

Portland Freight Master Plan: Implementing Actions and Activities Status Report

<p>The Freight Master Plan was adopted by Council in May 2006. The Plan identifies a wide range of implementing actions and activities based on three themes – Mobility, Livability, and Healthy Economy. These themes provide a framework for organizing the follow-up actions and on-going activities. The following summarizes the status and progress made on these actions and activities to date (December 2010).</p>		
Theme	Status	Recommendation
<p>Mobility: Focuses on improving reliability and efficiency on the network of roads, railroads, rivers, and runways that move freight in Portland.</p>		
<p>1. Coordinate with Metro and the Oregon Department of Transportation (ODOT) to develop a strategy for the transfer of US 30 Bypass designation to N. Columbia Boulevard in North Portland. The strategy will identify improvements to Columbia Boulevard to better meet the needs of over-dimensional truck movement.</p>	<ul style="list-style-type: none"> • Held initial PBOT/Metro/ODOT coordination meeting (2006). • Submitted TGM grant for Columbia-Lombard Corridor Truck Route Improvement Strategy in 2009. (project not selected for funding). • Received MTIP funding for the planning and design engineering phase for the Portland Rd/Columbia Blvd Intersection Improvement Project. This will include a structural assessment of three bridge structures on NE Columbia Blvd. Planning phase will begin in early 2011. 	<p>Continue coordination efforts with Metro, ODOT and St. Johns neighborhood interests.</p> <p>Seek MTIP funding to complete a preliminary engineering-level feasibility analysis for the N. Columbia Blvd/UPRR Bridge for accommodating over-dimensional vehicles.</p>
<p>2. Identify a strategy for truck routes that serve the movement of over-dimensional loads throughout the City. Coordinate this effort with the existing Continuous Operations Variance Permit (COVP) program activities.</p>	<ul style="list-style-type: none"> • Completed analysis of City/state permitting process for over-dimensional vehicles, inventory of load type and bridge clearance restriction within City of Portland (2007). • Updated Portland Truck Map (2008). 	<p>Hold PFC work session to identify key over-dimensional truck routes.</p> <p>Seek MTIP funding for completing a regional over-dimensional truck route strategy.</p>
<p>3. Develop a local street plan for the Northwest Industrial District to address access and circulation issues.</p>	<ul style="list-style-type: none"> • No activity 	<p>Work with NINA to identify access and circulation needs.</p>
<p>4. Designate freight classifications for Central City sub-districts including Downtown, Lloyd District, Pearl District, South Waterfront, and Central Eastside streets as part of the Central City Transportation Management Plan update.</p>	<ul style="list-style-type: none"> • Central Eastside Street Plan completed and adopted by Council (2010). • TSP street classifications will be addressed in Central City 3035 Plan. N/NE Quadrant Sub-District Plan currently in process (on-going through 2013). • SW, NW and SE Sub-District Plans in 2011-2013. 	<p>On-going coordination with the Central City 2035 planning process.</p>
<p>5. Implement Intelligent Transportation System projects to manage congestion on key truck routes in order to provide better information about traffic delays and improved signal operation to control flow of traffic for certain situations.</p>	<ul style="list-style-type: none"> • ITS improvements implemented through PBOT Signals & Lighting Division (on a project to project basis). • Recommended priority ITS projects for TSDC funding (2009). 	<p>Coordinate with Metro’s Transportation System Management and Operations (TSMO) program to identify priority ITS projects.</p> <p>Seek Step-I MTIP funding for priority ITS projects.</p>

Theme	Status	Recommendation
6. Coordinate with ODOT to provide truck-only queue lanes at freeway ramps in freight districts. Investigate the use of different ramp meter timing for truck-only lanes.	<ul style="list-style-type: none"> On-going coordination through CRC process and Freight Working Group. 	
7. Investigate implementation of exclusive trucks lanes including use of high-occupancy vehicle (HOV) lanes by trucks when not in use for HOV traffic.	<ul style="list-style-type: none"> Evaluated through the CRC process. Not determined a viable option in the CRC corridor at this time. 	
8. Optimize signal timing in freight corridors including Columbia Boulevard, Airport Way, Powell Boulevard, and McLoughlin Boulevard.	<ul style="list-style-type: none"> Recommended priority ITS projects for TSDC funding (2009). 	
9. Work in partnership with ODOT and private rail service providers to improve crossing protection safety and reduce at-grade rail crossing delays for trucks and trains. Strategies include construction of grade-separated rail crossings at key locations, consolidation and/or elimination of at-grade rail crossings, and deployment of Intelligent Transportation System (ITS) communication system technology to provide real-time information about traffic delays due to train activity.	<ul style="list-style-type: none"> NW Balboa/BNSF at-grade rail crossing closed in the NW Industrial District in 2008. Balboa classified as a NHS connector facility. Maintained at-grade rail crossing on N. Leadbetter in the Rivergate Industrial District (2009). Port submitted FY 2010-13 MTIP application for Cathedral Park Quite Zone project (2009; not selected for funding). Submitted joint PBOT/Port FRA grant application for Cathedral Park Railroad Track Realignment Project (2010). On-going coordination with the Class I railroads via the Portland Freight Committee. 	
10. Coordinate with the Columbia River Crossing Draft Environmental Impact Statement (DEIS) process on the evaluation of freight mobility issues in this segment of the I-5 Trade Corridor.	<ul style="list-style-type: none"> On-going PBOT coordination and participation with CRC process and Freight Working Group. DEIS competed (2008) 	Final EIS and ROD anticipated in 2011. The soonest construction could begin is 2013. Construction timeframe estimated at 6-7 years.
11. Institute transportation demand management strategies in Freight Districts to provide travel options that help reduce single-occupancy vehicle use and increase street capacity for trucks.	<ul style="list-style-type: none"> Swan Island Transportation Management Association provides travel options program (on-going). PBOT's Transportation Options Division provides various city-wide TDM serves (rideshare, bike commuting, etc.). 	
12. Support other freight modes such as rail or short sea shipping as alternatives to moving freight by truck.	<ul style="list-style-type: none"> Various rail, marine and aviation projects have been funded through the Connect Oregon Program. Metro Submitted TGM pre-application for regional rail plan (2010) 	
13. Initiate a North Willamette River Crossing Study to assess the feasibility of new bridge between Rivergate and US 30.	<ul style="list-style-type: none"> No activity 	
14. Develop a freight mobility web page that provides up-to-date information on City truck routes, advisories about construction detours and work zones, over-dimensional permits and routing, and general information about the City's freight system management.	<ul style="list-style-type: none"> No activity in developing a freight-specific City web page. Portland Truck Map and other freight related documents available on Portland Online webpage. 	Update PBOT website to include PFC Annual Report and related documents.

Theme	Status	Recommendation
Livability: Looks at ways to manage the aspects of freight movement that impact a community's quality of life.		
1. Work with local businesses and the Oregon Trucking Association to establish "good neighbor agreements" to address truck delivery issues including circulation plans and delivery schedules.	<ul style="list-style-type: none"> • Good neighbor agreements are being established on a case-by-case basis. 	
2. Coordinate with the Portland Police Bureau through programs like Strategic and Focused Enforcement (SAFE) to identify opportunities for improving truck safety, education, and enforcement.	<ul style="list-style-type: none"> • PBOT's Traffic Operations Division currently implements the SAFE program (on-going). 	
3. Complete and implement the Portland Design Guide for Trucks.	<ul style="list-style-type: none"> • Designing for Truck Movements and other Large Vehicles in Portland completed and adopted by Council (2008). • Monitoring transportation improvements for consistency with the Street Design Guideline occurs on a project by project basis. 	Continue coordination within PBOT Divisions to ensure consistency with adopted Guidelines.
4. Develop and implement a signage program to direct trucks to appropriate routes.	<ul style="list-style-type: none"> • PBOT's Traffic Operations Division implements truck signage activities (on-going). 	
5. Evaluate and update on-street and off-street truck loading regulations and operations.	<ul style="list-style-type: none"> • Submitted TGM grant for Truck Loading and Parking Plan (2009; not selected for funding). • Submitted TGM pre-application for Portland Central City Truck Loading and Parking Plan (2010). 	
6. Use the Transportation Safety and Livability Hotline as a tool to monitor neighborhood conflicts with freight movement. Work with the stakeholders to resolve neighborhood conflicts as they arise.	<ul style="list-style-type: none"> • On-going coordination with PBOT Traffic Safety and Neighborhood Livability Hotline to address freight/neighborhood conflicts. 	
7. Implement Share the Road, a public education program to distribute information about the characteristics and operational needs of the various transportation modes to improve safety on City streets.	<ul style="list-style-type: none"> • PBOT's Transportation Operation Division currently implements the Neighborhood Speed Reduction and Traffic Safety Program. 	
8. Partner with railroad operators and ODOT to institute "Quiet Zones" to reduce train whistle noise and improve track safety.	<ul style="list-style-type: none"> • Completed River District Quiet Zone Phase I – NW 9th to NW 17th Ave (2010). • Submitted joint PBOT/Port FRA grant application for Cathedral Park Railroad Track Realignment Project (2010). 	River District Quiet Zone Phase II to be implements in 2011.
9. Support efforts to foster environmentally-friendly goods movement practices such as the use of cleaner fuels and the reduction of truck and train idling.	<ul style="list-style-type: none"> • Prepared draft Sustainable Freight Strategy (2010). Anticipate Council approval of report in 2011. 	
10. Monitor and enforce over-dimensional truck activity through the COVP program.	<ul style="list-style-type: none"> • PBOT's Transportation Operation Division issues and monitors over-dimensional vehicle permits on City streets (on-going). 	

Theme	Status	Recommendation
Healthy Economy: Promoting a multimodal transportation system that stimulates and supports long-term economic development and business investment.		
1. Identify and improve site-specific-obstacles to access and circulation in Freight Districts.	<ul style="list-style-type: none"> • Successfully requested N. Vancouver Ave. Bridge replacement to be moved forward in STIP (2006). Bridge to reopen in early 2011. 	
2. Collaborate with agency partners on public investment strategies to stimulate economic development associated with freight movement and the industries that rely on the efficient movement of freight.	<ul style="list-style-type: none"> • Provided technical review and ranking for Connect Oregon II and III projects. • Coordinate with ODOT on recommending freight-related projects in STIP. 	
3. Partner with Portland Development Commission and Port of Portland to identify and implement transportation improvements that enhance marketability of industrial opportunity sites.	<ul style="list-style-type: none"> • Prepared Working Harbor Reinvestment Strategy: Transportation Infrastructure Report that identified transportation improvement projects and costs for 15 underutilized industrial sites (2007). 	
4. Work with businesses in centers and along main streets to address truck access and loading issues.	<ul style="list-style-type: none"> • Adopted Central Eastside Street Plan to address truck loading and parking needs in public right-of-way (2010). • Prepared draft Sustainable Freight Strategy which address truck loading and parking needs in the Central City (2010). 	
5. Identify and prioritize pavement maintenance needs in industrial areas.	<ul style="list-style-type: none"> • Safe, Sound and Green Program identified priority pavement projects (2007). • Pavement prioritization on-going activity through PBOT's Budget Advisory Committee. 	
6. Participate in the development of workforce strategies for freight service providers.	No activity	Need to clarify PBOT's role