

Written Testimony - Agenda Item 589

Agenda Item	Name	Position	Comments	Attachment	Created
589	University Park Neighborhood Association	Support with changes	<p>University Park Neighborhood Association Comments on Council Item # 589 2040 Portland Freight Plan July 12, 2023</p> <p>The University Park Neighborhood Association's board and its Transportation Committee supports the proposed 2040 Portland Freight Plan, and calls out pages 33-36 of Exhibit A and the entire discussion of Earthquake Resilience. We appreciate PBOT's inclusion of the concerns of hundreds of community residents that the Plan address this important issue which impacts all of the residents of St Johns, Portsmouth, Cathedral Park and University Park neighborhoods.</p> <p>However, the 2040 Freight Plan could be improved by increasing the priority for projects that will increase public safety on the North Portland Peninsula.</p> <p>Specifically the City Council could direct PBOT (even verbally) to aggressively work with its partners to secure funding to rebuild the Lombard Bridge over the BNSF Railroad Cut and the bridge and interchange of Columbia Blvd and North Portland Way. These are critical bridge structures that must survive an earthquake (either Cascadia or West Hills) event. Without these two bridges Rivergate, St Johns, Cathedral Park are cut off from all of Portland – with no way out or in.</p> <p>We also note that the proposed new Aquatic Center to be located at Northgate Park is almost immediately adjacent to the BNSF Railroad Cut. It is particularly vulnerable to an earthquake event and is located in the high diesel particulate maps shown in Exhibit A. This is a major new public project that was not included in the PBOT 2040 Freight Plan and it could impact freight mobility and pedestrian safety.</p> <p>Thomas Karwaki Chair, University Park Neighborhood Association</p>	No	07/12/23 11:49 AM
589	Pia Welch - FedEx Express	Support with changes	Here are the comments. Feel free to call to discuss.	Yes	07/12/23 12:37 PM

University Park Neighborhood Association Comments on Council Item # 589
2040 Portland Freight Plan July 12, 2023

The University Park Neighborhood Association's board and its Transportation Committee supports the proposed 2040 Portland Freight Plan, and calls out pages 33-36 of Exhibit A and the entire discussion of Earthquake Resilience. We appreciate PBOT's inclusion of the concerns of hundreds of community residents that the Plan address this important issue which impacts all of the residents of St Johns, Portsmouth, Cathedral Park and University Park neighborhoods.

However, the 2040 Freight Plan could be improved by increasing the priority for projects that will increase public safety on the North Portland Peninsula.


Specifically the City Council could direct PBOT (even verbally) to aggressively work with its partners to secure funding to rebuild the Lombard Bridge over the BNSF Railroad Cut and the bridge and interchange of Columbia Blvd and North Portland Way. These are critical bridge structures that must survive an earthquake (either Cascadia or West Hills) event. Without these two bridges Rivergate, St Johns, Cathedral Park are cut off from all of Portland – with no way out or in.

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Thomas Karwaki
Chair, University Park Neighborhood Association

to on the **2040 Portland Freight Plan, Council Draft.**

“ July 12, 2023 Portland City Council City Hall 1221 SW Fourth Avenue, Room 130 Portland, OR 97204 Subject: 2040 Portland Freight Plan, Council Draft Dear Mayor Wheeler and members of City Council: The Columbia Corridor Association (CCA) and Working Waterfront Coalition (WWC) respectfully submit our concerned comments regarding the 2040 Portland Freight Plan, Council Draft. We write to you as Portland’s working waterfront is closely tied to freight, and the Columbia Corridor is the freight hub of the state. The main task of Portland freight plans is to identify future issues, with a specific focus on substantial increases in congestion, and to propose improvements that address those congestion increases. This plan does not do this, and additionally lacks a list of street improvement projects to address future capacity needs. The future conditions report on pages 25 and 26, Figures 3-11 and 3-12, Growth in Daily Truck Traffic from 2015 to 2040, illustrates a more than 100 percent increase in truck traffic on freight routes all over the city, both in freight districts and collector arterials. This increase of over 100 percent shows the need to address freight route capacity issues. If we do not address freight needs, it is likely that more smaller vehicles will be used. This will result in more congestion and significantly more emissions. The freight plan should clearly state that, unlike commuter traffic, smaller vehicles are a bad alternative. Because freight traffic cannot be converted to active transportation as we do with commuters and other single occupancy vehicles (SOV) movement, we must ensure freight routes are protected and improved, especially in freight districts. This is critical for the efficient and safe movement of people and goods. The plan also needs proposals for new truck street improvements to expand capacity to meet city-projected 2040 traffic volumes. Additionally, there is no discussion in the report of the public and economic benefits of freight transportation in Portland. We request the report include information about the impact of effective, efficient freight routes in our region, including the importance of Portland as a freight hub for the region and for Oregon, the support of living wage jobs, and superior distribution hub efficiencies and cost advantages. Our location at a hub of a national transportation infrastructure system (two interstate highways, two class one railroads, and two rivers with marine facilities), makes Portland a key part of the interstate economy supported by freight. Other freight benefits to highlight in the plan include information such as a Class 8 diesel truck carries as much cargo as 150 light cars but emits only as much NOx as 21 cars. These trucks emit hydrocarbon equivalent to two cars, and less carbon monoxide than one car. If SOVs were to be used for delivery of goods instead of trucks, emission would increase roughly seven times. We ask for the inclusion of the environmental and equity advantages of heavy freight



with the plan including clear data and statements that freight does a better job than single occupancy vehicles of 1) reducing emissions, 2) reducing congestion and 3) providing more equitable employment than active transportation, bike delivery, or any other transportation priority. If Portland Bureau of Transportation finds legitimate data that shows otherwise, it should be included in the plan. Because of the public benefits of freight transportation, we ask that the plan include a prioritization of freight improvements over other transportation projects and that the draft plan be revised to include freight street improvements to expand capacity to meet future demands. Strategic freight improvements are needed to address long-term needs, Portland's limited industrial land supply, and to contribute to Portland and our region's future economic prosperity. Thank you for your consideration. Sincerely, Ellen Wax Corky
Collier Working Waterfront Coalition Columbia Corridor Association See attachment - Future Conditions Report maps, pages 25 and 26

Testimony text is presented without formatting.



July 12, 2023

Portland City Council
City Hall
1221 SW Fourth Avenue, Room 130
Portland, OR 97204

Subject: 2040 Portland Freight Plan, Council Draft

Dear Mayor Wheeler and members of City Council:

The Columbia Corridor Association (CCA) and Working Waterfront Coalition (WWC) respectfully submit our concerned comments regarding the 2040 Portland Freight Plan, Council Draft. We write to you as Portland's working waterfront is closely tied to freight, and the Columbia Corridor is the freight hub of the state.

The main task of Portland freight plans is to identify future issues, with a specific focus on substantial increases in congestion, and to propose improvements that address those congestion increases. This plan does not do this, and additionally lacks a list of street improvement projects to address future capacity needs.

The future conditions report on pages 25 and 26, Figures 3-11 and 3-12, Growth in Daily Truck Traffic from 2015 to 2040, illustrates a more than 100 percent increase in truck traffic on freight routes all over the city, both in freight districts and collector arterials. This increase of over 100 percent shows the need to address freight route capacity issues. If we do not address freight needs, it is likely that more smaller vehicles will be used. This will result in more congestion and significantly more emissions. The freight plan should clearly state that, unlike commuter traffic, smaller vehicles are a bad alternative. Because freight traffic cannot be converted to active transportation as we do with commuters and other single occupancy vehicles (SOV) movement, we must ensure freight routes are protected and improved, especially in freight districts. This is critical for the efficient and safe movement of people and goods. The plan also needs proposals for new truck street improvements to expand capacity to meet city-projected 2040 traffic volumes.

Additionally, there is no discussion in the report of the public and economic benefits of freight transportation in Portland. We request the report include information about the impact of effective, efficient freight routes in our region, including the importance of Portland as a freight hub for the region and for Oregon, the support of living wage jobs, and superior distribution hub efficiencies and cost advantages. Our location at a hub of a national transportation infrastructure system (two interstate highways, two class one railroads, and two rivers with marine facilities), makes Portland a key part of the interstate economy supported by freight.

Other freight benefits to highlight in the plan include information such as a Class 8 diesel truck carries as much cargo as 150 light cars, but emits only as much NOx as 21 cars. These trucks emit hydrocarbon equivalent to two cars, and less carbon monoxide than one car. If SOVs were to be used for delivery of goods instead of trucks, emission would increase roughly seven times.

We ask for the inclusion of the environmental and equity advantages of heavy freight with the plan including clear data and statements that freight does a better job than single occupancy vehicles of 1)

reducing emissions, 2) reducing congestion and 3) providing more equitable employment than active transportation, bike delivery, or any other transportation priority. If Portland Bureau of Transportation finds legitimate data that shows otherwise, it should be included in the plan. Because of the public benefits of freight transportation, we ask that the plan include a prioritization of freight improvements over other transportation projects and that the draft plan be revised to include freight street improvements to expand capacity to meet future demands.

Strategic freight improvements are needed to address long-term needs, Portland's limited industrial land supply, and to contribute to Portland and our region's future economic prosperity. Thank you for your consideration.

Sincerely,



Ellen Wax
Working Waterfront Coalition



Corky Collier
Columbia Corridor Association

Figure 3-11. Growth in Daily Truck Traffic from 2015 to 2040 (N)

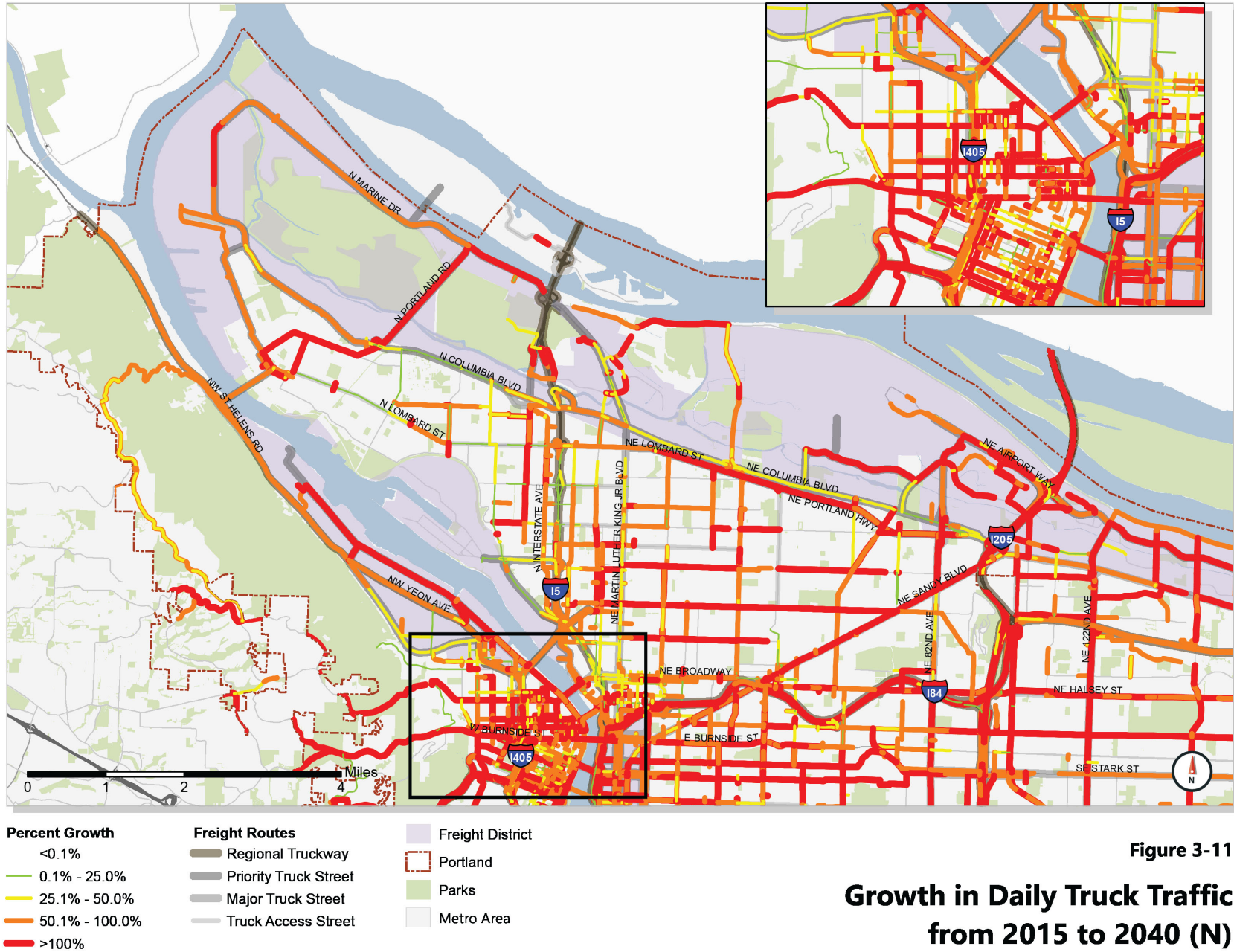


Figure 3-12. Growth in Daily Truck Traffic from 2015 to 2040 (S)

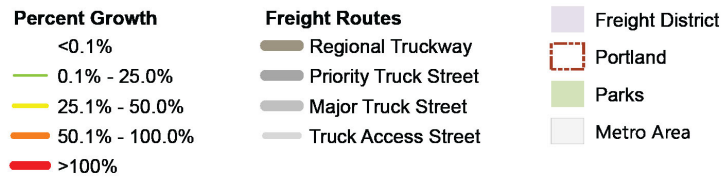
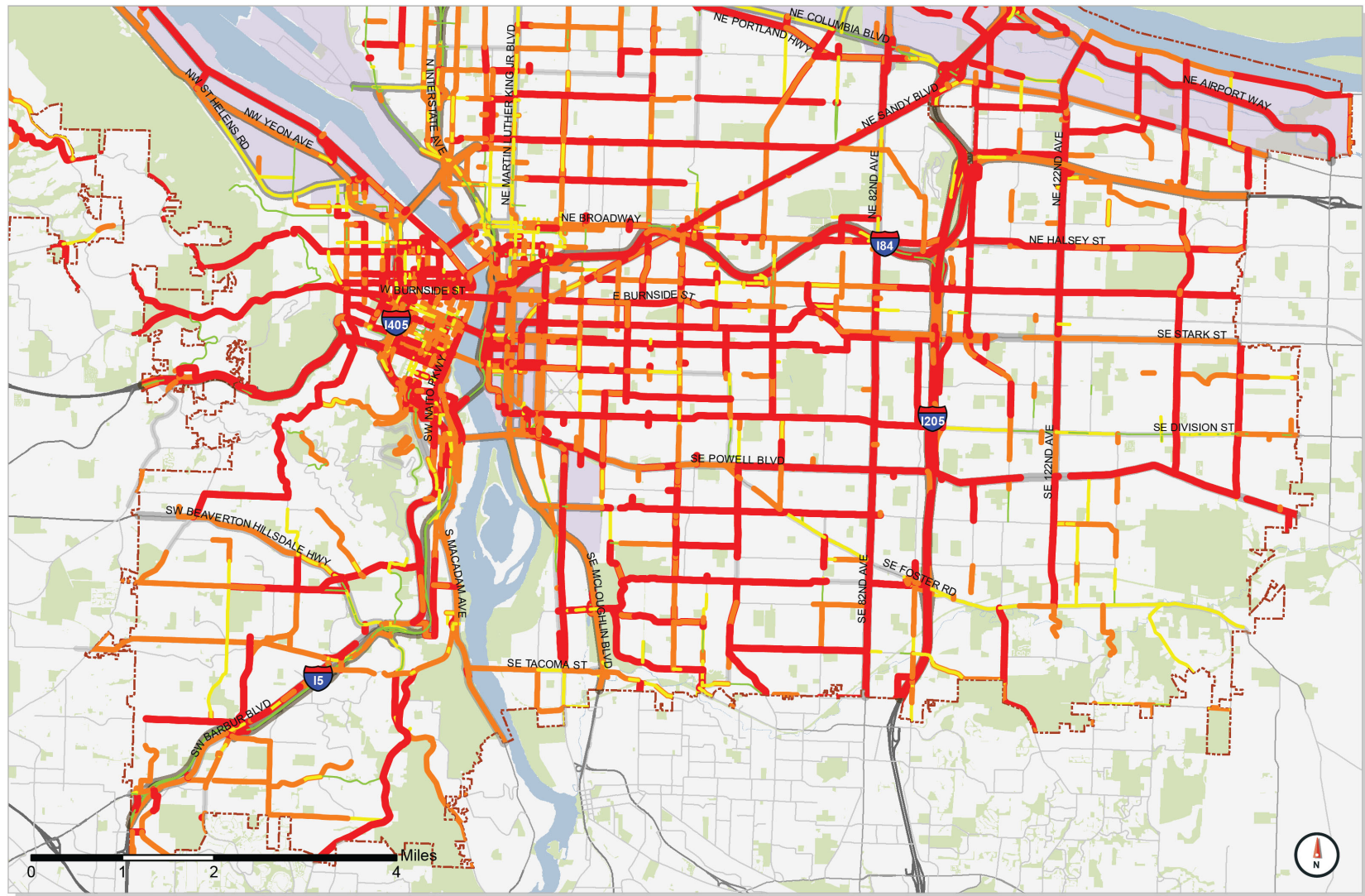


Figure 3-12

Growth in Daily Truck Traffic from 2015 to 2040 (S)

Portland City Council Meeting - Wednesday, July 12, 2023 2:00 p.m.

Agenda Item	First Name	Last Name
589-01	David	Stein
589-02	Pia	Welch
589-03	Bradley	Boatwrigthy
589-04	Thomas	Karwaki
589-05	Barbara	Quinn