

Milwaukie TSP, Traffic Work Group

May-31-07

Meeting Summary

The Milwaukie TSP Traffic Work Group met on Thursday, May 31, 2007, at 7:00 p.m. at the Milwaukie City Hall. This was the second meeting of the group. The purpose of the meeting was to:

- Understand the street network modeling
- Review future conditions, and
- Consider options to remediate deficiencies.

The meeting opened with welcome and introductions by Gary Parkin of the City of Milwaukie. Carl Springer of DKS then presented the findings of the transportation modeling with a PowerPoint presentation (attached). Carl asked the group to provide input on options for the regional/state facilities, major city streets, and neighborhood streets. Jeanne Lawson then facilitated the discussion; she asked that the group be sure to share their knowledge about what options had been considered in past studies and eliminated and which had been discussed as promising options to consider in the future.

Following are the points raised by participants in the work group.

Initial comments included:

- Changing Monroe to a bike boulevard would change characteristics/capacity for vehicles.
- Harmony Rd/Linwood – need to coordinate with assumptions of Harmony Road Environmental Assessment
- Need policy outcome of this study guiding large projects like Harmony Rd
- Discussion of tradeoffs of moving local traffic off state facilities (224) such as potential ODOT money for city road improvements
- Use of traffic islands on Monroe and Washington resulted in complaints
- Traffic calming doesn't have to mean traffic diversion, but can.
- 34th is collector and needs to be able to function as such.
- For external-to-external traffic – keep it on state facilities; it's more acceptable for internal-to-external and internal-to-internal to move to local streets.
- Difficult to move internal-to-external off state routes without attracting external-to-external

Regarding Regional/State Facilities:

- An idea raised in the past that was promising: Loop from McLoughlin on north side to eastbound Hwy 224. It would address a major problem.
- Whole “interchange” needs to be a full interchange.
- If you had to close one access to 224, it would have to be Monroe, not Harrison
- Need overpass if the access to 224 is removed.

- Bike/Ped crossings are already bad, two more lanes not much worse
- 37th/International Way/224: need a solution that integrates these
- Hope for policy that prevents more screw ups
- Past ODOT draft fix (3-5 years)
- If 1 over crossing, it would have to be Monroe. Harrison needs connection to 224 -- big facility impacts

City Major Streets: What can we do to ease pressure on Harrison, Monroe, Washington?

- Get a decent ramp and signage onto 224
- King needs to be rebuilt and redesigned to function as major road
- Harrison/42nd/King Rd needs attention to keep traffic on that route and off Monroe, etc.
- Linnwood is an arterial, goes all the way through town, needs to be “loved”
- 42nd to Johnson Ck. Blvd. -- improve
- Look at “jogging” streets and try to reduce jogs.
- Don’t like Campbell between Harrison and Oak—sight problem.
- Campbell area: likely to be rezoned for commercial—housing will go away.
- Harrison right of way on west part is insufficient for arterial.
- How many of our streets have insufficient right of way for classification (need to be improved)?
- River Road and McLoughlin – difficult intersection, address
- McLoughlin and 22nd – difficult intersection, address
- 37th north of 224 has a weight limit—why? Problem with the road bed or to discourage trucks?
- (Albertsons and Milwaukie Marketplace built on wetlands, drains to other side of 37th.)
- 37th south is a neighborhood route and difficult to improve

Neighborhood Streets:

- Main problem is cut through traffic; fixing major streets will help
- 32nd should be an arterial (need another arterial)
- Forecasts show an increase on Home
- Railroad, add left-turn pockets (pedestrian overpass between Home to industrial area?)
- Island station—not many entrances. Bluebird needs attention
- North end of town—long sections without crossing streets
- Question from team: Buy houses to make connection? Answer from work group: Look into it—willing seller

Staff in attendance: Gary Parkin and Susan Shanks from the City of Milwaukie, Carl Springer of DKS Associates, and Jeanne Lawson of Jeanne Lawson Associates.