

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 193**



WHEN: Thursday, August 1, 2019 @ 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	Introductions/Approval of Meeting Notes:	All
7:35 AM	Hot Topics, Points of Interest, Successes:	Pia Welch/All
8:00 AM	I-5 Bridge Trunnion Replacement Project: In September 2020, the northbound bridge of the Interstate Bridge between Vancouver and Portland will close for up to two weeks as crews replace a cracked trunnion and other parts that help lift and lower the bridge. Kimberly Dinwiddie from ODOT will provide an update and strategies for mitigating traffic impacts: https://www.interstatebridge.org/	Kimberly Dinwiddie (ODOT)
8:15 AM	Columbia-Lombard Mobility Plan Update: The Columbia/ Lombard Mobility Corridor Plan will address safety, mobility, and access for freight, active transportation, and public transit both along the corridor (east/west) and across it (north/south). The project area runs from Interstate Avenue to I-205 with a buffer area to include parallel routes. The proposed Columbia/Lombard Mobility Corridor Plan will identify, develop, and prioritize improvements that would make multimodal transportation and freight movement safer and more efficient along the corridor. Project staff will brief the PFC on existing conditions in the corridor, answer questions and gather input on needs and considerations. The Existing Conditions Report and other information is available on the project website: https://www.portlandoregon.gov/transportation/index.cfm?&c=78303	Bryan Poole (PBOT)
9:20 AM	Public Comments and Other Issues: Members of the public are invited to speak on related issues to the committee.	
9:30 AM	Adjourn	

Questions about this agenda or other questions about the Portland Freight Committee (PFC):

- Contact Robert Hillier, 503 823-7567 or Robert.hillier@portlandoregon.gov
- Also, visit the Portland Freight Committee website at: www.portlandonline.com/transportation/freight

PORTLAND FREIGHT COMMITTEE NOTES
Meeting No. 192, June 6, 2019

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
7:30 AM	Introductions/Approval of Meeting Notes: May 2 nd PFC meeting minutes approved.	All
7:35 AM	Hot Topics, Points of Interest, Successes: <ul style="list-style-type: none">• Cornelius Pass Road closure in July• STIP process in process• RFF – PFC may provide letter of support for the Columbia-Cully project.• Port of Portland’s Phil Healy is retiring• Portland Clean Energy Fund – legal memo circulating in City Hall defining PCEF more broadly about what can be taxed (separate from what state is doing); Mayor waiting to release rules until more clarification on scope; related article from Willamette Weekly will be shared• E-commerce research project update – Seattle, San Francisco and LA have been monitoring use of curb space to develop management scheme.• Northwest Industrial business association... Changing trends in the district, manufacturing job decline has been replaced by distribution jobs and looks stable going forward.• Columbia-Lombard Mobility Project: definition of study area has created some problems. Has worked with BPS on this new, larger corridor scope.	Pia Welch/All
8:00 AM	Metro/ODOT Regional Mobility Policy Update: Kim Ellis (Metro) Kim Ellis gave an overview of a joint effort by Metro and ODOT to update the <i>Regional Mobility Policy (RMP)</i> and implications for freight movement. Metro and ODOT seek input on the draft project objectives, proposed approach and initial scoping questions (see attachment). Feedback will inform development of a work plan and stakeholder engagement plan for consideration by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in Fall 2019. <ul style="list-style-type: none">• Traditional level of service (LOS) scores system based on motor vehicle data points: A=good to F=poor, measuring vehicle delay, speed, and how full the system is.• Current mobility policy is 20 years old. Accepts more peak-period congestion in areas that are well-served by transit. Current work is developing level of tolerance that is reasonable to preserve mobility and allow for efficient freight movement.• RTP policies have evolved over past decades to capture all modes of travel; identified need to develop alternative mobility outcomes (RMP slide 13).• Project is being scoped, recommended mobility policy expected mid-2021 – Update policy framework, develop alternative mobility policy, (slide 16)• Partnerships and engagement with existing technical advisory committees and local governments... Feedback from questionnaire will help inform the scope that will be released later in June 2019	

PFC Comments

- Other LOS measures exist that could be considered. “Vehicles in Motion” concept is another interesting tool. There are inherent conflicts in functional classification system with limited tools to develop solutions.
- Encouraged to separate freight and transit from other system functions. Concerns: LOS is simple and easy to compare. There could be implications in changing the formula. With new system, how would we compare with other regions?
Kim – Having clear expectations and develop case studies to apply it to real things and places.
- Over 90% of blue-collar workers are auto commuters. How will the increasing auto-dependence of working class be addressed?
- Look at the cost effectiveness of transportation requirements on development
- A reliable system is important to families. Also, the impacts of the gig economy should also be considered.
Kim – People movement through corridors is important and we want to ensure reliability for goods movement as well. Tools to analyze and assess the impact of Uber and Lyft are limited, but we know that they are adding trips that are countering our regional goals.
- We do not want the freight perspective to get lost in broader discussion as SOV trip reduction goals.
- Resiliency and state of good repair is also a part of our systems strategy
- Is ODOT looking at ways to address congestion caused by accidents on the freeway?
Kim – Yes, incident management response has performance targets set for clearing roadway.

Emergency Transportation Routes Update: Kim Ellis (Metro)

Kim Ellis will provide an overview of a joint effort by the Regional Disaster Preparedness Organization (RDPO) and Metro to update the designated regional *Emergency Transportation Routes (ETRs)* for the five-county Portland-Vancouver region. The last update occurred in 2006. See attachment and project website: <https://rdpo.net/emergency-transportation-routes>

- Presentation rescheduled for future PFC meeting due to shortage of time

8:40 AM

Portland Pedestrian Master Plan Update: Michelle Marx (PBOT)

PBOT Pedestrian Coordinator Michelle Marx provided an overview of the city’s Pedestrian Master Plan Update (Ped PDX) and the key policy changes and project priorities. See project website: <https://www.portlandoregon.gov/transportation/78224>

- PedPDX is the City’s 20-year pedestrian master plan. The three key elements: 1) update of pedestrian classifications, 2) prioritization framework for identifying the most critical gaps in the system, and 3) the implementation toolbox.
- Systemic safety issues must be addressed: 32% of City roadway is missing sidewalks on both sides of roadway. The need is greater than our resources can meet, so improvements in the most critical location will be invested in first. Based on citywide community engagement and feedback, prioritization is based on: 1) equity, 2) safety, and 3) demand
Methodology is dynamic and will be applied every 2 years to stay relevant and apply to the City as it changes.

- This data drive plan is guiding Network Completion work. PedPDX identifies needs, not projects; these needs will be translated into future projects. Phase 2 of plan will be updating pedestrian design guide with the input of Complete Streets team.

Comments

- Do we have data for delivery drivers and crashes?
Michelle – No, but this interest will be brought to Vision Zero team
- Will the plan remove parking?
Michelle – Not in all cases. Some parking near intersections will be removed to improve visibility. In metered districts the design guideline will not automatically apply but will take an engineering approval.
- Does PedPDX or Vision Zero look at bad motorist behavior?
Michelle – No, but our Toolbox has focus on driver education and enforcement of traffic laws. VZ working with Commissioner’s Office on this charge. Pedestrian education is another important piece to address behavior on both ends.
- Why is sidewalk construction/repair/maintenance policy not applied more broadly across the City?
- Michelle – Toolbox includes 6 or 7 actions for how we approach this problem. Complaint-based system is not equitable. The City is planning to develop a new approach to identify issues and help lower the cost.
- State-owned facilities are in need of pedestrian improvements.
- Mature trees near crosswalks limit visibility. The Bureau will be working with Urban Forestry to address setback distances.
- In industrial areas, are there innovative ways to provide pedestrian access? Is cost effectiveness in permitting and proportionality considered?
Michelle – We do not address development requirements. However, in the design guide we will be looking at these issues. Regarding infrastructure in employment districts, we are prioritizing pedestrian access from transit to jobs. Transit needs to be better in industrial districts.
- It is difficult for a homeowner to fix their own sidewalk, and it is expensive for the city to do it. Narrow streets with steep grades, like SW 58th, do not have available ROW for sidewalks. Shoulder solutions are being conceptually explored to provide some protected separation.
- Could a study of Skyline BLVD be done to provide better options than traditional pedestrian crossings?
Michelle – More conversation on this topic is welcome.

9:20 AM Public Comments and Other Issues

Members of the public are invited to speak on related issues to the committee.

- Lighting on private property should be better regulated with regards to brightness.
- Association of Oregon Rail and Transit Advocates (AORTA) would like to work with freight rail partners amidst the re-emergence of CRC project and supports an alternative to CRC and would like to present to PFC.

9:30 AM Adjourn