

# Portland to Milwaukie Light Rail Project

## Community Concerns (Updated 6-21-10)

### Safety & Security

Issue/Concern	Agency, Phase of Focus	Updated	Open/Closed	Update
Safety and security along entire alignment and specifically at Milwaukie Station, Tacoma Station Park & Ride, and Park Ave. Park & Ride	TriMet Final Design April – Nov. 2011	6/20/10	Open	<ul style="list-style-type: none"> <li>Enhancing security and safety through the design effort is ongoing.</li> <li>City Light Rail Coordinator is meeting regularly with Police Chief.</li> <li>Light Rail Coordinator participating in TriMet Safety &amp; Security Committee meetings.</li> <li>To be the subject of upcoming Milwaukie Monthly Meeting.</li> <li>TriMet security officials, Milwaukie Police Chief met with the Citizen Advisory Committee (CAC) to answer questions at the November '09 and April '10 CAC meetings.</li> <li>TriMet looking at incorporating space for a police presence at Park Ave. facility.</li> <li>City's Milwaukie Station area design team assuming a Milwaukie Police presence in "triangle site."</li> <li>Milwaukie Police Chief Bob Jordan is cycling officers through TriMet's transit unit to increase officers' familiarity with light rail enforcement issues.</li> <li>Chief Jordan has modified shifts so that there is more overlap from 3 to 6 p.m. – the hours students get out of school to patrol crossings.</li> <li>City staff working on unifying school zones throughout the City to help regulate train speeds in Downtown, where a number of school zones exist.</li> <li>Railroad is offering "Safety Ride" on 6/26/10 for interested citizens to discuss and demonstrate safety practices that are in place.</li> </ul>
Need formal Safety and Security plan	TriMet Extended PE Now – Nov. 2011	5/13/09	Open	<ul style="list-style-type: none"> <li>Light Rail Coordinator, Police Chief, and TriMet will develop a plan identifying safety and security plans.</li> <li>TriMet's Safety and Security Committee is meeting monthly to discuss and address specific topics that are brought forward for review. The meetings are used to define and approve each aspect of safety along the entire alignment.</li> <li>Project Safety and Security meetings will continue until opening of the line.</li> </ul>
Add a transit police precinct in Milwaukie	TriMet 60% - 90% Design April – Nov. 2011	5/11/10	Open	<ul style="list-style-type: none"> <li>At the Nov. CAC meeting TriMet said it would look at providing a report writing office, or some such small presence, at the Park Ave. station and P &amp; R.</li> <li>City's Milwaukie Station area design team assuming a Milwaukie Police presence in "triangle site."</li> </ul>
The raised structures pose additional safety considerations	TriMet 60% - 90% Design April – Nov. 2011	8/17/09	Open	<ul style="list-style-type: none"> <li>An issue Chief Jordan has raised and staff is tracking. Fences and detection devices are tools that can be employed to prohibit and monitor access.</li> <li>With the reduction of length of raised structure it is less of a concern.</li> </ul>
Measures are needed to limit access to rail way in Downtown	TriMet Final Design April – Nov. 2011	6/20/10	Open	<ul style="list-style-type: none"> <li>Fencing and signage plans will be part of final design.</li> <li>Public outreach educating local schools and public about dangers and rules of train tracks, especially light rail track need to occur prior to opening and testing of line.</li> <li>Intrusion detection devices will be used in some areas as well as CCTV. TriMet maintains a strict no tolerance policy.</li> <li>Railroad is offering "Safety Ride" on 6/26/10 for interested citizens to discuss and demonstrate safety practices that are in place.</li> </ul>
ODOT property adjacent to Trolley Trail needs to be secured	TriMet Final Design April – Nov. 2011	6/10/10	Open	<ul style="list-style-type: none"> <li>Use, design, fencing, landscaping, and neighborhood involvement for this site to occur during final design.</li> <li>Reviewed location and access/safety elements with police chief – keep access to trail at Sparrow.</li> </ul>
Adequate lighting on Springwater Trail and fix of Sherrett access, additional access	Not part of project scope.	9/21/09	Closed	<ul style="list-style-type: none"> <li>Creating pedestrian and bicycle access at the Tacoma facility was a focus at the Aug. 3<sup>rd</sup> Workshop.</li> <li>Future workshops will focus on design elements such as lighting and access.</li> </ul>

points to Tacoma Park & Ride and Station				<ul style="list-style-type: none"> <li>This is not part of the current project scope. Improvements to the Springwater Trail will need to be performed outside of the light rail project.</li> </ul>
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## Aesthetic Considerations

Issue/Concern	Agency, Phase of Focus	Updated	Open/Closed	Update
Need to develop a comprehensive, transit-oriented development plan. <i>(How do we avoid being a dumping ground?)</i>	<i>Milwaukie Ongoing Thru Nov. 2011</i>	<i>5/11/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>The existing Downtown &amp; Riverfront Plan and the developing South Downtown Plan establish design standards for future development to ensure consistent and quality design.</li> <li>City hired architecture firm to develop ideas for "Triangle Site" adjacent to Milwaukie Station. Ideas presented at December Monthly Meeting. Materials posted on City's website.</li> <li>City staff met with TriMet's architecture team on 3/10/10 to walk the site and discuss alignment design issues.</li> <li>The South Downtown Plan will continue focusing on the station area as an anchor of the area. City Council authorized a contract on 4/6/10 with Walker Macy to continue South Downtown work.</li> <li>Walker Macy broadening citizen committee to assist in the planning effort – Open House to be held in summer '10.</li> </ul>
Public art	<i>TriMet Extended PE Now – Oct. 2011</i>	<i>6/10/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>Station areas and bridge structures have been identified as potential sites for art.</li> <li>Milwaukie residents Gary Michaels, Alicia Hamilton, and Matt Meneley were selected for the art advisory committee.</li> <li>The Arts Committee toured the alignment on 3/10/10.</li> <li>The Arts Committee efforts described and discussed at May '10 Monthly Meeting.</li> </ul>
Visual aesthetics of elevated section from Milwaukie station to Trolley Trail	<i>TriMet Extended PE Now – Oct. 2011</i>	<i>5/11/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>City staff has met with TriMet and ODOT to discuss potential treatment options.</li> <li>Portions of the span's structure have been modified to streamline its look and to better accommodate future aesthetic treatments.</li> <li>Terraced concept introduced at segment next to Trolley Trail to allow for more planted vegetation and to reduce "canyon effect."</li> <li>City staff met with TriMet's architecture team on 3/10/10 to walk the site and discuss alignment design issues.</li> <li>Structures identified as focus for architectural enhancements by TriMet's Milwaukie-area design team.</li> </ul>
Structures – particularly the elevated structure in the Ardenwald Neighborhood	<i>TriMet Extended PE Now – Oct. 2011</i>	<i>5/11/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>A special meeting was convened on July 20<sup>th</sup> to address this issue.</li> <li>Through negotiations with UP Railroad, the length of the elevated segment has been reduced by 2/3 and has been relocated 25 feet further away from the Neighborhood, allowing room for some visual and sound mitigation.</li> <li>"Greening" of the structure identified in Preliminary Engineering.</li> <li>Structures identified as focus for architectural enhancements by TriMet's Milwaukie-area design team.</li> </ul>
Overall design of system (walls, stations, etc.)	<i>TriMet Extended PE Now – Oct. 2011</i>	<i>6/20/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>All structures will need to comply with design standards established in the Downtown &amp; Riverfront Plan.</li> <li>Structures required to mitigate safety concerns will adhere to appropriate design standards.</li> <li>TriMet's designated urban design team to develop host of options for different urban elements to be reviewed at summer '10 Open House.</li> <li>TriMet's urban design team to present a number of design element options at the 6/21/10 Monthly Meeting.</li> <li>Utility poles 6' in diameter being added in the Island Station Neighborhood.</li> <li>Newest design set shows utilities will be undergrounded in most of Downtown Milwaukie.</li> </ul>
Include substation structures for aesthetic consideration	<i>TriMet Extended PE Now – Oct. 2011</i>	<i>8/17/09</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>These structures will also comply with design standards established in the Downtown &amp; Riverfront Plan.</li> <li>Location and size of downtown structure has been modified as of 15% design</li> </ul>
Tint the concrete of the Kellogg elevated structure to help it blend into the environment	<i>TriMet Final Design Now – Nov. 2011</i>	<i>5/11/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>City staff has met with TriMet and ODOT staff to discuss potential treatment options.</li> <li>Structures identified as focus for architectural enhancements by TriMet's Milwaukie-area urban design team.</li> </ul>

Tacoma Park & Ride should receive architectural enhancements similar to those at the Park Ave. structure	<i>TriMet Extended PE Now – Oct. 2011</i>	<i>6/20/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>Johnson Creek Watershed Council toured site with project team on 3/10/10 exploring Nature in Neighborhoods grant potential. (The Nature in Neighborhoods grant is responsible for the architectural enhancements made at the Park Ave. Park &amp; Ride.)</li> <li>The Johnson Creek Watershed Council hosted a design charrette on 6/3/10 to discuss how the structures and site could be enhanced, and the grant opportunities that could aid the effort. Residents from the Ardenwald-Johnson Creek Neighborhood participated.</li> <li>A second charrette is to be held on 6/23/10.</li> </ul>
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## Parking

<b>Issue/Concern</b>	<b>Agency, Phase of Focus</b>	<b>Updated</b>	<b>Open/Closed</b>	<b>Update</b>
Balance the parking needs of Downtown businesses and transit users and guard against overflow parking in the Neighborhoods (Especially in light of the fact Park & Ride size has been reduced.)	<i>TriMet/Milwaukie Final Design Now – Nov. 2011</i>	<i>5/11/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>The system is designed for commuters to use the Park &amp; Ride facilities at Park Ave. and at Tacoma.</li> <li>The Milwaukie Station in Downtown will accommodate bicyclists, pedestrians, bus transfers, and people being dropped off.</li> <li>Parking in the Neighborhoods will be monitored near both station locations and City parking enforcement staff will respond to overflow conditions.</li> <li>Bicycle access meeting held with bicycle advocates to enhance connectivity to station area.</li> <li>Bus routes modified and stops added to better serve Milwaukie Station.</li> </ul>
Loss of Downtown Parking	<i>TriMet/Milwaukie Final Design Now – Nov. 2011</i>	<i>5/11/10</i>		<ul style="list-style-type: none"> <li>Staff is exploring options to retain parking spaces near Milwaukie Station.</li> <li>Street Section on 21<sup>st</sup> Avenue altered to reduce parking loss.</li> <li>Bike lane designation to be removed from 21<sup>st</sup> Avenue due to safety considerations with the rails.</li> </ul>

## Noise

<b>Issue/Concern</b>	<b>Agency, Phase of Focus</b>	<b>Updated</b>	<b>Open/Closed</b>	<b>Update</b>
Quiet Zones	<i>TriMet/Milwaukie Final Design Now – Nov. 2011</i>	<i>5/11/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>The City has submitted a “Notice of Intent” to the Federal Railroad Authority to initiate the process for establishing a Quiet Zone for both the Tillamook Branch (the line Light Rail will follow) and the Main Line (the tracks that run through Milwaukie along Railroad Ave.)</li> <li>TriMet is designing, and funding, safety measures for all of the Light Rail intersections so as to comply with the Quiet Zone designation.</li> <li>TriMet drafting crossing orders for the regulatory authorities that for establish a Quiet Zone.</li> </ul>
Decibel levels at crossings and from light rail and freight train horns	<i>Metro/TriMet FEIS June 2010</i>	<i>5/11/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>Freight train horns are up to 104 decibels. Light Rail horns are less than freight.</li> <li>FEIS Noise &amp; Vibration results to be shared and discussed at May Monthly Meeting.</li> <li>Project team meeting with homeowners and business owners identified in the FEIS as being impacted by noise and vibration.</li> </ul>
How will bells at crossings impact nearby schools?	<i>Metro/TriMet FEIS June 2010</i>	<i>6/10/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>FEIS Noise &amp; Vibration results to be shared and discussed at May Monthly Meeting.</li> <li>Project team met with the Waldorf School on 5/13/10 to discuss FEIS. FEIS reports no impacts, project team working with Waldorf School to reduce noise.</li> <li>No impacts noted at any school in Milwaukie.</li> </ul>
Noise deflection of Union Pacific Rail off of light rail structure into Ardenwald neighborhood	<i>Metro FEIS June 2010</i>	<i>5/11/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>Light Rail has moved 25 feet to the west in this location.</li> <li>Sound analysis is part of the SDEIS and FEIS.</li> <li>As part of the FEIS noise consultant reviewed the condition and verified no added effect.</li> </ul>

## Access

Issue/Concern	Agency, Phase of Focus	Updated	Open/Closed	Update
Pedestrian and bike access to stations	TriMet/Milwaukie Extended PE Now – Nov. 2011	6/20/10	Open	<ul style="list-style-type: none"> <li>▪ Options at Tacoma Park &amp; Ride and Station include ramp from overpass down access road and across bridge to station. Ramp structure and bridge will need to be widened/rebuilt or new.</li> <li>▪ Bridge structure from Milwaukie Station to Kronberg has been designed with a pier type to accommodate pathway as result of community suggestion.</li> <li>▪ Staff has identified grant opportunities to fund the bridge through ODOT. Staff will prepare an application.</li> <li>▪ Staff reviewing a number of recommendations made at 6/15/09 Monthly Meeting addressing diverting pedestrians off of freight line behind Waldorf School.</li> <li>▪ Meeting held 3/18/10 with cyclists interest group to examine bike access issues in downtown and at the Milwaukie Station. Outcome remove bike lanes on 21<sup>st</sup> Avenue, Main Street should be the main route for bicycles in and through downtown.</li> <li>▪ ODOT with Portland Parks discussing adding stairs to both sides of Springwater Trail from McLoughlin to enhance current and future pedestrian safety in the Tacoma Park &amp; Ride area.</li> <li>▪ Pedestrian and bike access to Milwaukie Station is being studied in Extended PE. The configuration at the ends of the platforms and the connection at grade with the three rail tracks need to be better understood and designed to incorporate all surrounding uses as well.</li> <li>▪ Trolley Trail meeting to be held 6/24/10 to discuss Trolley Trail detours during construction, maintenance and security issues.</li> </ul>
Connection between buses and light rail	TriMet Final Design Now – Nov. 2011	5/13/10	Open	<ul style="list-style-type: none"> <li>▪ Bus routes modified and stops added to better serve Milwaukie Station.</li> <li>▪ TriMet has shared initial plans for bus routing after completion of light rail. Routes on Main St. north of Harrison will be removed. King Rd. is proposed to have better service. All bus lines in downtown are planned to be within 5 blocks of the light rail station. Several bus lines are planned to be less than two blocks from the Milwaukie Station.</li> <li>▪ Service to Park Avenue and Tacoma park and ride stations is being reviewed.</li> </ul>
McLoughlin/River Rd. pedestrian crossing timing	TriMet/Milwaukie Final Design Now – Nov. 2011	5/11/10	Open	<ul style="list-style-type: none"> <li>• City to follow-up with ODOT. To be considered by the Trolley Trail project.</li> </ul>

## Design Issues

Issue/Concern	Agency, Phase of Focus	Updated	Open/Closed	Update
Urban design of Milwaukie Station	TriMet/Milwaukie Extended PE Now – Oct. 2011	6/20/10	Open	<ul style="list-style-type: none"> <li>▪ City staff has been meeting with TriMet and the project's design consultant to discuss the form and functionality of Milwaukie Station.</li> <li>▪ Architecture firm, Ankrum Moisen, has developed sketches to stimulate discussion regarding potential development of the triangle site adjacent to the station area. Work was presented at 12/21/09 Monthly Meeting. Materials posted on City's website.</li> <li>▪ Ankrum Moisen has generated another round of drawings for the site.</li> <li>▪ TriMet has designated an urban design team to focus on the Milwaukie area. This work will be coordinated with the South Downtown Planning process.</li> <li>▪ City Council authorized a contract on 4/6/10 with Walker Macy to continue South Downtown work.</li> <li>▪ Walker Macy broadening citizen committee to assist in the planning effort – Open House to be held in summer '10.</li> </ul>

Work with Milwaukie High School as station planning moves forward	<i>TriMet/Milwaukie Final Design April – Nov. 2011</i>	<i>6/20/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>In September '09 Project staff and City of Milwaukie staff met with the Milwaukie High School Principal to discuss the project.</li> <li>Project staff meeting with Milwaukie High School Principal and North Clackamas School District staff on 6/15/10 to discuss safety issues.</li> </ul>
Streetscape design	<i>TriMet/Milwaukie Final Design Now – Nov. 2011</i>	<i>6/20/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>Streetscape design standards are established in Milwaukie's Downtown &amp; Riverfront Plan and City staff will apply these standards during design review.</li> <li>Undergrounding overhead utilities and street crossings of light rail are to be regulated by the City's design standards.</li> <li>The City's Public Works Standards have been updated to consider and plan for light rail elements sharing the public right of way.</li> <li>Verbal confirmation from TriMet that downtown areas of Washington, 21<sup>st</sup>, Adams, to be undergrounded</li> </ul>
Consider light pollution along the entire alignment, not just at stations and intersections	<i>TriMet Final Design Now – Nov. 2011</i>	<i>2/22/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>This item will be reviewed under the City's permitting process.</li> <li>City staff has requested to review effect from train headlight along Milwaukie section.</li> </ul>
Be mindful of excessive illumination at structures and from the train, and within the trains	<i>TriMet Final Design Now – Nov. 2011</i>	<i>12/14/09</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>These kinds of impacts are studied in the FEIS. The FEIS is expected to be completed in May 2010. In June 2010, after reviewing the FEIS, the Federal Transit Administration will issue a Record of Decision, which is a formal document finalizing the mitigations required of the project.</li> </ul>
Provide Planning Commission (PC) and Design & Landmarks Committee (DLC) opportunity to review before budget is significantly set	<i>TriMet/Milwaukie Final Design Now – Nov. 2011</i>	<i>5/11/10</i>		<ul style="list-style-type: none"> <li>Milwaukie staff met with DLC on Jan. 27<sup>th</sup> and Planning Commission on Jan. 26<sup>th</sup></li> <li>This type of review will take place when the design nears 60% completion.</li> <li>TriMet briefed the PC and DLC at a joint session on 3/9/10.</li> <li>DLC meeting of 5/26/10 focused on alignment's effects on Downtown's historic properties.</li> </ul>
Study impacts at the apartments located at 23 <sup>rd</sup> & Harrison	<i>Metro/TriMet FEIS June 2010</i>	<i>5/11/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>FEIS finds that changes will occur but does not identify any impacts. Project team will work with owner and tenants to minimize construction and operation issues.</li> </ul>

## Traffic

<b>Issue/Concern</b>	<b>Agency, Phase of Focus</b>	<b>Updated</b>	<b>Open/Closed</b>	<b>Update</b>
Downtown traffic as trains pass through Downtown – emergency vehicle access	<i>Metro/TriMet FEIS June 2010</i>	<i>6/10/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>As a result of a traffic meeting with representatives of the Historic Milwaukie Neighborhood Association, additional modeling was conducted at Washington because previous models showed two turning lanes onto McLoughlin.</li> <li>The new modeling showed that, as with the No Build option, traffic will back up over the train tracks and will back up past the light rail tracks in PM peak hour traffic on Washington Street from the left turn movements onto McLoughlin.</li> <li>The project has identified potential changes that the City and/or TriMet can implement to minimize the back up.</li> <li>The project is not proposing changes at this time.</li> <li>Proper signage notifying traffic to not stop on tracks will be used. Solutions include do nothing, change the thru/right lane on Washington to McLoughlin to a left/thru/right lane, move the west leg of the intersection, add a northbound left turn lane at 21<sup>st</sup>/Washington. Discussions are on going.</li> </ul>
Adjust the signal times at JCB and 45 <sup>th</sup> and Tacoma and 17 <sup>th</sup> Ave.	<i>TriMet Final Design Now – Nov. 2011</i>	<i>6/10/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>Portland street crews have found the traffic signal timing mechanism at 45<sup>th</sup> Ave. is damaged and will repair it, which will help the signal timing. Repair work may be scheduled from 2 to 12 months, not a high priority repair for Portland.</li> <li>Currently the signal timing has been adjusted to take time away from westbound traffic. Once this loop has been repaired, the timing will be readjusted for the westbound traffic and northbound may experience increase delay.</li> </ul>
Concerns about the jug handle off of Tacoma, southbound onto McLoughlin	<i>TriMet Final Design Now – Nov. 2011</i>	<i>6/20/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>ODOT has a team looking at low cost alternatives to remedy this problem and has indicated a fix could be put in place before the project opens.</li> <li>This fix has a preliminary design that is being reviewed.</li> <li>After the design is approved the timing will be looked at for implementation.</li> <li>ODOT presented the design at the 6/17/10 Citizens Advisory Committee.</li> </ul>

Post-construction counts should be performed to gauge if the Park & Rides are adequately capturing commuter traffic	<i>TriMet/Milwaukie Post Construction 2015</i>	<i>9/21/09</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>The cities are responsible not TriMet to perform post construction observation of performance of traffic operations.</li> </ul>
Traffic effects of additional cars using Lake Road to access Milwaukie Station	<i>Metro/TriMet FEIS June 2010</i>	<i>5/13/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>Metro provided calculations showing 94 pickups/dropoffs servicing the Milwaukie Station for the entire day.</li> </ul>
Queuing already problem on Washington Street – the project could create an even larger problem at this location	<i>Metro/TriMet FEIS June 2010</i>	<i>6/20/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>Traffic currently backs up from McLoughlin Blvd. on Washington Street past the freight tracks. This condition will not change significantly from the No-Build condition. No project mitigation is required.</li> <li>The project has identified potential changes that the City and/or TriMet can implement to minimize the back up.</li> <li>The project is not proposing changes at this time.</li> <li>Proper signage notifying traffic to not stop on tracks will be used.</li> </ul>
Do not modify traffic controls on Johnson Creek Blvd. that will result in higher traveling speeds and more dangerous conditions. This includes: Adding a signal at 32 <sup>nd</sup> Ave. and JCB Adding a signal at 42 <sup>nd</sup> Ave. and JCB	<i>Metro/TriMet FEIS June 2010 And Final Design Now – Nov. 2011</i>	<i>2/22/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>The project has studied the cause and effect of the park and ride to traffic on Johnson Creek Blvd.</li> <li>Safety concerns to Highway 99E require mitigation at 32<sup>nd</sup> Avenue and Johnson Creek Blvd.</li> <li>The affect on the rest of the Johnson Creek Blvd. corridor was studied with and without a signal at 42<sup>nd</sup> Avenue.</li> <li>The Milwaukie TSP was reviewed to understand the project recommendation. From the TSP review, a signal is recommended for 42<sup>nd</sup> Avenue and Johnson Creek Blvd. intersection.</li> <li>This information was discussed with the public at a project meeting on 2/11/10.</li> <li>City Council voted against proposed signal at 42<sup>nd</sup> and JCB on 4/20/10.</li> </ul>
Mitigation on JCB should focus on lowering traffic speeds	<i>TriMet Final Design Now – Nov. 2011</i>	<i>5/11/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>The City of Portland and the City of Milwaukie are discussing different traffic calming measures – including speed cushions, feedback signs.</li> <li>Stop sign at 42<sup>nd</sup> Ave. considered traffic calming by neighborhood.</li> </ul>
Consider improving right turn pockets at JCB & 32 <sup>nd</sup> and at JCB & 45 <sup>th</sup> Ave.	<i>TriMet Final Design Now – Nov. 2011</i>	<i>5/11/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>Additional turning pocket at 32<sup>nd</sup> Ave. shown in 30% design.</li> <li>A pocket at 45<sup>th</sup> Ave. is not and provides no benefit to overall movements.</li> </ul>
JCB's structural integrity might not support traffic calming measures such as speed bumps/cushions	<i>TriMet Final Design April – Nov. 2011</i>	<i>5/11/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>No traffic calming no longer proposed.</li> </ul>
Traffic counts should be conducted when school is in session to better gauge peak conditions	<i>Metro/TriMet FEIS June 2010</i>	<i>5/11/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>Counts were conducted when school was in session.</li> </ul>
Cut-through traffic in the Historic Milwaukie Neighborhood – particularly on 27 <sup>th</sup> Ave.	<i>Metro/TriMet FEIS June 2010</i>	<i>5/13/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>No change expected as traffic conditions will be similar to no build.</li> </ul>
Traffic impacts on Neighborhoods	<i>Metro/TriMet FEIS June 2010</i>	<i>5/13/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>FEIS found no impacts requiring traffic changes in Downtown Milwaukie. However an existing problem was found – traffic backing over freight tracks on Washington.</li> <li>FEIS found traffic impacts on JCB corridor. Signal at 32<sup>nd</sup> to be installed as mitigation, City Council voted against mitigation (a signal) at 42<sup>nd</sup> and JCB.</li> <li>Please see FEIS Traffic Chapter for further information when published.</li> </ul>
Account for Tacoma Park & Ride traffic coming from the west on a refurbished Sellwood Bridge and from the east from the I-205, 82 <sup>nd</sup> Ave. area	<i>Metro/TriMet FEIS June 2010</i>	<i>5/11/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>FEIS conducted traffic analysis that studied these scenarios.</li> <li>Results shared with the Ardenwald/Johnson Creek Neighborhood.</li> <li>Mitigation recommended for traffic impacts on Johnson Creek Boulevard at 42<sup>nd</sup> in Milwaukie.</li> <li>City Council voted against proposed signal at 42<sup>nd</sup> and JCB on 4/20/10.</li> </ul>
Sight distance at Park Ave. and River Rd., and	<i>Metro/TriMet</i>	<i>5/11/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>FEIS does not identify an impact to warrant a traffic change.</li> </ul>

increased traffic volumes at this intersection	<i>FEIS June 2010</i>			
Need to add a traffic light at Aldercrest, Oatfield and Nixon		<i>5/11/10</i>	<i>Closed</i>	<ul style="list-style-type: none"> <li>FEIS does not identify an impact that warrants an installation of a traffic light.</li> </ul>

### Construction

<b>Issue/Concern</b>	<b>Agency, Phase of Focus</b>	<b>Updated</b>	<b>Open/Closed</b>	<b>Update</b>
Business Access	<i>TriMet Construction 2012-2015</i>	<i>5/17/10</i>	<i>Open</i>	<ul style="list-style-type: none"> <li>TriMet has a program tailored to businesses to aim them during construction.</li> <li>Milwaukie staff is evaluating the 100% Preliminary Engineering plans for effects to properties.</li> <li>Conduct of Construction agreements will be in place with the contractor and reviewed by Milwaukie staff.</li> </ul>
Noise	<i>TriMet Construction 2012-2015</i>	<i>5/17/10</i>		<ul style="list-style-type: none"> <li>Contractor Conduct of Construction can set parameters of when construction takes place to help limit noise impacts.</li> <li>Milwaukie staff will work with TriMet regarding noise.</li> </ul>
Road Closures	<i>TriMet Construction 2012-2015</i>	<i>5/17/10</i>		<ul style="list-style-type: none"> <li>TriMet will work to maintain access to businesses and residences.</li> <li>Milwaukie staff will work with TriMet and the contractor to identify timing for all closures.</li> </ul>