

JULY 9th, 2020 PFC MEETING NOTES

7:30 AM **Welcome and Zoom Meeting Protocol:** **Stephanie Lonsdale**

- June minutes approved

7:35 AM **Hot Topics, Points of Interest, Successes:** **Jana Jarvis/All**

- Cornelius Pass closure begins July 13
- Cornelius Pass weekend closures 9:00 PM – 4:00 AM, 7/10/20 and 7/11/20, for Intel large loads
- Metro bond measure available for review. Measure will likely move to the ballot. Council will refer the measure July 16.
- TriMet will be closing the Steel Bridge for most of August for major improvements. More information here: <https://news.trimet.org/2020/07/steel-bridge-to-close-for-four-weeks-in-august-for-major-max-improvements/>
- Net meter revenue proposal going to Council in fall. CEIC will request that freight be called out as a use for those funds.
- Jana appointed to Exec. Steering Committee for the Rose Quarter Project. Project is moving forward.
- Bicycle lane on MLK running from Burnside Bridge down to Ankeny. Lane provide access to Ankeny St Greenway and direct access into the Central Eastside. PFC members requested to review design and consider adding to future PFC agenda.
- 2040Freight Community Advisory Committee will be sending out announcement of application

7:50 AM **UPRR Blockage Issues at SE 11th/12th Avenue:** **Bill Burgel**

Traffic congestion and backups resulting from the existing at-grade rail crossing has been an ongoing issue in this area of SE Portland. PFC member and rail expert Bill Burgel provided an assessment of the current rail operations and blockage issues and offer some potential options and next steps.

- Intermodal trains entering or departing Brooklyn Yard are typically high priority traffic (trains to/from Midwest, California, and Seattle/Tacoma). Brooklyn yard was built in 1910 and is not very long. In the recent past, trains would have to stop to use hand switches, stopping over SE 11th/12th. Eight switches were automated by TriMet and Union Pacific, significantly speeding up operations. Still, as double-over train departs, train is blocking road crossings for around 40 minutes.
- The crossing at 11th/12th has many variables: five roadways that come in, a busway in the middle, four railroad tracks and several bikeways and pedestrians facilities as well; plus, there are twenty-four (24) Union Pacific trains, six (6) Amtrak, and one-hundred and forty four (144) TriMet's trains traveling through there each day. Mitigation strategies are needed.
- Mitigation concepts:
 - o SE 11th escape route
 - o Grade Separation over Union Pacific and TriMet
 - (1) SE Milwaukie and SE 11th & SE 12th
 - (2) SE Milwaukie and SE 7th
- Gains of grade separation would be a more livable neighborhood with less disruption and congestion; More predictable commutes by car, bike and/or pedestrians; Increased safety; Potentially an “engine” for improved routing of inner city traffic flow.

- Grade separation at Division Transit project option – crossing at SE 8th Ave.
- Trains must sometimes be held for operations at Brooklyn Yard. Double tracks thought the Central Eastside go through thirteen (13) crossings. Exit 300 off I-5 funnels traffic to Water Ave. There is no outlet if train stops in Central Eastside. One mitigation is to speed trains up though here. Existing curves limit train speed to about 6mph. Addressing tight curve and straightening would allow train speeds to reach closer to 20mph.

Questions and Comments

- Businesses have not wanted to invest because of the city traffic blockages in these areas.
- Subcommittee of the Central Eastside Industrial Committee forming around this topic.

8:25 AM Earthquake Ready Burnside Bridge Project Update: HDR Staff

Staff from the project team provided an update on the project and the recent recommendations made by the Community Task Force

- The purpose and need of this project is centered on seismic resiliency and emergency response; regional recovery and rebuilding; and long-term use. The range of alternatives includes (1) enhanced seismic retrofit; replacement – short span; (2) replacement – long span; and (3) replacement – Couch extension. Construction is 4-5 years away.
- Preferred alternative was the replacement, movable: long span bridge alternative. The task force recommended a long span because it does the best in an earthquake due to fewer columns and it was the least expensive. Bridge would be about 15-20 feet wider over the river section to give more space to different modes. Columns supporting bridge on the eastside will be in dangerous soil and will be located between the freeway and rail tracks. Preferred alternative would be cheaper and safer compared with other alternatives.
- Replacement bridge would allow for wider lanes for motor vehicles, bicycles and pedestrians. Freight and streetcar implications were considered. A slight straightening of Couch “S” curve going westbound by acquiring a small piece of right-of-way would allow for a future Streetcar line, and there would be some benefit for longer trucks going westbound.
- Traffic options during construction include (1) full bridge closure or (2) temporary movable bridge that would be open during construction. Full closure would direct users to other routes. A temporary bridge would take 1.5 year to construct, adding time to overall project timeline. It would provide one vehicle lane each direction and bicycle lanes each direction at a cost of \$90 million. And it would reduce travel time by 2-4 minutes. The Community Task Force did not feel the travel time savings justified the cost and added construction duration.
- Summer outreach includes online open house in August, briefings, virtual tours and animations, and diverse outreach. After public input concludes, the project team will come back to the Community Task Force and the Senior Agency Staff Group in September 2020, to share the feedback that we received from the public. The Community Task Force can then affirm, or modify their recommendation before it ultimately goes to the Policy Group, who makes the approvals on these key decisions. They will make that review and approval in October. And then we will evolve on that preferred alternatives.

Questions and Comments

- What freight considerations were discussed?
 - o It's going to be designed, to support the heaviest load that emergency managers tell us we should expect. So, great for freight. Regarding critical post-disaster truck movement, we have been told by experts who look at that scenario that we could allow semis to use the old Burnside approach (circumnavigating the S curve) for a short period to improve westbound truck movement.
- How have discussion on Streetcar gone?
 - o It has not been a controversial topic for this project. City has masterplan for Portland Streetcar. This line is not funded but is a very likely extension of the Streetcar. The bridge will be designed to handle the Streetcar and freight weights. The City helped fund the Sellwood Bridge, requiring it to be Streetcar-ready.
- The liquefiable soil considerations are huge factors for construction and mitigation and had a big influence on how alternatives were decided on.
- How will bicycles and pedestrians come off the bridge?
 - o At MLK and 2nd as they do now. We are looking at a new connection between bridge and Eastside Esplanade.
 - o PFC is a key stakeholder group and raised a good point that if this is the only seismic bridge, that freight will be of great importance. PFC should consider submitting a letter around the time of the October preferred alternative review.

9:05 AM

PFC Bylaws Update and Commissioner letter

Bob Hillier

PFC members provided feedback on the Bylaws Update and letter from Commissioner Eudaly.

- In 2017 City Council adopted new rules for how City advisory bodies are governed to ensure that bodies adhere to state meeting laws. New draft bylaws were sent out for PFC review.
- Key changes: (1) Term limits – which has major impact on PFC committee members. (2) Language about conflicts of interest. (3) Expansion of removal of members to PBOT Director. (4) Communication that communicates on behalf of PFC must inform staff liaison, Bob Hillier.
- Implementation of term limits will come into effect after the conclusion of the 2040 Freight Master Plan Update. This is an opportunity to review the draft bylaw language.

Questions and Comments

- PFC members represent critical expertise and delaying implementation of term limits points to this.

9:20 AM

Public Comment

Jana Jarvis

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

Resident 1: On the Gideon overcrossing there is a small freight industrial area that I live in. And southeast 14th, now that the overcrossing is there; the actual structure. Now, the freight trucks have to back all the way across Clinton, which is a greenway, into the residential area, then they can turn back on Clinton, and get back in to forward movement. I was observing, one in early June, and one of the issues that I was observing was that the freight truck has to use -- 3 toots, they don't have the beep back up. But the

other issue, even though, 11th and 12th is supposed to be a silent zone, the freight trains, use their horns. The differentiating of a person using a greenway between a truck backing up that they can't see on 14th, or thinking that that's really just a train... some solution has to be discussed on that. What I did see was about 5 bicycles veering around a backing freight truck that wouldn't see the bicycles. So some way to tie in this little industrial area with bicycle and pedestrian dialogue is needed.

9:30 AM Adjourn