

North Portland Road
and North Columbia
Boulevard Intersection
Development Project

**Technical Memorandum No. 1
Public Engagement Program –
Background and Public
Involvement Plan**

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Prepared for:

City of Portland Bureau of
Transportation

Prepared and Submitted by:

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Preface

The intent of the North Portland Road / North Columbia Boulevard Intersection Development Project is to evaluate the feasibility of redesigning the North Portland Road / North Columbia Boulevard intersection and connecting ramp structures to channel southbound trucks traveling on North Portland Road onto North Columbia Blvd as the preferred route to the Rivergate Industrial area and the St. Johns Bridge. This project supports the policy objectives of the Portland Freight Master Plan and the St. Johns Truck Strategy by providing a continuous and improved route for trucks instead of using the neighborhood street system.

This intersection links two Priority Truck Streets which are identified in the City's Transportation System Plan (TSP) as principal routes for truck mobility in and between industrial districts. This intersection also provides direct access to major regional multimodal freight facilities which include the Port of Portland Terminals 4, 5 and 6, the Burlington Northern & Santa Fe Railroad's Wilbridge Yard and Lake Yard and the Union Pacific Railroad's Barnes Yard.

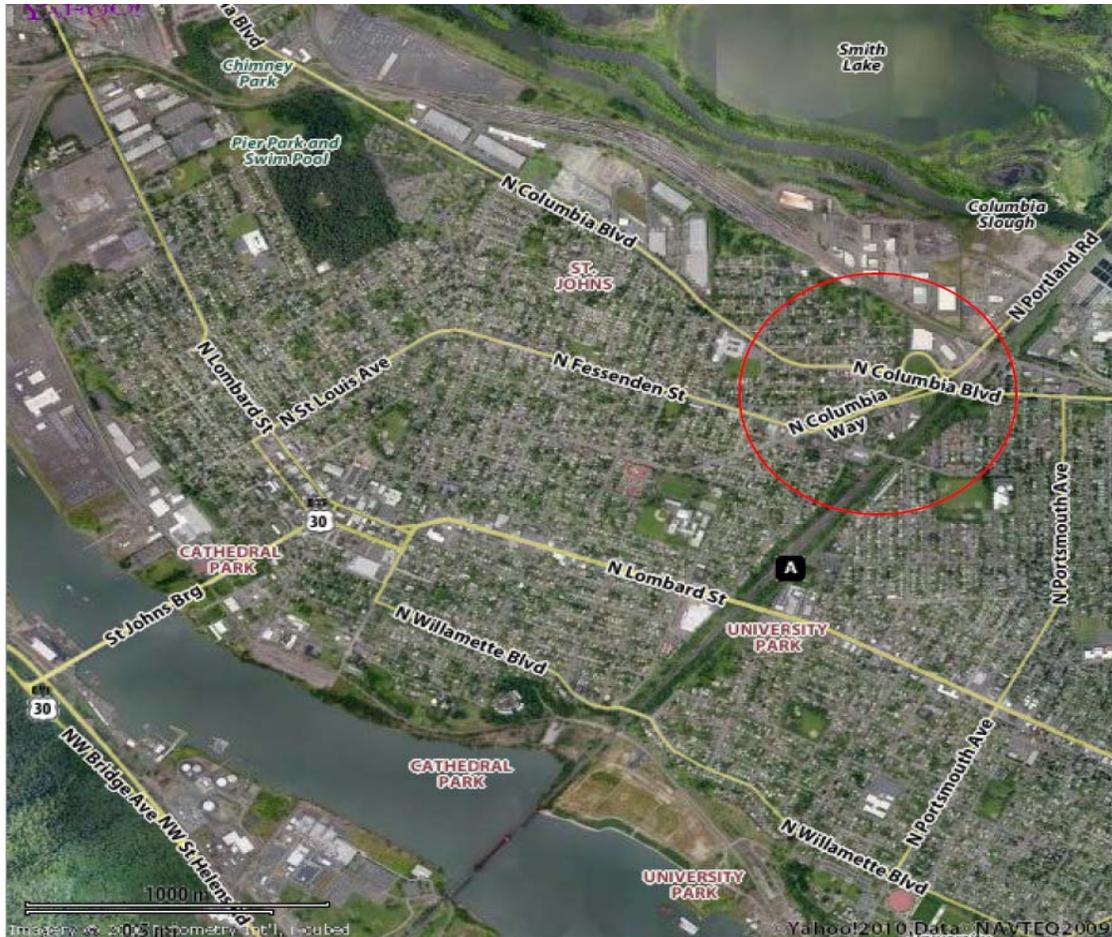
This memorandum describes the recommended public engagement program that will be used to guide and develop the project. It includes a plan for collaboration among the Portland Bureau of Transportation, a Technical Advisory Committee, a Stakeholder Advisory Committee, and the public at large. Membership in the Stakeholder Advisory Committee was based in part on a Community Profile of the St. Johns neighborhood, and one-on-one interviews with eighteen (18) stakeholders about the conduct of the outreach process and suggestions for Stakeholder Advisory Committee members.

In total, there will be four Technical Advisory Committee meetings, six Stakeholder Advisory Committee meetings, three public events, and a range of methods to disseminate information about the project and collect citizen input.

Other documents being completed for the North Portland Rd / North Columbia Blvd Intersection Development project are:

- *Technical Memorandum No. 2 – Existing and Future Traffic Conditions*
- *Technical Memorandum No. 3 – Background Planning and Policy Guidance*
- *Technical Memorandum No. 4 – Load Rating Assessments of Columbia Blvd Bridges*
- *Technical Memorandum No. 5 – Opportunities, Constraints and Project Needs*
- *Technical Memorandum No. 6 – Preliminary Transportation Options and Solutions*
- *Technical Memorandum No. 7 – Definition of Alternatives*
- *Technical Memorandum No. 8 – Alternatives Analysis*
- *Technical Memorandum No. 9 – Recommendations*
- *Final Summary Report*

This study is funded by the City of Portland. Its findings will be discussed with the project's Technical Advisory Committee and Stakeholder Advisory Committee.



Aerial view of St. Johns Neighborhood Streets – North Portland Rd / North Columbia Blvd Intersection Development Project study area indicated in red circle.

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I. Introduction

Purpose

This memorandum presents a recommended Public Involvement Plan to help guide Portland Bureau of Transportation (PBOT) staff and consultants during all phases of this North Portland Rd / North Columbia Blvd Intersection Project. Components include a Stakeholder Advisory Committee (SAC), public events and a robust program to inform interested citizens and invite their input.

In support of the recommended Public Involvement Plan, a Community Profile of various socioeconomic demographic and housing data from the U.S, Census data was assembled to identify trends and some context for the nomination of members for the project's Stakeholder Advisory Committee. In addition, surveys were held with 18 stakeholders to assist in identifying the members of the Stakeholder Advisory Committee

II. Community Profile

An important task for the North Portland Rd / North Columbia Blvd Intersection Development Project is to establish a process where local stakeholders can advise and provide input to the project’s analyses as it advances over the course of its 12-month schedule (from March 2011 to February 2012). It is essential that the individuals who become members of the project’s Stakeholder Advisory Committee be representative of the community that is - or could be - most affected by current or future transportation patterns and conditions at the North Portland Rd / North Columbia Blvd intersection.

In order to identify individuals who can meet these criteria, the City of Portland’s consultant team completed this “Community Profile” of various demographic and socioeconomic characteristics in the project study area, which are consistent with many of the variables considered in environmental justice assessments (i.e., age, sex, economic status, race, and address). In addition, as discussed in the next chapter of this memorandum, the City’s consultant team interviewed eighteen (18) individuals who represent the residents of the community and local businesses.

This memorandum presents the team’s Community Profile to support decision-making for the establishment of the Stakeholder Advisory Committee that will guide the North Portland Rd / North Columbia Blvd Intersection Development Project.

General Findings

With four exceptions – non-white populations in 2000 and 2010, income, value of housing, and household size of rental units -- the St. Johns area¹ (see Figure 1) and Multnomah County² as a whole have experienced similar trends and findings with respect to reported demographic and socioeconomic characteristics in 2009. There are some significant differences – e.g., population grew at a much higher rate in St. Johns than it did for the County as a whole and County incomes are much higher – but with respect to age, education level, other housing, and language, the residents of St. Johns and Multnomah County are virtually similar.

Population Growth 1990-2010

Between 1990 and 2010, the population of the St. Johns area grew more than 30% higher than population growth for Multnomah County as a whole (see Table 1).

Table 1. Population Growth 1990-2010

	1990	2000	2010	% Change 1990-2010
St. Johns Area**	12,739	14,325	15,514	21.8%
Multnomah County	583,887	660,486	681,085	16.6%

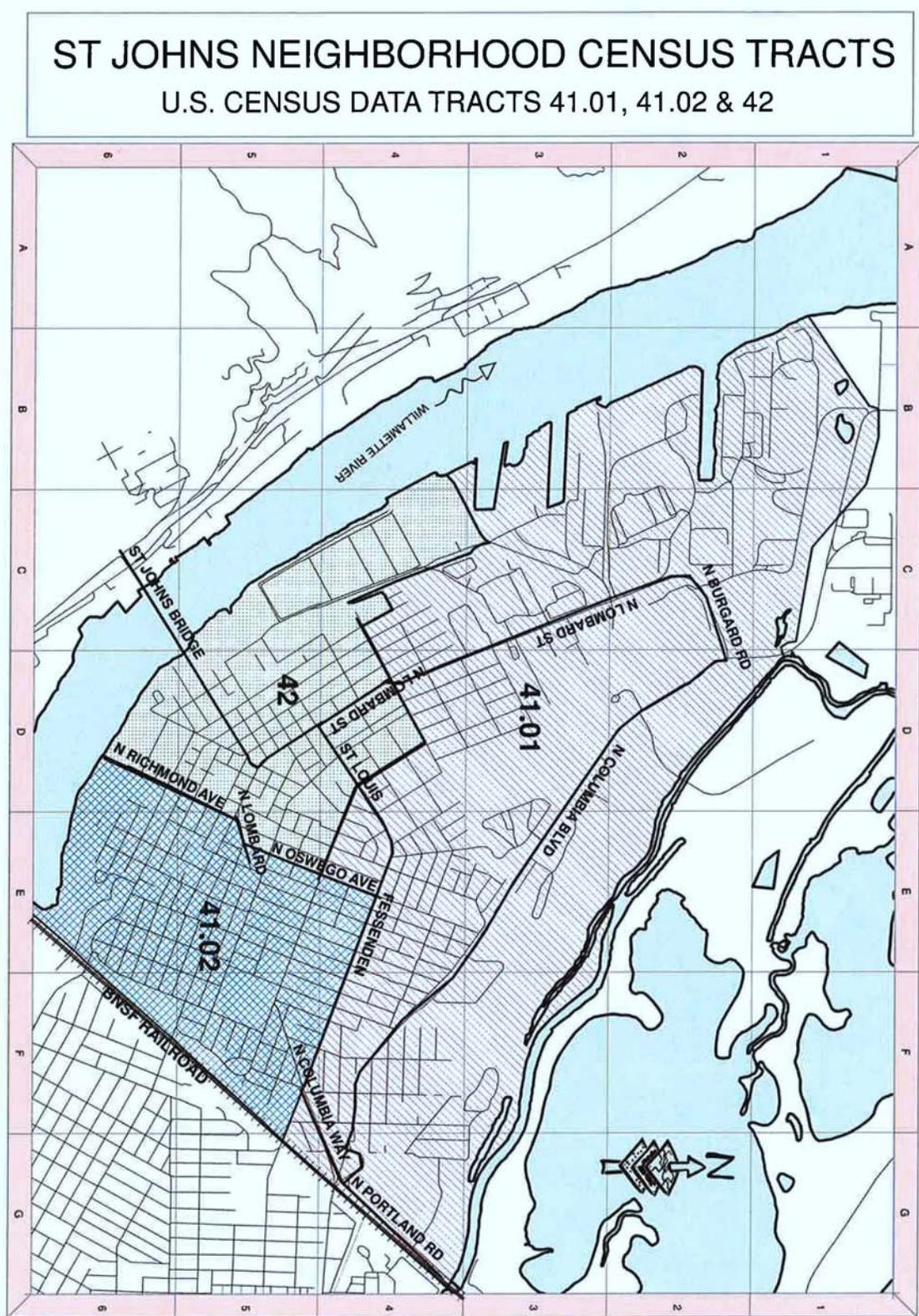
Source: *U.S. Census*

*Census tracts 41.01, 41.02 and 42

¹ As shown in Figure 1, the St. Johns community is divided into three census tracts – 41.01, 41.02, and 42 – which have maintained these boundaries for U.S. Census purposes for several decades.

² Data from Multnomah County was used to provide context for the reader. These data are generally not collected by the U.S. Census for the City of Portland, but as City of Portland residents represent 79% of the County’s population, it was felt to be a good comparative surrogate for the area.

Figure 1: St. Johns Area Census Tracts as defined by the U.S. Census



Race 2009

In 1990, the racial composition of St. Johns and Multnomah County were very similar, with over 83% of the population identifying themselves as “white” (see Table 2). By 2010, the non-white population grew significantly in both St. Johns and for the County as a whole – most particularly with the Latino population which nearly quadrupled in the St. Johns area (see Table 3). The African American population in St. Johns also grew from 5% to 8% between 1990 and 2010, while the County’s African-American population remained at 6% over the two decades. The “Other” category – which includes persons reporting themselves as Asian/Pacific Islander, Native American and Other – more than doubled in both St. Johns and for the County as a whole between 1990 and 2010.

- Latino population grew from 5% in 1990 to 19% in 2010 (as compared to 3% in 1990 in Multnomah County and 11% in 2010).
- African-Americans in 2010 represent 8% of the St. Johns population, compared to 6% county-wide.
- There are slightly more multiracial residents (5%) in St. Johns in 2010 than for the County (4%).
- Census tract 41.01 currently has the highest non-white population (48%), while census tract 42 has the lowest non-white population (25%).

Table 2. Population by Identified Race 1990-2010

	1990		2000		2010		% Change 1990-2010	
	<i>St Johns*</i>	<i>Mult Co.</i>	<i>St Johns*</i>	<i>Mult Co.</i>	<i>St Johns*</i>	<i>Mult Co.</i>	<i>St Johns*</i>	<i>Mult Co.</i>
White	83%	84%	65%	72%	62%	71%	(9%)	(1%)
African-American	5%	6%	9%	6%	8%	6%	96%	12%
Multi-racial	na	na	5%	4%	5%	4%	na	na
Other	12%	10%	21%	18%	25%	19%	160%	119%

Source: *U.S. Census*

*Census tracts 41.01, 41.02 and 42

“Other” includes American Indian, Alaskan Native, Pacific Islander

Table 3. Population Identified as “Hispanic origin (of any race)” 1990-2010

	1990		2000		2010		% Change 1990-2010	
	<i>St Johns*</i>	<i>Mult Co.</i>	<i>St Johns*</i>	<i>Mult Co.</i>	<i>St Johns*</i>	<i>Mult Co.</i>	<i>St Johns*</i>	<i>Mult Co.</i>
Number of Residents	610	18,390	2,026	49,607	2,927	71,570	480%	431%
Percent of Residents	5%	3%	14%	8%	19%	11%		

Source: *U.S. Census*

*Census tracts 41.01, 41.02 and 42

Place of Birth and Residence 2009

Between 84% of the area’s residents and 89% of the County’s residents were born in the U.S. (see Table 4). Most of the foreign born residents of St. Johns were born in Latin America, while most foreign born County residents were born in Latin America and Asia. 84% of St. John’s residents were born in Oregon, while only 45% of the County’s current residents were born in Oregon.

Table 4. Place of Birth 2009

	<i>St Johns*</i>	<i>Mult Co.</i>
Born in the U.S.	84%	89%
Born in Oregon	84%	45%
Foreign Born Pop	16%	14%
Latin America**	64%	35%
Oceania**	10%	2%
Africa**	9%	4%
Asia**	6%	33%
Europe**	7%	na

Source: *American Community Survey*

*Census tracts 41.01, 41.02 and 42

**That is, % of the total Foreign Born population

As measured by household moves, residents of both St. Johns and Multnomah County have similar movement patterns – i.e., 78% and 80% of St. Johns and Multnomah County residents, respectively, lived in the same house between 2008 and 2009 (Table 5).

Table 5. Selected Residence Data 2009

	<i>St Johns*</i>	<i>Mult Co.</i>
Same house last year	78%	80%
Different house in U.S.	22%	20%
But still in Mult Co	60%	63%
Different county	40%	37%
In different state**	27%	20%

Source: *American Community Survey*

*Census tracts 41.01, 41.02 and 42

**That is, of the 40% who moved to St. Johns from a different county, 27% of them moved from a county in different state.

Age 2009

As shown in Table 6, the median age of the St. Johns area’s population is younger than the median age for the County as a whole. The County has a higher percentage of population under 18 years of age, but the percentage of households with an individual or more under 18 is about 20% higher in the St. Johns area. Both the St. Johns area and County have 11% of their populations aged 65 years or older, and have a similar percentage of households with one or more individuals 65 years or older.

Table 6. Selected Age Data 2009

	<i>St Johns*</i>	<i>Mult Co.</i>
Median age (years)	32.1	35.4
Under 18 years of age	17%	22%
65 years old and older	11%	11%
% of households with one or more persons under 18	33%	27%
% of households with one or more persons 65 or older	16%	18%

Source: *American Community Survey*

*Census tracts 41.01, 41.02 and 42

Selected Education-Related Data 2009

As shown in Table 7, while the percentage of households in both the St. Johns area and the County as a whole have equivalent households with persons enrolled in school (from nursery school/kindergarten through post graduate), they differ in the percentage of residents with a high school diploma (higher in St. Johns) and percentage of residents with a Bachelors degree or higher (higher percentage of Multnomah County residents).

Table 7. Selected Education-Related Data 2009

	<i>St Johns*</i>	<i>Mult Co.</i>
% High School Graduates or higher	29%	21%
% Bachelors Degree or higher	28%	37%
% of total population enrolled in school	24%	25%

Source: *American Community Survey*

*Census tracts 41.01, 41.02 and 42

Selected Income-Related Data 2009

As shown in Table 8, of all the demographic and socioeconomic characteristics reviewed for this Community Profile, the greatest differences between the St. Johns area and Multnomah County are in median household and per capita income and the percent of population living below the poverty line. With respect to income, residents of Multnomah County earn 22% more household income and 42% more per capita income. Moreover, a higher percentage of St. Johns residents live below the poverty line.

Table 8. Selected Income-Related Data 2009

	<i>St Johns*</i>	<i>Mult Co.</i>
Median Household Income	\$42,176	\$51,372
Median Per Capita Income	\$20,519	\$29,137
% of population living under poverty level	17.7%	14.1%

Source: *American Community Survey*

*Census tracts 41.01, 41.02 and 42

Selected Language-Related Data 2009

A larger percentage of St. Johns residents reported that they do not speak English at home (Table 9). Of those St. Johns residents that do not speak English at home, 66% stated they speak Spanish at home, while 73% of Multnomah County residents who do not speak English at home also speak Spanish at home.

Table 9. Selected Language-Related Data 2009

	<i>St Johns*</i>	<i>Mult Co.</i>
Language Spoken at Home		
Other than English	25%	18%
Spanish**	66%	73%

Source: *American Community Survey*

*Census tracts 41.01, 41.02 and 42

**That is, of the persons who do not speak English at home, the percentage that speak Spanish.

Selected Housing-Related Data 2009

With respect to housing, the St. Johns area and Multnomah County as a whole have a similar split between owner-occupied and rental households (see Table 10), and the average household size for owner-occupied households is also similar. There is, however, a much higher number of persons per rental household (22% higher than the average rental household size of County rentals), and the average monthly rents are about 6% higher in St. Johns. Finally, the median dollar value of owner-occupied homes in Multnomah County is nearly 30% higher than the value of owner-occupied homes in St. Johns.

Table 10. Selected Housing-Related Data 2009

	<i>St Johns*</i>	<i>Mult Co.</i>
% of households that are owner-occupied	56%	57%
% of households that are rentals	44%	43%
Avg. number of persons in owner-occupied households	2.51	2.52
Avg. number of persons in rental households	2.58	2.12
Median value of owner-occupied households	\$207,988	\$269,900
Median monthly rents paid	\$842	\$793

Source: *American Community Survey*

*Census tracts 41.01, 41.02 and 42

III. Stakeholder Interviews

List of Stakeholder Interviewees

Babs Adamski	Chair, St. Johns Neighborhood Association
Steve Bates	Vice President -- Redmond Heavy Hauling
Donna Cohen	Resident
Corky Collier	Executive Director -- Columbia Corridor Association
James Dibble	Traffic Manager -- Evraz Oregon Steel Rolling Mill
CJ Doxsee	Land Use Committee Member, past chair, St. Johns Neighborhood Association
Debra Dunn	President -- Oregon Trucking Associations
Tom Griffin-Valade	Director, North Portland Neighborhood Services
Chris Girard	Plaid Pantry
Lorelei Juntunen	Land Use Chair, St. Johns Neighborhood Association
Robin Plance	Board Member, St. Johns Main Street Coalition
Barbara Quinn	Chair, Friends of Cathedral Park Neighborhood Association
Marian Rhs	Member, Portland Pedestrian Advisory Committee
Curt Schneider	President, St. Johns Boosters
Matt Schoenblum	Resident
Jeff Swanson	Regional Logistics Manager -- Schnitzer Steel
Steve Weir	Local business owner
Tom Zelenka	Public Affairs/Environmental -- Schnitzer Steel

Findings of Stakeholder Interviews

During the first part of May 2011, TY Lin and Cogan Owens Cogan staff interviewed key stakeholders in the St. Johns community to help the project team clarify the key transportation issues related to the North Portland Road / North Columbia Blvd Intersection Development study and also to help shape the public engagement process associated with this project.

Elaine Cogan, Principal in Cogan Owens Cogan, and Jerry Swain of T.Y. Lin interviewed by phone community and local organizational leaders, and representatives of local manufacturing and trucking companies, local business, and two business associations . The results of these interviews are summarized below followed by the verbatim comments and a list of interviewees.

Summary of Comments

1. *What comes to your mind when I mention truck traffic in St. Johns?*

A majority of the interviewees mentioned issues with trucks traveling through the residential area. The most often cited are trucks being too big, moving too fast and very noisy. Several believe the trucks are “scary” and “dangerous” for pedestrians and bicyclists in the residential areas; there are issues of safety of children in the three schools in the area as well. Another interviewee feels the truck traffic splits the neighborhood in two and that truck traffic through St. Johns is illegal. Economic issues for local retail businesses on Lombard also were mentioned. One interviewee noted this has been a contentious issue between truckers and residents for a long time.

The individuals involved in trucking goods in North Portland, including St. Johns, related that moving goods in and through St. Johns occurs because of the enormous concentration of businesses shipping and receiving goods in and near the riverfront. The St. Johns area provides vital transportation corridors for oversized loads and trucks providing the first or last mile of all the other modes. Trucking companies prefer to use the around the horn route, but “this designated truck route is presently not configured to handle the demand safely.”

Carriers and shippers are also concerned about traffic congestion – “traffic congestion in St. John’s impedes our efforts to serve the Port of Portland and the Rivergate industrial area” – and safety – “First thought is that it is a disaster waiting to happen. I am fearful that due to the volume of pedestrian traffic through that area that a truck vs. pedestrian incident is going to happen.”

Finally, there is concern that the community will seek to eliminate truck traffic from St. Johns streets as the community evolves, and that residents “need to acknowledge that taking trucks off Fessenden means adding them to Lombard, a narrower street with many residents. In addition, it means increasing time and fuel costs and increasing greenhouse gas emissions.” Also the freight industry is fighting for public funds that would improve the quality of life in St. Johns - i.e., the around the horn improvements, and the St. Johns Quiet Zone”, and would like to see residents assist them in support of these projects with Metro, and that if trucks are discouraged from using Fessenden they will divert to Lombard, which is narrower and accommodates more residents.

1a. If you think through truck traffic is a problem, do you think paying attention to the North Portland Rd / North Columbia Blvd intersection is the most important part of the puzzle?

Responses to this question are fairly equally divided between “yes”, “no” and “only being part of a larger problem.” Three interviewees agree that this is the most important part of the puzzle. Four others feel that this was a very important part but issues also on Lombard and St. Louis need to be addressed including keeping hazardous loads off residential streets. The remaining three who responded to this question feel that issues on Fessenden, St. Louis and Lombard and creating barriers to this route are more important issues to address. Most of the shippers and carriers feel that the intersection is one piece of the larger puzzle, all of which is described in the *St. Johns Truck Strategy*.

2. Do you have any personal experiences with truck traffic issues in St. Johns?

*As a business person _____ Resident _____ Commuter _____ other? _____
Please explain.*

Nine of the interviewees have personal experiences with truck traffic issues as a resident; two as a commuter and one as a business person. Pedestrian and bicyclist issues were mentioned several times, with specific examples of crossing Fessenden; Lombard safety issues and accessibility in the Ivanhoe area near the St. Johns Bridge. It also was noted that the narrow lanes on the St. Johns Bridge cause issues for auto drivers competing with large trucks. Noise, pollution and traffic hazards were mentioned by one stakeholder. Another interviewee advised he has not experienced issues personally as his office is not in the area. One interviewee said a secondary issue is that Lombard is an ODOT controlled highway and trucks should not be encouraged to use it. As a frustrated community leader, another interviewee feels that there will have to be a “dramatic death” to fix the problem.

One local business was happy to see traffic of any kind in front of their store, while the carriers and shippers are very familiar with the intersection from use as a freight route and as part of their commute trip.

3. *What should be the primary goals or objectives of our study?*

The primary goals are to reroute truck traffic out of the residential area, reduce truck traffic, reduce vehicle speeds, increase safety, decrease noise pollution and increase pedestrian activity and safety. Interviewees also favor improvements to Fessenden including making it more residential and pedestrian friendly and less commercial and making it inaccessible to trucks. One interviewee agrees with the project goals and had no additional goals or objectives. Shippers and carriers wanted to make sure that we “look at the entire picture not just the easiest or the one that favors the group or interest that cries the loudest.” Moreover, that we implement the recommendations spelled out in the *St. Johns Truck Strategy*.

4. *Which individuals, citizen, neighborhood and/or business groups should be involved? How should they be involved?*

The Port of Portland, St. Johns and Cathedral Park Neighborhood Associations, St. Johns Boosters and St. Johns Main Street Coalition were commonly mentioned. Emergency responders also need to be involved. In addition, schools, St. Johns businesses, Rivergate area businesses, and industries with heavy truck loads. A complete list of can be found in the verbatim section of this summary report. All impacted groups should be involved.

5. *Can you recommend a location where we should hold community meetings?*

Ten of the interviewees suggested the St. Johns Community Center and eight recommended the BES Water Laboratory. Roosevelt High School and James John Elementary School also were mentioned.

6. *What is the best way to communicate with people in St. Johns about this study?*

_____ *St. Johns Review* _____ *Neighborhood bulletins* _____ *Web* _____ *Email* _____
other?

Eleven interviewees advised the best way to communicate with people in St. Johns is through the St. Johns Review, seven through neighborhood bulletins, eight through email and six via the web. Specific suggestions can be found in the verbatim section of this summary report.

Several noted the different ways older and younger people communicate, with older residents more likely to read the Review while younger people favor social media. The St. Johns Neighborhood Association communicates with 1300 residents through a regular E-blast. In addition, carriers recommended sharing information through the Portland Freight Committee, the Daily Journal of Commerce, Portland Development Commission, and BEST (Building Efficiency through Surface Transportation).

7. *Anything else you'd like to add?*

Commonly mentioned themes included the need to consider the safety and needs of the local residents, pedestrians, bicyclists and students in the area. Also the needs of the local area small businesses need to be considered. There needs to be a communication plan and it is important to convince the community that there will be progress after so many studies and false starts, it is important to build trust. There is a disconnect between community members and truckers “lopsided dialogue” and there is history of difficult relationship between these two groups. Several interviewees agree to participate as members of the stakeholder group and some feel that truckers should not have 50% representation on the committee.

One interviewee volunteered to help with neighborhood contacts. Another interviewee is supportive of truck traffic and the need for freight but feels it needs to be taken out of the residential area. One respondent feels that ODOT and PBOT enable Fessenden to be a truck route through their literature and website and feels that they should be steering trucks around residential neighborhoods. This same interviewee states the neighborhood is illegally used to transport hazardous materials. Another interviewee suggests changing the signage directing truck traffic off the bridge so that it does not go onto Lombard. She also feels that nothing can be done to ease truck traffic on Lombard unless it is designated a city street from a state highway. One of the shippers stated: “Our position has always been that traffic calming on N Fessenden, while necessary to improve livability of the St. Johns neighborhood as determined by adopted policy, must be appropriately timed with other projects in the policy documents to accommodate the safe and efficient movement of freight. Key to this is the bottleneck that exists over the “around the horn” segment of the designated truck route over Burgard Road: this area is not sufficient for the traffic load that exists now and problems will be exacerbated when trucks currently using N. Fessenden will be forced to travel the Burgard segment.”

Verbatim Comments

1. What comes to your mind when I mention truck traffic in St. Johns?

- Decreases livability; divides area; walking / biking disrupted; noise / nuisance.
- Dimensions – Ivanhoe / Fessenden residential area disrupted – schools / safety issue. Trucks go at speeds higher than posted.
- Semis go through residential areas “it’s literally insane.” To go downtown St. Johns one has to pass Fessenden which is very dangerous, it’s too wide for general auto traffic.
- Difficult problem with Highway 30 spilling into residential area. Natural flow of trucks is to go through neighborhood.
- Contentious issue over decades. Not always best relations between residents and freight community.
- Congestion and the economy. Safety on Fessenden and St. Louis.
- “Scary” when I’m a pedestrian or bicyclist. Truck traffic problem day and night. Big trucks too much for neighborhood streets.
- Large double tankers and tremendously large vehicles. Short cut from I-5.
- Retail businesses on state highway bypass (Lombard) suffer from large truck traffic.
- St. Johns Bridge – Ivanhoe to Lombard heading to Rivergate – trucks go too fast, especially for pedestrians; take short cut on Fessenden. Noisy.
- Illegal; dangerous, splits neighborhood in two; negative connotation.
- It is an important issue that has been fraught with contention for some time. It impacts community livability in St. Johns, yet affects economic interests throughout the region. The designated truck route is presently not configured to handle the demand safely. Additionally, it appears that neighborhood interests along N Fessenden have prevailed over neighborhood interests along N Lombard when one looks at adequacy of facilities to handle the truck volumes (i.e. the segment of N. Lombard between N. St. Louis Ave. and N. St. Johns Ave is a far less suitable facility to physically accommodate truck traffic than is the N. Fessenden/N. St. Louis route) which leads to questions regarding equity and objectivity in the planning process.
- A lot of traffic passing by our store on corner of Lombard and St. Louis

- I hate to sound negative, but the word that comes to mind is selfishness. Call it NIMBYism, if you like. Freight movement on Fessenden has a very long history. Before the St. Johns Bridge, there was significant freight movement through here, to the docks at St. Johns.
 - While I empathize with the residents along Fessenden (I live on busy Willamette Blvd and used to live on Naito), we all need to acknowledge that taking trucks off Fessenden means adding them to Lombard, a narrower street with many residents. In addition, it means increasing time and fuel costs and increasing greenhouse gas emissions.
 - The freight community supports the “around the horn” movement. But I wish the Fessenden residents would do two things:
 - Help the freight community fight for the funds from MTIP. This is a neighborhood project, not a freight project. The neighborhood shouldn’t leave it to the freight community to fight for the funds.
 - Walk up and down N Lombard and explain to each resident why it’s fair that more trucks use Lombard in order for Fessenden residents to see fewer trucks.
- From our perspective traffic congestion in St. John’s impedes our efforts to serve the Port of Portland and the Rivergate industrial area.
- First thought is that it is a disaster waiting to happen. I am fearful that due to the volume of pedestrian traffic through that area that a truck vs. pedestrian incident is going to happen. More specifically, we ship a lot of trucks between our facility in the Rivergate Industrial Area through St. Johns and over the St. Johns Bridge. The three primary truck routes out of this area are along Lombard/Marine Drive to I-5, via Columbia Blvd to I-5 and along Lombard/N. Ivanhoe to the St. Johns Bridge. Looking forward, the volume of traffic along these three routes which will be utilized by all shippers in the Rivergate area is going to grow at a faster annual rate than the average for the Portland Metro area.
- That truck traffic in and through St. Johns is mandatory, a fact of life that the city, the neighborhood and the planning folks need to understand and live with. St. Johns was built to service and house industry and river services which have now fallen out of favor with the new residents and main street folks. It is a vital transportation corridor for oversize loads and trucks providing the first or last mile of all the other modes.

1a. If you think through truck traffic is a problem, do you think paying attention to the North Portland Rd / North Columbia Blvd intersection is the most important part of the puzzle?

- North Fessenden / St Louis / Lombard stretch of residential are more important.
- Yes it’s unnerving and unsafe.
- No, most important issue is to create barriers on Fessenden that confine or discourage truck traffic e.g. traffic circles, traffic calming.
- Yes, important to discourage trucks from using residential streets. Include design elements such as pedestrian crosswalks. Should be full implementation strategy. Great place to start.
- No, trucks are going to take the quickest road – have to make it undesirable to go another route.
- Yes, but its east of real problem on Lombard – with smaller trucks interfering with pedestrians.
- Half the issue, other end is western end – Lombard and St. Louis.
- Yes, if Lombard can be more pedestrian friendly and trucks go “around the horn.”
- Yes, going south toward bridge but not coming off bridge – need to address Lombard / St. Louis / Fessenden.
- Yes, but only part of the problem. Hazardous loads should be controlled and kept off residential streets. Need to agree on alternative routes.

- No. A viable truck route needs to be established and facilities constructed to support truck movement before changes to North Portland Rd /North Columbia Blvd are made which alter the current traffic patterns/volumes.
- Truck traffic is not a problem for our business, but I do know that many neighbors are concerned and looking for solutions. Our position is to defer to local residents on this topic, except to the extent that any proposed solution might adversely affect the ingress/egress from our store.
- No. The entire “around the horn” project needs to be completed. Without each link, the whole chain fails.
- It is only one part of the problem. There are several projects identified in the St. John’s Truck Strategy that need to be completed before we are able to reduce truck traffic in St. Johns.
- It is just one of the pieces, there are height restrictions on Columbia Blvd and weight restricted bridges on Portland Rd that are also issues.
- No it is not. The route trucks have to take along Lombard/N. Ivanhoe to and from the St. Johns Bridge is a FAR greater problem. As I mentioned above, the truck route through this area is not safe and at some point there will be a truck vs. pedestrian incident. There are a lot of children walking to/from school through the St. Johns urban center which does not mix well with trucks.

2. *Do you have any personal experiences with truck traffic issues in St. Johns?*

As a business person: 5

Resident: 10

Commuter: 5

Other: 2

Please explain.

- Driving on Fessenden or trying to cross it as a pedestrian – especially going to schools.
- Mentor in Johns Middle School.
- As a pedestrian. Crosses Fessenden to go to library and St. Johns downtown. Trucks travel too fast and there are no stop lights for pedestrians.
- No, office is not in the area.
- Secondary issue – Lombard is ODOT controlled highway – trucks should not be encouraged to use it. Ivanhoe area near St. Johns Bridge – difficult pedestrian access.
- Pedestrian / bicyclist. Trucks can be intimidating. Avoids whenever possible.
- Noise, pollution and traffic hazards.
- Lombard most particularly – they are all connected.
- Yes, narrowing on St. Johns Bridge; need to leave space for large trucks, “have to be super careful.”
- Frustrated community leader who is concerned there will have to be a “dramatic death.”
- No first-hand knowledge of any problems from a business point of view.
- No further explanation given
- We are an Association representing the trucking industry.
- My answer would be both Commuter and Other. I live in Tigard and commute through this area at least twice a day. I also have to work with freight carriers to move shipments between this facility and customers like Gunderson Railcar (Front Avenue), Service Steel (Swan Island), H&W Metals (Tualatin) and American Steel (Canby). Some of our loads are wide and require us to route them differently. We are generally shipping most every day.
- Our business, located in the area of interest, operates a fleet of trucks in addition to hiring the services of truckload carriers. I also commute by car to work through the area of interest.
- I am in the trucking business

3. *What should be the primary goals or objectives of our study?*

- Reducing truck traffic obvious answer but increasing attractiveness and livability of Fessenden is a higher priority – focus on that.
- Decrease all vehicle speeds – trucks and autos. Address noise pollution of diesel trucks through residential area.
- Reroute truck traffic to rational appropriate route. Make Fessenden inaccessible to truck traffic.
- Balance needs of trucking industry that provides family-wage jobs with needs of people in a fragile neighborhood.
- Improve pedestrian safety along Fessenden. Reduce or eliminate truck traffic along neighborhood streets. Improve pedestrian amenities along Fessenden to encourage redevelopment. Implement – do something.
- Improve corridor safety. Encourage more pedestrian activity – “if trucks have to idle they will.”
- Get truck traffic off residential streets.
- Make Fessenden more residential / less commercial.
- Identify safety, noise pollution and hazards. Find alternative routes for trucks. Retain residential quality of neighborhood.
- Agreed with project goals.
- How to divert traffic from bridge to Rivergate and block truck traffic on St. Louis / Fessenden.
- Get truckers to get off residential street (Fessenden etc).
- Reviewing the projects/problem areas identified in the St. Johns Truck Strategy and St. Johns Lombard Plan and identifying which need to be implemented to successfully achieve the goals of both traffic calming and freight mobility and the appropriate timing/phasing of each.
- I am not involved enough in the current issues to offer an opinion on this question.
- Honestly, I’m a little lost for the answer at this intersection. That’s why I think the primary goal of the study should be a thorough understanding of how truck drivers will react to the infrastructure changes. Bear in mind that an employee driver will react differently than an owner-operator.
- Making sure that all projects identified in the St. John’s Truck Strategy are addressed.
- First would be to establish a better and safer truck route through St. Johns for the reasons stated above. The overall volume of car and truck traffic through this urban center will probably grow at a faster pace than other comparable Metro regions. For example, Subaru is currently building a new parts distribution center in the area. This will mean more traffic.
 - Second is maintaining two full time four lane truck routes (Columbia Blvd and Marine Drive) between the Port of Portland Terminals and the Rivergate Industrial Area to/from I-5. This would include the necessary bridge upgrades to handle heavy loads. The open space in the Rivergate Industrial Area is already slated for development which will mean more truck and car traffic in the years to come.
 - Third, see if something can be done to expedite traffic and minimize traffic delays at the Columbia diamond (rail crossings east of N. Portland Road). This is a major rail intersection which sees regular daily train traffic from both UP and BNSF multiple times each day. Each train causes a long traffic backup both Eastbound and Westbound on Columbia Blvd.
- To look at the entire picture not just the easiest or the one that favors the group or interest that cries the loudest.

4. *Which individuals, citizen, neighborhood and/or business groups should be involved? How should they be involved?*

- St. Johns Main Street Coalition. (3)
- Port of Portland. (2)
- St. Johns Boosters. (2)
- Both neighborhood associations. (2)
- Cathedral Park Neighborhood Association – Barbara Quinn.
- St. Johns Neighborhood Association.
- Beth Shelby, Principal at James Johns Elementary School.
- People who live north of Fessenden especially families and seniors. Parents of James John School and George Middle School students.
- St. Johns farmers market – Jana Lafrenier.
- Red Sea Church – serves younger population.
- Barry Manning – planner assigned to North Portland should be contacted for background information.
- Sitton Elementary PTA.
- North Portland Business Association.
- Steve Bates with Redmond Heavy Hauling.
- Rivergate businesses.
- Curt Schneider.
- Becky Yasnoff.
- Ryan Cambell.
- Trucksoff Fessenden Facebook page (11 members).
- Columbia Corridor.
- North Portland Greenway – Francie Royce.
- Local large businesses.
- Fire Department or other emergency responders.
- As stated earlier, I would think all local residents should have input, as well as businesses that might be affected by any proposed solutions.
- I started off with my concern for the residents along Lombard. I think they have been left out of the conversation. While Lombard is far from Portland Rd, the impacts are very directly related.
- All impacted groups should be involved.
- Schools, St. Johns urban center businesses, Rivergate Industrial Area businesses.
 - Jeff Swanson (Schnitzer Steel, Portland Freight Committee, N Portland Business Assoc)
 - Robin Plance (St. Johns Main Street)
 - Curt Schneider (St. Johns Boosters)
 - Steve Bates (Redmond Heavy Hauling, Oregon Trucking Assoc, Portland Freight Committee)
 - Cathedral Park Neighborhood Assoc
 - Port of Portland
 - Gary Cardwell (NW Container Services, Oregon Freight Advisory Committee)
- You need to involve as many heavy business folks as possible, the Northwest Pipes, Western Machine, Terminal 4, Northwest Container etc. not just the main street coffee shops.

5. *Can you recommend a location where we should hold community meetings?*

- St. Johns Community Center. (10)

- BES Water Lab. (9)
- Roosevelt High School.
- James John Elementary School.
- No (3)

6. *What is the best way to communicate with people in St. Johns about this study?*

St. Johns Review: 11

Neighborhood bulletins: 7

Web: 6

Email: 3

Other: 3

- Mailing list (email blast) from neighborhood associations (5)
- Facebook (4)
- Twitter. (2)
- Boosters / Boosters newsletters. (2)
- Boosters have a general membership meeting once a month – would like a presentation on study and alternatives.
- St. Johns, Portland Facebook page.
- Web page.
- Not a high income area – difficult to reach lower income and seniors. Door to door contact would be best.
- Door to door contact.
- I would recommend coordinating with the neighborhood associations and the North Portland Business Association
- **Good**-St. Johns Review **ok**-Neighborhood bulletins **ok**-Web **good**-Email
- All of the above plus the Portland Freight Advisory Committee.
- Not sure.
- X- Web X-Email
- I am not sure about the local neighborhoods however the business folks through the DJC, PFC PDC, BEST to name a few.

7. *Anything else you'd like to add?*

- Huge disconnect between community and truckers: “lopsided dialogue.”
- Regarding the stakeholder committee: truckers well organized and should not have 50% representation on committee.
- Rich Newlands with PBOT told her she would be on the stakeholder committee. She wrote a paper on this issue for a PSU class and is very well versed on the subject. She would be glad to work on neighborhood contacts. Truckers should be less than 50% of the stakeholder committee membership.
- Communicate with groups we can reach easily. Have a communications plan.
- Fessenden surrounded by “disadvantaged area” – marginal apartments and businesses. No pedestrian crosswalks. Three elementary schools and children affected by speeding trucks. Important to build trust between freight community and residents. History of difficult relationship with freight community.

- Owns a caterpillar dealership on NE Columbia Blvd. Need another bridge between Highway 30 and Rivergate for truck traffic only. Important to convince people there will be progress after so many studies and false starts.
- Very much supportive of truck traffic and need for freight; however, can we make it more inconvenient or “painful” to use residential streets? Would like to be on stakeholder committee. Trucking is important to economy. Consider needs of small businesses for pedestrians / walk-in business.
- Marine Blvd not a problem. Was a taxi driver for several years and knows importance of “short cuts” to trucks. Three schools along the route. What is city’s official stand on hazardous cargo on neighborhood streets? Truck a minute goes through St. Johns neighborhood (he monitors traffic.)
- Change the signs directly off bridge so Hwy 30 truck traffic does not go on Lombard. Community activist – past president of North Portland Business Association. Nothing can be done to ease truck traffic off Lombard unless it is designated a city street from a state highway. Improve Fessenden – Lombard intersection.
- Trucks have to get to Highway 30 and bridge somewhere. Consider good safety pedestrian crossing at Fessenden.
- ODOT and PBOT enable Fessenden to be a truck route in their literature and website (see “Tripcheck”). Takes only 5 – 6 minutes to go on longer route. To truckers it is all about saving time. Websites should steer trucks around residential neighborhoods. Our neighborhood is illegally used to transport hazardous materials.
- Our position has always been that traffic calming on N Fessenden, while necessary to improve livability of the St. Johns neighborhood as determined by adopted policy, must be appropriately timed with other projects in the policy documents to accommodate the safe and efficient movement of freight. Key to this is the bottleneck that exists over the “around the horn” segment of the designated truck route over Burgard Road: this area is not sufficient for the traffic load that exists now and problems will be exacerbated when trucks currently using N. Fessenden will be forced to travel the Burgard segment.
- No
- No answer provided
- Not at this time. Thank you
- No answer provided
- Being involved in *St. Johns Truck Strategy* and *St. Johns/Lombard Plan*, I know that you we get all the neighborhood input you can handle but you will have work hard to get business's involved as we are rapidly losing faith in the process.

IV. Recommended Public Involvement Plan

From our interviews and contact with key community leaders in the St. Johns area, it is apparent that many people are aware of the issues related to truck traffic on certain residential streets and anxious to find solutions. On the other hand, truckers also are aware of the issues and hope their concerns can be addressed. The goal of this public involvement plan is to give all interested parties the opportunity to participate in the planning process with the Portland Bureau of Transportation (PBOT) staff and to reach agreement on one or more solutions all or most can support. Specific elements follow. Please note: some have already been completed.

Stakeholder Advisory Committee (SAC)

As the citizen “eyes and ears” of this project, the following 16 individuals representing a cross-section of community and business interests have agreed to serve on the SAC:

Babs Adamski	Chair, St. Johns Neighborhood Association
Maria Elena Alvarado	Family Service Worker PPS, James John School
Steve Bates	Vice President, Redmond Heavy Hauling, Inc
Chris Beanes	Portland Bicycle Advisory Committee
Donna Cohen	Resident/small business owner
Corky Collier	Executive Director, Columbia Corridor Association
James Dibble	Traffic Manager, Evraz Oregon Steel Rolling Mill
Debra Dunn	President, Oregon Trucking Association
Lisa Erenyi	Resident / local business owner
Philip Healy	Senior Transportation Planner, Port of Portland
John Lawrence	General Manager, Green Transfer and Storage Company
Shamus Lynsky	Resident
Barbara Quinn	Chair, Friends of Cathedral Park Neighborhood Association
Marian Rhs	Member, Portland Pedestrian Advisory Committee
Curt Schneider	President, St. Johns Boosters
Jeff Swanson	Regional Logistics Manager, Schnitzer Steel Intl.

The SAC will meet six times during the course of this project, according to the following tentative schedule. All meetings are open to the public and will include time on each agenda for public comment.

	Subject	Input from SAC	Possible date
SAC Mtg 1	Kickoff; description of project; Community Profile; background; general discussion	Approach; process; project goals; outreach strategies	June 16, 2011
SAC Mtg 2	Results and review of existing conditions – traffic, policy, bridge assessment; analysis of future traffic conditions analysis; report covering the above: <i>Opportunities, Constraints and Needs</i>	Review and discuss report of <i>Opportunities, Constraints and</i>	Sept 2011
SAC Mtg 3	Evaluation Criteria: <i>Possible Solutions / Options</i> – result of Team’s brainstorming	Review and discuss results of public event and Evaluation Criteria	Oct 2011
SAC Mtg 4	Screening of <i>Possible Solutions / Options</i>	Review and discuss <i>Possible Solutions / Options</i>	Nov 2011

	Subject	Input from SAC	Possible date
SAC Mtg 5	Definition of <i>Refined Alternatives / Alternatives Analysis</i>	Review results of second public event; Definition of <i>Refined Alternatives / Alternatives Analysis</i>	January 2012
SAC Mtg 6	Recommendations and Final Report	Review results of third public event; discuss <i>Recommendations and Final Report</i> ; reach consensus if possible	March 2012

The specific responsibilities of the SAC will be to:

- Review and comment on elements of the technical work, including the Final Report.
- Inform and encourage their constituent members and others in the community to participate in public events and other aspects of the project.
- Serve as hosts at public events associated with the project.

The consultant will produce written summaries of all SAC meetings.

Public Information

The consultant will work with PBOT staff to develop fact sheets and other informational material that explain the project in clear, non-technical terms. PBOT will produce these materials. We also will prepare articles for the *St. Johns Review* as the project unfolds and work with the St. Johns Boosters, the St. Johns Neighborhood Association, Oregon Truckers Association, Columbia Corridor Association and other organizations to publicize this project and invite community and other individuals to attend and participate in the public events. We will investigate the use of the PBOT website as a further avenue to convey information about the project to the public.

Public Events

Three public events are anticipated. They will be held at the St. Johns Community Center at key points in the project as determined by PBOT staff, the consultant and the SAC. They will follow workshop or open house formats or a combination, depending upon the outcomes desired. The consultant will design the formats, prepare the agendas, publicize and facilitate each event, and produce meeting summaries. SAC members will be asked to be hosts at each event. Our first public event is likely to be in mid September after the SAC has reviewed the *Opportunities, Constraints and Needs* report. At the second event, possibly in early December, the public will be asked to review the *Possible Solutions / Options* report. The third event is tentatively scheduled for February 2012 before the SAC reviews and discusses the *Recommendations and Final Report*.