



PORTRLAND FREIGHT COMMITTEE
November 5, 2020 Meeting Notes
Meeting No. 207

<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 reported on current activities from their respective industry and agencies.	Jana Jarvis/All
	<ul style="list-style-type: none">Update on 2040 Portland Freight Master Plan: Community Advisory Committee kicking off on November 12. Everyone can sign up for email updates to keep track of when those meetings occur. Project team will consult with PFC members on project video development.Burnside Bridge Project – Multnomah County is interested in coming to the PFC in January and getting more feedback on the options.Port of Portland – First LNG vessel is new developmentMetro doing post-mortem measure review on Measure 26-218 (Transportation improvement package)TriMet put out a short statement about the measure and going forward from the transit perspective: https://news.trimet.org/2020/11/trimets-statement-on-the-2020-funding-measure-vote/	
7:50 AM	Truck/Transit Priority Lanes in CEID Update: Gabe Graff (PBOT) PBOT staff provided an update on the Rose Lane project in the Central Eastside Industrial District.	
	<ul style="list-style-type: none">Pilot is in Central Eastside south of I-84 on MLK/Grand. Simple signage was recommended, so “TRUCKS OK” is posted on route. Outreach in advance of construction was done, but project team is looking to conduct more outreach to the freight community to raise awareness.City is interested in seeing how the pilot performs and meets goals that we set. Project wants to make sure they are asking the right questions.There are an initial set of projects that have been identified for delivery in 2020 and 2021. Additional public outreach, an online open house and a survey are anticipated in December to share more about the projects and get feedback. Save the dates for launch around December 9 to January 8. See projects...	

Questions and Comments

- Suggestion for outreach through the Oregon motor carrier team to send notice to everyone with a DOT number.
- Project team clarified that “LRT” stands for light rail transit and pavement markings must be compliant with the Manual on Uniform Traffic Control Devices.
- Safety concern: PBOT should evaluate trucks interactions with transit vehicles that are stopped and getting back into general traffic lanes. Is there concern that trucks might think they could use lane as loading zone?
 - When it comes time for evaluation, PBOT will study commercial truck utilization of the lanes and try to get a sense of the performance of different lanes. We would want to know if during the most congested periods, are freight vehicles experiencing travel time savings.



- A PFC member suggested to check in with Central Eastside Industrial Council for information on how many people are actively in the district.
- TriMet is soliciting bus operator feedback and can share out at later point.
- Public may better understand messaging as “truck” versus “freight”
- 18-wheelers going north on Grand are likely coming from Brooklyn yard and typically have to weave through the lanes to turn left on Morrison.
 - Drivers are going to choose the most appropriate lane for their use, depending on their origin and destination. Trucks may use any of the lanes.

8:20 AM

N Burgard Bridge Update:

Zef Wagner (PBOT)

PBOT staff presented on the refined concept design for replacement of the N Burgard Bridge for PFC review and comment.

- PBOT has been looking at projects in TSP that we think have a lot of benefit but perhaps were not scoped or “shovel-ready.” PBOT looked at bridge projects in preparation for potential future funding opportunities and now has a draft report for Burgard Bridge concepts. This is an important connection because, other than Columbia Blvd, it is the only connection between St. Johns and Rivergate over the railroad tracks.
- This bridge has been rehabilitated three times since construction in 1930 and is very close to being weight restricted. PBOT has had to deny over-dimensional requests because of potential impacts. A detour would be around 3 miles, which is significant.
- The City of Portland would like to improve the bike and pedestrian facilities on the bridge. There is a jersey barrier on one side where there used to be a separate wooden bridge on the west side. The current bridge has a pronounced hump to it that is more sharp than how we now build bridges. The Port of Portland would like to add another track underneath to increase rail capacity to Terminal 4 by adding a third track as some point.
- Consulting team has proposed a 55' right-of-way on the bridge: 12' travel lanes, 8' sidewalks, and 10' for two-way bike lane. Grade would need to be built up on both sides of roadway leading to bridge, including some driveway reconstruction. This new bridge would completely clear rail right-of-way, allowing additional tracks underneath.
- Cost estimated at \$9.45 million in 2020 dollars. With contingency estimates and 5-year inflation, it is estimated to be between \$10 and \$15 million.
- There are not any great detour routes. For construction staging, the recommendation is to conduct it in multiple stages and keep the route open to freight and people walking or biking.

Questions and Comments

- Keeping two lanes open is very helpful for the freight industry. Is the buffer for the bike lane is going to come out?
 - Buffer will remain, but we only need about 6 inches and some detectable surface for a buffer.



- Design looks good. The new bike/ped bridge over Columbia Boulevard is being built soon. You might want to consider that project schedule and whether that will relieve some of that bike/ped traffic.
- Was there a sense of tradeoffs with the staging concept? Do you know how much time that might add?
 - Would have to check with the consultant. The other alternatives did not keep both travel lanes open.
- Are you looking at night-time construction to make it quicker?
 - We often do that, but we would know closer to project construction. We would have to work with rail stakeholders.
- There are a lot of major industrial users that use this connection – Schnitzer Steel, Northwest Container Services. It would be good to reach out to them about design and construction early on.

8:40 AM

HVUT 2 Update:

Todd Liles/Mark Lear (PBOT)

PBOT staff provided an update on current proposed allocation of HVUT 2 revenue – including update on Cornfoot Road project.

- HVUT 2 project list:
 - I-5 to Going St Ramp Pavement Repair
 - N Lombard St Base Repair
 - Preventative Maintenance on Freight Streets
 - Columbia Lombard Wayfinding Improvements, Phase 2
 - Columbia Blvd ITS Improvements, Phase 2
- We would like to move a couple of these projects into the Capital Budget Process and get your feedback on the projects. We are looking at a couple of improvements to the ramp going from I-5 Alberta exit to Going street, and a section north of Lombard that needs some base repair. For preventive maintenance on streets, we are recommending a million dollars for basically keeping good roads good. This work will identify freight routes in danger of deterioration and doing things like crack sealing and slurry sealing that have a huge bang for the buck, in terms of preventing roads from deteriorating.
- PBOT is seeking the PFC's endorsement on this list of projects so the Bureau can assign project managers, start doing design, and advance projects in the first couple of years of the program.
- This project list only accounts for about a third of the HVUT 2 funds. We are thinking about Cornfoot Rd as a priority and are considering several options for the \$6 million we have leftover. PBOT has developed cost estimates for two extremes of four options to improve Cornfoot. PFC feedback via an informal subcommittee has explored doing some portions of the corridor in concrete because there are some sections of the roadway that are in really bad condition.
 - Option 1 is the current recommendation. It would include base repair for some of the worst segments, and near Airtrans Way, do a 2-inch grind and inlay over the westbound lane and an additional 2-inch overlay on both lanes. This would add 10-15 years of life.



- Option 2 involves reconstructing the NE Airtrans Way intersection on Cornfoot Road in concrete and the rest in asphalt. Cost estimate not yet developed.
- Option 3 is to reconstruct from NE 47th Ave to NE Airtrans Way in concrete. Cost estimate not yet developed. It could make sense to do a portion of Cornfoot in concrete since NE 47th Ave is being done in concrete.
- Option 4 is to construct the entire roadway in concrete. This would involve tearing everything out, 12-inch aggregate base ad 12-inch concrete roadway. The cost is estimated to be \$18.5 million dollars. It would be much more expensive and require much more difficult traffic control, likely one-way traffic with flaggers. This option would last around 50 years. PBOT is uncertain where we could find the funding to do the entire Cornfoot corridor in concrete.
- The Port of Portland is interested in signalizing the intersection of NE Cornfoot Road and NE Airtrans Way to manage the high levels of traffic. The intersection does meet signal warrants and volumes are projected to grow. The City is interested in exploring a roundabout as they tend to work better for truck traffic.

Questions and Comments

- Are you in a position to develop cost estimates now?
 - We have been told that we could have them in about 3 to 4 months.
- Haven't we spent quite a bit of money on Going St?
 - The first round of HVUT funds went towards repaving a section of Going from the ramp to the interstate. ODOT repaved a portion of the onramp because they repaved their own ramp. This Going project would be fixing part of the ramp that is in very poor condition for trucks to have a smooth route from I-5 to Swan Island.
- A road is only as good as its sub-base. It sounds like there are parts of Cornfoot that need sub-base repair. Fixing sub-base to an adequate state should be a priority.
 - Yes. We would do base repair in those areas.
- Option 2b – paving key segments is appealing.
- Roundabouts work great, but you have to make sure that it is large enough and do not plant tall plants.
- In general, the trucking industry hates roundabouts because they are difficult to navigate for the drivers.
 - A traffic signal is not totally off the table, we are just exploring other options.
 - We can bring back specific recommendations to the December meeting

9:00 AM

PFC Discussion Topics

Jana Jarvis/All

Committee discussed topics for Director Warner's PFC visit and identify topics of interest for 2021 PFC meetings.

- PBOT Director Chris Warner: would like to come to PFC in January. PFC interested in hearing about Director's position on state projects.
- ODOT Director Kris Strickler: Invite Director Strickler to a separate meeting. Discuss I-205 tolling, budget shortfall, Road User Taskforce objective, 2024-2027 capital budget and STIP development.



- The PFC is interested in discussing Rose Quarter project
- PFC members shared talk of the potential delay to the start of the Legislative session due to COVID-19. Lawmakers are anticipated to be focused on COVID-19 and wildfire relief.
- City's position on the I-5 Bridge Replacement Project (later in 2021)
- Travis Brouwer with ODOT on COVID financial impacts to the Highway Trust Fund

9:15 AM

Public Comment

Jana Jarvis

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

- Michelle Sprague – With Gideon Overcrossing opening, does PBOT have guidelines or regulations for safety mirrors? The concern is for the bicyclists and pedestrians and the lack of visibility for trucks backing across the Greenway towards Gideon Bridge.
 - PBOT staff can dig into details.
- Keith Wilson – Does TriMet have a date for the transition to renewable diesel for bus fleets? It would be great from a freight committee standpoint, as renewable diesel holds a 70% reduction in greenhouse gas and TriMet being the largest user in Oregon would be a tremendous benefit to our air quality.
 - TriMet can get back to group about this.

I am a member of the International Road Federation and sat in on a seminar last November with London, Singapore, of Stockholm, New York, and Utah. I was invited because of our weight mile tax; we are the first in the world to use it and it was amazing how our reputation is in Oregon as a leader in the world. I participated in a white paper that all of the transportation city leaders and I created. It sounded like all of you are interested and it's a great way to get about ten quick items on vehicle miles travelled and taxes. The whitepaper will be shared with PFC members.

9:30 AM

Adjourn

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

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