

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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**Chloe Eudaly** Commissioner **Chris Warner** Interim Director

## Bureau and Budget Advisory Committee

Thursday, February 17, 2017

4:00– 6:00 pm

Congress Building, 5<sup>th</sup> Floor, Conference Room 513

**Committee Members Present:** Douglas Armstrong, Shani Harris-Bagwell, Lauren Bates, Ruthanne Bennett, Sage Gieselman, Sam Gollah, Ryan Hashagen, Maria Hernandez, Thomas Karwaki, Molly Baer Kramer, Elaine O’Keefe, Femi Oluwafemi, Farrell Richartz

**Committee Members Absent:** Arlene Kimura, Tony Lamb, Joanne Landry, Josh Linden, Meesa Long, Irene Marion, Rob Martineau, Vanessa Micale, Momoko Saunders, Kevin Vandemore, Pia Welch

**PBOT Staff Present:** Tosin Abiodun, John Brady, Catherine Ciarlo, Renata Frantum, Sarah Goforth, Jeremy Patton, Art Pearce, Caitlin Reff, Chris Warner

### Welcome/Community Check-Ins and Announcements: Momoko Saunders and Tony Lamb

- Chris Warner welcomed committee members, reviewed the agenda, and encouraged BBAC members to apply for the BBAC volunteer lead position.
- Earlier this month, PBOT announced the release of company permit applications for the [second e-scooter pilot](#). The pilot starts next Friday and will run for a year. PBOT has received applications from twelve companies.
- On April 9, PBOT installed Portland’s final 20 mph speed limit sign, completing a shift to 20 mph speed limits on residential streets citywide.
- PBOT’s Portland in the Streets team hosted a Portland Design Week contest, a design and build competition featuring fun and engaging pieces of street furniture and large-scale games.
- [The 12<sup>th</sup> season of Sunday Parkways](#), Portland’s premiere family-friendly walking and biking event, will kick off soon. Sunday Parkways 2019 will include five traffic-free events highlighting different Portland neighborhood from May through September.
- PBOT recently released draft of the [Southwest in Motion \(SWIM\) Plan](#) for public review. The plan was developed with extensive public feedback from Southwest Portlanders and other stakeholders. It identifies and prioritizes walking and biking projects for Southwest Portland. The public review draft is available online and comment period is open from April 15 through May 24.
- Chris Warner welcomed Vanessa Micale, PBOT’s new Public Involvement Coordinator and shared the Vision Zero report. Seven community members died in fatal related accidents from March 21 through April 19, 2019.



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## Questions and Comments

- Elaine O'Keefe encouraged members to review [Portland's Citywide Pedestrian Master Plan](#) and submit comments online before May 3.

## PBOT Budget Update: Jeramy Patton

- PBOT is waiting to view and receive the Mayor's proposed budget.
- Jeramy encouraged BBAC members to attend the public hearing scheduled for May 9. The venue for the event is the World Forestry Center. Additional information can be found at <https://www.portlandoregon.gov/cbo/article/622229> The Mayor has been receiving comments from community members about Portland Parks and Recreation's budget.

## Questions and Comments

- Thomas Karwaki encouraged BBAC members to attend the public hearing and asked Jeramy to share additional information about the unallocated Marijuana Tax funds with BBAC members.

## PBOT Active Transportation Programs and Initiatives: Catherine Ciarlo, Sarah Goforth and Renata Frantum

- PBOT Active Transportation division focuses on people-based interventions and strategies to change behavior and leverage capital investments.
- The City is experiencing increased traffic intensity and shifting trips. The City's goal is to close the trip gap and achieve 70% non-single occupancy vehicles by 2035.
- Transportation Demand Management (TDM) is not an easy term to define. It is about the management of demands on Portland's transportation system. TDM applies energy efficiency principles to transportation.
- PBOT is deploying multiple strategies to encourage behavioral change. Strategies include TDM interventions (SmartTrips, Transportation wallet, and New Mobility); creating a culture of safety (Vision Zero and Safe Routes to School); and community events a (Sunday Parkways, education, trainings and co-created programs).
- Renata Frantum talked about Individualized Marketing (IM), a marketing approach that delivers information to people in a personalized way.
- SmartTrips IM targets new movers. In 2018, PBOT served about 50,000 people.
- Sarah Goforth shared information about PBOT's Transportation Wallet program. It is an effective, low-cost strategy to reduce parking demand and congestion by increasing trips taken on transit, by biking and walking, and using carshare.
- PBOT works with four transportation companies, namely TriMet, Portland Streetcar, BIKETOWN and Car2go, to provide transportation wallet. The wallet, valued at \$767 dollars, is available for purchase for 499 or free in exchange for a parking permit.
- Catherine Ciarlo shared 2018 BIKETOWN results. Overall ridership grew 22 percent with 400,000 trips. Adaptive BIKETOWN had 189 rentals, 220% increase from 2017. PBOT will launch its second e-scooter pilot program next week.
- [The Vision Zero program](#) within PBOT is a city-wide commitment to eliminate fatalities and serious injuries on Portland's City streets. Vision Zero Action Plan identifies the factors causing most of the fatalities in the City and places where crashes happen. 57% of fatal and serious crashes happen on 8% of Portland streets.
- In 2019, PBOT will focus on comprehensive speed management, street design, pedestrian safety and strategic near-term investments.
- Vision Zero program is almost entirely funded by Marijuana Tax. PBOT is requesting Marijuana Tax funds to implement Vision Zero goals.
- PBOT focuses on automated enforcement as part of the citywide effort to address racial profiling.

## Questions and Comments

- Does the City experience a significant drop in single occupancy vehicles during summer?
  - PBOT does not have citywide statistics or data that shows how many people drive daily on Portland streets. PBOT measure trips around school and on bridges. Data shows that trips around schools and on bridges increase during summer months.
- Does Smart Trips data include weather related information?
  - PBOT conducted the SmartTrips trip diary survey in October 2018.
- Does PBOT survey Portlanders at the same time every year?
  - Yes.
- Does PBOT have data that explains the reason for the 6% trips reduction in 2018?
  - PBOT is leading a project in coordination with a group at the Harvard Business School, called the Mayor's Innovation project, to develop more reliable data.
- Is PBOT able to track long-term behavior of community members who exchange their parking permit for transportation wallet?
  - Each parking district has its parking rules. For residential parking permits, community members are not able to obtain parking permits after they have opted out.
- Is PBOT looking into providing charging pods to reduce operational cost for e-scooter firms?
  - PBOT is considering approving the use of multipurpose mobility hubs and may likely re-purpose bike staples for e-scooters.
- E-scooters can potentially reduce modal vehicle trips and discourage pedestrian trips. How will PBOT capture the impact on pedestrian trips?
  - PBOT surveyed 1,500 e-scooter users and found that e-scooters did not replace bike or transit trips.
- PBOT should focus on access for people from low-income communities in Portland. Portlanders who use e-scooters are those with credit cards and technology tools such as smartphones. PBOT should gather additional data to better understand the people who have access to and benefit from using e-scooters.
  - PBOT required that e-scooters companies provide alternative registration options for community members and deploy some of their fleets outside the Central City.
  - PBOT conducted focus group discussions and found that people from diverse communities are open to using e-scooters. Also, that there is need to address the lack of safety infrastructure in East Portland.
- Does PBOT collect data on staff who make key decisions about Vision Zero goals, plans and initiatives?
  - PBOT workforce data is available online.
- BBAC members requested for additional information about the business model undergirding BIKETOWN and e-scooter pilot.
- Will PBOT, at some point, consider establishing fee structures for TNCs?
  - Yes.
- In some Portland neighborhoods, community members left e-scooters in trees during the first phase of the pilot program. What is PBOT's plan to discourage this trend?
  - PBOT is working with e-scooter firms to address complaints.
- What is [House Bill 3023](#)?
  - It is a legislative bill that will allow the Oregon Department of Transportation (ODOT) to license transportation network companies (TNC) like Uber and Lyft, pre-empting local rules in cities like Portland.

### **BBAC Budget Discussion: Irene Marion**

- BBAC members thanked Catherine Ciarlo for providing clarity about PBOT Active Transportation programs and initiatives.
- BBAC members provided recommendations and feedback about the citywide budget process.
- BBAC members divided into sub-groups to develop questions for presenters ahead of the next meeting.

### **Questions and Comments**

- Do BBAC members have a say about PBOT's budget?
  - The City is currently considering the role and purpose of Budget Advisory Committees. The PBOT Bureau and Budget Advisory Committee provides recommendation to the Director of Transportation. In previous years, BBAC members did not have access to PBOT's entire budget.
  - BBAC members encouraged PBOT management to bring forward issues or topics that are narrow in scope to the BBAC.

### **I-5 Rose Quarter Improvement Project: Caitlin Reff, Art Pearce and Mauricio Leclerc**

- The I-5 Rose Quarter Improvement project is a large-scale endeavor. It provides an opportunity to use significant amount of state highway funds to improve local streets.
- Caitlin Reff shared information about the history of the project area and planning efforts, current project phase, and Commissioner Chloe Eudaly's priorities.
- Vancouver-Williams corridor is the City's busiest bike way. The Oregon Department of Transportation (ODOT) is leading the project with the City as a partner. PBOT is coordinating the City's involvement.
- The project's Environmental Assessment public comment period closed on April 1<sup>st</sup>. ODOT received over two thousand comments. The Federal Highway Administration (FHA) is in the process of reviewing all submitted comments.
- The project is funded through House Bill 2017.

### **Questions and Comments**

- What is an Environmental Assessment?
  - There are three levels of environmental assessment for projects – documented categorical exclusion, environmental assessment, and environmental impact statement. Documented categorical exclusion are for projects with no significant impacts. Environmental Impact Statements are for projects with significant impacts that cannot be easily mitigated. Environmental Assessment is the assessment of the environmental consequences (positive or negative) of a plan, policy, program, or actual projects prior to the decision to move forward with the proposed action.
- Is ODOT trying to address long term environmental concerns in the project area?
  - The Environmental Assessment will address environmental concerns relating to the project area.
- How does this project align with climate action and modal shift goals?
  - The project incorporates statewide, City and ODOT driven goals.
- Two of PBOT's modal committees, the Bicycle Advisory Committee and Pedestrian Advisory Committee, have submitted letters to request for a full Environmental Impact Statement. Portland Public Schools have also rejected the Environmental Assessment.
- The project is garnering media attention.
- Air quality in the Albina and Mississippi area is considered unhealthy. PBOT should consider how the I-5 project aligns with City equity goals and regional priorities.
- How much money is PBOT spending on this project? BBAC should track how much money PBOT has invested in the ODOT led project.

- BBAC members requested for more time at the next meeting to discuss the I-5 Rose Quarter Improvement project.

**Next Steps**

- BBAC will meet on May 16<sup>th</sup> at the Congress building, 5<sup>th</sup> floor, Room 513. Address: 1001 SW 5<sup>th</sup> Avenue, Portland Oregon.