

PORTLAND FREIGHT COMMITTEE

AGENDA

Meeting No. 206

WHEN: Thursday, October 1, 2020 @ 7:30 AM

WHERE: Zoom On-Line Meeting



Please click this URL to join:

<https://zoom.us/j/97499103224?pwd=Y3RxeGJpTEZYREcvVlFGeStZL1hndz09>

Password: 101442

| <u>Time:</u> | <u>Topic:</u> | <u>Lead:</u> |
|---------------------|---|-----------------------------------|
| 7:30 AM | Welcome and Zoom Meeting Protocol: | Stephanie Lonsdale |
| 7:35 AM | Hot Topics, Points of Interest, Successes: PFC members report on current activities from their respective industry and agencies. <ul style="list-style-type: none">• I-5 Interstate Bridge Trunnion Project Update | Jana Jarvis/All |
| 7:50 AM | Columbia-Lombard Plan Update: PBOT staff will provide an update on the Columbia-Lombard Plan and recommended capital improvements. | Bryan Poole (PBOT) |
| 8:20 AM | Heavy Vehicle Use Tax (HVUT2) Projects: PBOT staff will present the list of candidate HVUT2 projects for review and comment. | Mark Lear (PBOT) |
| 8:50 AM | 2040 Freight Plan Update: Francesca will provide an update on the 2040 Freight Plan Community Advisory Committee and gather feedback about what PFC members appreciate or value when they think of “freight”. The feedback will contribute to helping shape future development of a 2040 Freight vision, goals, and objectives. | Francesca Patricolo (PBOT) |
| 9:15 AM | Public Comment Members of the public can provide comment and ask questions to the committee and staff. | Jana Jarvis |
| 9:30 AM | Adjourn | |

Questions about this agenda or other questions about the Portland Freight Committee please contact:

- Denver Igarta, 503 823-1088; Denver.Igarta@portlandoregon.gov
- Stephanie Lonsdale, 971 337-0343; Stephanie.Lonsdale@portlandoregon.gov
- Also, visit the Portland Freight Committee website at:
<https://www.portland.gov/transportation/freight-committee>

SEPTEMBER 3rd, 2020 PFC MEETING NOTES

| <u>Time:</u> | <u>Topic:</u> | <u>Lead:</u> |
|---------------------|---|---------------------------|
| 7:30 AM | Welcome and Zoom Meeting Protocol: Minutes approved | Stephanie Lonsdale |
| 7:35 AM | Hot Topics, Points of Interest, Successes: PFC members report on current activities from their respective industry and agencies. <ul style="list-style-type: none">• Identity Clark County's third annual transportation summit hosted discussion around the I-5 Bridge Replacement Project and efforts to get transportation improvement packages through Congress.• The Port of Portland is working with PBOT to dedicate right-of-way for improvements to Cornfoot Rd.• Rivergate Overcrossing is under construction and on schedule.• Project construction and closures – 47th Ave project is a month behind.• C-Tran buses operating on the shoulders of 205 between Glen Jackson bridge and the airport exit. Is it a one year pilot with C-Tran.• Additional truck parking continues to be a significant need at the national level• Steel Bridge project is complete.• 2040 Portland Freight Plan Community Advisory Committee recruitment closed 9/2/2020 and will be reviewing and selecting participants in the coming weeks.• The PFC will be consulted formally and informally throughout the 2040Freight planning process. | Jana Jarvis/All |
| 7:55 AM | Speed Limit Reduction Request on Columbia Blvd.: Transportation Demand Management Specialist Matt Kelly provided an update on the City's request to the Oregon Department of Transportation to reduce the existing speed limit by 5 mph on N/NE Columbia Boulevard from N Burgard Street to NE 82nd Avenue and results from the scheduled September 2 nd Oregon Speed Zone Review Panel. <ul style="list-style-type: none">• Vision Zero is based on the idea of a safe system using every tool at our disposal to prevent or mitigate serious crashes. At higher speeds people are more likely to suffer serious injuries or death. Speeding has differential impacts – particularly for people who commute by walking, biking or taking transit. Speed limits are only one of the tools we use to manage speed on our streets. PBOT also uses other speed management tools: street design, education, enforcement, and vehicle design. Speed limits can impact speeds even as a standalone intervention. The City's goal is to proactively set speed limits that are predictable, protect vulnerable users, and give people driving a high level of control over their vehicle in an urban setting.• Speed limit updates have reduced the speeds as a citywide process initiated in 2018. PBOT does not have yet enough crash data to make a solid evaluation, but evaluation is underway for 20 mph residential speed limits. Spot studies completed show promising results. Portland State University is examining the effect of residential speed reduction, and that report is forthcoming.• Columbia Blvd – PBOT request to ODOT in 2018 to reduce speed limit by 5 mph on Columbia west of 82nd Ave to Burgard St. When we make adjustments, we look primarily at how the street was designed. The speed limits exceed what existing infrastructure can support, with features including an open center turn lane, low levels of street lighting, large gaps in marked crossings and sidewalks, and no bicycle facilities. Columbia Blvd is a street that has a lot of hazards and not a lot of design mitigation to address them.• PBOT will update speed limit signs within the next 4 to 8 weeks. PBOT will continue evaluating the impact of speed limit changes on streets across Portland. | Matt Kelly (PBOT) |

Questions and Comments

- What is an example of why we would not reduce speed on a street?
 - Design features and other factors, such as center medians, protection from fixed objects on the side of the street, and clear separation from vulnerable road users.
- Was there an investigation done as to whether speed was a factor in the crashes referenced?
 - Depending on the type of crash, PBOT gets more or less information from PPB. There are a lot of factors that contribute to crashes, but we know that speed is a factor in every crash on our streets. Based on physics, there is an intrinsic connection.
- Does this infer that if you would invest in some of these freight routes that we would not need to reduce the speed limits in terms of the infrastructure investment?
 - In terms of timing speed limits are something we can do quickly and with few resources and some of the infrastructure changes can be expensive and take quite a bit of time. As the infrastructure pieces come online and we get funding and the construction is completed, we can take a look and that impacts the speed limits we think are appropriate.
- Freight trucks pulling onto Columbia from a side street has been an issue for slow-moving trucks.
- The PFC is interested in hearing about speed limit reductions on freight routes in the future.
- Future projects in freight districts and on freight streets should come to the PFC. There are significant impacts on local and regional freight mobility, as well as on commuters accessing industrial jobs.
- There are difficult impacts on lengthening commutes on middle-wage workers. Can the criteria be analyzed when looking at future speed limit reductions?
 - This type of reduction may result in around 1-1.5 minutes additional travel time.
- The intended use of a road ought to be a strong consideration when making decisions about which users can accommodate.
 - There are a number of design factors in addition to bicycle users on Columbia.

8:30 AM

ODOT Office of Urban Mobility Update:

Brendan Finn

Brendan Finn, director of the Office of Urban Mobility and Mega Project Delivery provided and update on the projects under his portfolio.

- UMO is thinking about a comprehensive network and how we manage the network and congestion to best move freight, people, and anything else in the region. So I want to stress that has been our charge and it is again, it is a work in progress of which we want to get your feedback. We coordinate closely with our partners on how we move forward with them on this vision.
- We are moving forward on the Interstate Bridge Replacement. Greg Johnson has been hired as the IBR manager. We have presented several times already to the joint committees, Washington and Oregon legislatures and we will be doing that again next week. We have hired WSP as a general engineering consultant. The executive steering committee is made up of our agency partners will be convening in the fall.
- The toll program and our vision to manage congestion in the Portland region – we are looking at how the toll corridors designated in HB2017 can be best utilized. We presented these to the OTC and we look to have another discussion. One of the things we want to talk about is the revenues that are generated and how, which will comply with article nine section three as far as their dedication to the highway trust fund.
- We are still very committed to the I-205 project and seeing how that is funded for the seismic upgrades and improvements to the Abernathy Bridge. The project has been funded through design but it doesn't have construction dollars yet. We are committed to looking at every option and putting together a financing plan to get the project completed. We did just hire a new project director for that project, Mandy Putney, who is well known in the region. She has

worked a lot with Region 1 and now joins the UMO team as the project director for that project.

Questions and Comments

- Can you give us a status update on the Rose Quarter project? And can you talk about the additional committee?
 - I am happy to speak offline about the project, but at the direction of Commissioner Eudaly's office cannot speak to the Rose Quarter project at this time as the City of Portland is not participating in the project.
- Contact Jana if non-city PFC members are interested in a conversation with Brendan about the project.
- How do you deal with the reallocation of funding?
 - We want to meet people's mobility needs, and we have to step back from the myopic view and look at the system comprehensively. The direction from the OTC to meet our equity and climate goals by looking at the system holistically. By taking the system approach, we get away from focusing on one project and instead focusing on meeting the needs of the region.
- Can you give us an update on I-205?
 - We are going to work with the legislature and our partners to look at federal funds and what we can do with toll revenue and to find out how we can get that as soon as possible. It is already at 60%, that is a significant step to other major projects are at a much slower percent of design as far as HB2017 mega projects. We need construction dollars. We are excited to have a permanent project director and this project is really important to our overall congestion management plan.
- How does this relate to the jurisdictional transfers, such as 82nd Ave?
 - There is a new level of cooperation between the city and the state, and there is a better understanding of the need is those communities.
- Is ODOT planning for the 82nd Ave corridor?
 - The current regional investment measure does not assume city ownership of the corridor, but does include some funding for state of good repair, but not the entire amount.
- If the Metro bond measure does not go through, how will these projects be funded?
 - We will see what happens, and reconvene after that. We have to be adaptable to changes. I look forward to coming back to the PFC and discussing where we are at that point.
- Traffic volumes were confirmed to be around 90% compared to 2019 levels.

9:20 AM

Public Comment

Jana Jarvis

Members of the public can provide comment and ask questions to the committee and staff.

- Michelle Sprague - Vision Zero needs to include considerations of the design of freight trucks. There is a gap in vehicles design – Vision Zero is based on passenger vehicles. I see that freight vehicles can't exceed 20 mph because of their gears. There is no information on the driver difficulty seeing bicycles and the cab. Gideon Overcrossing - If there is Vision Zero for freight, why aren't they coming to the PFC to get these input?
- Keith Wilson - PBOT was invited to presentation on cutting edge technology. I believe we are missing the root cause, which is distracted drivers. Please contact Keith Wilson or Tiana at ODOT for infrastructure changes and to engage with technological advances.
- Eleanor Aschoff - Commercial real estate broker that has worked 12 years on Columbia Blvd. Columbia is complicated and people drive 50 or 60 mph.

9:30 AM

Adjourn