

JUNE 4th, 2020 PFC MEETING NOTES

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

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

PFC members report on current activities from their respective industry and agencies.

- N. Greeley Ave closure
- N. Lombard Bridge damage
 - On May 19, 2020, a Union Pacific Railroad train derailed and struck the North Lombard Bridge. Damage is localized to a column above ground. The repair should be straightforward and not take much time. Temporary repairs are up now. Final repairs have been approved by the Railroad and are awaiting scheduling. The repairs will impact operations.
- ODOT 2020 construction updates
 - Region 1 summer projects: I-5 real time signs; I-5 bridge trunnion replacement September 12-20, 2020/ Northbound will be closed to all traffic.
- TriMet received CARES funding and has done a short sheet of comparison TriMet.org/budget showing how CARES funding will be substantial help in keeping service on the street and staffing.
 - What TriMet wants you to know as riders start returning to transit:
<https://news.trimet.org/2020/05/what-trimet-wants-you-to-know-as-riders-start-returning-to-transit/>
 - TriMet's budget adjustments due to COVID-19 pandemic focus on preserving service and jobs, ensuring safety:
<https://news.trimet.org/2020/05/trimets-budget-adjustments-due-to-covid-19-pandemic-focus-on-preserving-service-and-jobs-ensuring-safety/>
 - FY2020 & 2021 Budget Assumptions - Changes between Approved and Adopted:
<https://trimet.org/budget/pdf/2021-budget-changes.pdf>

8:00 AM Metro Regional Transportation Measure: Tyler Frisbee, Andy Shaw (Metro)

Metro staff provided the latest update on their proposed transportation bond measure. See the following project link: <https://www.oregonmetro.gov/public-projects/get-moving-2020/draft-plan>

- Metro has been working with wide array of folks and lots of engagement to inform making it safer...
- Region has been growing rapidly and this growth has put further stress on the region; Metro has responded with regional measures. A transportation measure has been in the works for multiple years. Burnside Bridge is a key component.
- What will we build with this measure?
 - 115-120 miles of roadway improvements; 60 miles of roadway planning
 - Get buses out of traffic: 25-30 miles of new bus lanes
 - 11 miles of new MAX line – expected to carry the equivalent of 1 lane of traffic on I-5
 - Safer – 40-45 miles of new sidewalks and new streetlights

- 16 investment corridors were identified as priority. Measure will invest in roadways that were previously old highways that have changed into city streets.
- Washington Co. investments
 - o SW Corridor, TV HWY, SW 185th, Burnside, HWY 217, HWY 99W
- Clackamas Co. investments
 - o McLoughlin, HWY 212 – Sunrise, HWY 43, 181st - Clackamas to Columbia, 82nd Ave
- Multnomah Co. investments
 - o Central City, Burnside, 82nd Ave, 122nd Ave, 162nd Ave, 181st - Clackamas to Columbia, Albina Vision, Powell Blvd
- We are looking at just over \$4 billion in estimated construction spending on investment corridors. More than 37,500 construction jobs will be created at \$98,000 average annual income per construction job.
- Other places also need investment, so we are looking at a series of programs regionwide: Safe Routes to School, safety hot spots, regional walking and biking connections, revitalization of main streets. The next set of programs are focused on meeting community needs, such as anti-displacement strategies, affordable housing strategies, and student fare affordability.

Questions and Comments

- How does this measure relate to freight?
 - o In addition to partnering with the state on interstates, we are focusing on arterials to help traffic move through more reliably and efficiently. We expect this to help short-haul freight move through the region.
- How will these project help reduce congestion in the region?
 - o We secured resources for the Rose Quarter. We also want to give folks that are moving to the region an alternative to driving. We must deploy multiple strategies to help people move around the region. Investing in making local trips more efficient is a part of that.
- What conversations did the committee have about freight?
 - o The task force built off the regional transportation plan and looked at priorities for local jurisdictions. Freight was not the most significant consideration. The task force prioritized safety, mobility, reliability, the connection to our land uses and connection to where people are going to want to live and be in the future.
 - o We cannot get the voters to prioritize freight – it has been very hard for us to get their attention on this.
- Did Columbia Blvd and Marine Dr ever come up in your conversations?
 - o Columbia was one of the 60 corridors we analyzed and was one of the Tier 2 corridors, but was not brought forward from the City of Portland to include and advance in this package.
- What is your relationship with Clark County?
 - o Both sides of the river have coordinating committees on transportation that work to coordinate our transportation priorities and plans across the river.

8:30 AM 2040 Freight Plan Update: Francesca Patricolo (PBOT)

PBOT staff provided an overview of the Portland Freight Master Plan Update (2040Freight) and opportunities for public engagement.

Portland.gov/2040Freight

- Included in the 2040Freight scope of work is the development of strategies to advance Vision Zero and a state of good repair. The project will have a technical advisory committee and have six freight committee members from local agencies that will participate. A community advisory committee will be made up of freight industry participants, and communities impacted by freight in different ways.
- The state of the system report will include an examination of COVID-19 impacts, demographic analyses, equity, environmental justice and freight, freight facilities conditions and needs, how and where goods are moving, and greenhouse gas emissions.
- Our project team is conducting a policy program review to summarize City documents as they relate to freight planning so we can inform our freight vision goals and objectives with existing framework. We will use this framework when we move forward to community engagement and help us characterize where potential conflicts among classifications may occur as well.
- We are looking to define the needs, conflicts and opportunities, and identify existing and future truck bottlenecks, safety hotspots and existing projects. We will develop solutions and an evaluation tool so that we can prioritize these solutions and follow this work with an implementation strategy to ensure the work gets done.
- What ideas does the PFC have for public involvement?
- What is the PFC interested to see from this plan?

Questions and Comments

- How are you approaching public involvement in the time of COVID-19?
 - o We are going to need creative solutions, creative ideas and ways to engage people meaningfully and help get answers to some of the key questions that we are planning to ask in this planning process. We know how important video is and video storytelling to bolster the understanding of the importance of freight, how freight moves, and the perspective of drivers and people who rely on these jobs.
- PFC has an opportunity to create a task force with additional expertise to inform the planning
- 2040Freight should look at all aspects of freight: marine, air cargo, and railroad. There are opportunities to help facilitate cargo movement. The City should also consider disaster recovery and the subduction zone.
- Responding to outreach question: Community level outreach doesn't work well for freight. Outreach throughout the state, East Portland, Vancouver, and working class neighborhoods is important to bring into the planning process. Portland is a West Coast freight gateway. The freight system supports economic development and it will support recovery from the recession and so economic development should be a big part of that.
- Plan should look at advances in propulsion – electrification, for example. Should coordinate with other modal plans and understand conflicts and priorities.

9:00 AM Safe Streets / Healthy Businesses Program, Nick Falbo & Amber Clayton

PBOT staff provided an update on the recent Safe Streets program designed to help local businesses operate safely as Portland gradually reopens by allowing businesses to apply for street plazas and seating within the public right-of-way in response to COVID-19. (see the following link for more information and application: https://beta.portland.gov/transportation/safestreetspdx/services/apply-healthy-businesses-permit?utm_medium=email&utm_source=govdelivery)

- This initiative lays out how PBOT is going to adapt out streets for restarting public life. This roadmap for the reopening and the future amidst the waves of change focuses on the immediate need for economic recovery and reinvestment.
- Our key question is: Can we use our streets to help people stay safe and healthy? We are looking at strategies to help give people more room to breathe in our streets – literally giving more space to operate and be safe. The strategies overlap: supporting physical distancing on our streets; Slow Streets network, Safer Busy Streets.
- Healthy Businesses – Business Toolkit
 - o Piloting approach – converting parking spaces to 5-minute pickup zone
 - o We have developed different plaza layouts to help local businesses adapt to physical distancing guides
 - Parking Plazas, and Side Street Plazas, or Main Street Plazas
- We know closing streets will not work in all parts of town. Side streets may be appropriate in cases with constraints or conflicts.
- This is an immediate response to help our City economically. Permits are free and will be valid through October 1, 2020.

Questions

- Who will be doing enforcement?
 - o The County is responsible for public health response
 - o PBOT would be working with the applicants on the specific permit conditions
- What is the policy on replacing damaged delineators? Are these an appropriate traffic control device?
 - o We are working with traffic engineers to look at traffic speed and street classifications. Considering this when we review the permit applications. We are thinking about safety of people in these spaces, and the need may be visibility or protection.
- What will you be evaluating?
 - o There are a number of things we are considering when looking at applications. We are coordinating around construction and planned maintenance. Also looking at transit, emergency routes, street classifications, etc.

9:35 AM Adjourn