

FREIGHT PLAN



Why is Freight Access Important?

- Efficient freight movement is essential to Milwaukie's and the region's economy.
- Freight movement supports industrial and commercial areas, which create jobs and support other city functions.
- Truck access is essential to the viability of the North Industrial area, a valuable centrally-located warehousing district.
- Rail access is an important asset for both the North Industrial and International Way areas.

Problems to Solve

- Restricted access in and out of the North Industrial Area, particularly for the east side: limited turns at Milport and Ochoco.
- Deteriorating rail crossings; rail crossings resulting in traffic delay.
- Incomplete freight routes:
 - Weight limits on Johnson Creek Blvd
 - Main & Mailwell intersection

Tools We Can Use

- **Intersections Upgrades** to better facilitate truck turning movements.
- **At-grade Rail Crossing Improvements** to include concrete or rubberized material.
- **Reclassification of Streets** that service freight mobility.
- **Grade Separation** of major regional freight routes to enhance ingress/egress access points.

Key Recommendations

- **North Industrial Access :**
 - Light rail, if built on the 2003 "LPA" alignment (running along Main Street or McLoughlin between Tacoma and Milport), almost inevitably degrades access in and out of the east side.
 - An over-crossing of 99E at Ochoco, combined with reconfigured 99E access, should be considered as part of the Hwy. 99E Corridor Refinement Plan.
- **Coordination.** Work with ODOT to complete Hwy. 99E and Hwy. 224 Corridor Refinement Plan.
- **Railroad Crossing Improvements.** Grade separation of the Union Pacific Railroad and Harrison Street is desirable.
- **Street Reclassification.** Designate SE International Way as a freight route.

Freight Access Working Group Participants

The following individuals, representing themselves or a local business, attended one or more of the four working group meetings:

Charlie Stephens

Bill Lake, Alex Foz

Pat Russell, Todd Schwartz

Gail Curtis (ODOT)

George Anderson (Anderson Die & Manufacturing)

Libby Agosti (Holman Distribution)

Lorenzo Araque (Providence Milwaukie)

Brian Heiberg (Heiberg Garbage & Recycling)

Steve Flury (PCC Structural)

Dick Samuels (Oregon Pacific RR)

Gary Hunt (Oregon Transfer Co.)

Cara Nolan (Capacity Commercial)

Charles Bishop (Pendleton Woolen Mills)

Bernadine Moore (WW Metal Fab)



Transportation System Plan

FIGURE 9-1

FREIGHT MASTER PLAN

June 2007

DRAFT

LEGEND

Existing Freight Routes

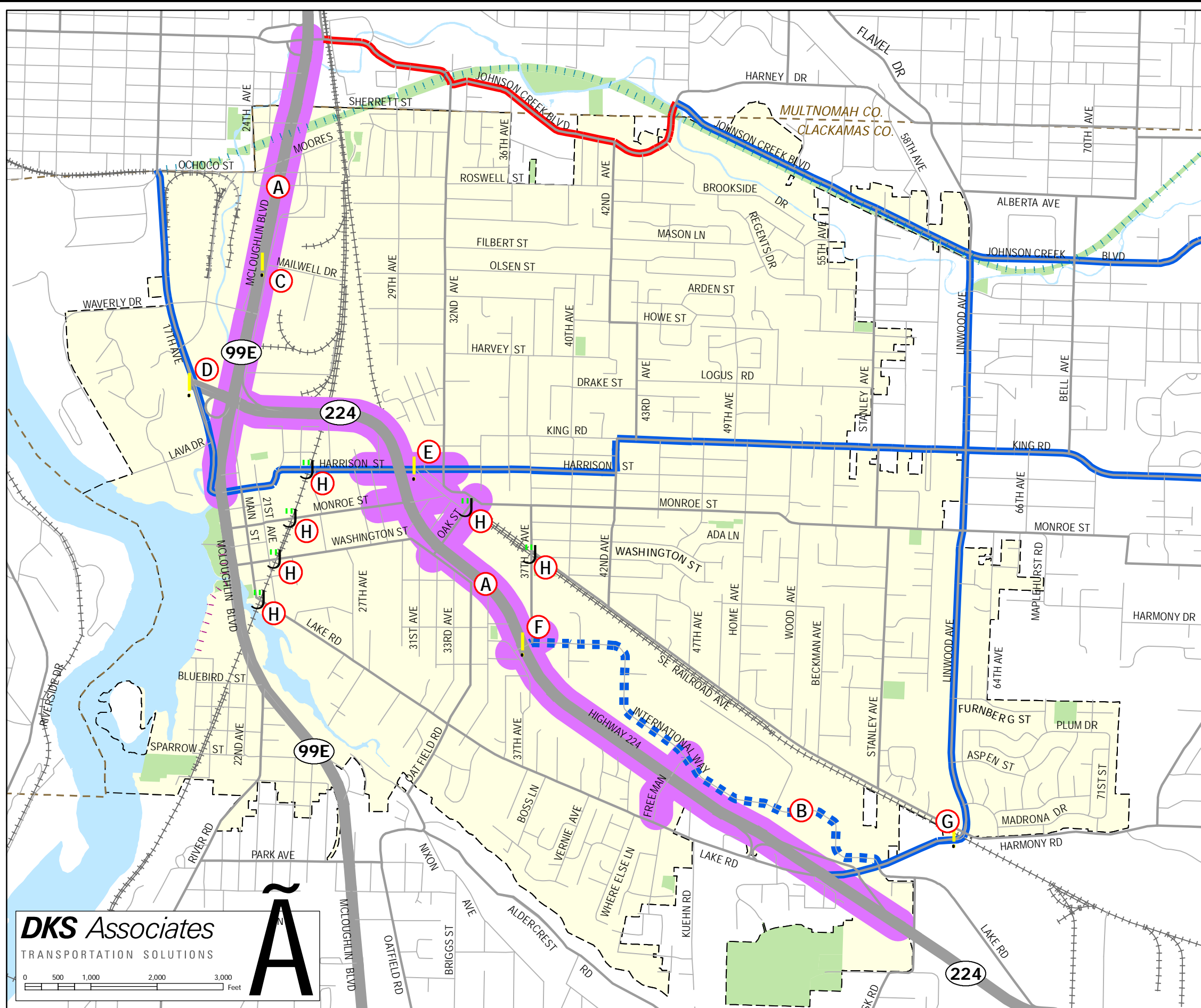
- Major Regional
- Minor Preferred (Local)
- Weight Restricted Minor Preferred (Local)

Proposed Freight Items

- Freight Intersection Improvements
- Intersection Material Upgrade
- Corridor Refinement Plan/Project
- Minor Preferred Freight Route (Local)

- County Line
- Railroad
- Springwater Trail
- Kellogg Creek Trail

- Parks
- Water
- City Limits



POTENTIAL PROJECTS

Corridor Improvement Related to Freight

- A** Conduct Refinement Plan for ORE 99E/ORE 224 focused on motor vehicle and freight mobility.
 - ORE 99E Project Limits: SE Tacoma Street to ORE 224
 - ORE 224 Project Limits: ORE 99E to SE Lake Road Interchange
- B** Upgrade functional classification of SE International Way to be considered Minor Preferred (Local) Freight Route from ORE 224 to SE Lake Road

Intersection Improvement Related to Freight

- C** **SE Main Street/SE Mailwell Drive**
Upgrade intersection turning radii to better accommodate freight movements
- D** **SE 17th Avenue/ORE 224**
Upgrade intersection turning radii to better accommodate freight movements
- E** **SE Harrison Street/Union Pacific Railroad Crossing**
Potentially upgrade crossing to grade separated facility (outcome of crossing dependant upon proposed 99E/224 Refinement Plan findings)
- F** **ORE 224/SE 37th Avenue**
Consolidate two northern legs of SE 37th Avenue and SE Industrial Way into one leg at ORE 224.
- G** **SE Harmony Road/Union Pacific Railroad Crossing**
Potentially upgrade crossing to grade separated facility (outcome of crossing dependant upon SE Harmony Road Project findings)
- H** **At-grade Railroad Crossing Material Upgrades**
Upgrade crossing paving material to concrete or rubberized material for longevity of crossing at: SE Harrison Street, SE Monroe Street, SE Washington Street, SE Lake Road, SE Oak Street and SE 37th Avenue

DKS Associates
TRANSPORTATION SOLUTIONS



0 500 1,000 2,000 3,000 Feet

Freight Master Plan Projects

Priority	Type	Location	Improvement
High	C	Hwy 99E and Hwy 224	Conduct Refinement Plan for Hwy 99E and Hwy 224 focused on motor vehicle and freight mobility.
Low	P	SE International Way	Upgrade the functional classification to be considered Minor Preferred (Local) Freight Route
High	C	SE Main Street & SE Mailwell Drive	Upgrade intersection turning radii to better accommodate freight movements
Low	C	SE 17 th Avenue & Hwy 224	Upgrade intersection turning radii to better accommodate freight movements
Med	C	SE Harrison Street & Union Pacific Railroad	Upgrade crossing to grade separated facility
Low	C	SE Harmony Road & Union Pacific RR Crossing	Upgrade crossing to grade separated facility. Outcome of alignment and geometry is dependant on current Harmony Road Environmental Assessment project.
Low	C	Hwy 224 & SE 37 th Avenue	Consolidate two north legs of SE 37 th Avenue and SE Industrial Way into one leg at Hwy 224
Low	C	SE Harrison Street & Union Pacific Railroad (Tillamook Branch)	Upgrade paving materials to concrete or rubberized material to improve the longevity of the crossing and enhance the crossing for alternative modes.
Low	C	SE Monroe Street & Union Pacific Railroad (Tillamook Branch)	Upgrade paving materials to concrete or rubberized material to improve the longevity of the crossing and enhance the crossing for alternative modes.
Low	C	SE Washington Street & Union Pacific Railroad (Tillamook Branch)	Upgrade paving materials to concrete or rubberized material to improve the longevity of the crossing and enhance the crossing for alternative modes.
Low	C	SE Oak Street & Union Pacific Railroad (Main Line)	Upgrade paving materials to concrete or rubberized material to improve the longevity of the crossing and enhance the crossing for alternative modes.
Low	C	SE 37 th Avenue & Union Pacific Railroad (Tillamook Branch)	Upgrade paving materials to concrete or rubberized material to improve the longevity of the crossing and enhance the crossing for alternative modes.

Notes:

C = Capital Project
 O = Operational Project
 P = Policy Project

High = High priority
 Med = Medium priority
 Low = Low priority