

**Milwaukie TSP Update
Traffic and Street Network Working Group Meeting #4
June 30, 2007**

Welcome/Introductions

The Milwaukie TSP Traffic Work Group met on Saturday, June 30, 2007, at 10:00 a.m. at the Milwaukie City Hall. This was the fourth meeting of the group. The purpose of the meeting was to:

- Review the Master Plan
- Rank projects to develop a recommendation
- Discuss recommendations for state highway system

Meeting attendees: working group members, Tom MacFarlane, Kathy Buss, Matt Picio, Matt Menely, Ben Horner-Johnson; City of Milwaukie staff Gary Parkin, Katie Mangle; ODOT staff Gail Curtis; consultant staff Carl Springer, DKS and Jamie Damon, JLA.

State System Overview

Carl began the meeting with a presentation about the 2030 Portland Metro region PM peak 2-hour traffic use of Highway 224. Carl showed a map highlighting the percentage of traffic coming from different parts of the metro area that use Highway 224. The map shows that the highest percentage – 35% is projected to come from the southeast (Happy Valley, Damascus and Sandy.)

Question – Is this information based on raw data? Yes, every shape on the map has data associated with it. The value of the graphic is to show regional transportation trends.

Master Plan Review, Discussion and Recommendations

Carl distributed the Master Plan map (figure 8-3) and highlighted the blue shaded items – Johnson Creek Blvd and Harmony Rd – as county led projects. The magenta shaded area along Highway 224 is the refinement plan area – a state/regional project – the traffic issues on Highway 224 are created from the regional demand, not the local demand.

Carl walked the group through ten draft concepts for traffic projects in the Master Plan:

1. SE Harrison Ave. /SE Main St.
 - The group agreed with the recommendation as presented
2. SE Harrison Ave. /SE 42nd Ave.
 - The group is hesitant to recommend narrowing the approaches as a long-term solution because it seems like a low cost immediate fix yet will not solve the problem in 2030.
 - The group prefers alternative 3 – Redirect through Route Traffic and Signals and would like to see cleaner connections in the future, for

example add language to the recommendation that highlights the potential for closing or realigning streets.

3. Johnson Creek Blvd./SE 32nd Ave.
 - The group favors forwarding both of the recommendations to allow the City of Portland more flexibility to address the issues. The group recognizes that the weight restrictions on the bridge need to be addressed by the City of Portland as well.
4. Johnson Creek Blvd./SE Linwood Ave.
 - The group concurred with their previous preference for alternative 2: Add Right-Turn Lanes
5. SE King Rd/SE Linwood Ave
 - The group concurred with their previous preference for alternative 1: Modify Traffic Signal Phasing on King Road.
 - The group would like to add language to highlight the need to take advantage of opportunities to install right turn lanes and/or realignment as property redevelops.
6. ORE 99E/River Rd
 - The group prefers alternative 3: Defer Decision. The group felt that the state needs more public input to help resolve this issue, particularly from the Island Station neighborhood. The group understands that this area is within ODOT's jurisdiction.
7. ORE 224/Harrison to Oak
 - The group preference is for a combination of alternatives 2: 7-lanes plus Harrison overcrossing and 3: Divergent Diamond.
 - There were concerns about increased noise to surrounding neighborhoods if the roadway is elevated.
 - There were concerns about further dividing the city and the visual impact of overcrossings.
 - The group liked the backage road idea and thought it should be considered regardless of what happens on Highway 224.
 - Extend Railroad Ave to Harrison
 - Strengthen the crossings – give the community better connections. Local circulation is the priority.
8. Harrison Ave./ORE 224
 - This is part of #7 above.
9. International Way – 37th Ave. /ORE 224
 - The group is leaning towards alternative 2a: Re-route 37th Connection or alternative 1: Do Nothing.

- The group is concerned about the impact to the wetland and out of direction travel.
- The group suggests showing the new street as a conceptual corridor.
- Concerned about what affects any change will have on Oak St.
- Understand the broad agreement in the community that this intersection is a hazard and that something needs to be done.

10. ORE 224/SE Freeman Ave.

- The group recommends that if a bike/ped crossing can be made across ORE 224 then they prefer alternative 2: Restrict Access on Freeman to Right-turns only. If a bike/ped crossing is not possible, then they prefer alternative 1: Do Nothing.
- The group discussed the need to err on the side of connecting Milwaukie across ORE 224 and not allowing the highway to further divide the city.

Next Steps

This is the last meeting of the working group. The recommendations of the group will be forwarded to the staff and to the Advisory Committee in August 2007.