



### **Tacoma Park & Ride: What We Know**

**Approved LPA.** In July 2008 the cities of Portland and Milwaukie adopted a new Locally Preferred Alternative (LPA) for the Portland to Milwaukie Light Rail Project.

The LPA included two Park & Rides: **1,000 spaces at Tacoma** and 1,000 spaces at Park Avenue. (The former Southgate Theater site is not on the adopted alignment.) Projected **traffic to the Tacoma Park & Ride** comes from the south, east and west:

- 25% via McLoughlin from Highway 224**
- 25% via McLoughlin from the south**
- 30% via Johnson Creek Boulevard**
- 20% via Tacoma Street**

Traffic analysis prepared for the Draft Environmental Impact Statement (EIS) and the future land use review for the Park & Ride show that **traffic changes are needed on Tacoma and Johnson Creek Boulevard (but not on the McLoughlin ramps), regardless of the number of Park & Ride spaces.**

**Traffic changes are part of the Project** and need to be included in design and budget documents. These documents are being developed now (in the Preliminary Engineering phase), to ensure the Project accurately anticipates costs and impacts.

The Project **budget will include a “place holder” for additional ideas for reducing the impact of Park & Ride traffic** on the neighborhood.

Design work will continue and **final decisions about the changes triggered by the Park & Ride are over a year away.**

### **Johnson Creek Boulevard (JCB)**

There is a **long history of concern about regional traffic** and the potential for road improvements to increase the amount of traffic and speeding on the road.

JCB is **designated a collector** in the transportation plans of both the cities of Portland and Milwaukie. A “collector” road is a moderate-capacity road connecting local roads and arterial roads.

**JCB’s street design and posted speed is 25 MPH.**

**JCB is an emergency response route.**

**Doing nothing will increase travel times** from 5.75 minutes to 9.5 minutes in 2015, including emergency response times.

**Portland currently does not have an adopted traffic calming tool** that will function here.

**Proposed traffic changes:**

- Signals at 32nd and 42nd
- Remove east west stops at 36th and Johnson Creek Boulevard
- Signal timing at 17th and Tacoma, and 45th place and Johnson Creek Boulevard

**Additional “placeholder” ideas:**

- Flashing red traffic signals during lower traffic volumes (off-peak)
- Roundabout at 32nd
- Roundabout at 36th
- Speed tracking signs that flash your current travel speed
- Speed cushions or other type of hump allowable by emergency responders
- Enhanced pedestrian crossing at Springwater Corridor (near 45th)
- School crossings
- Stronger enforcement for speeding
- Other ideas?

**McLoughlin & Tacoma Interchange**

**History:**

Alternatives for the McLoughlin/Tacoma intersection were evaluated in the 1986 McLoughlin FEIS, including at-grade and grade-separated alternatives. A grade-separation interchange and ramp configuration were chosen that minimized landlocked parcels and right-of-way impacts, and allowed for grade separation of the existing railroad tracks, future light rail, and traffic volumes.

**Future:**

The 1986 FEIS (and Metro’s RTP) show a proposed plan for **six travel lanes between Harold and Tacoma**. McLoughlin would be split into three travel lanes in each direction, avoiding the trees on the east side. The highway would merge together at the Tacoma interchange. The six-lane project likely would not modify the southbound ramps, but would modify the northbound entrance ramp to allow for an acceleration lane.

There is currently no planned date or funding for the six-lane project. The light rail design will not preclude the six-lane project.

**ODOT currently does not have plans to change the southbound ramps at Tacoma.**