



2040Freight Public Engagement Report: Strategies + Actions, Needs and Priorities Feedback

July 2022



PBOT
PORTLAND BUREAU OF TRANSPORTATION

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Part I: Feedback from engagement events

Summary of feedback by event

This section includes summaries from fifteen public involvement events for the 2040 Portland Freight Plan (2040Freight). While additional outreach, meetings, and presentations took place, only those that produced feedback are listed below in tracking how the feedback helped shape the goals and objectives, inform the strategies and actions list; and support the identification of additional needs and/or priorities related to the urban freight movement.

1. Central Eastside Industrial Council Transportation Parking Advisory Committee (CEIC TPAC)

Date: August 25, 2021

Feedback in brief:

The group discussed and highlighted *Economic Prosperity, Safety, and Mobility* as major priorities, with *Environmental Health* and *Equity* as secondary priorities that can be co-addressed. Access concerns to/from the Central Eastside industrial district regarding hours-long blockage of SE 8th, SE 11th, and SE 12th at-grade railroad crossing were noted. Staff agreed to come back to talk specifically to the railroad subcommittee to explore the issues more and see how they might be addressed in the freight plan.

Strategies + actions informed:

- Supported edits to a strategy regarding improving the viability of industrial zones, and an action regarding improved freight vehicle access to freight districts.

Needs identified:

- Traffic disruptions at-grade railroad crossings along the Albina-Brooklyn corridor were identified for more in-depth follow-up.

Priorities noted:

- Economic Prosperity, Safety, mobility, Environmental health, Equity

2. Portland Freight Committee (PFC) 1

Date: September 2, 2021

Feedback in brief:

Feedback centered on *Economic Vitality & Employment, Efficiency and System Conditions* (i.e., resiliency and maintenance of the infrastructure). The received feedback was integrated in several *Economic Vitality &*

Employment and System Condition strategies, which highlight the city's competitive position as a West Coast multi-modal international trade gateway and opportunities to provide living wages and upward mobility to the industry's workforce.

Strategies + actions informed:

- Action on updating the current road and bridge asset management system to incorporate resiliency parameters and identification of critical freight infrastructure.
- Action on promoting Portland's freight multi-modal connectivity.
- Action on access improvements in the industrial areas.

Needs identified:

- Providing opportunity for feedback from industry stakeholders in transportation planning decisions
- Resiliency as evaluation and resource allocation criteria to evaluate Portland's freight network
- Mode separation to improve safety and mobility for all modes in the freight network elements

Priorities noted:

- Economic vitality and employment, mobility, infrastructure investment, road maintenance, resiliency

3. Street Trust leadership meeting

Date: September 9, 2021

Feedback in brief:

The Street Trust has a new strategic plan, which extends their focus to the broader Metro Region beyond the City of Portland. The organization highlighted *Safety, Environment and Equity* as priorities for the urban freight system. Additionally, the Street Trust is expanding their advocacy for multimodal transportation to include urban freight delivery. There is particular interest in rethinking the value of public right of way, shifting small urban delivery trips to smaller delivery vehicles (such as e-cargo bikes), micro-consolidation and understanding the freight system's implications on Portland's equity goals.

Strategies + actions informed:

- Action on regulations/requirements for emergency technology in the last-mile solutions (cargo bikes, lockers, personal delivery devices, and drones/urban air mobility)
- Action on the feasibility of commercial cargo bike pilot program

Needs identified:

- Meeting safety, climate and equity goals
- Supporting e-cargo bike delivery
- Evaluating innovative solutions to improve last-mile deliveries, including micro-consolidation
- Efficient allocation of public right of way space to meet transportation user's operation needs

Priorities noted:

- Safety, Environment and Equity
- Last-mile solutions

4. [Central Eastside Industrial Council Transportation and Parking Advisory Committee Railroad Subcommittee \(CEIC TPAC RR Subcommittee\)](#)

Date: September 14, 2021

Feedback in brief:

The railroad assembly operations at the Brooklyn Yard, due to capacity constraints, require frequent long blockages of several at-grade railroad crossings in the CEID, which leads to traffic congestion and backups for vehicular traffic. This, in turn, has prompted significant concerns about impacts on multimodal travel in and out of the CEID. Furthermore, these disruptions present an environmental concern due to increased idling and CO2 emissions and inefficiency in our system. Of particular concern is the expected impact of train blockages on the new FX (Frequent Express) bus rapid transit line on SE Division St.

Strategies + actions informed:

- Action on collaboration with railroad companies for grade-separated crossings to reduce delay to freight vehicles and other road users particularly in freight districts and other key freight locations.
- Action on access improvements in the industrial areas.

Needs identified:

- Traffic disruptions at all at-grade railroad crossings within the district.
- Adequate load/unload infrastructure for freight operations
- Curbside management to accommodate all transportation users' parking operations requirements

Priorities noted:

- System conditions (especially resiliency), Economic Vitality & Employment, Efficiency, Access, Environment (especially reduction of carbon emissions), curbside management.

5. [2040Freight Community Advisory Committee \(2040Freight CAC\) 1](#)

Date: October 14, 2021

Feedback in brief:

The meeting included a presentation about a report on Greenhouse Gas (GHG) emissions reductions best practices and strategies. Committee members were asked about which of the presented strategies might make sense be considered in the 2040Freight planning process and any other strategies that should be considered.

Strategies + actions informed:

- The feedback shaped all goal areas, however especially Environment, Equity, and Partnership & Knowledge.
- Actions regarding Low Emission vehicles, reducing SOV, cargo bikes, urban consolidation centers, shared freight/transit lanes, and pricing tools.

Needs identified:

- Not discussed.

Priorities noted:

- All were noted, shaped original and subsequent categories.

6. 2040Freight Community Advisory Committee (2040Freight CAC) 2

Date: December 9, 2021

Feedback in brief:

The advisory committee used Jamboard to provide virtual sticky note-style feedback on the draft vision statement, goal areas, objectives, strategies, and actions. The committee provided feedback on each Jamboard page (listing the set of strategies/actions for each of the goal areas) and we had a discussion based on the feedback provided. Members suggested integrating “health” into the vision statement to better reflect our goals. The newest iteration now reflects this:

*We envision Portland as a vibrant city and thriving economy that connects people, goods, and services within Portland, and to regional, state, national, and international markets. Our vision for the future advances a safe, equitable, efficient, sustainable and climate friendly urban freight movement that enhances the **health**, prosperity and quality of life for all who live, work, and visit Portland.*

Members of the committee pointed out confusion with the term “state of good repair”, which is from the PBOT Strategic Plan, and hoped for another term easier to understand. The updated version now includes the term “system condition”, a goal that encompass both resiliency and maintenance parameters.

Overall, advisory committee members wanted to see more strategies and actions regarding last-mile solutions, carbon-emission reduction, and truck driver training. They wanted the strategies and actions the reflect the intentionality of the bureau of turning pilot studies into City’s programs and improvements implementation. Such changes have been reflected throughout the draft.

Strategies + actions informed:

- Feedback shaped substantial changes throughout the full draft including refinement and addition of strategies/actions regarding access to jobs, education, load/unload freight infrastructure, safety, electric charging infrastructure, and distinguishing the freight network from the “truck” network.

Needs identified:

- Not in this meeting

Priorities noted:

- All were noted, shaped subsequent category refinements.

7. Russian language focus group

Date: January 4, 2022

Feedback in brief:

Participants lived in areas impacted by freight and/ or worked in freight or warehousing industries. Participants noted that potholes damage personal vehicles, which is an equity issue because they rely on their cars to get to their jobs. Their cars are older and get damaged more easily from poor road conditions, which is expensive to fix and represents a significant share of their income to go towards repair than would for people with more income. The group voiced that equity would be improved if the economical sustainability of freight improved because jobs benefit everyone.

The need for more and adequate loading spaces for trucks was another important issue. Participants stated the concern of large trucks blocking street when performing load/unload operation at the curb as they spaces don't properly accommodate them. Some commented that restaurant dining is taking up on-street parking even when unused by anyone dining and the space could be used for loading/ unloading. Noise and air pollution around one school that had to be closed/relocated.

Additional considerations included support for use of smaller vehicles for final delivery, better filters for trucks to emit less pollution, not allowing large trucks on local streets as they have significant impact on road condition.

Strategies + actions informed:

- Reframing of HVUT-related strategy, refinement, and emphasis on actions for economic vitality and employment.
- Actions related to providing load/unload infrastructure to support freight operations and reduce mode conflict between trucks and other road users.

Needs identified:

- Air quality concerns and noise pollution on 205 and i-5, Powell, Holgate, Highway 99 and 52nd SE.
- Mobility concerns at Powell, Division, Near OMSI, Goose Hollow.
- Better signage to indicate dead ends and major construction. As Google maps and other apps not updated for some major constructions, dead ends, bridge closures.

Priorities noted:

- Economy, System conditions, Access.

8. Portland Freight Committee (PFC) 2

Date: January 6, 2022

Feedback in brief:

An early draft of the 2040 Freight strategies/actions was shared with the committee members via email to request their feedback and review.

Strategies + actions informed:

- Efficiency and Economy related actions about connectivity, operations and infrastructure improvements to advance the multi-modal Portland's freight network competitiveness
- Strategy about maintaining and growing the City of Portland's competitive position as a West Coast international trade gateway and Oregon's freight transportation hub
- Action about evaluating the existing loading/unloading spaces to determine placement and design, clearance and safety improvements.
- Action on promoting and supporting freight industry job opportunities to provide upward mobility for low-wage workers aiming to reduce racial income disparities and increase income self-sufficiency.
- Action on pavement construction and reconstruction standards
- Action about update road and bridge asset management systems to incorporate risk assessments to better ensure the resiliency of critical freight infrastructure.
- Action about addressing current and forecast delay and unreliability of freight movement.
-

Needs identified:

- Not in this request.

Priorities noted:

- Not in this request.

9. Chinese language focus group

Date: January 8, 2022

Feedback in brief:

Participants lived in areas impacted by freight and/or worked in freight or warehousing. Participants shared that it is important for everyone to drive on safe road conditions but that the city needs more consistent signaling, especially for crosswalks. It can be confusing to see too many types of signals when you come from different countries, which can compromise safety for transportation users. Participants believed it would be beneficial if trucks could travel outside the rush hours. Cars parked too close to the intersection can impose a safety concern for big trucks turning in the intersection. The group also highlighted maintenance as a key issue for freight movement as it is closely related to safety. When the roads are well maintained, it's safer for truck drivers and all other transportation users.

Participants said that it's important to mitigate freight-related air pollution, adding that freight vehicles should use more environmentally friendly fuel like renewable diesel. Also, highlighted the importance of monitoring air quality.

Strategies + actions informed:

- Strategies on regarding pavement construction and reconstruction standards.
- Supported and refined strategy for low/zero carbon refueling infrastructure.

Needs identified:

- Safety-related intersection improvement Safety: Concerns about oversized truck making wide turns where highlighted.
- Visibility: Airport Way was listed as a location where big trucks block turning signals visibility
- Air quality: need to promote greener vehicles and fuels (diesel, bio diesel).
- Mobility:
 - concerns about congestion on both I84 and I205 too much traffic; and
 - need to incentive freight during non-peak hours
- Access: need for adequate supply of loading/unloading infrastructure to reduce impacts on mobility and safety of all other transportation users.

Priorities noted:

- Safety, environment, maintenance (system conditions)

10. Vietnamese language focus group

Date: January 9, 2022

Feedback in brief:

Participants in this focus group included eight people who live in neighborhoods impacted by freight and/or work in freight-related fields. The biggest concerns raised were about potholes and homelessness. Participants mentioned there are too many potholes in SE Portland that are damaging their cars and leading to safety concerns. They shared that these potholes disproportionately impact people who are low income because they drive older vehicles that sustain damage that is a greater burden on their households. They also concerned about homeless people on the side of the road being dangerously close to getting hit by traffic and their garbage spreading to the roads causing hazards. They are hoping PBOT could pitch in to fixing the homeless crisis since they are creating issues for daily commutes.

When it came to environment, participants did not share major concerns but mentioned that some smaller trucks contribute to smog Downtown Portland.

Unrelated to transportation, participants shared that their concerns on personal security in the right way and inside their properties regarding theft, homelessness, drug use and burglary. They have been spending more on fences and security to protect their property.

Strategies + actions informed:

- Added language to system condition action of prioritizing heavy vehicle use tax funds especially in areas where there is high equity concern.

Needs identified:

- Many folks mentioned the new islands between the road on Division, 82nd Ave are annoying. Now they are seeing more illegal U-turn than ever. They do harm more than good.
- Potholes all over SE Portland.
- Foster road is dark and needs more lighting.

Priorities noted:

- Safety, maintenance

11. Cargo bicycle meeting

Date: January 11, 2022

Feedback in brief:

There are examples of cargo bike freight hubs from other countries that we should consider in our planning effort. Examples noted included the German Transport Ministry and EU Cycle Logistics guide. We reviewed draft strategies and actions and made refinements.

Strategies + actions informed:

- Last mile solution alternatives language refined, refinement to emerging technology action, developed new language for enhanced commercial cargo bike pilot program,
- Actions on regulatory barriers for the implementation of last-mile solutions
- Action on design and clearance requirement revisions for last-mile freight vehicles

Needs identified:

- Not discussed.

Priorities noted:

- Not discussed.

12. Spanish language focus group

Date: January 11, 2022

Feedback in brief:

Participants lived in areas impacted by freight and/or worked in freight or warehousing jobs. Participants agreed that the priority should be to repair the streets, which is good for safety. They would like to see traffic improved to improve the efficiency of freight movement and reliable, resilient arrival of important products and basic commodities like medicine. Some participants did not understand the planning and safety concepts behind removing travel lanes. Some have seen road narrowing, such as on NE Halsey and they see the impact it is having on delay for vehicular travel.

The group also discussed the benefits of electric cars for the environment and reduction of noise, however concerned about the environmental impacts from the afterlife for batteries.

Members of the focus group uniquely voiced a sentiment also heard in the Russian and Vietnamese focus groups independently: That freight trucks have a significant impact of wear and tear on the roads and neighborhoods near freight activity bear the brunt of this wear and tear and it impacts the safety of the roads. It also disproportionately impacts people who are low income, because they are more likely to live near freight activity/ industrial land uses and their cars are often older and more susceptible to sustaining damage that can account for a greater proportion of their overall household income to repair. Missing work because of car repair has a greater impact on their finances and puts them in jeopardy of losing their jobs even. Personal experiences were shared, illustrating this.

Additional, mobility concerns regarding the reduction of lanes in certain roadway were also discussed and the need for pedestrian lights on Halsey and Stark.

Strategies + actions informed:

- Support for and refinement of System Conditions strategies and actions
- Actions related to the management and supply of adequate load/unload infrastructure to reduce freight vehicles circulation and dwell time
- Actions to increase public engagement, awareness, and education on urban freight movement.

Needs identified:

- Road maintenance: On 102 and Stark, SE 82 to SE 92 on SE Division St there are too many potholes.
- Mobility: too much traffic on SE 122nd, NE 102nd and NE Halsey.
- Air quality: need to low emission freight vehicles to reduce emissions
- Need for adequate load/unload infrastructure as big trucks and parcel delivery vans/trucks (e.g., UPS, Amazon and FedEx) double parked or parked in the middle lane disrupting traffic and causing unsafe situations. The participants highlighted Downtown Portland and HWY 26 (Powell Blvd) East and West as locations where these conflicts occur.

Priorities noted:

- Maintenance (system conditions), Efficiency, Safety

[13. Portland Bicycle Advisory Committee \(BAC\)](#)

Date: January 11, 2022

Feedback in brief:

Advisory committee members provided virtual sticky note comments using the Jamboard application as well as sharing some of their feedback verbally. Some committee members suggested adding an action that talks about adding clear separation between freight movement and the movement of vulnerable roadway users, including for safe loading/unloading. Education is nice but insufficient. We don't need "innovative street design", we just need to implement street designs that we already know work on high freight corridors: separated sidewalks, protected bicycle lanes, frequent crossings, speed controls, etc.

Members shared that congestion--caused largely by private automobiles--is the enemy of efficient freight movement and noted it would be great to see that acknowledged in this plan and in the actions, too. Some noted that it seems like there is a natural partnership with freight to discourage high auto use, especially in freight districts. Freight interests--or at least this plan--should argue for providing means other than SOV for employees to get to work. More broadly, it seems that freight interests and a freight plan should be advocating for all measures--carrots and sticks--to reduce SOV as is consistent with the overall thrust of our transportation and livability policies. Achieving our goals would seem to have profound benefits for the efficient movement of freight, too.

Additional notes pertaining to 2040Freight include interests in fuller freight loads, discouraging on-demand delivery, freight route compliance, rail freight, more bike deliveries and micro freight, resilience, and vehicle sizes.

Strategies + actions informed:

- Revise action related to the evaluation and implementation of operational and design safety improvements (e.g., speed reduction, daylighting, automated enforcement activities)
- Action on the advancement of street designs that support greater physical separation between large vehicles and vulnerable roadway users.
- Strategy focused on the design and allocation of load/unload spaces to improve the safety of all users.
- Added new language to identify and develop transit services, and bicycle and pedestrian facilities which provide convenient, safe and climate friendly connections to high-quality freight jobs, particularly for underserved communities and that will support the reduction of SOV trips.
- Added new language to expand shuttle services to improve connections and reduce SOV trips to high-quality freight jobs for locations that are not currently served by fixed-route transit routes or won't be in the near future, particularly for underserved communities.
- Added new language in coordination with the POEM project, evaluate demand management strategies such as congestion pricing to improve the efficiency, reduce emissions and improve access of freight movement and delivery operations; and the reduction of SOV trips for all transportation users.

Needs identified:

- Not discussed.

Priorities noted:

- Safety, environment

14. Brooklyn Action Corps neighborhood meeting

Date: January 12, 2022

Feedback in brief:

The neighborhood has safety, mobility, and air quality concerns due to the Brooklyn Yard. Neighbors expressed concerns about trucks moving in the neighborhood streets and about being physically cut off from the waterfront by the urban highways. They want to make sure trucks stay on the truck routes and not in the neighborhood streets for cutting-through.

Strategies + actions informed:

- Action about developing grade separated railroad crossings
- Environment related actions for reducing local pollutants and emissions, emission monitoring, and clean trucking
- Action about road maintenance improvements

Needs identified:

- Visual and auditory buffers from freight pollution, activity, and noise, especially along SE 17th, SE 21st/22nd, SE 26th, and along McLoughlin, Powell, and Holgate.
- Neighbors also shared concerns about streets where there are old railway tracks under the concrete that are contributing to potholes, specifically because of the heavy freight traffic from Fred Meyer and Bullseye Glass.
- Neighbors expressed concerns about air pollution from vehicles idling while waiting for trains to cross at the Milwaukie/ Gideon train crossing where they sometimes come to a dead stop for long periods of time, blocking traffic from being able to even turn around for an alternate route.

Priorities noted:

- Environment, system conditions

15. Accessibility focus group (for people with disabilities)

Date: January 24, 2022

Feedback in brief:

Participants lived throughout the greater Portland area and worked in education and non-profit organizations. Participants identified safety as their top priority. They expressed the need for pedestrian safety improvements on all City bridges and intersections throughout the city. Participants would like to see freight congestion addressed to improve the reliability and efficiency of transit networks. Some discussed the freight-related noise pollution that impacts Portlanders with hearing sensitives or blind disabilities that are trying to navigate and cross city's streets. The group hoped that 2040Freight recommendations and projects would enhance their sense of safety and independence in Portland.

Additionally, participants shared their safety concerns related to pedestrian mobility on Portland bridges. Participants shared experiences where they went out of their way to avoid walking or rolling on bridges. Even more so, they raised numerous concerns about crossings on bridges, especially those connected to freeway entrances. Portlanders with disabilities feel extremely unsafe using bridges. They listed freight movement on bridges as one of the reasons for their safety concerns.

Strategies + actions informed:

- Access actions regarding safety for vulnerable users
- Environment action regarding anti-idling (focus group noted noise disruption from freight idling, impacting safety when crossing/ navigating as a pedestrian; impacts accurate traffic assessment for visually impaired)
- Partnership and knowledge actions related to public education and awareness

Needs identified:

- Curbside management to avoid double parking and other visibility concerns
- Road maintenance.
- Safety concerns crossing the streets on 82nd avenue and 39th & Powell.
- Safety improvement on freeway entrances/exits to reduce mode conflicts.
- Lowering diesel particulates: Participants were concerned with the long-term impacts of air pollution in their neighborhoods.
- Visibility: Participants were concerned about visibility issues caused by freight vehicles double parking.
- Some participants discussed the importance of reliable supply chains. They shared that they preferred to shop for groceries and goods in stores close to them. When those stores are out of stock on goods it can become a challenge for them to get to the goods they need and depend on.

Priorities noted:

- No participant listed economic vitality as a priority.
- Safety, Mobility, Environment, Noise pollution, access, maintenance.
- Safety was the biggest priority for this group. All raised concerns about fears of not being seen by freight vehicles or passenger vehicles when using Portland streets, especially intersections.
- Noise pollution: One participant expressed concerns about the impact of noise pollution on Portlanders with hearing sensitivities.
- Road maintenance: wished to see improvements of construction related signs or signs marking sidewalk breaks for Portlanders with visual impairments.
- Participants emphasized the importance of ensuring PBOT projects created spaces where Portlanders with disabilities could maintain their independence and “dignity” rather than needing to depend on others to help them access spaces.

16. Portland Pedestrian Advisory Committee (PAC)

Date: April 19, 2022

Feedback in brief:

PAC members shared that safety should be the most important aspect for the freight plan and encouraged a safe systems approach to goods movement. Some mentioned intersectionality among the different priorities, such as equity and environment. Members pointed out that when we can use low or zero emission vehicles with safer technology or cargo bicycles to move goods, we are making streets safer while reducing carbon emissions and improving air quality. Members discussed how supporting local industries and reinforcing local production and consumption reduces carbon emissions while being good for economic vitality and employment. Suggestion to incentivize freight companies to specialize in local deliveries within a certain radius.

PAC members noted that equity should be considered as something integrated into the plan's thinking and not as something with tradeoffs compared to other priorities. Also, that safety can also importantly be about behavior change and not just a narrow engineering-based view of safety.

Some members shared concerns that the increase in e-commerce results in incentive for drivers to drive faster and want drivers to maintain safe speeds. There was some discussion about accountability for companies to have drivers obey the laws, such that it is impactful to discourage unsafe driving.

One member shared that freight driving over newly paved roads can cause some damage and we should be mindful about that when conducting maintenance projects to be more effective and efficient.

Strategies + actions informed:

- Strategies that help support development on industrial zoned land for local production
- At grade crossings action
- Safety: operational and design safety action
- Partnership and knowledge: Endorse safe driving and behavior change added into action

Needs identified:

- Safety improvements

Priorities noted:

- Safety was the biggest priority voiced at the PAC meeting
- Equity
- Environment

Priorities by audience

The iterative nature of reflecting public feedback into a draft vision, goal, objectives, strategies, and actions, evolved the language used to describe the initial priority categories. Priorities are now articulated into the

following eight goal areas and feedback on priorities has been translated to account for the new titles. Economic vitality is now “Economic vitality and employment,” Resilience and Maintenance are now combined as “System condition,” Mobility is now “Efficiency,” and Racial equity is now “Equity,” which includes racial equity in the strategies and actions for that goal area.

Table 1 indicates the expressed top priorities by outreach group or event. It doesn’t suggest that the groups didn’t see the rest categories as important, rather than the ones marked raised overwhelmingly to the top during the discussion. For example, only the top two priorities from the online survey feedback are listed in the table below, as they ranked significantly higher than the rest of the goal options. There is more information about the online survey content in the subsequent section of this report.

The "Partnership and knowledge" goal was added after the outreach effort to define the 2040Freight goals/objectives. This goal was included to "expand partnerships within the public, private and academic sectors to increase awareness and understanding of freight activity and to anticipate and adapt to emerging trends." Only the CAC had the opportunity to provide prioritization feedback on this goal; that is why it is only marked as part of the CAC feedback.

| Group/Event | Economic Vitality and Employment | System Condition | Environment | Safety | Efficiency | Access | Equity | Partnership & Knowledge |
|-------------------------------|----------------------------------|------------------|-------------|--------|------------|--------|--------|-------------------------|
| CEIC TPAC | ✓ | | ✓ | ✓ | ✓ | | ✓ | |
| Portland Freight Committee | ✓ | ✓ | | | ✓ | | | |
| The Street Trust | | | ✓ | ✓ | | | ✓ | |
| CEIC TPAC RR Subcommittee | ✓ | ✓ | ✓ | | ✓ | ✓ | | |
| 2040Freight CAC | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Russian focus group | ✓ | ✓ | | | | ✓ | | |
| Chinese focus group | | ✓ | ✓ | ✓ | | | | |
| Vietnamese focus group | | ✓ | | ✓ | | | | |
| Spanish focus group | | ✓ | | ✓ | ✓ | | | |
| Bicycle Advisory Committee | | | ✓ | ✓ | | | | |
| Brooklyn Action Corps | | ✓ | ✓ | | | | | |
| Accessibility focus group | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Pedestrian Advisory Committee | | | ✓ | ✓ | | | ✓ | |
| Online survey | | | ✓ | ✓ | | | | |

Figure 1 – Top priority freight-related issues mentioned during focus groups or outreach events.

Part II: Feedback from public survey

Background

The project team hosted an online survey to gather public feedback on priorities related to urban freight movement and general locations where community members and different stakeholders experienced concerns related to freight.

The 2040Freight Needs Survey was open for eight weeks between December 2, 2021, and January 28, 2022. It was hosted on ArcGIS Survey123 and could be taken on a desktop device or mobile device. The survey consisted of eleven multiple choice questions and four write-in questions, and it was available in English, Russian, Spanish, Vietnamese, and simplified Chinese. Survey accommodations were available for participants with accessibility needs.

The project team notified the public about the online survey through emails, press releases, and project videos distributed through PBOT channels as well as with consultant Community Engagement Liaisons who conducted language-based outreach in Spanish, Russian, simplified Chinese, and Vietnamese as well as general outreach in English to Portland's Black communities. This outreach effort resulted in the participation of 263 people in the survey response, and 358 locations-based infrastructure needs identified inside the City of Portland's boundaries (**Figure 2**).

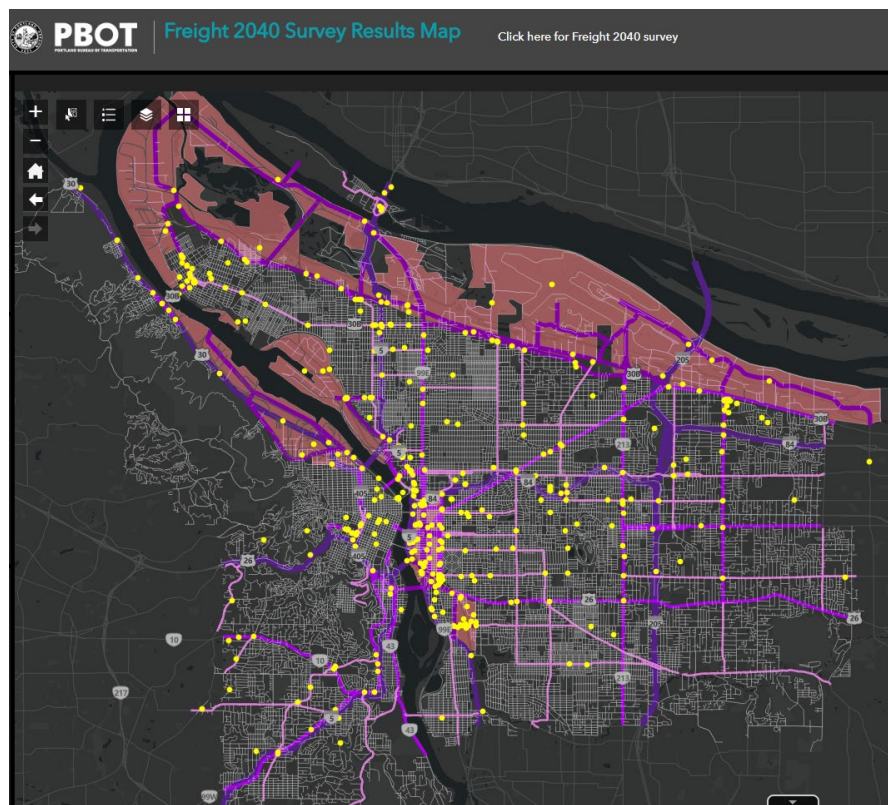


Figure 2 – 2040Freight Survey Responds Map.

The survey included optional demographic questions. Survey participants were asked to define their race or ethnic identity, gender identity, age, household income, and disability by selecting from a variety of multiple-

choice options. A total of 195 of the survey participants (i.e., 74% of all participants), completed the demographic questions.

Key Findings

Survey respondents were most concerned about urban freight movement’s impact on pedestrian and cyclists’ safety. Many expressed concerns about freight trucks driving at unsafe speeds at intersections, on neighborhood streets, and near school zones. Many others explained that freight trucks were creating safety issues by blocking crosswalks, bike lanes, and sightlines. Safety was the top concern on Portland streets, intersections, ramps, and bridges.

Results overview

Demographics

For the 195 survey participants that completed the optional demographic questions, the following trends were identified:

- Race or Ethnic: 16% of survey participants self-identified with a racial and/or ethnic identity other than white. 83% of respondents identified as white.
- Gender: 49% of respondents identified as Men, 45% identified as Women, and 6% identified as non-Binary.
- Age: 54% of respondents were under the age of 49. Most were aged 40-49 (26 %).
- Income: 68% of participants had a household income over \$80,001, and 31% had a household income under \$80,000.
- Disability: 45 participants had a disability, with 9 (20%) describing their disability as “Mobility or other physical disabilities”.

Additionally, most respondents (94%) lived within the City of Portland. When asked to describe their relationship to urban freight movement, a majority (76%) of participants described themselves as Portland neighbors interested in freight, 13% were affiliated with a non-profit, neighborhood association, or community organization, and 3% were freight/delivery drivers.

A full summary of these demographic findings has been included in the appendix.

Survey

Finding 1 - Environment concerns were the identified as the top ranked freight-related issue

Overall, respondents ranked the environment as the most important urban freight issue followed by safety (**Table 1**). Both goals were overwhelming ranked as the top two freight issues, with 30% of respondents considering Environment as their top priority and 30%, safety. Resilience was ranked the least important urban freight issue.

Table 1: Urban Freight Issues Ranked from Most to Least Important

| Rank | Issue |
|------|-------------|
| 1 | Environment |

| | |
|---|-------------------|
| 2 | Safety |
| 3 | Racial Equity |
| 4 | Access |
| 5 | Economic Vitality |
| 6 | Maintenance |
| 7 | Mobility |
| 8 | Resilience |

Finding 2 - BIPOC respondents highlighted Access as one of their top freight-related issues

When aggregating by demographics, both BIPOC and white respondents identified environment and safety as their top two freight-related issues. However, access was the third priority for BIPOC respondent, and racial equity for white respondents. Access concerns included but not limited to:

- lack of inadequate load/unload infrastructure that results on visibility issues, mode conflict and unauthorized parking;
- intersection turning radius that difficult large freight vehicles making turns; and
- increase truck traffic on residential streets.

Table 2: Priority Rank by demographics.

| | All | White | BIPOC |
|-------------------|---------------|---------------|---------------|
| Goals | Priority Rank | Priority Rank | Priority Rank |
| Access | 5 | 6 | 3 |
| Economic Vitality | 3 | 4 | 5 |
| Environment | 1 | 1 | 1 |
| Racial Equity | 4 | 3 | 4 |
| Mobility | 7 | 7 | 7 |
| Maintenance | 6 | 5 | 6 |
| Resilience | 8 | 8 | 8 |
| Safety | 2 | 2 | 2 |

Finding 3 - Locations with safety concerns were the biggest share of the identified location-based infrastructure needs

Survey participants were given the option to submit up to three locations where they experienced freight-related concerns. Many respondents submitted two or more locations. In total, 410 location submissions were received.

A total of 52 locations were removed from the aggregate data (**Table 3**). These locations were in areas outside of City boundaries or PBOT jurisdiction. Several provided concerns or feedback that were not related to urban freight movement or specific enough to inform any level of project development.

Table 3: Total Submissions Removed from Aggregate Data

| Reason for Omission | Count |
|---|-----------|
| Non-freight-related concern | 29 |
| Not specific enough for project development | 5 |
| Outside of City of Portland's boundaries | 18 |
| Total | 52 |

Overall, safety was the top freight-related concern reported by participants (**Table 4**). 189 locations cited safety concerns, 73 cited air quality concerns, and 51 reported access concerns. Most locations (35%) were in Southeast Portland. 26% were in Northwest Portland, and 25% were in North Portland (**Table 5**).

Table 4: Total Freight-related Concerns

| Freight-related Concerns | | |
|--------------------------|------------|------------|
| Concern | Count | Percentage |
| Safety | 189 | 45.76% |
| Air quality | 73 | 17.68% |
| Access | 51 | 12.35% |
| Mobility | 43 | 10.41% |
| Other | 31 | 7.51% |
| Rail Disruption | 9 | 2.18% |
| Noise Pollution | 6 | 1.45% |
| Road Maintenance | 5 | 1.21% |
| Equity | 5 | 1.21% |
| Environmental Health | 1 | 0.24% |
| Total | 413 | |

Table 5: Locations grouped by Portland Sextants

| Location | Count | Percentage |
|--------------------|------------|------------|
| East Portland | 2 | 1% |
| North Portland | 82 | 25% |
| Northeast Portland | 83 | 26% |
| Northwest Portland | 14 | 4% |
| Southeast Portland | 114 | 35% |
| Southwest Portland | 29 | 9% |
| Total | 324 | |

When considering infrastructure type, infrastructure needs were mostly reported along Portland's streets (**Table 6**). Among the location identified, the following received the highest level of concerns:

- areas/neighborhoods: Albina Yard, Brooklyn Yard, St. Johns, NW industrial area and Central Eastside;

- corridors: Columbia, Lombard, and I-5; and
- streets: road segments and intersections along SE Division Street, North Lombard Street and SE 82nd Ave.

For all the locations mentioned above, safety, air quality, mobility and access needs were identified.

Table 6: Location-type Total

| Location Type | Count | Percentage |
|-------------------|------------|------------|
| Street | 126 | 37% |
| Neighborhood | 91 | 27% |
| Intersection | 71 | 21% |
| Bridge or ramp | 32 | 9% |
| Railroad Crossing | 5 | 1% |
| Curb | 1 | 0% |
| Other | 16 | 5% |
| Total | 342 | |

Air quality was the top concern reported in neighborhood locations (**Table 7**). Among the neighborhood locations, the St. John's neighborhood received the highest number of concerns. The Brooklyn and Central Eastside neighborhoods received the second and third highest.

Table 7: Concerns reported in Neighborhood Locations

| Neighborhood Concerns | | |
|-----------------------|------------|------------|
| Concern | Count | Percentage |
| Access | 11 | 11% |
| Air quality | 39 | 39% |
| Mobility | 5 | 5% |
| Other | 6 | 6% |
| Safety | 35 | 35% |
| Equity | 4 | 4% |
| Total | 100 | |

Finding 4 – Environmental concerns were the biggest share of the non-location-based freight-related concerns

Survey respondents submitted 179 freight-related concerns that were not connected to a particular location. 56% of the responses cited environmental concerns, 13% reported economic vitality concerns, and 12% cited racial equity concerns (**Table 10**).

Table 8: Total Freight-related Concerns not based in a Particular Location

| Freight-related Concerns (Non-location Based) | | |
|---|-------|------------|
| Concern | Count | Percentage |

| | | |
|-------------------|------------|-----|
| Access | 10 | 6% |
| Mobility | 4 | 2% |
| Economic Vitality | 23 | 13% |
| Environmental | 100 | 56% |
| Other | 9 | 5% |
| Racial Equity | 22 | 12% |
| Safety | 7 | 4% |
| Road Maintenance | 2 | 1% |
| Livability | 1 | 1% |
| Noise Pollution | 1 | 1% |
| Total | 179 | |

Survey Questions

The 2040Freight Needs Survey consisted of six main sections. The questions, multiple-choice answers, and instructions for each question are described in this overview.

Introduction

The first section of the survey provided a brief introduction to the 2040Freight Plan and an overview of the survey's goals. The introduction included links to the 2040Freight project website where participants could watch a video about the 2040Freight Plan, learn about the Plan, and review project reports.

The introduction included an explanation of urban freight. A definition of freight, urban freight movement, and examples of freight modes were provided. The definitions included infographics to strengthen the explanation of urban freight.

Freight Interest and Issues

The first set of survey questions captured the survey respondents' relationship to urban freight and the freight-related issues they considered most important.

Survey participants had the option to select "Other" and define "Other" if their answer was not included as an option.

Question 1 asked participants to select one of the following options that best described their relationship to freight in Portland:

- Portland Resident
- Freight Driver/ Delivery driver
- Industrial/ Warehouse worker
- Public Sector/Government Employee
- Non-Profit Employee/Neighborhood Association/Community Organization
- Business Association/Cargo Owner/Retailer/Distributor
- Transportation services providers
- Research/Academia
- Other

Question 2 asked participants if they were City of Portland residents. Respondents could select one of the following options:

- Yes, I am a Portland resident.
- No, I work in the City of Portland.
- No, I come to Portland for leisure.
- No, my company serves or provides logistics services to the City of Portland.
- Other.

Question 3 asked respondents to rank nine freight-related issues from most important to least important. Survey participants were instructed to rank each issue by organizing them from 1 (most important) to 8 (least important). A definition of each issue was included next to each term.

Participants were asked to rank the following issues:

- Resilience
- Safety
- Mobility
- Economic Vitality
- Racial Equity
- Environmental Health
- Maintenance
- Access
- Other

Freight Needs

The section on Freight Needs asked respondents to identify and provide feedback on locations across Portland where they experienced safety, air quality, mobility, access, or other concerns related to urban freight movement.

Question 4 instructed participants to drop a pin on an ArcGIS map of Portland to mark a location where they experienced a freight-related concern. Participants could find and select locations by typing an address on the map’s search bar or by scrolling through the map to find a location. The ArcGIS map contained shaded areas that marked existing freight districts. The map also highlighted locations that were designated as priority truck streets, major truck streets, truck access streets, freight access streets, and local service truck streets and areas with existing regional truckways, railroad main lines, and railroad branch lines.

Question 5 asked respondents to describe the type of location they marked on the map. Respondents could select “Other” and define “Other” if the type of location they indicated was not included as an option.

Respondents could describe their location as one of the following options:

- Street
- Bridge or ramp
- Curb
- Intersection
- Neighborhood
- Other

Question 6 asked respondents to describe the type of concern they experienced at the location they selected. Respondents could select and define “Other” if the type of concern they experienced was not included as an option.

Respondents could select one of the following options:

- Safety
- Access
- Mobility
- Air quality
- Other

Question 7 instructed respondents to describe the problem or need they experienced at the location they selected. A text box was provided for participants to write in their responses.

Question 8 asked respondents if they were interested in providing feedback on additional locations. Respondents could answer “Yes” or “No”. Those that answered “Yes” were able to select and provide feedback on a new location. Those that answered “No” were prompted to the next section of the survey. Respondents could submit feedback on a maximum of 3 locations.

Additional Freight Needs Section

The last section of the survey asked participants to provide feedback on other urban freight concerns not related to a particular location.

Question 9 asked respondents if they were interested in providing feedback on other urban freight concerns not related to a particular location. Respondents could answer “Yes” or “No” to this question. Those that answered “Yes” were prompted to answer Question 10 and Question 11.

Question 10 asked participants to describe the type of concern they experienced. Respondents could select and define “Other” if the type of location they indicated was not included as an option.

Respondents could select one of the following options:

- Economic Vitality
- Racial Equity
- Environmental
- Other

Question 11 asked participants to describe the problem or need they experienced at the location they selected. A text box was provided for participants to write in their responses.

Survey Results

Freight Interest and Issues

Question 1:

When asked about their relationship to freight in Portland, 76% of respondents described themselves as Portland neighbors interested in freight. 13% were involved in non-profit work, neighborhood associations, or community organizations and 3% were freight/delivery drivers.

Table 11: Relationship to Freight Responses

| Response | Count | Percentage |
|---|-------|------------|
| Business Association / Cargo Owner / Retailer / Distributor | 6 | 2% |
| Freight Driver / Delivery driver | 7 | 3% |
| Freight Interest | 0 | 0 |
| Industrial / Warehouse worker | 1 | 0.003% |
| Non-Profit Employee / Neighborhood Association / Community Organization | 33 | 13% |

| | | |
|---|------------|-----|
| Other | 12 | 5% |
| Portland neighbor interested in freight | 199 | 76% |
| Research / Academia | 3 | 1% |
| Shipper / Urban Delivery Company / Last-mile service provider | 2 | 1% |
| Total | 263 | |

Question 2:

94% of respondents lived in Portland. 3% visited Portland for work and 2% visited Portland for leisure. Among the respondents that selected “Other”, one had recently moved out of Portland, and two lived in unincorporated Multnomah County.

Table 12: Residency in Portland Responses

| Response | Count | Percentage |
|-------------------------------------|------------|------------|
| Yes, I am a Portland resident. | 249 | 94% |
| No, I come to Portland for leisure. | 4 | 2% |
| No, I work in the City of Portland. | 8 | 3% |
| Other | 3 | 1% |
| Total | 264 | |

Question 3:

Respondents ranked the environment and safety as the most important urban freight issues. Resilience and mobility were ranked the least important.

Table 13: Freight-related Issues Ranked

| | Point-Based Rank |
|---|-------------------|
| 1 | Environment |
| 2 | Safety |
| 3 | Racial Equity |
| 4 | Access |
| 5 | Economic Vitality |
| 6 | Maintenance |
| 7 | Mobility |
| 8 | Resilience |

Table 14: Freight-related Issues Point Totals

| Points Based Rank | | | | | | | | | |
|-------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| | Rank 1 | Rank 2 | Rank 3 | Rank 4 | Rank 5 | Rank 6 | Rank 7 | Rank 8 | Total |
| | | | | | | | | | |

| | | | | | | | | | |
|-------------------|----|-----|-----|-----|-----|-----|-----|-----|-------------|
| Access | 22 | 62 | 75 | 104 | 190 | 210 | 252 | 304 | 1219 |
| Economic Vitality | 15 | 36 | 102 | 164 | 210 | 306 | 245 | 184 | 1262 |
| Environment | 78 | 150 | 108 | 96 | 15 | 78 | 140 | 24 | 689 |
| Racial Equity | 17 | 58 | 138 | 144 | 145 | 126 | 175 | 400 | 1203 |
| Mobility | 15 | 26 | 75 | 128 | 165 | 306 | 350 | 328 | 1393 |
| Maintenance | 14 | 40 | 69 | 176 | 245 | 258 | 280 | 192 | 1274 |
| Resilience | 6 | 18 | 81 | 152 | 215 | 174 | 308 | 456 | 1410 |
| Safety | 86 | 116 | 129 | 60 | 60 | 96 | 49 | 160 | 756 |

Freight Needs

Question 4:

Survey participants submitted **410** locations throughout Portland where they experienced freight-related concerns. Many respondents reported more than one concern per location. The majority (35%) of the locations were in Southeast Portland: 26% were in Northwest Portland, and 25% were in North Portland.

Table 15: Locations grouped by Portland Sextants

| Location | Count | Percentage |
|--------------------|------------|------------|
| East Portland | 2 | 1% |
| North Portland | 82 | 25% |
| Northeast Portland | 83 | 26% |
| Northwest Portland | 14 | 4% |
| Southeast Portland | 114 | 35% |
| Southwest Portland | 29 | 9% |
| Total | 324 | |

Question 5:

Table 16: Number of locations identified by location type

| Location Type | Count | Percentage |
|-------------------|------------|------------|
| Street | 126 | 37% |
| Neighborhood | 91 | 27% |
| Intersection | 71 | 21% |
| Bridge or ramp | 32 | 9% |
| Railroad Crossing | 5 | 1% |
| Curb | 1 | 0% |
| Other | 16 | 5% |
| Total | 342 | |

Portland streets were the highest reported location type. Respondents indicated 126 street locations where they experienced freight-related concerns. Safety was the most reported concern among street locations.

Among Portland streets, SE Division Street received the highest number of concerns. Respondents reported 16 locations throughout SE Division with safety, mobility, access, and rail disruption concerns. North Lombard Street received the second-highest total and SE 82nd reported the third highest.

Respondents stated the following about Portland streets:

- “Bikes and cars use this street, but it makes it difficult for trucks to turn into and out of businesses located in the area for freight deliveries.”
- “At-grade rail crossing causes heavy delays. The public makes unsafe choices when trying to move through this area blocked by a train.”
- “Semi-trucks speeding on SW Spring Garden Street through school zones. Delivery trucks drive and park on the sidewalk.”
- “Because the road narrows in this underpass, people cycling need to share the road with freight traffic going 30mph.”

Table 17: Concerns reported on Street Locations

| Street Concerns | | |
|------------------|------------|------------|
| Concern | Count | Percentage |
| Access | 24 | 16% |
| Air quality | 21 | 14% |
| Mobility | 7 | 5% |
| Other | 10 | 7% |
| Road Maintenance | 5 | 3% |
| Safety | 77 | 51% |
| Equity | 1 | 1% |
| Rail Disruption | 3 | 2% |
| Noise Pollution | 2 | 1% |
| Total | 150 | |

Respondents indicated 91 locations within Portland neighborhoods with freight-related concerns. Air quality was the top concern reported in neighborhoods. The Portland neighborhood with the greatest concerns was St. John’s. Respondents indicated 26 locations in this neighborhood with safety, air quality, and access concerns. The Brooklyn and Central Eastside neighborhoods received the second and third-highest totals. Eleven locations were reported in the Brooklyn neighborhood and ten were reported in the Central Eastside.

Respondents stated the following about Portland neighborhoods:

- “I live in this area and my home accumulates black soot from the freight going through the area.”
- “As more people move into St. Johns, with residential development on both sides of Ivanhoe up North of Lombard, pedestrian traffic across this roadway section is increasing. There is too much truck traffic here with not enough pedestrian safety improvements.”
- “Lots of students go to and from this location. There are lots of trucks parking in the street, making it dangerous.”

- “Speed and volume concerns related to the commercial truck traffic on local streets passing in front of homes, retail and daycare.”

Table 18: Concerns reported in Neighborhood Locations

| Neighborhood Concerns | | |
|-----------------------|------------|------------|
| Concern | Count | Percentage |
| Access | 11 | 11% |
| Air quality | 39 | 39% |
| Mobility | 5 | 5% |
| Other | 6 | 6% |
| Safety | 35 | 35% |
| Equity | 4 | 4% |
| Total | 100 | |

Survey respondents reported 71 intersection locations with freight-related concerns. Safety was the most reported concern at intersections. 62% of intersection locations reported safety concerns, 19% cited mobility concerns, and 7% reported access concerns.

Respondents stated the following about Portland intersections:

- “Heavy freight traffic on SE11th and 12th moving speeding between Division and Hawthorne. It is very dangerous for peds and bicyclists.”
- “No protected bike infrastructure at high freight traffic intersection.”
- “Crossing Salmon at the South Park Blocks is dangerous and needs traffic slowing controls.”
- “Please, please, please restrict right turn movements at the intersection of Lombard and Interstate Ave! This intersection is so unsafe and I can think of at least one child fatality at this intersection in recent years. The freight vehicles contribute to the safety issues at this high-pedestrian-volume intersection.”

Table 19: Concerns reported in Intersection Locations

| Intersection Concerns | | |
|-----------------------|-----------|------------|
| Concern | Count | Percentage |
| Access | 5 | 7% |
| Air quality | 2 | 3% |
| Mobility | 13 | 19% |
| Noise pollution | 2 | 3% |
| Rail disruption | 4 | 6% |
| Safety | 42 | 62% |
| Total | 68 | |

Respondents indicated 32 locations across Portland bridges and ramps with freight-related concerns. Safety was the top reported concern in these locations. The St. John’s bridge received the most concerns among bridge and ramp locations.

Respondents stated the following about Portland Bridges and Ramps:

- “Trucks drive far too fast on the bridge that is intended for cyclists on the road and pedestrians on the sidewalk. It is very dangerous for all.”
- “This bridge and its approaches feel incredibly unsafe to me when I walk or bike on it. This is my daily commute and I routinely experience conflicts with large trucks.”
- “Large trucks use SW Barbur as a cut-through when I-5 is congested. There are no bike lanes on the two Barbur bridges, so cyclists have to share the right lane with huge trucks - a really unsafe situation. Barbur needs continuous bike lanes in both directions.”

Table 20: Concerns reported on Bridge or Ramp Locations

| Bridge and Ramp Concerns | | |
|--------------------------|-----------|------------|
| Concern | Count | Percentage |
| Access | 2 | 6% |
| Air quality | 2 | 6% |
| Mobility | 7 | 22% |
| Safety | 19 | 59% |
| Other | 2 | 6% |
| Total | 32 | |

Most locations classified as ‘other’ were buildings. Safety was the top concern within these locations.

Table 21: Concerns reported in ‘Other’ Locations

| Other Concerns | | |
|----------------------|-----------|------------|
| Concern | Count | Percentage |
| Access | 1 | 5% |
| Air quality | 3 | 16% |
| Environmental health | 1 | 5% |
| Equity | 1 | 5% |
| Mobility | 3 | 16% |
| Other | 5 | 26% |
| Safety | 5 | 26% |
| Total | 19 | |

Question 6:

Overall, safety was the top concern reported by participants. Out of 189 locations cited safety concerns, 73 cited air quality concerns, and 51 reported access concerns.

Table 22: Concerns reported in Neighborhood Locations

| Freight-related Concerns | | |
|--------------------------|-------|------------|
| Concern | Count | Percentage |
| Safety | 189 | 45.76% |
| Air quality | 73 | 17.68% |

| | | |
|----------------------|------------|--------|
| Access | 51 | 12.35% |
| Mobility | 43 | 10.41% |
| Other | 31 | 7.51% |
| Rail Disruption | 9 | 2.18% |
| Noise Pollution | 6 | 1.45% |
| Road Maintenance | 5 | 1.21% |
| Equity | 5 | 1.21% |
| Environmental Health | 1 | 0.24% |
| Total | 413 | |

Additional Freight Needs Section

Question 9:

Respondents submitted 179 freight-related concerns not connected to a particular location.

Question 10:

A total of 56% of the responses cited environmental concerns: 13% reported economic vitality concerns, and 12% indicated racial equity concerns.

Respondents stated the following concerns:

- “Pollution is worse in low-income neighborhoods...and we need to manage freight-related emissions to minimize the health impacts to the respiratory system of the vulnerable population particularly kids.”
- “Trucks need to comply with the established speed limit. Policies and strategies to reduce freight-related emissions are required.”
- “Truck traffic is concentrated in lower income neighborhoods of color. We need measures to reduce traffic and reduce pollution associated with freight traffic as a matter of social justice.”

Table 23: Freight-related concerns not based in a Particular Location

| Freight-related Concerns (Non-location Based) | | |
|---|------------|------------|
| Concern | Count | Percentage |
| Access | 10 | 6% |
| Mobility | 4 | 2% |
| Economic Vitality | 23 | 13% |
| Environmental | 100 | 56% |
| Other | 9 | 5% |
| Racial Equity | 22 | 12% |
| Safety | 7 | 4% |
| Road Maintenance | 2 | 1% |
| Livability | 1 | 1% |
| Noise Pollution | 1 | 1% |
| Total | 179 | |

Demographics

Race/Ethnic Identity:

A total of 195 participants provided information about their racial or ethnic identity: 84% identified as white, and 16% self-identified with a racial and/or ethnic identity other than white. Among BIPOC respondents, 34% identified as Asian, and 28% identified as Latinx.

When compared to regional findings regarding population race and/or ethnic identity¹, the survey findings suggest an over-representation of participants who self-identified as white.

Table 24: Race or Ethnicity of All Participants

| Race or Ethnicity | | |
|--|------------|------------|
| Identity | Count | Percentage |
| White | 163 | 84% |
| Black, Indigenous, People of Color (BIPOC) | 32 | 2% |
| Total | 195 | |

Table 25: Race or Ethnicity of Participants self-identified as Black, Indigenous People of Color

| BIPOC Race or Ethnicity | | |
|---|-----------|------------|
| Identity | Count | Percentage |
| American Indian or Alaska Native, White | 3 | 9% |
| American Indian or Alaska Native | 1 | 3% |
| Asian, White | 2 | 6% |
| Asian | 11 | 34% |
| Black or African American | 4 | 13% |
| Black or African American, White | 1 | 3% |
| Black or African American, Native Hawaiian or Pacific Islander, White | 1 | 3% |
| Latinx or Hispanic | 9 | 28% |
| Total | 32 | |

Language:

A total of 191 participants provided information about the languages they speak: 93% of participants spoke English. Spanish was the second most reported language (6%) and 13% of participants spoke more than one language.

¹ <https://datausa.io/profile/geo/portland-or>

Table 26: Languages spoken by survey participants

| Languages Spoken | | |
|------------------------|------------|------------|
| Language | Count | Percentage |
| American Sign Language | 2 | 1% |
| Cantonese | 4 | 2% |
| English | 177 | 93% |
| Mandarin | 4 | 2% |
| Other | 8 | 4% |
| Romanian | 1 | 0.5% |
| Russian | 7 | 4% |
| Spanish | 12 | 6% |
| Ukrainian | 2 | 1% |
| Vietnamese | 3 | 1.5% |
| Total | 191 | |

Gender:

Out of the 181 participants who selected to respond to this question, 49% of participants identified as male, 45% identified as female, and 6% identified as non-binary.

In comparison to regional demographics², a lower number of women participated in the survey than the population estimate in Portland.

Table 27: Gender Identity of Participants

| Gender | Count | Percentage |
|--------------|------------|------------|
| Female | 82 | 45% |
| Male | 89 | 49% |
| Non-binary | 10 | 6% |
| Total | 181 | |

Age:

A total of 54% of respondents were under the age of 49. Most participants were age 40-49 (26%), only 6% of respondents were aged 20-29.

When compared to regional demographics³, respondents were slightly older than the median age in Portland.

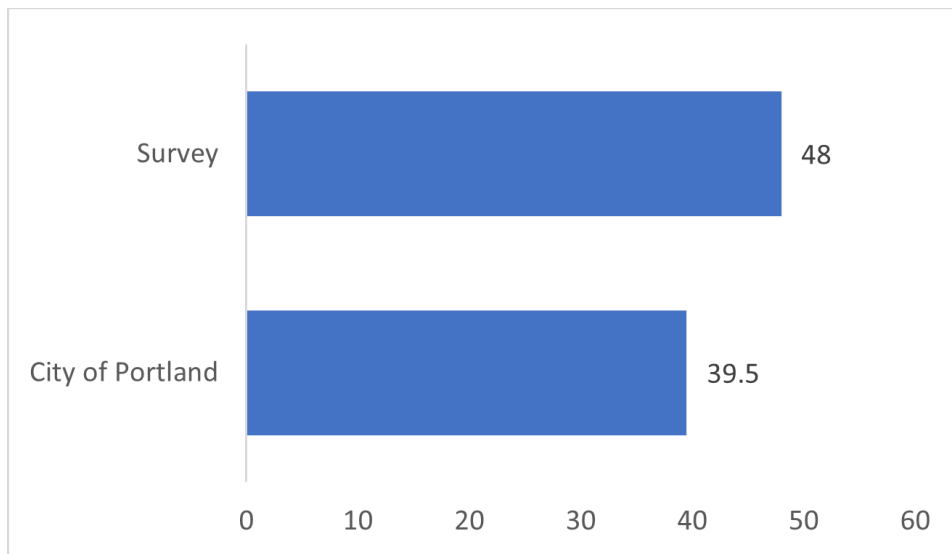
Table 29: Age Range of Participants

² Portland data was pulled from the 2020 American Community Survey Population Key Findings data, available through the U.S census

³ Portland data was pulled from the 2020 American Community Survey Population Key Findings data, available through the U.S census

| Age Range | Count | Percentage |
|--------------|------------|------------|
| 20-29 | 12 | 6% |
| 30-39 | 42 | 21% |
| 40-49 | 51 | 26% |
| 50-59 | 31 | 16% |
| 60-69 | 32 | 16% |
| 70-79 | 28 | 14% |
| Total | 196 | |

Figure 3: Median Age: Citywide Comparison



Income:

A total of 191 participants provided information about their household income: 68% had household incomes over \$80,001. Many participants had household incomes of over \$160,000. In comparison to regional demographics⁴, survey respondents showed a higher median household income.

Table 30: Household Income of Participants

| Income Range | Count | Percentage |
|------------------------|-------|------------|
| Over \$160,000 | 37 | 19% |
| \$140,001 to \$160,000 | 15 | 8% |
| \$120,001 to \$140,000 | 12 | 6% |
| \$100,001 to \$120,000 | 34 | 18% |
| \$80,001 to \$100,000 | 32 | 17% |
| \$60,001 to \$80,000 | 23 | 12% |
| \$40,001 to \$60,000 | 12 | 6% |
| \$20,001 to \$40,000 | 18 | 9% |
| Under \$20,001 | 8 | 4% |

⁴ <https://datausa.io/profile/geo/portland-or#housing>

| | | |
|--------------|------------|--|
| Total | 191 | |
|--------------|------------|--|

Figure 4: Median Income: Citywide Comparison



Disability:

A total of 45 survey participants identified as having a disability: 30 of these participants provided additional details about their disabilities, nine respondents defined their disability as “mobility or other physical disabilities”, and another six defined their disability as “mental health”.

Table 31: Disabilities of participants

| Disability | Count | Percentage |
|---|--------------|-------------------|
| Hearing | 1 | 3% |
| I prefer not to disclose | 4 | 13% |
| Intellectual Developmental Cognitive | 3 | 10% |
| Mobility or other physical disabilities | 9 | 30% |
| Mental Health | 6 | 20% |
| Not listed above | 1 | 3% |
| Visual | 2 | 7% |
| Invisible | 4 | 13% |
| Total | 30 | |