

MEETING TITLE: Freight Working Group

DATE: Friday, April 17, 2009

INVITEES: Distribution

LOCATION: 10:00 AM to 11:30 AM at the CRC Project Office

AGENDA:

1. Introductions, meeting recap	10 minutes
2. Review and input on MLK connection to Vancouver and Union (east side of I-5)	35 minutes
3. Review and input on SR 500 westbound connection to I-5 southbound/4 th Plain interchange	35 minutes
4. Other topics	10 minutes

Meeting: CRC Freight Working Group – Focused Meeting for Marine Drive Interchange

Meeting Date: February 18, 2009, 10:00 a.m. to 11:30 a.m.

Attendees:

Lee Johnson	Jet Delivery
John Leber	Swanson Bark
Katy Brooks	Port of Vancouver
Ron Anderson	CRC
Aaron Myton	CRC
Gavin Oien	CRC
David Parisi	CRC
Claudia Hirschey	CRC

Review of Meeting Agenda:

- Recap of January 21, 2009 Meeting
- Update on Number of Lanes Decision
- Marine Drive Interchange Update
- Vancouver Interchanges Update
- LPA Resolution Process and Project Sponsors Council
- Upcoming Public Meetings and CRC Outreach

Update on Number of Lanes Decision:

The FWG submitted a memorandum to the Project Sponsors Council (PSC) regarding the number of lanes decision and implication to the movement of freight. The memorandum described the project framework including the need for multiple add/drop lanes due to the closely-spaced interchanges, future congestion, growth in truck traffic, safety, cost, effects on local streets, and the value of freight moving on I-5. The FWG recommended the 12-lane bridge option (three through lanes and three add/drop lanes) because the analysis shows the greatest efficiency and safety for both cars and trucks.

The PSC met on February 6, 2009. The PSC asked a series of technical questions and requested additional information. CRC will provide the information for the next PSC meeting on March 6, 2009. During the fall public outreach, CRC staff collected community comments regarding the number of lanes. These comments were provided to the PSC as well. It was noted that the City Councils and PSC have enhanced their understanding of regional freight movements and needs.

The Portland City Council listened to four hours of testimony on the 10-lane versus 12-lane decision at the meeting on January 29, 2009. The decision was deferred to a meeting in March.

An overview of the upcoming Clark County Freight Mobility Study, by the Regional Transportation Council (RTC) was provided. This study will enhance the region's knowledge about the movement of freight and value to the economy.

Marine Drive Interchange Evaluation Update:

The City of Portland, Metropolitan Exposition Recreation Commission (MERC), CRC, and Tri-Met, met on February 17, outside of the Marine Drive Stakeholder Group, to try and work through the design options and come to an agreement. The FWG recommended the Modified Standard to the Marine Drive Stakeholder Group, but the MERC was not in favor of the Modified Standard. The reasons stated include

that Marine Drive cuts into MERC property; there is an angular impact of Marine Drive; and the Light Rail Transit (LRT) station is too close to the freeway and overshadowed by the freeway structure.

CRC staff noted that the design can be modified to move the station south 100 feet. The Marine Drive alignment can be moved east, to the east side of the station, resulting in two 40 mph curves versus a 40 mph and 45 mph curve. As a roadway of the National Highway System (NHS) the lower limit for curve design is 40 mph, or the posted speed.

The MERC developed a new design, Option 14. It is similar to the standard design.

Vancouver Interchanges Update:

Two are currently two feasible design options for the interchanges at SR 500 and 4th Plain Boulevard. The first option would reduce the southbound weave between SR 500 and 4th Plain Boulevard as much as possible. There would no longer a direct connection from westbound SR 500 to 4th Plain Boulevard. This would affect local traffic, and in particular local traffic from SR 500 would no longer be able to access the park-and-ride. It would affect truck traffic as well. In addition, the southbound movement from East 39th Street would no longer be connected to I-5, impacting about 50 vehicles.

The second design option would provide a slip-ramp from the SR 500 ramp to the collector-distributor roadway. This would move the southbound 4th Plain Boulevard off-ramp further up stream and north of SR 500, and would shift the collector-distributor roadway west, impacting eight properties. The southbound East 39th Street ramp would go under the 4th Plain Boulevard collector-distributor road (or 4th Plain braid) and connect to I-5. The traffic model was used to test if all traffic from East 39th Street were to use 4th Plain Boulevard, but the volumes far exceeded the capacity at 4th Plain Boulevard.

The two interchange designs were prepared with the 12-lane option. The Vancouver interchange designs will be on hold until the 10 versus 12-lane decision is made.

LPA Resolution Process and Project Sponsor's Council:

Much of the LPA Resolution Processes and activities of the Project Sponsor's Council (PSC) were discussed above. The FEIS is due by the end of the year and there has been a two month delay due to the lack of decision on the 10-lane versus 12-lane. The PSC will meet on March 6 and include a discussion of the 10-lane versus 12-lane bridge.

The PSC has requested performance measures, more analysis with and without HOV, more information on tolling, and a lot of data. They have asked what tools or structural options are available to maintain freight mobility regardless of the number of lanes. The response highlighted that truck-friendly geometrics will improve mobility for trucks and preserve capacity for general-purpose traffic.

The option of a truck-only ramp at the Marine Drive was raised and this will be revisited.

Upcoming Public Meetings and CRC Outreach:

The Communication Summary for January 2009 was handed out and is posted on the CRC website.

On a separate but related topic, there is an interest in a future commission or authority to manage the bridge, in particular to provide policy direction on managed lanes and toll rates. It would be an advisory body because the state DOTs and FHWA will not give up authority. Some of the interested parties would suggest that the commission be guided by performance measures. If a governance document is prepared and accepted, this may keep the project moving forward.