

## Agenda

9:30am	Welcome and introductions Purpose of meeting	Alex Campbell
	Overview of Task 8 process	Alex Campbell
	Review of traffic data	Alan Snook
	Problem statement discussion	Alan Snook
11:30am	Next steps/Close	Alex Campbell

## Welcome and Introductions

The meeting was attended by six business and/or property representatives, one member of the public and four 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.

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

- Review the scope and schedule for Task 8 work
- Discuss problem statement
- Identify critical needs/goals

## Overview of Task 8 process

Alex provided a handout describing the expected workflow of “Task 8.” (All handouts from the meeting are available in the revised meeting packet.) Technical information from previous studies and traffic counts, and input from this working group, will inform a problem statement. Based on that Problem Statement, the consultant will develop “evaluation criteria” and a series of alternatives to address the problems as defined in the problem statement. Alternatives will be developed that address the problems of the status quo and also anticipated challenges if light rail were to be built on Main Street.

The possible alternatives will be evaluated on the basis of the evaluation criteria, and, with input from the group, a recommendation will be forwarded to the larger Freight Access Working Group, for possible inclusion in the TSP Action Plan.

Because the work is being done on a compressed timeframe, work products will be distributed for comment electronically between meetings.

Alex reviewed a little of the history that has led to ODOT's support for the additional focus on this area within the context of the TSP.

Gail Curtis of ODOT clarified that Task 8 is not intended to focus on local access to the detriment of the critical need for N/S throughput on 99-E. Lorenzo Araque, of Providence Milwaukie, affirmed the importance of that route for regional movements.

## **Review of Traffic Data**

Alan Snook reviewed the results of several traffic counts conducted in the area over recent years, breaking out travel patterns at 6 locations by time of day and also type of vehicle (autos vs. heavy trucks). (These documents are available as part of the revised packet for the meeting, available on the Freight Access section of the TSP project web page.)

Libby Agosti of Holman pointed out that patterns of truck movements can change dramatically based on the type of customer being served by a public warehouse, for instance some products may be stored for months, while others can "turn" with much greater frequency. Therefore, meeting the current level of demand (or even an incremental increase of that demand), does not necessarily preserve the economic vitality of the district. Gary Hunt of Oregon Transfer emphasized the importance of this point. Charlie Stephens agreed that a range of future possibilities is much more accurate than projecting a specific level. Alan Snook responded that some sensitivity testing of how the various alternatives perform under both low- and high-demand future scenario would be important in this context.

Patterns in the count data included:

- A high proportion of heavy vehicle trips.
- Significant truck volumes in the early AM and early PM.
- Some evidence of a shift towards more usage of Ochoco rather than Milport for trucks in the east part of the area.

Brian Heiberg asked that the data from the southern leg of Milport and Main intersection be included in the analysis.

## **Problem Statement**

A draft problem statement was circulated.

**Problem Statement:** Freight access and circulation to/from the north Milwaukie industrial area (as defined by SE 17<sup>th</sup> Avenue to the west, SE Moores Street to the north, Hwy 224 to the south and the Union Pacific Railroad to the east) is problematic due to restricted access from Hwy 99E: there are no left turns traveling south and north on Hwy 99E at SE Ochoco Street and SE Milport Road; right turns from Hwy 99E are only available at SE Ochoco Street. The limited turning potential creates an undue burden for access to the area at the intersection of Hwy 99E/SE Ochoco Street. While access from the area is provided via both intersections, the short distance between SE Main Street and Hwy 99E at SE Milport Road (within 50 feet) limits egress, particularly for larger freight vehicles. These route limitations create a circuitous access pattern for freight movers in the area that does not service the area well, are unlikely to be addressed by signal timing changes, and potentially limit the economic vitality of the area.

Questions and suggestions for additional items included:

- What are the land use assumptions?
- Safety concerns should be mentioned
- The importance of flexibility and future uncertainty
- Lack of a right-turn pocket at Ochoco, heading Northbound
- Acknowledge that NB 99-E vehicles can also turn right onto Moores
- Light rail could mean:
  - Gates/access losses at Ochoco & Moores & Milport
  - Restrictions on turn movements at Main & Mailwell
  - Additional auto traffic at Milport

Alan suggested that a number of these issues, particularly the more future-oriented ones, would be better addressed in a Goal Statement, in addition to the Problem Statement. The Goal Statement should also include the importance of thru movement on 99-E.

The group discussed the implications of changing energy costs and possible differences in the share of rail trips. The group generally agreed that this was another factor that increased uncertainty—including potentially making this area even more in demand as a rail-served freight district.

### **Next Steps**

Gail Curtis shared a recent ODOT freight background paper. (This document and a “Cost of Congestion” study are both available as part of the revised meeting packet.)

The next round of Task 8 work documents for the group’s review will be forthcoming shortly. The next meeting of the group will be June 13.