

Moore-Love, Karla

From: Leclerc, Mauricio
Sent: Wednesday, June 07, 2017 9:19 AM
To: Moore-Love, Karla
Cc: Soebbing, Daniel; Donohue, Kevin
Subject: Council item 623: BAC and PAC Letters Supporting TGM Apps
Attachments: 2017 TGM Grant Letter of Support.pdf; TGM_PAC_SupportLetter_2017_06_06.pdf

Hi Karla,

Hope you are doing well.

We got letters of support for Council item 623 TGM applications. See attached.

Do we need to bring paper copies??

Thanks!

From: Donohue, Kevin
Sent: Wednesday, June 07, 2017 9:11 AM
To: Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>
Cc: Marx, Michelle <Michelle.Marx@portlandoregon.gov>; Geller, Roger <Roger.Geller@portlandoregon.gov>
Subject: BAC and PAC Letters Supporting TGM Apps

Hey Mauricio,

Here are the letters from the PAC and BAC supporting the TGM applications.

Thanks,
Kevin

Kevin Donohue, CSA Intern
Portland Bureau of Transportation
Policy, Planning, & Projects
503.823.4568
kevin.donohue@portlandoregon.gov
www.portlandoregon.gov/transportation

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Portland Bicycle Advisory Committee

Working to make bicycling a part of daily life in Portland

1120 SW 5th Avenue, Room 800
Portland, OR 97204



Oregon Department of Land Conservation and Development
635 Capitol St., N.E., Suite 150
Salem, OR 97301

Oregon Department of Transportation
555 13th St., N.E.
Salem, OR 97301

June 6, 2017

Dear TGM Grant Committee,

On behalf of the City of Portland Bicycle Advisory Committee (BAC), I am writing to express our support for the three TGM project applications submitted by the City of Portland: The City of Portland's Freight Plan Update, the Smart City Plan, and the Columbia/Lombard Mobility Corridor Plan. The BAC supports the projects and urges that funding be provided to the City of Portland to conduct these planning projects.

Funding these projects will advance City Policies to eliminate traffic fatalities, enhance multi-modal transportation, achieve sustainability, improve economic prosperity, and increase opportunities for people to walk, bicycle, and utilize transit options. These plans will address the concerns of different transportation modes by collecting information and providing data that is tailored to their specific needs, and by creating solutions and designs that will reduce conflicts between the various modes.

- Columbia/Lombard Mobility Corridor** - NE Columbia Blvd and NE Lombard St, running parallel on opposite sides of the Kenton Line railroad, are vital links in the regionally-identified mobility corridor running east and west between the I-5 and I-205 freeways. According to the Regional Transportation Plan, mobility corridors should function well as a whole for all modes of transportation, though different modes may be prioritized to a greater or lesser degree on different facilities within the corridor. Due to aging infrastructure, gaps and deficiencies in the multimodal network, growing traffic congestion, major safety issues, and longer commuting distances, the Columbia/Lombard Mobility Corridor is not functioning well for any modes, least of all the freight, transit, and active transportation modes that our policies tell us should be high priorities. The proposed Columbia/Lombard Mobility Corridor Plan will identify, develop, and prioritize improvements that would make multimodal transportation and freight movement safer and more efficient along the corridor. The Plan will include elements that will increase safety, improve facilities, and create greater separation for pedestrians, bicyclists, and motor vehicles, while improving efficiency of freight movement, and reducing dangerous conflicts between the various transportation modes in the corridor.
- Freight Master Plan Update** - The Portland Freight Master Plan was funded by a TGM grant and adopted by Portland City Council in May 2006. Since then, over a third of the 131 identified capital projects have been completed or fully funded, and many related planning initiatives have been completed that are not currently reflected in the Freight Master Plan. Increased density is creating a much more diverse and mixed use urban environment, and a major challenge the City is now facing is how to accommodate the increased demand and volume of goods being delivered while also meeting the adopted goals of the Climate Action Plan. Among the many ripple effects of rising population and employment

growth is increased freight traffic and greater competition for limited street space among transit vehicles, autos, trucks, pedestrians and bicycles. An efficient goods delivery system is critical for maintaining and enhancing Portland's status as a healthy, thriving multimodal community. The Update will incorporate the applicable freight system improvements and recommend actions identified in these previously completed planning initiatives while also integrating related policy language in the City's TSP. An assessment of the key trends and changes to the freight logistics industry and information technologies will also be included and how they impact freight movement in the City such as private sector last-mile freight delivery services, clean and zero-emissions vehicle technologies, just-in-time/direct delivery services, multi-modal street design guidelines, off-hour deliveries and prioritized use of public right-of-way for the efficient storage, movement and delivery of goods.

- Smart City Plan** - We are facing a paradigm shift in our transportation system. Technological and societal shifts have the ability to change how we move, the vehicles we move in, where we move to, and the types of interactions we engage in at the street level. During this dynamic shift, we look to improve access and equity, as well as evaluate and manage risk to existing growth, economic development, environmental, and transportation goals. The City of Portland's Smart City Plan is intended to be adopted by City Council to guide the work of the Smart Cities Steering Committee and participating City bureaus in the implementation of a series of strategies that support the goals of existing City plans, including the Comprehensive Plan and the Transportation System Plan, and embrace the shift to a multimodal, technology driven landscape. Shifts in land uses may include reduced quantity of parking lots and gas stations. Shifts in right-of-way use could include more shared vehicle or autonomous vehicle loading zones. And societal shifts could include less time spent getting to and from where we need to go, and a decrease in the demand for transportation as goods and services are more readily accessible from home and businesses. These changes will all have implications on our transportation and land use systems and have the potential to create positive or negative outcomes. The Smart Cities Plan will be designed to create a framework for outcomes that meet City goals, one that can be replicated and leveraged across the State and beyond. Data driven solutions could create the opportunity for real time optimization of the right of way for all modes of traffic, allowing for signal prioritization to support pedestrians, bicyclists, and transit that can rapidly respond to fluctuations in demand and prevent conflicts with other vehicles.

The BAC looks forward to working with the Portland Bureau of Transportation to learn about each of these planning projects. We would like to serve in an advisory role for each awarded project and encourage project staff to inquire with the BAC about a representative on the project advisory committee or working group.

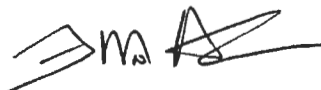
As an advisory body to the City of Portland, the BAC strongly supports efforts to strengthen policy, planning and design guidance to enhance bicycling, and other forms of active transportation, and to promote growth of vibrant communities within our city. We urge you to fund the planning work identified in these proposed projects.

Thank you for your consideration.

Respectfully submitted on behalf of Portland's Bicycle Advisory Committee,



Rithy Khut, Chair
Portland Bicycle Advisory Committee



Elliot Akwai-Scott, Vice-Chair
Portland Bicycle Advisory Committee



Portland Pedestrian Advisory Committee

1120 SW 5th Avenue, Suite 800

Portland, OR 97204

June 6, 2017

MEMBERS

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Roger Averbeck, Co - Chair

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Eve Nilenders
Rod Merrick
Scott Kocher
Brian Landoe
Rebecca Hamilton
Mark Person

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2 Salem, Oregon 97301

Subject: Support for 2017 Transportation and Growth Management (TGM) Applications

Dear Ms. Lesmeister,

On behalf of the Pedestrian Advisory Committee (PAC), we are writing to express our support for the three TGM project applications submitted by the City of Portland in June 2017: The City of Portland's Freight Plan Update, The Smart City Plan, and The Columbia/Lombard Mobility Corridor Plan. The PAC supports the projects and urge that funding be provided to the City of Portland to conduct these planning projects.

Funding these projects will advance City Policies to eliminate traffic fatalities, enhance multi-modal transportation, achieve sustainability, improve economic prosperity, and increase opportunities for people to walk, bicycle, and utilize transit options. We believe that these projects will advance the goals and policies that were identified in the newly adopted Portland Comprehensive Plan and Transportation System Plan. We strongly encourage the Portland Bureau of Transportation to also incorporate the policies and recommendations of the Vision Zero Action Plan into these plans and all current and future transportation plans and projects.

- Columbia/Lombard Mobility Corridor** - NE Columbia Blvd and NE Lombard St, running parallel on opposite sides of the Kenton Line railroad, are vital links in the regionally-identified mobility corridor running east and west between the I-5 and I-205 freeways. According to the Regional Transportation Plan, mobility corridors should function well as a whole for all modes of transportation, though different modes may be prioritized to a greater or lesser degree on different facilities within the corridor. Due to aging infrastructure, gaps and deficiencies in the multimodal network, growing traffic congestion, major safety issues, and longer commuting distances, the Columbia/Lombard Mobility Corridor is not functioning well for any modes, least of all the freight, transit, and active transportation modes that our policies tell us should be high priorities. The proposed Columbia/Lombard Mobility Corridor Plan will identify, develop, and prioritize improvements that would make multimodal transportation and freight movement safer and

more efficient along the corridor. The Plan will include elements that will increase safety, improve facilities, and create greater separation for pedestrians, bicyclists, and motor vehicles, while improving efficiency of freight movement, and reducing dangerous conflicts between the various transportation modes in the corridor.

- **Freight Master Plan Update** - The Portland Freight Master Plan was funded by a TGM grant and adopted by Portland City Council in May 2006. Since then, over a third of the 131 identified capital projects have been completed or fully funded, and many related planning initiatives have been completed that are not currently reflected in the Freight Master Plan. Increased density is creating a much more diverse and mixed use urban environment, and a major challenge the City is now facing is how to accommodate the increased demand and volume of goods being delivered while also meeting the adopted goals of the Climate Action Plan. Among the many ripple effects of rising population and employment growth is increased freight traffic and greater competition for limited street space among transit vehicles, autos, trucks, pedestrians and bicycles. The Master Plan update should ensure safe interaction between freight vehicles and non-motorized modes, and the reduction of potential conflicts. An efficient goods delivery system is critical for maintaining and enhancing Portland's status as a healthy, thriving multimodal community. The Update will incorporate the applicable freight system improvements and recommend actions identified in these previously completed planning initiatives while also integrating related policy language in the City's TSP. An assessment of the key trends and changes to the freight logistics industry and information technologies will also be included and how they impact freight movement in the City such as private sector last-mile freight delivery services, clean and zero-emissions vehicle technologies, just-in-time/direct delivery services, multi-modal street design guidelines, off-hour deliveries and prioritized use of public right-of-way for the efficient storage, movement and delivery of goods.
- **Smart City Plan** - We are facing a paradigm shift in our transportation system. Technological and societal shifts have the ability to change how we move, the vehicles we move in, where we move to, and the types of interactions we engage in at the street level. During this dynamic shift, we look to improve access and equity, as well as evaluate and manage risk to existing growth, economic development, environmental, and transportation goals. The City of Portland's Smart City Plan is intended to be adopted by City Council to guide the work of the Smart Cities Steering Committee and participating City bureaus in the implementation of a series of strategies that support the goals of existing City plans, including the Comprehensive Plan and the Transportation System Plan, and embrace the shift to a multimodal, technology driven landscape. Shifts in land uses may include reduced quantity of parking lots and gas stations. Shifts in right-of-way use could include more shared vehicle or autonomous vehicle loading zones. And societal shifts could include less time spent getting to and from where we need to go, and a decrease in the demand for transportation as goods and services are more readily accessible from home and businesses. These changes will all have implications on our transportation and land use systems and have the potential to create positive or negative outcomes. The Smart Cities Plan will be designed to create a framework for outcomes that meet City goals, one that can be replicated and leveraged across the State and beyond. Data driven solutions could create the opportunity for real time optimization of the right of way for all modes of traffic, allowing for signal prioritization to support pedestrians, bicyclists, and transit that can rapidly respond to fluctuations in demand and prevent conflicts with other vehicles.

The PAC looks forward to working with the Portland Bureau of Transportation to learn about each of these planning projects. We would like to serve in an advisory role for each awarded project and encourage project staff to inquire with the PAC about representatives on the project advisory committee or working group.

As an advisory body to the City of Portland, the PAC strongly supports efforts to strengthen policy, planning and design guidance to enhance pedestrian, and other forms of active transportation, and to promote growth of vibrant communities within our city. We urge you to fund the planning work identified in these proposed projects.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'ABUCZK'.

Anthony Buczek
PAC Co-Chair

A handwritten signature in black ink, appearing to read 'Roger Averbek'.

Roger Averbek
PAC Co-Chair

CC: Mauricio Leclerc, PBOT



188429

June 6, 2017

PORTLAND FREIGHT COMMITTEE

To: TGM Grant Committee

RE: 2017 Transportation & Growth Management Program Funding Requests

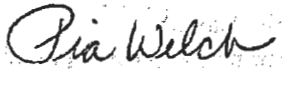
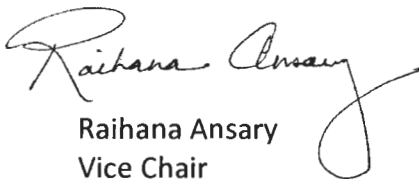
On behalf of the Portland Freight Committee (PFC), we are writing to express our support for the City of Portland's Freight Master Plan Update and urge that the requested \$150,000 in TGM funding be provided to conduct this important planning project.

The Portland Freight Master Plan was adopted over 11 years ago and conditions and needs have changed significantly during that time. Many other freight initiatives and related studies have been completed that are not reflected in the current Freight Master Plan including the Portland Sustainable Freight Strategy which is designed to address greenhouse gas emission reduction strategies. In addition, freight vehicle technology and logistics practices have also evolved in order to meet more stringent vehicle emission regulations, growing consumer demands for timely goods delivery, and increased traffic congestion and modal conflicts on our roadways. Increased density is also creating a much more diverse and mixed use urban environment, and a major challenge the City is facing is how to accommodate the increased demand and volume of goods being delivered while also meeting the adopted goals of the Climate Action Plan. The effects of rising population and employment growth includes increased freight traffic and greater competition for limited public right-of-way space among trucks, buses, autos, bike and pedestrians.

The Freight Master Plan Update will address the identified freight system improvements and actions recommended in previously completed freight initiatives and planning studies. An assessment of key trends and changes to the freight logistics industry and information technologies will also be included and how they impact freight movement in the Portland regional such as last-mile deliveries, clean vehicle technologies, multi-modal street designs, off-hour deliveries and prioritized use of public right-of-way for the efficient movements of freight.

As an advisory body to the City of Portland, the PFC strongly support the City's efforts to update the Freight Master Plan and urge you to fund this project.

Sincerely,

Pia Welch
Chair

Raihana Ansary
Vice Chair