

**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 174**



WHEN: Thursday, December 7, 2017 @ 7:30 AM  
WHERE: Lovejoy Room (2nd Floor), City Hall,  
1221 SW 4<sup>th</sup> Avenue, Portland Oregon

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
7:30 AM	<b>Coffee/Pastries/Introductions:</b>	All
7:35 AM	<b>Hot Topics, Points of Interest, Successes:</b> PFC members report on current issues and events from their respective industries and affiliations. Other Hot Topic issues to discuss: <ul style="list-style-type: none"><li>• Strategic Investment Strategy Update (Mark Lear)</li><li>• Fixing Our Streets Update (Mychal Tetteh)</li><li>• NE Marine Drive/33<sup>rd</sup> signal project</li></ul>	Pia Welch/All
8:00 AM	<b>Summary of Major Freight Projects:</b> Bob will provide a summary of the major freight projects and related issues that the PFC will be engaged in over the next year and beyond (project summary sheet attached). <b>Action requested: Informational Item.</b>	Bob Hillier (PBOT)
8:15 AM	<b>SE Division Safety Action Plan</b> SE Division is one of the most dangerous corridors in the city. Since 2011, PBOT has invested \$2.9 million and is currently working to install an additional \$7 million for safety improvements between SE 82 <sup>nd</sup> and the city limits. PBOT Project Manager Elizabeth Mahon will provide an update on this project. See the following project link: <a href="https://www.portlandoregon.gov/transportation/74204">https://www.portlandoregon.gov/transportation/74204</a> <b>Action requested: Informational Item.</b>	Elizabeth Mahon (PBOT)
8:45 AM	<b>Division Transit Project:</b> The 14-mile Division Transit Project is designed to improve transit service between Downtown Portland, Southeast and East Portland and Gresham by providing new high-capacity 60-foot articulated buses and other improvements along this growing urban corridor. Staff from TriMet will present the latest update and impacts on traffic flow. See the following project link: <a href="https://trimet.org/division">https://trimet.org/division</a> <b>Action requested: Informational Item.</b>	Wendy Serrano (TriMet)
9:15 AM	<b>PFC Chair/Vice Chair Vote</b> <b>Action requested: Vote on chair and vice chair positions for the next two-year terms.</b>	Bob Hillier/All
9:30 AM	<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. 173  
November 2, 2017**



**Announcements and Hot topics**

**Hot Topics**

**7:35 AM**

- CDIC is concerned about an issue with TriMet and the Division Rapid Transit project. The elimination of turn lanes will impact freight deliveries.
  - The CDIC would like to have a member on the project advisory committee to make sure that the needs of the freight community are addressed.
  - TriMet is already at 30% design
  - The river crossing plans have not been worked out yet
  - Brenda Martin is the project manager at TriMet
  - Robert Hillier will follow up with PBOT to get more information
- The Freight Committee would like an update on SW Corridor
  - Teresa Boyle may be able to attend the Freight Committee meeting in January to discuss this project.
- HB 2017 has required a study of congestion pricing on I5 and I205
  - Judith Gray, recently of PBOT, has been selected to head this study
  - A number of people familiar to the Freight Committee will be represented on the advisory committee.
- A new group is being convened to advocate for the interests of Industrial and Manufacturing Businesses regarding legislative and regulatory issues. The group is still in the planning stages, but they will keep the Freight Committee informed of progress.

**PBOT Strategic Investment Strategy**

**7:51**

**Shoshanna Cohen and Zef Wagner**

PBOT is finalizing the TSDC list. There are also a number of other goals and visions that are directing the work of the bureau. There are new funds that have been made available by the legislature through HB 2017. PBOT is prioritizing how funds will be allocated to needed transportation projects based on City priorities in the Comp Plan and other policy documents.

- Question: Has the bureau thought about resilient/sustainable infrastructure
- Answer: Yes, the bureau is keeping that goal in mind, though it is not represented in the early slides in this presentation.
- The scale of the needed investments in the system are very large. A large proportion of the needs are not currently funded by existing sources.

- Build Portland is an initiative of the Mayor, which is intended to fill the gap in maintenance needs that is being left by the expiration of Urban Renewal Areas in Portland that will be occurring in the coming years
  - The Freight Committee would like to be informed when an advisory committee is formed. They would like to be able to provide input on how funds are allocated.
- Question: How will the revenue mechanism work with the TIFs expiring?
- Answer: When a TIF expires, the money that was previously collected there goes into the general revenue fund. The idea of Build Portland is to budget the money that previously went into the TIF to bond for specific projects. No long-term decisions have been made on this proposal yet. Council has approved preliminary projects, but the future direction has by no means been decided.
- Question: Is there capacity built in for projects that could arise when private investment contributions become available that can be leveraged?
- Answer: The last \$1.5 million that is not allocated could be used for this purpose. This would likely only be used for this purpose for projects that have already been identified, and which are on one of the lists (TSP, SDC, etc....)
- Question: What does the process look like for private entities that wish to partially fund a project?
- Answer: That would typically come through development review. If a project has an impact that is equivalent to only a percentage of an improvement, such as a new signal, it may not be proportional to ask the developer to fund the entire project. So, this fund could be used to offset the rest of the cost of a project.
- Question: What about Kittridge bridge?
- Answer: That is not immediately on the list, but it might be considered down the road.
- Question: What about managed growth? Does managing growth mean inhibiting growth?
- Answer: Managed growth means accommodating and facilitating growth in Centers and Corridors or in Industrial Areas. We want to facilitate growth in specific areas, rather than restrain growth in general.
- Question: Have you looked at leveraging the timing of expenditures to get the most impact? I want to make sure that you are set up in advance before large sums of money are available.
- Answer: We haven't created formulas that specify how to leverage financing. But we are taking this into consideration.
  - The \$2 million is for preventative maintenance. It is low cost and you get a lot of bang for your buck. There are other streets that are deteriorating that need to be completely repaved.
- Question: I'm concerned that you have pre-allocated money for specific purposes. I'm wondering if you can resist doing this and put money to the purpose of its greatest need.
- Answer: There is some urgency to specific projects that need to be sequenced at certain times to take advantage of opportunities or avoid conflicts from overlapping projects.
- Question: Growth management was presented entirely as people movement. But freight is projected to grow faster than the population growth in the region. There is an opportunity to combine Metro's

new trucking forecast with projections for freight in the City. There are few projects that specifically help to increase freight capacity in the investment strategy that has been outlined.

- Answer: Some of the signal improvements that are being contemplated are ITS, which would benefit freight movement. There are other infrastructure and freight capacity projects that are being considered elsewhere that have not been detailed in this presentation.
- Question: What about Marine drive? It's one of the most dangerous corridors in the City. Wouldn't it be a worthy target in light of Vision Zero?
- Answer: Vision Zero does have some projects that address safety on Marine Drive. The levy issue needs to be resolved before improvements can be made on Marine Drive.

### **Columbia/Lombard Mobility Corridor**

**8:43**

#### **Zef Wagner**

- The project has been funded and is currently being scoped with ODOT to figure out how it will go forward.
- A lot of freight focused projects will come out of this project.
- Information can't be shared too widely with the freight committee because there are consultants in the group, and there might be conflicts of interest.
- Question: Many street signs in Portland are illegible at night. Some aren't reflective, others aren't positioned correctly.
- Answer: No money has been allocated for street signs, yet. It has been recognized by PBOT as an issue, but the proposal has often had trouble competing with other priorities.
- Question: I recognize that a lot of the freight priorities in Columbia/Lombard were not addressed in the project proposal. I know that these issues probably weren't included because they wouldn't help to make the proposal competitive. But I hope you address them in this project. I'm not sure that there is a need for transit and active transportation in this area. Why were the Bicycle and Pedestrian Advisory Committees notified about the project but not Freight?
- Answer: We did reach out to the Freight Committee and the Columbia Corridor Association. But due to time constraints, we had difficulty contacting all of these groups in a reasonable time frame. We will make sure that the project includes more direct outreach to affected businesses in the area.

### **PBOT Truck Loading Zone Guidelines**

**8:52**

#### **William Reynolds**

A new manual is being finalized on parking, zones, and metering. On-street truck loading zones are being addressed in this manual. There are 44 different types of truck loading zone signs in Portland. We would like to reduce the number to a manageable size. The memo that has been presented to the Freight Committee is a preliminary document, which we would like to get input on. We will take input back to our advisory committee. The goal is to have a strategy that will take into account all of the City priorities for safety, mode split, and freight access. We want to have guidelines that tailor the use of specific loading zone rules and times to the needs of individual businesses.

- Question: There are properties that have had loading zones for a long time that no longer need loading zones. It is difficult to parse which business continue to need loading access. It is a problem to identify different types of loading and unloading.
- Answer: We are not proposing to get rid of any type of loading.
- Question: How will you enforce the time limits? Especially in the middle of the night?
- Answer: We are not proposing any limits that we will not be prepared to enforce.
- Question: A big concern is the New Seasons on Hawthorne. Truck loading zones should be off-street. Can safety be included in this memo?
- Answer: The arrangement there was a political compromise. We will add safety to this document.
- Question: Loading should be off-street. People blame truckers, but it is the City's fault when on street loading exists.
- Answer: We are trying to address these exemptions in this document. We are trying to move away from exemptions and special cases. But we can't overrule the design commission. An effort to address these issues is underway, and being headed by Kurt Kruger's group.
- Question: There are 24 hour businesses that need access 24 hours a day.
- Answer: We can add 24-hour loading for businesses that demonstrate a need for 24 access.
- Question: The regulatory climate in Portland has been identified as a continuing concern for businesses, some of whom are considering leaving Portland. I am worried that parking enforcement might be specifically targeting businesses.
- Question: Are you considering charging businesses for doing loading and unloading?
- Answer: That is not part of our proposal. If this committee thinks that this is something that we should pursue, we could take it into consideration. Charging for parking can increase turnover of delivery vehicles, but that does not seem to be a concern here. The consensus is that the 30-minute limit seems to be working.
- Question: Have you asked single occupancy vehicle users about their needs? Freight vehicles know where they need to go.
- Answer: There is no way to corral short term parkers. Consistency can give clarity to all users. We are trying to get away from midblock loading zones. Having loading zones consistently located at the same part of the block can help to make it easier for truck drivers and other vehicles that are utilizing short term parking. The truck loading zone study has demonstrated that far side loading zones are preferred.
- There are currently 3 miles of loading zones in downtown Portland. We are in the process of contacting all businesses with loading zones to determine which ones are still needed, and which we can remove.
- Question: Are you getting into building design elements? If you are trying to eliminate on street loading, you need to address loading areas in buildings.

- Answer: We are looking at that. There are a number of designated green streets where all on-street parking could potentially be removed through bicycle infrastructure improvements. We want to have tools that we can use.
- Question: What about just allowing double parking instead of loading zones?
- Answer: Our traffic safety engineer does not support that. But we are aware that double parking is currently occurring throughout downtown for truck loading/unloading. We are looking at combination zones, such as those that address the short term pick up/drop off of Uber/Lyft drivers.
- Question: Is there a reason why the times on the loading zones are currently being used?
- Answer: 7pm has been in use, and it coincides with the end of meter enforcement. 7-11 is also a sign that has been widely used throughout the City, so it is something to which people are already accustomed.
- The final proposal will be going to Council in April. A draft will be produced in January, followed by open houses, and a final draft will be produced in February.

#### **Nominating Committee for Chair and Vice Chair**

- Tony, Sorin and Bob discussed nominations.
- They felt that the current leadership has been working well, and would like to nominate the current Chair and Vice Chair for another term.
- The floor was opened for discussion of other nominees.
- A call for other nominations was made. No one came forward with additional nominations.

#### **List of freight projects that will be occurring in the near future.**

##### **Bob Hillier**

- A number of major projects will be coming up on all of the freeways in the Portland area.
- It will be important to align freight corridor improvements with transit improvements in the future. This committee can work with PBOT in the future to ensure freight priority is considered alongside transit prioritization.
- CDIC is concerned about the impact of the proposed Green Loop on freight deliveries. They are prepared to fight against the Green Loop. The Freight Committee would like to hear an update on the project.

#### **Adjourn 9:32**