

**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 148**



WHEN: Thursday, October 1, 2015 @ 7:30 AM  
WHERE: Lovejoy Room (2nd Floor), City Hall,  
1221 SW 4<sup>th</sup> Avenue, Portland Oregon

| <b><u>Time:</u></b> | <b><u>Topic:</u></b>   | <b><u>Lead:</u></b>        |
|---------------------|--|----------------------------|
| <b>7:30 AM</b>      | <b>Coffee/Pastries/Introductions:</b>  | <b>All</b>                 |
| <b>7:35 AM</b>      | <b>Hot Topics, Points of Interest, Successes:</b> <ul style="list-style-type: none"><li>• Draft Comprehensive Plan City Council Work Sessions</li><li>• TPAC Freight Representative</li></ul>  | <b>Pia/PFC</b>             |
| <b>8:00 AM</b>      | <b>PFC Chair/Vice Chair Nominating Subcommittee</b><br>The PFC Bylaws stipulate that a subcommittee shall be formed biannually at the October meeting to select a Committee Chair and Vice Chair and that the subcommittee shall report back at the November meeting. Additional nominations from the floor shall be permitted at the November meeting and elections shall be held at the December meeting. The Chair/Vice Chair serve a two-year term and may be re-elected by the Committee. | <b>Pia Welch</b>           |
| <b>8:15 AM</b>      | <b>NE 47<sup>th</sup> Avenue Street Improvements</b><br>PBOT is coordinating with the Bureau of Parks and the Bureau of Environmental Services to fund the reconstruction of NE 47 <sup>th</sup> Avenue between Columbia Blvd and Cornfoot Rd. PBOT staff will provide a project overview and funding status.  | <b>Andrew Aebi (PBOT)</b>  |
| <b>8:45 AM</b>      | <b>PBOT ITS Projects Update</b><br>PBOT Signals & Lighting manager Perter Koonce will provide an update in citywide ITS and street lighting projects.  | <b>Peter Koonce (PBOT)</b> |
| <b>9:30 AM</b>      | <b>Adjourn</b>   |                            |

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

- Contact Robert Hillier, 503 823-7567 or [Robert.hillier@portlandoregon.gov](mailto:Robert.hillier@portlandoregon.gov)

Also visit the Portland Freight Committee website at: [www.portlandonline.com/transportation/freight](http://www.portlandonline.com/transportation/freight)

Notes from Meeting No. 147  
Portland Freight Committee  
September 3, 2015  
7:30AM, Lovejoy Room (City Hall)



### **Hot Topics, Points of Interest, Successes:**

#### **Portland Comprehensive Plan Update (<https://www.portlandoregon.gov/bps/article/542536>):**

The Portland Map App is up and running. Changes to the comprehensive plan include policy for converting brownfields to open space instead of industrial land. In addition, West Hayden Island policy has been removed from comp plan. Not much direction for the Island aside from Metro. Change in EOA is that shortfall went from 600 to 300 acres. Largely caused by Marine terminals forecast (low cargo). The update includes growth capacity on the Willamette River and strong intention for brownfield redevelopment.

#### **Committee Questions and Discussion:**

**Comment:** The forecast says we're getting out of the business of harbor related activity so it might be useful to talk about what the commodity related flow means for this region. The moderate forecast represents a more reasonable view of the world. It's a big debate and a policy decision as opposed to actually looking at the data. It's unfortunate, and we will be spending time talking to commissioners about this issue. We're in a tough spot because there isn't a good way to deal with West Hayden Island.

**Question:** I'm concerned this is a bigger policy issue and a statement about the reliability of our analysis. Is there another forecast in the comp plan where the staff took a low range forecast or are there other examples of that?

**Answer:** This is planning commission recommendation. The staff took West Hayden Island with the mid-range forecast. The PSC instructed BPS staff to take the low range forecast. No other low range forecast is used in the comp plan. Staff is permitted within the range of facts to choose the low or high end forecast.

**Comment:** PFC should weigh in on this formally with a subcommittee and formal response.

#### **Transportation and Communities Summit 2015 (<http://trec.pdx.edu/conference/transportation-and-communities-summit-2015>):**

A separate discussion will occur on 09/16 from 8-10AM on second floor of Portland building. With panelists from the Center for Urban Transportation Research (CUTR) from the university of South Florida in Tampa. The discussion will revolve around strategies for moving urban freight that could work in Portland. Panelists will include Joe Bryant (Parsons Brinckerhoff), Kristine Williams (University of South Florida), Giorgio Ambrosino (GA Consultancy, Italy), Corky Collier (Columbia Corridor Association), Susie Lahsene (Port of Portland).

#### **Region 1 ACT Meeting:**

ODOT discussed traffic impact increases; as well as current and future projects that will help congestion, funding mechanisms and project criteria. 09/07 ODOT will start using photo radar on I-5 for safety.

#### **Committee Questions and Discussion:**

**Comment:** Mark Lear and Shoshana Cohen are working on projects the city will move forward with STIP and enhance and ConnectOregon that are due this fall. Mark Lear can come back if the PFC needs more information. PBOT is more organized than it's ever been for ConnectOregon.

**Question:** Why doesn't Rivergate qualify for ConnectOregon?

**Answer:** Anything that can be funded with road funds is not eligible for Connect Oregon funding and this is primarily a roadway project.

**Comment:** April 4 – ConnectOregon discussion at ACT meeting.

#### **Joint Modal Committee:**

Modal coordinators have proposed a Joint modal committee meeting that will occur on November 5. Richard Browning was asked to be a speaker to discuss the Central City project and the Extension of Bond Avenue. Hope to have someone

speaking on how we can move freight and commercial services through the community in a dense urban environment. The PFC approved a lunch or happy hour meeting time.

### **Portland Freight Committee Membership**

The PFC will review and vote to recommend the updated membership list to Commissioner Novick for his review and consideration for approval. Next step will be to have a discussion to formally approve the final list next month.

#### **Committee Questions and Discussion:**

**Comment:** The PFC needs members that could attend on a regular basis. Seems to be a need to add voices that aren't here at table now that are transportation related.

**Question:** Has there been discussion about putting out a formal call? Other committees have a formal application procedure. The PFC could use its distribution list and their networks to find people that are interested.

**Comment:** motion to approve by Pia, seconded by Tom, all in favor.

### **Regional Freight Strategy**

Tim Collins provided an update on Metro's upcoming efforts on preparing a Regional Freight Strategy. Metro is looking to determine if there a better design for streets that have significance for freight? The update will address livable streets issues that have arisen. The Regional Transportation Plan update is in phase 1 now. Through, Metro will look to framing challenges for projects. In 2016, Metro will develop policy and Regional Transportation Plan investment strategy. By 2017, it will approve policy directions and finalize draft plans for public review and adoption by 2018. Metro will create a technical workgroup with 3-5 meetings that PFC members.

#### **Committee Questions and Discussion:**

**Question:** How do these work groups collect their info?

**Answer:** Under a steering committee

**Comment:** They should focus on the economic development impacts of freight in the region

**Response:** Metro is developing an economic atlas that will help get a better picture of where we have the most economic value in the region

**Comment:** What's happened to terminal 6 has been a very good illustration of what happens when you lose the predominant mode of freight and how that translates to the rest of the system. We are learning a lot about the importance of that mode and the value of having close in drop off locations as congestion increases. Meaning that for trucking in particular, they would like to get a certain number of turns, and these have been limited lately which are impacting their costs and are translating to the shipper and then consumer. Understand the importance of locations where people can drop of containers that is independent of gate and operations due to increased congestion of system. It might be useful to have a presentation to this group about findings from statewide meetings. Make sure to account for the rest of the states needs in our regional freight plan.

**Comment:** There's a nexus between freight issues and transportation equity that would be really useful to include

**Response:** Equity is about where people live and not just where they work.

**Response:** It's important to try to keep the system efficient because smaller companies can't afford to absorb costs from congestion.

**Question:** In regional transportation strategy process, is there anyone from outside of the state that's giving impact?

**Answer:** This group should consider getting a member from the Vancouver RTC and Port of Vancouver.

**Comment:** It is important to include land use for terminals. The active transportation modes are related to Metros' work on climate change. It's important to coordinate freight transportation with land use and economic development. These need to be better linked. Especially for rail.

**Question:** At what stage will we reexamine the RFFA 75/25 split?

**Answer:** That decision hasn't been made yet. There's been some discussion about whether there's a need for that split. Metro will go to JPAC and get more direction about this. Would like to get on PFC agenda to talk about this.

### **North Burgard-Time Oil Rd Project Update**

PBOT staff provided an update on the proposed design which include left-turn pockets and a multi—use bike/pedestrian path.

#### **Committee Questions and Discussion:**

**Comment:** There is concern about the speed of trucks making turns off Burgard.

**Response:** Speed is being reduced and trucks will be forced to turn farther down the road into the left-turn pocket.

**Comment:** There is concern about queue space for trucks.

**Response:** There will be a new turn lane that will be constructed all the way to Columbia Blvd.

**Comment:** There is concern about interaction between people on bikes and freight.

**Response:** They are already there, the emphasis on this project is to make it safer. Additionally, the City is required by law to provide these facilities. Other routes for a multi-use path did not provide an acceptable alternative as stated by the BAC and Bike Coordinator.

**Question:** Are there appropriate site lines?

**Answer:** Yes, the area is visible and trucks will be allowed full range of movements.

**Comment:** The addition of stop signs for bikes is advantageous, but can there be physical cues in the path?

**Answer:** Topography has made it so that this area does not require cues because people on bikes will be moving slow enough. We could use a legend on the path, as rumble strips are ineffective.

**Question:** Will the intersection be signalized at all?

**Answer:** The intersection does not meet capacity standard for signalization.

**Question:** It is uncomfortable to have the entrance on a curve, was this looked at?

**Answer:** It would have required significant reconfiguration of his property to change the location of the entrance.

**Question:** How can land be converted from prime industrial to non-industrial use?

**Answer:** There is no restriction to changing uses within roadway.

**Question:** Why are you putting this path here instead of on the North Portland Greenway Trail through St. Johns neighborhood and Pier/Chimney Park where it seems more appropriate as there is not truck traffic?

**Answer:** It would have substantially added to the scope of that project to meet the same access level.

**Question:** Is the southbound left turn pocket long enough?

**Answer:** It is 300ft. This length meets mobility standards.

**Question:** Does this project meet the vision zero standard? Are we increasing risk through this area?

**Answer:** We are reducing risk by adding left turn lanes, modal separation and guidance.

**Question;** The question is not does it reduce risk to the status quo, but does it reduce risk to where we'll be in 10 years? I bring this up because it gets us back to the prospect of the route through the park? Would a preferred route through the park with an alternative option at the same time have been a better option?

**Answer:** This is a good point, but the need to have pedestrian connectivity was prohibitively expensive.

**Question:** Can we design this with the other bike path in mind for diversion?

**Answer:** We're building a 12ft multi use path, the only variable would be the width and 12' is the minimum standard for a multi-use path. Building it smaller would create issues and not save significant cost.

**Question:** Can we link these projects?

**Answer:** The next round of grant funding is the place to catalyze that project

**Meeting adjourned at 9:30 a.m.**

**Next Meeting:**

October 6, 2015

7:30 – 9:30 AM

The Lovejoy Room (City Hall)

1220 SW 5<sup>th</sup> Avenue, Portland, OR 97205

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