

**PORTLAND FREIGHT COMMITTEE
AGENDA
Meeting No. 194**



WHEN: Thursday, September 5, 2019 @ 7:30 AM
WHERE: Lovejoy Room (2nd Floor), City Hall,
1221 SW 4th Avenue, Portland Oregon
Call In #: 503 823-3566

<u>Time:</u>	<u>Topic:</u>	<u>Lead:</u>
7:30 AM	Introductions/Approval of Meeting Notes:	All
7:35 AM	Public Comments Members of the public are invited to speak on related issues to the committee.	
7:45 AM	Pacific Northwest International Trade Update: Maria Ellis (PBA) Maria Ellis joined the Portland Business Alliance as the director of Federal Affairs and also the new executive director of the Pacific Northwest International Trade Association (PNITA). Maria will provide an update on some of the key trade issues and trends in the Portland region: https://portlandalliance.com/advocacy/policy/international-trade.html	
8:30 AM	Special Guest: PBA President and CEO Andrew Hoan Andrew Hoan became president and CEO of the Portland Business Alliance in June 2018. Prior to joining the Alliance, Andrew was president and CEO of the Brooklyn NY Chamber of Commerce. Andrew currently serves on several City of Portland and Metro advisory boards and will provide an update on current and future PBA activities.	
9:00 AM	Earthquake Ready Burnside Bridge: Mike Pullen from Multnomah County and Patrick Sweeney from PBOT will provide the latest update on efforts to make the Burnside Bridge earthquake-ready and the design alternatives being considered.	Mike Pullen (Mult. Co)
9:20 AM	Hot Topics, Points of Interest, Successes:	Pia Welch/All
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 from August 1, 2019, Meeting No. 193

7:35 AM Hot Topics, Points of Interest, Successes: Pia Welch/All

- Cornelius Pass Road closure continues. Changes to signage were made to minimize roadway confusion.
- I-205 closures are planned over the weekend of August 3-4.
- Recent backups on N Greeley Ave. around the Adidas campus are an unexpected phenomenon. Buses and trucks were in the mix of congestion.
- Business Leaders Regional Transportation Summit - August 22, 2019
Summit on corridor conditions on I-5, mobility improvements, and bridge replacement process with insights from WSDOT. Flyer will be distributed. Hosted by Columbia Corridor Association, Identity Clark Co., and Southwest Washington Freight & Commerce Task Force.
- PBOT project at NE 33rd & Marine Dr. has two concepts: roundabout and traffic signal. There are public concerns about safety and truck turn radii for the roundabout. Roundabout concept was discussed as a project related to past CRC efforts, and a key takeaway was that it would need to be very large to accommodate the default truck route. Bob will follow up with PBOT (Winston Sandino) to get more project details.
- Heavy Vehicle Use Tax (HVUT) funding update presentation is tentatively scheduled for the November 7th PFC meeting.
- Council approved excavation construction contract for the NE 47th Ave. project.
- TriMet MAX disruption 8/4/19 - 8/17/2019 in Lloyd District. Information at trimet.org/Lloyd

8:00 AM I-5 Bridge Trunnion Replacement Project: Kimberly Dinwiddie (ODOT)

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 provided an update and strategies for mitigating traffic impacts: <https://www.interstatebridge.org/>

- Hamilton Construction has been selected as contractor. Closure for two weeks in September 2020. Project completion by October 30, 2019.
- Public information and outreach: ongoing since 2017, including early outreach, stakeholder research, and public communications campaign.
- Northbound I-5 will be completely closed. Similar closure in 1997 when crack was discovered in part of the axel assembly. Original parts are from 1917.
- There will always be one contraflow lane open (i.e. Two southbound lanes open in morning, one northbound. In afternoon/evening, two northbound, one southbound). Traffic pattern changes will begin around Mill plain in Vancouver, and around Columbia BLVD in Portland.
- ODOT is asking everyone to help to reduce congestion during the two-week closure by using other options if they are able. Traffic mitigation strategies include transit mode shift, teleworking, etc. Carpool and vanpool is being encouraged. Backups may double if no behavior changes. Right now there is only around 7 hours of congestion but may increase to 16 hours if commuters continue to drive during closure.

- Transit improvements that will happen include: C-Tran Commuter Bus to use extra capacity + reserve buses. TriMet will have buses serving WA. Buses will be able to drive along shoulder in areas that are safe with little conflict with on- and off-ramps.
- Incident/emergency management: increase in maintenance workers and incident responders driving corridors that experience more congestion to help clear lanes and keep vehicles flowing. Also partnering with law enforcement to help keep lanes open.

Questions

- I-205 congestion: Will you apply all transit options over to I-205 as well?
Yes, and buses will also be able to use shoulder to jump ahead.
- What will be the southern terminus for passenger pickup & drop-off?
Not known at this time.
- What's the impact to Columbia River barge traffic?
ODOT has been talking with barge industry stakeholders to inform them and allow them to plan ahead. Barges will be able to use the channel that does not require a bridge life. Closure will not allow lifts to occur during construction. September was chosen because this is the low water period.
- Are you considering projects that might impact the detour routes?
Yes, we are working with both cities to mitigate issues with detour routes, such as overlapping closures.
- Has PBOT done modelling to anticipate impacts? Can this be shared?
There is not going to be a significant amount of congestion and modelling is available.
- Is the bridge's axle crack growing faster than expected?
It is not. Nonetheless, we do not have time to wait for a bridge replacement.

Comments

- Port of Portland shared that there will be future service from Fishers Landing to the Airport.
- Should ask TriMet and C-Tran to exemplify how well they can coordinate. This is an opportunity for agencies to work together.
- The Cost of Congestion study may be useful to inform decisions.
- ODOT will have tow trucks on standby in case of accidents.

8:15 AM

Columbia-Lombard Mobility Plan Update: Bryan Poole (PBOT)

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 briefed the PFC on existing conditions in the corridor, answered questions and gathered 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>

- PBOT is in the planning phase and developing a project list to group strategically for funding. There is not funding allocated for any of these projects now.

Takeaways from planning process so far:

- Investment in freight is needed as freight continues to grow
 - Congestion expected to worsen, primarily due to single occupancy vehicles
 - Crashes major issue with both societal and economic costs
 - Physical constraints (for over dimensional loads, loading docks, at grade crossing closures, overcrossings) inhibit freight and limits access
 - Access to jobs important as area grows
 - Projects in the Transportation System Plan need refinement/project development to address present needs and be more shovel/grant ready
 - Need to enhance travel time reliability and predictability for travel along Columbia Boulevard
- The impetus of the project is to allow these corridors to better function for freight, transit, and active transportation modes. Current conditions are substandard and unsafe along many stretches of the corridors. Goals of the project are centered around freight and mobility access, safety, multimodal access, and obtaining funding. ODOT asked PBOT to add Lombard leg that looks different from the rest of the corridor.
 - Regional congestion has impacted movement to and from these corridors. This ODOT/DLCD funded grant was pursued to better plan for freight corridors. The regional movement of goods in being considered in how projects address issues. Analysis on both streets show the character of trips, AM/PM peak commute travel, and the percentage of trucks using the corridors throughout the day. There is more delay on Columbia compared with Lombard, and congestion is worse eastbound (details in PBOT presentation slides). Traffic operations are near- or over-capacity for both central corridor segments.
 - The City wants to use context-sensitive solutions for freight streets. PBOT plans to tailor solutions to the mode that the corridors prioritize, in this case it is freight. Peak travel percentage (not volume) for trucks appear to be between 11:00 AM and 1:00 PM.
 - Regarding safety, crash data from 2012-2016 allows for an understanding between congestion-causing fender benders and fatal and serious injuries between road users (including cyclist and pedestrians). There are various tailored solutions for the various safety issues. Access management may be a valuable tool. Unpredictability of the behavior of people driving cars is a major safety issue and impacts flow of commodities.
 - There are high- and medium-equity census tracts adjacent to corridors. Average commute distances to the area are around twice that of the citywide average. Bicycle and pedestrian needs are not well-met in this area. Providing infrastructure improves access. Potential community shuttle will enhance access to PDX and other jobs in the Airport District; Needs and solutions are still being scoped. There is a county effort to address these challenges. TriMet is aware of the issues and working on solutions for access challenges,

such as night bus running to PDX. Growing Transit Communities plan is working to address access to transit in areas with deficient service.

- Public involvement findings highlight: NE 11th & NE Columbia; NE 33rd Dr/Ave & NE Columbia Blvd; N Lombard St between N Interstate Ave & I-5.
- Takeaways from planning process so far:
 - Investment in freight is needed as freight continues to grow
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Questions

- Are you considering that Lombard is the only over-dimensional route east-west in the city?
- How is this study defining a “truck?”
Project team will follow up with this information.
- Who is on the stakeholder committee that is a business who could help project team understand freight issues? FedEx, Jubitz, and others are not on the committee but have a stake in this project.
US Post Office which is located on Cornfoot Rd is on the committee. Project team is also working with other businesses to inform the big picture. Stakeholders can influence planning process if they are not on the committee.
- What is the data source for Area Context: Employees and Residents map? District level data for education source questioned.
Bureau of Labor and Statistics data source.
- There are a lot of opportunity for north-south connections. There are less opportunities for east-west active connections. Would east-west projects be north or south of Lombard?

Comments

- This in an equity area and economic development area. There is not much transit service provided in the study area.
- There may be additional queuing on street that the current analysis is not showing.
- Trucks that anticipate/can predict congestion will avoid it and move trip times. If congestion is persistent throughout the day, then truckers have no incentive to move trip times.
- The cost of congestion gets higher by PDX so it is important to address this issue.
- New auxiliary lane were recently constructed on the southbound I-205 Killingsworth ramp – this may improve ramp congestion issues.
- High truck percentage between 11:00 AM to 1:00 PM seems counter-intuitive for air-freight movement to PDX. Truck movement is motivated by customers, and latest possible pickup is strongly desired.
- Future solutions are not one size fits all. Teasing out safety issues and nuances is recommended.

- Truck drivers are safety focused. The freight areas may not be as bad concerning safety. The congested areas with high accident density may need different focus and solutions compared with freight districts.
There is a desire to connect north of Columbia for potential long-term connections. We are hearing that crossing the railways is a barrier for people biking and walking.
- Metro's data for this project area in Airport District, only around 4% of workers live in the area. Most commuting is auto-dependent, so the concern is accommodating auto-dependent users as well. Differentiating bicycle and pedestrian demand is an important consideration. Pedestrian connections in industrial districts is less of a priority. There is also more shiftwork in the Columbia Corridor, not just 9:00 – 5:00 jobs.
PBOT is hearing that there are safety issues, and we are analyzing from a data-driven perspective.
- Mixed-use corridor planning will not work in this area. The separation of industrial and residential lands work well here.
City does not intend to use a one-size solution and ignore nuance. We will continue to rely on the land use context. Infrastructure can make the area more attractive and accessible to business. PBOT is assuming no land use changes and is not advocating for any mixed-use zoning changes.
- Improving at-grade rail crossings should not be on the table as a solution because they have been vetted by previous processes. ODOT-Rail decides who closes at-grade crossings.
Consultant is looking at grade-separation plan and is following federal guidance. PBOT is looking into the issue of grade-separation and working with ODOT to balance multiple needs.

9:40 AM Adjourn