (e.g., Johnson Creek floodplain, existing railroad tracks, and necessary access and sight lines), the building footprint works best at five stories.

9. What is the elevation of the Tacoma overpass?

The Tacoma overpass is approximately 30 feet higher than the ground floor of the proposed garage. (The garage, at 60 feet, would be approximately 30 feet higher than the overpass.)

10. How does the shape of the garage affect the height?

An efficiently shaped garage can hold more parking in a smaller structure. The shape of the garage is most efficient as a rectangle.

11. Could there be underground parking?

Underground parking at this location is not feasible because of the proximity to the 100-year floodplain.

12. Mitigation for potential impacts to Johnson Creek and additional impervious surface? What setbacks are required?

At least 50 percent of the site must remain pervious, and the garage and station must be constructed outside the 100-year floodplain.

13. What about security for bike parking?

The aim is to provide parking for 100 bicycles (which would be one in five of the projected morning commuters at the station). Current plans are for a bike parking area behind security gates and covered by CCTV cameras. Users would need a card to get in and would have the choice of locking their bike to a rack inside or using a bike locker outside.

Site design — Comments

- 1. Interest in tying station area into Johnson Creek, Springwater Corridor and other parks along trail**
- 2. Interest in use of art, vegetation and architectural design to emphasize natural habitat and residential character of neighborhood**
- 3. Suggestion for vegetation on exterior garage walls (like at airport)**
- 4. Suggestion for sky bridge from Springwater Corridor to upper floor of garage**
- 5. Preference for design that opens view of Johnson Creek from McLoughlin**
- 6. Preference for design that enhances visual relationship between platform area and Johnson Creek; opportunity for art and education**
- 7. Interest in security features, closed circuit television, etc.**
- 8. Interest in safety and security without compromising vegetation or flooding neighborhood with light**
- 9. Concern that height of parking garage is too tall**
- 10. Interest in weather protection at station area**
- 11. Interest in secure, weather-protected bicycle parking area inside first floor of garage**
- 12. Interest in stairway path from Springwater Corridor to east end of site, with good lighting**
- 13. Interest in art, garden with native plants enhancing Johnson Creek**