Existing Conditions

Stood out as important

Ideas about who/ how to engage

Questions

Can Oregon and Washington cooperate in creating inland "ports" along the existing rail corridors to move heavy import/export cargo off major highways? Short haul intermodal (>500km)

I'd really like to get people with experience in places (Europe, probably) where they require much higher safety standards for trucks. How do the regulations work, why do they work, how can we do that here?

The Port of Portland doesn't currently handle much "breakbulk shipments. Rather, this business is shipped from Asia and lands in LA or Tacoma then is shipped to Portland via over the road trucking.

Sellwood Bridge is not a freight route

Marine Drive between I-5 and Troutdale is used as a freight route regardless what the City of Portland has said.

After seeing the shed maps, I'm curious about freight patterns between Portland and Vancouver/SW Washington.

Two rivers, one through the gorge, two major rail lines, two interstate freeways is a major reason why freight is so big in Portland. Access through the gorge and through the mountains to the east/from the east.

The city needs more Commercial Parking(loading zones) in the downtown, particularly in the SW.

We need to understand whether BN and UP will increase their intermodal service

Intel / semiconductor industry air freights a great $ value low tonnage to Asia through PDX. This link is critical to a very high value sector. We should understand the needs of this segment.

Has PBOT worked with ODOT/WSDOT and Vancouver or other Metro cities to define regional sheds? There are major freight flows across the Columbia.

Both UP and BNSF (have it as their goal) will be increasing their inter modal as well as their unit train business. They will both be trying to minimize their car-load business.

We're not going to be able to reach Vision Zero if we don't put safety front and center in this plan and all the others. Speed needs to be on the table, and so does everything else. We can't accept deaths as a tradeoff for vehicle movement.

38% of truck-involved collisions are turning-related, higher than for all collisions. Though, lower bike/ped involved collisions.

Higher KSI in truck-involved collisions BUT lower bicyclist/pedestrian

A ton of our exports are related to potentially harmful food and agriculture practices (cereal grains and fertilizer). --> Teaches us to look at Freight's intersectionality with other environmental impact areas

Reach out to bike based couriers/freight services for last mile delivery.

If we can get one or hopefully more steamships to call on our port we can reduce a lot of truck traffic via I5 and I205.

Public transportation with set routes could play a role with intra-city distribution (MAX, Frog Ferry).

People living outside, especially along freight corridors

also associated with high carbon emissions and harmful land practices (cereal grains and fertilizer) to support a just transition. Freight solutions should consider people in these sectors that also need to make changes to reduce

Shed maps -- Not all routes are equally important. Swan Island outbound over I5 I 84 is crucial as is Pier 6 to Interstate Bridge North.

Why are trucks using 82nd instead of the freeway?

Can we have copies of the reports? and the slides in the presentations?

What solutions are there to reduce turning related collisions for trucks?

Are "freight streets" really "streets that prioritize large trucks"? Seems like "freight" and "truck" can't be synonymous as we look into the future.

How will the sale and possible development of the Louis Dreyfus silos impact river/rail freight systems? Be aware of the Albina Vision project and make sure to engage them.

Would voluntary time-of-day truck routes along crash-prone corridors help increase safety?

What is the goal for transit time from major sheds? e.g. anywhere in the city within 15 minutes? How does this impact GHG emissions?

If commercial truck drivers are specially trained why is it good if they are crashing at the same rate as drivers through the city at large?

What do we know about the elasticity of demand for freight?

Will UPS / USPS retain their existing hubs or are they likely to move?

Should Naito Pkwy be used with all the construction?

Concerning the truck collision slide, what size trucks are you referring to?

Questions I

Can we discuss more, or emphasize more, why trucking/freight is so big in Portland? Two rivers, one through the gorge providing access to places east, two freeways, two rail lines, one airport.

How much of a negative impact does commuter traffic have on the movement of freight via truck?

How has COVID-19/remote work impacted peak and off peak hours? What is projected for future traffic patterns?

Are home deliveries by UPS/FedEx/Amazon considered "freight"?

Has the city looked at utilizing rail corridors to displace heavy intra-city movements? How about River movements?

Is there an opportunity to develop distribution hubs for final mile co-located with major terminal hubs?

Is there a way to designate between freight to consumer versus freight to business? Different solutions will be necessary for each.

What about truck parking besides TA or Jubits are we looking at where they are parking if we expect freight to grow?

Do we know anything about safety measures currently being taken by truck fleets in the city? Can the City require safety measures like side guards or high-visibility cabs?