

**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 182**



WHEN: Thursday, August 2, 2018 @ 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	<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. <ul style="list-style-type: none"><li>• RTP Update Comment Period</li><li>• I-5 Bridge Replacement</li><li>• PFC Southwest Corridor DEIS Comment Letter (attached)</li><li>• Portland Container Tour Recap</li></ul>	<b>Raihana Ansary/All</b>
8:00 AM	<b>SW Capitol Highway Project Update:</b> SW Capitol Highway between SW Garden Home Road and SW Taylors Ferry Road carries over 8,000 vehicles per day, is served by TriMet's #44 bus line, and currently has no sidewalks, bike lanes, pedestrian crossings or standard stormwater facilities. Limited funding and challenging physical constraints had prevented the City from advancing the needed transportation and stormwater improvements identified in the 1996 Capitol Highway Plan. With Fixing Our Streets funds available to leverage other funding from PBOT and Environmental Services, the City is now moving forward with project design. See project link: <a href="https://www.portlandoregon.gov/transportation/article/591982">https://www.portlandoregon.gov/transportation/article/591982</a>	<b>Steve Szigethy (PBOT)</b>
8:30 AM	<b>I-5 Rose Quarter Project Update:</b> The I-5 Rose Quarter Project will make multi-modal system improvements to both local streets and I-5 to create a safer, more connected community. To reduce crashes and improve traffic flow, auxiliary lanes will be added on I-5 between the on- and off-ramps from I-84 to I-405 to allow vehicles to enter and exit the highway more smoothly. The project will also add shoulders to the highway so stalled vehicles can move out of traffic and emergency vehicles can quickly respond. These improvements were recommended as part of the Council adopted N/NE Quadrant Plan and is being funded by House Bill 2017. See project link: <a href="http://i5rosequarter.org/">http://i5rosequarter.org/</a>	<b>Megan Channell (ODOT)</b>
9:00 AM	<b>Regional Value Pricing Project Update:</b> The Value Pricing Policy Advisory Committee held its last meeting in June and made their final recommendations to the Oregon Transportation Commission for their consideration (see report link: <a href="https://www.oregon.gov/ODOT/Value%20Pricing%20PAC/20180705_VP-PAC-Rec-to-OTC.pdf">https://www.oregon.gov/ODOT/Value%20Pricing%20PAC/20180705_VP-PAC-Rec-to-OTC.pdf</a> ) There many different positions being taken by the advisory committee members and this will be an opportunity for the PFC to discuss some of the related issues and strategic considerations that come into play for advancing this project.	<b>Marie Dodds/All</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)

## **Portland Freight Committee**

### **Notes from July 5<sup>th</sup> Meeting**

#### **Hot Topics, Points of Interest, Successes (7:30 AM)**

- I-5 southbound ramp to I-84 eastbound ramp full closure will start on July 8<sup>th</sup>, Sunday night and reopen on July 23<sup>rd</sup> at 5 AM. I-84 westbound and I-5 northbound ramp will be closed from July 25<sup>th</sup> to August 6<sup>th</sup>. Expect up to five hours of delay between 5am and 11pm.
- Central City in Motion will present at committee meeting in September. The lack of freight improvements in Central East Side, removal of parking lanes and travel lanes are main concerns. Circulation study and freight impact study still need to be conducted.
- Bureau of Development Services proposes to increase proportion of trails. Concerns about conflict with freight when trail and freight route converge.
- There is initial conversation with Washington legislatures to collaborate on I-5 bridge replacement. On July 25<sup>th</sup> the Columbia Corridor Association will hold a Breakfast Forum with staff from WSDOT to discuss what steps Washington state has taken to evaluate a new I-5 bridge.
- Urban Manufacturing Alliance and PSU just published a report that looks at needs and concerns of local manufacturing businesses. Encroachment of space in transportation realm is one of the main concerns. Among the issues brought up include improper use of space and lack of parking. The report can be downloaded here: <https://www.urbanmfg.org/wp-content/uploads/2018/06/UMA-State-of-Urban-Manufacturing-Portland-City-Snapshot.pdf>
- PBOT, Port of Portland and PSU have conducted a study about freight industry. The eCommerce and expectation of fast delivery have a big impact on the industry. Difficulty to recruit industrial labor, especially in central city due to long commute time and congestion, is cited as a major barrier.

#### **Frog Ferry: Susan Bladholm 8:00 AM**

Susan Bladholm provided a review of a Portland-Vancouver Passenger Water Taxi Service concept.

- Passenger service without capacity to carry vehicles
- Operation model: Public private partnership
- Capacity of the ferry: about 140 passengers. Trip length: against river current is 37 minutes. It connects with bikeshare, transit or walking.
- An estimated 500 vehicles would be taken off the I-5 Columbia River bridge.
- Comment: Vancouver residents don't live close to the river, so the commute time to the ferry would even be longer.
  - Answer: At this stage, we're trying to attract people who can get to the ferry easily. After the first phase, we can expand the service in the second stage. We will run some models to estimate the time to get to downtown.
  - Answer: There is a lot of residential development going on along the river front in Vancouver. Port of Vancouver will also have more development there soon.
- Comment: Would C-TRAN and Port of Vancouver be public partners?
  - Answer: Potentially. We also have TriMet and other government agencies on board.
- Comment: Can you give us some other examples from river cities with ferry services?
  - Answer: Sydney is a good example. They have the boat on water all the time and focuses on moving people instead of leisure sightseeing. Hudson Bay is another good one. Baltimore Bay. Washington ferry services may not be a good example because they carry vehicles. Part of its funding is from fuel tax.
  - Connectivity with the light rail is validated, but we're still doing more homework to make sure.
- The service is not fully private. We haven't found an example of privately operated ferry in the country. Like other transit systems, our goal is to keep the fare low.

### Southwest Corridor Plan: Eryn Kehe (Metro) 8:45 AM

- Service gap in SW Portland
- Initial route proposal included in the Draft Environmental Impact Statement (DEIS) to gather feedback from the community
- Minimize impact on freight capacity
- Accepting comments via hotline and website for DEIS, [www.swcorridorplan.org](http://www.swcorridorplan.org)
- PBOT proposed a road diet on Barbur BLVD. SW Corridor doesn't plan to reduce lanes except north of Hamilton before Naito and Barbur converge. It will be reduced from two lanes and one lane. It's a bottleneck location with a lot of use. We are looking at this location from a system perspective to ensure it works at least as well as a no build scenario and hopefully better.
- Comment: It looks like a secondary route due to the WES that connects Wilsonville and Tigard?
  - Answer: WES is operated by TriMet, who rents the rail from freight rail. The priority is always freight, so there is limitation in operation hours. The light rail route will provide more service hours. WES also doesn't go to downtown Tigard, so the light rail will also serve a different travel pattern.
- Comment: How much time does it save commuters from Tualatin to Tigard?
  - Answer: The big advantage is 6- or 7-minute headway. WES is only peak hour service and it doesn't connect to downtown Portland. Taking WES to Beaverton and connects to downtown Portland is about one hour. With the light rail, connection to Portland would be about 30 minutes.
- Learning from the lesson of Orange line and interstate Max, the turn radius for trucks needs to be improved. We will look more into that in the design phase. It's helpful at this stage to help us identify locations of concern for truck turn radius.
- Comment: Does this project include the transfer of jurisdiction of Barbur to the City of Portland?
  - Answer: We don't have the answer for that, but the functionality of Barbur remains the same for freight. Once the jurisdiction changes, it's permanent unless the agreement is amended, but we don't foresee that to happen.
- Action: Write letter of comments and questions from the committee by July 30<sup>th</sup>.