

City of Milwaukie Transportation System Plan Update  
Freight Working Group  
Meeting #1 April 13, 2007

**Agenda**

9:30am	Welcome and introductions Purpose of meeting	Jamie Damon
	Overview of process	Katie Mangle
	Regional Freight Planning	Alex Campbell
	Chapter 2 Goals and Policies	Alan Snook
	Chapter 3 Existing Conditions	Alan Snook
	Freight Issues Discussion	Jamie Damon
	North Industrial Area Planning	Alex Campbell
11:30am	Next steps/Close	Jamie Damon

**Welcome and Introductions**

The meeting was attended by twelve members of the public and four staff.

Jamie Damon welcomed the group and reminded them of the meeting protocols developed at the kick off meeting in February.

**Overview of Process**

Katie gave an overview of the TSP process using the process flow chart hand out.

**Regional Freight Planning**

Deena from Metro could not make it to the meeting, so Alex gave an overview of the regional processes currently underway that have freight implications:

- I-5 Columbia River Crossing
- Sellwood Bridge
- Harmony Rd
- Sunrise Corridor
- Viaduct

**Overview of Chapter 2 – Goals and Policies**

Alan gave a brief overview of the goals and policies. Alex distributed a worksheet with the goals and issue areas for freight. One person suggested that the goals need to better connect with the regional solutions to accommodate the projected increase in rail.

### **Overview of Chapter 3 – Existing Conditions**

Alan reviewed the highlights of the existing conditions analysis pertaining to freight movements. The group had the following comments.

- Harmony Rd corridor is now an EIS not an EA. The process is challenged by the lack of north/south connections. The highways and the railroad are barriers for the connectivity of the community. It is important to keep in mind that the limited number of north/south corridors in the city result in a few intersections becoming choke points.
- Travel choices are important for freight – truck, rail, ports, air are all freight choices.
- 17<sup>th</sup> and Ochoco is a poor place for the Goodwill store. There are no sidewalk connections and folks use the railroad corridor as a pedestrian corridor. (This is an example of failure to support Goal 5 D.)
- Concerned about encroaching development on the railroad operations and the associated conflicts with noise, access and safety issues.
- Railroad commerce will continue to increase and the region needs to be more clued in to address issues at the regional and highway system level.
- Need to have creative solutions to increase safety at the on street crossings and help us mitigate train noise in residential areas. The city needs to explore quiet zones similar to other cities around the area.
- Federal mandates increased the noise requirements for the railroad to minimize crossing accidents. This has led to increased conflicts with communities across the nation. Trains are running at 125% of capacity.
- Potentially take another look at a Harrison St. over crossing. We need to spend some money on over crossings and grade separations.
- The #1 over crossing need is in the vicinity of Harrison/Oak Streets.

The group then each took a turn sharing how they currently use the system.

#### ***Railroad***

A representative from the OPR line said that their line is a “Mom and Pop” line operating seven days a week. Some issues include 53’ trucks sometimes hang out over the tracks; Ochoco St. being unimproved is a problem in that pedestrians use the RR line. OPR ships all frozen poultry, soup, paper, coil steel. Moves about 40-60 cars a month in local deliveries. Have issues with parking of refer cars overnight. Says that there are limited places for cars to park on the line to wait to be unloaded.

#### ***Anderson***

24 hour operation. Long haul trucks bring plastic in and leave empty. Uses some rail connection. The Ochoco St. intersection is important. They produce seasonal products (flower pots) with their heaviest traffic in the spring. They ship all over the US using mostly small freight movers such as UPS and Fed Ex. Located in Milwaukie because of the rail line – brings in hopper cars of material.

#### ***Precision Castparts***

Have five plants in the area with trucks circulating between the plants on a daily basis. Heavily use 82<sup>nd</sup>, Linwood and Johnson Creek Blvd. Find that we need to do cut through traffic in neighborhoods to access plants and get around congestion, railroad, etc. Concerned about increased conflicts with schools, homes, and newer uses such as Lowes. The roads don't accommodate freight uses very well, for example the tree branches scrape the trucks. Lake Rd and Harmony is a bad intersection. We operate six days a week and will be adding a second shift. In bound comes from ocean containers trucked in, outbound is arranged by customer, usually air freight.

### ***Oregon Transfer***

A third party logistics provider focused on food and beverage. Use box cars in bound. Relies heavily on rail. There is very little "rail dirt" available in the region which is why Milwaukie is desirable. Have moved major operations to Rivergate. Still own 225,000 sf in Milwaukie (since 1958). Average sixty truck movements a day in/out of Milwaukie. In the summer this can increase to one hundred per day. Concerned about the park and ride at south gate and potential conflicts with trucks. Trucks coming in at night need a place to park overnight or on the weekends while waiting to be unloaded when the businesses open. There are very few locations for truck to park.

### ***WW Metal Fab***

Have three locations in Milwaukie. Use primarily trucks. Very difficult for trucks to maneuver along Main Street.

### ***Providence Milwaukie Hospital***

Part of a three hospital system. Primary roads used are the 205/224 corridor and the 205/213 corridor. Have day operations – deliveries between 7:30am and 2:00pm. Harrison and 32<sup>nd</sup> is a problem. Move seven to ten trucks daily, anticipate using larger truck in the future.

### ***Other notes***

- Good access is key
- The majority of the truck movements are on 224 south from Milwaukie to 205 and from 224 north to I-84 eastbound.
- Milwaukie and Clackamas are sought after for their rail connections, location and taxes.
- Would like to see the study area extended east of Linwood to include the unincorporated areas. Neighborhoods are concerned about the cut through traffic with trucks and conflicts with trucks in neighborhoods.

### **Next Steps**

The group decided that Friday morning was a good time to meet and that the location worked out well. Alex indicated that the next Freight meeting would most likely be in late June with two meetings between now and then focused on the North Industrial Area Planning.