

PORTLAND FREIGHT COMMITTEE

AGENDA

Meeting No. 207

WHEN: Thursday, November 5, 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:	Mark Lear/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">• Update on 2040 Portland Freight Master Plan• Update on Oregon Freight Advisory Committee (OFAC)• Burnside Bridge Project	Jana Jarvis/All
7:50 AM	Truck/Transit Priority Lanes in CEID Update: PBOT staff will provide an update on the Rose Lane project in the Central Eastside Industrial District.	Gabe Graff (PBOT)
8:20 AM	N Burgard Bridge Update: PBOT staff will present on the refined concept design for replacement of the N Burgard Bridge for PFC review and comment.	Zef Wagner (PBOT)
8:40 AM	HVUT 2 Update: PBOT staff will provide an update on current proposed allocation of HVUT 2 revenue – including update on Cornfoot Road project.	Todd Liles/Mark Lear (PBOT)
9:00 AM	PFC Discussion Topics Committee will discuss topics for Director Warner’s December presentation and identify topics of interest for 2021 PFC meetings.	Jana Jarvis/All
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:

- Mark Lear, Mark.Lear@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>

PORTLAND FREIGHT COMMITTEE NOTES

Meeting No. 206

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

WHERE: Zoom On-Line Meeting



Time:

Topic:

Lead:

- 7:30 AM** **Welcome and Zoom Meeting Protocol:** **Stephanie Lonsdale**
- 7:35 AM** **Hot Topics, Points of Interest, Successes:** **Jana Jarvis/All**
PFC members report on current activities from their respective industry and agencies.
- I-5 Trunnion Update: During the September closure of the northbound span, crews worked around the clock to remove 103-year-old parts and replace them with the new parts. During this time, traffic in both directions of I-5 shared the southbound span with the help of the zipper barrier, which shifted traffic twice per day. During the closure of the northbound span of the Interstate Bridge we saw a decrease in cars on the road and an increase in transit ridership. Nighttime lane closures on I-5 north and south Friday, Oct. 16. Project work on I-5 is scheduled to be complete Saturday morning, Oct. 17. <https://www.interstatebridge.org/>
 - ODOT Speed Zone Panel discussed Columbia Blvd; select PFC members will look into how to access information sooner for speed limit reduction requests and information that concern freight corridors such as Columbia Blvd.
 - TriMet doing MAX improvements in Gresham Oct. 11-17 to the Blue Line: <https://news.trimet.org/2020/09/more-improvements-coming-to-the-max-blue-line-in-gresham-this-october/>
 - Metro is seeking public comment on jurisdictional transfer: <https://www.oregonmetro.gov/news/public-notice-opportunity-comment-draft-regional-framework-highway-jurisdictional-transfer>
 - Bob Hillier recognized for leadership in great planning from 2006 to 2020; presented by John Gellam, Bob's hiring manager and supervisor for his seven of fourteen years as freight coordinator.
 - Mark Lear will be staffing PFC meeting as liaison until freight coordinator position is permanently filled.
 - MLK/Grand Transit Lane Improvements: Construction on MLK Jr. Boulevard and Grand Avenue is anticipated to start on October 7 and will last four weeks. Work will take place between the hours of 11:30 p.m. and 5:30 a.m. to avoid conflicts with the Portland Streetcar. https://www.portland.gov/transportation/policy-and-planning/ccim/construction/mlk-grand-transit-lane-improvements?utm_medium=email&utm_source=govdelivery
- 7:50 AM** **Columbia-Lombard Plan Update:** **Bryan Poole (PBOT)**
PBOT staff provided an update on the Columbia-Lombard Plan and recommended capital improvements.
- Project staff seeking input on how projects are being bundled by readiness level. Project recommendations were shared in March 2020 at PFC. Recommendations

were based on public input and analysis of safety, connectivity, mobility and equity. Prioritization was needed due to the high number of important projects.

- Projects are bundled in groups to address specific needs on the corridors. Each bundle has been given a readiness level of high, medium, and low to help clarify if projects will be likely near-term versus longer-term, and to help develop shovel-ready projects.
- See presentation for project maps:
 - Columbia Blvd safety bundle
 - Lombard Street safety bundle
 - 33rd Ave/Dr connectivity bundle
 - Columbia Corridor freight movement bundle
 - Freight District Street improvements bundle
- Columbia spot specific goals include: Reduce high end speeding; Preserve freight mobility; Access management where possible; Spot treatments such as signal backplates; Dynamic speed signs and wayfinding.
- Lombard specific goals include: Reduce speeds and preserve mobility; Improve pedestrian and bicycle facilities; Enhance crossing opportunities; Access management; Intersection re-alignments.
- Work is beginning on final plan. A draft should be available in late 2020/early 2021. The plan will go to City Council in Spring 2021. Contact Bryan Poole with questions and feedback: ColumbiaLombard@portlandoregon.gov

Comments and Questions

- Jana will connect project staff with Oregon Trucking Association member that has notable familiarity with Columbia Blvd.
- PBOT engineering staff recommend project team consult with engineering staff on planning level estimates.
 - Project staff acknowledge estimates are high to include contingencies. As projects are further developed, any that we decide to advance beyond this planning level stage we would definitely do full civil engineer cost estimates.

8:20 AM Heavy Vehicle Use Tax (HVUT2) Projects: Mark Lear (PBOT)

PBOT staff presented the list of candidate HVUT2 projects for review and comment.

- Goal is to collect \$11 million over the next four years, 2021-2024. PBOT would like to reserve \$1 million for program contingency, leaving \$10 million available for the project budget. Projects discussed total \$6.2 million so far, with around \$3.8 million remaining in budget.
- PBOT now has engineering estimates for proposed HVUT 2021-2024 projects:
 - NE Cornfoot Rd Repaving: \$2,571,000 – Work will include base repair, grind and pave, and then a 2-inch overlay on top
 - I-5 to Going St Ramp Repaving \$1,064,000 – This is the only truck route on I-5 going south and this road is really falling apart. ODOT recently repaved their portion of the ramp from Alberta street to where this ramp starts, but as soon as it hits PBOT jurisdiction, it is in this condition, so we would really like to fix this. PBOT recently repaved Going Street from here to Interstate Avenue so this is the missing gap of paving needs for that access to Swan Island.

- N Lombard Street Repaving: \$291,000 – This portion of Lombard shows rutting from heavy trucks and buses going up and down this road so we're recommending base repair to repair these sections and get this back in good shape.
- Preventative Maintenance on Freight Streets: \$1,000,000 - this would be run like a program. Rather than taking a street that is already bad and repaving it, we call it 'keeping good roads good.' A lot of sealing cracks, sometimes we seal the entire surface of the road with a sealant and that keeps water from getting in and causing the deterioration in the first place.
- Columbia/Lombard Wayfinding Improvements: \$200,000 – This is the last money we needed to for the project scheduled for 2022 to change some of these street names so Columbia and Lombard have more consistent street name across the entire length.
- Columbia Blvd ITS Improvements, Phase 2: \$1,076,000 – There is a project under way on Columbia boulevard west of 47th Avenue that is doing a lot of these intelligent transportation system, ITS, improvements, but there was nothing east of 47th. This is a proposed phase 2 project we would do a variety of signals improvements from 47th to Columbia Parkway.
- PFC input is desired for remaining \$3.8 million. Initial ideas include bridge repair/retrofit program, local match for N. Burgard Viaduct replacement grant application, additional freight-beneficial elements to Columbia/Cully/Alderwood project, freight safety improvement program, and/or more repaving projects on freight routes

Comments and Questions

- PFC will get input from their networks and put together subcommittee in the next month.
- PBOT wants to include desired projects in Capital Improvement Plan (CIP) to help ensure the work can get moving.
- Consider using concrete on NE Cornfoot versus repaving
 - PBOT did estimate for concrete on NE Cornfoot, resulting in about \$12 million. Project team would like to get together with subcommittee and engineering folks to discuss.
 - Funding for multiuse path is separate, but PBOT would be interested in combining the projects to possibly use the same contractor and maximize benefits.
- Burgard Bridge proposal exploration supported. Project might be ready to discuss with PFC in a coming meeting.
- Previous study of NE 33rd intersection has allocated moneys to project. Has that money been reallocated?
 - PBOT can come back to report out on how money was reallocated. Mark Lear will present to PFC in December to report out on HVUT 1.

8:50 AM

2040 Freight Plan Update:

Francesca Patricolo (PBOT)

Francesca provided 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.

- Community Advisory Committee (CAC) recruitment has closed and invitations have gone to selected applicants. Two PFC members have been selected, Tom Dechenne and Bill Burgel. The CAC will be meeting in November, and information on the makeup of this advisory body will be posted on the project website when members have gone through the public official training.
- Vision, goals, and objectives will be developed as a part of this planning process. PFC members are invited to share what they value and appreciate about freight.
 - Freight interests’ relevance to the everyday citizen; this is a good time to have this discussion amidst the pandemic. The front-line workers. Connecting the dots: forgetting about the logging trucks that need to get somewhere to make the toilet paper.
 - Industry and types of jobs related to freight. Safety concerns of truck drivers and difficulty of the job seeing other road users, the space that trucks need, and how much professional drivers focus on safety. Similarities between freight vehicles and transit: both are delivering in an efficient manner. Getting people to understand the linkage between the modes.
 - Helping the public to understand the training and how safe these operators are. Value in thinking about how to help community members understand what happens in the warehouse. There are a lot of different sized vehicles that can deliver freight to local businesses and residences.
 - There is a real disconnect between people and transportation and freight. Education about how important these things are.
 - Moving freight is a 24 hour/day job. In any supply chain you are beholden. Freight requires a certain amount of flexibility to continue to be efficient.
 - Has a lot of important links to economic development, land use and equity. About 20% of city is industrial district. Freight is core transportation mode that supports those. Freight investments can have a big effect on businesses looking to invest. Freight jobs are one of the biggest segments of middle wage jobs and are growing – role in reducing income inequality.
 - Make freight sexy to the public. There is such a need for drivers in the industry and career opportunities need to be made visible to the public. There is more technology in a class A truck than in the lunar landing.
 - From the importing perspective, supporting exchange of cultures and families in other countries.
 - Last six months we are more aware of all the deliveries to our house. The public isn’t concerned about the shortage of industrial land; but with 2-day shipping, the timing couldn’t be better to appeal to the public.

9:15 AM

Public Comment

Jana Jarvis

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

- Michelle Sprague: The Rose Lane project on Hawthorne in freight district, project materials did not seem to consider freight trucks. There are multiple small businesses that require deliveries. Could 2040Freight include the width of freight vehicles in discussions when presenting to public? We have heard multiple presentation on Hawthorne repave, but with bicycles being a part of the discussion, the lane widths are more of a concern. There may be a lot of trucks on this street.
 - PBOT staff has design guide for movement of large vehicles that recommends dimension and is directly related to freight classifications. The width is contained in the design guide. 2040Freight will be examining the freight classifications.
 - Informational boards available online have included freight truck dimensions and width on Hawthorne project for reference.

- Interest in hearing more about propulsion systems at the PFC in the future.

9:30 AM

Adjourn

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