



CCIM Working Group

Meeting #3 Summary

Thursday, Jan. 9, 2020 | 5 – 7 p.m. Portland City Hall, 1221 SW 4th Ave., Pettygrove Room

Next meeting: April 2020 – Details TBA

CCIM Working Group members in attendance:

Izzy Armenta

Alice Miller

Jillian Detweiler

Reza Farhoodi

Peter Finley Fry

Emily Guise

Ryan Hashagen

Jamie Orrego

Susan Linsang

Amanda Howell

Tara Mather

Chris Yuen

Alex Zimmerman

Adam Zucker

Tony Jordan

Nick Fazio

City staff present:

Gabe Graff, PBOT Central City in Motion Program Manager

Timur Ender, PBOT Central City in Motion Project Manager

Briana Orr, PBOT Central City in Motion Project Planner

Nick Falbo, PBOT Senior Transportation Planner

Guest speakers present:

Brenda Martin, TriMet Service Planner

Sharon Daleo, Toole Design

Notes

2019 Implementation Progress Report

- Staff presented progress report and discussed 2020-21 delivery projects
- Interim Approval – FHWA issued an interim approval for red paint. This gives the project team additional options for implementation. We have a number of clarifying questions into FHWA, so stay tuned!
- Broadway – working with TriMet to reroute 17 onto the bus mall which will minimize conflicts and design complexity.
- NE Multnomah –ETC scope is bringing to conceptual level design. System Development Charge funding is drying up – so we do not have access to this funding anymore; we're

waiting for T2020 funding. This will not be able to be implemented in 2020 – on hold for now.

- Questions:
 - Emily – why is this drying up?
 - Gabe – we cannot allocate additional funds from developers – it's all been accounted for through 2024.
 - Metro is working on a regional funding initiative and if T2020 passes at the current scale, all of Central City In Motion would be funded.
 - Adam – Will the Hawthorne design be similar to Madison? Yes.
 - Jillian – Street Trust sent out an action alert today about T2020.
 - Peter - Suggest staff revise the notes in the dashboard spreadsheet to be more accurate and descriptive. Talk about green infrastructure, pedestrian improvements. Need some balance here. E.g. Water Avenue only described as a 2-way cycletrack.

TriMet - Brenda Martin – TriMet Service Planner

- Enhanced Transit Planning – TriMet has been asking: where are buses getting stuck?
- What is this initial look at how transit is behaving?
- PBOT and TriMet worked together to identify performance metrics
 - Transit Peak Delay is our agreed-upon performance metric
 - Run time is from beginning of the route to end of the route
 - 10th percentile is free flowing
 - 90th percentile is some of the worst congestion
 - We're looking at the change in run time
 - We look at the entire segment where improvements have been made; not currently evaluating the impacts to the entire line.
- Time Savings Data
 - We have broken down all day and for PM peak (3 – 7 p.m.)
 - The challenge of time savings data is the per trip savings sounds small (e.g. 16 seconds)
 - (see data in presentation)
- Passenger Data – this is average loads
 - (see data in presentation)
 - Reza – hundreds of people are saving 16 seconds
 - Perhaps look at sharing one person's annual savings?
- Reliability and variability is another question
- Chris - Does TriMet have a metric for extreme circumstances?
 - Brenda – for us 90th percentile is pretty bad; we typically sent our run time between 60-70th percentile
- Peter - This feels focused on commuting; this is great data but how is TriMet considering transfers?

- Brenda – we have HOP data but have not analyzed it for service planning yet. I think that will help us understand transfer data. Ideally you don't have to wait more than 10-15 minutes between transfers.
- Everett
 - (see data in presentation)
 - Repurposed general travel lane and preserved parking.
 - Line 16 is very unreliable, but we've found a layover for the 16 Downtown – this is a critical piece for on-time reliability. We added 5 minutes to the schedule; this is an outlier.
 - Line 8 – we have 27 trips during the peak period – and it travels between OHSU and North Portland
 - Questions:
 - Alex – 77 has been great. But the pitch point has moved further west – NW 16th to 14th and then again crossing over the Steele. There's still some funky car/bus interactions.
 - Brenda: Yes, it's a tight spot on NW Everett and 2nd – we're going to look at a bus queue jump there.
 - Can we look at the reverse commute?
 - Jaime – In order to attract new users to the system, do we have a long-term plan for what my expected travel time should be?
 - Brenda – we plan our run time based on a system that has no cars on it. Is that our goal? No. But our policy goals do make bussing and biking more comfortable and driving less comfortable. And once we add more ridership, we can add more service.
 - Does TriMet predict/plan for about how much ridership we could attract if we make specific infrastructure improvements?
 - Brenda: We're in that proof of concept – next we'll look at transit ridership going up.
 - This is a paradigm shift for TriMet; we've to convince operators to remove time from their run times; they operate under specific guidelines and constraints so this is not an easy task.
 - Jillian
 - Cities and regions have adopted ridership goals – we would like to see TriMet talking about ridership goals driving decisions?
 - I feel the percentages are dangerous to have out there. They are big numbers and when a large percentage savings is 16 seconds.
 - Suggest to use metrics of people saving hours over days/weeks/months feels powerful.
 - How does this impact operational savings?
- Brenda – I think it's a little too early to tell. But taking 2 minutes out of runtime is unheard of. This feels like a huge win. Getting such great results from 4 blocks is huge. When we get to implement larger projects, I think it will be transformative for places like Hawthorne, Sandy, MLK/Grand.

- All day vs PM – All day is inclusive of PM peak
- Burnside
 - Data is coming – but we've already cut time from the run times – it was 2-3 minutes

Open Houses and Invitations

- Please come to Open Houses on 2/18 and 2/26 and help us spread the word! We will provide digital flyer file for you to share/distribute.

Upcoming Stakeholder Meetings

- Alex suggested staff meet with Go Lloyd

Project breakouts

Working Group Members split up into groups and reviewed individual project updates.

Final Roundtable Comments

Gabe: At our April meeting, staff will share results from our public involvement and summarize comments we've received and changes made.

- Very excited about all of this!
- Be careful about introducing pedestrian/bike conflicts
- Quantifying the travel time savings for the year
- It is not always easy to resolve conflicts
- Really excited about Broadway
- Brenda - Rose Lanes is going to City Council February 13 at 2p.m., everyone is welcome!
- Don't give up at the intersection – what can we do to provide visibility – pull back 20 feet
- Encourage us all to look into messaging – find a coordinated messaging strategy to get messages out to the community
- Co-located bus / bike – we should not have buses stopping in the bike lane.
- Very important to improve quality of experience of people riding bikes, buses, walking
- Meeting format worked great!
- Pay attention to intersections and minimize conflicts
- Particularly excited about Burnside, excited to see how ridership changes
- Encourage staff to be more ambitious
- Really excited to see Hawthorne strengthened with pro-time BAT lane
- Transit metrics – percentage could help us predict what we would achieve if we extend throughout the city.
- Things are going fast, I'm impressed!
- Minimize right turn hook conflicts