

PBOT - 2040Freight Community Advisory Committee
Thursday, March 11, 2021
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>> Hi. Welcome, everyone, to 2040Freight. This is our third meeting. Stephanie, I'm going to ask for your help to mute folks if we need to do that. And help let people in if they found their way accidentally to the attendees. So thanks so much. So the 2040 Portland Freight Plan is.

[Reading slide]

So I thought I would kick off today by just, kind of, going over what we've done so far. So far, we've had two meetings. At the first one, you got a primer on freight. We went over the scope of work, and had a presentation about climate change and freight. At our last meeting, we had a presentation about demographics, equity, and environmental justice. And then also a presentation on existing conditions. We used Jamboards for feedback and questions. And then the project team was able to get all your questions answered on the existing conditions, presentations.

The team's still working on the other set because they're still working on the report. There's also a big error on truck volume data and then error on the model. So we have to correct that before we can get it out to you on and on our website. These are full fun delays for us but we should be getting back on track soon for that. So if you've been looking for them, that's what's going on.

In other happenings, few things to report. Stephanie, on our team has been leading work, developing our kickoff 2040Freight project video to tell the story about what we're working on here. And some of you have been helping with that, so I have a few shout-outs, video collaborators, Ryan. Thanks so much. He's our CAC member and owner of Icicles Tricycles. So thank you for coming by and getting some video footage. Keith Jones, Titan Freight Systems. Jones, is that Keith's last name?

>> It wasn't me.

>> It wasn't you, yeah.

[Laughter]

>> I mean, I was, like, "Wow. I did some work I didn't know about. "

>> Wrong Keith, sorry. But Keith from Titan. Thanks so much. And heather [Indiscernible by captioner] from [Indiscernible by captioner] transportation. And also Beeline Bikes. Aaron [Indiscernible by captioner] from UPS. Thank you so much

Aaron. Gary Hollins also on CAC with the trucking academy. And then, also the Black Food Sovereignty Coalition with Malik, Eddie, and folks at [Indiscernible by captioner] for sharing their B-roll footage. So stay tuned. More to come on that.

The Portland Freight Committee met to share ideas about community engagement to support 2040Freight. They, specifically, are wanting to elevate freight's role and in our lives and the importance of moving everything from the ingredients salt and straw uses to the new bridge into place. And more things we need and are proud of here. So that was fun.

We're also moving forward to conduct at least 15 stakeholder interviews with shippers and carriers with variety of community leaders. It's going to help us with information we need about supply chains, trends, travel delays, you know, like, where they occur. And how they might be remedied? And interest in initiatives in zero to low-emission zones, delivery lockers, other stuff, for example. And these will be helpful in shaping future stages of the plan. And some of you may be on our list in those 15 stakeholder interviews we want to do. However, if you're not, know that you'll have a voice by being a part of our advisory committee here. And we look forward to sharing the results of with receive during the interviews. We have to acknowledge, some of you are really, like, the right people plugged into stuff, so we want to take advantage of that too.

That brings us to today. So our meeting today is divided into two distinct parts, which will include public comment here in a minute, mini VZ update, and what's been done in the last 15 years. And what was in the 2006 Freight Master Plan and what's been checked off those project lists. And then we'll look at other projects that have been funded or accomplished, as well as future projects. And we'll look at classification overlaps as part of a look at where we're starting from here, and we'll tell you what that means, what classification overlaps mean.

We'll have some discussion and then the plan is, we need to break at 5:00 p.m. for us to leave this Zoom webinar and join in a Zoom meeting format where members of the public will be right there alongside us to participate in an activity that will help us shape vision goals and objectives for the plan. And this will be fun and an initial step in the whole process, not the be all end-all.

As a reminder, a link to all of this is available in our agenda which you all received by e-mail and it's on our website at 2040Freight.com in both the agenda and in the meeting sign-up if you want to get ahead and make sure you have the link you need. You know, I had all this info there for you, however we do have a chat here, which I'm hoping you won't use during this meeting. Because I intended to disable it and then we'll make it to the other meeting that we have going on. So 2040Freight.com, by the way, is up in the right-hand corner of this slide. It's just what it slides. 2040Freight.com no spaces. All right. So Stephanie, do you want to give us a hand with public comment? So without further ado, let's hear from folks joining from the public today. If you're in the public and you're in the participants here and attendees, if you'd like to say something, anything at all related to add to the picture, please add your full name to the Q&A box and Stephanie will send you on over to be able to speak for a minute. And remember, you can join us in the vision goals objectives part of the meeting as well. So Stephanie, are we seeing anybody.

>> I am not seeing anyone so far. I'll let you know if that changes.

>> Okie doke, this is minor countdown to speak now moment. But you can engage with us later it's better engagement, really.

[Laughter]

Great. So I am going to carry along here. At our last meeting, someone brought up that there's a difference between crash and accidents. So we want to share where that's coming from. Maybe you already read about it in our e-news. Traffic deaths and injuries are inevitable effects of modern life for a long time. And there's a movement though, to take accountability for tragedies that can be prevented and the thinking is a really powerful shift for employers, and governments, and others to take because it helps us think about what we can do to make change. And what's within the realm of preventable injuries, crashes, but not necessarily crashes for which proven solutions do exist. Such as designing roadways, managing speeds, and setting policies that prioritize safety.

So here at the City of Portland, we have a commitment to Vision Zero, which is to eliminate traffic deaths and serious injuries and Portland's population continues to grow. And with more people, comes even more possibility of conflicts. And we know that pedestrians and people on bikes are more vulnerable, meaning that when they're in a crash with a vehicle, they die or are more seriously injured. And you can go to map.VisionZeroPortland.com to see where serious injuries and fatalities are taking place.

In our data, it shows we had a record number of traffic deaths and fatalities. The number here was five deaths. So far this year, there have been 13 deaths in Portland. So this is an urgency to making people change their thinking about crashes, and then we can change -- so that we can create this change that needs to happen and find that meaningful motivation to do so. And in Portland, 57% of fatal and serious injury crashes take place on just 30% of our roads.

And the top 30 high-crash intersections make up what we call our High Crash Network, and these streets are prioritized for funding movements to save lives. We also know that when we save lives and lowering crashes, we help everyone get where they want to go more smoothly and more consistently. So you think about all the times that you're stuck in traffic, you're stuck even if it's a fender bender.

One other concern about High-Crash Network is majority of injuries and crashes are in Portland's lower-income communities, and they're disproportionately killed or injured in serious crashes. By prioritizing these for improvements, we're making for a more equitable community once income or race isn't correlated with the risk of being killed or seriously injured from a crash.

And East Portland, for example, is home to many of the city's low-income residents and people of color and they see more than [Indiscernible by captioner] the section of the city has more than 50% of traffic deaths. 24 of the 54 of the traffic deaths in 2020 were east of 82nd Ave. So it's no surprise that more people die at higher speeds. Speed is a factor in at least 47% of fatal crashes here. Higher speeds mean more risk and greater damage when people are distracted or drive impaired or simply make mistakes. And a little bit slower makes a huge difference.

But, again, if you think about time that's saved overall, in the increase for liability of a street being able to move you through because there's less crashes or even fender

benders, even lower speeds, there is potentially a real win-win and a lot to gain overall especially when we're talking about goods movement, which relies on reliability.

And as a city, we're aiming for a safety systems approach, which acknowledges that people are vulnerable, people share responsibility, meaning responsibility isn't just on the individual road user, it's also on the people who design, use, and build the street system. But it also recognizes that people make mistakes and build in protections to minimize the consequences of the mistakes. So we work within our realm of influence for achieving safe behaviors, safe vehicles, safe roads and safe speeds.

For 2040Freight, last meeting, we presented exist conditions data that included more specific analysis for what we could determine were freight related crashes or serious injuries. As a reminder, our data found from 2014 to 2018, truck-involved collisions were just 4% of total collisions. But of those 4%, 60% of those resulted in death or serious injury. So in our planning process, we have an opportunity to look at what is within our realm of influence to impact so that we're doing our part to continue to make our systems safe.

And more on that, including getting your initial ideas in part two of this meeting today. So I am wondering if before we move on, if there is any quick questions? Stephanie, are you seeing any questions there?

>> I am not.

>> I see one from Hannah.

>> I just started thinking about mostly because I started working in-person again and commuting to work and getting used to increasing traffic almost every day. What I know are the drivers of, like, my -- or just speeding I see in myself. And I don't know where the conversation's at around, like, policy versus the root cause -- root causes of speeding.

>> You know, it's a both -- that's such a good point. And we have a lot more information in our Vision Zero action plan, which looks deeply into all the different factors that come together, you know, the personal accountability factors of safety, the road design factors of safety, all the different things. And what can be done? There was an advisory committee like our advisory committee, only they advised on developing that plan, the Vision Zero Action Plan. And the vision that we form can also help update that plan too.

>> I've also heard people talk about the way that, like, their reliance on cars is being able to get somewhere quickly. So I think that's a really interesting thing to consider when we think about freight and the efficiency of moving goods through this city.

>> Looks like Clint has his hand up.

>> Hi, Clint. I see Clint. And then Eric.

>> Thank you. In this week's bicycle advisory meeting, we were reviewing some plans where proposed bike lane and a loading zone came together and looking for a solution that would allow for loading to be done safely, but then also allow for safe bicycling through the area. And the question came up, what is the policy when we have two different uses and we are trying to evaluate how to do those things safely, whether one policy trumps another policy?

And unfortunately, it sounds like the answer is just run into each other. And there's no protocol for how to, um, how to come up with a solution in the space. And

really -- it's really about three different uses; right? It's like the through traffic of vehicles, loading and then, you know, bicycle usage. So I think the goal was to keep all three things there, but the best solution is one of those three things goes away.

But there didn't seem to be a good answer to the question, you know, which policy trumps the other policies? How is the work that we are going to do going to help define that so that there's a clear, kind of, protocol to follow when we're evaluating these usages --

usage and how they work together?

>> That's such a great point of conflicts between modes. And sometimes we have street that's prioritize many things. We have a classification that says this is priority freight route. But it could also be priority bike route. And we only have so much space, you know, so I think that Denver might have some comments to make about Streets 2035 and some processes we have to help figure that out because you're right. And it's so contextual about what the priorities are on those streets and what conditions and rating-of way and everything are.

>> Yeah. I -- thank you Francesca for reading my mind. And Clint, thank you for the comment. I really like, just that prompt and reminder for of our model plans that there are a variety of priorities and policies. There's the TSP which brings those plans together. And, you know, we try and reconcile based on, you know, classifications. But the other thing that we are doing more of is this is, as it relates Streets 2035, which is a project where we're looking at a lot of these overlaps and where space is constrained.

And we're starting to make decisions that are more context-driven, more based on a specific, you know, location, need, demand. Whether it's a freight district, or main district or corridor or an important center; and so that process is, kind of, laying out, kind of, the decision-making based on, kind of, of a street typology. So that -- I think, that's going to help us ask the question. Some of the things that are coming, kind of, of mirror it is a good conversation of where we have multiple policies coming up against each other.

Another thing we're come up to with Streets 2035 and pedestrian design are street trees. Where we have a really mature street tree in a location where we put usually put the sidewalk, is how do we reconcile the need for pedestrian access and safety and also the, kind of, the value that tree brings?

So these things hard that -- in the past, that happened case-by-case and who was at the table and looking at it. The idea of bringing the street typology together helps us make more consistent decisions based on the context.

>> Thanks so much, Denver. Folks, I want to take Eric's question and then Gary, I saw your question came in the chat. We can take your question too. But then I'm going to want to move us along. And then, also, can we try to not use the chat. I didn't mean to include it here today.

[Laughter]

So it will be helpful. It will be captured and shared in our recording. You'll see the chat alongside, but it will be helpful for our Oregon public committee meeting if we try to not use that chat today. Thanks for waiting, Eric.

>> Well, thank you, Francesca. Well, my question is to try to put the level of damage created by trucks in terms of deaths and serious injuries into context with the overall. You said that trucks are related to about 6%?

>> Or -- 4. Just 4% of collisions.

>> And then, what percentage of trip miles do trucks represent?

>> You know what? I want to just -- acknowledge that and folks, you can watch the recording of the existing conditions presentation from the last meeting, which really got into that point too, Eric. Because I think what you're saying is, "Yeah. That's such a low amount. They're doing so many miles." And that's totally true. And we're still, like, what's within our realm of influence to help make this safer because it's a priority for our bureau, is that where you were going with that too?

>> Exactly. We all have a responsibility for enhancing the safety, and what can we as Citizen's Advisory Committee. It's still large enough that we should be focus some amount of attention on it. Thank you.

>> Thank you so much, Eric. I appreciate that. Thanks for waiting, Gary.

>> Yes. So question, I was looking when you showed the model of basic east side versus west side. And I was just wondering if there has been any studies done as to the differences between the east side, and the west side in the relations to speed limit, differentials, or road patterns, road designs, and things like that?

>> Absolutely. So much too; right? Because Southwest Portland, they have an entirely different geographic context, the topography than the one in East Portland, even though there are really low levels of sidewalks in both. So that's a really good comparison there, you know, thinking about how just we need to dig so deeply and then to better understand the different --

different east side/west side, different geographies. How about I reach to our Vision Zero colleague and send you some information to help you dig into some of those things? Do you want me to share my screen?

>> Or do you want to share yours?

>> Everybody over here. And whenever so I'm happy to host [Indiscernible by captioner] presentation as well, if that's also helpful.

>> Okay. So great. Let's transition. So -- Stephanie's going to talk about what was in the 2006 Freight Master Plan. And then, we'll break with our breakout group activity.

>> Awesome. Did you want to say anything more about the primer or --

>> Sure. Yeah. After Stephanie and Shreya.

>> Well, the Portland -- I should say the first Freight Master Plan really to address the unique characteristics needs, and freight movement. So today, I'm going to provide an overview of the progress made since its adoption and understanding to help shape where we are now, and where we will be going.

The capital projects programs and activities that were identified in the 2006 plan were developed through extensive public -- through an extensive public outreach effort with, both, community, business, and stakeholder groups. And were based on three values, mobility improvements, livability improvements to reduce community impacts from movements and healthy economy that provides a multimodal transportation system that supports long-term economic development of delivery and mix-uses.

We're taking a look at the pages and review what it said we would do and what we've accomplished. We're checking in on it for this update at the 15-year mark. The plan recommends project improvements -- the recommended project improvements in

the plan were identified over the previous decade before being adopted by City Council. And these were drawn from multiple sources, identifying needed freight infrastructure improvements in the city as well as others.

The 2006 plan freight-related if it met the following criteria, if it moved freight route through significant plans or if it's located or improves access for industrial or employment land uses. Also, it had to include project elements that improve or facilitate freight movement. And lastly, it would be deemed freight-related if it demonstrates consistency with local, regional transportation policies.

The plan identified six categories. The first category, highway improvements are on Portland's freeway upgrades such as auxiliary lanes. I'll go through these quickly. I have some more conclusive slides at the end. Don't feel like you'll be tested on this. My apologies about the readability, you'll get a copy of the presentation. So this is the same map from the last slide, but now it's accompanied by an impact list on the side.

The identified improvements were classified into the following four priority tiers by improvement categories. So funded includes projects with identified partial or full funding. Tier 1 is near-term within five years. Tier 2 is middle-term within ten years. And Tier 3 is long-term advancement within 15 years. Note that Tiers 1, 2, and 3 do not include identified funding sources.

Street improvements, there are arterial access management and new road conditions. And here you can see some of the projects that were completed in north and northwest Portland. Many of these projects included access or trucks near port terminals and accessing through a variety of modes. Many street improvements were completed in Northeast Portland to better facilitate truck movements to and from their cargo destinations. A number of projects that were completed made improvements to Columbia or Alderwood.

In Southeast, projects were, understandably, geographically clustered between the Central Eastside Industrial District. And these completed projects added to multimodal improvement to and from the same way. System management improvements you might hear ITS, such as closed-circuit TV cameras and variable message signs that provide information to dispatchers and truck drivers. They were aimed for adding capacity for operational improvements. It included the coordination and synchronization of signals.

Again, one of the things that that's referred to as ITS. And intersection design to improve mobility and safety for all modes. Bridge improvements included upgrading load limits, which is how -- how much weight the bridge is allowed to carry for how heavy the vehicles can be that cross it, including clearances, seismic updates and new structures. Many projects were completed in North and Northeast Portland, improving crossings over the Columbia Slough.

As you can see in the map, rail improvements included signalization upgrades, bypass tracks, and high-speed turnouts to improve rail capacity, and reduce bottlenecks. Completed projects primarily improved rail access but also to the industrial area which is right there at the confluence of the Willamette and the Columbia where you can see, kind of, cluster projects. Marine improvements included longer berths, channel dredging, and added bridge clearances, and marine terminal facilities. Terminal 4 added rail and auto-import capacity with expansion and construction projects. Investments in Terminal 6 added equipment and electrical upgrades.

And to wrap up in stats in 151 projects, 31 of those were completed. These were projects that were identified in the 2006 Master Plan. They've either been redefined or included as a part of other non-freight transportation system plan projects, and some are determined to be no longer viable. As we learn through that implementation of the 2006 Freight Master Plan through the past 15 years, some of them require further scope refinement prior to full funding and implementation.

Here, you can see by the percentage of projects by category. It's also important to note that because freight is not a single mode, but many interrelated modes. A large share of identified projects, at least 72 according to my quick review, are not city-owned projects, but are the responsibility of either state, county, Portland or public/private entities that operate these essential freight infrastructures. And, again, the remaining categories, while non-city improvements are not the fiscal responsibility of Portland, they're still critical links in the multimodal network and they're interdependent with one another.

While making improvements on rail and import terminals, they are a direct access to these facilities. These charts illustrate the percentage of projects completed by tier. So as you'll recall, Tier 1 is near term within five years. Tier 2 within ten years. And Tier 3, long-term within 20 years. It's no surprise that most of the projects that were completed came from the funded category, but there are many factors that play into project implementation, including which funding may be able or more reliable.

If there is another serendipitous moment of opportunity with that, I'll switch to Shreya. Let me know if you want me to do your slides.

>> Yeah. Besides the projects that were listed in the 2006 Freight Master Plan. So we're going to take a look at how that's happened and other projects that were completed. So these include projects that were more broadly along the freight network, not just for freight-related but also bike, and pedestrian, and transit projects that are along the freight network.

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So there are about 100 projects located along the freight network that are either recently completed, in progress, or funded. These projects were identified from various plans and policies, safe routes to school, fixing our streets, and central cities in motion. You can see those are overlaid with the equity Matrix shows where there's higher concentration of people of color and lower-income folks.

Next slide, please.

And in addition to the projects in progress or funded projects, there are about 180 unfunded projects that are identified that are also along the freight network. Again, coming from various plans, such as the Transportation System Plan and other projects. So like I mentioned, these do include other types of projects that aren't solely freight-related but projects that help separate the modes and make it safer for all modes. And next slide.

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Oh, and then here, we can see -- is it -- oh, there thanks. Here, we can see the breakdown of how many of the projects are safety, mobility, and access projects. We includes the modes as well like I mentioned. And the categories are: Safety, mobility, access and connectivity. So safety projects include crash reduction projects and user separation. So projects that were aimed at reducing crashes and keeping all folks safe.

Mobility projects were related to helping provide space or reducing delay, signal improvements, longer distance projects and projects that help keep things moving.

And access projects were projects that were related to accessing destinations so preventing turning movements and improving access to various freight routes. And lastly, connectivity projects were, kind of, multi model projects and projects that were connecting for example, trail networks or anything that are near the freight districts or freight networks that related to pedestrian biking and multimodal improvements.

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So to visualize how the transportation system serves many purposes and modes, we have mapped out the classification overlaps. So it's important to note that streets with modal classification overlaps can achieve the goals of multiple modes. And as we prepare for the coming phases in the planning process, we'll take a closer look of those overlaps and take the [Indiscernible by captioner] of operational health and designations of our streets.

So what are freight classifications anyways? They're, essentially, the key streets in the network and basically prioritized for freight to be able to serve the whole city. So these are the places where freight -- you know, there's places on the freight network that are also complimentary for transit and other vehicles, and there's a need for separation of safety along these routes, and how to make trade-offs. So that's why we had these classification overlaps maps.

So the Transportation System Plan or the TSP, which is the 20-year plan for our transportation system, contains plans for plans in every single street in the city. The roadway network classification are by activities and formed by the movement of goods. So here's a closer look at how our classifications overlaps are with street classifications. Both on the freight network and pedestrian network, each of these have been removed for each mode.

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And bicycle classifications maintain a system of bikeways to serve all types of bicycle trips, particularly those with a transportation function. So in this map of freight and bicycle overlaps, there are a number of radial roadways that are shared leading to and from the central city. So these roads may present further opportunity to further display between the modes, and transit also shares countless miles of roadway with freight. And similarities in the envelope of that of a large truck create opportunities to enhance access and mobility for both modes.

So as documented in the 2008 council-adopted guidebook designing for large vehicles and other vehicles for movement can be viewed on similar vehicle dimensions. Like trucks, buses require wider lengths and more curb radii for movements. And transit circulation is generally comparable with truck circulation, and add pedestrian crosswalk locations.

Next slide.

So in every instance, roadway design must accommodate the needs of truck designs and other vehicles. So the need to design emergency response routes are generally designed for large trucks. So each of these modal classification overlaps will be included as part of our future considerations.

>> Awesome. Thank you so much. And we can actually -- yeah. There we go. So I wanted to just check in and see. Denver, did you have any wrap-up thought or anything you wanted to share about the presentation?

>> You are muted. Yay. Thanks, Francesca. Excellent presentation, Stephanie and Shreya. I'm actually curious if there are any questions out there. They did a good job of illustrating the projects. Again, just to reiterate the plan the horizon for original freight plan was 20 years; and we are actually initiating the plan with another five years left to do that plan. You never know, the plan life cycle and timelines will fall into place. Some of these projects took a lot of time in, kind of, just the planning phase so just wanted to make that point.

>> Awesome. Thanks so much. And so our question for you, what thoughts or reflections occurred to you from the presentation? And that can be helpful as we're thinking about our next steps. I started seeing some hands up here. It's great. I'm going to go Amy, Keith, and then Rachel.

>> So I have a question, not so much an observation. But -- that was really presentation. So thanks for sharing all that information. I was wondering if -- if you've gone back and analyzed the impacts of the different projects and tried to determine if they're achieving their objectives, like, you know, the safety-related projects or have they actually had an impact on safety? Or are there specific projects that haven't been as effective or haven't achieved the objectives that you expected them to achieve?

>> Really good question. And I don't think that we've done a thorough look at something like that. But what we've set up, in the scope of work for 2040Freight, is the ability to put together some performance measures and try to put that together in the future because we ask ourselves that as well.

Because we need to be making sure we're working on projects will make an impact of what we care about. And in this plan, we will articulate what we care about and be able to, say, do some evaluation that allows us to do it over time. So next time we get to a point of making one of these plans, we can take that into consideration.

>> That's great. Thanks.

>> So I had a quick question about the networks and when you're showing them. You primarily talked about the trucks network and then bicycle and then one where they overlapped. And then I started thinking about B-line, are you considering that a freight network then?

>> That's such a great question. They're using the bicycle network to deliver their freight. But it's a freight-use, isn't it? Great observation. Thanks so much, Keith.

>> Uh-huh.

>> Yeah. Rachel, that's you. And then, we'll do Keith Wilson.

>> My observation was similar to Keith's actually. I thought that map overlaying freight and bicycles was interesting because when I typically think of where I see freight, I think of those larger roads and freeways. And when I think of bikes, I typically think of smaller neighborhoods and greenways and there's a lot more interplay between the two than I typically would have thought of.

>> Thank you. Keith?

>> Thank you, Francesca. Just the observation is 39% is the success rate so far with five years left. So 61% of the projects aren't done. So giving us that, kind of, overview you want in the next several months, you want to look at projects that aren't

done and start forming those priorities of those projects and how they will benefit freight, if you will, so we can put a prioritize list because, obviously, it's not all going to get done. Or do we start looking at those corridors and then start drilling down for how specific or how much a priority we think they should be?

>> So in just a nutshell, Keith, we're going to look at the projects that haven't been done, but we're also going to look at what else should be done and we're going to compare those together. We're going to say which ones are important and priority to do now, based on what we put together as goals and objectives for ourselves. And as we, kind of, filter the universe of potential projects through the lens that we put together of our goals and objectives, then we'll be able to figure out what should go into our plan in the future, which may be different.

And, in fact, some of these projects, we'll need to look at. Maybe there's things that we can help to get done. I'll give you an example. Sometimes things are so big and so expensive, that if we broke them up into Phase 1 and Phase 2, we could probably find the funding a lot easier. So we'll be looking at those opportunities in the planning process. I see different hands showed up. And we do have five minutes --

[Laughter]

-- in this section. And then we're going to get to do all this playtime in part two. So, um, Sorin I see your hand up. But since you are staff, do you think I could defer for a moment and hear from Sara and then David?

>> I would just like to hear more maybe in the future about how these decisions have made about the things that have been invested and things that haven't. I see mobility is a priority which means vehicle mobility. And I'm curious of PBOT's official hierarchy about what should be prioritized, which puts pedestrian activity at the top. I'm just curious about how it informs decision-making move forward. So that's just something I'd like to be talking about more.

>> Oh, good. Thanks so much. David?

>> Just a quick observation from, I guess, the earlier part of the presentation. Just looking at the number of projects completed, it would have been interesting to see, just based on jurisdiction, and also based on budget just thinking about, you know, between the Rose Quarter and CRC 2.0, which is the I-5 bridge replacement. That's 3- to \$4 billion that's completely out of the control of PBOT. When looking at projects not done, you know, you could probably do a lot of projects for \$4 billion or you could do two.

>> That's right. And in this planning process, also, I should note that we will have the opportunity to identify really small -- what we call "small capital improvement projects". Kind of, little changes, even, not just the big, cool projects.

But what if we just did little things that we could use for example, our heavy-vehicle use tax? So that we could make sure those get on the list, and we can move forward with some of those. Just what you said made me think that. Sorin, we have time. Thanks so much for waiting.

>> I just wanted to reenforce something Stephanie was talking about. Things do change. Saint John's truck strategy looked at prohibiting trucks on [Indiscernible by captioner] which was a good shortcut between the freeway and the Saint John's Bridge. They said "No, we'd rather do traffic calming." And PBOT implemented almost 40 traffic-calming projects as a way to discourage trucks because the community didn't

think the trucks would take that bypass in the northern peninsula and now, we have truck route diverts and bike routes.

>> Thank you, Sorin. I know I said try not to use chat. This is the best use of the chat.

[Laughter]

That is the link to the Zoom meeting part 2 here. So that hopefully that works out for you and is easy for you to find and get into the new place that you need to go. We are going to take a five-minute break. So go ahead and meet me in there at 5:05 if you want.

But don't be late, because we are going to get going on small groups. I'm going to have something to tell you about what we're going to do once we get there. And then, I'll break you out into small groups so that you can do some brainstorming about vision, goals, and objectives. It's going to be a lot of fun.

So I'm going to actually end this meeting. If you have any quick questions, feel free to hang out and ask me those. But I'm going to need to open that next meeting. So I do need to close this one really soon. I'll see you over there. Bye, folks.

[Break].

>> Hey, Stephanie. Could you send the link to [Indiscernible by captioner]?

>> Thank you.

>> Wonderful. Folks, let me see if I am able to start recording this. Nope. I am not. This part is not recorded.

[Laughter]

Welcome to 2040Freight, our 2020 Portland Freight Plan. Our second portion of the day and let me -- just say because there are a few members of the public joining us here. I want to make sure you know 2040Freight is about planning how to move goods through the city while meeting our goals through a multimodal that supports prosperity, equity, and resilience. So I'm glad that you've joined us today.

I am going to go back to sharing my screen here and -- there we go. There's a lot to do so let's get started. I'm going to give you the presentation about vision goals and objectives. Then, show you how to use our Jamboard, then get you into small groups and then get going with our activity today.

So a plan's vision, goals, and objectives provide a critical vision for needs analysis, criteria, implementation strategies and actions and performance measures. Each of these plan elements will tie directly back to the foundational visions, goals, and objectives we create. They're important. So together, we're going to embark on an iterative process to develop them. And this is where we will start today.

A vision statement concisely introduces a future that the Plan is intended to achieve. A goal is a broad statement that sets preferred courses of action in support of the vision. And objectives are specific statements of action that support achieving the goals. So PedPDX was our citywide pedestrian plan and that was the our last multimodal that we created. So it's helpful to look here what happened and what was created in that process.

So PedPDX is a great walking city for all. Make Portland walkable, accessible, and no matter who you are and where you live. Make walking in Portland safe and secure for everyone. Comfortable and inviting provide a comfortable, inviting and connected pedestrian network that supports walkable neighborhoods and strengthens

community. Health people and environment. Increase walking for transportation and recreation in Portland as a means of achieving improved health outcomes for all people and the environment.

And the objectives the process came to develop six objectives that all the actions had to point back to. And this is historic underinvestment, prioritize investment with areas infrastructure and with historically underserved populations to reduce disparities in access to safe pedestrian needs. Complete and maintain pedestrian priority network that encourages walking for people of all ages, cultures and acts and connects to people to their essentially essential daily needs.

[Reading slide]

And Vision Zero, support the City's Vision Zero commitment to eliminate traffic-related deaths and serious injuries. Public safety, protect the public safety and personal security of people walking. Make walking in Portland a joyful experience that helps people connect with their community.

I led the process to develop the vision, goals, objectives collaboratively and it's a process that weird today. [Background noise] it includes three themes and two objectives for each theme. I know Stephanie touched on these earlier in her presentation. But mobility, livability, and economy. But mobility, it ensures Portland's transportation system ensures increased freight and movement demand. Understand where we need to invest in improvements for all modes of freight. Recognize role of goods and impacts for freight movement. Look to balance truck movement needs with those of other transportation modes. And for economy, recognize role of goods delivery in supporting healthy, vibrant industrial districts, mix-uses centers and main streets. And use strategic invests to benefit existing businesses and attract new ones.

[Reading slide]

They had six goals: Economy, safety, mobility, state of good repair, equity, and environment. For each of goals, they have statements, which I think could be helpful to bring into our perspective. So I'll go ahead and read those. For economy, provide a freight network that supports a thriving and diverse economy for Seattle and the region. For safety, improve safety and the predictable movement of goods and people. My cat wants to weigh in here too.

[Laughter]

Mobility, reliability -- reliably connect manufacturing, industrial centers and business districts within the Seattle regional and international freight networks. And there's more.

For state of good repair, they said maintain and improve the transportation network to ensure safe and efficient operations. For equity, benefit residents and businesses of Seattle through equity, and freight investments, and improve the health of communities impacted by goods movement. For environment, improve freight operations in Seattle and the region by making goods movement more efficient and reducing environmental footprint. I want to bring that into the picture even though we're not Seattle because they have done work to develop these, and it's good to think of these examples that we do have. They're so good.

Now let's take a look at some of our city and period of time. Committed to a 40% reduction in carbon emissions by 2030, and 100% reduction by 2050. Our PBOT vision is we want a safe, reliable, and equitable, and affordable transportation system that

supports Portland's prosperity with a high quality of life, and an inclusive and connected community and a low carbon footprint. We plan build, manage, and maintain an effective and safe transportation system that provides people and businesses with access and mobility they need and deserve. We keep Portland moving.

And these are the two questions we are directed to ask ourselves for anything we're working on and these are from our PBOT Strategic Plan: Will it advance equity and address structural racism? And will it reduce carbon emissions?

So for us in 2040Freight, how will it advance equity and address structural racism? How will it reduce carbon emissions?

So we say 2040Freight will reduce carbon emissions while addressing equity and structural racism by examining issues in environmental justice. So we've already determined some preliminary goal themes to get us started. And that came from our policy plan and program review work.

So we decided to start by centering the five guiding principles of the comp plan. And that is economic prosperity, support a low-carbon economy and foster employment growth, competitiveness, and equitably distribute household prosperity. For human health, avoid or minimize negative health impacts and improve opportunities for Portlanders to lead a healthy, active lives. Environmental health, weave nature into the city and foster a healthy environment that sustains people, neighborhoods, and fish in wildlife. Recognize the intrinsic value of nature and ecosystems services in water and land.

[Reading slide]

Equity, extending community benefits increasing the amount of affordable house, affirmatively further fair housing, proactive fighting displacement, and improving socioeconomic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address, and prevent repetition of injustices suffered by communities of color throughout Portland's history and indeed during the COVID-19 pandemic. Reduce risk and I improve the ability of individuals, communities, economic systems, and the natural and built environments to withstand, recover from, and adapt changes from natural hazards, and human-made disasters.

We ask in 2040Freight what realm of influence, again, to that, can we do to touch these things that are priorities for our whole city. And then there's three more. We added the period of time strategic plan because, of course, we've got to have safety. Make Portland streets safe for everyone. And moving people and goods, provide transportation options for a growing city. And asset management, deliver smart investments to maintain our transportation system.

What we're going to do now is play. We're going to have some fun and we're going to brainstorm. And you don't have to worry about what's a vision, what's a goal statement, what's an objective? We'll take a look at that. We'll take a look at what we hear and see if we can shape it out into graph language with feedback from our technical advisory committee. And we're going to get feedback from the Portland Freight Committee too and bring some statements back for your thoughts and this is an iterative process. And then down the pipe, you know, ultimately, we're not going to refine everything to death. We will move forward and do the work.

So in a moment, I'm going to break everyone out into breakout groups. That takes me a second. Each one will cover two of the eight goal areas that we went over, which means there's four groups. There's a Jamboard, which is a virtual sticky note page for each group. Page 1 and group one, page 2 is group two, etcetera and your goals are on your Jamboard page. I'll give you that link in just a minute. It's also in the agenda which you can find at 2040Freight.com if you click on this event, it opens up on both parts 1 and 2 and has our meeting materials for today.

Your job is to brainstorm what you want to see out of this plan when did it comes to that theme. And for visioning, I have a trick it's called be, do, have. This is also on your Jamboard page, so you don't have to write anything down. It's where you fill-in-the-blank, essentially. And so looking ahead to an ideal future, ask yourself should freight in the city of Portland be, do, or have to really embody, true and best economic prosperity in this example. And then you'd write that on your virtual sticky note.

So you might come up with something like this, have steady new middle-income job growth in the next 20 years. This one is providing a competitive advantage to sustainable freight industries here or attract new green, job-producing businesses. These are ones that came up to me on-the-fly. You can have many different ideas; brainstorm a couple specific things you can elaborate on later. Whatever's right for you and your group in the moment.

And then, when we come back, we'll hear from some of you and your ideas in reflections. And we'll have about 20 minutes to do that. So there is a chat here and yes, you can use the chat, if you'd like -- let me, first, say it will be helpful if most of you are open-minded about where you want to go. But I also want to you be happy with your subject area. So in the chat here, please let me know if you'd like to request that I put you in a certain topic group. Just put the group number here in the chat like 1, 2, or 3, you know, that kind of thing. If you consider yourself particularly adept in a particular area, I would like you to consider leading your leading lens, I'll call it, into perhaps a different general focus area for these groups.

We'll all get a chance to provide stickies on any group at the end when we all come back and do a report on each of the Jamboards, sound good? Would anyone like to request closed captioning? You can request that in the chat if you'd like or say it out loud. Because we do have closed captioning going on. And so [Sighs] Sorin and Bridget, you'll be able to bounce around to where you'd like.

Members of the public, I'd welcome to bounce around to where you'd like as well. Members, I'd like you to stick around in your groups. Members of the public, if you'd like to go to another group, just leave the group you're in. You'll be sent back to me, and tell me where you'd like to go. I want you to be able to have access to view and see whatever you'd like.

So with that said, I'm going to get started on trying to put you in the groups you've requested. While I'm doing that, I would like to have our facilitators introduce themselves. And I'd like to ask -- Stephanie, if you could stick the link to the Jamboard in the chat -- let's do Kristen, Emma, Stephanie, and Mark because that's the order of your Jamboards.

>> I am Kristin Hull. I am the planning division manager. I oversee the areas of period of time. I used to do a lot of [Indiscernible by captioner] solicitation so she lets me do this stuff for fun because I love it.

>> Thanks. Mark?

>> Sorry.

>> I messed up, Emma.

>> It's okay. Sorry. I'm an advisor here at PBOT. I think I spoke to you guys a few months ago. Like Kristen I'm a former public engagement professional too so I like to flex my facilitation muscles when I can. So I look forward to talking with my group.

>> Mark. I work for Kristen. I do revenue development work and I've also been helping with the freight advisory committee.

>> Hi. I'm Stephanie Lawnsdale I work in the policy group. I'm with Francesca, which is in the planning division at the Portland Bureau of Transportation. And I also get to help with the Portland Freight Committee with Mark. And you guys have seen me here a few times. But I'm excited to do breakout groups and engage a little more today.

>> Awesome. Thanks so much. So Stephanie, you want to give me a hand by going up to the top of our chat here and telling me where people said they wanted to go and I'm going to stick you in these groups live.

>> Sure thing. James -- James Paul.

>> Let's do this because if you can tell me all the Group 1s, that would be great.

>> Okay. You said James. James, I got you.

>> Looks like Gary, and Eric, and Tom. I have one or two more I could give.

>> There's Tom White [Indiscernible by captioner] Tom DeShane.

>> Okay.

>> All right.

>> There are a couple more but do you have a sense of how many people will be in each group?

>> There should be -- there's 38 participants here today so there's about eight.

>> Francesca, let me also tell you Bill and Hannah Skutt as well so we can fit them in there.

>> Yeah. Thanks.

>> Group two, Lyle White and I hope that I pronounced your name, right? Did we already assign Gary?

>> Yes, we did. Did you want a different group?

>> He was flexible for Group 2. We can put Felix in Group 2.

>> I am opening the rooms so far so that folks can do this while we're here.

>> And Francesca, and Stephanie, sorry to interrupt. I think the Jamboard link is just a view-only one so you might need to send us a different --

>> Let me access that right now. All right. Bear with us, folks. This will be fun.

>> Virtual logistics.

>> Virtual logistics. And you may need to refresh your Jamboard. I am ready to assign folks.

>> Did you already get Group 2?

>> I am ready to assign for Group 2.

>> Lyle White.

>> Keith Jones. Rachel Dawson.

>> Group 3, okay. And then Rachel.
>> Is it possible to put Bill [Indiscernible by captioner]?
>> Can I do that later?
>> Francesca, when I'm in the breakout room --
>> You'll need to refresh, Mark.
>> Oh, okay.
>> Group 4.
>> Yep.
>> James Paulson. Tom white.
>> James not seeing.
>> Okay. Great. That's fine.
>> Clint?
>> Thanks for waiting, Clint. You want to go to Group 3 -- 4.
>> 4.
>> Gotcha.
>> Thank you.
>> I am an imperfect human, but that looks like all the people that had a preference. Thanks for everyone who's flexible.
>> I might have to get sent to group four again.
>> Yeah. I'm going to do that.
>> Okay. Thank you.
>> Hang on, folks. This is going to be fun. This is working like a less easy than before.
[Laughter]
Thanks for waiting.
>> Stephanie, did I send you off?
>> Oh, gosh.
>> That was a mistake she's going to have to come back. I'm in Group 3. You guys are figuring it out. I can see it. So when you think about economic prosperity and health, what do you have for those? Anyone want to start?
>> Reducing exposure to diesel pollution, particularly in communities that are disproportionately impacted by diesel and pollution?
>> Do you want to put that on a sticky for me?
>> Yes.
>> Other comment or thoughts on this?
>> I would say to speed the transition to electric delivery vehicles, which is, sort of, building on your comment about reducing the impact on diesel fumes.
>> Great. Eric, can you put that on a sticky for me?
>> Thank you.
>> What color do you want for these?
>> Any color you want?
>> Got it.
>> Can we just type it out?
>> There's a sticky function, fourth icon down, at least on my screen on the left or Ctrl+ shift P.
>> I'm on my cellphone so I'm trying to --

>> You guys should be on screen number four.

>> Yeah.

>> Some people -- either putting them on other page or other people are putting them on ours. That's fine. What else are you thinking about economic prosperity and human health?

>> Pathways or job training or access to employment?

>> Yes, it's really important.

>> Gary, anything on your mind?

>> Yeah. I think I wrote it down if you -- economic growth. I wrote down a few on there. I don't know what happened to it. Um, so I put like [Indiscernible by captioner] development, stable markets that's, kind of, of what I think about when I think about economic prosperity, economic growth, um, but I'll -- again, it's good to make sure we note that now when we talk about equity and economic prosperity should be going together because you cannot have equity without economic prosperity so --

>> I -- this is Tom, can you hear me?

>> I have not figured out where the sticky notes are.

>> I get a white box and how to get, you know, businesses, particularly, I work on in the industrial sector. Businesses for distribution and -- expansion of facilities for manufacturing and related-type services. To me, that is a very important factor.

>> You'll see what kind of expert typist I am. Tom, are you look at the Jamboard?

>> No, I'm looking at the chat board.

>> If you click on that link that Stephanie sent out to Jamboard.Google.com, if you open that up, then you'll see what the rest of us will see on the sticky notes and is that in the e-mail?

>> Stephanielawnsdale@525 --

>> It's a big, big link.

>> Oh, go ahead without me. I can find.

>> Felix.

>> Hannah put on here; right?

>> I just grabbed it.

>> Copy when you wrote in the chat and drop it on the sticky note here.

>> I think [Indiscernible by captioner] little square.

>> Yeah. Uh-huh. This was so much easier to do in person when I could just hand you sticky notes and a pen.

>> We're all going to be as smart as her 13-year-old soon. So we're working on it. James, I don't think we've heard from you yet.

>> I put a bunch of things on the sticky I -- I just think that one thing that we shouldn't overlook is the opportunity to -- not just look at freight but also look the moving people, and as people. And as we look at the development along the waterways, thing that using the waterways to move people, it's going to get at a lot of different goals and objectives that I heard demonstrated earlier.

And I think that, you know, a ferry system, which I'm very fond of could also be a good part in that

because it does do -- one of the key things is how can we move people from areas where lower socioeconomic opportunity and move them into the city center where those

are the highest-paying jobs and so, you know, if you're able it move people in a faster way by using the waterways. That's how you can get economic prosperity by giving people access to different jobs.

>> That's --

>> Trying to put that on a sticky.

>> That's a really good point. Eric, anything from you?

>> I have building on that prior point with provide reliable transportation public transportation options. This is really to the river gate and to the area close to me along the Columbia corridor. So that's pretty high in -- one for me. And then, to also look at this in terms of improving global competitiveness with a reliable transportation system. This is saying that we're linked to the semiconductor industry in Hillsboro because of the air transit system at PDX, the air traffic system.

>> As you're talking, I'm moving things around a little bit to, kind of, group, like, things together help us view what some of the themes are. They're not perfect, but we'll play with it later. Great comments. Felix, did you have anything else you wanted to add?

>> Yeah. Hello. Sorry. I was on mute. I just kept talking to myself.

[Laughter]

Yeah. I'm typing up something on the sticky note right now. I was just -- it was just -- I was just referring to engaging businesses to be more community-friendly.

>> Hannah what about you?

>> I was just writing about finding priorities to disabled communities and between human health and economic prosperity. I think, Amy, you were touching this earlier, disproportionate distribution of diesel pollution and has a lot of environmental racism and placement of warehouses and impacts. There's a lot of communities that are left out of the decision-making entirely despite our efforts. Rail and Indigenous Land Back Movements and, you know, distribute away from road centralization for moving goods and services and moving to lower-impact areas.

>> Are there any -- you guys have talked about EVs a little bit about air quality. Anything that's not, kind of -- that's not -- that would look at how we're moving freight that's not -- is there anything about the other aspects of delivery and moving goods that aren't big trucks, if there's anything that would feed into this topic?

>> Thinking about all the Amazon vans roaming my neighborhood today, you know.

>> I mean, any ways that we can expand -- this is, kind of, just building off the previous waterways but any ways that we can expand the use of barges or transportation by water or shipment by water is just more efficient. You will reduce emissions and then it's easier to clean up the centralized locations, like, the ports that those modes access.

>> I think we have about five more minutes. She's bringing us back right now. We don't have five more minutes. So any other sticky notes you put up here, I will do my best to organize. Anybody want to report out? Or should I do it?

>> Do you mind if I throw in the fact that freight by rail is -- uses one third or one fourth or one fifth of the energy that cars or trucks use? That's probably important. I'm sorry to be so late. And there's even something called flex wagon in Europe and in the States where trucks can be driven on to rail cars at ports. And truck drivers do the

longest parts of their journeys by train, and do the last miles once they arrive to destination on the railroads. So lots of opportunity to take up by rail.

>> I don't know I thought you did it really quickly.

>> It was okay.

>> I think they got a lot of the ideas out anyway.

>> We'll see. Okay.

[Main room session resumed]

>> Welcome back. It looks like not everybody is back yet. We'll give it another moment for folks to finish up. Welcome. Welcome, folks. Now we have everybody back. I'm sorry I had to rip you back.

[Laughter]

>> We were just getting going.

>> Mark, it's because I sent you there so late. You, like, lost the link or something.

[Speaking simultaneously]

>> Great. I am sorry, teams that this was a little shorter session in there. But I do assure you this is not the only work that you'll get to do. This is just barely scratching the surface. And hopefully, you should have more fun. I also want you to know, keep doing stickies. If you are having fun, you're in the middle of a thought, keep writing your sticky.

Also, what we're going to do now is everybody's going to go to page 1 of the Jamboard and take a look at what group one did. Then, we'll go to page 2, page 3, and page 4. Anywhere along the line here, if you want to add a sticky even if you weren't in that group, go right ahead. I want members of the public to know, you definitely, can add your stickies here.

So Kristen, what happened in your group?

>> We got meeting mommed by Mike and who just came home from preschool [Muffled] but we really talked a lot about reducing impacts to historically disproportionately impacted communities specifically impacted by diesel and pollution. Diversifying industry to make sure those well-paying jobs are accessible to more people of color and women. Talked about economic competitiveness and really serving the industries of where they're located and really thinking about that land-water use connection.

People are adding stickies still. Talking about moving to EVs and electric vehicles. And thinking about other modes, use waterways and using freight besides trucks and highways. So those are just a smattering of some awesome ideas this team had. There's ideas around layering in transportation justice and climate focus into those topics and thinking about them very clearly through those lenses. Is that about the right amount? Okay.

>> Great. And then there's more stickies being added. I love this. This is good. This is healthy. Anyone would like to speak to something that they're adding?

>> I -- go ahead sorry.

>> You are welcome. Go right ahead.

>> Okay. Um, yeah. I think that this is great. I'm glad that you guys are considering women and people of minorities and their opinions. And I think my opinion is, I think that Oregon is great about helping people up on their feet and getting jobs and

getting money to be able to afford housing. And I think that we should continue on that route. I think that's the way to go.

I think that if we can provide an opportunity where they can find jobs, which we already have the infrastructure for that, especially with PCC and the welfare-to-work programs. But we need apprenticeship programs and schooling. And we can do that. And we can help out a lot of people get on their feet. And also, providing childcare for these people. Especially the hours that they work. And then having people for readily available with jobs to hire them. And that is important. And that's going to make such a huge difference in our community.

>> [Indiscernible by captioner] that is so awesome. Thank you so much for speaking to all of those things -- you also want to make sure we get those captured on stickies. Did you get to some of those ideas on stickies?

>> First of all, I have a learning disability and we don't want to leave out people with a learning disability as well.

>> Let's make sure that Kristen helps us get those on the stickies. Thank you. We took notes on that. I love your idea about the apprenticeship programs and childcare too. While we're here, let us go to Page Number 2. And you can keep jamming on page 1, if you want. But let's hear from Emma.

>> My apologies with my group. We had too much fun introducing ourselves and seeing the diversity our group. We had so little time for discussion. I'll try to be organizing but new stuff is popping in, which is great. But I tried to keep some of environmental ones on the left. It's actually built on what it sounds like Kristen's group talked about. We talked about the fuels that freight uses, electrifying as much as possible or using cleaner fuels. But also the way the infrastructure is really important to environmental health, you know, how are we moving goods? How are those systems working together to make sure we're meeting our environmental and climate goals and, kind of, multimodal system we need to be building.

>> Environmental justice frame and by creating those green jobs and green development opportunities you can also be creating equitable prosperity impacts. There's a lot about jobs, the quality of wages, also the, kind of, operator experience giving operators mandatory rest time. How we build communities of practice. And mentorship and training to make sure that youth, kind of, can grow up in those opportunities and some really great things about how we, kind of, talk about freight, how we frame freight, how we talk about Portland, and how it plays in our communities. I'm sure I glossed more over much great detail there. But thanks so much in our awesome group.

>> I see already, how we have these different ages and different categories, but so much is interconnected; right? And that's a great thing. When we notice that some things are happening in different multiple categories, it means it's meeting our different goals. And that's a signal that maybe it's part of our vision or maybe there's something that's bigger or maybe entail many action that's we can take to actually impact something. In the sake of time, I want you to continue to feel free to jam here. I also want to tell you; I'm going to leave this open for about 20 minutes after the meeting closes so you can continue gathering your thoughts. Let's go to Page 3 and get a synopsis from Stephanie.

>> That's me. Our group primarily talked about the importance of resilient infrastructure but also the importance of be -- our critical freight infrastructure should not be just, like, aggregated into one area. If a natural disaster happens, having the ability to rely on Burnside Bridge but also a system of roadways that can connect with that critical for goods movement to continue. Sorry that not everyone got to speak.

Thank you so much to those people who we've continued to Jam on number three as well. There's probably some slides I haven't read yet. But also important discussion point was just the importance of separating facilities in the right circumstances and having, you know, physically-separated bikeways that's one. Maybe we have a successful example near Alderwood there's a separated bikeway and sidewalk and it's a beautiful facility.

I'll ask you if anyone else has jammed on this or was in our group discussion, please feel free to bring up anything that I glossed over. And I wanted to name somebody Jammed on here, we cannot have true economic prosperity without he quit -- reduce VMT as it has the most direct link to crashes. Most directly to crashes. Will someone like to speak to that one?

>> Yeah. I'm the one who just put that in. From all the data that I've seen, that link between vehicle miles traveled and serious injuries and deaths is pretty highly correlated. I'm not sure if it's correlation or causation. But they track pretty closely. So any plan that's going to improve safety is generally going to have to reduce vehicle miles traveled.

>> Certainly we see with growing population, more people being on the road, more conflicts. And that definitely has a link to crashes. In the sake of time, I want you to continue Jamming. Thanks so much for sharing, David. So folks continue to Jam on this page. But let's move to Page 4. Oh, okay. Lots of things going on.

[Laughter]

Mark, you want to tell us what's happening on this Jamboard?

>> Yeah. I mean group three was well-organized but group four has some ideas. This looks like my desk. The ones that jumped out at me was this idea of urban consolidation centers this idea of bringing freighting to a neighborhood or central city and bringing it down to low emissions or zero emissions. That was -- there was a lot of feedback on it. Others had some really interesting ideas how to ATS how to make that better.

Are we paying attention to Amazon-type delivery? What's that doing to our carbon impacts? I love this out of the box. But there was a renewed system in thinking about rail system, or street car how you might even use that as a way of moving freight. And then I think there's some ideas that have popped up since we talked about this but, again, really focusing on how we think about changes in how delivery's happening in a real smart way to be thoughtful about what that means.

Maybe Sara, if she can pop in just for a second, there was this idea talking about truck routes versus freight routes?

>> Yeah.

>> Can you say a little bit about that?

>> The more we talk about the freight plan and freight streets and freight districts and whatever, the more I feel like ear using that as euphemism for truck. We need to separate freight from truck. There's a lot of overlap but we need to be thinking about it

more broadly. I'd be like to be more specific in our terminology rather than using them interchangeably.

>> Others gave some nods on that. I really appreciate you sharing some of that perspective there. And I want folks to feel free to continue to Jam. I am going to need to close our meeting because we're after 6:00. Oh, my gosh. First time we've ever gone over, I think.

[Laughter]

>> But this is so much fun. I feel like we could have done this for, like, another 40 minutes maybe even. So let's have some more fun with our vision goals, objectives soon. Our next meeting will be in two months; right? So every other month. And when we meet again, we'll hopefully be taking a look at future conditions.

So we looked at existing conditions before. We'll look to future conditions and get a little bit more information and more outlook. I'm going to hang out here for a second. See if I can answer any remaining questions for folks. But I want to really say thank you for everyone being flexible about the, kind of, complexities of this second part of the session. I especially want to thank members of the public who decide today come and lean in and give a part of your ideas. So I will let you go. But I will hang out here for a moment. So thank you, everyone.

>> Thanks, everyone.

>> Thank you, Mark. Thank you, Francesca.

>> Bye, everybody.

>> Bye. Thanks, Keith. Looks like I'm seeing folks pop off here, but I'm here to answer questions. Francesca, I just wanted to say thank you for that intro primer with Vision Zero at the very beginning. I appreciate that. Calling our conversation.

>> Good. You're very welcome. Thanks for being such a champion of [Indiscernible by captioner].

[Speaking simultaneously]

>> This format was really nice. I enjoyed the breakout rooms.

>> Francesca, I got a quick question.

>> Absolutely, Gary.

>> Are we going to dive into the workforce portions of this? I was trying to listen to some of the, like, the projects, are we going to dive into the work nervous system force part of it like who's getting those jobs, what kind of money is being spent or --

>> I hear you saying that you want to help shape that.

>> Yeah.

>> And I think that we can work together to find the right ways to do that.

>> All right. Awesome. Awesome.

>> Yeah.

>> Thank you, guys enjoy. See you in two months.

>> Yeah. Thank you. Bye, Gary.

>> Hi, Francesca, how often do you meet?

>> We meet every other month. So if you go to 2040Freight.com, you'll see our next meeting is on May 13th. And you can even sign up right now on the website and that way, it should allow you to have that on your calendar.

>> Thank you so much.

>> You're very welcome.

>> Thank you for coming.
>> Hannah invited us to join you this evening. So it was great. Thank you so much. Hopefully we can join again.
>> Oh, good. Absolutely. Appreciate it.
>> Learn more about what you're doing. Good night.
>> Good night. Hi Paxton any questions you have.
>> I'm still poking around on the Jamboards.
>> Feel free to hang out a on the Jamboard. I won't close it for a little bit.
>> I have a question for Stephanie.
>> Yeah.
>> It's about tomorrow. Do you want me to just to text you or is on here okay?
>> We can chat here -- I don't imagine this too long.
>> All right. So it came to my attention that they've taken the fences down around the IRS building and stuff. And there's planned protest tomorrow afternoon about where we're going to be.
>> Okay.
>> If you just want to play it by ear.
>> Yeah. Let's -- how about I give you a call in the morning and we can -- we can see if -- if it makes sense to reschedule.
>> Okay.
>> Thanks.
[Speaking simultaneously]
>> It got, kind of, heated down there today.
>> Okay. Thanks for flagging that. We'll take it offline and figure it out.
>> Okay.
>> Thanks, Aaron.
>> Yeah. Thanks for doing that, Aaron. Thank you for being part of our 2040Freight video.
>> Looking forward to it it's going to be fun.
>> All right. Well, I am going to close out here. But Paxton, just keep Jamming. Thank you so much. Bye now.