

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Chloe Eudaly Commissioner Chris Warner Director

Bureau and Budget Advisory Committee Agenda

Thursday, November 21, 2019, 4:00pm-6:00pm

1050 SW 6th Ave, 5th Floor, Room 513

Committee Members Present: Arlene Kimura, Douglas Armstrong, Evelyn Ferreira, Farrell Richartz, Lauren Bates, Momoko Saunders, Pia Welch, Rob Martineau, Ruthanne Bennett, Ryan Hashagen, Samuel Gollah, Sarah Iannarone, Thomas Karwaki

Committee Members Absent: Femi Oluwafemi, Josh Linden, Maria Hernandez, Meesa Long, Sage Gieselmann, Shani Harris-Bagwell, Tony Lamb

PBOT Staff Present: Chris Warner, Demetri Finch-Brown, Jenny Liddicoat, Jeremy Patton, Matt Grumm, Ryan Kinsella

1) Welcome and Introductions

- *Chris Warner, PBOT Director*

2) Vision Zero Reading Names

- *Momoko Saunders, BBAC Committee Member*

BBAC members observed a minute of silence to honor the memory of community members who died in traffic related crashes, 47 for 2019 - Momoko Saunders

3) Capital Set-Aside

- *Emily Tritsch, PBOT Asset Manager*
- *Materials: Capital Set-Aside Presentation ([LINK](#))*

The General Fund allocates 50% of the City's excess balance at the end of the year to major maintenance needs (only bureaus who are non-rate-payor funded are eligible); this is the City's Capital Set-Aside process. This year, major maintenance requests will be evaluated against a new methodology based around a valuation of benefits of consequences of asset investment; a triple bottom line approach will be used to look at benefits and costs of asset failure or reinvestment based on environmental, social, and financial considerations.



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PBOT is submitting requests for paving, signals, and ADA work and has employed different models adopted by state and federal agencies to determine the benefit-cost ratio of these proposals. PBOT's paving project request seeks \$2M to perform a deep grind on Cornfoot Rd; we used a CalTrans model to justify this request. We will use a FHWA model to evaluate the costs and benefits of three signal rebuild projects.

Capital Set-Aside makes between \$6M and \$10M available at any one time; it is a big deal, but it alone won't solve the City's infrastructure backlog. For example, our unmet need for pavement is \$60M/year for 10 years to keep it in its current poor condition and \$195M/year to improve it to target levels. Existing revenue sources, some of which are ongoing, help us meet a portion of this need but some of it is still unfunded.

BBAC Questions:

When you think of climate change, and the fact we should be transforming our systems quickly, we already know maintaining pavement for automobiles is expensive, what would these numbers look like if we focused on just pavement for freight, transit, and active transportation? I would like to see modeling of auto light, how much money we can save thinking of alternative models? We are trying to think of how we can facilitate the free flow and movement of vehicles in order to reduce idling, especially for diesel trucks stuck at lights, that ride around slowly on streets that are under-maintained, that has been a primary focus. We are starting to look at a future where we are trying to promote other modes of transportation and invest in infrastructure to facilitate safe movement. We have not yet evaluated pavement needs and costs to maintain them for greenways and transit only, but it is something we have talked about. Unfortunately, many of our streets are past the point of preventative maintenance.

What formula do you use to determine the value of those economic values assigned to each of those categories? We use different models to evaluate the benefits and costs of asset investments; CalTrans is the model we are using for pavement and we have a separate FHWA model for evaluating the benefit-costs of signals. Each model includes several parameters that have been adopted as standards of practice; these include the value of carbon reduction or what are the values of the different emissions factors, the value of human life, those are already populated in the template and system.

Do you consider the possibility of induced demand, while increasing the capacity to these facilities, there may be a reduction in greenhouse gas emissions, but there is free flowing traffic which may result in more greenhouse gas emissions by the use of it? We aren't changing the capacity or dimensions, we are just trying to improve the condition performance to the infrastructure that is already there.

What is the value of having other city utilities improve their paving standards, I feel like a third or half of the problems on Portland streets are caused by BES and Water Bureau? We are looking into our trench restoration and pavement moratorium standards; this ties in with some of the objectives of our strategic plan. We hope to initiate some of these

conversations in 2020 to get to a place where we all feel like we are adequately preserving our assets and covering costs.

How do we stand with other cities, when we look at our gap and maintenance logs? I was recently able to compare notes with other cities and found that we are in similar situations. There are infrastructure problems in other municipalities and at the federal level. Portland is at the lower end of a handful of peer cities in terms of infrastructure quality and long-term funding programs. For pavement condition, our average network PCI (which is a score of pavement health from 0-100 like a grade scale), we have a 52 out of 100; this is lower than some other cities. Our funding is such that we cannot even maintain that condition. I am hoping we can be creative in solutioning around this; we cannot continue business as usual.

4) Budget Process and BBAC's Roll

- *Chris Warner, PBOT Director*
- *Ryan Kinsella, PBOT Finance Manager*
- *Materials: Budget Process Presentation ([LINK](#))*

Review top Seven Program Offers from the October BBAC meeting. Prioritize the programs in order of importance and narrowing the list down to top three or four, in order to help assist with the Directors decision making for budget development.

5) Small Group Discussions + Next Steps

- *Ryan Kinsella, PBOT Finance Manager*
- *Jeremy Patton, PBOT Business Services Group Manager*
- *Materials: Priorities and Program Offers Document ([LINK](#)), Program Descriptions ([LINK](#))*

During our last meeting, we looked at programs with funding sources that have flexibility. We created a document that highlights how the seven previously-discussed programs address priorities. This is a working draft that we developed with information recently provided by managers as part of our budget development process. Depending upon the usefulness of the information and BBAC's feedback, we could further develop this document in the coming month or in preparation for next year's process.

Active Transportation and Safety

Program Description and Goals: The Active Transportation & Safety (ATS) Program works to improve safety, reduce traffic congestion, and make Portland's transportation network more efficient by increasing walking, transit, car-sharing, bicycling, and other active means of travel. ATS strategies increase access and improve public health and neighborhood livability for all Portlanders. Individual programs encourage and support active transportation (walking, transit and bicycling), help manage demand on the transportation system (Smart Trips and Transportation Wallet), and work to eliminate traffic fatalities and make streets safer (Vision Zero).

Active Transportation and Safety, Committee Members Breakout

- Evaluation and metrics needed on descriptions
- Very important helmets for bike share and e-scooters share
- Transportation wallet exclusive to NW and CEIC, deploy it citywide ensuring equity lens

- Focus is good, however some of the solutions are leaving our low-income families behind * *(handwriting was illegible)*
- Safe routes to school are high priority, good to promote walking, biking, etc. to the youth ^ *(upvote)*
- TNCs need to pay road user fees that go toward active transportation and transit infrastructure service
- SmartTrips, do we have evidence it is increasing active transportation age? If not, decrease it as a priority
- Wallet could be an equity tool, Bike share is expansion of adaptive Biketown, that is what should be emphasized, SmartTrips equity issue
- Expand SMART TRIPS communication. We need move outreach and marketing to the public especially new residents ^ *(upvote)*
- What mechanism is used to determine if programs increase active transportation usage
- Prioritize safety projects on high crash corridors ^ *(upvote)*
- Make transportation wallet available citywide to all residents ^ *(upvote)*

On-Street Parking

Program Description and Goals: The On-Street Parking Program supports traffic safety, access to goods and services, economic vitality, and neighborhood livability, by using data to manage public parking and develop parking programs and regulations in the right-of-way. This program manages on-street parking citywide, including parking meter districts, parking permit areas, timed parking zones, special parking zones, and other parking controls. The program works with residents, business owners, City traffic engineers, the Portland Police Bureau, Portland Fire & Rescue, Portland Streetcar, and TriMet, to design and operate an effective parking system.

On-Street Parking, Committee Members Breakout

- Base pricing on demand
- Dynamic Pricing: is a large priority for equity
- Dynamic Pricing: rich people can afford to park
- Please charge market rate for on-street parking
- Climate change through less driving, better air quality
- Need to increase parking fees to decrease use/driving to downtown
- On street parking management is climate action let's be explicit about this principle
- Thoughts in streets parking by demanding that low income park, counterproductive * *(handwriting was illegible)*
- Parking space availability app (similar to airport parking garage lights) to reduce block circling
- Expand or discuss all business districts, get permits enforced, current narrative is CBD, Central City Centric
- Who is asked to provide Breakout on what is equitable? Keep seeking more Breakout and engagement from more sources
- Does it include neighborhood permits? Increase attraction to transit rate, top parking fees, so as to not go to council
- Current meter rates do not promote equity as they subsidize the most affluent of our society who drive downtown to other meter districts
- Expand opportunity to generate revenue, charge for on-street parking on all business districts, need metered at market rate at business districts

Parking Enforcement

Program Description and Goals: The Parking Enforcement Program's mission is to ensure equitable and convenient access to parking in the public right-of-way. The program's vision is to be nationally recognized as the most innovative and community-focused parking enforcement agency. The program is guided by the following principles: Commitment to People: We respectfully and actively collaborate internally, with public and private agencies, and with members of the community. Health and Safety: We are committed to ensuring the health and safety of our employees and the community. Innovation: We strive to be flexible, adaptable, and embrace new technology.

Parking Enforcement, Committee Members Breakout

- Use electric trike and cargo bikes for parking enforcement
- Be sure to include money for the drive by parking checks, plate readers * (*handwriting was illegible*)
- Curb Paint: red and yellow distance to not park, youth and neighborhood outreach ^ (*upvote*)
- Charge TNC companies for use of ROW, impact to congestion and other usage costs
- Parking distance from corner clarified and enforced, bicycle advisory committee
- Need to increase parking enforcement to generate more revenue, need to focus in high income areas to reduce stress on low income residents ^ (*upvote*)
- Parking enforcement needs to better education especially about parking too close to intersections, close to hydrants, etc. We hardly see the parking patrol east of 112th

Sidewalks, Bridges & Structures

Program Description and Goals: The Sidewalks, Bridges, and Structures program consists of PBOT Maintenance Operations activities that inspect, maintain, and repair the City's sidewalks, curbs, corners, guardrails, fences, bridges, stairways and retaining walls, work that is essential to providing public safety, mobility and accessibility. This program is responsible for ensuring the City's corners and sidewalks adhere to federal Americans with Disability Act (ADA) standards through posting sidewalks that are out of compliance and by improving or installing ADA-compliant curb ramps. In addition to meeting federal and state requirements around asset condition, this program maximizes the City's lifetime commitment and investment by preserving existing assets, preventing deterioration, and avoiding costly repairs and loss of asset use.

Sidewalks, Bridges & Structures, Committee Members Breakout

- Capital gas in pedestrian's infrastructure, \$4B
- Show how that program offers address gaps in descriptions
- Increased funding for workers and equipment at PBOT to actualize real world infrastructure improvements that increase mobility and safety
- What happens after 5 years? Key streets by neighborhood and focusing on those area will produce, on effect of eventual improvements to surrounding streets * (*handwriting was illegible*)

Streetcar Operations

Program Description and Goals: The Streetcar connects neighborhoods, employment centers and cultural destinations around the central city with seven-days-a-week service, from Northwest Portland to the Pearl, Portland State University (PSU), South Waterfront, OMSI, Central Eastside and Lloyd, crossing the Broadway Bridge and the Tilikum Crossing. The program provides both transportation mobility and an incentive for denser, urban

development. As the streetcar has expanded, the collaboration between public and private partners has resulted in affordable housing, public open spaces, and brownfield redevelopment. The Portland Streetcar is owned by the City of Portland and operated by the Bureau of Transportation (PBOT) in partnership with TriMet (the regional transit agency) and Portland Streetcar, Inc. (PSI), a nonprofit that provides management support and private sector advocacy. With its 5-Year Strategic Plan, Portland Streetcar tracks several performance measures and provides an annual report to City Council on the program.

Streetcar Operations, Committee Members Breakout

- Streetcar maintenance * (*handwriting was illegible*)
- No changes recommended
- Streetcar would like to know number of residents that actually use it? Also, what is their SES, does it sense high income residents, would it emphasize if it isn't well aged?

Streetlights & Signals

Program Description and Goals: The Streetlights & Signals (SSL) program is responsible for the planning, design, operations, and maintenance of traffic control and lighting infrastructure. Traffic signals and street lighting (and the maintenance of this infrastructure) are integral to shaping our livable city. Our emphasis is on creating and maintaining streets that keep Portland a walkable, bikeable, and a mobile livable city. Asset management is at the heart of the work that we do to track the program. Declining operations and maintenance funding for the program has resulted in fewer than two traffic signals being maintained each year, which would require the traffic signals to last more than 400 years. Previous asset management reports had the lifespan estimated at 30 years. The lack of a full replacement of the existing traffic signals results in higher ongoing maintenance costs, which further reduces the preventive maintenance that can be conducted by City staff.

Streetlights & Signals, Committee Members Breakout

- Increased lighting on high crash corridors
- Responding to requests for changes to signal timing = more safety
- East Portland Issue: same street lighting throughout city (number of lights per foot)
- More transparency around Smart city initiatives, these funding requests seem to be related
- Signals important, legal liability, bus stop crossings, smart signals for transit, emergency vehicle trucks
- Street lighting must continue improving streetlighting, responding this budget, fund low level lighting, ensure equitable implementation and lighting coverage in east Portland as other parts of the city
- Portland has totally inadequate street lights and signals that should be coordinated with pedestrians and bike safety, street lights, wide streets in east Portland, with the current LED program, is good to see, but the wide streets of east Portland are poorly served by these failed pools of thought, added new street structures and tree canopies to the mix, then we get more bike and pedestrian deaths * (*handwriting was illegible*)

Streets & Signs

Program Description and Goals: The goal of the Streets and Signs program is to preserve or upgrade the condition of Portland's improved streets through maintenance and cleaning activities, to maintain all traffic signs and markings, and to manage traffic to provide a safe and accessible transportation system for the public. Managing Portland's streets and signs

requires preserving and upgrading pavement through street maintenance and cleaning activities; maintaining and improving pavement markings to support safety, visibility, and the efficient movement of vehicles (motorized and non-motorized) on Portland streets across all modes; and maintaining, cleaning, and replacing signs to communicate regulation, information, direction, parking restrictions and guidance. Adequate management of these assets keeps the City in compliance with federal and state requirements pertaining to visibility of regulatory guidance (markings and signs) and safety infrastructure. Further, cleanliness and visibility of parking signs is required for PBOT to enforce parking restrictions, manage the curb zone in parking districts, and collect revenue that accounts for a portion of PBOT's limited discretionary transportation funding.

Streets & Signs, Committee Members Breakout

- Signs about Oregon law
- All Intersections are cross walks
- Street signs need to be larger for people to see
- Invest in crews and equipment that repair and build streets
- Pavement important, street pavement is an important benefit of financial on time maintenance
- The City use recycled asphalt, would love to see as much as use of recycled materials as possible
- \$1 per gallon tax will generate revenue needed, more than is needed to meet street maintenance needs
- Must look to increase gas tax and find ways to reduce educate public on benefits and return on investment
- More pedestrian level lighting needs to be addressed on those areas where current lighting is impeded by nature, tree canopy
- Fire hydrants need to have a painted red curb to enforce the 10 feet keep away zone
- Street maintenance is based on the people * (handwriting was illegible)
- Adding TriMet to the mix, when they are not currently paying their fair share of necessary road maintenance fees, is giving away your services for no reason

6) Next Steps

7) Announcements

8) Adjourn