



**PORTLAND-MILWAUKIE**  
LIGHT RAIL PROJECT

# Park & Rides

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Traffic Mitigation – PE and FEIS Analysis

Citizens Advisory Committee, January 21, 2010



## SDEIS and LPA

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- Tacoma Park & Ride      1000 Spaces
  - Park Avenue Park & Ride      1000 Spaces
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# SDEIS and LPA

## Tacoma Park and Ride

- 1000 spaces
- PM peak traffic analysis
- Identified Mitigations
  - New signal at 32<sup>nd</sup>/Johnson Creek Blvd

## Park Avenue Park and Ride

- 1000 spaces
- PM peak traffic analysis
- Identified Mitigations
  - New signal at Oatfield/Park



# FEIS and Preliminary Engineering

## Tacoma Park & Ride

- 1000 spaces
- AM peak traffic analysis
- Identified Mitigations
  - New signal at 32<sup>nd</sup>/Johnson Creek Blvd (JCB)
  - Removal of stop sign at 36<sup>th</sup>/JCB
  - New signal at 42<sup>nd</sup>/JCB
  - ODOT-Tacoma ramp lane adjustments

## Park Avenue Park & Ride

- 1000 spaces
- AM peak traffic analysis
- Identified Mitigations
  - New signal at Oatfield/Park
  - Additional roadway width for exclusive turn lanes
    - Additional residential property impacts



- City of Portland Ownership/Jurisdiction
- City of Milwaukie Ownership/Jurisdiction
- Oregon Department of Transportation Ownership/Jurisdiction

## TACOMA PARK AND RIDE – Johnson Creek Corridor Street/Intersections



**SUMMARY OF POTENTIAL MITIGAION STRATEGIES**



# Tacoma – Sensitivity Analysis

Intersection	Park & Ride Size			Mitigation Description
	600	800	1,000	
SE Tacoma St/SE 17 <sup>th</sup> Ave	0	0	0	Signal timing
SE McLoughlin Blvd SB off-ramp (terminal)		0	0	Dual stage left turns
SE McLoughlin Blvd SB on-ramp (terminal)		0	0	Restripe westbound left turn lane
SE McLoughlin Blvd SB on-ramp (gore)	0	0	0	Restripe SB McLoughlin Blvd to two through lanes and an add lane.
SE McLoughlin Blvd NB on-ramp (Gore)				No mitigation required
SE McLoughlin Blvd NB off-ramp (terminal)		0	0	Restrict SB through movement
SE Johnson Creek Blvd/SE 32 <sup>nd</sup> Ave	0	0	0	Signalize and add WB right turn lane
SE Johnson Creek Blvd/SE 36 <sup>th</sup> Ave	0	0	0	Remove stop control on SE Johnson Creek Blvd and restrict NB left turn
SE Johnson Creek Blvd/SE 42 <sup>nd</sup> Ave	0	0	0	Signalize intersection
SE Johnson Creek Blvd/SE 45 <sup>th</sup> Pl		0	0	Signal timing



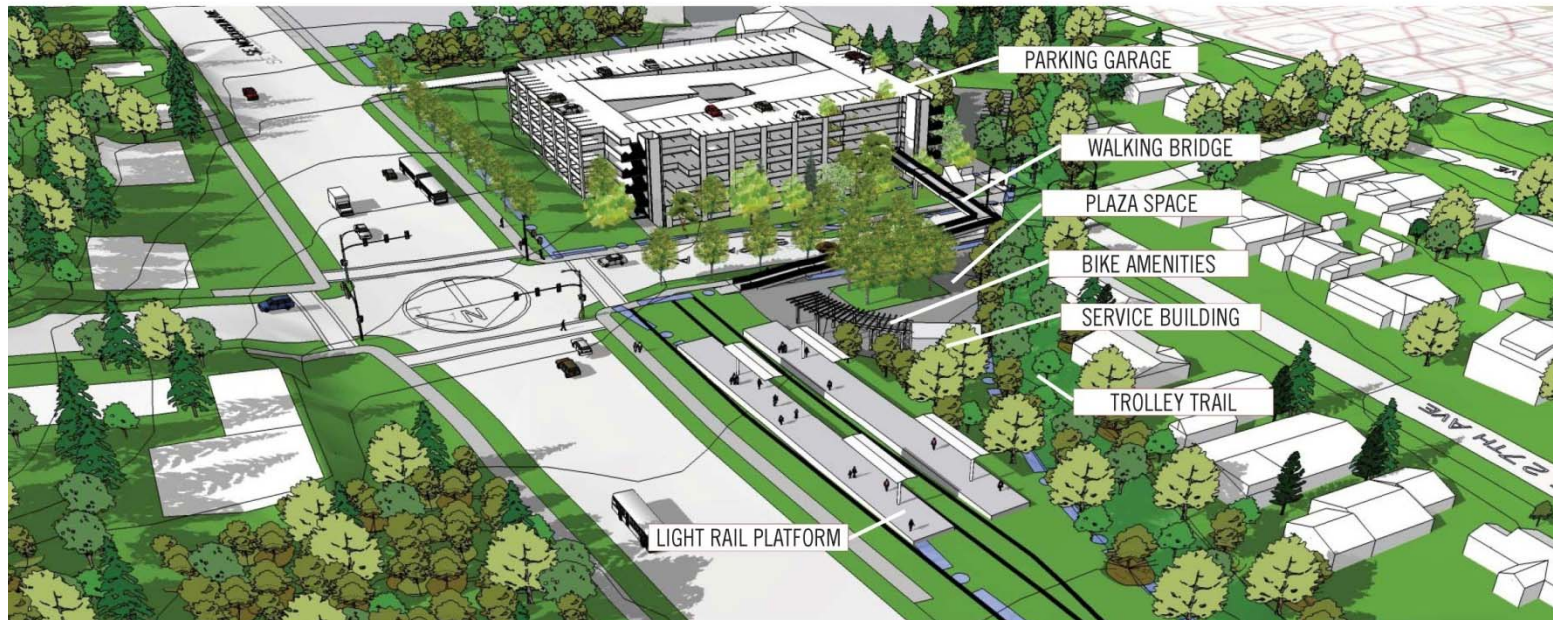
# Ardenwald-Johnson Creek Neighborhood

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- Neighborhood Recommendations
    - Retain existing traffic signage
    - Implement westbound right turn lane at SE 32<sup>nd</sup>/JCB
    - Prioritize ODOT-Tacoma ramp flow
    - Remove JCB emergency route designation
    - Implement traffic calming on JCB
    - Improve Springwater/JCB crossing near SE 45<sup>th</sup>
    - Improve Springwater experience (lighting, access routes, from SE 17<sup>th</sup>-SE 45<sup>th</sup>)
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# Park Avenue Park & Ride

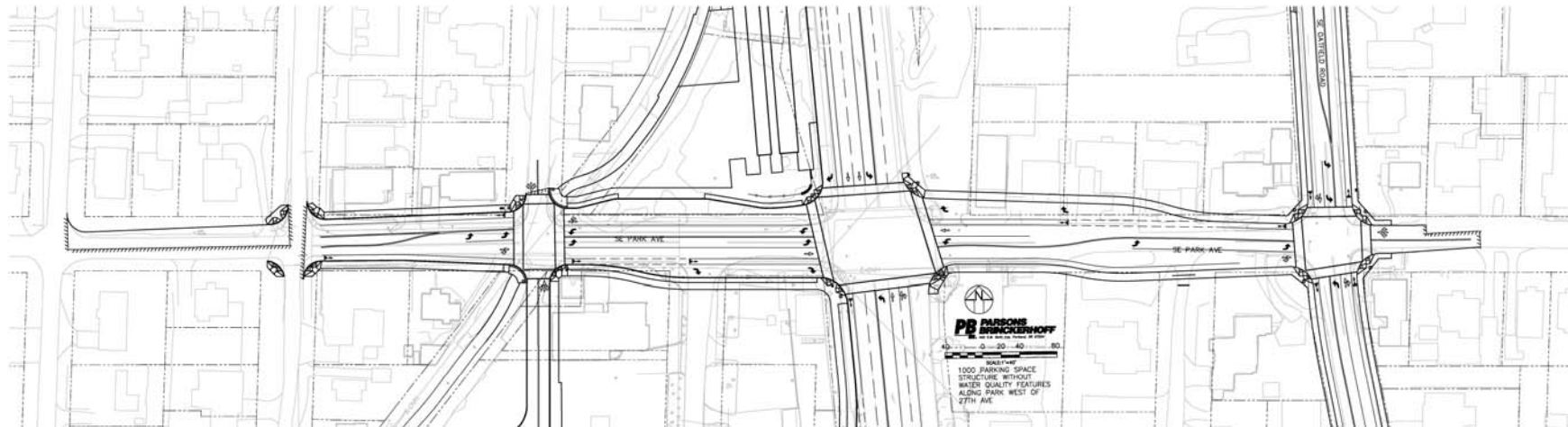


## Site Characteristics

- Expected Metro Council adoption of Nature in Neighborhoods recommendation for Park Avenue site – March 4, 2010



# Park Avenue – Traffic Impacts



## 1000 Space Park & Ride

- Five additional residential property impacts
- Wider roadway between garage and station/plaza site
- Fundamentally altered “environment” at station site



# Park Avenue – Traffic Impacts



## 600 Space Park & Ride

- Retains LPA/SDEIS level of impacts to private property





# Potential Revised Proposal

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## Tacoma Park & Ride

- 800** spaces
- AM peak traffic analysis
- Identified Mitigations
  - Reviewing JCB traffic control scenarios
  - ODOT-Tacoma ramp flow

## Park Avenue Park & Ride

- 600** spaces
  - AM peak traffic analysis
  - Identified Mitigations
    - New signal at Oatfield/Park
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## Next Steps

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### Tacoma

- Traffic Analysis of JCB scenarios
- Jurisdictional review with neighborhoods – (mid-February)
- Incorporate findings and budget in 30% design

### Park Avenue

- Consider reduced garage size to maintain expected Project impacts
  - Incorporate findings and budget in 30% design
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**Questions ?**



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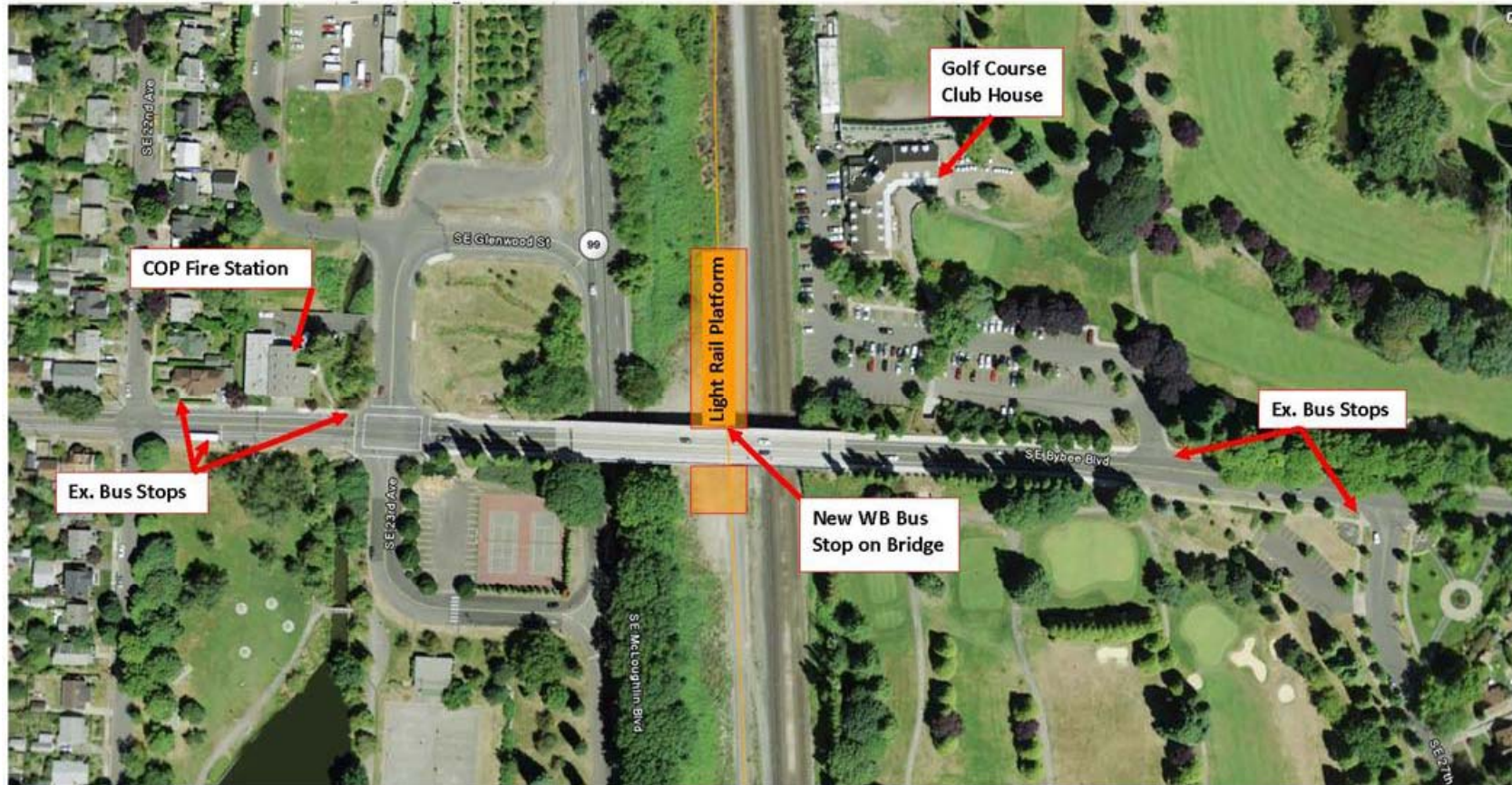
# Bybee Station and Bus Stops

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# Bybee Bus Stops – 25% PE Status





# Bybee Bus Stops – Work in Progress

