

Appendix 8

Intermodal Management System, Short-term Needs and/or Solutions

A consultant team led by CH2M Hill prepared the list of perceived needs and solutions on the following pages. The list was prepared as part of the work done during the development of Oregon's Intermodal Management System. ODOT, Metro, and the Port of Portland worked together as partners to develop the IMS. Results of the consultant team's efforts are summarized in *Oregon's Intermodal Management System*, a document prepared by CH2M Hill and other members of the consultant team. See the references in Appendix 1 for more information on this report.

The consultant team prepared a list of perceived list of needs and solutions from

- stakeholder interviews conducted around the State,
- a Port of Portland shipper survey, and
- review of transportation plans and ongoing transportation planning activities.

The list of needs/solutions is referenced as “perceived” because 1) some of the needs identified were very general in nature and needed further refinement of identify specific needs, and 2) the survey did not include analysis of the technical or financial feasibility of solutions identified by respondents. Statewide intermodal needs and/or solutions are those associated with connections at intermodal terminals, or those associated with connector routes between the terminals and the main routes of the transportation system. The needs and solutions are presented first by each of ODOT's five regions. For each region, needs and solutions are presented according to the following categories:

- Public Infrastructure Needs/Solutions,
- Private Infrastructure Needs/Solutions,
- Operational and Policy Needs/Solutions, and
- Non-intermodal or Non-RTP.

For each category, needs were further identified according to subcategories for capacity, access, and safety. Interviewees did not identify needs for some of the categories; thus no needs are shown for these categories.

Toward the end of the list, needs and solutions for multiple regions are shown, followed by needs and solutions identified for consideration in the Portland area's Regional Transportation Plan. Portland area freight needs are those associated with main roadway routes (mostly major highways), roads connecting major freight generation areas to the main roadway routes, and main and connecting rail lines.

Altogether, 210 freight and passenger needs were identified. The following pages show only the needs identified for freight.

REGION 1

Public Infrastructure Needs/Solutions

Capacity

Improve North Marine Drive from T6 to the west end of the previous project

Widen N Lombard in Rivergate Industrial District

Improve mainline rail capacity by eliminating at-grade crossings along NE Columbia Blvd

Widen streets and improve alignment on routes between St Johns Bridge and Columbia Blvd

- “Downtown” St Johns streets
- Lombard Street
- Burgard Street

Improve truck access to UPRR Albina Yard

- Reduce congestion at the intersection of Interstate Avenue and Russell Street
- Build a new entrance to UPRR Albina yard from Going Street

Widen Going Street for capacity in each direction from I-5 to Swan Island, including the I-5 interchange

Raise Holgate Blvd overcrossing to accommodate SPRR intermodal yard expansion to the north

Expand capacity and trackage at T6 intermodal yard

Eliminate congestion on the rail system at Rivergate

Improve berthing space, cranes, and manpower at T6

Provide direct access/adequate capacity to T6 (entrance and truck gate)

Retrofit or replace cranes at Port of Portland terminals

Access

Build the Lower Albina railroad overcrossing on Randolph Avenue

Improve the travel pattern from Tillamook Street via Interstate Avenue to Lower Albina

Build an UPRR grade separation on Columbia Blvd, near N Terminal Road

Build a UPRR grade separation at S Rivergate entrance (Lombard Street)

Create grade separated road/rail intersections within T-4 and T-6 industrial areas

Install traffic signal on Yeon Avenue at entrance to BNRR's Lake Yard intermodal facility

Improve turning radius from Philadelphia Avenue to Burlington Street

Relocate T4's Cathedral Park entrance

Provide access to Columbia Blvd from southbound I-5 and northbound access to I-5 from Columbia Blvd

Provide a better connection between Lombard Street and Columbia Blvd between ML King Jr Blvd and 11th Avenue

Improve connection between Columbia Blvd and Lombard Street near 60th Avenue

Widen Columbia Blvd for truck movement between NE 60th and 92nd Avenue

Reconstruct the intersection of NE 92nd Avenue, Columbia Blvd, and Killingsworth Street, maintaining the grade separation with UPRR

Reduce congestion at the I-205/Columbia Blvd interchange

Improve access to AirTrans facility

Improve internal circulation and capacity for South Air Cargo facilities at PDX

Build the proposed BNRR intermodal yard on Port of Portland property at West Hayden Island

Develop unit train unloading facilities at T4

Construct truck loading facility and spur track for Amtrak package service

Reduce congestion for traffic coming from the west on North Marine Drive and bound for northbound on I-5

Install traffic signal on Portland Road at Suttle Road

Develop better access from McLoughlin Blvd to I-5 southbound

Improve access to SPRR's Brooklyn Yard

- Improve turning radius between northbound McLoughlin Blvd and Holgate Blvd
- Remove parking on 26th Avenue to allow left turns off Holgate Blvd
- Improve left turn access to south end of yard by building new access to McLoughlin Blvd between 18th Avenue and Insley Street and closing Schiller St and Holgate Blvd entrances

Safety

Install traffic signal on Columbia Blvd at Time Oil Road where trucks have trouble turning because of super-elevation

Private Infrastructure Needs/Solutions

Capacity

Expand Kenton Yard to the east

Expand UPRR Albina container yard

Expand SPRR Brooklyn intermodal yard to the south

Add additional intermodal trackage at BNRR Lake Yard and T6

Build one large intermodal yard to serve all railroads & trucks

Accommodate future garbage hauling on UPRR (IMS)

Access

Replace the tracks at the unloading pit at Koppers in Linnton

Operational and Policy Needs/Solutions

Capacity

Develop more diversity in PDX air cargo service

Provide more room and personnel at railheads to handle increased business

Prohibit passenger parking at North and South Air Cargo terminals

Re-time signals on Lombard Street between I-5 and 33rd Avenue to emphasize east-west movement

Improve signals for better progression on Columbia Blvd east and west of I-5

Access

Build infrastructure to allow Ports of Portland and Vancouver work together

Streamline check-in at Port of Portland

Open T6 twenty four hours per day for truck access, especially during the time that river locks are closed

Provide equal and full railroad access at T6

Improve service inside the rail yards

Improve interchange between BNRR and UPRR lines

Improve UPRR reliability in serving T4

Improve communication between Port of Portland, BNRR, and UPRR to determine status and location of cargo enroute to T6 and other terminals

Improve cost-effectiveness at the Port of Portland, especially regarding stevedoring, wharfage, lifting gear, and Port tariffs

Non-intermodal or Non-RTP

Construct high occupancy vehicle lanes on major highways

Construct truck trap on Marine Drive at 122nd Avenue to prohibit truck traffic

Construct truck trap on Marine Drive at 33rd Drive to prohibit truck traffic

Improve signal timing on MLK Jr Blvd

Install traffic signal on Powell Blvd at 22nd Avenue

Reduce congestion on local streets in Beaverton

Build the planned Zigzag to Rhododendron project on US 26

REGION 2

Public Infrastructure Needs/Solutions

Capacity

Construct the Astoria Bypass and associated access improvements for the Port of Astoria

Reduce congestion on 25th Street from Mission Street to Madrona Street (Salem)

Improve/replace the air cargo building at the Eugene Airport

Access

Improve rail at-grade crossings in Cherry Avenue Industrial Park (Salem)

Construct the Northgate Extension to Portland Road from Industrial Way (Salem)

Private Infrastructure Needs/Solutions

Access

Develop new truck-rail reload facilities at Tongue Point, Rainier, Columbia City, Port Westward, and other developed sites in the US 30 corridor west of Portland

Develop truck-rail reload facilities in Salem

Construct truck-rail intermodal facility in the Albany-Eugene area

Operational and Policy Needs/Solutions

Access

Re-time the traffic signals on the north end of the Salem Parkway

Safety

Eliminate trucks driving directly to airplanes on the tarmac at Eugene Airport

Non-Intermodal or Non-RTP

Develop more capacity on OR 99W in Newberg

Reduce congestion at the I-5/OR 219 interchange in Woodburn

Allow triple trailers on OR 6 from Banks to Tillamook

REGION 3

Public Infrastructure Needs/Solutions

Capacity

Develop Medco Haul Road to improve access to Foreign Trade Zone at Rogue Valley International Airport (Medford)

Access

Improve access between US 101 and local streets in the vicinity of the Glenbrook Nickel Company, Georgia Pacific, and Coos Bay Docks marine terminals (Coos Bay-North Bend)

Improve access between US 101 and local streets in the vicinity of the Ocean Terminals Company docks, Weyerhaeuser Export Services marine terminal, Central Dock Company terminal, and the CEDCO Casino (Coos Bay-North Bend)

Improve signing on I-5 (northbound at Pine Street and southbound at OR62/Biddle Road) to Rogue Valley International Airport (Medford)

Non-Intermodal or Non-RTP

Maintain rail service to Coos Bay

Repair/replace the railroad bridge across the Coos River (Coos Bay)

Replace the railroad bridge across Coal Bank Slough (Coos Bay)

Address capacity constraints for the US 101 bridge across Coos Bay

Reduce congestion on US 101 in Coos Bay-North Bend

Improve the curves and intersections in the Bunker Hill area (Coos Bay)

Provide a better highway connection between Roseburg and Coos Bay

Allow triple trailers on OR 42 from Roseburg to Coos Bay

Develop a cut-off from OR 42, near Remote, to Riddle

Construct a natural gas pipeline to the Coos Bay area

Improve the alignment of the Siskiyou Line of the Central Oregon and Pacific Railroad

REGION 4

Public Infrastructure Needs/Solutions

Capacity

Build an air cargo terminal at the Redmond Airport

Improve capacity for international air freight movements through the Klamath Falls International Airport

Access

Construct the Chenoweth Interchange and associated access improvements for the Port of The Dalles

Develop a new access road to Klamath Falls International Airport to avoid railroad crossing on existing access road

Private Infrastructure Needs

Access

Develop new truck-rail reload facility in Bend or Redmond

Improve existing truck-rail reload facility in Prineville

Develop new truck-rail reload facility in Klamath Falls

Non-Intermodal or Non-RTP

Develop a truck route around Redmond

Widen US 26 from Madras to Prineville

Install an inter-connected traffic signal near the railroad crossing at the entrance to Northwest Aluminum (The Dalles)

REGION 5

Public Infrastructure Needs/Solutions

Capacity

Improve load capacity on railroad overcrossing bridges in the Port of Morrow

- Columbia Avenue
- Ullman Blvd

Expand rail service to developable land at the Port of Morrow

Access

Upgrade Port of Morrow access roads

- Columbia Avenue
- New access road to US 730

Private Infrastructure Needs/Solutions

Access

Develop new truck-rail reload facility in northeast Oregon (eg. in LaGrande)

Develop unit train unloading facilities at Port of Morrow

Develop commuter air and improved freight service at the LaGrande/Union County Airport and Baker City Airport

Non-Intermodal or Non-RTP

Eliminate UPRR delays at LaGrande and Hinkle

Develop working relationship with Port of Portland to stage rail and truck traffic (Pendleton)

Construct a new interchange on I-84 at Gekeler Lane

Improve air, rail, and highway access to the Airport Industrial Park at the Port of Morrow

MULTIPLE REGIONS

Operational and Policy Needs/Solutions

Access

Educate the public about intermodal connections

Non-Intermodal or Non-RTP

Coordinate economic development efforts with transportation planning and improvement programs

Develop public-private partnerships to address intermodal and freight mobility needs

Promote public transit to make more room on highways for commercial vehicles

Remove trucks from the roadways during peak times

Construct dock-high doors at industrial parks

Expand the SPRR tunnels between Eugene and Klamath Falls to eliminate container stacking restrictions

Establish national standards for shipping hazardous containers (improve the National Container Safety Act)

PORTLAND AREA RTP

Public Infrastructure Needs/Solutions

Capacity

Reduce afternoon congestion over the entire road system

Eliminate afternoon traffic congestion on I-5

Provide consistent three lanes for both directions on I-5 near Delta Park

Eliminate weaves on I-5 north of the I-84 interchange (Greeley-Banfield)

Reduce congestion at the I-5 and OR 217 interchange

Improve the I-5 and Elligsen Road interchange

Provide more capacity on I-84, OR 217, and US 26 (Sunset Highway)

Reduce congestion at I-205 and OR 212 interchange

- Construct the first unit of the Sunrise Corridor

Reduce congestion on OR 99W in Tigard and King City

- Develop the Tualatin Expressway

Provide more capacity for freight on I-5, I-84, and I-205

Improve links from Sunset Highway to the Columbia corridor

Create an additional east-west highway to take pressure off I-84 and US 26 (Sunset Highway)

Access

Build an UPRR grade separation at Macrum Avenue to eliminate emergency blockages at Columbia Steel

Construct another access at the north end of Swan Island

Improve connection to I-5 for Ashgrove Cement

Improve turning radius between the Ross Island Bridge and Arthur Street

Improve local access to industrial areas near the I-5/OR 217 interchange

Build better access between SE, NW, and SW Portland

Improve access from Albina to NW Portland

Build a highway from Hillsboro to PDX via St Johns

Reconstruct NE 92nd Avenue from Columbia Blvd to Columbia Slough

Improve local access for industries near SE 98th Avenue by extending SE Mather Road

Safety

Widen turn lane from MLK Jr Blvd to Lombard Street

Improve ramps to I-5 between Marquam Bridge and Broadway

Improve the alignment of and groove the pavement on I-5 through the Terwilliger curves

Private Infrastructure Needs/Solutions

Capacity

Add tracks between Portland and Seattle/Tacoma

Provide more car-carrying and wood chip rail cars

Access

Build double track main line in the vicinity of Kenton Yard

Construct connection between BNRR's line to Eugene and SPRR's branch to Newberg in Tualatin area

Operational and Policy Needs/Solutions

Capacity

Deepen the Columbia River channel between Astoria and Portland

Deepen the Willamette River channel by six feet from Portland to Independence

Provide faster removal of accidents on freeways

Allow triple trailers on Tualatin-Sherwood Road from I-5 to UPS Tualatin facility

Install Central Train Control to allow bi-directional train traffic on BNRR from Portland to Vancouver

Utilize proficient dispatching to accommodate more passenger trains with freight movements

More rigorously control freight and passenger schedules on BNRR and SPRR

Remove Amtrak traffic from rail freight corridors

Equip chassis with additional axles to handle overweight containers

Access

Include truck operational factors in design of freight routes

Develop policies that focus as much on movement of freight as passengers

Pay more attention to how government decisions affect business

Reduce project implementation time

Develop regional solutions to transportation problems

Balance salmon recovery policies with barge traffic needs on the Columbia River

Improve railroad consistency

Improve communications regarding railroad delays

Develop uniform freight distribution tracking system

Create downtown loading zones with two-hour time limit allowed by permit