

**PORTLAND FREIGHT COMMITTEE
NOTES**

Meeting No. 220

WHEN: Thursday, December 2, 2021 @ 7:30 AM

WHERE: Virtual Zoom Meeting



Please click this URL to join:

<https://zoom.us/j/97499103224?pwd=Y3RxeGJpTEZYREcvVIFGeStZL1hndz09>

Password: 101442

Time: 7:30 AM **Topic: Welcome and Zoom Meeting Protocol:** **Lead: Gregory Mallon**
Minutes approved.

7:35 AM **Hot Topics, Points of Interest, Successes:** **Jana Jarvis / All**
PFC members report on current activities from their respective industry and agencies.

- Break-ins along the Columbia Corridor.
- Federal Infrastructure Bill
 - o There is a webinar on December 7 from 9:00 AM to 10:30 AM.
 - o Question regarding if the city, Metro, or others have developed a project list? Have they identified their processes where we might participate?
- Interstate bridge replacement had a meeting regarding freight along Marine Drive.
- Tim Collins would like to present at January Portland Freight Committee Meeting.

7:55 AM **EQRB Project Briefing** **Mike Pullen**
Multnomah County EQRB team provided a briefing on cost-cutting strategies for the Earthquake Ready Burnside Bridge project.

- Option 1 – Lane reduction one eastbound lane, two westbound lanes.
 - o Option performs poorly in the evening peak demand hours.
- Option 2 – Lane reduction Two eastbound lanes, one westbound lane.
 - o Option performs poorly in the morning peak demand hours.
- Option 3 – Lane reduction with Reversible Center Lane.
 - o Reversible lanes common in other parts of the country.
 - o In the morning would be two lanes westbound; In the afternoon it would switch, and there would be two lanes eastbound like today.
- Option 4 – Eliminate the Bus-Only lane in favor of a Bus Queue Jump.
 - o Option has a fatal flaw that would require widening the bridge at each end to accommodate the bus queue jump.
 - o This option would be costly to widen the bridge ends.

- Busses likely to get stuck in the traffic west of the bus-only lane.
- Online open house is live through December 14, 2021.
- In January, Multnomah County will take this public feedback on the cost-saving ideas and meet with the community task force.
- In March, the policy group will commence with regional elected and appointed leaders regarding the cost-saving ideas.
- Another round of public comment will occur after publishing the Draft Environmental Impact Statement.
- Portland Bureau of Transportation is working closely with the County to evaluate more options. The City does not have a preferred alternative at this moment.
- In March, there will be a public comment period after the supplemental draft is published; This can be used to prepare a letter in support of an option to move forward.

Questions and Comments

- What has the streetcars feedback been? I know in our district, that line that is on grand, there been so many delays on that line and almost like 15-minute delays because of traffic. What is their input been?
 - The bridge that we are designing will be streetcar ready, and we know their requirements. When we say streetcar ready, that would mean that we would make it heavy enough to support the streetcar and put the rails into the deck at a future time. It is not sure that the bridge would ever carry a streetcar line. There was one in a plan adopted years ago, but the likelihood of that happening is uncertain.
- How do the designs account for and prioritize over-dimensional freight? If this is the only bridge operating, you will need to get some pretty big stuff across the bridge, and this would be the only way to do it.
 - That is one bit of good news for the freight community. While we are narrowing the bridge, we are not looking at making the bridge any lighter in terms of supporting cumbersome loads, really long loads. We know that if it is the only bridge around after a major earthquake, there will be large cranes, hundreds of dump trucks, so those requirements are factored in to the seismic design of the bridge.
- Given the Infrastructure Bill that just passed, is the opportunity for that funding, so we don't have to look at going to a narrower bridge design?
 - We will likely get some federal money for this project. The bad news is, we were \$500 million short. Even if we narrow the bridge, I question if it is likely we could get enough to get the billion-dollar price tag but, if we could do it, there's a lot of interest in doing it. But that is a huge lift financially.
- I worry that the lane widths are too narrow for large freight vehicles. Have you thought about reducing the pedestrian/bicycle space to accommodate lane widths for trucks?
 - If the outside lanes were 12 feet? Would that address your concern?

- That is good question! I don't know. It depends on the details. If you are talking about a shared bus lane with freight, then I think that is a reasonable compromise. In the past, we have had a small group with the freight committee to sit down and work through those. I am sure we could do that again if you like.

8:25 AM Update on Portland Freight Plan Gabriela Giron-Valderrama

PBOT staff will provide an update on Portland's Freight Plan

- Upcoming Portland freight video
 - Focused on goods and the way in which roads are used to transport materials from all stages of production to destination in urban areas. Highlights the complexity of that supply chains
- Infographic presented highlighting to show why we need more freight and the diversity of goods we move it not only to residents, but as an exporter producer in the freight district. Warehouse and distribution. And we also wanted to highlight the complexity of this system. We not only have a really complex network to the rural, industry complex when we talk about the density of the community of those different transportation elements.
- Discussion pertaining to the rise of e-commerce within the context of COVID-19 and the demand of roadways and curbs for the delivery and loading/unloading of goods.
- Working to develop performance measures around safety, resiliency, maintenance, and mobility.
- freight network updates:
 - Refinement of a designation categories.
 - Operational improvements around last mile.
 - Policy evaluation for downtown Portland.
 - Freight district connectivity.
 - Freight network connectivity.

Questions and Comments

- One area that you could possibly consider is the water Avenue exit. That is the main ways for freight to get into our area and there have been major multimodal safety issues.
- One area that you could possibly consider is the water Avenue exit. It's the main way for freight to get into that area and there have been major multimodal safety issues at that exit.
- Perhaps including the Union Pacific freight terminal.

8:45 AM RFFA project scoping/estimating efforts

Zef Wagner

PBOT staff will provide an update on the Regional Flexible Funds Allocation (RFFA) grants.

- Zef Wagner gave an updated presentation of the list of RFFA Grant Cycle Projects PBOT will apply for there are six projects in total.

Questions and Comments

- Traffic numbers that don't justify the traffic light, or those 2020 numbers to look at COVID increases in e-commerce and do they also look at really substantial change in projected growth of e-commerce that comes out of this location? The airport, air cargo, hub for the region?
 - o I don't have the full report, but I will check on that. They are probably 2019 numbers because we haven't been relying on COVID numbers because it is usually considered abnormal but I see what you are saying that this is more of a permanent change.
 - o One issue is that we don't use future volumes for warrants. Future volumes are too speculative in nature so we are not going to approve or apply for traffic signal based on some idea of future growth.
- You just raised a minute ago, the issue that we want to make this improved pedestrian access on the left, but the railway does not want that. How are you resolving that conflict?
 - o We are proposing the strategy for the closure of Lombard Place, but not at any of the sidewalks. It would look the same, but no stop signs that cause most of the problems. They asked that we not build sidewalks on 11th Avenue. Especially this last block, until we get funding for the full improvement here.

9:05 AM 82nd Avenue Update

Kristin Hull

PBOT staff will provide an update on the 82nd Avenue plan.

Kristen Hull and Julia Reed gave an update regarding the process of the transfer of 82nd Avenue from ODOT to PBOT.

- Last spring, the state legislature approved the \$185 million budget to transfer 82nd Avenue from ODOT jurisdiction to PBOT jurisdiction.
 - o Improvements on 82nd Avenue will be split up into two different funding streams.
 - o Phase one is funded by the American Rescue Plan Funds.
 - Has tight timelines and dollars must be spent by 2026.
 - Projects focused around critical issues that have had community vetting.
 - Projects include enhanced crossings, street lighting, safety and intersection safety improvements, reconstructing a segment of the corridor, pavement, drainage and other ADA ramps. Total budget for these projects are \$80 million.
 - o Phase two will start in 2022.
 - Community engagement will be prioritized to understand the vision for the corridor and how we should invest the remaining budget.

- Next steps include the city Council acceptance of the transfer and we will be asking counsel for that in early 2022. We will continue to progress critical safety and maintenance work with the design final by 2024. And we will begin robust community engagement in the early part of next year.

Questions and Comments

- Do you have a map of the jurisdiction transfer? Does it extend into the freight district north of Columbia Boulevard where has more freeway design?
 - o It's a good catch. I will add that.

9:25 AM Public Comment

- 2040 freight plan slideshow and on slide 12, you showed up pallet jack but there wasn't any reference on how that will help move freight.
- we heard a lot about supply chain issues over the last several months. I have been waiting 16 days for a tire. Originally, the estimated time of arrival was 2 to 5 days. So supply chain issues are real.

9:30 AM Adjourn

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

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- Also, visit the Portland Freight Committee website at:
<https://www.portland.gov/transportation/freight-committee>