

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 145**



WHEN: Thursday, July 9, 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	Hot Topics, Points of Interest, Successes: <ul style="list-style-type: none">• Rivergate Overcrossing• SE Quadrant Plan (see link: www.portlandoregon.gov/bps/cc2035/sequadrant)• Burgard/Time Oil Rd Intersection Improvement Project• Regional Over-Dimensional Truck Route Study• Portland Truck Loading and Parking Plan• Area Commission on Transportation Freight Representative	Debra/PFC
8:15 AM	Regional Urban Growth Report <p>Ted Reid from Metro will discuss the upcoming Urban Growth Decision (based on the Urban Growth Report and recent staff work) that will come before the Metro Council this fall. (see the following link: http://www.oregonmetro.gov/public-projects/growth-management-decision/2014-urban-growth-report)</p>	Ted Reid (Metro)
9:00 AM	Vision Zero Safety Action Plan <p>PBOT Active Transportation Manager Margi Bradway will provide an overview and lead a discussion on the city's Vision Zero Safety Action Plan and the role PFC can play in these efforts.</p>	Margi Bradway (PBOT)
9:30 AM	Adjourn	

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. 144
Portland Freight Committee
June 4, 2015
7:30AM, Lovejoy Room (City Hall)**

Hot Topics

Rivergate Overcrossing: This project continues to move forward. On June 3rd City Council passed two ordinances - one to apply for a TIGER grant and one to approve technical changes to the City's Transportation System Development Charge criteria and project list that enables the use of SDC funds for project construction.

SE Quadrant Plan: The PFC held off on submitting a letter because there was so much to comment on the proposed draft plan. There were concerns that the plan focuses too much on active transportation and does not do enough to address modal conflicts. A subcommittee will be set up to address the issues and develop comments.

Burgard/Time Oil Road Improvement Project: The project is moving toward the 30 percent design phase. NW Container Services is seeing more containers volume due to the loss of Hanjin. PBOT staff will be going out to take a better look at some of the issues at the site between the proposed off-street path and freight movements.

Regional Over-Dimensional Truck Route Study: Tony Coleman and Bob Hillier met with Mult. Co staff to review the CIP list. There didn't appear to be anything key projects that were missing.

Portland Truck Loading and Parking Plan: The Motor Carrier Division approved length restriction for the bridge of 35 ft. so that trucks that do cross the bridge can navigate the Downtown Oregon City streets. There was support to restrict all trucks, but that's still being explored.

Area Commission on Transportation Freight Representative: ODOT crews will be paving I-5 south of Marquam through July, then north of Marquam in August.

***Vision Zero:** Commissioner Novick and Staff met with stakeholders to discuss safety on our streets. The cyclist who was recently injured attended the meeting. Debra committed the PFC to work with the other modal committees to see what the freight community can do to implement Vision Zero recommendations.*

***Director Treat's Check-In:** There has been an uptick in bicycle crashes. There is no obvious correlation between the crashes, though all of them involved turning movements. Everyone needs to slow down and be more aware of surroundings. Yesterday there was a press conference in which the Mayor committed the City to Vision Zero. This shifts the responsibility from the public (recognizing that humans are fallible) to the government to better engineer infrastructure and improve education and enforcement.*

The Director also introduced Maurice Henderson, PBOT's new Assistant Director. Maurice comes to us by way of Washington D.C. where he worked with Leah in the past.

Regional Urban Growth Report—Ted Reid (Metro)

Director Treat and Art Pearce presented the Two Year Action Plan. This is a "diagonal" slice of the organization that was developed in collaboration with staff from all levels of PBOT. It sets up a vision, themes, goals, and performance measures over the next two years. The plan is broken into two sets of goals, internal and external. Shoring up the Foundation is a separate document for internal goals. The plan contains 170 measurable actions with performance measures. The plan also includes a Performance Dashboard with dials that show where PBOT is in terms of implementation progress. This will be put on the website over the summer. An update will be conducted next year to see how things are progressing.

Committee Questions and Discussion:

Question: What is the goal of this plan?

Response: To address a variety of goals and objectives of the agency.

Question: So how does the Portland Freight Master Plan affect this or vice versa?

Response: Existing plans were an input to this plan. A lot of the more the detailed and on-the-ground issues are being guided by such things as the City's modal plans - this is a more high-level document.

Comment: You need to add in freight and equity. And also mention the Sustainable Freight Strategy. See if there are additional actions that could be added in.

Comment: In terms of sustainable and environmental issues, there seems to be a disconnect between the environmental goals of the Comp Plan, PBOT's objectives, and what's reflected in this document

Question: Can you explain a little more about the performance measures and dashboard?

Response: The plan is packed with action detail, with staff assigned as leads for each action the dashboard will lay out:

- What the theme and objective are
- What the action is
- A list of steps to achieving the action that can be checked off to measure progress
- Start and end date
- Who is responsible (work groups and division)

Q. So with all of these freight projects, what are the chances of getting Bob some additional staffing?

R. We made a run for another staffer this fiscal year and it didn't make it through council. Instead we've looking to allow for grants that shift some work off onto other staff.

Q. Was the plan formally adopted by Council? Will there be regular updates to Council?

R. No, and not sure yet.

Vision Zero Safety Action Plan—Margi Bradway (PBOT)

ODOT Region 1 Manager Rian Windsheimer discussed issues of interest to the PFC and his views on other key freight issues in the region. There is a lot going on in Region 1, including:

- Brookwood, Sunrise, and Troutdale projects
- Reallocation Bill recently passed
- Working with Washington County partners, where several projects came in under budget
- Extend U.S. 26 widening out to Cornelius Pass Road with those funds - approved by that legislation
- Sunrise Project - the Strawberry Lane bridge raising (Already raised, but realized that it needs to be raised again, which is underway)
- 217: recently won the ITS Innovation Project of the Year
- ITS: posting bi-state travel times for I-5 and I-205

Question: ITS and 217 - is it possible to educate folks that if they follow the advisory speed, ITS works better?

R. Good point, but we also want to make it clear that the advisory speeds are working if they alert people to the fact that something is coming up and it increase awareness to slow down.

Comment: The problem with 217 is that there are too many exits. There should be three: Tigard, Washington Square, and Beaverton. People use it as local road

Comment: Why is Wilsonville the bottleneck?

Response: Good question. It was identified as one of the 200 worst bottlenecks in the country?

Question: What about Funding Legislation?

Response: I'm not sure anything is going to happen. OTC is moving ahead with STIP program and looking at in the context of not having additional funding coming down the pipeline

Ryan: We are also adding auxiliary lanes on I-205 northbound from I-84 to US 30 Bypass

Question: Aren't there some concerns about auxiliary lanes being raised?

Response: Yes, to some extent that it's seen as just another excuse to widen the highways, but data shows that they do something different than just adding lanes

Question: Has there been discussion along with adding aux lanes at 217 that improvements to arterials could be included to reduce the demand on 217?

Response: Yes, this has been an important part of the conversation. A study was done that recommended that, which was handed off to Washington County and the communities and told to keep plugging away, but not sure what's happening with that.

Question: Any recent discussions about revisiting the CRC?

Response: No one has an appetite to take on another multimillion-dollar study about that at this point.

Comment: With no CRC in the works, a new Marine Drive interchange would be helpful.

Response: The challenge is how to connect that to a new bridge, even if that's not on the near term horizon.

Area Commission on Transportation - Region 1 hasn't had one in the past. The first real meeting is June 8. The whole point is that it gives this region a voice to the OTC. Several freight friendly people on the Committee. Active Transportation and Freight representatives will be appointed at the upcoming meeting. However, all reps are encouraged to look at transportation through a multi-modal lens, not just representing their own interests.

Comment: Concern about the way things are being funded by ODOT – then there's Connect Oregon. It seems that there is a silo effect with funding and we're not really looking at how to maximize investments. This group should see a list of upcoming projects to get a better look at the whole picture.

Meeting adjourned at 9:30 a.m.

Next Meeting:

August 6, 2015

7:30 – 9:30 AM

The Lovejoy Room (City Hall)

1220 SW 5th Avenue, Portland, OR 97205