



**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 139**

WHEN: Thursday, January 8, 2015 @ 7:30 AM
WHERE: Lovejoy Room (2nd Floor), City Hall,
1221 SW 4th Avenue, Portland Oregon

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
7:30 AM	Coffee/Pastries/Introductions	All
7:35 AM	City Bureaus and Agencies Bureau reports of upcoming topics and announcements.	Debra Dunn
7:50 AM	Hot Topics, Points of Interest, Successes PFC members will report on current topics of interest from their respective industries: <ul style="list-style-type: none">• PFC Subcommittee on the 2030 Bike Plan and TSP policy discussions (see attached PFC comment letter)	Debra/PFC Members
8:15 AM	Metro Climate Smart Communities Project The 2009 Oregon Legislature required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. In response, the Metro Council adopted the final Climate Smart Communities Strategy in December 2014. The Strategy must next be approved by the Oregon Land Conservation and Development Commission and, if approved, will be implemented and monitored beginning in 2015, through a variety of projects and possible policy actions by the region, local governments, the state and special districts like transit providers and the Port of Portland. Metro Project Manager Kim Ellis will provide an overview of the Climate Smart Project and the relationship to freight mobility. (See the following link for more information: http://www.oregonmetro.gov/public-projects/climate-smart-communities-scenarios)	Kim Ellis (Metro)
9:00 AM	Recap on 2014 and PFC Priorities for 2015 Committee members will discuss priority projects and activities for 2015, to include: <ul style="list-style-type: none">• Transportation System Plan Update• Regional Over-Dimensional Truck Route Plan• Central City Truck Parking and Loading Plan• Rivergate Overcrossing Project	Debra Dunn/Bob Hillier
9:30 AM	Adjourn	
	Next Meeting – February 5th 2015 <ul style="list-style-type: none">• Transportation System Plan Update – TSP project list and financial recommendations• Maritime Futures Update	

Questions about this agenda or other questions about the Portland Freight Committee (PFC):

- Contact Robert Hillier, 503 823-7567 or Robert.hillier@portlandoregon.gov
- Also visit the Portland Freight Committee website at: www.portlandonline.com/transportation/freight

**Notes from Meeting No. 138
Portland Freight Committee
December 4, 2014
7:30AM, Lovejoy Room (City Hall)**



Agency Reports

PBOT:

Rivergate Overcrossing – This project is moving ahead slowly but steadily. Staff is working to refine the cost estimate. The next step is to meet with surrounding tenants to discuss the project funding proposal.

Over-Dimensional Truck Route Study – Refined the scope of work and currently preparing the IGA documents. The end product will be a list of capital improvement projects for consideration in the next TSP update.

ODOT:

Powell-Division HCT Project - Tony wanted to remind the PFC that working groups for this project are meeting and it would be good for PFC members to weigh in. The next meeting is December 9 at the Division/Midway office.

The Division 1 Manager position is still open – hoping to get it filled this month.

Hot Topics

PBA + Our Streets:

- The PBA can't support the current Our Streets finding proposal as it is. The income tax and sunset provisions aren't acceptable to PBA. Corky and CCA are also involved in lobbying for a sunset provision.
- PBA is also concerned about the need for income exception.

N/NE Quadrant and the I-5/Broadway/Weidler Facility Plan:

- Changes to the I-5 southbound off-ramp at N Broadway. The slip lane is being reconfigured.
- Concerns about the truck apron that is going to be installed at the end of the off-ramp heading south/west on N Broadway and curb extensions at N Broadway and N Wheeler.

Joint Modal Committee Report – Debra Dunn

In November PBOT staff convened the chairs and vice chairs of the three modal advisory committees (bike, pedestrian and freight) to review proposed policy language and functional classification changes in the adopted 2030 Bike Plan and how they overlap with the policies and street classifications in the Freight Master Plan. A draft recommendation is being developed to support adoption of these changes into the TSP update and to submit to the Planning and Sustainability Commission in February 2015.

To review these changes, staff overlaid the maps of freight, pedestrian, and bicycle street classifications to identify the overlaps. There were only a handful of new overlapping areas identified with the recent changes to bicycle street classifications, mostly on state-owned facilities. Staff then took all of the overlapping bike/freight classifications and grouped them by whether the corridor had existing or planned bike facilities (separated bike lanes) and, if not, the level of difficulty of making improvements that include bike facilities. In some cases the solution may be finding parallel routes, but mostly this is about looking at how to accommodate all the different modes on these key corridors.

Committee Discussion:

- Art Pearce, PBOT Policy, Planning, and Projects Manager, reminded the committee to that this is about broad policy level decisions on how to meet competing needs and to try to keep the discussion at that level

rather than the level of individual corridors or projects. And yes, there are tough conversations and decisions to be made as a part of this. 122nd Avenue is a good example.

- Lee Johnson pointed out that PFC members just received this information and need more time to look it over.
 - Art responded that we don't need to figure out the answers right now. He is asking the three modal committees to work together to think about all of the modes and submit a letter
 - Committee members raised concerns that cars aren't represented as a mode in this discussion. Freight is not the same thing as private automobile.
 - Judith Gray PBOT Planning Division Manager, made the point that cars aren't intentionally being left out here; however, the entire roadway system was designed around the car. We've seen the emergence of advocacy modal committees as a response to the dominance of cars. There may be a time when the pendulum swings back and we start thinking more about auto needs, but there's a reason why cars aren't necessarily at the center of this discussion.
 - Susie Lahsene raised the question of whether it really is best to talk about this only at the policy level. We need to get into the details on each of these routes. You can create an unsafe situation at the project level trying to meet policy objectives.
- Q. This suggests that Major Bikeways and Major Freight Routes are considered of equal importance. Is that correct?
- A. Yes.
- Q. How do we make these corridors work for ALL modes (including cars)? What about Macadam, Powell, 82nd – they are identified as Bikeways and that isn't a good idea
- A. These are state roads and the state policy direction is to call them bikeways. It is unlikely the city would push these streets to become Major Bikeways.
- Q. What about overstating demand? If you look at Lombard north of St. Johns out to Marine Drive there don't seem to be many bike users.
- A. We can't really state accurately what the demand is without adequate facilities - if you build it will they come? Lombard is hard - we have data suggesting that there is a need for bike facilities on industrial lands, based on recent research from BPS.
- Q. Is this related to the Transportation Hierarchy?
- A. Yes. The hierarchy is still being refined and will be incorporated into the Comp Plan.
- Q. What's the point of this discussion if the city already has the authority to take a lane?
- A. The point is not to establish authority but rather to develop policies that are transparent for how we make the decisions for ROW use.

Debra moved that a subcommittee be set up to study this issue further.

Transportation System Plan (TSP) Freight Criteria – Peter Hurley

Peter Hurley presented an update to the TSP project prioritization. Criteria for freight access and freight mobility from the Portland Freight Master Plan were incorporated into the TSP criteria. Freight projects under evaluation can be awarded additional points since these criteria aren't used for other projects. The point of having criteria is to prioritize projects using a more transparent process. We have more projects than money, so this helps us choose and justify why we're choosing some projects over others.

Committee Discussion:

- Have you tested these criteria out? It seems necessary to ground truth them and make sure that these will work fairly and consistently. Peter responded that we've tried this out with the other criteria and it worked well. We will test these out with freight projects
- A committee member expressed concern that the safety issue is being overemphasized relative to other things. To achieve total elimination of fatalities and serious injuries in the transportation system, everyone

would need to just stay home. Peter responded that when safety is balanced with the other criteria, we're optimizing different objectives. If we look at any criterion in isolation, we'd get some crazy outcomes.

- What about freight loading? We may have access and mobility to freight areas, but what about the ability to load/unload. Trucks can get to the CEIC but it's hard to load and unload.
- It would be important to call out freight as trucks, rail, and marine (and pipelines) just to be clear for everyone.

Meeting adjourned at 9:30 a.m.

Next Meeting:

January 8, 2015

7:30 – 9:30 AM

The Lovejoy Room (City Hall)

1220 SW 5th Avenue, Portland, OR 97205