

City of Milwaukie Transportation System Plan Update
Freight/North Industrial Working Group
Meeting #4 June 25, 2007

Agenda

9:30	Welcome and Purpose of Meeting	Alex Campbell, City
9:35	North Industrial Access Alternative Evaluation Matrix	Alan Snook, DKS
10:15	Traffic/Circulation Recommendations	Alan Snook, DKS
10:30	Freight Master Plan	Alan Snook, DKS
11:20	Close/Next Steps	Katie Mangle, City

Welcome and Introductions

The meeting was attended by seven business and/or property representatives, and two members of the public and four staff (City of Milwaukie, DKS, and ODOT).

Alex Campbell welcomed the group and outlined the goals for the meeting:

- Review the North Industrial Access study findings
- Share auto circulation recommendations from the Auto/Street Network working group
- Present Draft Master Plan and solicit input on project priorities

North Industrial Access Alternative Evaluation Matrix

Alan Snook presented a matrix that ranked 9 possible access improvement approaches against six primary and four secondary criteria.

Alan explained that each of the alternatives – excepting B1 and B2 – performed poorly on at least one of the Primary Criteria.

Gary Hunt – and several others concurred – that any option that included the LPA was less preferable in terms of freight operations. Charles Bishop asked Alan how B1 (with the LPA) and B2 (assuming the Tillamook alignment) had the same score for local traffic operations. Alan replied that they were not identical, but that they did not appear to be significantly different in terms of delay.

Charlie Stephens asked if the model accounted for the interaction of delay at gates with other obstacles. Alan responded that they could account for “platooning” but that it was inherently difficult to model those kinds of interactions. Mr. Stephens also suggested breaking out “Resource limitations” into cost to construct and property impacts.

Gary Hunt raised some concern that—given the unknowns (exact property impacts, in particular) and significant cost of any option—the group fully endorse any particular course of action at this point.

Libby Agosti noted that the status quo does seem to be limping along, but that will be important to see what the impacts of an operational park and ride are.

Cara Nolan raised some concern with the adequacy of room for deceleration off northbound 99-E before a light rail gate in option B1.

Traffic/Circulation Recommendations

Alan shared a few of the key recommendations that are coming out of the auto/street network study:

- Signalization at 32nd and JCB.
- New turn pocket at Linwood and JCB.
- 224 intersection consolidation (possible reconfigurations at 37th Ave. and/or Freeman Way)

Katie invited interested individuals to attend the final street network meeting on Saturday.

Freight Master Plan

Alan quickly reviewed the key points in the draft master plan.

The group participated in an exercise where they indicated what they believed to be the most important projects. Two clear high priority projects were a corridor study of 99E/224 and improving the Mailwell/Main Street intersection. Grade separating/improving the rail crossing on Harrison Street, just west of 224, was scored a medium priority.

The group consensus on railroad crossing safety improvements to allow the establishment of a quiet zone was that the group could support the idea, and would suggest that the auto/street network consider it as a safety project, it was not a priority for the members of the Freight Access Working Group.

Close/Next Steps

Katie described the process whereby the Advisory Committee will be asked to help compare and reconcile the various project priorities from each of the issue areas. Goal date for adoption of the TSP is December 2007.