

IMPACT STATEMENT

Legislation title: Accept the Regional Over-Dimensional Truck Route Study as the strategy for improving the movement of over-dimensional freight in the City of Portland (Resolution)

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Purpose of proposed legislation and background information:

The purpose of this resolution is to accept the Regional Over-Dimensional Truck Route Study, and to include the project recommendations that were proposed therein in the TSP update. The study was managed collaboratively by Portland Bureau of Transportation staff and staff of other partner agencies from around the region. It was funded by a \$125,000 grant from Metro.

The City of Portland is an important regional hub for the movement of freight. Construction and industrial employers that rely on the transportation of over-dimensional freight provide a significant number of living wage jobs in the City of Portland. The 2035 Comprehensive Plan stipulates that freight routes and facilities should be adequate for over-dimensional trucks and emergency equipment, and the Freight Master Plan and Regional Freight Plan both identify the need to plan for the efficient movement of over-dimensional freight vehicles within and through the metro region. A study of over-dimensional truck routes was recommended as an implementation item in the Freight Master Plan.

On June 3, 2015, the City of Portland passed ordinance #187159, which authorized an Intergovernmental Agreement with the Oregon Department of Transportation, Metro, Multnomah County, Washington County and Clackamas County to prepare a Regional Over-Dimensional Truck Route Study. The study was initiated in October 2015, and completed in December 2016. The study was intended to complement the ODOT Highway Over-Dimension Load Pinch Points Study, so the focus was on first and last mile routes, rather than freeways.

A Project Management Team was established, which was composed of agency staff from the various partner agencies. Public outreach efforts were extended to freight haulers that specialize in over-dimensional loads and the Oregon Trucking Association, who were invited to participate in a Stakeholder Advisory Committee (SAC), which convened several times over the course of the study.

With input from the SAC, the study identified corridors that are regionally significant for over-dimensional freight transportation. It identified locations that present physical constraints to the movement of over-dimensional freight on those corridors, and made recommendations for projects that would help to alleviate these choke points.

Completion of the recommended projects would improve the flow of over-dimensional freight in the region by eliminating obstacles to the first and last miles of freight deliveries.

Financial and budgetary impacts:

There is no budgetary impact to this council action.

Community impacts and community involvement:

There is support for the recommendations of the study amongst organizations that are responsible for the delivery of over-dimensional freight in the region, who were members of the Stakeholder Advisory Committee, and who helped to shape the recommendations that were made in the study.

Budgetary Impact Worksheet

Does this action change appropriations?

- ☐ **YES:** Please complete the information below.
☒ **NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 7-5-17

REGIONAL OVER-DIMENSIONAL TRUCK ROUTE STUDY PROJECT SUMMARY



CONSTRUCTION CRANE

Project Background

The Portland Freight Master Plan and the Regional Freight Plan both identify the need to plan for the efficient movement of over-dimensional freight vehicles within and through the metro region. The City of Portland, ODOT, Metro, Clackamas, Multnomah and Washington Counties entered into an inter-governmental agreement to prepare a Regional Over-Dimensional Truck Route Study for the three county metro region. These partner agencies formed the Project Management Team (PMT) for this study which was funded through Metro's the Regional Flexible Funding Program.

Project Purpose and Outcomes

The purpose of this study is to provide local jurisdictions with a comprehensive assessment of over-dimensional truck movements to more effectively plan for their safe and efficient routing within and through the metro region. This project will identify and map the most commonly used and preferred routes for the safe movement of over-dimensional vehicles and document the minimum clearance requirements to accommodate over-sized loads. Physical and operational constraints and missing gaps in the over-dimensional freight network will be defined and recommended capital transportation improvements and planning-level costs for removing identified constraints will be developed.

An inventory and assessment of current transportation policies and over-dimensional permitting practices will be conducted to identify potential policy changes and permitting efficiency improvements. The goal is to develop a seamless over-dimensional route system that transcends jurisdictional boundaries and to provide policy guidance for accommodating over-dimensional vehicles in state, regional and local transportation system plans and local street design guidelines.

Study Timeline and Process

The study was initiated in October 2015 and concluded on March 2017. The Project Management Team (PMT) consists of representatives from the partner agencies to provide project oversight and guidance. The project consultant (DKS Associates) conducted the technical planning and engineering analysis, cost considerations and final report preparation. The Stakeholder Advisory Committee (SAC) composed of representatives from the over-dimensional hauling industry provides strategic input on all work products from the user's perspective.

SUMMARY OF KEY FINDINGS

- ODOT Motor Carrier Division requires permits for loads meeting the following dimensions:
 - Width exceeding 8 feet, 6 inches
 - Height exceeding 14 feet
 - Length exceeding 40 feet
 - Gross Vehicle Weight exceeding 80,000 lbs.
- 34 Regional Over-Dimensional Truck Corridors were identified for this study (see attached map)
 - 12 in Washington County
 - 10 in City of Portland
 - 7 in Clackamas County
 - 5 in Multnomah County
- 20,611 Single Trip Permit (STP) records issued by ODOT between 2012 and 2015 were evaluated to identify overall width, height, length, weight and commodity type moved.
 - Commodities Moved: Excavators, Cranes and Log Loaders account for 30% of all commodities.
 - High Loads: 90% of all high loads were 15 feet or less. The highest load was a transformer at 18-feet, 2-inches moved between Happy Valley and Oregon City.
 - Wide Loads: 35% of all wide loads were between 11-12 feet. Excavators accounted for 24% of wide loads between 11-12 feet. The widest load was a 25-foot steel skirts moved from Newberg to Portland.
 - Long Loads: 60% of the loads were between 70-90 feet in length with excavators accounting for 15% of these movements. The longest load was a 225-foot heat exchanger moved from the Oregon/Washington border at I-205 to Hillsboro.
 - Heavy Loads: 75% of all heavy loads were between 120,000-160,000 lbs., with excavators accounting for 20% of these movements. The heaviest load was a 662,212 lbs. transformer moved between Oregon City to Clackamas.

CITY OF PORTLAND RECOMMENDED CAPITAL IMPROVEMENTS

- NE Columbia Boulevard UPRR Bridge Underpass
 - Constraint: Underpass height limit below UPRR Bridge at 16 ft., 5 inches.
 - Solution: Lower roadway to achieve 17 ft., 4-inch state vertical clearance standard.
 - Challenges: Underground high-pressure jet fuel pipeline under roadway.



➤ **NE Columbia Boulevard George Middle School Pedestrian Bridge**

- Constraint: Pedestrian bridge has a 16-ft. vertical clearance.
- Solutions: Raise bridge to achieve 17 ft., 4-inch state vertical clearance standard; or remove bridge and construct a pedestrian-activated signalized at-grade crossing.



➤ **North Portland Road Columbia Slough Bridge**

- Constraint: Bridge posted to 105,500 lbs. GVW, limiting 98% of all over-weight moves in the region.
- Solution: Retrofit or replace existing bridge structure to support over-weight loads.



NEXT STEPS

- Accept the Regional Over-Dimensional Truck Route Study as a strategy for improving the movement of over-dimensional freight in the City of Portland.
- Include the project recommendations within the City of Portland in the next Transportation System Plan update.

REGIONAL OVER-DIMENSIONAL TRUCK CORRIDORS

FROM THE METRO REGIONAL OVER-DIMENSIONAL TRUCK STUDY

