

**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 190**



WHEN: Thursday, April 4, 2019 @ 7:30 AM  
WHERE: Lovejoy Room (2nd Floor), City Hall,  
1221 SW 4th Avenue, Portland Oregon

<b><u>Time:</u></b>	<b><u>Topic:</u></b>	<b><u>Lead:</u></b>
<b>7:30 AM</b>	<b>Introductions/Approval of Meeting Notes:</b>	<b>All</b>
<b>7:35 AM</b>	<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>• I-5 Rose Quarter Hearing Recap</li><li>• Dreyfus Grain Terminal Site</li></ul>	<b>Pia Welch/All</b>
<b>8:00 AM</b>	<b>Carbon Cap and Trade Update:</b> PFC members Jana Jarvis (OTA) and Marie Dodds (AAA) will provide an update on the proposed Carbon Cap and Trade legislation currently working its way through the Oregon legislature.	<b>Jana Jarvis/Marie Dodds</b>
<b>8:30 AM</b>	<b>Rivergate Overcrossing Project Update:</b> Dan Layden will provide an update on the design and construction schedule for the railroad overcrossing located in the South Rivergate Industrial District.	<b>Dan Layden (PBOT)</b>
<b>9:00 AM</b>	<b>Gideon Overcrossing Project Update:</b> The PBOT and TriMet project manager team will present the 90 percent design plans for the pedestrian-bicycle railroad overcrossing located on SE 14 <sup>th</sup> Avenue (see attachments)	<b>Caitlin Reff (PBOT)</b>
<b>9:20 AM</b>	<b>Public Comments and Other Issues</b> Members of the public are invited to speak on related issues to the committee.	
<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)

**Freight Committee Meeting**  
**Notes from March 7, 2019 Meeting No. 189**

**Ryan Windsheimer, ODOT Region 1 Manager – I-5 Rose Quarter Project**

- Most of the traffic is not trying to get to I-5. 9 out of 10 cars exiting on I-405 are coming from OR217. Noticeable reduction in delay. Safety benefits are not yet known, though there is much less merging and weaving. Bottlenecks relieved in other areas as a result.
- I-5 Rose Quarter: Auxiliary lane would provide dedicated lane for exiting cars. Presented origin-destination data on cars entering and exiting. This project would provide a lot of benefits and hoping to see support from Freight community. In Environmental Assessment (EA) phase (published a few weeks ago, comments open till 4/1/2019); Open house tonight 3/7/2019; Project has around 2 more years of design. Using CMGC – type of bidding and contracting to improve efficiencies; still in contracting process.
- Bob Short asked: 1) What is the impact of traffic freight entering I-5 SB from Rose Quarter? Will this project make this easier or more difficult?
  - Auxiliary lane would provide more space and get trucks up to speed as they merge into the mainline travel lane.
  - Bob Short asked about the Cornelius Pass Rd closure: 9-day closure of ramps on detour route. Are there options so detours don't overlap. It would cost hundreds of thousands of dollars to the freight industry.
  - RW – Other closure scheduling and impacts are trying to be minimized. Cornelius Pass project was delayed because of landslide. For those 10 days, analysis shows it will be about 4.5 additional delay during off-peak. Peak is 10-15 minutes additional delay. We are aware of the issues and delay, but it's very expensive to change.
- Corky Collier – Do you have a plan for teasing out the loud crowd in the public process?
  - RW – The NEPA Environmental Assessment. we will listen to the content of what is said and how it applies to the environmental document we are putting forward. Commissioner Eudaly will be sitting with Rian to listen to public comments at the scheduled March 12<sup>th</sup> Public Hearing.
  - We are trying to lay out the workshop processes and engage the City of Portland. We are at a very early stage and as we work through the complex issues, we are trying to hear all the voices.
- Raihana Ansary – ODOT's work with Albina Vision presents opportunity to counter opposition from groups like "No Freeways"
  - Sorin Garber – Opposition is getting so much attention, but there is a lot of support for the I-5 Rose Quarter Project. Referencing the previous CRC EIS public involvement process, the ODOT team was good at recording information but the Sec. of State audit said we should be making the points on the benefits of the project. Sorin commented – not sure where City Council is on this project?
  - RW – Benefits will be shared at the open house. This is not the purpose of the hearing. Rose Quarter team is meeting with different community group everyday having conversations and sharing information. Testimony will help highlight the benefits. There are now new City Council members since the NE Quadrant Plan was adopted by the previous Council. Council is generally supportive, but there are questions. We will be strategic in conversations and many still need to happen.

## Hot Topics, Points of Interest

- One correction for minutes; minutes approved
- Portland Planning & Sustainability Commission Membership Recruitment – high level positions, big time commitment. Application link is in agenda packet and due by March 15, 2019. Looking for Central Eastside and Business & Industry persons to serve on the PPSC.
- Central City in Motion Workgroup – 18-member committee forming to oversee implementation of projects as they are advanced for construction. Applications are due March 21, 2019. Bob Hillier will send link out again for applications.
  - PFC should have Gabe Graff come back to discuss parking and loading zones, and other concerns. Bob Hillier will reach out to Gabe.
- Kevin Johnson shared: There is a Japanese delegation visiting Portland and want to learn more about PBOT's Road Safety Sensor Project. Ann Hill from PBOT will meet with the group.
- Kate Merrill – The Central Eastside Industrial Council is working on a parking master plan for CEI and looking for parking solutions. Recently got enhance services district passed unanimously, will start in July 2019. Portland Streetcar will be working on dedicated Streetcar lane around Couch/Davis. Expecting to see design plans soon. Would like Gabe Graff to provide update.
- CRC – Washington Governor Jay Inslee has a funding bill in the WA Legislature to create project office. The proposed bill identifies the I-5 corridor as a corridor of statewide significance. WA Senate house committee proposes a \$16 million transportation package, 6 cents on gas tax. Will go to rules committee, then house, then to Senator for signature. Utilities and others have voiced opposition. Also, study bi-state bridge authority.
- Corky Collier – Oregon's Cap and Trade legislation will be discussed at the March 20<sup>th</sup> Columbia Corridor Association Breakfast Forum to focus on assumption that we will have Cap and Trade, and how do we make this successful. Columbia/Lombard stakeholder committee – Giving credit for more balanced than previous COP stakeholder committees. There are many resident reps, but no business owner from Columbia Blvd. There will be a technical advisory committee with players like TriMet and the Port.
- Tom Bouillion – ODOT project that will reconfigure portion of Lombard from 4 to 2 travel lanes is being proposed. Article was on BikePortland site and might be of interest to PFC. Seems to be in the residential portion of the corridor (Woolsey), an extension of turn lane, median islands and additional pedestrian crossings. Increasing travel lane width from 11' to 12'.
- Sorin Garber question to Kimberly (ODOT) – Confirmed that there hasn't been a decision on the cross section of Broadway/Weidler. There is a lot of bicycle traffic. We need City Council to assert what they want and perhaps we should direct them.
  - K – only at 5% design. Surface level streets will be focusing on safety. Community conversations are going to inform. City/ODOT partnership on LIDs; City streets, but ODOT structures.
- Kate Merrill – Roger Geller has proposed protected bike lane on SE 3<sup>rd</sup> Ave in CEID.
- Bob Short – Has Bob looked at the Diamond baseball proposal? Could have significant impact on freight movements in the NW Industrial District and Hwy 30.
  - BH – Yes, there are currently high-level policy discussions taking place between PBOT and BPS staff. ODOT will be involved because of potential impacts to Hwy 30 and I-405.
  - Steve Kountz – Comp Plan map changes are not consistent with Goal 9. Late 2021 is the earliest that changes could be adopted. Corky Collier commented that this would be a significant loss of industrial land and we must figure out how we mitigate this loss. Pia suggests we should have the baseball people come to the PFC.

## **Winston Sandino – Columbia Boulevard capital Projects Update**

- George Middle School Crossing: We have done a lot of public involvement and selected an option: New pedestrian signal at Banks and island at Midway and Banks. Property owners and neighborhood association do not oppose. The project is at around 30% design and will be full signa at Midway. Proposing an island to prevent left turn to Midway because there is a lot of cut through traffic. Traffic counts at peak afternoon hour showed around 40% traffic from Columbia was going on Midway, which is classified as a local street.
- New signal will be synchronized with existing signal at Macrum Ave. Macrum signal will be modified to allow more time to turn left. There will be a “minimum amount of time” for cars to go through green on Columbia. Banks curb islands will be non-mountable; Mountable at Midway and Oregonian. Project will start in Fall 2019. Speaker Kotek has championed this project, so it is being expedited.
  - Sorin Garber asked if there was any outreach with George Middle School. WS – Yes, a lot of outreach has been done with students.
  - Corky Collier – Will the current pedestrian overcrossing remain? WS- we are going to keep the bridge based on public response that it is used and should stay.
- Columbia Blvd at Alderwood Rd: PBOT will build a permanent traffic signal and an exclusive right turn lane on Alderwood to WB Columbia. ROW will be purchased from golf course and private property to get the necessary ROW for future signal update at Cully intersection. Sidewalks will be added to portion of south side, and multi-use path on portion of north side. Project is at about 30% design with construction expected to begin in 2020.
  - Tom Bouillion – Does the design and ROW acquisition allow for future 5 lanes? Would this project wait for RFF funding or would it be phased? WS – Yes, ROW expansion to come. If approved on time, both could be designed and build at the same time.
  - Tom Dechenne – What is the likelihood of funding to build jointly? Traffic would be impacted twice if built separately. Dan Laden – PBOT applying for funding. Funding available 2020-2022. We could possibly borrow against anticipated funding to build jointly. It is a question of whether we can finance it and prefer to do projects together.
  - Corky Collier – Third issue is the widening of Columbia Blvd. Between 60<sup>th</sup> and 80<sup>th</sup> the road narrows, and this is a real problem. This segment should be widened to match the other sections. The lights will make the problem worse. What is the timeline to widen this roadway? WS – We plan to do this in the future, but PBOT does not have the money to do this right now. Dan Laden – It is a longer-term project. There is significant traffic on Alderwood and Cully, especially with the new Post Office. Crossing Columbia is important. Signals will operate more efficiently and balance operation of Alderwood and Cully. Current signal does not balance Columbia and Alderwood.
- NE Columbia Blvd at MLK Jr Blvd. Construction begins next week and will conclude by end of the year. There will be an exclusive right turn lane on WB Columbia to NB MLK. ADA ramps will be built one at a time to minimize traffic disruption. Right turn lane will be opened when signal is moved. Work will be done between 8:00AM to 4:00PM.
  - Sorin Garber – We have been getting few proposals. WS -Bids coming within 10% of our estimates.

**Adjourn 9:12AM**