



PORTLAND FREIGHT COMMITTEE

July 19, 2018

Eryn Kehe
Metro
600 NE Grand Ave, Portland, OR 97232

Re: Southwest Corridor Light Rail Project DEIS Comments

On behalf of the Portland Freight Committee we are writing to express our overall support for the Southwest Corridor Light Rail Project as identified in the Draft EIS document over the No Build alternative. The Southwest Corridor Light Rail Project has the potential to significantly enhance our region's existing light rail network by providing high quality public transit service to area residents and businesses and providing a viable alternative to driving.

The Portland Freight Committee (PFC) has been serving as an advisory group on freight mobility issues to Portland City Council since 2003 and is comprised of over 30 members that include both public and private sector representatives. Our mission is to enhance the Portland economy by advancing a balanced and well managed multi-modal freight network. Upon reviewing the Southwest Corridor DEIS document we offer the following comments:

TSP Policy Issues

Within the City of Portland SW Barbur Blvd/99W is classified as a *Major Truck Street* in the City's Transportation System Plan and intended to provide truck mobility and access to commercial and employment uses along the corridor and to accommodate all truck types as practicable. The PFC would like to ensure that truck access and mobility along the Barbur Blvd corridor is maintained and would like further clarity on the following:

- What would be the corridor-wide impact to truck travel and access to local businesses on Barbur Blvd?
- What would be the impact to truck travel in the single-lane section of Barbur Blvd, north of SW Hamilton?
- Will there be any delays to truck movement due to new at-grade LRT crossings along the corridor?
- What is the impact to truck travel to and from the off-street loading bays at the Burlingame Fred Meyer and other businesses that require large truck access?
- What are the expected delays and out of direction travel for trucks that will not be able to make left turns within the project area? What proposed design solutions are being proposed to ensure adequate truck access and turning movements within the impacted area?
- What level of outreach to the businesses along Barbur Blvd have taken place in respect to identifying their truck access and loading needs?

Over-Dimensional Truck Issues

All parts of State Hwy 99W (aka SW Pacific Hwy) up to the I-5 ramps at Exit 294 is identified as a state *Reduction Review Route* and subject to *ORS 366.215* guidance which states that the Oregon Transportation Commission may not permanently reduce vehicle-carrying capacity of identified freight routes and that a review of potential Reduction of Vehicle-carrying Capacity is required for all proposed actions on Reduction Review Routes. This segment of 99W has also been identified as a Regional Over-Dimensional Truck Route Corridor in a recently completed Metro planning effort. The PFC would like to ensure that adequate access is maintained for Over-dimensional vehicle movements as required under *ORS 366.215* guidance and would like further clarification on the following:

- What level of coordination has taken place with ODOT's Region Mobility Liaison to address freight access in respect to *ORS 366.215* guidance?
- What design considerations are being proposed to maintain access for Over-dimensional vehicles along the study corridor, including the intersection of Hwy 217 which is also a state Reduction Review Route?
- If jurisdictional ownership of Barbur Blvd is transferred to the City of Portland will *ORS 366.215* guidance still apply where it connects with Hwy 99W at the I-5 ramps and will an expiration time limit be applied?

Several other roadways within the study area that intersect with Barbur Blvd are also identified as “Preferred wide load routes” by the City of Portland include connections with Capital Hwy and Beaverton-Hilldale Hwy (aka State Route 10) Bertha Blvd and Multnomah Blvd. These facilities were designated as wide load routes based on their direct connections with state Hwy 99W with the expectation that Over-dimensional vehicles will continue to be accommodated on the designated state facility without any disconnected segments that link to a state-owned facility. The PFC wants to ensure direct access to these city-owned wide load routes are maintained from Hwy 99W and other state-owned facilities and would like further clarity on the following:

- What assessment has been done to address direct access from Hwy 99W/Barbur Blvd to city designated wide load routes in respect to turning radius, travel lane width and vertical clearance needs to accommodate these type of truck movements?
- Have the potential impacts from other area capital improvement projects - such as the S.W. Capitol Hwy: S.W. Taylors Ferry Rd. to S.W. Garden Home Rd roadway improvements, also been incorporated into the DEIS traffic analysis?

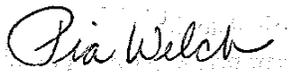
I-5 and Barbur Blvd/99W Traffic Issues

Interstate 5 serves as a vital trade link on the national freight network linking all three western states with Canada and Mexico. Traffic congestion on I-5 in the Portland region has been identified by businesses statewide as a major choke point that adversely impacts efficient freight movement and restricting economic growth. Projected regional population and employment growth will further strain the existing roadway network and available vehicle carrying capacity. The segment of Hwy 99W that runs parallel with I-5 within the study area serves as a vital alternative route for freight movement and traffic flow when I-5 is blocked by traffic or other incidents. The PFC would like to ensure that sufficient highway system redundancy is maintained in the Southwest Portland region and that vehicle carrying capacity on Barbur Blvd/99W is not reduced and would like further clarification on the following:

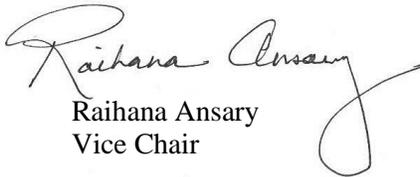
- Will truck movement on I-5 be adversely impacted with this project and to what degree?
- What level of automobile traffic is the project expected to remove from I-5 and Barbur Blvd and what level of traffic diversion is anticipated?
- What changes to vehicle carrying capacity on I-5 and Burbur Blvd are anticipated with the proposed LRT alignment?

The PFC appreciated the opportunity to provide our feedback on this important regional transit project and we look forward to your responses to the issues referenced above.

Sincerely,



Pia Welch
Chair



Raihana Ansary
Vice Chair