

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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

## Bureau and Budget Advisory Committee

Thursday, May 16, 2019

4:00- 6:00 pm

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

**Committee Members Present:** Douglas Armstrong, Lauren Bates, Ruthanne Bennett, Shani Harris-Bagwell, Ryan Hashagen, Sarah Iannarone, Thomas Karwaki, Arlene Kimura, Josh Linden, Rob Martineau, Elaine O’Keefe, Farrell Richartz, Momoko Saunders

**Committee Members Absent:** Samuel Gollah, Sage Gieselman, Maria Hernandez, Molly Baer-Kramer, Tony Lamb, Joanne Landry, Meesa Long, Femi Oluwafemi, Pia Welch

**PBOT Staff Present:** Tosin Abiodun, John Brady, Dominic Caputo, Irene Marion, Vanessa Micale, Jeramy Patton, Art Pearce, Caitlin Reff, Hannah Schafer, Jacob Sherman, Noah Siegel, Chris Warner

### Welcome/Community Check-Ins and Announcements: Momoko Saunders and Chris Warner

- Momoko Saunders opened the meeting, welcomed attendees, reviewed the meeting agenda, and shared PBOT Vision Zero report.
- BBAC members observed a minute of silence in honor of five community members who died in fatal crashes from April 18 through May 20. There have been 21 fatal crashes in Portland since the beginning of the year.
- Interim Director Chris Warner provided leadership updates. In April, PBOT implemented specific safety improvements in response to a fatal incident that occurred at NE Broadway and Grand. In addition to this specific safety improvement, PBOT leadership directed staff to take other significant steps to support Portland’s Vision Zero goals. PBOT will implement safety fixes including Leading Pedestrian Intervals (LPIs), Protected left turns, Left turn traffic calming, and the establishment of a new crash response protocol. PBOT’s second Shared Electric Scooter pilot program started on Friday, April 26. May is Bike month. In celebration of Bike month, PBOT and Multnomah County Library are launching the Bike to Books Design contest. PBOT released the Aerial Tram report on May 1, 2019. The report concludes that wind conditions and decorative design likely caused a panel to come loose and fall from the Portland Aerial Tram on December 4, 2018. Portland Sunday Parkways will kick off the 2019 season in Southeast



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Portland on Sunday, May 19 from 11:00 am to 4:00 pm. The [public review draft of Southwest in Motion \(SWIM\)](#) is available online until Friday, May 24. SWIM is a short-term action plan that identifies and prioritizes walking and biking projects.

### Questions and Comments

- How often does PBOT receive additional analysis on traffic related deaths and crashes? Does PBOT gather information such as the time of day accidents occurs and demographic information?
  - PBOT relies on the Portland Police Bureau (PPB) for accident/fatal reports.
  - Rob Martineau shared that the intent behind the reading of PBOT Vision Zero report is to remind committee members about the importance of their work and that accident victims are not mere statistics. Fatal crashes affect real people, families, and Portland communities.
  - BBAC members agreed to take turns to share the PBOT Vision Zero report.
- Who is responsible for collecting scooters left on the City Right of Way?
  - E-scooter firms are responsible for collecting scooters left on the City Right of Way. As part of the permit process, PBOT made it a requirement for scooter firms to provide customer service phone lines that community members can call to file complaints. Firms will contact scooter users to warn them about actual and potential violations.
- Does PBOT publish press releases to notify community members about safety fixes? Community members are concerned about loss of access to the Aerial Tram due to on-going negotiations between PBOT and the Marquam Hill community?
  - Yes, PBOT shares information about safety fixes. Richard Eisenhower will provide information about the Aerial Tram.
- PBOT Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC) will hold a joint meeting on May 21<sup>st</sup> at 6:00 pm. The meeting is open to the public.
- Thomas Karwaki thanked PBOT for starting work on the North Fessenden project.

### PBOT Budget Update: Jeremy Patton

- The Mayor's Proposed Budget for PBOT totals \$402.1 million. The budget includes \$5.7 million of one-time General Fund and Recreational Cannabis Tax Fund resources for major maintenance, capital projects, and Vision Zero initiatives. These changes aim to foster clean and safe communities, provide environmental sustainability, intergenerational equity and financial resiliency, and address the City's infrastructure needs.
- The Mayor's Proposed Budget will support the following projects: \$1.5 million for ADA accessible sidewalks to support PBOT's efforts to meet the 1,500 annual corner upgrades; \$500,000 for the Citywide Lamp Replacement Program; \$993,

747 for the Traffic Signal Reconstruction Program; and \$2.3 million to replace the Cornell Tunnel lining.

- PBOT will receive General Transportation Revenue Funds to support the Derelict RV Program. PBOT will add six additional Parking Officers to support the program.
- Council directed PBOT to continue its Adaptive BIKETOWN program pilot and develop a Transportation Resiliency Plan.
- PBOT is partnering with the Bureau of Environmental Services (BES) to develop a Street Sweeping Interagency Agreement.

### **Questions and Comments**

- How many lamps will be replaced?
  - The cost for replacing City lamps is roughly about 5 million dollars.
- Will PBOT work on the proposed Ferry Feasibility study?
  - PBOT has already contributed about 50,000 dollars to the study.

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

- The Oregon Department of Transportation (ODOT) has submitted the Environmental Assessment (EA) for the I-5 Rose Quarter Project to the Federal Highway Administration (FHWA). FHWA is currently reviewing the EA. The agency is expected to provide feedback sometime during summer.
- BBAC members agreed to include I-5 Rose Quarter on their agenda after the FHWA provides feedback on the EA.
- ODOT's website contains information about anticipated travel pattern and vehicular flow changes for the I-5 Rose Quarter Project.

### **Questions and Comments**

- Has there been any discussion about future environmental impact and how the current traffic situation in the project area has negatively affected resident? The Environmental Impact is insufficient if it does not look closely at how current traffic patterns have negatively affected people who live around the project site.
  - PBOT has been leading the effort to broaden the scope of the project to include the urban context and history of the project area.
  - PBOT is pushing for the establishment of a steering committee, composed of ODOT and City representatives.
- How does the project align with PBOT Strategic, Equity, Climate, and Modal share goals?
  - PBOT is working to highlight key short- and long-term planning goals. ODOT is already putting plans in place to begin the design process for the project.
- PBOT Maintenance Facility is in the project area.
  - The Water Bureau also has a facility located in the area. There are several private firms that own buildings and facilities in the area.
- Can we avoid not creating induced demand with the freeway expansion? Can Congestion pricing really address the problems associated with the project?

- The project is about system reliability change and not about system capacity improvement.
- HB 2017 included a directive for ODOT to move forward with a congestion pricing plan on I-5 and I-205. It is likely that the plan will be approved.
- Is ODOT and PBOT keeping track of feedback received through the Public Involvement Process? Can community members have access to public involvement materials and hold PBOT and ODOT accountable?
  - ODOT leads the public involvement process for the I-5 Rose Quarter project. The agency is tracking feedback received from community members.
  - The new design team will be working closely with EnviroIssues, a public involvement firm.
  - ODOT will publish comments submitted by community members on the project website.
- Should PBOT be investing money in the project given that it is still unclear if the project will move ahead?
  - PBOT is a partner on the project. In terms of budget, PBOT has expended \$83,160 FY 2017-18 and \$161,385 FY 18-19. ODOT will reimburse PBOT.
- BBAC members requested for updates about the project and how they can support PBOT to ensure that the project is well implemented. They also requested for additional information about project benefits, return on investments, and equity goals.
  - PBOT will share project design updates.
  - In terms of budget, PBOT has expended \$83,160 FY 2017-18 and \$161,385 FY 18-19.
  - PBOT will be reimbursed by ODOT.
- Can BBAC members serve on the I-5 Rose Quarter Steering committee?
  - BBAC members provide recommendations to the PBOT Director. PBOT will continue to provide updates about the I-5 Rose Quarter Improvement project.
- How is the City planning to reach its mode share goals with the project?
  - PBOT is committed to achieving local and regional mode share goals.

#### **PBOT's New Mobility Strategy: Jacob Sherman**

- Jacob Sherman defined New Mobility as transportation services that are connected to, enabled or (re)defined by digital technology.
- PBOT's New Mobility Strategy is an internally-focused effort to promote cross bureau organizational alignment and identify strategic actions to pursue over the next couple of years. The New Mobility ecosystem is broad and constantly evolving.
- PBOT is working with a consultant team to develop its Mobility Strategy.

### Questions and Comments

- Is PBOT working with partner agencies such as Metro and ODOT to develop the New Mobility Strategy?
  - Yes, PBOT is and will continue to collaborate with partner agencies to develop the plan.
- BBAC members encouraged PBOT to focus on achieving local and regional Climate Action goals.
- BBAC members stressed the need for PBOT to actively engage with community members.

### PBOT's 2019-2022 Strategic Plan: Noah Siegel

- PBOT Strategic Plan is composed of 3-year Strategic goals and outcomes, objectives and initiatives, and performance measures.
- PBOT 2019-2022 Strategic goals will focus on three key themes - Safety, Asset Management and Moving People. The plan supports the delivery of long-range Transportation Systems Plan, Vision Zero, and Asset Management Outcomes.
- PBOT is committed to developing a transportation equity framework to inform its three-year strategic plan. PBOT will adopt the full plan in July 2019.

### Questions and Comments

- How will PBOT gain buy-in from other transportation agencies?
  - PBOT is working with other transportation agencies including TriMet and Metro on several collaborative measures.
- BBAC members thanked PBOT for adopting a database approach.
- BBAC members agreed to take a break in July through August.
- PBOT will recruit new members and schedule volunteer training in August for new and old members.
- At the next meeting, BBAC members will discuss whether to write a letter in support of PBOT's request for the establishment of a steering committee for the I-5 Rose Quarter Improvement Project.

### Next Steps:

- BBAC will meet on the 20th of June at PBOT Maintenance Facility, 2929 North Kerby Avenue, Portland OR 97227. Meeting will start at 4:00 pm and end at 7:00 pm.