

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 146**



WHEN: Thursday, August 6, 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: • Oregon Trade & Logistics Initiative: www.oregontradesolutions.com | Debra/PFC |
| 8:00 AM | Transportation System Plan Projects and Funding Update Mark Lear will lead a follow-up discussion on the TSP priority project list (see attached PFC letter) and the status of related transportation funding sources. | Mark Lear (PBOT) |
| 8:45 AM | TriMet Service Enhancement Plans Update Kate Layman from TriMet will provide an update the Eastside and North/Central Service Enhancement Plans and proposals to improve transit service to industrial areas. The Eastside vision is online at www.trimet.org/east and the North/Central vision is online at www.trimet.org/northcentral . Both of these plans have surveys currently active online where people can provide TriMet with feedback. | Kate Lyman (TriMet) |
| 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. 145
Portland Freight Committee
July 9, 2015
7:30AM, Lovejoy Room (City Hall)**



Hot Topics

Rivergate Overcrossing: This project continues to move forward—Type, Size and Location report will be finished by September-October and the results of the TIGER grant application hopefully completed by October. Because the TIGER grant application process is competitive, we may want to start pursuing alternate project funding sources (SDC, etc.).

Burgard/Time Oil Road Improvement Project: The project is moving toward the 60 percent design phase. PBOT has developed a signing and striping plan to separate through truck movements with turning truck movements with added bicycle and pedestrian improvements as part of the 60 percent design milestone. In August or September, the PFC will host some PBOT staff to discuss this project in more detail. Committee members expressed a number of concerns: that adding active transportation infrastructure would encourage more cyclists to use the route, increasing the potential for bicycle-freight conflicts; that the left turn pockets potentially provided too little storage for waiting trucks; the inaccuracy/out-datedness of traffic counts being used by engineers to redesign intersection.

Regional Over-Dimensional Truck Route Study: An outgrowth of the 2006 Freight Master Plan, the Regional Over-Dimensional Truck Route Strategy seeks to identify key over-dimensional freight routes while working to identify choke points and structures that limit over-dimensional passage. The kickoff meeting for this effort will be on July 28th.

Portland Truck Loading and Parking Plan: This plan seeks to examine the suitability of current freight loading and parking restrictions in meeting the needs of businesses in the Central City and ways to make the current loading and parking zones more efficient and useful. One topic the plan will look at is where different types of loading zones are and where citations are given to freight vehicles. The plan kicks off in mid-July with Kittleson & Associates being brought on to consult on the project.

Regional Transportation Plan update: Metro wants to come to the PFC in September and share what the work plan for the RTP update looks like and will seek feedback. Will also preview the work plan for the Regional Freight Strategy.

Cornelius Pass Rd: Legislature approved \$3.9M for Cornelius Pass Road safety improvements with construction starting in 2017.

Regional Urban Growth Report—Ted Reid (Metro)

Principal Planner Ted Reid of the Metro regional government presented the latest revisions to the 2014 Urban Growth Report. Metro is going through the process of reviewing the urban growth boundary and is preparing to make a recommendation that the urban growth boundary not be expanded as there is no demonstrated need. Mr. Reid provided an overview of this process to the PFC and provided committee members with physical copies of the 2014 Urban Growth Report Revised Draft. Mr. Reid made the case for not expanding the Urban Growth Boundary at its next update. The Metro Council will make its decision about the Urban Growth Boundary in September-October

Committee Questions and Discussion:

Question: How does the choice about growth boundaries in Vancouver affect the Portland area?

Response: Portland and Vancouver are part of the same economic region, so there are definitely effects. For the most part it seems Vancouver struggles to urbanize the areas that it decides to bring within their urban growth area

(which may suggest boundary expansion in Vancouver does not affect growth on the Oregon side as much as one would think).

Question: At Metro, you've projected the number of jobs to grow: do you have a sense of what kinds of jobs those are? What percentage of the jobs are engaged in the trade sector? What does that mean for the economic health of the region?

Response: Metro projects manufacturing to have a sizeable share of the growth—particularly in the electronics/computing sector. Professional services is also anticipated to see a lot of growth—this will lead to a lot of downtown-centric growth. Health and education will also grow.

Question: How does the CRC not being constructed affect Metro's projections?

Response: Not enough familiarity with the transportation modeling process to provide a specific answer, however the CRC is a project in Metro's Regional Transportation Plan and is factored into the projections.

Question: What is the impact of what is going on in Damascus?

Response: Full build out of Damascus is 19,000 households and right now there are about half of that number. Damascus is likely to disincorporate in the next year and be annexed into Happy Valley which would likely lead to more development in the area.

Question: How is Metro accounting for different housing types, different housing preferences, and varying abilities to pay for housing?

Response: Metro looks at housing sizes, incomes, and ages which factors into the types of housing that Metro thinks will be needed—Metro also factors in housing affordability. In short, the decision to add 300 acres to the Urban Growth Area is not going to fix the region's affordability/equity issues. The track record is not there for expansion areas being able to produce housing in significant enough numbers to absorb expected growth, especially when housing choice and affordability are factored in.

Question: Can you speak to the disconnect between what planners plan and what actually ends up on the ground?

Response: Metro is working on 20 year projections which involve a fair bit of guesswork. This is different than the perspective of the developer or a business who is looking for a suitable piece of property now. We do a market analysis to look at where the pressures on the boundary are because Metro is conscious of this disconnect.

Question: How does the Westside weigh in on this project?

Response: Sherwood would like to expand to the west of their city; they are working on planning for the area but are not yet done. Westside cities are participating closely, not because they want an expansion now, but because they will want to in the future.

Vision Zero Safety Action Plan—Margi Bradway and Gabe Graff (PBOT)

ODOT and FHWA gave PBOT a \$150,000 grant to complete the Safety Action Plan, now named the Vision Zero Safety Action Plan. In this presentation, PBOT staff picked up where PBOT Director Leah Treat left off when she visited the PFC in June, further discussing the idea of Vision Zero and where the city stands in realizing the vision today. Vision Zero originated in Sweden and is the idea that deaths and serious injuries don't have to be a part of traveling and should be removed from our roadways. The Vision Zero Safety Action Plan is slated to be completed by fall of 2016. It will set forth a number of recommendations, performance measures, and goals for 2,5,10 and 20 years after consulting national and international best practices, meeting and coordinating with other City of Portland Bureaus, as well as gathering input from the different modal committees and stakeholder groups. More information can be found at PBOT's Vision Zero page: <https://www.portlandoregon.gov/transportation/66612>

Committee Questions and Discussion:

Comment: A lot of the recent collisions between cyclists and automobiles have been on Powell Blvd, which for some reason or another the City has forced cyclists onto—it's absurd that the city has forced cyclists on this established truck route. The Vision Zero presentation just given said nothing about education of cyclists or

pedestrians. It seems safety is being used as an aegis to shift funding to Vision Zero from other priorities. Instead of trying to put all of the uses on the same street, it makes more sense to separate them. The thrust of the Vision Zero movement seems to be putting the onus entirely on the motor vehicle operator instead of on the cyclists or pedestrians. A suggestion I have is to license bicyclists so that they will have to pass a test and demonstrate they know how to conduct themselves safely on the road.

Response: We largely agree with the philosophy of separating the different modes—just look at the difference in safety between our freeways and arterials; the freeways are much safer. To your point on education: all of our Vision Zero efforts have been and will continue to be multimodal—see Safe Routes to School Program, Sunday Parkways—all programs where we are educating pedestrians and cyclists about the rules of the road and other ways to be safe.

Question: Would you approve the proposed Burgard/Time Oil Rd improvements under Vision Zero?

Response: Not our place right now to say yes or no on a particular project, however when there is a lack of separation, improvements to separate are needed. The Vision Zero Safety Action Plan will look at the best ways to handle different situations, such as the one at Burgard/Time Oil Rd.

Question: You're not going to reach Stockholm's numbers by reducing speed alone. What about distracted driving? Drunk driving?

Response: We know we need to get enforcement on board and we are looking at successful programs like those in Stockholm or Arizona that crack down on drunk driving. We understand that geometric design is a key component to creating safer travel environments everywhere.

Question: What about the intersection at 26th and Powell. What will be done at that intersection in light of the spate of collisions?

Response: (no response)

Question: How are the results of Vision Zero treatments measured? How effective have speed cameras and red light cameras been?

Response: Red light cameras have a 44% reduction in crashes. The High Crash Corridor reports measure before and after conditions of improvements.

Question: In the High Crash Corridors, do we have an idea how many of the collisions involve commercial vehicles and single-occupant vehicles?

Response: Don't have a statistic, but general trends in the fatal crash data point to most of collisions not involving or being caused by commercial vehicles.

Comment: In Portland, there isn't the culture of deference to and respect for the rules of the road on the part of the pedestrian and cyclists. Cyclists and pedestrians are observed crossing against red lights all the time. This is in contrast to New York or Europe where pedestrians seem to respect cars more and don't walk out in front of them because they know they could get hurt. Here, there is accountability placed on the driver for injuries but there is none on the pedestrians—there needs to be a change in focus.

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