

**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 175**



WHEN: Thursday, January 4, 2018 @ 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	Coffee/Pastries/Introductions:	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>• State Transportation Improvement Program (STIP) Update</li><li>• ODOT Value Pricing Advisory Committee</li><li>• City Resolution imposing term limits for advisory committee members</li></ul>	<b>Pia Welch/All</b>
8:00 AM	<b>PFC 2017 Recap and Priorities for 2018:</b> Bob will summarize the highlights from 2017 (see attached 2017 PFC summary) and outline some key issues we'll be addressing in 2018. So - as we start the New Year please come prepared with your ideas for priority projects and initiatives to advance in 2018 and topics you want to see discussed. <b>Action requested: Informational Item.</b>	<b>Bob Hillier/Pia Welch</b>
8:20 AM	<b>PBOT Project Updates</b> PBOT will provide updates on the following projects: <ul style="list-style-type: none"><li>• North Burgard/Lombard-Time Oil Road Project - project construction in 2018.</li><li>• NE MLK/Columbia Blvd Intersection Improvements - project construction in 2018.</li></ul> <b>Action requested: Informational Item.</b>	<b>TBD</b>
8:50 AM	<b>Union Pacific Railroad Update:</b> Aaron Hunt, Director of Public Affairs, will provide an update on current UPRR projects and activities in the Portland area. <b>Action requested: Informational Item.</b>	<b>Aaron Hunt (UPRR)</b>
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. 174  
November 2, 2017**



**Announcements and Hot Topics**

Mychal Tetteh: Update on Fixing Our Streets progress.

Question: Is there a collection process for non-compliant entities?

Response: Yes, but we think that shortfalls are just delays in collection.

Question: Are you ahead of schedule on the gas tax?

Response: Yes, revenue on the gas tax has been stronger than anticipated.

Tom Bouillion: Port of Portland submitted a letter to urge PBOT to get NE Portland project into the queue to signalize NE 33<sup>rd</sup> intersection at Marine Dr. The location is in a high crash corridor.

Pia Welch: Getting an update on the Burgard/Time Oil Rd project. Has learned that there are some turn lane widening proposals, in addition to the multi-use path.

Gary Cardwell: The OTC is proposing a Mid-Willamette Valley Intermodal facility to reduce the number of container trucks on the highways. He has prepared a letter of support for the committee to review.

Question: How does this relate to T6? What is the advantage?

Response: We get containerized shipping to Portland. If we then take those containers to T6, that could work.

Question: How does the Port of Portland feel about this?

Response: It would give shippers more choices and provide more containers to get their products to market.

There is a proposal to get container ships into the Port of Portland. Ships could speed the delivery of whey products from Tillamook to New Zealand.

Question: Who advocated to get the money for these projects from Connect Oregon?

Response: Years ago, when we worked with congressman DeFazio, we explored these projects before the economic crash. Some of the money went to the Boardman and some went to the Coos Bay line. The future goal is to make mid-valley a hub that could connect the Coos Bay and Court line. Right now, the hub is Portland.

Question: Are the railroads cooperating?

Response: Yes

Question: If we are trying to get more lines into T6, this project could divert traffic away from that area.

Response: Our plan is to have a separate Portland hub that can send trains north to Washington.

Comment: We can't control what facilities or routes people use. A concern is that we are making it cheaper for people to bypass Portland.

Response: We are making it cheaper to get freight into Portland. It has been years since container ships have come to Portland. We may never see large vessels here in the future. We are only likely to see small niche players. It costs twice as much to come up river. Fred Meyer used to drive the container shipping into Portland, but they have diverted their traffic to Centralia. Oregon needs more exporters. If we have more exporters, we can attract more importers. If we can reduce costs for low value commodity shipping, it can help local exporters.

Comment: To attract big ships we would need to spend a lot of money to dredge the river and get new cranes into terminal 6. Another route is needed, and rail can help.

Comment: Terminal 6 has a smaller carrier lined up, and we are optimistic that we can get more carriers in the future. We have the cranes and the channel is good to go.

Question: But the problem is that we can't accommodate large ships?

Response: Yes, the trend is going to larger ships.

Raihana Ansary: We will need to do follow-up with the Port of Portland before we decide.

Question: Portland Container has information that shows that the bulk of the imports are of a different nature than the bulk of the exports. If we are diverting containers down into the valley, we will just be trucking them back into Portland. So, there does not appear to be a net gain from a climate impact standpoint.

Response: I-5 congestion is dissuading freight companies from going through Portland. The Mid-Willamette Valley rail hub could help to alleviate that issue.

Pia Welch: I also think that we should pause before deciding on this proposal.

Question: What is the timeline?

Response: Applications are due on December 15<sup>th</sup> so we should act soon.

The premise of this project is to reduce congestion through downtown. It is going to go forward regardless of this committee's support. It would be nice to have this letter, but we have 30 others.

Question: Are there any negatives?

Response: Possibly of bypassing T6.

The Committee agreed to meet Tuesday at 11 AM in the FedEx conference room at Cornfoot Rd. to further discuss whether to support this project.

Bob Hillier: The Value Pricing Advisory Committee is meeting this morning to discuss possible congestion pricing on I-5 and I-205. Two of our committee members serve on this committee (Marie Dodds of AAA and Jana Jarvis of OTA).

Pia Welch: There are people that want tolling on more than just highways. Commissioner Saltzman's office is exploring tolling on City roads. If we are looking at the expansion of the tolling concept, it might make sense for this committee to explore how tolling can benefit freight movement. Tolling is a good idea from our standpoint if it helps freight move more freely. We should propose performance standards for tolling.

Question: What is the goal of the tolling -to generate revenue to expand highways or to disperse traffic?

Response: It is to increase revenue and reduce congestion. In Singapore, they adjust the toll on a quarterly basis to attempt to achieve a target speed. If speed goes down on a corridor, they increase the toll.

Question: Is the revenue that is being generated by these tolls going to go into the road that is being tolled, or will it just go into the general fund?

### **SE Division Safety Action Plan**

Elizabeth Mahon led a discussion on the Outer Division Safety Action Plan.

Question: Are you doing a freight vehicle movement study?

Response: The freight-related components of this bike lane design is trying to address the current situation, in which freight vehicles park in the center turn lane to unload goods. Our goal is to provide safe bike facilities that also facilitate freight loading and unloading.

Question: How do you deal with debris in the bike lane if it is protected by a curb?

Response: The City has purchased a narrow street sweeper to clean existing protected bike lanes. The new bike lanes might be even narrower, which would present a new challenge.

Comment: Mountable curbs have worked well in some areas in the east side, but there needs to be clear instructions on where and when freight vehicles can utilize these facilities.

Question: Have you monitored the change in speed that has resulted from increased enforcement on Division?

Response: We have received weekly reports from the fixed speed camera. We are still issuing 1,500 tickets a month. That camera is only at a single location, and we can assume that high speeds are still occurring at other parts of the corridor that don't have speed cameras.

We did a study that looked at gaps in traffic and measured their length. We found that at peak times there are few gaps that are long enough for pedestrians to cross the street.

Question: Do people that use freight on outer division even know about the existence of this committee?

Response: Bob was contacted by Portland Sand & Gravel and invited them to participate with this committee. We should invite all the Outer Division freight groups to come to one of our meetings.

Response: There are 2 business associations that the project has been working with: Jade and Division Midway.

Question: The center median designs include trees. When trees mature, it can present a dangerous situation for pedestrian crossings.

Response: We are trying to make sure that tree planting locations are far enough away from pedestrian crossings to prevent conflicts.

Question: Will there be side street improvements? Trucks will not be able to make U-turns in center median locations? Will zoning change on-street parking demand?

Response: There are some other projects that are exploring improving side streets, such as the Jade-Montavilla Connected Centers. We are aware of the issues on side streets and hope to address them in the future. We are

directing truck turning movements to the arterial network. We are trying to accommodate some on-street parking on one side of the street. There will be a net loss of parking on the corridor.

Question: Is there currently a bike lane on Division? Have you explored using other streets for bike traffic?

Response: Yes, but it will be an enhanced, protected bike lane. We direct bike traffic away to Neighborhood Greenways in Inner Division, but there is not a grid to support through-bike traffic on Outer Division.

Question: Will the new designs accommodate over-dimensional loads? This is a concern because both Powell and Division will have similar treatments in the future. Recommend doing outreach to over-dimensional haulers.

Response: We are not reducing the number of lanes on Division, so over-dimensional loads should still fit.

Question: Have you explored the effect of slowing down traffic? Have you coordinated with Gresham on their plans for the corridor?

Response: We have been working with Gresham through the Division transit project. They have already eliminated on-street parking. But we have not explored the freight impacts of the treatments.

Question: Have you discussed the effect of reducing parking with local businesses?

Response: We have parking utilization data. On-street parking is not being used very much right now. We have recessed parking options for businesses that won't have on-street parking and who request them.

Question: Will your plans divert trucks to parallel arterials? Have you explored what the impacts will be?

Response: There are few through streets that go through in East Portland, other than the arterials. The only streets that trucks can use are the arterials.

### **Division Transit Project**

Wendy Serrano from Tri-Met presented on the Division Transit Project,

Question: Who is using this bus line?

Response: There are a lot of people that go to OHSU. There are a lot of people that go to Mt Hood Community College. There are many people that use this line to commute to work downtown.

Question: There are a lot of conflicts on Inner Division: parking issues, congestion, etc. Have you done outreach to businesses there?

Response: We have been communicating with business and property owners in the area all along. We have been talking to them about station placement and design elements.

Question: Did 15% design anticipate the project to split between Division and Powell?

Response: No, we have been working on the current alignment for the last 2 years.

Question: The Central Eastside Industrial Council only heard about this project from the neighborhood association. This project impacts an entire district. Just doing outreach to the adjacent businesses isn't sufficient. New Seasons has already indicated that elimination of turning movements on 12<sup>th</sup> will impact them. There is a lot of concern that this project is moving forward without input from the Central Eastside Industrial Council. There might be options that would allow turns for freight vehicles, only. Will there be analysis of traffic backups that will occur because of this system and the carbon impact of those backups?

Question: How are you going to achieve 10-second dwell times? I think they will be more like a minute or a minute and a half. The Silver Line in Boston had to eliminate fares to reduce dwell times.

Response: Eugene's BRT system has dwell times of 10 seconds. Other BRT systems report dwell times from less than 10 seconds to 18-22 seconds. Our fare system is designed to facilitate rapid boarding.

Question: How frequent is bus service on Division?

Response: It is currently 15-minute service, but it will 10-minute service in the future. But there will be less buses because the new buses are longer, so there will be reductions in congestion.

### **PFC Chair/Vice Chair Vote**

A voice vote was held to retain Raihana Ansary and Pia Welch as Vice Chair and Chair of the Freight Committee. All votes that were cast were in favor of retaining them.

### **Adjourn 9:36 AM**