City of Milwaukie Transportation System Plan Update
Freight/North Industrial Working Group
Meeting #4 June 13, 2007

Agenda

9:30	Welcome—Purpose of Meeting	Gail Curtis, ODOT
9:35	Freight Traffic Analysis Technical Memorandum	Alan Snook, DKS
9:45	Problem Statement	Alan Snook
10:00	Goal Statement	Alan Snook
10:15	Evaluation Criteria	Alan Snook
10:45	Alternative Sketches	Alan Snook
11:15	Next Steps	Katie Mangle

Welcome and Introductions

The meeting was attended by ten business and/or property representatives, one member of the public and three staff (City of Milwaukie, DKS, and ODOT).

Meetings #2 and #3 of the Freight Access Working Group are focused exclusively on the issues related to the North Industrial Area. This part of the Transportation System Plan update is Task 8 of the scope of work.

Katie Mangle welcomed the group and outlined the goals for the meeting:

- Review
  - Traffic Analysis
  - Problem & Goal Statements
  - Evaluation Criteria
- Discuss preliminary alternatives

Traffic Analysis

Alan Snook presented the traffic analysis summarized in memo 8.1. The pm peak period has higher volumes. Intersection operations are generally at 75-85% of capacity. Highway 99E is at capacity; side streets have significant delay, but still some capacity. In 20 years, the whole area will be at capacity.

Gail pointed out that placing the proposed light rail in the McLoughlin right-of-way (instead of on Main Street or the Tillamook branch), would degrade the capacity of McLoughlin.

Problem & Goal Statements

Alan presented the Purpose Statement for North Industrial Access solutions, as outlined in the memo for tasks 8.3 and 8.4. The purpose statement emphasizes access, safety, flexibility, and balancing through trips on 99E & side street trips.

Evaluation Criteria

Alan presented the Evaluation Criteria and Measures of Effectiveness for North Industrial Access solutions, as outlined in the memo for tasks 8.3 and 8.4.

Several participants commented that freight access should be the 1st criteria, and weighted more heavily than some others. Perhaps the priority should be on solving the existing challenges. The focus should be on safety, ingress, egress, and through-put.

Charlie pointed out that 99E is timed well (during rush hour), side streets work better too. Signal timing would greatly help both through-trips & side-trips. Alan will look at mid-day delay & make recommendations. Gail will inquire with ODOT engineers to see if this is an easy, near-term change that the agency can make.

The group agreed to split the list of criteria into two levels: Priority and Secondary.

- Priority: Freight Connections, Traffic Operations on 99E, Traffic Operations on local cross-streets, Safety, Resource limitations, and Business Impacts (a new criteria/measure).
- Secondary: Pedestrian connectivity, bicycle connectivity, transit service, robust solution.

Though many voiced support or acknowledgement that the items listed under "secondary" be addressed by the options, the general feeling was that if an option didn't improve the situation for the "primary" aspects, this group wouldn't even forward it as a recommendation.

Discuss preliminary alternatives

Alan presented the sketch-level alternatives developed to explore options for improving freight access. Nine options were reviewed. Comments and questions included the following:

Option Al -

- What are the impacts of cul-de-sacs? Need to ensure that trucks can make the turns and get in and out.
- 90-degree intersection geometry-ensure streets are designed for truck turns
- Concern about connections N-S across Ochoco within the area. Consider customer (not just freight) access to businesses.
- Gail reported ODOT doesn't want auxiliary lanes. She will verify this.
- Need to coordinate with ODOT, make sure access to 99E is viable
- Could an option exit directly from 224 into area (between 99 & tracks)? This would separate freight access (to the NI area) from regional traffic (Hwy 224 to 99).
- What are the weight restrictions on the existing bridges (over Johnson Creek & Milport)? Need to rebuild?
- Could northbound Main Street to 99E be Right turn only (instead of closing)? Directness of access to 99E is important
- Don't impact the viability (current & future) of Tillamook branch tracks (for both freight and commuter rail service).

Option B2

- LPA alignment – moves Main Street to east. Diagrams need to reflect LPA assumptions (with regard to Main Street & track location, access changes).
- What about non-structured solutions?

Option C1

- The 224 to 99 ramp seems infeasible w/LPA tracks
- Show the Tacoma ramp in this diagram to give it context.

Option D-2

- No good access from SB 99E -> east side of NI area.
- Be sure to consider if traffic is just squeezed from one area to another.
- LPA – alignment is huge concern.
- Tight turning radius is huge concern.
- Concern about trucks queuing on Moores Street, waiting for LRT.

Option B2

- This option is good at Ochoco (with modified north access from Moores -> 99E).
- Right turn-only at Milport (get rid of signals) would be a huge benefit.
- Eliminating signals will help manage traffic in future.
- What about connections north to Tacoma?
- The southbound left from SE 17th to Ochoco is an important connection.

Alan asked if the group had a general preference for any of the options. General concurrence was that, with a few modifications at Milport, Option B2 was preferable. Gail though ODOT would support this. Several business representatives in the group also emphasized that the light rail alignment on Main Street made everything more difficult, and that they support the Tillamook Branch alignment.