

**PORTLAND FREIGHT COMMITTEE NOTES**

**Meeting No. 231**

WHEN: Thursday, December 1st, 2022 @ 7:30 AM

WHERE: Virtual Zoom/ Meeting



Please click this URL to join:

<https://zoom.us/j/97499103224?pwd=Y3RxeGJpTEZYREcvWIFGeStZL1hndz09>

Password: 101442

<b><u>Time:</u></b>	<b><u>Topic:</u></b>	<b><u>Lead:</u></b>
<b>7:30 AM</b>	<b>Welcome and Zoom Meeting Protocol: Minutes approved.</b>	<b>Gabriela Giron</b>

**Jana Jarvis / All**

**7:35 AM Hot Topics, Points of Interest**

- Corky Collier mentioned safety concerns in the Swan Island neighborhood for freight and pedestrian flows.
- BPS is in the process of updating the Economic Opportunity Analysis (EOA). The EOA aims to analyze and forecast growth in Portland’s industrial and other business districts, then designate an adequate 20-year supply of developable land for business and job grow. BPS is currently putting together the advisory committee.

**8:00 AM I-5 Rose Quarter Improvement Project**

**Rose Gerber and Dave Daly (ODOT), John Maloney (WSP), John Wolf (HDR), Alex Cousins and Teresa Dunham (David Evans and Associate) Caitlin Reff and Sharon (PBOT)**

- ODOT staff and the consultant project team gave a briefing on the project, including:
  - The Federal Highway Administration published the Supplemental Environmental Assessment (SEA) for the project that examines the environmental effects associated with the updated “Hybrid 3” highway cover design as further developed by ODOT. The Public Comment Period extends from November 15 to January 4, 2023.
  - The “Hybrid 3” design concept has been endorsed by the historic advisory board, city of Portland, Metro and the Albina vision trust.
  - The construction of the I-5 and other major development projects severed and displaced the community in the historic Albina area, negatively impacting Black

Portlanders. ODOT is to engage with and prioritize the voices of the historic Albina community today. As well as, prioritizing equity and promoting economic development and growth consistency with the community's vision.

The project is at the beginning stages. It is at 15 to 20% of the design. Construction is anticipated to begin in late 2023 and completed by end of 2030. However, the timeline is subject to change as design

- Among the changes to the proposed project design since the original 2019 EA include the following:
  - building an earthquake-resistance highway cover capable of supporting up to 6-story buildings on top and that reconnects divided streets
  - moving the I-5 southbound off-ramp from Broadway further south to N. Wheeler Ave to provide new community connection across the I-5
  - locating the bicycle and pedestrian facilities along the Broadway/Weidler Couplet rather than on a separate off-street bridge over I-5.
  - new ramp-to-ramp connections (auxiliary lanes) in each direction on I-5 between I-84 and I-405 to separate slower vehicles entering and exiting the highway from higher-speed traffic on the through lanes
  - Wider shoulders to provide space for emergency response
  - Local transportation improvements to considering transit, motor, bicycles and pedestrian operational needs
  - Connecting communities by building a vital segment of the Green Loop
  
- Caitlin Reff (PBOT) invited PFC members to provide a formal comment addressed to PBOT that PBOT can incorporate and reflect them in the city comments package.
  
- PFC members emphasized the importance of this project to support and improve freight movement not only in Portland but for the region. The letter must be provided no later than December 27<sup>th</sup>.
  
- PFC members highlighted the need to consider the following:
  - Safety and operational concerns in the area
  - Grades and vertical clearances that address freight mobility needs
  - Seismic design for the highway cover, bridges, and ramps
  - Close coordination between ODOT and regional partners for this project and others in the region, including the Interstate Bridge Replacement (IBR) project
  - Changes in freight routes due to the reallocation of the I-5 SB off-ramps from Broadway to N. Wheeler Ave
  - How to accommodate the increase of traffic that this project and the IBR project may generate
  - Outreach to the freight community to better understand operational requirements, including heavy freight.

- PBOT staff provided an update on three PBOT projects:

### **1. 26<sup>th</sup> and Powell freight operations – UP Annex Truck Routes**

- After talking to Union Pacific and neighbors who see trucks daily, observations, and evaluating the turning radius in the area, PBOT found that:
  - Union Pacific (UP) Annex at 22nd & Gladstone is the primary source of large trucks on SE 26th Ave that present safety concerns
  - UP uses the Annex for container storage, so trucks frequently ferry the containers between Brooklyn Yard and the Annex
  - After being stored at the Annex, trucks arrive to pick them up and take them to their eventual destination using the highway system
  - Trucks have difficulty making turns at signalized intersections along SE 26th Ave, and the street runs through a primarily residential area.
- Thus, PBOT aims to:
  - Provide Union Pacific and their truck drivers with maps of recommended truck routes
  - Provide way-finding signage to encourage the use of these approved routes and discourage the use of 26<sup>th</sup> Ave by large trucks
  - Evaluate and make improvements (if necessary) to the turning radius in the proposed routes
- Zef Wagner presented the Truck Routes draft both the Holgate and Powell connection and inbound and outbound flow from the UP Annex.

### **2. N Greeley Ave Bus and Truck Lane Project – Swan Island access**

- Zef Wagner presented the proposed project design.
- PBOT aims to collect data before and during the pilot project to evaluate the project impact
- The goal is to improve the transit system (e.g., Line 35) and access to Swan Island business by truck and delivery van drivers.
- PBOT will reach out to Swan Island employers (e.g., UPS, FedEx, and Swan Island business association), learn about their shipping operations and travel patterns, and get their input on the proposed project.
- June 2023 is the deadline for this project since TRIMET has offered to cover half the cost of this project and the grant funding expires at the end of June.

### **3. Columbia Boulevard ITS project**

- Phase 1 [N/Ne Columbia Blvd. –Lombard to 47<sup>th</sup>] is substantially complete. It will provide significant improvement by reducing delay and increasing reliability.
- Phase 1 includes:
  - radar truck detection and a priority system that can extend green light for trucks at four locations along the corridor, including the I-5 interchange and 47<sup>th</sup> Ave.
  - cameras to detect incidents and improve the response
  - more adaptive traffic controllers
  - fiber optic for remote control from the Portland Building

- Phase 2 [N/Ne Columbia Blvd. -47<sup>th</sup> to I-205] is in its design phase, and construction is estimated for 2023/24.
  - Phase 2 includes radar truck detection at six signals.
- PFC members highlighted the importance of:
- considering the added time (if any) for the UP-Annex truck routes, as this may negatively impact the truck drivers.
  - reaching out to Adidas. Steve Kountz mentioned that although the Adidas building has a primary office, they are a key employer dependent on this route.
  - Evaluating before and after conditions, and report to the public and stakeholders how projects performed, the benefits, what worked and what did not work.

**9:20 AM      Public Comments**

**9:30 AM      Adjourn**

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

- Gabriela Giron Valderrama, [Gabriela.GironValderrama@PortlandOregon.gov](mailto:Gabriela.GironValderrama@PortlandOregon.gov)
- Also, visit the Portland Freight Committee website at:  
<https://www.portland.gov/transportation/freightcommiteee>