

PORTLAND FREIGHT COMMITTEE
Notes from November 1, 2018
Meeting No. 185



Senator Betsy Johnson (Oregon District 16)/ Northwest Cornelius Road Safety Project

Riad Alharithi (Multnomah County): Presented overview of [project](#) and impact of construction

- 4 main improvement locations: 8th Ave, S curves, curves south of Plainview Rd, & Kaiser Rd.
- Timeline for closure June – September 30, 2019
 - Stage 1 - June to mid-July - Kaiser to Skyline
 - Stage 2 July to August – Skyline to US 30
 - Work will commence 6 days/week, 10-hour construction days (night work challenging and inefficient)
 - Plan communication: Bike/pedestrian outreach Oct 2018, freight Nov 2018, Washington Co. and Columbia counties, pre-construction meetings will be held
- Full closure will make the project faster
 - Germantown Road remaining open during construction
 - Culverts along project corridor will be completely replaced
- Proposed Detour Plan for Trucks
 - Trucks to detour via US 26, Interstate 405, and US 30
 - Hazardous material to detour via US 26, 217, Interstate 5, Interstate 405, and US 30
- Routing issues for trucks
 - Biggest challenge - No viable detour alternatives exist
 - Rerouting hazardous material & over-dimensional vehicles
 - *Riad will check on specific geometry of trucks that are allowed on NW Old Cornelius Pass Rd detour route.*
 - Temporary use of Vista Ridge Tunnel for routing fuel trucks/Haz-Mat was considered, but will not be approved by ODOT
- Senator Betsy Johnson raised following issues:
 - Ongoing Safety challenges on NW Cornelius Pass Road
 - Advisory committee has been formed to review the issues
 - Roundabout at the US 30/Cornelius Pass interchange was opposed by the trucking community
 - County Commissioners and Intel not aware of proposed project impacts
 - Communication plan inadequate. Did not reach out to Intel or other major employers on the impacts of the detour.
 - 14k daily vehicle trips will be pushed to other vehicle routes
 - Need to hit pause and expand conversation to impacted parties
 - Regional employers need more time to make alternative plans
 - Could impact student bussing
 - Consider workforce & supply chain; planning has been happening in a silo
 - Counties may not be as informed as they should be.
 - Have other viable alternatives been considered? Is the current plan the best plan? Can this project be phased?
- Kimberly Dinwiddie (ODOT)
 - ODOT will share lessons learned from closures of Interstate 5 and Interstate 84 to support Multnomah County's communication strategy.
- Mike Pullen (Multnomah County) Clarifying comment: Project team is not waiting till Spring for outreach.

Mayor Ted Wheeler

- Portland mayor Ted Wheeler discussed his priorities:
 - Addressing homelessness is a primary issue
 - Housing affordability crisis,
 - Find new sources of revenue and meet transportation infrastructure needs
 - Transportation is artery for economic prosperity
 - We need to re-envision transportation infrastructure to meet our future needs
 - Commissioner of Transportation Chloe Eudaly is enthusiastic to work with regional partners on transportation issues.
 - The CRC died from lack of leadership. Leadership is needed in the Governor's Office from both Washington and Oregon to advance the I-5 bridge replacement project (CRC); we need to get moving on CRC. Not sure where FHWA is on this. Where is the Vancouver, WA Mayor Anne McEnerny-Ogle on this issue?
- Questions
 - Chair Pia Welch: Heavy Vehicle Use Tax will provide City of Portland with more revenues from tax increases. There was a 53% increase in the statewide Weight Mile Tax that was approved under HB-2017 truckers are already paying. The PFC has opposed a further increase in the current 2.8% that Portland businesses are now paying under the Heavy Vehicle Use Tax.
 - Wheeler response: Understanding this was a compromised solution; economic prosperity gives the resources to address livability issues
 - Broadway corridor may be a place for a Fortune 500 company to locate.
 - Marie Dodds (AAA) and Jana Jarvis (OTA): Both raised concerns about a proposed Cap and Invest bill in the upcoming 2019 Oregon Legislative Session to reduce carbon emissions and the economic impacts on Oregon businesses and the trucking industry.
 - Kate Merrill (CEIC): How do we ensure multimodal safety between bicycles and trucks? We need to be careful not to propose bicycle corridors along major freight routes.
 - Wheeler: Site bicycle facilities appropriately and carefully; avoid freight mobility corridors. Some corridors will never be safe. More evaluation is needed on bike lane placement. Trucks can be equipped with protective siding. Separated cycling facilities are the best solution: increase cycling and confidence of all modes. Commissioner Eudaly has been tasked with analyzing the placement of current bike routes.
 - Chair Pia Welch: Central City In Motion at Council soon--Freight routes and better separation for bikes are needed. 200 parking spaces to be removed. Believes project needs more in depth look and deeper freight study.
 - Wheeler: Stakeholders need to be in the same room at the same time to discuss issues, develop vision to address issues & balance competing needs
 - Tom Dechenne - How do we close gap/disconnect between cost and development for accommodating our projected population growth?
 - Wheeler - Workforce housing must be addressed to stay economically competitive; height and density in central city and advocating for infill; economic growth tied to cost competitiveness; planning should always include the creation of workforce housing;
 - Housing affordability is causing absenteeism for families that must move to seek affordable housing

Columbia/Lombard Mobility Corridor Plan – Zef Wagner (PBOT)

- The goal of the project is to improve mobility for all modes
- The study corridor is primarily in an industrial district but also includes residential neighborhoods, such as the Cully Neighborhood
- PBOT is seeking nominations to serve on the advisory committee; list of candidates due by December 2018; Nominations can be sent to Bob Hillier
 - Looking for balanced representation on committee of around 20 people; will meet quarterly beginning in January 2019
 - Comments: Chair Pia Welch suggested Jubitz Truck Stop representative be on the Stakeholder Committee
 - Sorin: Referenced St. John's Truck Strategy, wanting to balance industrial and residential interests; was a challenging process because community advocacy lost the larger vision of the project
 - Corky Collier: Clear objectives and criteria are needed for selection; give some basic context for recruits and selections; cooperative approach is key
 - Zef Wagner: PBOT seeks freight committee insights on relevant businesses, issues, and information gathering

Columbia/Lombard Wayfinding Project – Zef Wagner (PBOT)

- The main issue is with confusing street names
 - Lombard → Burgard Rd → Lombard → Portland Highway → Killingsworth
 - Name inconsistency of Killingsworth/Portland Highway causing issues for businesses and Living Cully (local community development coalition)
 - Google is very confused about names; other wayfinding systems also subject to confusion
- Change Burgard Rd, Portland HWY, Killingsworth ST to Lombard ST
- Change Northernmost Lombard segment to Columbia BLVD
- Tom Dechenne: How will this affect businesses? Cost of address changes?
 - Zef: Feedback has been positive, but survey of property owners still to come; grace period for both addresses to work is possible; cost of resigning will be low
- Benefits of proposed changes
 - Locational accuracy of 911 calls
 - Less driver confusion, better circulation
 - Freight reliability, delivery
 - Transit ease
 - Signs up to date (visibility, reflective)
- Next steps: potentially folding into mobility corridor plan; continued public outreach: direct property owner outreach; planning sustainability commission (PSC) + council in 2019; allocate funding through PBOT Transportation System Management program; implement with South Portland Addressing Project in 2020 saving time and resources

Hot Topics

- Kate Merrill (CEIC) – Central City in Motion (CCIM) going before Council on with 18 projects with 1-5 year plan priorities
 - North/south routes identified for protected bike lanes;
 - Supportive of transit lanes and protected lanes
 - Concern on 7th Ave parking removal; PBOT responsive about parking mitigation, but in short-term this is not helpful; mixing freight and bikeways on 7th Ave concerning, also an over redundancy of proposed bicycle routes
 - Plan brought forth by Gabe Graff, but no budget attached
 - Thoughts that 6th Ave. will be more expensive, but no budget produced.

- CEIC will submit comment letter to Council; Portland Business Alliance (PBA) already sent comment letter; has suggested alternatives on transit mall for bike lane and will attend scheduled Council Hearing on November 14, 2018 at 2:00 PM
 - “The Number of bike routes in district is daunting”
 - Business owners on 7th saying that outreach not happening related to project impacts
 - Removal of loading zones not yet identified
 - Community member (NE Broadway & 7th area) advocated for small businesses and access to small businesses; discussed impacts of bike facilities and noted that her business and others are car-oriented shops, not bike/ped attractors; encouraged by committee to testify at council/write letter to council
- Chair Pia Welch will attend City Council meeting on NE 46th Ave and Saratoga Ct Local Improvement District (LID) on November 7, 2018
- Haz-Mat truck tipped at Interstate 5 - Water Ave exit; question directed to ODOT about putting in tipping warning sign for trucks
- Sorin Garber: Washington legislative session requested to open an Interstate 5 bridge replacement office for reinitiating the planning process
 - Sean Philbrook (Identity Clark County): requested support for Clark County Transportation Alliance 2019-20 Policy Statement
 - Bob will send draft policy statement letter out to committee; vote to happen via email
- Metro Council President Elect Lynn Peterson is scheduled to attend the December 6, 2018 PFC meeting
- Send Chair Pia Welch invites suggestions for future PFC guests & speakers
- Supply Chain Conference on November 15, 2018 – networking opportunity, manufacturers meet suppliers; Bob Hillier (PBOT) will send information out via email
- Tony Coleman (ODOT): There will be continued closures of Interstate 84 Banfield ramps; and a few more full closures 10PM - 5AM weekday
 - Rolling slowdowns accompanying sign installations for Interstate 5 southbound and Interstate 205
 - Sign up for updates on ODOT website

Meeting adjourned – 9:30AM