

**PORTLAND FREIGHT COMMITTEE
AGENDA**

Meeting No. 210

WHEN: Thursday, February 4, 2021 @ 7:30 AM

WHERE: Virtual Zoom Meeting



Link: [Event page with all meeting materials](#)

Time:	Topic:	Lead:
7:30 AM	Welcome and Zoom Meeting Protocol:	Stephanie Lonsdale
7:35 AM	Hot Topics, Points of Interest, Successes: <ul style="list-style-type: none">- TriMet is celebrating Black History Month. No transit fares will be collected on Rosa Parks Transit Equity Day, Thursday, Feb. 4, Rosa Parks' birthday, today and every year to come, in her honor. That includes Portland Streetcar. https://news.trimet.org/2021/01/video-trimet-honors-civil-rights-icon-rosa-parks/;- TriMet ridership is still down around 60%. TriMet.org/ridership- 2040Freight is hosting a PFC subcommittee meeting on February 12 at 10:00 AM. The group will focus on creative ways to engage Portlanders on the importance of freight. This meeting will be open to the public; please follow up with project team at 2040Freight@PortlandOregon.gov.- Confirmation that PBOT Director Chris Warner is coming to the PFC in March.	Jana Jarvis/All
7:50 AM	Columbia/Lombard Corridor Plan and Projects Update Poole (PBOT) <ul style="list-style-type: none">- A final draft of the Columbia Lombard Mobility Corridor Plan is available for review. The plan spans from N Arygle to I-205 in the east and the goal of the project is to identify and prioritize projects that have been in previous plans and come up with some strategies to improve safety, connectivity and access for people walking and biking in the area and improving their reliability of freight movement along the corridors.- The plan includes our project recommendations for three segments in the corridors. The general recommendations are to (1) Better delineate Columbia Blvd as a freight corridor, (2) improving travel time reliability while improving access and safety; (3) Improve the safety of NE Lombard Street by better managing speeds; (4) improving walking/biking facilities, and adding crossings without significantly impacting traffic operations; (5) Improve north-south connectivity, specifically for those walking and biking, to access jobs and recreation opportunities; (6) Provide low-stress east-west bicycle routes; and (7) Improve travel time predictability. <i>For more detail, see project presentation.</i>- All projects are put into one of three categories: high-readiness, medium-readiness, and low-readiness. The high-readiness address a safety need, they don't need any more project design or refinement, they can be implemented relatively quickly and they have an identified source	Zef Wagner & Bryan

of funding. Medium-readiness also addresses the safety issue, but might need more project development, and we might need to find a funding source.

- Next steps for the plan include sharing our project website and engage the public for comments. PBOT would like to get your feedback, so please feel free to reach out to me directly (Bryan.Poole@portlandoregon.gov). I would be happy to meet with a PFC subcommittee to talk the plan through in more detail and incorporate all of your comments. Our project team hopes to take this plan before Portland City Council in late April or May 2021.
- Capital projects update:
 - o NE 47th Ave is nearly complete with brand new concrete road Columbia to Cornfoot, raised and separated bike lanes next to sidewalks.
 - o Wayfinding project creating street name consistency for Lombard expected May 2022
 - o NE Columbia/Cully/Alderwood (2022 to 2023) will widen Columbia Boulevard and construct two traffic signals to replace temporary signal.
 - o NE 42nd Ave Bridge Replacement Project (2022 – 2023) will include over-dimensional freight movement pattern changes; bridge replacement will remove vertical clearance issues that cause most high loads on Lombard to avoid going under this bridge. The new bridge will be 17'11" tall.
 - o 11th/ Lombard / Columbia Railroad Crossing and Roadway Improvement Project - project under development to address issues. Truck turn movements onto Lombard PL are dangerously constrained, and at times the back end of semis advancing onto 11th stick out onto Lombard. This intersection has substandard road conditions and poor pedestrian facilities. Columbia and 11th meets signal warrants for the amount of traffic. There are concerns for people crossing Columbia at 11th by foot or bike to Oregon Humane Society. PBOT has hired Kittleson to develop the conceptual project. The project team is considering closing Lombard PL east of the railroad crossing to eliminate safety issues. Railroad crossing and traffic signals would be upgraded. Facilities would accommodate people traveling on foot or by bicycle on 11th Ave. Replacement of 42nd Ave Bridge will allow over-dimensional vehicles to stay on Lombard, eliminating the need to detour onto Columbia via 11th.
 - o Looking at LID with the Bureau of Environmental Services to improve side streets in the near term, such as 11th Ave. ODOT Rail is interested in providing STIP funding for railroad and signal elements contingent upon PBOT developing project to a certain level. Cost estimate is expected by March 2021.

Questions and Comments

- These are important freight and over-dimensional routes. Has this been taken to either the state's mobility committee or the Safety Motor Carrier Advisory Committee? We will want input from these groups.
- The separate bike facilities on 47th Ave are great and should be a model for other multimodal streets.
- The 42nd Ave bridge replacement is a great thing for over-dimensional vehicles. The 13% over-height movement limitation sounded low. I think there is more than that.
 - o If you calculated it by value of product the percentage would be much higher. This would help Columbia by keeping over-dimensional freight on Lombard.

8:35 AM Alderwood-Cornfoot-Columbia Job Connector Shuttle April Bertelsen (PBOT) / MaryJo Andersen (MultCo)

- There are new shuttles planned and running as job connectors in industrial and employment areas where regular fixed-route transit doesn't run well or warrant ridership. Currently the County is running the Swan Island Shuttle and the Troutdale Industrial Park Shuttle provided by EcoShuttle. HB2017 created STIP and a dedicated funding source to bring more service to areas not well-served by transit.
- The Alderwood-Cornfoot-Columbia Job Connector Shuttle is in the planning stages, in collaboration with PBOT, Multnomah County, and the Port of Portland. Shuttle will help people connect to jobs in the Airport Way Industrial Area. We are looking at a three proposed route options (*see presentation for maps of route options*).
- The project team is seeking public input to share the shuttle service. An employer survey is online through March 2021. Committee members are asked to share with their networks and contacts to gather input to inform initial proposed route and the days and hours of operation. Project team is building a mailing list and will be sending out postcards, so employer contact info is welcome to help reach businesses.

Questions and Comments

- Working hours can be extremely variable in industrial and construction type jobs – they don't necessarily run 8:00 – 5:00. Are the hours of operation going to encompass people who work unusual shifts?
 - o We expect the survey will capture information on shift times. We would like to know what works best.
- Columbia Corridor Association can try and help with contacts in the service area. We have had success with focus groups in the past, but outreach is difficult during the pandemic. Verde would be good to talk with to partner on providing access to Cully residents.

8:50 AM 2040Freight Update Sorin Garber

- 2040Freight is our 2040 Portland Freight Plan. It is about planning how we move goods through the city while meeting our goals for a safe multimodal system that supports economic prosperity, human and environmental health, equity and resilience. The 2040Freight Plan has the opportunity to respond a whole new set of issues. When we talk about existing conditions, let's talk about employment and freight-dependent industries, so these are industries that depend on goods being moved to customers and you see the dramatic growth between 2015-2019 alone. Remember a lot of our economy is freight dependent. We are going to be interviewing freight stakeholders during this planning process and hope to connect with many of you.
- The value of freight has increased 6% and looking ahead the value of our commodities will continue to grow. Domestic modes of exports by tonnage are dominated by trucks. A lot of our work is going to take place on our functional freight classifications. Using the Metro Regional Demand Model, we are able to analyze mode, commodity, origin-destination, peak and off-peak traffic. There are some limitations in the peak hour and off-peak hour model data. We have identified several local access truck streets that relatively high truck volumes. Examining

peak and off-peak travel shed for Swan Island, Terminal 6, and Union Pacific Brooklyn Railyard show very different access by time of day. (*see presentation for maps*).

- Online sales have driven competitive delivery operations. COVID-19 has driven e-commerce sales even higher. Home deliveries and remote work trends have rapidly accelerated. Carriers and shippers have added staff to meet demand for same and two-day delivery and moved operations closer to consumers. It is unclear which trends will be sustained post-COVID, but we are sure that online orders will continue beyond the pandemic.
- We are learning in the existing conditions work that some streets have high truck activity and high congestion or delay – and some are a bit surprising.

Questions and Comments

- Are e-commerce delivery drivers included in the definition of trucks and truck movement?
 - o We can separate truck drivers from messengers and couriers, but the people making e-commerce deliveries may be cargo bikes.
- Are we breaking these into heavy freight versus local deliveries? It is easy to focus on local deliveries and forget that heavy freight is a different animal.
 - o The Metro model is more a traditional freight movement tool. E-commerce is more difficult to figure out. We are not able to get that data unfortunately.
- What is the impact on VMT?
 - o We can look at the permanent traffic counts that we have on freeways and calculate the VMT from that, but we can't get at the person who just drove up to your house dropping off a package; we're not able to record that specifically.
- E-Commerce return percentages are higher than in-purchase returns.
- Portland has historically been a desirable city. Do think decrease in popularity is reflected in tonnage numbers?
 - o These are international forecast numbers; our products will continue to be desirable and we are going to continue to grow in population.
- We have seen pandemic related impacts beyond e-commerce. There may be an opportunity to help highlight the importance of freight during this time.

9:20 AM Public Comment

Jana Jarvis

- Michelle Sprague: In the e-Commerce, I didn't hear anybody mention the issue of stolen items. I live in a neighborhood with front porches and many things are getting taken and then the other thing, I didn't hear was about the grocery deliveries. I kept getting other people's products on my front porch and the driver just left, so I had to end up being the delivery person and it didn't have anybody's names on it, so that kind of goes with the stolen things. You wander around and hope you find your stuff and to me that would be a negative to e-Commerce. The other thing I had a question on, as a member of the public, how do I attend the subcommittee meeting. I know it is about marketing, but I was not sure how to get a link to that. Thank you.
 - o 2040Freight Project Manager: The link is on the PFC website. 2040Freight project team will share link to virtual meeting with interested individuals.

- Keith Wilson: It was interesting that you mentioned that e-Commerce has a return rate of 13%-30%. One thing I'm looking forward to work with Francesca that diesel is the workhorse of freight and it is not going anywhere. It is an explosion in diesel and diesel exhaust in our neighborhoods and diesel has a pollution 100 times that of gasoline exhaust, so we have to look at our energy source and look at diesel working in conjunction because we introduced all of that exhaust into our neighborhoods. That is just a point and note that looking at the overall energy source as a whole to keep our neighborhoods safe and the exhaust levels down. Thank you very much.
 - o PFC Chair: I think it gets back to my comment early about the kind of vehicles that are actually delivering in neighborhoods are not all diesel, and in particular, the package vans a lot of those are electric or running on natural gas. It may or may not be -- and diesel equipment is different than diesel equipment was 20 years ago.
- Clint Culpepper: Both of my questions are directed toward the presenters that were present, both about the shuttles, as well as the intersectional Alderwood and Columbia. I want to start with the shuttles, I want to ask if bicycles will be accommodated on the shuttles? Zef might know the answer to that one and the other until regards to the intersection at Alderwood. Are there plans for that stretch of Alderwood to connect the existing facilities that connect to the airport, as well as the planned facilities on Cornfoot with the Cully neighborhood and the bike lanes that exist on Cully? We have a missing link between Cornfoot and right at Killingsworth or just north of Killingsworth. The intersection that is being planned with the large slip lane, I understand when we talk about semis making the turn and on Columbia and the need for the larger radius. I'm wondering if we precluded the coming back and putting in proper pedestrian facilities and bicycle facilities there by including that large of a slip lane. That may be a question for Zef and something that the Bicycle Advisory Committee will probably follow up with him, as well as the Pedestrian Advisory Committee. I would like to remind everybody how important it is to allow that access for pedestrians and bicycles, because currently the number one kind of slowdown of freight traffic is single occupancy vehicles, if we can remove those the lanes that fray needs to be in, freight will move faster and cleaner. Thank you.
 - o We do not know if the future shuttle will have bicycle accommodations. The provider for the existing shuttles do have bike racks on the front.
 - o Bryan Poole (PBOT): The Cully/Alderwood is still being designed, but will have bicycle and pedestrian facilities as part of that. The connections those on the north and the south are not yet funded. Those are two projects that we had in the Columbia Lombard plan. The section on Cully to the south is a higher priority, so we have that a project ready for funding opportunities to make improvements on that section. I am happy to have that conversation with either you off line or Zef or any other committees as well.

9:30 AM **Adjourn**

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

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