

CENTRAL CITY IN MOTION

Sounding Board

Meeting Summary

DATE: Wednesday, November 15, 2017
TIME: 1:00 PM - 3:00 PM
LOCATION: Bureau of Planning and Sustainability, Conference Room 7A
1900 SW 4th Avenue, Suite 7100 (Portland)

Attending

Sounding Board Members

- Peter Andrews, Melvin Mark
- Julie L. Bennett, Central Eastside Industrial Council
- Cassidy Bolger, Go Lloyd
- Brendan Finn, Chief of Staff to Commissioner Saltzman
- Carol Gossett, OMSI
- Deidre Hall, Portland Commission on Disability
- Sean Hubert, Central City Concern
- Christian Kaylor, Oregon Employment Department
- Tamara Kennedy-Hill, Travel Portland
- Gerik Kransky (sub for Jillian Detweiler), The Street Trust
- Tom Quick, AWS Elemental
- Craig Stroud, Oregon Convention Center
- Ian Stude, PSU
- Tara Mather, OHSU
- Felicia Williams, Portland Downtown Neighborhood Association

Project Team

- Gabe Graff, PBOT, CCIM Project Manager
- Christopher Sun, PBOT
- Catherine Ciarlo, CH2M, Consultant Project Manager
- Brooke Jordan, CH2M
- Katie Mangle, Alta
- Steve Durrant, Alta

Welcome

Gabe Graff, Central City in Motion (CCIM) Project Manager, welcomed participants and introduced Brendan Finn, Chief of Staff to Commissioner Dan Saltzman. Mr. Finn thanked the Sounding Board members for their involvement in the CCIM project.

Introduction and agenda review

Gabe Graff provided an overview of the agenda and introduced Catherine Ciarlo, Consultant Project Manager to the group. Catherine Ciarlo initiated a round of introductions. Participants stated their name, affiliation, and identified one street they would like to see change and how it should be changed in the Central City. Participants emphasized the importance of protected bike lanes and improved pedestrian crossings to ensure that everyone, regardless of age, ability, or mode can easily travel in the Central City.

Project background

Art Pearce, PBOT Policy, Planning and Projects Group Manager, summarized project objectives, outcomes and highlighted the importance of investing intentionally in the future of the Central City. Safety, lack of a clear bicycle network, lack of clarity on PBOT's strategy, and future growth in the Central City are key issues and drive the need for this project.

Considerable planning efforts have been developed that address the project area, including Central City 2035. This project is the next step in implementing the vision of those previous plans. A key outcome of this project will be the development of a prioritized list of improvements to be implemented in the next 3 to 5 years. There is \$9 million in dedicated funding for these improvements from a Metro Active Transportation grant and Fixing Our Streets funds.

Sounding Board role and charter

The Sounding Board is charged with “thinking big” about the future of transportation in the Central City. Specifically, the project team would like Sounding Board members to share their knowledge of conditions and needs, to weigh in on criteria, provide input on design and construction priorities, and to identify opportunities to leverage investments.

Responsibilities include communicating with respect and providing your perspectives. If contacted by or when communicating with the media please inform Gabe Graff and respect the process of the project. The project team will record participant feedback, but consensus is not expected. The project team would like your honest and candid perspectives and asks that you participant in engagement activities.

Catherine provided an overview of planned engagement activities, including the timing of the TAC, online outreach, open houses, and other in-person outreach events. There are four phases of the project: (1) Setting the Stage: Existing Conditions, (2) Initial Network Identification, (3) Project Identification, and (4) Prioritization and Implementation. During phases 2 and 3 the project team will share a network with Sounding Board members and we will begin to prioritize project elements. In Phase 4 we will focus on implementation activities.

Discussion

Q: How and where are you advertising to reach the public?

A: *The project team will reach out to our partners, such as TriMet, to help reach stakeholders. The project team would like your input on how to effectively reach stakeholders.*

Q: Will this project focus on the periphery or will it focus primarily on downtown?

A: *This project will focus more on downtown, but we want to know where the system breaks down at the periphery.*

Q: Will this project update the bike map?

A: *We will update the map and this network will interact with other bike networks in the city.*

Project vision and timeline

Gabe Graff and Steve Durrant presented the project slide show. The purpose of the project slide show is to communicate the vision of the project. A key concept is that thriving cities have thriving central business districts. However, these places can't thrive when the transportation network doesn't keep up with a growing population. When transportation options are limited, traffic congestion can drain the life from central cities.

Central City in Motion is designed to alleviate the stress that growth is placing on our current transportation network by identifying investments that make travel in the central city safer, more efficient, and more reliable. We can't add more roads to our central city, but we can make them work harder for Portlanders. CCIM investments will fall into 4 categories: safer intersections, improved pedestrian crossings, transit priority, and separated bike routes.

Steve Durrant reviewed lessons learned through interviews with the business community in 3 peer cities including, Calgary, Denver, and Vancouver, B.C. The project team will share the slide show with Sounding Board members after the meeting.

Discussion

Sounding Board members suggested adding content and messaging to the slide show to better address freight system needs and impacts to the bike network and issues of equity and access.

Q: Is there a role for congestion pricing?

A: *This group can address this issue and provide recommendations to Commissioner Saltzman.*

Q: How will this project frame these investments in light of needed maintenance and repairs with stakeholders?

A: *PBOT can pair the improvements as part of this project with other repaving and maintenance activities.*

Q: Are other cities facing similar ROW challenges?

A: *Denver does have wide ROW, but they still face challenges with converting lanes to different uses.*

Project goals

Katie Mangle reviewed the draft project goals with Sounding Board members. The goals establish what the project is trying to achieve. They are derived from previous plans and policies, are multi-modal, and

they will provide a framework for decision-making and performance measures in later phases of the project.

Discussion

Sounding Board members provided comment to refine the project goals. Suggestions and comments focused on refining goals 1, 3, and 5 to reduce redundancy, the need to include freight, equity and access in the goals, and to address safety, equity, and reliability separately.

After discussing project goals, the project team asked participants to share any final comments they may have. Final comments are summarized below.

Final comments:

- Consider Lloyd in the project.
- Safety and enjoyment – make design human-centered.
- Consider congestion pricing.
- Consider land use.
- Vitality and vibrancy – this project should support this in the Central City. The way that people move through the city supports the vibrancy of the city.
- Predict champions and opponents.
- Safety is a baseline for users' experience. Level of safety should be commensurate regardless of mode.
- Be sensitive to business owners who will be impacted. Seek early buy-in.
- Use peer city review to inform decision making and storytelling.
- Hope this project can generate a network of protected bike lanes and improved pedestrian crossing.
- Needs to be coherent and expandable and connect to rest of the city.
- Consider universal accessibility and involve disability community in the equity conversation.
- Data-driven decisions – get data about housing, freight, etc.
- Develop an intentional plan that is thoughtful and possible to explain. Avoid one-offs and get buy-in from multiple districts.

Next steps

At next meeting, the project team will share the draft network with Sounding Board members, ask for input on engagement strategies, share revised goals and get input on criteria.

Adjourn



Sounding Board Meeting Summary

DATE: Thursday, January 18, 2018
TIME: 3:00 PM - 5:00 PM
LOCATION: Bureau of Planning and Development Services
1900 SW 4th Avenue; Suite 7100

Attending

Sounding Board Members

- Peter Andrews, Melvin Mark
- Julie L. Bennett, Central Eastside Industrial Council
- Cassidy Bolger, Go Lloyd
- Joy Alise Davis, Portland African American Leadership Forum
- Jillian Detweiler, The Street Trust
- Sean Hubert, Central City Concern
- Christian Kaylor, Oregon Employment Department
- Tamara Kennedy-Hill, Travel Portland
- Tom Quick, AWS Elemental
- Craig Stroud, Oregon Convention Center
- Ian Stude, PSU
- Tara Mather, OHSU

- Will Naito, Naito Development
- Felicia Williams, Portland Downtown Neighborhood Association

Project Team

- Gabe Graff, PBOT, CCIM Project Manager
- Christopher Sun, PBOT
- Scott Cohen, PBOT
- Catherine Ciarlo, CH2M, Consultant Project Manager
- Kristin Hull, CH2M, transitioning Consultant Project Manager
- James McGrath, CH2M
- Brooke Jordan, CH2M
- Katie Mangle, Alta

Welcome and introductions

Gabe Graff, Central City in Motion (CCIM) Project Manager, welcomed participants provided and overview of the meeting agenda.

Kristin Hull, with CH2M, will be taking over as the Consultant Project Manager (CPM) role for Catherine Ciarlo who has accepted a new position at the Portland Bureau of Transportation as the Active Transportation and Safety Division Manager. Gabe Graff initiated a round of introductions and Sounding Board members introduced themselves.

Project status update

Since the last Sounding Board meeting the project team conducted extensive technical analysis and developed a series of existing conditions maps and then, used this information to develop a draft

Priority Low Stress Bike Network. The project team convened the Technical Advisory Committee (TAC) and shared the draft network with TAC members.

The comments and feedback that the Sounding Board provided at the last meeting informed key elements of the project, including revision of the project goals and project slideshow and refinement of the Communications and Engagement Plan. The team conducted stakeholder interviews with several Sounding Board members which helped to refine important in-person outreach activities.

Network selection approach

The project team presented early thinking about the draft network and network selection. Catherine Ciarlo highlighted important changes to the project goals, including:

- inclusion of Vision Zero
- emphasis on the multimodal nature of the project including pedestrian needs, transit, and ADA access
- emphasis on the reduction of single occupant vehicle (SOV) trips and shifting trips in the Central City
- inclusion of mode split
- safe crossings and safe accommodations
- connections to the transit system
- ensuring that people can access goods and services in the Central City

Sounding Board members reviewed and discussed revisions to the project goals.

Discussion

- In Goal #2, replace 'who' with 'when they'.
- In Goal #5, replace 'economic vitality' with 'prosperity' for clarity. Vitality is a bit vague.
- The project team will consider comments and share any revisions with Sounding Board members.

CCIM Planning Process

The project team provided an overview of the CCIM planning process to illustrate how the team will develop a multimodal project list. The diagram includes an approach to developing priorities for each of the 3 modes – pedestrian, bicycles, and transit. The project's last step will bring these together to develop a multimodal five-year investment list.

Network and project development

The project team walked through the approach to develop the bike network and candidate projects for pedestrian and transit projects.

Pedestrian network approach

Following from the process diagram, the project team provided an overview of the pedestrian approach including the principles guiding selection of pedestrian improvements. Katie Mangle, Alta Planning + Design, walked the group through the map of potential pedestrian improvements and described inputs that went into development of the map, including the locations of potential pedestrian projects. This is a high-level analysis and will be further refined as this information is combined with the other modes. She noted that the maps shows:

- Funded crossing improvements
- Specific crossings that need safety improvements
- Areas of potential need for crossing improvements

Discussion:

Q: Does this map represent proposed projects?

A: *The Potential Pedestrian Improvements map illustrates identified pedestrian needs in the Central City.*

Q: Is the Vision Zero work included in your analysis and/or the map?

A: *Yes, Vision Zero data is included in our analysis.*

Q: Will this project address comfort and the width of the sidewalk zone?

A: *In this project, we are focusing on safety and will not include widening sidewalks. Project outcomes include a finite set of projects that fit within the budget for implementation. Once a prioritized project list has been developed, we will have to make tough choices regarding how to spend the finite level of budget available for this project.*

Low-stress bike network approach

Katie provided an overview of developing a draft Priority Low-Stress Bicycle Network. This network is a subset of the Central City 2035 bike network, but it will be winnowed to address critical investments. The goal is to create a network for all ages and abilities, connect primary portals to bridges, and create a connected network. Network planning principles include the following elements:

- Cohesive
- Direct
- Safe
- Comfortable
- Highly implementable

The project team then, walked participants through the process to identify and develop the Priority Low-Stress Bicycle Network in the Central City:

- Step 1: identify existing low-stress facilities
- Step 2: identify existing low-stress facilities that need some improvement
- Step 3: identify low-stress facilities that are already funded
- Step 4: identify and define new essential links to all network alternatives
- Step 5: identify and define new essential links where choices need to be made between links

Participants engaged in facilitated discussion that focused on the following questions:

- How do you feel about this network?
- Does it make sense?

Discussion

Q: Will PBOT remove under-performing facilities and replace them with other facilities on different streets as part of this project?

A: *This project will not consider the removal of bicycle infrastructure, including the removal of under-performing connections and facilities.*

Q: Be clear about the questions you are asking the public and how that input will affect decision making in the project. The draft network is overwhelming.

A: *The project team will revise the draft network map and augment communications to more clearly frame the decisions that need to be made regarding the families of choices.*

Q: What is the acceptable level of spacing on the network?

A: *You can find this information in the introduction section of the Design Primer.*

Q: How will the project team transition from the draft network and prioritize projects? The project team needs to identify if the process will be a consensus approach or a quantitative approach?

A: *The project team will determine the approach in the next couple of months and share it with the Sounding Board.*

Transit priority improvements

James McGrath, CH2M, provided an overview how transit investments will fit into the CCIM project. TriMet and Metro are working with the City of Portland and regional partners to increase ridership on the transit system. The goal is to reduce transit delay.

James explained that TriMet has robust data on ridership and how transit vehicles are traveling on the system which allows us to know a lot about the problems that need to be solved.

James presented a map of the prioritized corridors that are candidates for improvements as part of this project. These are places where streets have buses that are severely delayed overlap with the draft bike network in the Central City. The project team will address those areas of overlap first. The goal is to prioritize investments to leverage multimodal benefits for pedestrians, bicyclists, and transit riders. We are looking for points of overlap, conflict and opportunities to leverage investments to achieve multimodal benefits.

Discussion

Q: The transit map is confusing and a bit unclear. Is this the map you plan to share with the public?

A: *We will present a simplified map.*

Q: Can you integrate or layer the maps over TSP information?

A: *The project team will consider how to more clearly illustrate the relationship between the maps and the TSP.*

Project prioritization criteria

Katie presented early thinking on the prioritization criteria. The criteria are general and intentionally developed at a high level. The project team will continue to refine and provide a greater level of specificity. Prioritization criteria include the following elements

- Would it provide multimodal benefits? (i.e. achieving two-fers and three-fers)
- Would it make travel safer? (i.e. addressing vision zero, high crash network and intersections)
- Will it be effective (attract more people to walk, bike, and take transit?) (i.e. consider the number of people affected)
- Will it result in multiple wins? (i.e. this addresses the potential economic and equity benefits and relative to other impacts such as freight, access, etc.)

Discussion:

Q: Include rationale for the selection of prioritization criteria and the source of data when going out to the broader public.

A: *The project team will clearly articulate the rationale for and source of data supporting prioritization criteria.*

Q: Include data that shows impacts to income and race.

A: *The project team will consider how to include this in the criteria.*

Q: Illustrate how the goals connect to the prioritization criteria.

A: *The project team will consider ways to more clearly communicate this connection.*

Q: Consider mode specific criteria in the criterion to illustrate network completeness. Provide more clarity regarding how prioritization will be applied in the project.

A: *Good comment. The project team will consider how to incorporate mode-specific criteria.*

Q: Cost was not included in the criteria and it seems like it will be an integral factor to project selection.

A: *The project team will consider how to capture cost when refining the prioritization criteria.*

Outreach activities and next steps

Catherine explained that after the last meeting, she spoke with Diedre Hall, Sean Hubert and Tamara Kennedy-Hill and received feedback regarding equity including racial, income, and people with disabilities. These conversations informed our outreach activities and the engagement calendar. The project team would like any ideas on other people we should be talking to and places we should be going as part of our overall engagement strategy. Kristin provided an overview of the engagement calendar, including the four milestones of the project and specific activities. The team will first seek to validate the draft network according to the planning principles (cohesive, safe, legible, connected, and implementable). Then we will identify key locations and problems to inform the development of projects.

Discussion

Q: Can the project team add CEID stakeholders to special surveys?

A: *If the CEID is willing to distribute the survey, the team will make it available.*

Q: Can you clarify how public input will fit into the project decision-making process?

A: *Yes, the project team will refine our messaging regarding the goals, network planning principles, and prioritization criteria and how each one fits into the decision-making structure.*

A member suggested speaking with stakeholders from the business community earlier in the engagement process. Another member suggested that Meals-on-Wheels and the Downtown Library are good places for connecting with seniors and affordable housing residents.

Gabe closed the meeting by reminding members that materials would be posted to the website and the next meeting would occur near the end of March.



Sounding Board Meeting Summary

DATE: Thursday, April 19, 2018
TIME: 3:30 PM - 5:30 PM
LOCATION: Bureau of Planning and Development Services
1900 SW 4th Avenue; Suite 7100

Attending

Sounding Board Members

- Peter Andrews, Melvin Mark
- Julie L. Bennett, Central Eastside Industrial Council
- Clint Culpepper, PSU
- Cassidy Bolger, Go Lloyd
- Jillian Detweiler, The Street Trust
- Diedre Hall, Committee on Accessible Transit/Portland Disability Commission
- Shaina Hobbs, Staff for Commissioner Saltzman
- Sean Hubert, Central City Concern
- Christian Kaylor, Oregon Employment Department
- Tara Mather, OHSU

- Will Naito, Naito Development
- Felicia Williams, Portland Downtown Neighborhood Association
- Ken Wilson, OMSI

Project Team

- Gabe Graff, PBOT, CCIM Project Manager
- Christopher Sun, PBOT
- Scott Cohen, PBOT
- Kristin Hull, CH2M, Consultant Project Manager
- James McGrath, CH2M
- Brooke Jordan, CH2M
- Katie Mangle, Alta

Welcome and introductions

Gabe Graff, Central City in Motion (CCIM) Project Manager, welcomed participants and provided an overview of the meeting agenda.

Project status update

The project team conducted several outreach activities, including a TAC meeting, CEID-focused workshop, focus groups, and hosted an online open house since the previous Sounding Board meeting. The feedback received from these activities will help inform the decision-making process for the project. In addition, the project team refined the decision criteria and conducted technical analysis to refine the bikeway network and identify needs for transit and pedestrian improvements.

Narrow since last meeting

The project team will discuss in greater detail the work conducted to narrow the low-stress bikeway network and potential pedestrian and transit improvements.

Online open house

From mid-March to early April, PBOT hosted the first online open house. Participants commented on proposed improvements to the low-stress bikeway network and potential pedestrian and transit improvements. Over 800 people participated in the online open house generating over 1,500 comments. The feedback received supported refinement of the draft low-stress bikeway network in the Central City.

Low stress bikeway network

Gabe shared the refined low-stress bikeway network participants and highlighted some key changes:

- Transit mall was not feasible and removed
- Salmon & Taylor are still feasible as east/west routes
- NW/SW 2nd and 3rd are still feasible as north/south routes
- Added SE Davis
- SE 2nd as a connector
- SE 3rd as a north/south route

Enhanced Transit Corridors

At the previous Sounding Board meeting the project team shared candidate corridors, identified as part of the ETC project, for transit priority improvements in the Central City. Gabe shared the revised ETC candidate corridors that will be considered as part of the CCIM project.

Pedestrian projects

Potential pedestrian projects are focused on improving pedestrian crossings in the Central City. The project team shared the potential pedestrian projects for consideration as part of the CCIM project.

Discussion:

Q: *Why eliminate transit mall?*

A: The pedestrian and transit demand is too great to accommodate bikes as well. Due to access concerns, it's infeasible to fully restrict cars. We could not achieve a better facility for any users.

Q: *There are a lot of potential projects included in the revised bikeway network. How will the project team approach development of a clear and cohesive network?*

A: Our approach is to develop a cohesive network in the Central City with clear east/west routes using the bridges and connecting those with key north/south routes.

Design examples and community outreach

The project team shared design examples of a selection of streets in the Central City, including West Burnside, Water Avenue, SW 4th Avenue, and SW Salmon. The selected examples do not indicate priority of facilities, but illustrate potential design concepts.

- West Burnside – BAT (Bus and Turns) Lane from NW Park to SE 12th
 - A protected bike lane on both sides of Burnside from SW 4th to the bridge with a bus only lane over the bridge. Pedestrian connection at SW Park and Broadway.
 - Tradeoffs – potential loss of trees and turning movements, loss of parking on Broadway north of Burnside
- Water Avenue – two-way bicycle facility on west side of street

- Project includes two travel lanes with episodic parking
- Tradeoffs: removal of parking on west side of Water Avenue
- 4th Avenue – left running protected bicycle facility
 - North of I-405 facility transitions from right running protected bike to a left running
 - Lincoln to College: parking on outside of protected bicycle facility
 - At Harrison will need to contend with streetcar track
 - Tradeoffs: loss of parking north of College; loss of travel lane north of Burnside on 4th
- SW Salmon and Taylor – protected bicycle facility on Salmon and Taylor
 - West of I-405 includes two-way bicycle facility due to changing nature of Salmon
 - Tradeoffs: Loss of parking on Salmon but improvements for transit as a pro-time BAT lane

Discussion

Sounding Board members discussed potential questions and the types of information the project team should share in the next phase of outreach.

- Clearly articulate the problem upfront and how these design concepts address the problem.
- Be transparent about trip times for all modes associated with various designs.
- Include information about how many more people we can get on the road with these design solutions. Emphasize that this project is trying to move more people in the Central City
- Talk to any potentially affected property owners early in the process.
- Provide information about the tradeoffs between the removal of a parking and a travel lane and other tradeoffs.
- Consider solutions that can be flexible to changing land uses in the future.
- More parking can be replaced so it makes sense to put it on the table as something to remove when additional ROW is not feasible.
- Illustrate priority roadways for vehicles in the Central City for context.
- Portland Freight Committee is a good group to check in with at this point in the project.
- Consider amenity to creating additional parking in areas where on street parking is constrained. (CEID)
- Communicate other cities as examples of success with similar investments.
- Address impacts to vehicles directly.
- In the future even if we don't make any more bicycle improvements, driving will not get better in the Central City.
- Quantify the potential investments and the outcomes of those investments.
- Engage new and emerging businesses that could be impacted by the addition of a bike lane in the future.
- Consider management solutions like carpooling apps to match drivers who want to drive into the Central City.
- Communicate how the system should be used for drivers to prevent confusion regarding new street configurations.

Decision making criteria

Katie Mangle provided an overview of the decision-making framework that the project will use to prioritize potential projects. This process will result in a set of multimodal project bundles. Each modal project element will emphasize different priorities: pedestrian projects will focus on safety, transit

projects will focus on getting buses through the Central City faster and more reliably and for bicycles we will focus on traveling through the Central City in a safe, comfortable and direct way.

Project prioritization criteria:

- Would it benefit multiple user groups?
- Would it make travel safer?
- Will it be effective (attract more people to walk, bike, and take transit)?

Discussion:

Q: *Will selected streets for this project automatically be triggered to include improvements to ADA ramps?*

A: This is project dependent. For example, ADA ramps will be improved at intersections with pedestrian crossing components, but corridor-length transit priority projects is unlikely to improve every ADA ramp along the corridor

Next steps

In the next few months the project team will continue to engage stakeholders and the public through an online open house (scheduled to open early June), focus groups, workshops, and special surveys. The team will use this information as they winnow the potential project list and begin to define the multimodal project bundles.



Sounding Board Meeting Summary

DATE: Thursday, June 28, 2018
TIME: 3:00 PM - 5:00 PM
LOCATION: Bureau of Planning and Development Services – Conference Room 7A
1900 SW 4th Avenue; Suite 7100

Attending

Sounding Board Members

- Cassidy Bolger, Go Lloyd
- Roni Boyle, PSU
- Nathaniel Brown, PBA
- Rina Jimmerson, CEIC TPAC
- Christian Kaylor, Oregon Employment Department
- Tamara Kennedy, Travel Portland
- Tara Mather, OHSU
- Ken Wilson, OMSI

Project Team

- Gabe Graff, PBOT
- Scott Cohen, PBOT
- Chris Sun, PBOT
- Kristin Hull, Consultant Project Manager, Jacobs
- James McGrath, Jacobs
- Brooke Jordan, Jacobs
- Katie Mangle, Alta

Welcome, introductions, and agenda review

Gabe Graff, Central City in Motion (CCIM) Project Manager, welcomed participants and provided an overview of the meeting agenda.

Project status update

The project team hosted several outreach activities, including a special survey, a downtown focused workshop, and the second online open house. The special survey engaged 170 employees in the service industry regarding challenges to travel in the Central City. Reported challenges to travel were consistent with challenges identified in other outreach methods, including the focus group and online open house. Participants in the downtown workshop and online open house #2 reviewed design concepts and provided input on how each concept meets the needs of the project.

Discussion

- **Q:** *There is concern in the CEID that the freight impact study will not be completed in time for presentation to the City Council and that members have not received all available information regarding potential impacts.*
- **A:** We've shared all the information with everyone as we have developed it. Design has not been completed and the freight impact study will be most effective once we identify which projects will be moving forward.

Project evaluation

Kristin Hull, Consultant Project Manager, reviewed the evaluation process and how the group will prioritize projects moving forward. The role of the evaluation process is to define the benefits of each project and will be used in conjunction with outreach activities, cost estimates, and other information to prioritize project implementation. The project team revised the evaluation criteria to include the following:

- Is it transformative?
- Would it benefit multiple user groups?
- Would it make travel safer?
- Will it be effective (attract more people to walk, bike, and take transit?)

Discussion

- **Q:** *How do you define transformative? How is the project team going to apply the criteria to support decision-making?*
- **A:** The transformative criterion reflects the cumulative effect of a project that meets all the evaluation criteria. Decision-making is informed by online feedback, cost estimates, professional judgement and other information. The evaluation criteria are one aspect of a broader decision-making process and will be applied in conjunction with other information.

Katie Mangle, CCIM project team member, reviewed the 16 project corridors in the Central City and the process the project team used to develop the 16 projects. The project team applied the evaluation criteria and developed a matrix to understand the impacts of each project bundle. Some projects may not move to the next stage due to technical issues, such as feasibility of implementation. Katie and James McGrath reviewed selected projects and outlined their anticipated impacts. Selected projects included Broadway/4th/College, NE/SE 6th/7th and MLK/Grand, SE 11th/12th, Columbia/Jefferson and Salmon/Taylor, and SW Alder/Washington.

Broadway/4th/College

The Broadway and 4th project concept includes a couplet with a one-way protected bicycle facility that works together to form a critical north/south route through downtown with connections to critical east/west 'rungs'. College provides a connection between Broadway and 4th. Tradeoffs include reallocation of one auto travel lane or some on-street parking.

Discussion

- **Q:** *Will you model the impacts from vehicles connecting from Barbur onto 4th Avenue? This is an uncomfortable and tense place for drivers and bicyclists. Communicate today how you're going to address these sticky issues like 4th and Barbur. The project team should acknowledge pain points up front and directly.*

- **A:** The project could connect the bicycle lane south of I-405 on the south side and transition at SW Broadway creating a 2-stage solution. SW Corridor also touches on this area and would create a pedestrian bridge.

NE/SE 7th/6th and MLK/Grand

This project concept is designed as a broader corridor with MLK/Grand serving as a transit and bus priority facility, bikeway improvements on 7th, and pedestrian improvements on 6th. This project corridor serves as an important cross-town connection. This is an area where there is an existing bikeway and a freight corridor. The modes overlap which is why the modes are separated to create safety and certainty for users. Tradeoffs include the reallocation of on-street parking for protected bicycle lanes on 7th and reallocation of the shared vehicle and transit lane to a bus-and-turn (BAT) lane on MLK/Grand.

Discussion

- **Q:** *7th is a freight route. Is there value in looking at adjacent roads in the traffic model to determine if you can push biking to another street to reduce friction points between bicyclists and freight vehicles?*
- **A:** There is demand for bikers on 7th due to the Sullivan's Crossing project. This concept provides more space for both freight and bicycles to reduce those conflicts.
- **Q:** *Is 6th on the map because it's the green loop?*
- **A:** Here the focus is on the pedestrian crossings and walking connections. The land use on this street informed our decision to focus on pedestrian safety improvements.

SE 11th/12th

This project concept is designed to preserve parking for residential and planned uses and space for bicyclists, autos and large vehicles. The new configuration includes a striped bicycle lane, one travel lane and parking on both sides of the street. The travel lane is wider and creates more space for all users. This project also includes pedestrian crossing improvements. Tradeoffs include reallocation of one auto travel lane for wider auto/freight and bicycle lanes.

Discussion

- **Q:** *Is it possible to create a parking protected bicycle lane?*
- **A:** This is a major MERS route and vehicles need space to pull over for emergency vehicles, which eliminates the option for a parking protected bicycle lane.
- **Q:** *It seems like reducing a travel lane and adding pedestrian crossings will make it more difficult to move more people on this facility.*
- **A:** The project team will model the project to determine the impacts and share that information with the Sounding Board to provide feedback.
- **Q:** *How will you use the feedback on projects to make decisions from the online open house?*

- **A:** Online feedback will inform the decision-making but it will not be the only determinant. This feedback will be used in conjunction with technical input. It is important, but not the only source of information that we will consider in our decision-making process.

Columbia/Jefferson and Salmon/Taylor

This concept includes two project bundles where different streets are prioritized for different users. Salmon/Taylor includes protected bicycle lanes, enhanced pedestrian crossings, and bus bulb-outs. Columbia/Jefferson are tailored for greater transit use and includes BAT lanes, bus bulb-outs, and striped bicycle lanes. Tradeoffs for both projects include the reallocation of parking for transit and bicycle improvements.

Discussion

- **Q:** *How are you going to deal with parking and loading zones for hotels on Salmon and for motor coach parking?*
- **A:** The project team will conduct a block by block analysis to determine how to address and balance all the different uses.
- **Q:** *What is the timing of the next steps?*
- **A:** The project team will examine the traffic we have today, look at 2035 model, and implementation work around each project to support decision-making regarding project prioritization and implementation. The Sounding Board will weigh-in on this information in the next meeting. The project team will consider construction impacts as projects are implemented.
- **Q:** *Please the new street configurations for this super bundle with the Sounding Board.*

SW Alder/Washington

The concept includes a protected two-way bicycle lane on Alder with enhanced pedestrian crossings and access to the Morrison Bridge path. Tradeoffs on Alder include the reallocation of on-street parking between 2nd and 4th on Alder. The Washington project concept includes enhanced pedestrian crossings and bus bulb-outs.

Kristin facilitated a group discussion and posed the following questions to the group:

- *Does the evaluation process highlight the key tradeoffs?*
- *Does the approach of 16 transformative projects resonate for you?*

Discussion

- The concept of transformation isn't helpful for understanding the conversation. It is better to describe how it is transformative via text and communicate the thought process with the public.
- Transformative has not yet been defined and the project team should clarify this concept.
- The way you communicate the project depends on the audience. Break out messaging according to the users' point of view.
- Communicate clearly what elements of the network already exist and which projects didn't move forward to with the 16 project corridors.

- Parking is important for shopping and the network needs to be simplified because it's confusing.

Moving to prioritization

Kristin reviewed how the project team will communicate about the 16 projects in the next online open house and asked the Sounding Board to identify information that the public would need to know to help prioritize the projects.

Discussion

- **Q:** *How will you communicate quantitative impacts of projects to the transportation system, such as parking and travel time?*
- **A:** The project team will share this information after completing 1% design.
- **Q:** *How do you prioritize projects without completing a more detailed analysis of the projects?*
- **A:** Project type and location will inform the project teams' understanding of how a project can move more people through the Central City.
- **Q:** *It is difficult to understand the impacts of a single project in isolation from the entire network. Are you going to model the projects to determine impacts to the transportation system?*
- **A:** Yes, we are just beginning this work.

What else do people need to know to provide input on prioritization?

- Provide summary of the potential impacts on different modes.
- Include information on the highest and best use of each street.
- Contextualize other improvements as part of other projects and impacts to the proposed projects as part of this project
- Include estimates on reduced delay related to ETC projects and provide quantifiable benefits.
- Include the potential impacts of people who commute into the Central City but that do not live in Portland.
- The map of the project corridors is difficult to understand. Color coding the projects helps, but it is still difficult to understand. The grouping of the projects is more tangible and helps with 'legibility' of the map.
- It would help to have information on the initial costs and returns on investment for different user and stakeholders to develop broader support for the project.
- Communicate that the project focus is about providing more options, not about shifting people from one mode to another.

Next steps

The project team will continue to refine project concepts and identify tradeoffs and develop cost estimates for each project over the next six weeks. Then, the team will prioritize projects and develop and implementation plan. There will be several outreach events over the next several weeks that will inform prioritization and the implementation plan including an online and in person open houses, a CEID focused workshop, focus groups, and the final TAC and Sounding Board meetings. The project team will present the final recommendations and priorities at the next Sounding Board meeting.



Sounding Board Meeting Summary

DATE: September 27, 2018
TIME: 3:00 PM - 5:00 PM
LOCATION: Bureau of Planning and Development Services – Conference Room 7A
1900 SW 4th Avenue; Suite 7100

Attending

Sounding Board members

- Peter Andrews, Melvin Mark
- Julie Bennett, Central Eastside Industrial Council
- Cassidy Bolger, Go Lloyd
- Roni Boyle, PSU
- Gary Cobb, Central City Concern
- Jillian Detweiler, The Street Trust
- Christian Kaylor, Oregon Employment Department
- Tara Mather, OHSU
- Will Naito, Naito Development

- Craig Stroud, Oregon Convention Center

Project Team

- Gabe Graff, PBOT
- Scott Cohen, PBOT
- Chris Sun, PBOT
- Kristin Hull, Consultant Project Manager, Jacobs
- James McGrath, N/N
- Brooke Jordan, Jacobs
- Katie Mangle, Alta

Welcome and agenda review

Gabe Graff, CCIM Project Manager, welcomed Sounding Board members. Gabe introduced Noah Siegel, interim Assistant Director at Portland Bureau of Transportation. Noah thanked Sounding Board members for their participation in the project.

Project status update

The project team hosted several outreach events during September, including a Central City Concern focus group, two public in-person open houses, an online open house, and a presentation to the Portland Business Alliance. Nearly all online open house respondents, 93%, indicated that the CCIM projects would make travel in the Central City safer. Additionally, 85% of online open house respondents indicated that the CCIM projects would make them more likely to take transit, bike, or walk.

Through these events the project team identified the top-rated projects, they include:

- Broadway/4th
- MLK/Grand/6th/7th
- Burnside
- Naito

Visual simulations

The project team showcased Hawthorne and 6th project to illustrate the level of finish of projects that will be included in the Implementation Report. The visual simulations illustrate low, medium, and high costs associated with a range of investments. Investments include planter strips, bus shelters, signalized pedestrian crossings, and ADA ramps among other investments.

Discussion

Q: *Do project costs account for inflation, including projects that would be implemented in 10 years or more?*

A: Project costs are in 2018 dollars and accounts for inflation. The inflation factor for any projects beyond the 5-year implementation period would need to be updated.

System benefits and impacts

Ray Delahanty, CCIM project team member, presented an overview of the Freight Impact Study and outlined work completed to date. The project team used PBOT's travel demand model to evaluate how the system would be affected with the implementation of CCIM projects, including impacts to roadway capacity.

Freight Impact Study

The Freight Impact Study evaluated projects that included freight investments to identify system impacts and benefits to the Central Eastside Industrial District (CEID). Freight investments included elements such as freight and transit (FAT) lanes and mountable curb extensions. The project team found that the implementation of CCIM projects would not negatively impact the transportation system in the CEID.

System performance

The project team evaluated impacts to the entire Central City and found that there would be minimal impacts to traffic flow and speeds as a result of CCIM projects. In addition, the team considered mode split and a 5% reduction in motor vehicle trips in 2035. Implementation of CCIM projects are needed to meet the city's goals and to maintain roadway capacity and travel speeds that we experience now into 2035.

Mobility benefits

Currently, 3% and 1% of the public right-of-way (ROW) is dedicated to bicycle and transit infrastructure. Implementation of CCIM projects would increase ROW by 1% for each mode respectively. It should be noted that ROW capacity is only a proxy to indicate how many people can move on the roadways and current models do not take this into account. CCIM projects increases people moving capacity in the Central City by 61%.

Discussion

Q: *Did the analysis include all the CCIM projects and does it assume a different mode split that is different from today's mode split?*

A: Yes, the analysis included all of the proposed CCIM projects and no, it does not assume a different mode split.

Q: *How does this analysis compare to what would be required of a developer constructing a project?*

A: The work to date has been at a system level and is less detailed than what a developer would be required to do, or what the City would do during project development and design.

Parking mitigation strategies

Scott Cohen, PBOT project team member, reviewed PBOT's strategy to mitigate on-street parking impacts related to the implementation of CCIM. PBOT staff will present these strategies to City Council and seek guidance regarding the implementation of the strategies. These strategies are part of a separate but concurrent initiative to the CCIM project. Parking mitigation strategies include:

- Off-street investment fund
- Shared parking agreements with public and private partners
- Add on-street parking stalls by reviewing historical zones, pro-time opportunities, and operational improvements
- Capital and operational SmartPark capacity improvements
- Retail partnerships to provide free/subsidized SmartPark validation for customers
- Provide increased transit and other commute benefits to impacted employees, particularly low-income workers

Some of these strategies have been implemented in other parts of the city and can pave the way for the implementation of the strategies in the Central City.

Discussion:

- PBOT should consider using parking lots in the CEID. There are surface lots in the CEID that cannot be improved, and some vacant lots that cannot be developed into surface parking because of zoning restrictions.
- The project team should frame impacts to parking in a neutral way or include messaging that the project replaces parking.

Draft implementation plan

Kristin Hull, Consultant Project Manager, described how the project team developed the CCIM implementation plan and prioritized projects. The project team evaluated each of the 18 projects according to three criteria:

- Highly implementable
 - Meets specific funding requirements and leverages other funding sources
- Equitable
 - Advances positive outcomes for vulnerable groups and includes projects in all quadrants of the Central City
- Multimodal
 - A mix of transit, walking, and biking projects

Program funding includes about \$30 million forecasted for the first 5 years, including committed funding sources and other sources. Committed funding sources includes the following:

- \$2.8 million for protected bike lanes
- \$5 million for projects that improve air quality
- \$2 million for Better Naito

Other funding sources include fund from gas tax, Enhanced Transit Corridors and leveraging other projects (e.g. paving).

Kristin Hull facilitated a discussion regarding the projects identified for implementation in the first five years.

Discussion and comments

Q: *Why aren't projects associated with the Green Loop included in implementation plan for the first 5 years?*

A: It didn't rise to the top in the same way that other projects did.

Q: *How will you evaluate the success of the network and political changes?*

A: All of these projects stem from decades of planning work and the direction of City Council. The success of the project will be evaluated for each mode. Safety data will be used to evaluate pedestrian improvements. Trip and safety data will be used to evaluate bicycle investments and increases in reliability and speed will be used for transit investments.

Q: *Will this plan be codified in any way?*

A: The projects will be adopted by City Council and we will use the implementation plan to coordinate with developers and it will guide the PBOT work plan and budget.

Q: *Will NW 14th be repaved?*

A: NW 14th is not currently on paving list. PBOT will seek to be strategic and leverage work on roads and that could affect when projects are implemented.

Q: *Did the project team consider equity when selecting these projects?*

A: Yes, and the project team considered other, similar projects currently in development such as NW in Motion.

Q: *Is there an implementation schedule?*

A: The next step is selecting projects to enter design and then, the project team will develop an implementation schedule, but first we want to make sure we have selected the right projects.

Comments

- Pedestrian and transit improvements are so important. The proposed project on 4th Avenue is concerning, especially related to loading and unloading activity. The PBA is very concerned about losing an entire lane on Naito and 4th. It's important to lay out specific plans on a block by block basis to understand impacts to development and tourism related industries.
- Storage space for shared mobility options like scooters should be considered in these projects.

- Central City Concern really appreciates the effort that PBOT offered in engaging residents in this project. Staff did a great job explaining the projects.
- There is concern about bikes sharing the road with freight vehicles.

Closing roundtable

Kristin Hull facilitated a closing roundtable with the Sounding Board members and asked the following questions:

- What advice do you have for the project team as they move into design?
- Which project's ribbon cutting do you most want to attend?

Discussion

- Consider how to create successful projects when their design is unfamiliar to the traveling public.
- There's an education piece related to these projects. I'd like to attend a ribbon cutting for Broadway and 4th Avenue.
- Spend some time to figure out how to frame the messaging around the system impacts for the projects. Consider framing it more positively. I would attend the ribbon cutting for all 18 projects.
- I would attend the ribbon cutting for all of the projects.
- I would like to attend the ribbon cutting for the Burnside project.
- People aren't just in the Central City. They live other places and visit the Central City. How do these projects affect those types of people? How do these projects affect people traveling through the Central City? I would like to attend the ribbon cutting for Better Naito with a design that we all agree on.
- The majority of people who work in the Central City do not live in Central City; they live outside of Multnomah County. Investments that include hardscaping will improve users' interaction with unfamiliar designs.
- Clear and transparent communication, especially as it relates to the design of projects. I'd like to attend the ribbon cutting for Naito.
- Have a design timeline and share milestones with those affected and share how issues can be addressed. I'd like to attend the ribbon cutting for Burnside.
- Provide early outreach to those directly affected by these projects, especially businesses and property owners.
- We forget to tell people that if we move people off the road and out of their cars we can move freight more effectively. All of these projects improve travel in the Central City over doing nothing at all and letting things continue the way they are now. The Burnside projects and improvements to transit reliability are so important. We need a dedicated transit lane on every single bridge.
- I'd like to attend the ribbon cutting for 4th and Broadway

Next steps

Gabe thanked the Sounding Board members to help the project team frame messaging and identify priorities. The project team will share the implementation plan in a couple of weeks and present to City Council on October 31st (note: Council was subsequently rescheduled for November 14). Gabe asked Sounding Board members who would like to participate in the Council meeting to contact him.

Central City in Motion

Technical Advisory Committee

Meeting #1 – October 03, 2017

Welcome, Introductions, and Agenda review

Gabe Graff, CCIM project manager, welcomed TAC members and facilitated a round of introductions.

Gabe provided an overview of the agenda for the meeting.

Project Background and Goals

Gabe provided summarized the impetus and purpose of the project. The project outcome is to develop a 5-10 year prioritized project list for active transportation in the Central City.

4 Key reasons for this project and approach:

- Safety
- Lack of clear bicycle network
- Develop a clear strategy
- Growth in the central city

TAC Roles

The TAC will help the project define selection criteria, network identification and prioritization of project elements. This will inform the development of project list for implementation in the next 5-10 years in the Central City that will help people move around more efficiently.

Project Schedule – there will be 6 TAC meetings throughout the project.

Coordination with other projects:

- Sullivan's Crossing
- Rose Quarter/local street improvements
- Post Office site
- Flanders Crossings (405 and Naito)
- Division Transit
- SW Corridor

Policy Framework and Memo

This project is drawing upon a wealth of policy and plan development that has focused on the Central City. There is a strong, coherent vision for the Central City. There will be a significant increase in workers, commuters, and residents in the Central City. A recurring theme in all of these planning documents includes a vision that in the future 80% of commute trips to the Central City will be non-single occupancy vehicles. There will be a comprehensive bikeway network that will accommodate users of all ages and abilities.

The project is examining the policy direction from council and do not want to revisit these issues or debates.

Balancing Tradeoffs –

- Policy direction flows from a modal hierarchy that places pedestrians at the top.

- Make cycling easier than driving
- Goods movement is a priority over single occupancy vehicle travel
- On street parking a lower priority than multimodal mobility
- Discourage through auto trips that begin and end outside of the Central City

To align with Vision Zero work, need to acknowledge that auto trips through the Central City should be slower. This acknowledges that there will be congestion in the Central City. This project is not solving congestion in the Central City.

Currently, about 65% of trips to the Central City are non-single occupancy vehicle trips.

There is more emphasis on the bike network here because it is less developed than the pedestrian network – it's about level of network completeness.

Gabe will email out the memo to the TAC members after the meeting.

Q: are we going to be looking at re-classifying roadways?

A: Not necessarily; our hope is to build on the planning work that has been done to date, not re-classify roadways

Existing Conditions and Crash Risk Analysis

Next step in the project is to develop and understand the existing conditions in the CC. We are building from planning work to develop composite maps of existing conditions that identify physical constraints, modal interactions, and desire lines in the Central City. These sources include TSPs, CC2035, Vision Zero, and street inventory data.

In addition, the project team is going to map Crash Risk Factors with a potential risk for crashes in the future and the approach includes identifying crash history, roadway characteristics, and exposure for the project area. The team will identify and summarize prioritization of locations and will result in the opportunities and constraints map that will be shared with the SB in October. The project team will share the maps with the TAC as well. This work will inform network selection and are looking for input from the TAC on this work.

Q: Do we have data on less severe crashes?

A: Yes - VZ looked at all bike/pedestrian crashes

Q: Are we considering emergency access/emergency routes

A: Yes, will map emergency response routes; will work closely with PPB

- **Comment** (John Hendricksen): make sure to coordinate with Multnomah County about bridgeheads and bridge touchpoints
- **Comment** (Brett Horner): make sure regional trail network is mapped

Design Primer

The Design Primer will set the stage for the context for this project and identify key issues for the project and outline design criteria for addressing those issues. The primer will facilitate discussions with partners and stakeholders about the technical issues and document the suite of options for the project

timeframe. The design primer includes 3 elements: top 10 issues, a compendium of design criteria, and mapping exercises.

Top 10 Issues:

- One-way Grid
 - Focus here will be on protected cycle facilities
 - A one-way grid creates geometric and technical challenges for the project.
- Left/Right Facilities
 - No single solution will work in every environment. We need a suite of options and solutions to address issues and will result in a variety of the placement of cycle facilities and will require education of road users.
- Signal Progression
 - The timing of the traffic management system will affect flow and two-cycle facilities will not fit on the west side.
- Transit Integration
 - Need to clarify the spatial and operational characteristics between buses/transit and bicycles
- Curbside Uses
 - Curb space and it's uses are important to preserve however, trade-offs will need to be made between curb space and design options.
- Stormwater Compliance
 - Stormwater management guidance will need to be clarified and want to avoid adding additional cost.
- Utility Infrastructure
 - Major utility relocation will not be considered as part of the CCIM design option.
- Signal Technology
 - Not all signals have capacity to accommodate certain bicycle movements and may need to be updated. The project seeks to balance design options and costs associated with upgrading signals and maximizing impact.
- Emergency Services
 - The project will consider and understand how emergency routes and access for emergency services will interact with design options. The Water Bureau uses emergency routes as well.
- Urban Design Districts
 - The project will consider how these requirements, etc. will affect designs.

Project staff will engage technical staff and others on these issues. The TAC will review the Draft Design Primer and the team will use it to inform the network selection.

- **Comment:** add 'bike' to the name of the Left/Right Facilities issue.

- **Comment** (Cherri from Water Bureau) work with Water Bureau to understand emergency routes and the implications of those routes
- **Comment:** Make sure to get Design Primer to TAC members with time for them to circulate and review the document
- **Comment** from ODOT (Lidwien) - when we look at signal timing, make sure it doesn't make off-ramp queuing worse
- **Comment:** consider replacing "signal progression" with "system flow"
- **Comment** (Kurt Krueger): coordinate with Kurt about curb uses and development review
- **Comment:** Street trees – fits within the Utility issue
- **Comment** (Katie Dunham from Parks) Please include trees as part of our urban infrastructure in this project discussion. They need to be maintained, protected, and included as part of our pedestrian and bikeway improvements (i.e. in areas that separate bikes from cars and as an important element of the Green Loop.)

Next Steps

Completing Existing Conditions Maps and Best Practices tasks. Best Practices will focus on how these types of projects affect economic vitality. After this meeting, we'll share the Design Primer and project criteria work.

Next, we're working on Network selection and we'll be able to share best practices, draft project criteria and early network selection ideas.

Comment: as you develop a network consider what it means when you are on it and when you getting off of it. What is the interaction between the network and surrounding streets in terms of comfort and safety.

TAC follow up activities:

- Send Crash Risk Analysis to TAC
- Send Composite maps to TAC for review
- Make sure we connect with Vision Zero - get project list
- For Sounding Board: make sure we clearly articulate the engagement activities
- Reach out to particular TAC members to ask them to review relevant Design Primer sections
- Consider how to share key destinations with TAC - as part of network conversation?
- Send revised ppt

Comment: for next meeting, consider recommending pilot projects for consideration/discussion

Central City in Motion
Technical Advisory Committee
Meeting #3 – March 13, 2018

ATTENDEES:

TAC Members

April Bertelsen, PBOT
Dan Bower, Portland Streetcar
Anthony Buczek, Metro
Dana Dickman, PBOT
Roger Geller, PBOT
Robert Hillier, PBOT
Denver Igarta, PBOT
Tim Kurtz, Bureau of Environmental Services
Dan Layden, PBOT
Mauricio LeClerc, PBOT
Lora Lillard, Bureau of Planning & Sustainability
Kate Lyman, TriMet
Emily Miletich, Multnomah County (Bridges)
Mark Ragget, Bureau of Planning & Sustainability
Lidwien Rahman, ODOT
Cherri Warnke, Portland Water Bureau
Tate White, Portland Parks & Recreation

Project Team

Gabe Graff, PBOT
Scott Cohen, PBOT
Christopher Sun, PBOT

Consultant Team

Kristin Hull, CH2M Hill/Jacobs
James McGrath, CH2M Hill/Jacobs
Katie Mangle, Alta Planning + Design

Welcome, Introductions, and Agenda Review

Gabe Graff, Central City in Motion (CCIM) project manager, welcomed TAC members and facilitated a round of introductions. Gabe provided an overview of the agenda. Kristin provided some administrative information regarding the facilities.

Project Status Update

Sounding Board Meeting #2, Design Primer, Online Open House and Outreach, Green Loop Approach

Gabe provided a summary of the latest project updates, including some general feedback from Sounding Board Meeting #2, Design Primer workshop, and a Focus Group meeting with Central City Concern. Also, Gabe introduced near term public engagement activities, such as:

- Central Eastside Industrial District workshop on Wednesday, March 14, 2018
- Online Open House #1 launching on Monday, March 19, 2018
- More focus group meetings, including one specific to ADA accessibility issues in the Central City

Finally, Gabe summarized the Green Loop coordination, by stating that CCIM will look at pedestrian crossing improvements on NE/SE 6th Ave and low-stress bicycle infrastructure on NE/SE 7th Ave.

Enhanced Transit Corridors

Approach, Concepts to date, Discussion

James introduced the Enhanced Transit Corridors (ETC) project and summarized goals of the project as well as a brief overview of the data-driven process. Moreover, James discussed the toolkit of solutions, but focused on some specific tools that would best serve projects in the Central City. James then discussed how the ETC and CCIM would work together to improve transit reliability, but also how the tools would help create opportunities for multiple modes/users.

Comments:

- Cyclists traveling westbound on West Burnside St have trouble turning right onto NW 2nd Ave, because the bike lane is left of the right turn lane.
- Cyclists traveling southbound on NW 3rd Ave have trouble turning left onto W Burnside St, because the bike lanes are on the right and so they must “take the left turn lane.”
- Significant queuing issues across Burnside Bridge/Corridor.
- Roger: “Up and over” bike lanes/floating transit islands have limited implementation and study, so it shouldn’t be sold as a completed idea. Concerned that “up and over” is being presented with such high regard without testing.
- SE Ankeny St is a perfectly good greenway.
- Take Burnside Corridor improvements to the public for feedback.
- Any changes to W Burnside needs to consider the street trees and any changes to E Burnside needs to consider lane conversions.
 - o The recent policy study is 10 years old, regarding street trees on W Burnside.
- Cyclists will continue to use NW Everett St until NW Flanders Greenway and Crossing are completed.
- April: ETC is looking to build pipelines (processes) too, not just build outs (projects).
- Can’t silo projects, need to make it multimodal.
- Show how “up and over” would look and function in the Central City.
- Denver: How much more design work is needed? (On ETC process)

- Gabe: Need to design to assess technical feasibility and then take it to the public thereafter.
- April: By summer 2018, 1-5% design is needed to learn more about impacts and priorities. By December 2018, 15% for regional pilot project.
- Dan Bower: Difference between proposed “up and over” vs Streetcar stop on NW 13th Ave and NW Lovejoy St?
- Dana: “Bike-bus dance” with buses crossing bike lane to reach stations is unacceptable for an all ages and abilities design.
 - James: Designing to the “low stress” standard is a known constraint.
 - Mark: Need to develop a low-stress network level view first.
 - Gabe: All projects will be context sensitive, which may require using alternative or secondary streets.

Prioritization Approach and Criteria

Approach to Evaluation and Prioritization, Criteria

Katie introduced the approach to creating a prioritized project list using a graphic flowchart showing a “winnowing” process (top to bottom):

- “Potential Projects,” which are evaluated for feasibility/remove infeasible projects
 - Test design
 - Perform early analysis
 - Map to ETC project list
- Project Shortlist, which are further defined/remove infeasible projects
 - Evaluated against criteria
 - Create project bundles
- Multimodal Project Bundles
- Multimodal Investment Scenarios, which are evaluated against criteria
 - Test scenarios of investment choices
 - Select package that matches priorities

Ultimately, through refinement, CCIM will identify a prioritized project list that will be grouped into project implementable in:

- Funded, 1-5 years
- Funded, 6-10 years
- Unfunded

The criterion for evaluation are:

- Would it result in multiple wins?
- Would it make travel safer?
- Will it be effective (attract more people to walk, bike, and take transit)?

Comments:

- Consider phasing, like in New York City, which uses low cost solutions in the short-term to attract more investments for higher cost, long-term solutions.

- Dana: How do you plan to articulate the network? What is the vision for the investment strategy?
 - o Gabe: We will be working closely with stakeholders to develop more clarity for the project.
 - o Dana: Central City will be the best place to showcase these best practices and investments.
- Denver: There needs to be flexibility for projects to move between the prioritized lists and with other projects/partners/funding sources.
- Lidwien: There should be a “do not preclude” clause. Keep safety as the #1 priority. Think about the ultimate (best/highest design), but not only the ultimate. Don’t make anything worse.
- Kate: How to quantify data/criteria? TriMet can provide lots of data, including counts of ridership.
- Think about negative impacts and subjective tradeoffs, i.e. street trees vs parking, which one takes precedence over the other?
 - o Denver: The tradeoffs are worth looking at now.
 - o Mauricio: Even if not now, due to politics, the study can provide a guidance for projects later/in the future.

Next Steps

Katie asked for feedback on the Criteria Memo/Project Prioritization Flowchart as well as on the Online Open House. Comments for criteria memo not urgent, but due back sometime in the next week or two. Comments for Online Open House due back end of day tomorrow, Wednesday, March 14, 2018 by 5 PM.

Kristin highlighted some key information and feedback from the meeting, and closed the meeting.

Central City in Motion
Technical Advisory Committee
Meeting #4 – June 21, 2018

ATTENDEES:

TAC Members

Emily Miletich, Multnomah County
Geren Shankar, PBOT
Grant O'Connell, TriMet
Tate White, Portland Parks & Recreation
Peter Koonce, PBOT
Andrew Plambeck, Portland Streetcar
Lidwien Rahman, ODOT
Lora Lillard, Bureau of Planning & Sustainability
Don Russ, Portland Fire & Rescue
Roger Geller, PBOT
Anthony Buczek, Metro
Bob Hillier, PBOT
Mauricio Leclerc, PBOT
Lewis Wardrip, PBOT
Jimi Joe, PBOT
Dana Dickman, PBOT

Project Team

Gabe Graff, PBOT
Scott Cohen, PBOT
Christopher Sun, PBOT

Consultant Team

Kristin Hull, Jacobs
James McGrath, Nelson\Nygaard
Katie Mangle, Alta Planning + Design

Welcome, Introductions, and Agenda Review

Gabe Graff, Central City in Motion (CCIM) project manager, welcomed TAC members and facilitated a round of introductions. Kristin, consultant team project manager, provided an overview of the agenda.

Project Status Update

Outreach activities, Narrowing since last meeting

Gabe provided an update of the latest project outreach activities, including feedback from:

- Special surveys with service industry employees in the Central City

- Workshops with CEID and Downtown stakeholders to review some design concepts
- Summaries of Online Open Houses #1 and #2
- Sounding Board Meeting #3

Some key topics introduced through the project outreach were:

- Needs in the Central City for safer pedestrian crossings, safe and direct connection to the bridges for cyclists, enhancements for transit reliability and speed, and access for goods and services (freight).
- Design concepts that balance protected bicycle facilities and pedestrian/transit/freight access, as well as turning conflicts

Gabe talked about how the project list has narrowed since last meeting by applying public comments, criteria, and hotspot (technical) analysis. In addition, the projects have been organized into multimodal bundles.

Evaluation Approach

Evaluation criteria and approach

Katie shared the low stress bike network map to start the discussion on the evaluation approach and then presented the project bundle map.

Comments:

- Consider splitting the existing network from the funded network for clarity.
- Mauricio: Broadway/Weilder should be shown on the map to acknowledge support for the current planning effort.
 - Gabe: Planning efforts, including the Rose Quarter and Broadway/Weidler are not shown on this map, because they are already moving forward outside of CCIM.
- Special focus on projects #1, 5, 4, 16, 8
- Roger was interested in a “Park Bundle” in the North Park Blocks and should also highlight NW 9th Ave.

Project Evaluation

Review project evaluation, Discuss projects recommended to be set aside for longer-term implementation

James then explained a “project bundle” by using the Burnside bundle as an example of a project that would seek to create a BAT lane (Business Access and Transit, or “Bus and Turn”), protected bike lane, and pedestrian crossing improvements.

Comments:

- Emily: Transit improvements should be shown as contiguous across the bridge.
- Roger: Concerned about design on East Burnside.
 - James: East Burnside is not being designed for All Ages and Abilities (AAA) because there is a neighborhood greenway one block south on SE Ankeny St.

James also stated that CCIM is looking at the projects with a network goals of “making fabric, not thread.”

- Roger: Asked about when there would be information on the level of detail and quality for the project.
 - Katie: The project list will be further reduced and the designs going forward will show greater details.
 - Kristin: Select projects will be designed to 1% around August, which will provide greater details.
- Peter: Interested in operational analysis of the proposed design concepts.
 - Kristin/James: DKS will be providing detailed traffic analysis for complex projects.
 - Gabe: PBOT has a model of the Central City which will be able to provide network level analysis of the proposed projects.
- Dana: Expressed concern for pedestrian impacts.
 - James: None of the projects will be degrading any existing pedestrian facilities.
- Roger: Stated that the bike lane heading westbound on West Burnside should continue to Broadway.
- Emily: Spillback onto the Burnside Bridge from changes at the intersections of MLK Blvd and Grand Ave.
- Anthony: Asked about the cross-sections on Broadway and 4th Ave.
 - James: Explained the differences between NW Broadway and SW Broadway as well as the left-running and right-running bike lane challenges on SW 4th Ave.
 - Lidwien: Asked about how the bike lanes will cross over the freeway (I-405) on SW 4th Ave.
 - Gabe: CCIM will provide a temporary solution, but the design will be refined with the SW Corridor Project.
- Lora: Asked about the types of cyclists that will be riding on Broadway/4th.
 - James: The goal is for an AAA facility.

James then explained another bundle: SW Salmon/Taylor couplet (bike) and SW Jefferson/Columbia couplet (transit).

- Tate: Pedestrian crossing improvements on the South Park Blocks
- Don: SW Salmon St is a MERS consideration
- Transit improvements on SW Salmon St would not be as effective (good) as improvements on SW Jefferson St.
 - Anthony: SW Jefferson/Columbia is a major transit route.
- Grant: Interested in future right of way for buses on SW Alder St.

James explained project bundle on NE/SE 11th/12th Ave.

- Grant: Design concept would degrade service for buses, which already costs ~\$200K/annually to maintain current quality of service.

James explained potential for NW/SW 9th Ave/North Park Blocks.

- Mauricio: Post Office Master Plan shows a 2-way cycle track

- Roger: NW Lovejoy St to NW Hoyt St will be looked at as part of the Post Office Master Plan, but is concerned about longer distance 2-way cycle tracks as they can be confusing or challenging.

Mauricio added a final suggestion for an AAA bicycle facility from the Hawthorne Bridge to SW Broadway.

Next Steps

Kristin explained the next steps for the project, and closed the meeting.

Central Eastside Industrial District Workshop

Summary

DATE: Wednesday, March 21, 2018
TIME: 2:30 p.m. to 5:00 p.m.
LOCATION: OMSI (Fishbowl Conference Room)

Attending

- Lisa LaManna, New Seasons Market
- Michael Bollinger, CEIC
- Peter Stark, CEIC
- Barb Grover, Splendid Cycles
- Mike Albrecht, Franz Bakery
- Eva Frazier, Clever Cycles
- Peter Fry, CEIC
- Kate Merrill, CEIC
- Dorothy Mitchell, Biketown
- Jonathan Maus, Bike Portland
- Dave Guttler, River City Bicycles
- Aaron Greene, Portland Pedal Power
- Ryan Hashagen, Icicle Industries
- Julie Bennett, CEIC
- Steve Bozzone, Bozz Media
- Tim Hecox, OMSI
- Tom Keenan, Portland Bottling
- Adam Tyler, CEIC
- Bill Stites, Truck Trike
- Sorin Garber, Sorin Garber & Associates

- Michelle Sprane, Hand
- Brad Malsin, CIEC/Beam

Agency Staff

- Mark Raggett, BPS
- Troy Doss, BPS
- Bob Hillier, PBOT
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- Christopher Sun, PBOT
- Scott Cohen, PBOT
- Kristin Hull, CH2M, Consultant Project Manager
- James McGrath, CH2M
- Brooke Jordan, CH2M
- Katie Mangle, Alta

Welcome and Introduction

Gabe Graff, Central City in Motion (CCIM) Project Manager, welcomed participants and provided an overview of the meeting agenda.

Summary of Outreach Themes and Project Update

Gabe reviewed themes from the April 2017 Central Eastside Industrial District (CEID) focused charrette and recent engagement with the Central Eastside Industrial Council's Transportation and Parking Advisory Committee. Themes included the following:

- There is a need for a safe north/south bike route through the CEID and to preserve freight access on some of the streets.
- There is concern about installing bike facilities on 7th/8th and 11th/12th.

Central City in Motion
Technical Advisory Committee
Meeting #6 – September 4, 2018

ATTENDEES:

TAC Members

Lora Lillard, Bureau of Planning & Sustainability
Mark Raggett, Bureau of Planning & Sustainability
Mauricio Leclerc, PBOT
Jeff Owen, TriMet
Michelle Marx, PBOT
Tate White, Portland Parks & Recreation
Don Russ, Portland Fire & Rescue
Dan Layden, PBOT
Roger Geller, PBOT
Dan Bower, Portland Streetcar
Denver Igarta, PBOT
Peter Koonce, PBOT

Project Team

Gabe Graff, PBOT
Scott Cohen, PBOT
Christopher Sun, PBOT

Consultant Team

Kristin Hull, Jacobs
James McGrath, Nelson\Nygaard
Ray Delahanty, DKS

Welcome, Introductions, and Agenda Review

Gabe Graff, Central City in Motion (CCIM) project manager, welcomed TAC members and facilitated a round of introductions. Kristin, consultant team project manager, provided an overview of the agenda.

Project Status Update

Cost Estimates, Update on system analysis and impacts, Freight report

Gabe provided a project update on cost estimates:

- Many projects don't see a significant difference in costs between the different levels of quality.
- The costs were used to develop the implementation plan and schedule.

Ray reviewed the findings from the system analysis and impacts based on the Central City traffic demand model:

- The analysis compared the 2035 base model to a 2035 model with all of the proposed CCIM projects.
- The model was useful to look at changes to travel speeds and capacity. In summary, the impacts were minimal.

Ray then discussed the Freight Impact Study, which looked at:

- System impacts
- Parking and loading zones
- Roadway geometry/physical design
- Potential freight accommodations

Comments:

- Jeff: Did the freight impact study consider all of the CCIM projects?
 - Ray: Yes, and we see that capacity is distributed across the grid.
 - Mauricio: There are limitations to the model, but it provides a system level analysis.
- Dan Layden: There needs to be a better way to demonstrate/communicate the impacts.
- The 2035 model should be compared against a current/2018 model.
 - Roger: This will allow the impacts to show the relative changes (better for comparative analysis).
- Roger: The impacts should be clearly labeled “Peak of the peaks,” because it is only showing the highest impacts at peak hour conditions.
- Mark: CCIM should also quantify the net change in people moving capacity.

Implementation Plan and Schedule

Project have been sorted into two implementation categories (0-5 years, and 5-10 years)

Gabe shared that the implementation plan assumes a \$30M budget based on leveraging funding and partnerships. Some of the identified funding is limited on the type of project.

Comments:

- Roger: The Bicycle Advisory Committee supports prioritization for N-S projects on: SW/NW 4th Ave, SE/NE 11th/12th Ave, and SE/NE 7th Ave.
- Jeff: Is the cost for Project #4 high because of the concrete transit islands?
 - Gabe: Yes.
 - Kristin: HAND and CEID is concerned about projects on SE/NE 11th/12th Ave and SE/NE 7th Ave.
- Michelle: Pedestrian crossings on SE 12th Ave at SE Madison St should be signalized.
- Jeff: Is there an implementation criteria hierarchy? Such as, speed vs quality/finish?
 - James: More analysis will be needed, and the modal declaration will determine how roads/right-of-way gets apportioned.
- Mauricio: SW Columbia St cannot exist as an “orphan.”
 - Should also look at parking utilization when considering impacts.
- Dan Bower: Looking at SDC opportunities for Streetcar improvements on SE/NE Grand Ave.
- Dan Layden: Consider the impacts and timeline of the Rose Quarter construction.

- Tate: There needs to be special pedestrian and parking considerations on SW Salmon St and SW Taylor St near Director's Park.
- Mark: SW College St should be added back.
 - The project map should also include an overlay of the existing projects to show the network.

Next Steps

Gabe explained the next steps for the project, including upcoming open house dates, thanked the TAC members for their feedback and participation, and closed the meeting.

- CEIC members would like certainty around the Green Loop alignment and what that means for how the streets will function in the CEID.
- Freight access points into the district are key to the planning process.

Since the April charrette the project team gathered data on the existing conditions in the CEID and developed context specific maps. The team mapped a low-stress bikeway network and initiated a process to identify potential pedestrian safety and enhanced transit improvements. During this meeting, the project team would like your help to identify ways to enhance freight access in the CEID and provide a low-stress place for bikes and pedestrians.

Green Loop and Pedestrian Safety

Katie Mangle, consultant project team member, presented an overview of the Green Loop project concept, approach to development and alignment. The Green Loop is a six-mile linear park envisioned to be an easy pathway through the Central City's parks and open spaces. The pathway will include a range of design options, including signage, furnishings and plantings, that will respond to and strengthen the distinct identities of districts within the Central City. Mark identified the Indianapolis Cultural Trail as an example of a similar project.

Katie discussed how the CCIM will identify potential pedestrian improvements. The project defined a set of principles and gathered data on pedestrian needs in the Central City to guide the identification of potential pedestrian improvements. Katie shared the Potential Pedestrian Improvements map with the group and detailed data sources and map development. Sullivan's Crossing is a key pedestrian and bicycle improvement that connects to NE 7th Avenue and the northeastern section of the Central City.

Participants discussed the implications for focusing near-term pedestrian improvements on 6th Avenue and bicycle improvements on 7th Avenue and identified needed pedestrian crossing and safety improvements in the CEID.

Discussion

- Clarify what pedestrian improvements include and how much of the overall project funding would be needed to make improvements.
- There are a range of streets in the CEID that need improvements, including MLK and Grand.
- General agreement that 6th Avenue is appropriate for the Green Loop concept and pedestrian safety improvements and that 7th Avenue should be a mobility corridor.
- Crossing 7th Avenue is still a safety concern.
- Concerned about the Green Loop alignment; 7th Avenue is not a good location for the Green Loop alignment.
- Design pedestrian and bicycle improvements that work well with freight needs, including turning movements and blind spots.
- Phase improvements to 6th/7th Avenues with private development.
- MLK/Grand is a through-route and a key corridor for pedestrian-focused development.

Bikeway Network and Freight Integration

Katie described how the project team developed the low-stress bikeway network. The project team developed a draft network that would create a network for all ages and abilities and connects with primary portals and bridges. PBOT has a planned bikeway network for the Central City. Development of the low-stress bikeway network included 5 steps: (1) identify low-stress facilities that already exist; (2)

identify facilities that exist, but that need some improvements to be considered low-stress; (3) include low-stress facilities that are forthcoming, (4) connect these facilities with essential links; and (5) develop route alternatives that connect to essential links for consideration.

Gabe shared alignment and project ideas developed in the April 2017 charrette, they include:

- Plan and coordinate freight loading activity on 8th and 9th Avenues;
- Consider a preferential land use for trucks and transit on MLK Boulevard and Grand Avenue;
- Improve connections to the Eastbank Esplanade; and
- Install signage and way-finding system to indicate bike and freight priority routes.

Bob Hillier, PBOT Freight Coordinator, discussed the Heavy Vehicle Use Tax (HVUT). The HVUT is a tax required for businesses that pay both an Oregon Weight-Mile tax and a Portland Business License Tax. Businesses will pay 2.8% of their Oregon Weight-Mile tax. The estimated revenue generated from the HVUT tax is \$2.4 million per year with 56% of funds allocated to street repair/maintenance projects and 44% of funds allocated to traffic safety. There is approximately \$500,000 available for freight priority projects in the CEID. The CCIM project is an opportunity to identify projects in the CEID that this program could address.

Participants discussed if the low-stress bikeway network was complete, identified the most important places to serve with low-stress facilities, and opportunities for freight enhancements complementary to the low-stress bikeway network.

Discussion

- Bridgeheads are important places to make connections, low-stress bikeway network should:
 - Connect to Burnside Bridge via Ankeny;
 - Connect Water Avenue to Morrison Bridge; and
 - Connect to Hawthorne Bridge via Clay Street.
- East/West routes
 - Clay is an important connection and should serve both bicyclists and pedestrians.
 - Stark between Sandy and 11th Avenue is a gap.
 - Need better crossing treatments on Salmon at 11th and 12th Avenues.
- North/South routes
 - Overall, the group expressed varied perspectives on making bicycle improvements to 6th/7th Avenues. They include:
 - 7th Avenue is a good candidate for the low-stress bikeway network.
 - Consider removing bicycle lane on 7th Avenue and build a combined bicycle and pedestrian corridor on 6th Avenue possibly without auto traffic.
 - Focus all improvements on 6th Avenue.
 - Consider a new “Bicycle/Freight” designation 7th Avenue.
 - Varied perspectives were expressed regarding MLK/Grand:
 - MLK/Grand near I-84 needs improvements.
 - Crossing at Salmon/MLK/Grand needs improvements.
 - MLK/Grand will never be comfortable streets for an all ages and abilities bikeway network.
 - MLK/Grand can provide connections in northern part of CEID.
 - Consider tradeoffs between Water Avenue and 3rd Avenue for a north/south route.
 - 3rd Avenue provides a good bike connection.

- Water Avenue is a critical route.
- Consider a Transit/Freight street designation.
- Sandy/7th/Washington intersection needs improvements.
- All east/west crossings on the eastside need improvements.

Design Treatments

Katie outlined the key elements of pedestrian, transit, and bicycle design treatments that could be used in the CEID. Potential design treatments include:

- Neighborhood greenway
- Wide/buffered bicycle lane
- One-way protected bicycle lane
- Two-way protected bicycle lane
- Shared bus/turn lane
- Floating transit island
- Loading zone and cycletrack
- Curb extension
- Truck apron
- Pedestrian refuge/safety island
- Signalized crossing

Participants discussed how the design treatments could work in the context of the CEID.

Discussion

- Consider Shared/Bus Turn Lane use for freight vehicles.
- Refuge islands should be wider to safely accommodate family and cargo bikes.
- Consider turning radii for larger vehicles in application of pedestrian refuge/safety island.
- Design bicycle facilities to accommodate bikes with trailers. If it doesn't work for the family, why put it in?
- Protected bike lanes and barriers are important; physical separation makes cyclists feel safer.
- However, separation complicates development and loading/access.
- Consider traffic diverters on neighborhood greenways to reduce impacts from TNCs (i.e. Uber/Lyft)
- Integrate cyclists and pedestrian/sidewalk uses so you don't interfere with freight.
- Curb extensions can improve intersection visibility in the CEID, but can affect freight vehicle turning movements. Truck aprons are a good treatment for the CEID. Consider use on 7th Avenue.
- Loading zone and cycletrack could be a good solution in the CEID, but need to consider safety implications of bicyclists going around freight vehicles. Could be a good design treatment for Water Avenue.
- Consider relaxed rules for developers to apply design treatments. Need to balance bike needs with access. Allow for collaborative problem solving.

Next Steps

The project team will refine the low-stress bikeway network and begin to identify potential projects and investments. The team will host another CEID focused workshop in spring to discuss specific projects and tradeoffs.

Central Eastside Industrial District (CEID) Workshop

Summary

DATE: Thursday, July 26, 2018
TIME: 2:30 p.m. to 5:00 p.m.
LOCATION: St. Philip Neri Church
Carvlin Hall
2408 SE 16th Avenue

Attending

- Barb Grover, Splendid Cycles
- Kate Merrill, CEIC
- Bill Stites, Truck Trike
- Charles Zaharakis, Hand
- Claud Gilbert, Hand
- Susan Pearce, Hand
- Jon Adams, Hand
- Katie Mogensen, Hand
- Glenn Fee, Gateway to College
- Julia Lulcasik, CEIC
- Julie Bennett, Grand + Salmon
- Michelle Sprane, Hand
- Ken Wilson, OMSI

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- James McGrath, CH2M
- Brooke Jordan, CH2M
- Katie Mangle, Alta

Welcome and Agenda Review

Gabe Graff, PBOT Project Manager, welcomed participants and provided an overview of the meeting agenda and objectives. This meeting will provide a project update, share refinement of the network, and look at project concepts to identify opportunities or concerns for implementing them in the Central Eastside Industrial District (CEID).

Project Update and Summary of Outreach Themes

Gabe provided CEID stakeholders with a general project update and informed them that the project team has completed a large majority of the work for the project. Completed work to date includes a revision of the project evaluation criteria, completion of a hotspot analysis, vetting of design concepts, identification and evaluation of multimodal project bundles, and a wide array of targeted outreach activities. Outreach activities completed to date include engagement with the project Sounding Board, TAC, a Downtown Workshop, Online Open Houses #1 and #2, focus groups and a special survey.

Gabe briefly summarized some of the key outreach themes that emerged from these activities:

- Some stakeholders have expressed a concern that freight interests were not adequately represented in the project. The team is planning to conduct a freight impact study.
- Safer pedestrian crossings are needed in the Central City.
- Safe and direct bikeway connections to bridges are a priority in the Central City.
- There is an interest in improved reliability and speed of buses, especially at bridgeheads.
- Goods and services need reliable access to the Central City.
- There is a desire for bikeway design that accommodates other users.
- There are concerns about how to provide protected bicycle facilities while maintain business access.
- There has been an emphasis on the importance of creating a cohesive bikeway network that also preserves and expands connections to the existing network.
- There are some safety concerns regarding turning conflicts between vehicles and bicyclists.
- There is support for transit priority improvements in the Central City, specially the W Burnside BAT lane (bus and right-turn lane).

Project Evaluation

Katie Mangle, consultant team member, reviewed the evaluation process to refine the network and identify multimodal project bundles. The process is meant to evaluate projects throughout the project process to determine the extent to which they meet the project goals and criteria. The evaluation process was used in conjunction with outreach activities, cost estimates, and other information to prioritize project implementation.

What We've Learned: System Impacts and Benefits

Ray Delahanty, consultant team member, reviewed the project teams' process to identify and evaluate traffic impacts related to the multimodal improvements. Ray shared that the project team would be conducting the following analyses:

- **System-Level Traffic Study:** A study that looks at traffic diversion to adjacent streets and changes to volume/capacity on key streets because of potential multimodal improvements in the Central City.
- **Parking and Loading Zone Impact Study:** A GIS-based analysis looking at parking and loading zone impacts in the Central City.
- **Freight Impact Study:** Although some freight considerations are being incorporated at MLK/Grand and SE 11th/12th Avenue, the design team is planning on taking a more comprehensive look at freight impacts in the Central City by conducting a Freight Impact Study. The study will address stakeholder concerns and will assess impacts to parking, loading zones, turning radii, lane widths, and opportunities for cycle freight. The traffic team will also look at vehicular delay at some intersections and overall system benefits/impacts. The report will be completed before the final project open house in early September 2018.

System Level Traffic Analysis

The project team identified areas of congestion from traffic diversion. Some of these locations may not be different from the areas of congestion that you experience today. Areas of congestion include:

- SE Stark from Water Avenue to Sandy
- SE Belmont from Grand to 12th Avenue
- SE Hawthorne from Grand to 12th Avenue
- SE 7th from Belmont to Madison

The project team also looked at facilities expected to experience 100 or more trips diverted from one facility to another during the PM peak hour by 2035. Less traffic is expected on Burnside Bridge, NE Couch, Martin Luther King, Jr. Blvd, SE 11th and 12th Avenues, SE Belmont, and SE Hawthorne. More traffic is expected on E Burnside, SE Madison, and SE 7th.

Discussion

- **Q: Why is 7th Avenue part of the proposed project list?**
A: 7th Avenue provides a key north/south seamless facility through the CEID and includes a signalized pedestrian crossing. 7th Avenue is part of a larger multimodal project that includes transit, freight, pedestrian and bicycle improvements.
- **Q: Why is SE 11th/12th included in the proposed project list?**
A: Several concerns and needs were identified including narrow bus lanes, biking adjacent to Ladd on these streets is uncomfortable, and that 11th/12th are desired routes. The project team plans to take a lane and widen the remaining lane to make it safer to cross for pedestrians and more comfortable for bicyclists. These streets have been identified in other plans as freight routes so, the vehicular travel lane is proposed to accommodate large freight vehicles and buses.
- **Q: How is the project team incorporating traffic analysis into the overall decision-making process?**
A: *The project team will use traffic analysis to better understand potential impacts to the transportation system related to these projects. Some projects could still be removed from the proposed list if analysis indicates that they are technically infeasible.*
- **Q: Are any of the proposed projects improving pedestrian crossings on MLK/Grand?**
A: There are crossing improvements proposed on MLK/Grand as part of other projects. These are not reflected on the project map.
- **Q: Why isn't Division included as a facility with congestion?**
A: The project team doesn't yet know the impacts to Division but will examine this in further detail including intersections of Division and 11th/12th and 8th. The project team will also coordinate with the Division Transit project.
- CEID requested the project team to examine delay to left turns from pedestrian crossings on Burnside from Grand to 11th.
- **Q: Can you clarify the decision-making process?**
A: In October, we will ask Council to approve the 18 proposed project concepts. We'll be asking the public to tell us of the 18 projects which are the most important places to focus. This project is the framework but there is a lot more design work that needs to occur before projects are constructed.
- **Q: How will conflicts be addressed in the project? There seems to be a lot of divergence of opinion of the effectiveness of 11th/12th. How will decisions be made?**

A: The project team will use a combination of outreach activities including the Sounding Board, TAC, and online open houses to inform analysis and design.

- ***Q: How will safety be considered in the bicycle facility design to account for freight vehicles and bicyclists using the same facility?***

A: We are aiming for all ages and abilities facilities in as many locations as possible. Where freight and bike facilities are on the same streets, we will look at a protected bikeway design to allow both freight and cyclists to use the route safely. We will also consider intersection design, including intersection protection, to prevent conflicts between cyclists and turning vehicles.

Breakout: Selected CEID Projects

CEID stakeholders were asked to participate in a breakout activity to review and comment on selected CEID project design. The five candidate projects discussed were:

- Water/Stark/2nd
- Hawthorne/Clay/Madison
- NE/SE 6th/7th and MLK/Grand
- SE Belmont/Morrison
- NE/SE 11th/12th

CEID was asked to select up to 3 project tables to visit to answer the following questions:

- What do we need to know about the project design to move forward?
- Should the presented projects be implemented in the first two years, five years, or in ten years?
- We're planning to report back on the freight issues discussed today. Are there other things that you would like to see considered?

Report Back

- Water/Stark/2nd
 - Possible opportunity to reconsider circulation in general in the district
 - Concerns regarding turning out of the protected two-way bicycle lane on Water.
- Hawthorne/Clay/Madison
 - The CEID supports the proposed improvements here.
- NE/SE 6th/7th and MLK/Grand
 - Request for design consistency on 7th so truck drivers can recognize where bikes will be.
 - There is still a missing link for bicyclists traveling south from Williams/Vancouver.
 - Need to evaluate how 7th will connect to the Tilikum Bridge.
- Belmont/Morrison
 - Need full signals at the intersection of SE 9th and Belmont and Morrison.
 - Left turns from Grand onto Belmont are difficult for trucks.
- SE 11th/12th
 - Consider if the design provides enough benefits to warrant expected tradeoffs.
 - Ensure coordination with Division Transit project.

Next Steps

Gabe closed the meeting by briefly reviewing next steps. The project team will continue to refine project concepts and document tradeoffs and costs. Then team will then begin to prioritize projects and develop an implementation plan. Prioritization of project concepts and development of the implementation plan will be informed by outreach activities. There are several outreach activities planned over the next several weeks including the third online open house and two in person open houses in late summer or early fall. The project team will meet with the Sounding Board and TAC again in September and present to Portland City Council in the fall.

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- **Q: How will conflicts be addressed in the project? There seems to be a lot of divergence of opinion of the effectiveness of 11th/12th. How will decisions be made?**

A: The project team will use a combination of outreach activities including the Sounding Board, TAC, and online open houses to inform analysis and design.

- ***Q: How will safety be considered in the bicycle facility design to account for freight vehicles and bicyclists using the same facility?***

A: We are aiming for all ages and abilities facilities in as many locations as possible. Where freight and bike facilities are on the same streets, we will look at a protected bikeway design to allow both freight and cyclists to use the route safely. We will also consider intersection design, including intersection protection, to prevent conflicts between cyclists and turning vehicles.

Breakout: Selected CEID Projects

CEID stakeholders were asked to participate in a breakout activity to review and comment on selected CEID project design. The five candidate projects discussed were:

- Water/Stark/2nd
- Hawthorne/Clay/Madison
- NE/SE 6th/7th and MLK/Grand
- SE Belmont/Morrison
- NE/SE 11th/12th

CEID was asked to select up to 3 project tables to visit to answer the following questions:

- What do we need to know about the project design to move forward?
- Should the presented projects be implemented in the first two years, five years, or in ten years?
- We're planning to report back on the freight issues discussed today. Are there other things that you would like to see considered?

Report Back

- Water/Stark/2nd
 - Possible opportunity to reconsider circulation in general in the district
 - Concerns regarding turning out of the protected two-way bicycle lane on Water.
- Hawthorne/Clay/Madison
 - The CEID supports the proposed improvements here.
- NE/SE 6th/7th and MLK/Grand
 - Request for design consistency on 7th so truck drivers can recognize where bikes will be.
 - There is still a missing link for bicyclists traveling south from Williams/Vancouver.
 - Need to evaluate how 7th will connect to the Tilikum Bridge.
- Belmont/Morrison
 - Need full signals at the intersection of SE 9th and Belmont and Morrison.
 - Left turns from Grand onto Belmont are difficult for trucks.
- SE 11th/12th
 - Consider if the design provides enough benefits to warrant expected tradeoffs.
 - Ensure coordination with Division Transit project.

Next Steps

Gabe closed the meeting by briefly reviewing next steps. The project team will continue to refine project concepts and document tradeoffs and costs. Then team will then begin to prioritize projects and develop an implementation plan. Prioritization of project concepts and development of the implementation plan will be informed by outreach activities. There are several outreach activities planned over the next several weeks including the third online open house and two in person open houses in late summer or early fall. The project team will meet with the Sounding Board and TAC again in September and present to Portland City Council in the fall.



Online Open House #1

Input summary - April, 2018

Introduction

PBOT's Central City in Motion project online open house was open March 19 through April 8, 2018. The online open house was advertised on the project website, via news release, email and PBOT social media channels. The online open house featured maps of proposed bikeway, pedestrian and transit network improvements. Participants were able to add points and comments to suggest facility improvements, indicate problem areas, or comment on input provided by other users. It also included a survey which asked how people travel in the Central City, what factors influence their choice of travel mode, and demographic questions. This summary of findings focuses on the 840 survey responses received. Respondents were self-selected to participate in the online open house and the results of the survey should not be considered statistically valid. Additional analysis is being conducted on map related comments.

Survey purpose

The survey was used as one tactic to engage interested Portlanders about identifying needed pedestrian, bicycle, and transit infrastructure improvements. The online format allowed for anytime access to the information and comment opportunity.

Reported Central City transportation barriers by mode

Overall, safety is the largest reported barrier to walking and biking in the Central City. Additional themes from the survey responses are summarized below.

Walking

- Barriers to walking in the Central City include concerns about safety around vehicle traffic and facilities that are not accessible to people with disabilities.
- Responses show many people walk when distances and weather are favorable, and many walk within the Central City after arriving via car or transit.

Biking

- Traffic safety was the most commonly indicated barrier keeping people from biking in the Central City.
- Some respondents noted that inadequate bike parking is a barrier.
- Several said they do not bike in the Central City because biking does not fit their needs due to trip distance, weather, passengers or cargo.

Transit

- Speed and reliability were cited as barriers to transit use.
- Respondents also said safety, convenience, weather and cost are barriers.

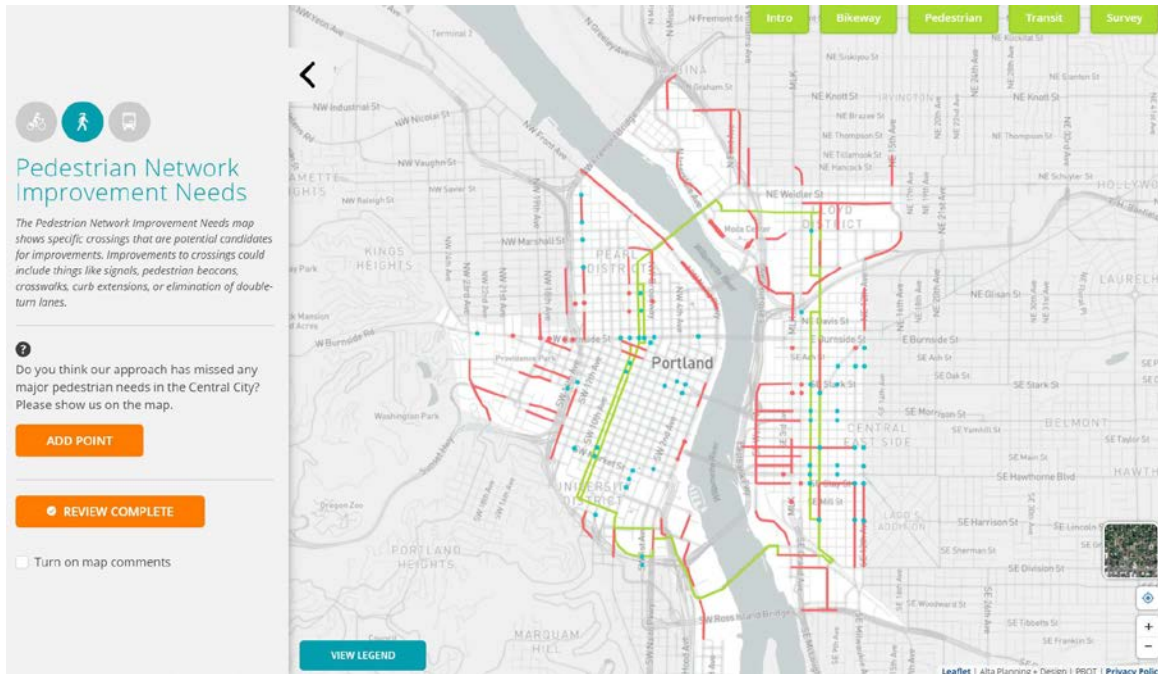
Driving

- Most respondents who said they do not drive to the Central City also said it was because they prefer another mode.
- Lack of a car, lack of available parking, traffic and cost, are large factors for respondents who do not drive, along with environmental concerns.
- Among safety concerns cited about driving is the concern that drivers might inadvertently harm a person walking or riding a bike.

Findings from the online open house survey reflect the limited diversity of the survey sample, but are still appropriate to consider in combination with other input methods employed by the project. As a group interested in Central City transportation issues, survey respondents can be reasonably expected to further engage in City transportation planning and policy efforts in the future.

The online open house was one method used by the project to gain input and is augmented by other engagement techniques which are planned or currently underway. Complimentary techniques include design charrettes, Sounding Board, focus group discussions with people of low income and with disabilities, and a special survey to service workers and people with disabilities.

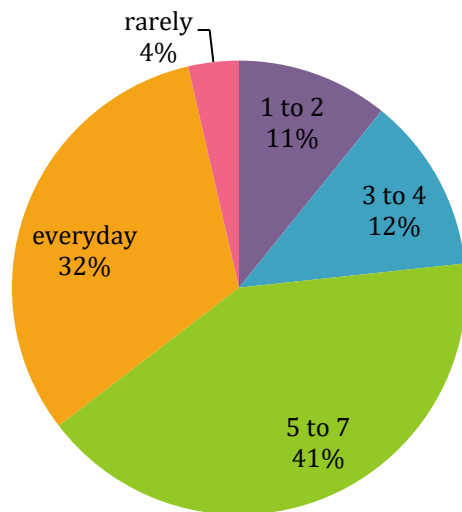
Charts are presented below for each survey question, along with a summary highlighting common themes from the open-ended questions where applicable.



Online open house interactive map showing pedestrian improvement needs.

Travel behavior

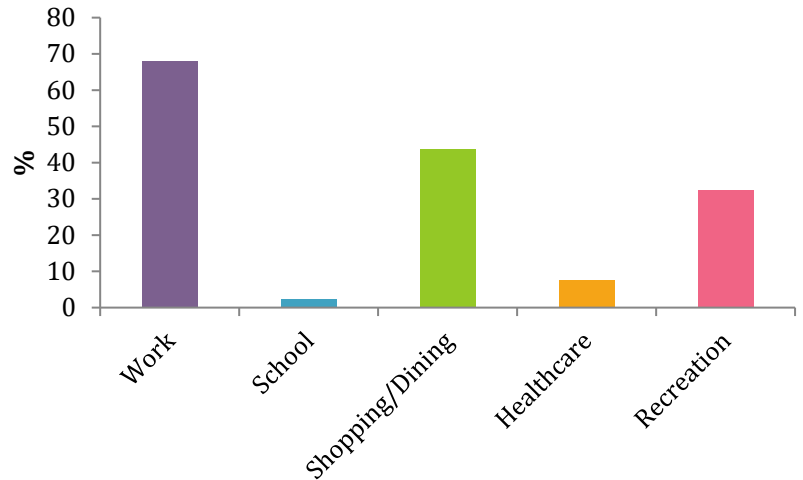
Question 1: How many times a week do you travel to the Central City? (814 responses)



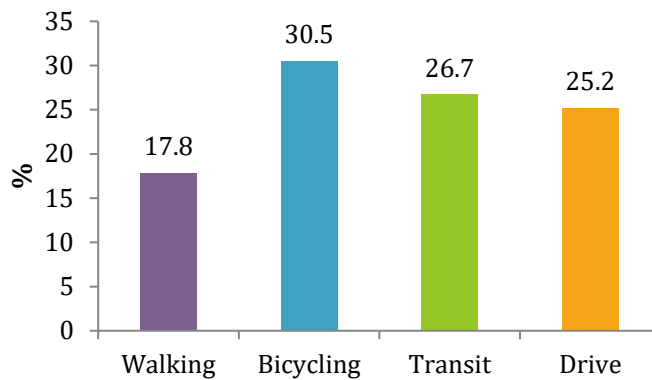
Nearly three-quarters (73%) of respondents traveled to the Central City at least five times a week, and nearly all traveled to the Central City at a frequency of more than twice a week. Few travelled to the Central City rarely.

Question 2: Why do you typically travel to the Central City? Choose two. (814 responses)

Most responders travelled to the Central City for work. Many participants travelled to the Central City for shopping, dining, and recreation. Some travelled to the Central City for healthcare and a few travelled to the Central City for school.



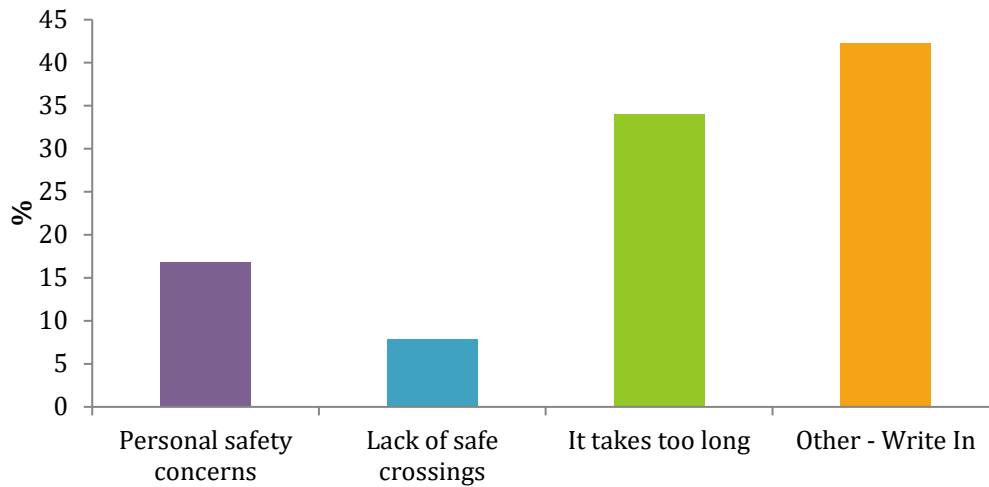
Question 3: Do you travel primarily by walking, bicycling, taking transit, or driving to the Central City? (808 responses)



The most common method of traveling to the Central city was bicycling. Transit and driving nearly tied for the second most common method for Central City travel. Walking was the least common primary way to travel to the Central City.

Walking

Question 4: If you do not walk in the Central City, why not? (528 responses)



Many participants felt that reasons outside the allotted answers or multiple reasons influenced why they did not walk in the Central City, including:

Safety Concerns

- The most common write-in responses were that current walking infrastructure is confusing and dangerous for daily use.
- Many brought up driver behavior as a safety concern for pedestrians.
- Some said that they felt harassed by people they identified as homeless or houseless, and were concerned about their personal safety, which prevents them from walking in the Central City.

Disability

- Some participants said that their disability made the distance to the Central City too challenging.
- Some said a lack of facilities accessible to people with disabilities is a barrier to Central City walking.

Multi-modal connections

- Most participants said that transit and personal vehicles are important for them to get into the Central City but that they walked once they arrived.
- Many said that walking is their preferred mode within the Central City.

- A few said that walking is their preferred method but occasionally a car is required for work or family commitments.
- Many said they preferred walking within the Central City but would use transit if the weather were bad.

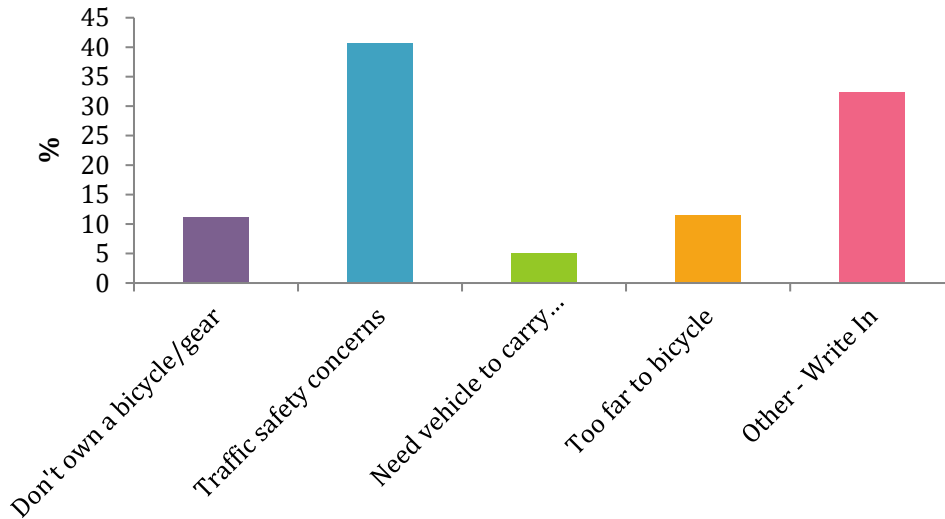
Distance

- Many said that walking from where they live to the Central City is not convenient or would take too long

Many participants said that they did walk in the Central City and were frustrated with both the wording of the survey and the inability to change a response once an option was selected.

Biking

Question 5: If you currently do not use a bike in the Central City, why not? (646 responses)



Most participants felt that traffic safety concerns prevented them from using a bike in the Central City. Other reasoning included the following:

Poor road infrastructure

- The most commonly reported write in responses included concern over unsafe and confusing bicycle infrastructure in downtown.
- Many participants stated that protected bike lanes would increase their perception of safety and make bicycling in the Central City a viable option.
- Many respondents said inadequate bike parking is a barrier to bicycling for them.

Inconvenient

- Some said that they do bike but occasionally a car is required for work or family commitments.
- Some said that their disability prevented them from using a bicycle.
- Some felt that bicycling was too inconvenient.
- A few said that they did not like bicycles or cyclists.

Weather

- Many participants said that they do bike in the Central City, but only in fair weather.

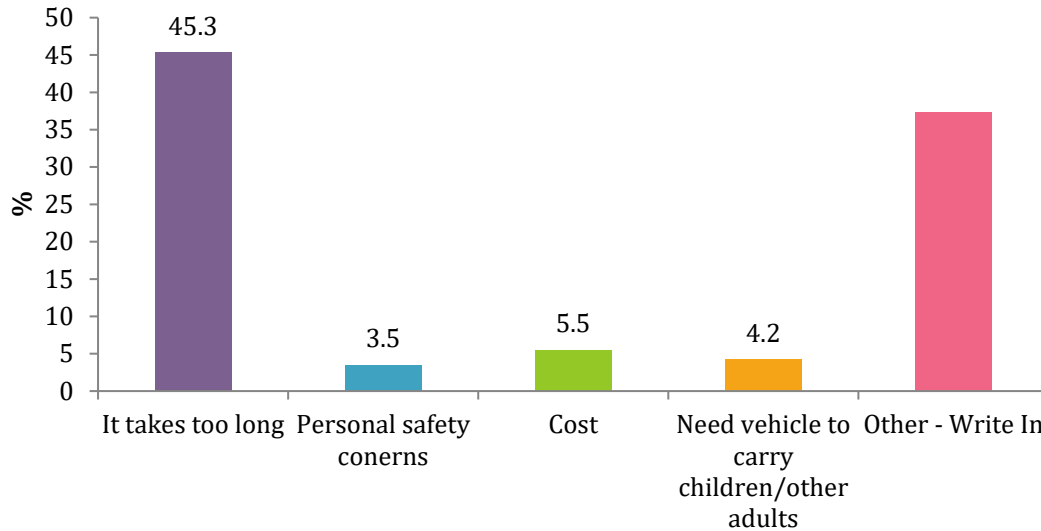
Bike theft

- Many expressed concern over bike theft, noting that as a barrier for cycling.

Many participants said that they did bike in the Central City and were frustrated with both the wording of the survey and the inability to change a response once an option was selected.

Transit

Question 6: If you currently do not use transit in the Central City, why not? (542 responses)



Most participants do not travel to the Central City by transit because it takes too long, other responses include the following:

Inconvenient and/or unreliable

- Many participants said transit was consistently late and unreliable, preventing them from getting to their destinations in a timely or predictable manner.
- Many also said they would use transit if transfers and direct service better met their needs.
- Many use transit to get to the Central City but prefer other modes such as walking, biking, and car share for traveling within the Central City.
- Many said they prefer to walk or bike over using transit because it is faster and more convenient.
- Some said that they do use transit in the Central City but occasionally a car is required for work or family commitments.
- Some participants stated that transit is too crowded during the hours they commute.

Safety Concerns

- Many said that they felt uncomfortable and unsafe around other transit users who are perceived as houseless or under the influence of substances, noting this as a barrier for transit commuting.

- Some said that people sleeping in bus shelters made them feel unsafe waiting for the bus.
- A few mentioned the stabbings that occurred on a light rail train last year as a fear that prevents them from using transit to commute.

Weather

- Many said they prefer to walk or bike but use transit when it rains.
- Some said that the transit system shuts down in snow and ice which prevents them from relying on transit during inclement weather conditions.

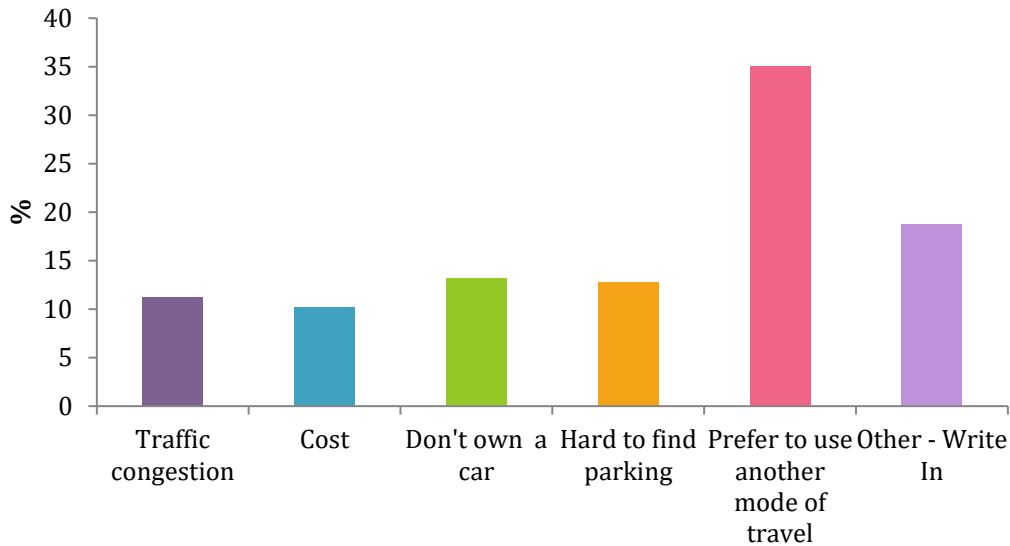
Too expensive

- Many said that the cost of transit was a significant barrier to daily commuting.

Many participants said they do use transit but the survey would not let them unselect an answer once one was chosen, nor was there an option to say that they do travel to the central city on transit.

Driving

Question 7: If you currently do not drive in the Central City, why not? (622 responses)



Most participants preferred using another mode of travel than driving in the Central City. Additional reasoning included:

Prefer other modes

- Most respondents who wrote in an answer felt it was environmentally irresponsible to drive a personal vehicle in the Central City.
- Many said they prefer to walk, bike, or use public transit in and to the Central City.
- Some said that they prefer ride share to driving themselves.

Inconvenient

- Many respondents who wrote in an answer mentioned parking costs as a barrier for using a personal vehicle in the Central City.
- Many said that a lack of parking infrastructure in the Central City has stopped them from driving.
- Some said that traffic congestion made driving too inconvenient in the Central City.

Safety

- Some drivers felt that the number of pedestrians in the Central City made driving unsafe.

- A few respondents felt that driving was the safest method for getting around the Central City.

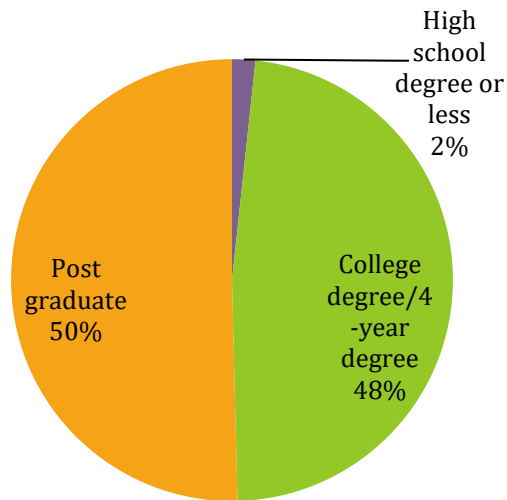
Frequent drivers

- Some participants said that driving is their primary mode for commuting into and within the Central City.

Many participants said they do drive in the Central City but the survey would not let them unselect an answer once one was chosen, nor was there an option to say that they do travel to the central city by car.

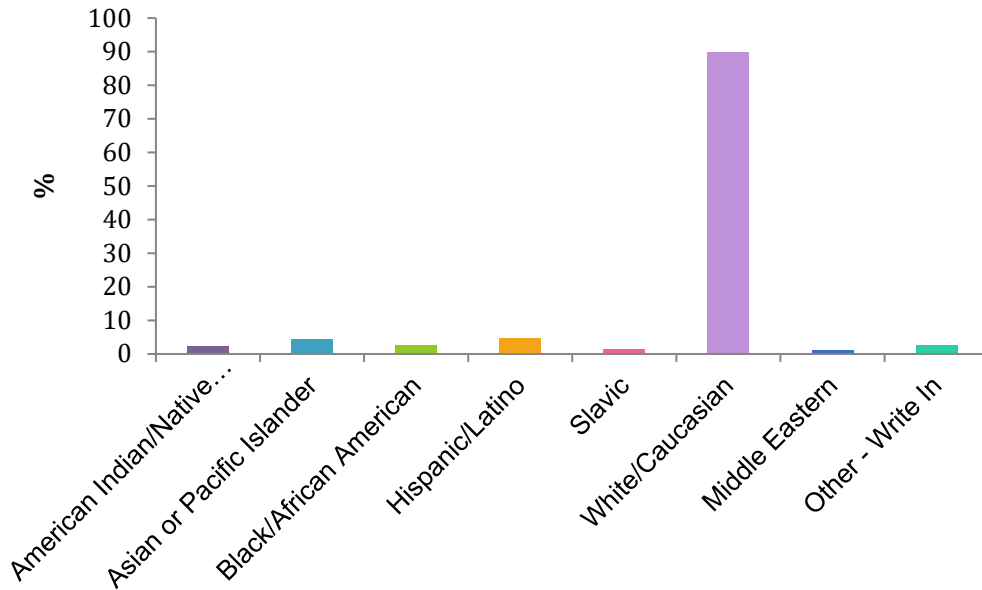
Respondent Demographics and Disability (self-reported)

Question 8: What is your highest level of education?



Nearly all participants held a bachelor's degree or greater. According to Census QuickFacts, for the City of Portland between (2012-2016) of persons 25 years+ 47 percent have a bachelor's degree or higher. Portland State University's location in the Central City and the presence of professional services may be influencing factors.

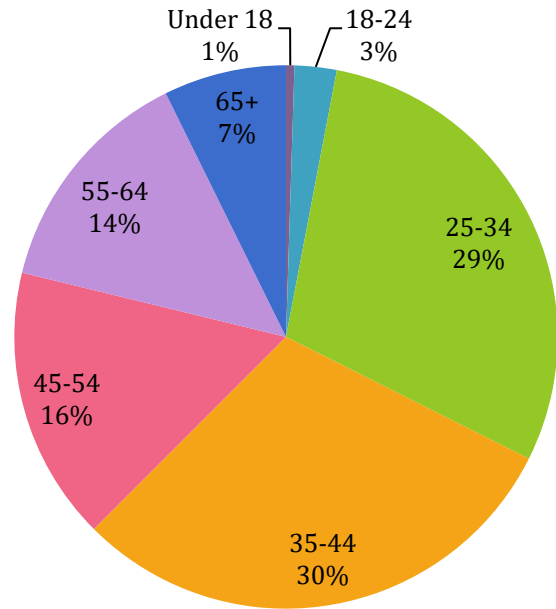
Question 9: What is your race or ethnicity?



Aside from American Indian/Native American/Alaskan Native, the percentages of all other non-white alone participants are disproportionately below Census QuickFacts data for the City of Portland. Participants who identify as White/Caucasian are over represented in this study based on Census QuickFacts data. Nearly 90 percent of responders to this survey identified as White/Caucasian alone, whereas Census QuickFacts estimates that about 78 percent of the City of Portland identify as white-alone.

Question 10: What is your age?

Survey participants aged 25 to 64 are over represented compared to the population at large. Survey participants under the age of 24 make up four percent of this survey but make up over 22 percent of the City of Portland. Survey participants over the age of 65 make up seven percent of participants but make up 12 percent of the City of Portland.



Question 11: Do you have a disability?

The survey participants represent a disproportionate amount of people without a disability as compared to the Census QuickFacts for the City of Portland, which reports seven percent have a disability.

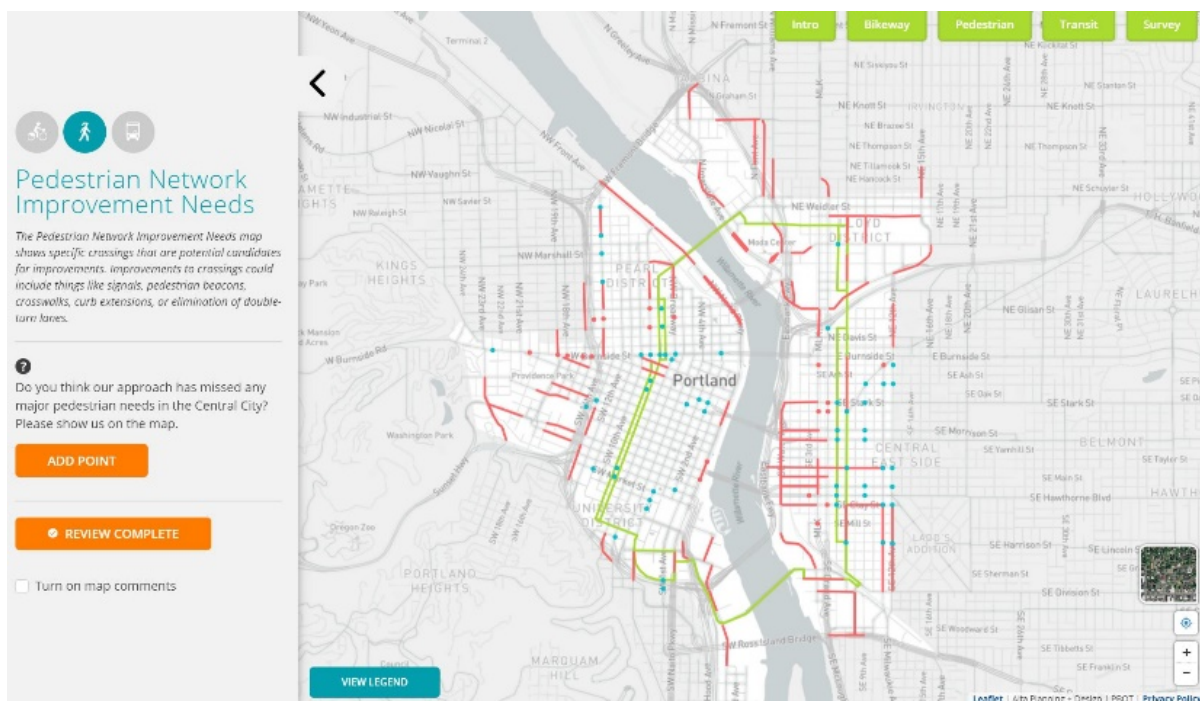
Response	Percent	Count
no disability	99.2%	780
hearing	0.3%	2
vision	0.3%	2
mobility	0.3%	2
cognitive	0.1%	1
other	0.4%	3

Online Open House #2

Input summary - July 23, 2018

Introduction

The second online open house for PBOT's Central City in Motion (CCIM) project was open June 4 through June 18, 2018. It was part of a broader public engagement strategy designed to gather public input on design concepts as PBOT develops projects to improve access to public transit, build a low-stress bikeway network, and improve pedestrian crossings in Portland's Central City.



Screenshot of online open house interactive map showing potential projects.

The online open house featured an interactive project map and was advertised on the project website, via news release, email and social media. The interactive map featured points and corridors that correlated with proposed improvement projects in the Central City, which participants could click on and answer questions. Clickable projects featured cross-sections, a summary of the project, and any potential trade-offs to help participants weigh costs and benefits.

Participants could comment on all projects, rate how effective projects would be in moving people around the Central City, and indicate priority for implementation in the next five years. Respondents could also indicate if they thought the benefits of each proposed project would outweigh potential negative impacts. The project team reviewed the results of 4,732 datapoints generated by users on 147 proposed projects (composed of 45 corridor bike and transit, and 102 pedestrian projects). Summary results are presented below.

Findings

- Of the 147 projects presented, 106 (72 percent) were seen on average as a priority to be built in the next five years (those with average ratings of three or higher).
- Respondents on average indicated that 106 projects would be effective or very effective at moving people around the Central City. Over half of corridor (bike and transit) projects were seen as priority projects and would be effective. Over two-thirds of pedestrian projects were viewed this way.
- While some projects received no responses, all projects that received rankings indicated they would be effective at moving people around the Central City.
- The top-rated projects that were viewed both as a high priority to build in the next five years AND would be highly effective at moving people around the Central City include:
 - NE/SE 7th Avenue
 - SE Hawthorne from Grand Avenue to 12th Avenue
 - NE Lloyd Boulevard
 - NW Broadway to W Burnside
 - SW Broadway from W Burnside to I-405
 - SE Salmon and SE 7th Avenue enhanced crossing
 - SW Salmon and SW 14th Avenue enhanced crossing
 - NW Johnson and NW 14th Avenue enhanced crossing
 - SW Abernethy and SW Bond marked crosswalk
 - SW Jefferson and SW 16th Avenue marked crosswalk

Methodology

Each project correlated with a unique project ID number and mode. Due to the higher level of responses for corridor (bike and transit) projects, the results are summarized separately from pedestrian projects.

Three questions were asked for each project:

1. How effective would this project be at moving more people around the Central City as it grows? Respondents were asked to select a number from 0 to 4, with 0 representing not very effective and 4 representing very effective.
2. How high a priority should this project be? (do not build/build in the next five years) Respondents were asked to select a number from 0 to 4, with 0 representing very low priority and 4 representing very high priority.

3. Do the benefits of this project outweigh the potential impacts? (yes/no)

Rating averages (Questions 1 and 2)

The first two questions were presented in a Likert scale, with 0 representing the undesirable end of the scale and 4 representing the positive or beneficial end. Two was a neutral or middle rating. The calculated mean allows comparison across projects.

Benefits vs. negative impacts (Question 3)

For question three, the percentage of yes responses was compared to the total number of responses to find the percentage of agreement that the benefits outweigh the costs for each project.

Projects receiving the highest ratings

The tables below show the projects ranked highest according to averaged scores for priority, effectiveness, percent who agreed the benefits outweigh potential impacts, and number of responses (in that order). Corridor (bike and transit) and pedestrian projects are shown separately. The 25 projects with the highest ratings are shown for both project types.

Corridor (bike and transit) projects

Project Location	Bundle*	Priority score	Effectiveness score	Benefit	Responses
NE/SE 7 th Avenue	3	3.4	3.4	83%	127
SE Hawthorne from Grand Avenue to 12 th	12	3.3	3.3	83%	105
NE Lloyd Boulevard	15	3.3	3.3	82%	87
NW Broadway to W Burnside Bridge	2	3.2	3.3	84%	99
SW Broadway from Burnside to I-405	2	3.2	3.3	82%	121
SW Alder St between 4 th and the Morrison Bridge	10	3.2	3.3	78%	65
NE Multnomah Street	13	3.2	3.2	84%	86
W Burnside Bridge	1	3.2	3.2	77%	115
NE Broadway Street/NE Weidler Street	-	3.2	3.2	77%	96
SW Harrison Street Connector	-	3.2	3.2	74%	74
SW 17 th Avenue from Salmon to Alder	6	3.2	3.1	80%	64
Naito Park from Salmon to Couch	-	3.2	3.1	73%	117
SW College Street	2	3.1	3.1	81%	54
SE Water Ave	14	3.1	3.1	80%	90
SE Morrison Street	11	3.1	3.1	79%	75
NE 16 th Avenue from Multnomah to Clackamas	13	3.1	2.9	75%	59
Grand Avenue	3	3	3.3	73%	110
NE 12 th Avenue from Davis Street to Lloyd Blvd	-	3	3.1	82%	76
SE Clay from Water to Grand	12	3	3.1	78%	67
NW Fremont Bridge to W Burnside, 14th and 16th	6	3	3.1	75%	101

SW 12 th Avenue	6	3	3.1	74%	86
NE Wheeler Avenue	-	3	3.1	72%	65
SE Belmont Street	11	3	3.1	73%	87
SW Salmon Street	9	3	3	74%	97
SW 4 th from I-405 to Burnside	2	3	3	74%	137

Pedestrian projects

Project Location	Bundle	Priority score	Effectiveness score	Benefit	Responses
SE Salmon and 7 th	9	3.8	3.7	100%	10
SW Salmon and 14 th	8	3.8	3.6	89%	9
NW Johnson and 14 th	6	3.7	3.7	67%	6
SW Abernethy and SW Bond	-	3.6	3.8	73%	5
SW Jefferson and SW 16 th	5	3.6	3.7	44%	9
SE Sherman and SE 11 th	4	3.6	3.6	100%	5
NW Raleigh & 14 th	6	3.6	3.6	86%	7
SE Harrison and 7 th	3	3.6	3.6	86%	7
NW Quimby and NW 14 th	6	3.6	3.6	86%	7
NW Marshall and 14 th	6	3.6	3.6	80%	5
SE Madison and 6 th	12	3.6	3.6	80%	5
SW Lowell St and SW River Parkway	-	3.6	3.6	80%	5
SW Abernethy and SW River Parkway	-	3.6	3.6	80%	5
NE Halsey and 14th	13	3.6	3.6	67%	9
SE Salmon and 11 th	4	3.6	3.5	100%	8
SE Salmon and 12 th	4	3.6	3.4	100%	9
SE Washington and 7 th	3	3.6	3.4	100%	9
SW Taylor and 13 th	8	3.6	3.4	89%	9
SE Salmon and SE Water	14	3.5	3.6	100%	8
SE Pine and 11 th	4	3.5	3.5	100%	6
W Burnside and 22 nd	6	3.5	3.5	95%	19

W Burnside and 10 th	1	3.5	3.5	92%	13
SE Madison and 12 th	4	3.5	3.5	91%	11
W Burnside and 9 th	1	3.5	3.5	90%	10
SE Hawthorne and 9 th	12	3.5	3.5	90%	10

Attachments:

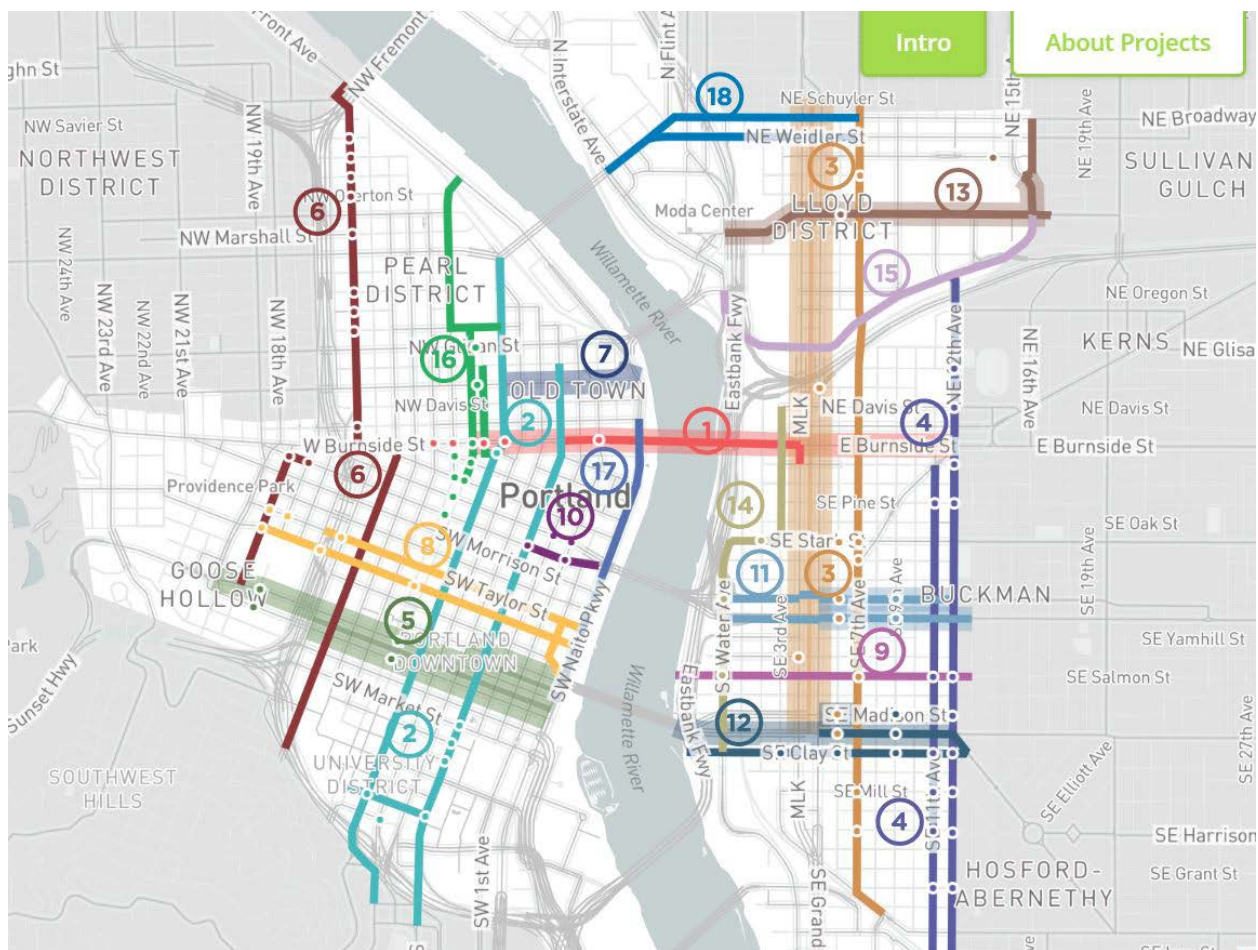
- Calculated ratings by project (Excel)
- Complete online survey responses, including open text responses (Excel)
- Project Bundles

Online Open House #3

Input summary - October 6, 2018

Introduction

The third interactive online open house for PBOT's Central City in Motion (CCIM) project was open September 5 - 19, 2018. It was one method of gathering public input as PBOT develops and prioritizes projects to improve access to transit, builds a low-stress bikeway network, and improves pedestrian crossings in Portland's Central City. The third online open house brought new users up-to-speed by providing background information about CCIM, presented details about the 18 key projects that CCIM has narrowed in on, and asked for input on prioritizing projects for implementation.



Online open house interactive map showing potential projects.

The opportunity to participate in the online open house was advertised on the project website, via news release, email and social media. Additionally, over 20,000 postcards were delivered to residences, businesses and property owners adjacent to the projects inviting them to participate online or at in-person open houses. The online open house featured an interactive map with 18 potential projects in the Central City. Participants were able to view a description and estimated cost for each project.

Users were given the opportunity to learn about the benefits of the proposed projects as well as their tradeoffs, view them in context of existing bikeway and transit networks, and to prioritize projects for funding given a set budget. Finally, a general survey asked questions about CCIM and the projects in general.

Project prioritization questions

Participants were asked to select a group of projects they would fund within a budget of \$30 million using an interactive map. Proposed projects included improvements and investments such as enhanced pedestrian crossings, protected bikeways, and transit priority lanes, among other improvements. Estimated project costs ranged between \$600,000 and \$8,530,000. After participants developed a package of projects, they were asked to identify one project as their top priority.

General questions

Questions asked about the CCIM projects in general, included:

- Whether to build fewer signature projects or more projects with less expensive materials,
- If temporary projects should be put in place until funding is available for permanent projects,
- If the CCIM projects would increase feelings of safety,
- If CCIM projects would make walking, biking, or taking transit more likely, and
- If the CCIM projects would help meet City transportation goals.

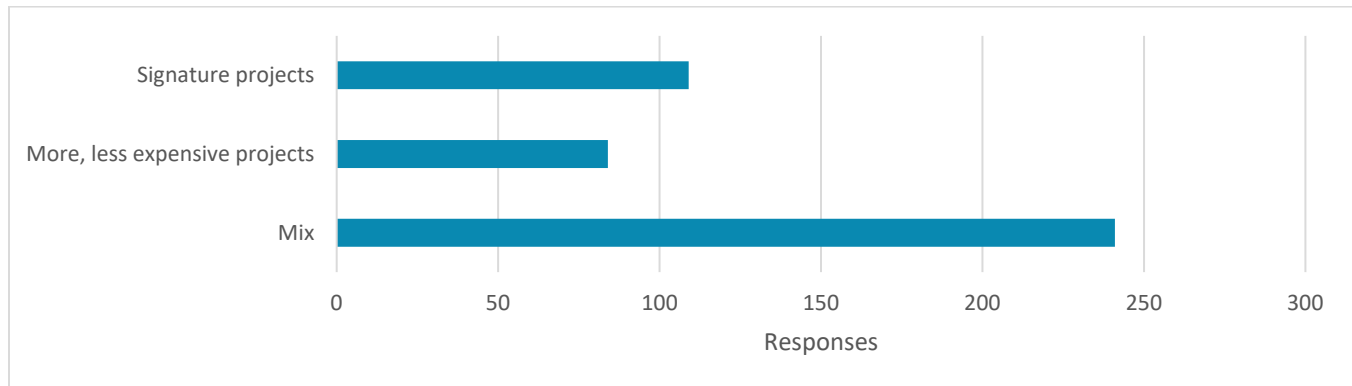
The full text of the questions is provided in Appendix A.

Findings

Most survey respondents indicated implementing the CCIM projects would increase feelings of safety; encourage them to walk, take transit, and bike; and help meet Portland's transportation goals. Respondents were supportive of using temporary projects until funding is secured for permanent projects. Responses were mixed regarding preferred level of finish for projects. Respondents were divided regarding their preference to implement projects with less expensive materials to implementing fewer signature projects, with most

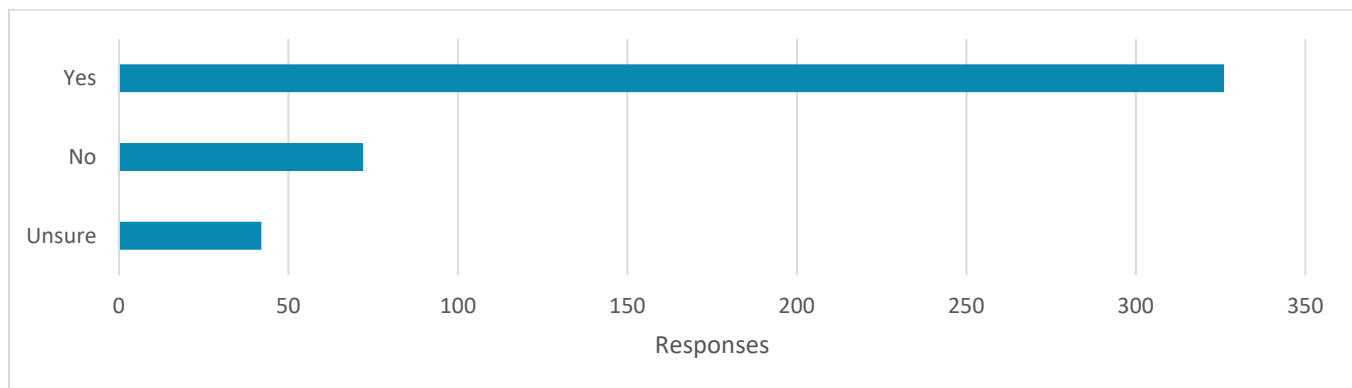
participants favoring a mix of strategies. The results from each of the general questions are summarized below.

Q1: Building signature projects versus completing more projects with less expensive materials (434 responses)



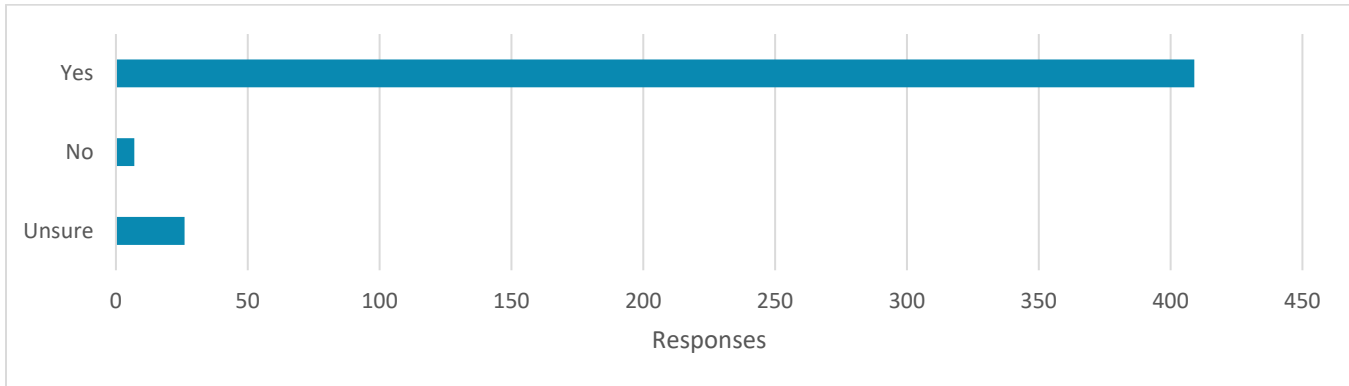
- A majority of respondents (54 percent) said PBOT should **build a mix** of signature projects and projects with less expensive materials.
- The remaining respondents were split regarding their preference for implementing signature projects versus completing more projects with less expensive materials.

Q2: Use of temporary projects (440 responses)



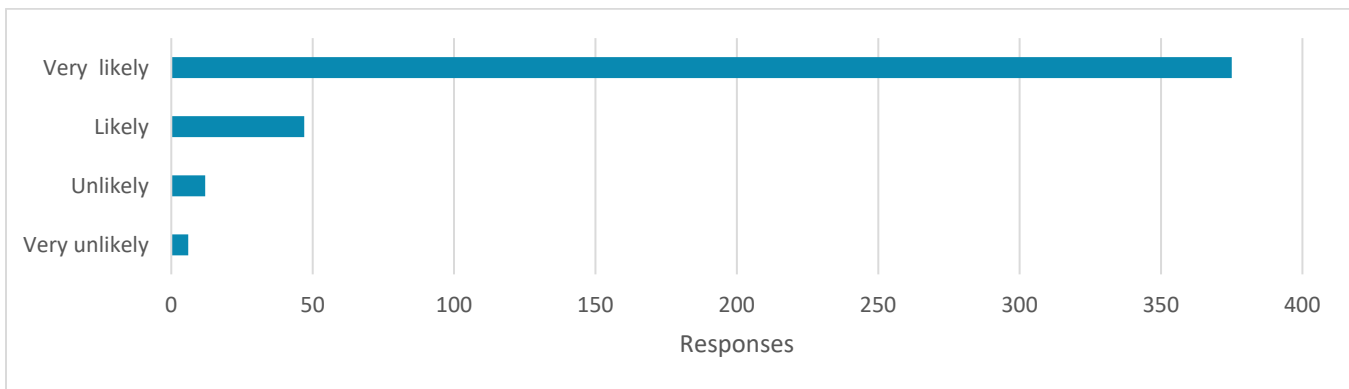
- Nearly two-thirds of respondents favored a strategy of implementing temporary projects with less expensive materials, with the intent of building permanent projects when funding is available.
- Sixteen percent of respondents did not favor implementing temporary projects, and 10 percent said they were unsure.

Q3: Feelings of safety (442 responses)



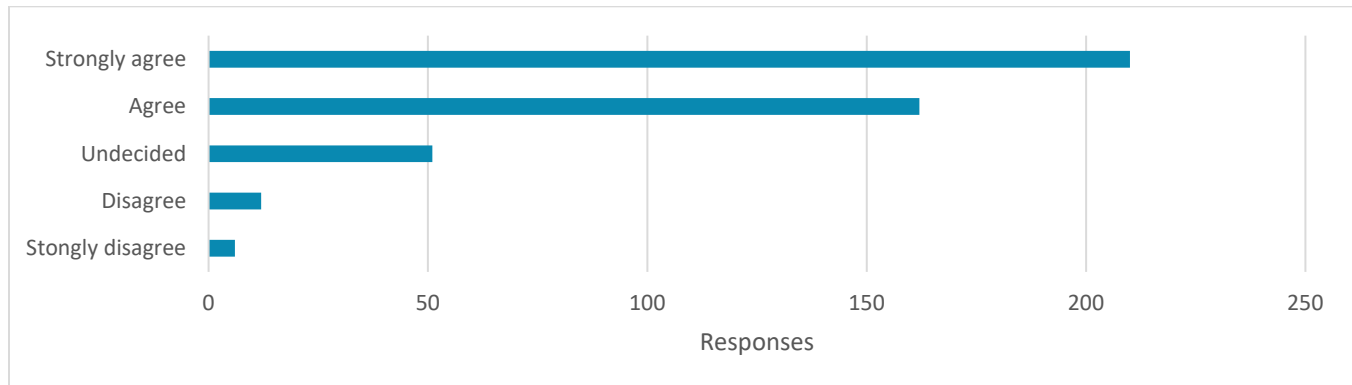
- Over 90 percent of respondents said implementing the CCIM projects would make them feel safer and more comfortable when walking, taking transit, or biking in the Central City.

Q4: How likely to walk, bike, or take transit in the Central City (440 responses)



- Over 95 percent of respondents said that they would be likely to walk, bike, or take transit in the Central City if CCIM projects were implemented.

Q5: Meeting City transportation goals (441 responses)



- 85 percent of respondents said they agree or strongly agree that CCIM will help Portland meet its transportation goals.

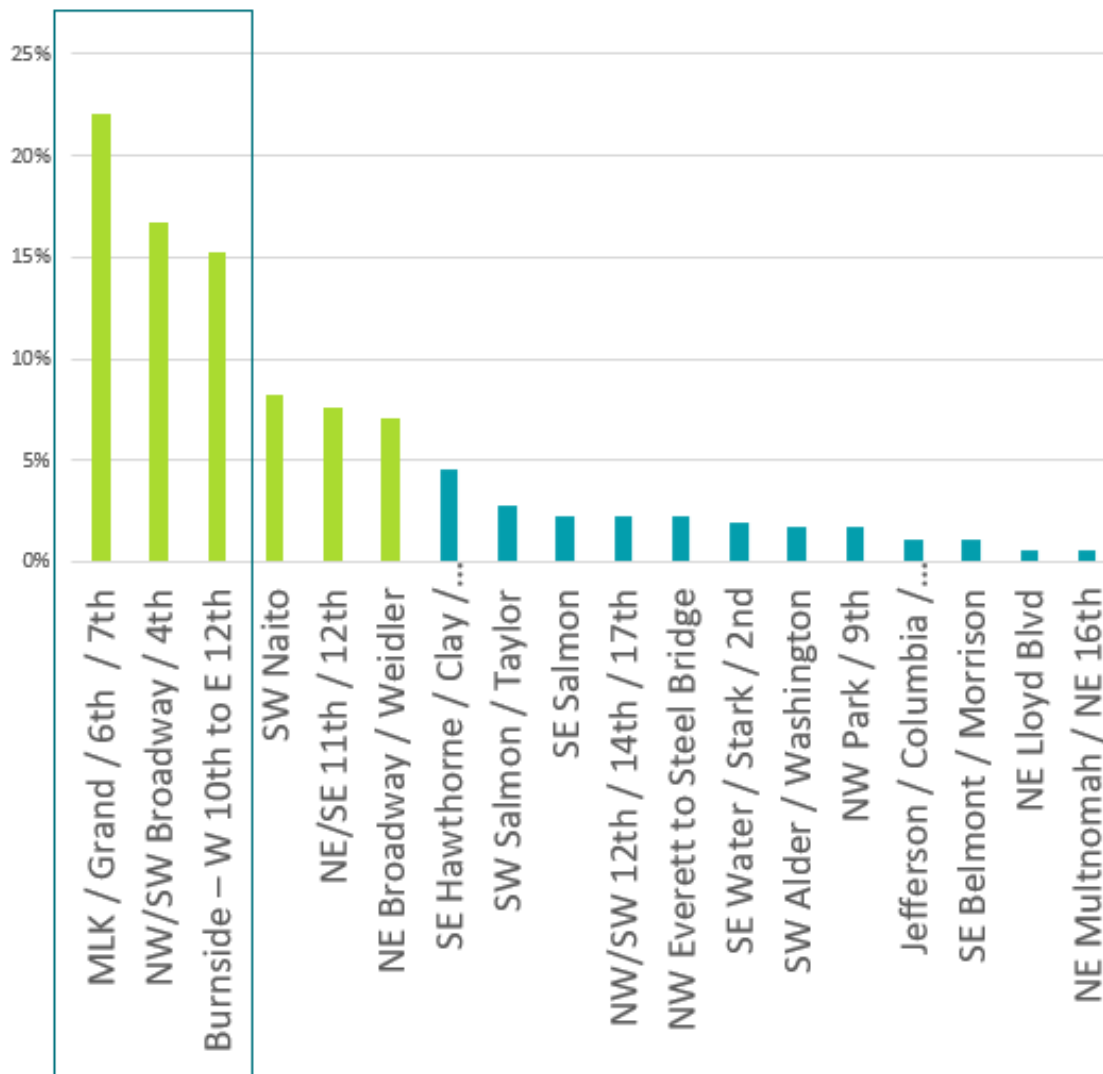
Top-ranked projects

Survey responses indicated three projects as the most highly rated, both for frequency of being identified as a top project, and for inclusion in respondents' recommended funding packages (see Appendix B for project descriptions).

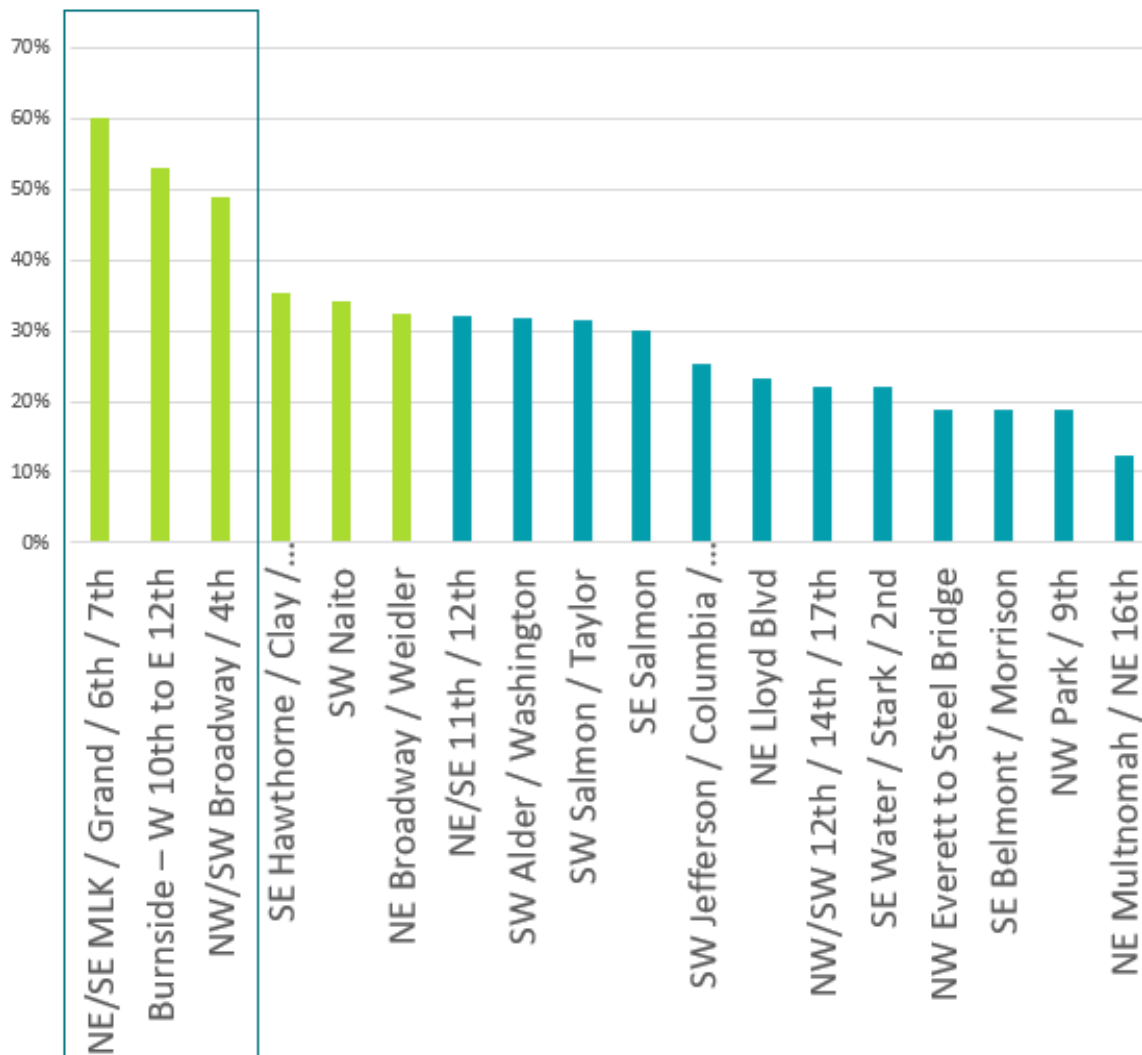
The top-ranked projects by survey respondents are:

- NE / SE MLK / Grand / 6th / 7th
- NW / SW Broadway and 4th Avenue
- Burnside: W 10th Avenue to E 12th Avenue

Project frequency as top priority



Project frequency in funding bundles



Project frequencies; top projects and inclusion in funding packages

Project	Identified as top project		Included in funding packages	
	Frequency	%	Frequency	Funded %
NE / SE MLK / Grand / 6th / 7th	81	22%	274	61%
NW / SW Broadway / 4th	59	16%	224	50%
Burnside: W 10th to E 12th	54	15%	238	53%
SW Naito	33	9%	160	36%
NE / SE 11th/12th	27	7%	146	33%
NE Broadway / Weidler	25	7%	148	33%
SE Hawthorne / Clay / Madison	16	4%	159	35%
SW Salmon / Taylor	11	3%	145	32%
NW / SW 12th / 14th / 17th	8	2%	100	22%
NW Everett to Steel Bridge	8	2%	86	19%
SE Salmon	8	2%	140	31%
SE Water / Stark / 2nd	7	2%	101	23%
SW Alder / Washington	6	2%	146	33%
NW Park / 9th	6	2%	87	19%
SW Jefferson / Columbia / Madison	4	1%	115	26%
SE Belmont / Morrison	4	1%	86	19%
NE Multnomah / NE 16th	2	1%	55	12%
NE Lloyd Blvd	2	1%	105	23%

Notes on Data Interpretation

The data were collected as part of a public outreach process to gain input from a wide variety of interested people and inform the technical team as they move ahead. The responses are not statistically representative, meaning the responses do not represent the population as a whole.

Users were able to view as many or few projects as they wanted. The data do not indicate how many unique users interacted with the map. The map also did not collect demographic data tied to responses.

Appendix A: Survey questions

1. Given our limited budget, we can build **a few signature projects** or more **less expensive projects**. What would you like to see PBOT do?
 - Build more projects with less expensive or temporary materials
 - Build a few signature projects
 - Build a mix of signature projects and projects with less expensive materials

2. Since we can't afford to do everything at once, we could put in temporary projects now using less expensive materials like candlesticks and paint with the intent of building a permanent project when funding is available. **Do you think this strategy should be part of our implementation plan?**
 - Yes
 - No
 - Unsure

3. Would implementing the CCIM projects make you feel safer and more comfortable when walking, taking transit, or biking in the Central City?
 - Yes
 - No
 - Unsure

4. How likely would you be to walk, bike, or take transit in the Central City after these projects are built? (4 being very likely, 1 being very unlikely)
 - Very likely
 - Likely
 - Unlikely
 - Very Unlikely

5. Overall, do you think CCIM will help Portland meet its transportation goals? (5 being strongly agree, 1 being strongly disagree)
- Strongly agree
 - Agree
 - Undecided
 - Disagree
 - Strongly disagree

Appendix B: Project descriptions

(Project numbers are for identification and keyed to the interactive map)

1 Burnside - W 10th to E 12th Cost: \$5,300,000

Burnside was established as the city's east-west axis in 1912. A critical street ever since, this proposal will make Burnside more efficient, allowing it to carry more people as the city grows. The proposal includes a Bus and Turn lane, a series of crossing improvements, and protected bikeways. These investments will provide faster, more reliable TriMet service, improve safety and accessibility on West Burnside approaching the bridge, and facilitate more cycling trips across the river.

2 NW/SW Broadway / 4th Cost: \$6,620,000

This project would create a signature north-south bike facility on the 4th Avenue and Broadway couplet, while upgrading unsignalized pedestrian crossings in South Downtown. The couplet would increase access for people biking to major destinations and employers, including PSU and the downtown retail core and increase crossing safety along both streets.

3 NE / SE MLK / Grand / 6th / 7th Cost: \$8,530,000

Coordinating to serve freight, auto, transit and bike needs, these projects would improve how people move through the heart of the Central Eastside. MLK and Grand would include Bus/Streetcar and Turn (BAT) lanes that could also accommodate freight. New pedestrian crossings of MLK and Grand would improve safety and access. Protected bike lanes on 7th Avenue would connect the new Sullivan's Crossing bridge to the Tilikum Bridge. 6th Avenue, the likely location of the future Green Loop, would include new pedestrian crossings.

4 NE / SE 11th/12th Cost: \$7,800,000

11th and 12th Avenues are an important north-south route for freight, transit, autos and people biking. Today the roadways feature two narrow travel lanes that don't accommodate trucks or buses well. They are also difficult to cross. The project would redesign the roadways to include one wider travel lane to better accommodate buses and trucks, a buffered bike lane, parking, and a series of pedestrian crossing and bus stop improvements.

5 SW Jefferson / Columbia / Madison Cost: \$3,000,000

Multiple bus lines use Columbia and Jefferson to connect from Goose Hollow to the Hawthorne Bridge. These streets are also critical east/west connections through downtown Portland for cars and trucks. The proposed project would improve transit reliability and speed by adding a Bus and Turn lane and bus stop improvements. Traditional bike lanes would also be provided.

6 NW / SW 12th / 14th / 17th Cost: \$3,030,000

These streets work together to provide access to and from the Pearl District and through Goose Hollow. NW 14th would create a protected bicycle lane from Burnside to Hoyt, and a wide bicycle lane from Hoyt to Savier.

Improvements to SW 17th Avenue would create a protected two-way, cycle track from Salmon to Alder, and a neighborhood greenway from Madison to I-405. A protected bicycle facility on SW 12th from College to Stark would provide access to the west side of the PSU campus.

7 NW Everett to Steel Bridge Cost: \$4,260,000

In addition to MAX and Amtrak, the Steel Bridge carries thousands of commuters on TriMet buses, including lines 4, 8, 16, 35, 44, and 77. This project would make these bus trips faster and more reliable by adding a Bus and Turn (BAT) lane on Everett approaching the bridge. It would address the ramps on the west of the bridge that create merging conflicts, further improving transit commutes out of downtown.

8 SW Salmon / Taylor Cost: \$3,770,000

SW Salmon and Taylor are proposed to become key east/west bike routes for people of all ages and abilities between Goose Hollow and the Willamette by creating a protected bike lane on both streets. They would link to the Hawthorne Bridge via a new protected bike lane on SW 1st. Pedestrian crossing improvements on both streets and bus stop improvements on SW Salmon are also proposed.

9 SE Salmon Cost: \$600,000

SE Salmon neighborhood greenway would provide a family-friendly bike connection to the Eastbank Esplanade and the Willamette River. This project would include improved crossings at the intersections at Water, MLK, Grand, 7th, 11th, and 12th.

10 SW Alder / Washington Cost: \$1,400,000

The Morrison Bridge has a wonderful existing walking and biking path, but access to it poor. This project would improve pedestrian access and safety by eliminating dual turn lanes approaching the bridge. A short segment of two-way protected cycle track would connect 4th Avenue to the bridge, leveraging existing infrastructure to provide a critical connection between downtown Portland and the Central Eastside.

11 SE Belmont / Morrison Cost: \$3,020,000

Belmont and Morrison are key east/west connections in the Central Eastside, providing important retail, freight, and transit access. This project improves transit access and speed with new transit islands, improves pedestrian crossings, and provides protected bicycle lanes.

12 SE Hawthorne / Clay / Madison Cost: \$3,810,000

Madison, Hawthorne, and Clay are critical east/west connections for the Central Eastside due to their connections to the Hawthorne Bridge. This project includes a host of multimodal improvements to make these streets more efficient, including transit priority at intersections on Hawthorne and Madison, protected bike lanes on Hawthorne and Clay, and pedestrian crossing improvements on all three streets.

13 NE Multnomah / NE 16th Cost: \$4,000,000

NE Multnomah is a key east/west connection through the Lloyd District that provides access to retail and other destinations. This project would improve the existing parking protected bike lane on NE Multnomah and address bus/bike conflicts. A neighborhood greenway on NE 16th would provide a connection between this route and NE Portland neighborhoods.

14 SE Water / Stark / 2nd Cost: \$2,520,000

A two-way cycle track on Water Avenue would provide a safe and convenient alternative to the often heavily used Eastbank Esplanade, providing direct access to bridges and destinations in the inner Central Eastside Industrial District.

15 NE Lloyd Blvd Cost: \$1,000,000

This two-way cycle track along Lloyd would provide a cycling connection from the Steel Bridge to 16th. It would connect to the forthcoming Sullivan's Crossing – a new pedestrian and bicycle bridge to be constructed over I-84 at 7th Avenue.

16 NW Park / 9th Cost: \$4,700,000

This project provides a north/south connection from the Pearl District to downtown. Protected bike lanes on NW 9th transition to a protected bike lane on Park. New signalized crossings of Park at Glisan, Everett, Burnside, and Oak will remove barriers to walking and biking in this area.

17 SW Naito Cost: \$4,00,000

Naito Parkway serves as a critical transportation spine along the west side of the Willamette. This project would implement a year-round version of "Better Naito," providing a two-way cycletrack and sidewalk along the west side of Waterfront Park. Signal timing, median work, or adjustments to the existing curblane between SW Salmon and Morrison would facilitate auto access to I-5 via the Morrison Bridge.

18 NE Broadway / Weidler Cost: \$4,980,000

N/NE Broadway and Weidler streets are a key connection between the east and west sides of the Central City. This segment of the corridor includes some of the highest crash intersections on our bicycle transportation system. This project would reconfigure travel lanes where feasible to create protected or buffered bike lanes for improved safety and circulation. The project would extend from the Broadway Bridge to NE 7th Ave to connect with existing bike lanes in the Lloyd

CENTRAL CITY Hospitality Workers Survey

IN MOTION Summary of findings

Introduction

This survey gathered input on travel needs and challenges in the Central City from hospitality workers. The project partnered with Travel Portland to distribute an online survey through restaurant and hotel employers via email. The special survey was intended to broaden the perspectives received by the project through their engagement efforts.

Employers were provided a printable flyer and asked to post in common areas. The survey was provided in English and Spanish. This survey received 163 complete and seven partial responses between May 31, 2018 and June 17, 2018. All responses were in English.

Overview of Findings

Survey participants had different demographics and travel behaviors than those who took the similar online survey. While also more educated than Portland residents overall, most participants drive to and from work, and many travel to the Central City from outside of Portland.

Participants in the hospitality survey also reported that they commute during traditional peak travel times. The data indicate that lower-wage employees in positions that typically have unconventional commuting hours are not the majority of respondents to this survey.

Convenience was the biggest factor for determining how survey participants travelled in and out of the Central City.

Transit

- The biggest barriers to survey participants using transit were infrequent service, transit stops too far from their homes, transit service hours that do not match when they need to travel, lack of cleanliness and safety on buses, and overcrowded buses during peak commuting hours.
- Participants indicated support for the following solutions:
 - Extend bus hours of operation
 - Increase frequency of buses
 - Bus-only lanes that bypass congestion

Walking & Biking

- Many participants said their commutes are too long to bike or walk to work.
- Some participants feel unsafe walking or biking in the Central City.
- A few participants live and work downtown, making biking or walking a preferred choice.

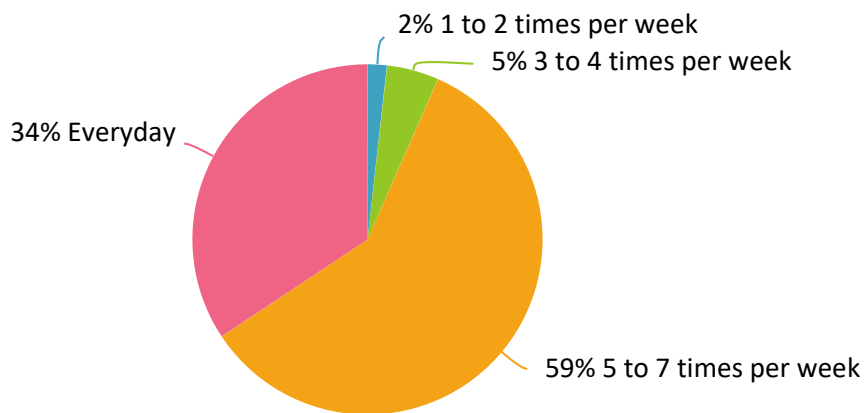
Driving

- Many participants are offered free parking through their work, which greatly influences their choice to drive a single-occupancy vehicle for commuting purposes.
- Some downtown residents would walk or bike to work if they could leave their cars parked outside of their residences all day, but many are not able to do so without being ticketed, so they choose to drive to work to avoid fines.

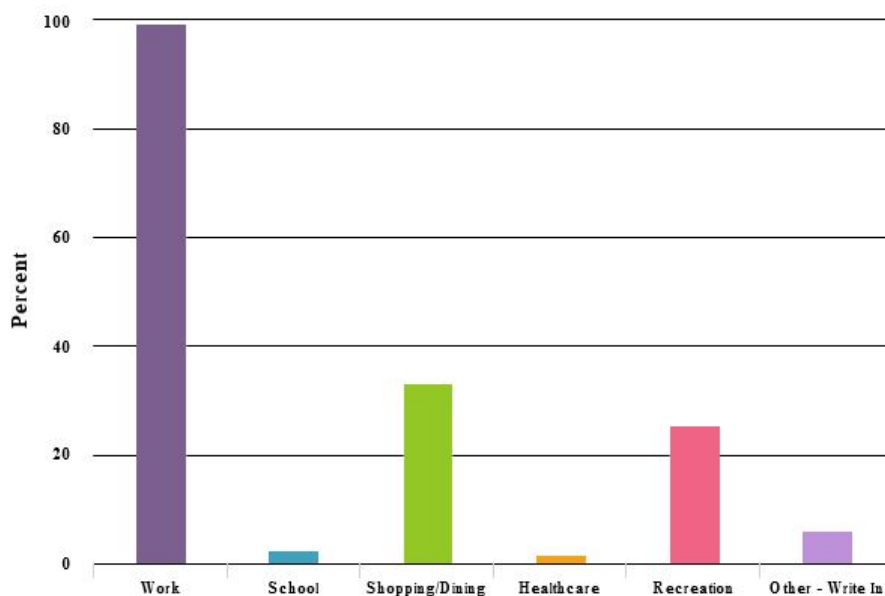
The following is a summary of survey participant responses.

Travel behavior

1. How many times a week do you travel in the Central City? (165 responses)

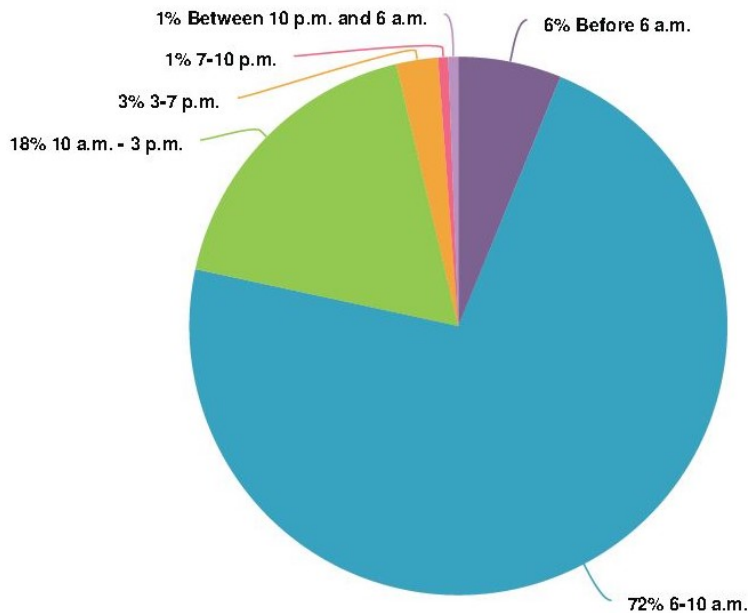


2. Why do you typically travel in the Central City? Choose two. (166 responses)



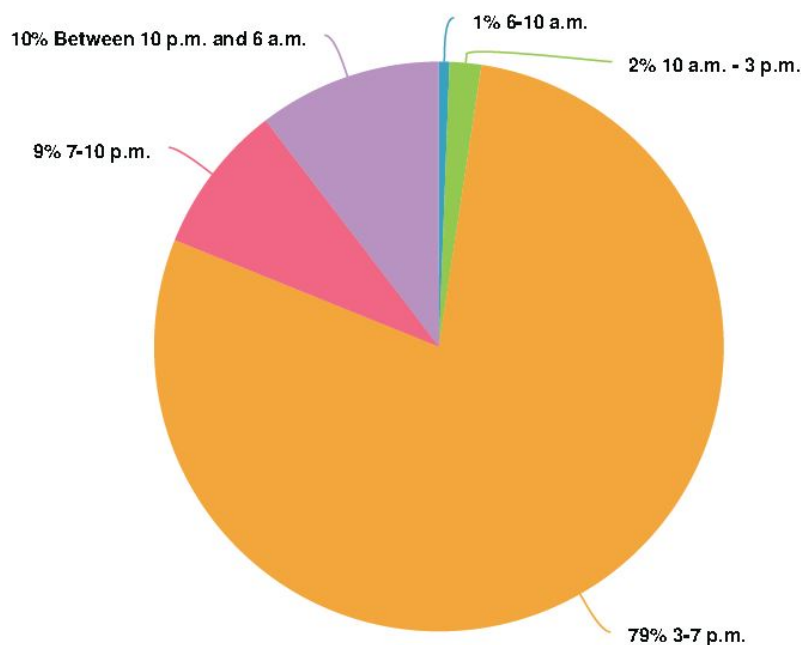
Most survey participants travel to the Central City for work, followed by shopping/dining, and recreation. Some survey participants noted that they live downtown. Others said they travel downtown for volunteering, that their commute takes them through downtown, or they come downtown to run errands.

3. What time do you typically travel into the Central City? (164 responses)

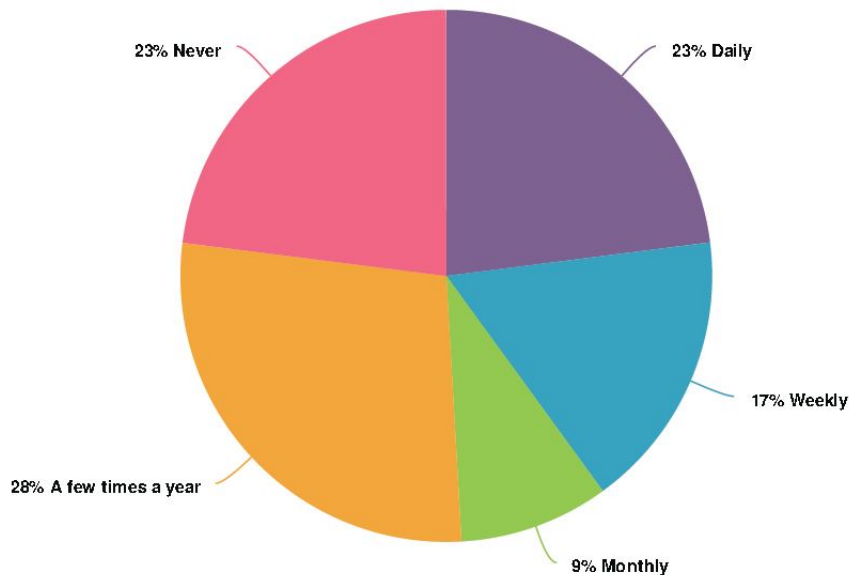


Most survey participants typically travel into the Central City during standard commuting hours.

4. What time of the day do you typically travel out of the Central City? (164 responses)



5. How often do you take transit to the Central City? (164 responses)



About half of survey participants take transit at least monthly and 40% take transit at least on a weekly basis.

6. If you do not ride transit in the Central City, why not? (164 responses)



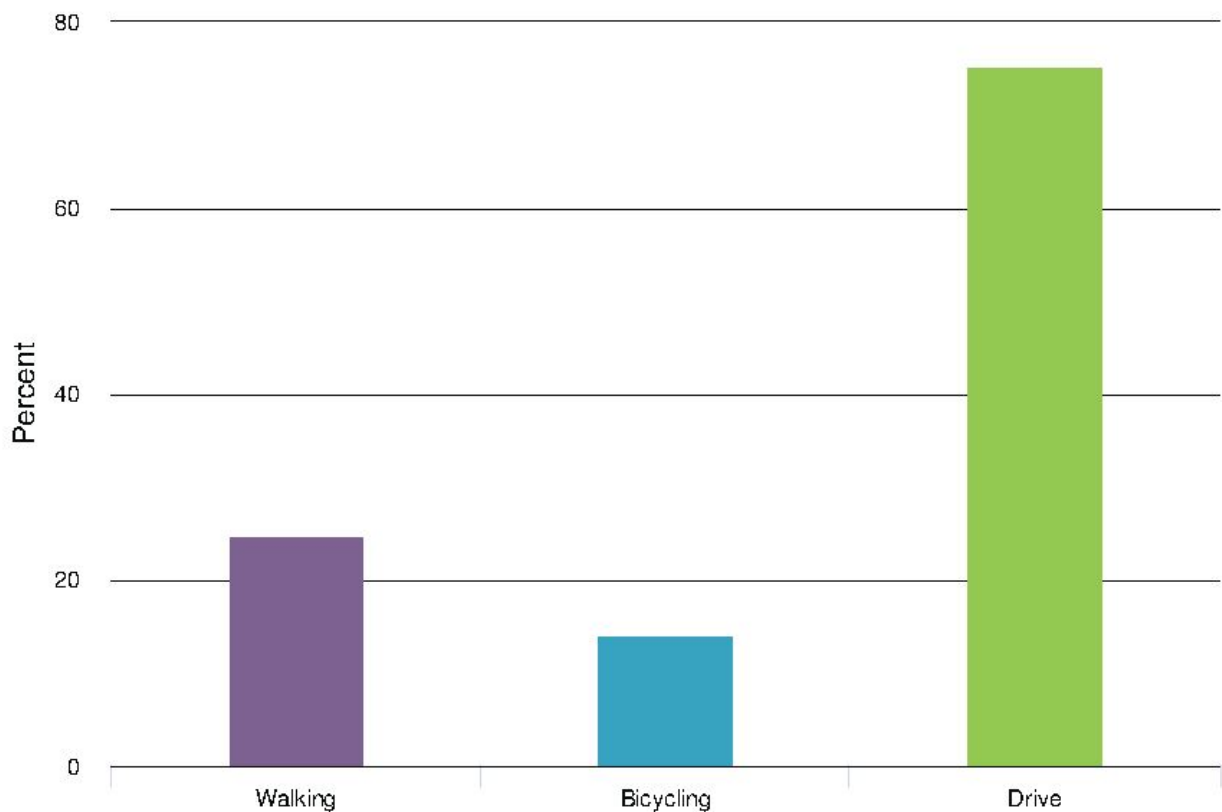
The reasons cited by respondents for not taking transit largely follow one of two main themes.

1. **Convenience:** Many survey participants said they drive to work for convenience and many noted they use free parking provided by their employer. Many survey participants said they do not travel on transit because it doesn't reach where they work or live, the commute takes too long, or that the timing of departure and arrival is inconsistent. Some participants said they drive instead of using transit because they use their personal vehicles for their job or to run errands before and after work.

Some participants noted that they prefer walk or bike to work because it is cheaper and faster than transit. Some participants said transit is too expensive. A few participants choose to use rideshare to get to their Central City destinations.

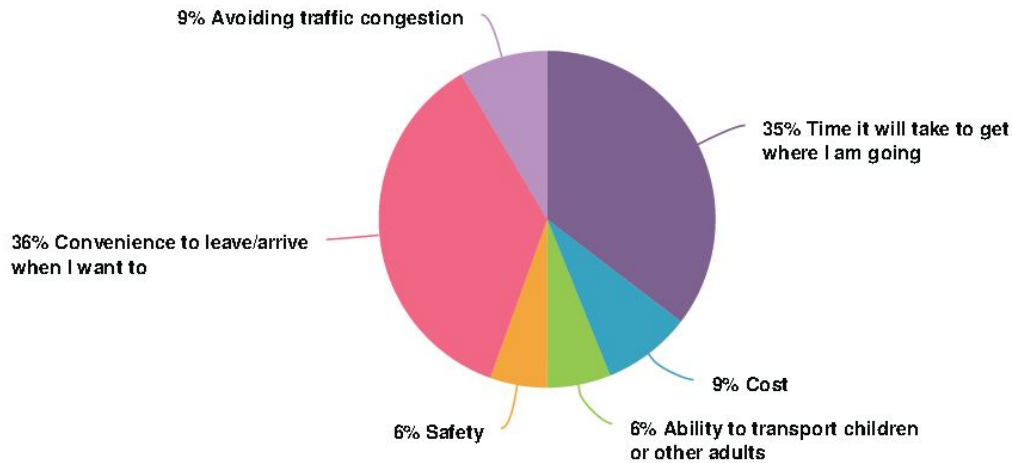
2. **Safety and Comfort:** Some survey participants avoid transit because of safety concerns on the MAX and bus. Some respondents said they are concerned about people perceived as 'homeless' or intoxicated. A few survey participants said transit is dirty and overcrowded during the times they travel.

7. If you do not take transit, do you travel primarily by walking, bicycling or driving in the Central City? (164 responses)



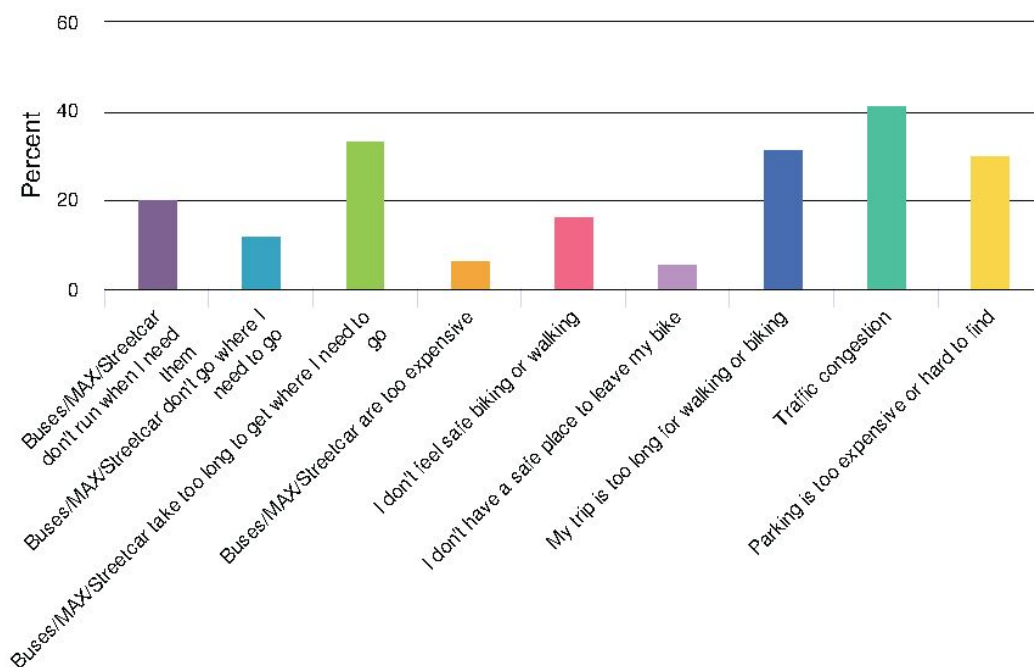
Most survey participants drive into the Central City. Some participants walk, and a few choose to bicycle.

8. What is the biggest factor in deciding how to travel to the Central City (choose one)? (164 responses)



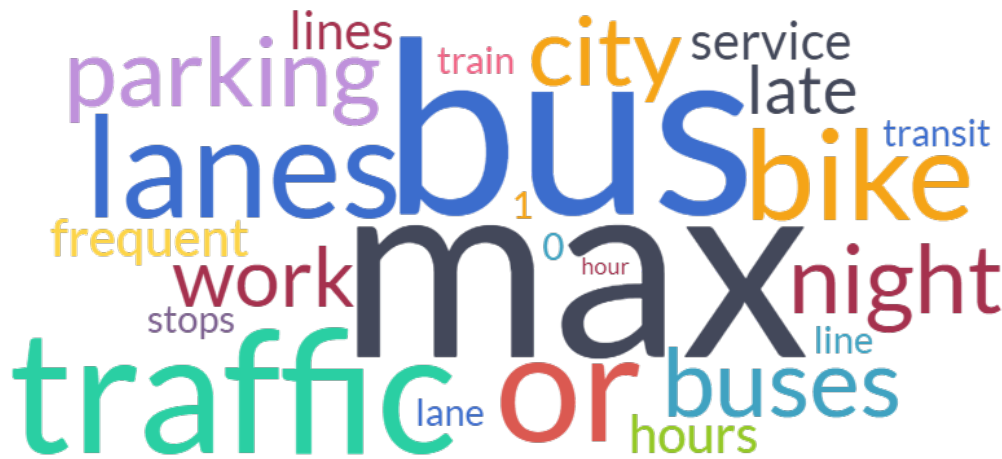
Survey participants said the biggest factors for deciding how to travel to the Central City were convenience of choosing when to leave/arrive and the time it will take them to get where they are going. Some participants choose their mode to avoid traffic congestion or cost. A few participants consider safety when deciding how to travel.

9. What are the biggest barriers in traveling in the Central City for you (choose all that apply)? (164 responses)



Most survey participants noted traffic congestion as the biggest barrier for travelling to the Central City. Many said parking is too expensive or hard to find, their trip is too long for walking or biking, the bus/MAX/streetcar take too long to get where they need to go, and the bus/MAX/streetcar doesn't run when they need to travel. A few said they don't feel safe walking or biking and that the bus/MAX /streetcar do not serve their destination. A few participants noted that the bus/MAX/streetcar are too expensive.

10. What one transportation improvement would make travel in the Central City easier for you?
(164 responses)



Survey participants identified three main improvements that would make travel to the Central City easier.

1. **Cost and convenience:** Most survey participants want longer hours of operation for bus and MAX service as well as increased frequency of service. Several noted that late night and early morning commuting on the weekend was the biggest barrier for their use of transit.

Many survey participants want transit to extend further, such as a MAX line to Vancouver, or a direct route from the Cully neighborhood to downtown Portland. Many participants want buses to have a dedicated lane to bypass traffic.

Additional comments indicated the following:

- Desire for more parking spots downtown and wider freeways
 - Less expensive transit fare
 - Less construction during peak commuting hours.
 - Bring back downtown's "Fareless Square"
2. **Technology:** Many survey participants requested better communication between TriMet and commuters when trains and buses are not running on time. Some survey participants wanted a digital version of the *Hop Fastpass* for their mobile devices. Some survey participants wanted systems that offer flexible pricing on tickets based on how far the commuter traveled on transit.

3. **Safety:** Many survey participants want better security on MAX and buses. Some perceive transit as unsafe, particularly at night, which prevents them from using these services. Furthermore, participants noted the lack of cleanliness on transit as a barrier to use.

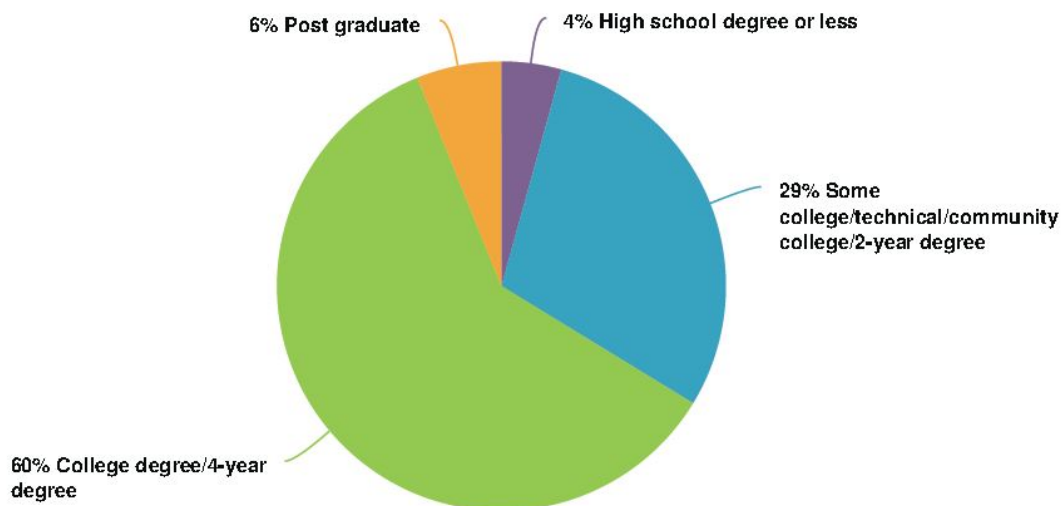
Some participants wanted more protected bicycle lanes to and within downtown, mentioning Cornell Road in Hillsboro and Northwest neighborhoods specifically. A few survey participants requested fixing potholes for both car and bike safety.

Demographics

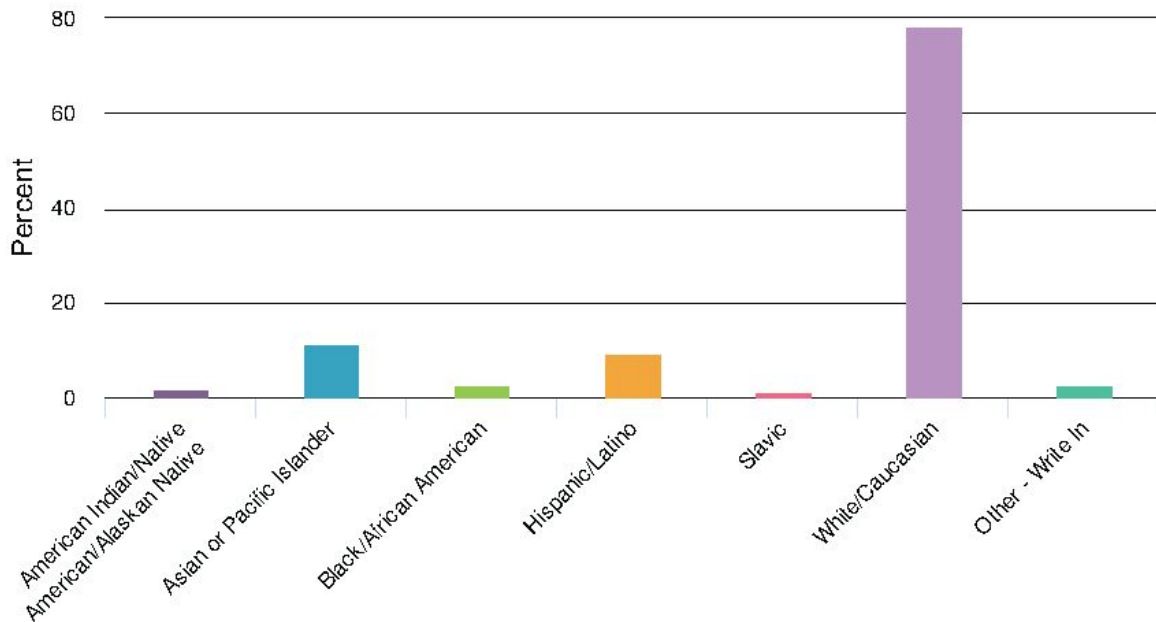
Home: Survey participants lived throughout the Portland metro area, with most living in Multnomah County. Many participants travelled to the Central City from the Tanasbourne/Hillsboro/Aloha areas, as well as Tigard, Milwaukie, Beaverton, Lake Oswego, and Vancouver, Washington.

Work/School: All survey participants attended work or school in zip codes associated with the Central District.

Education:

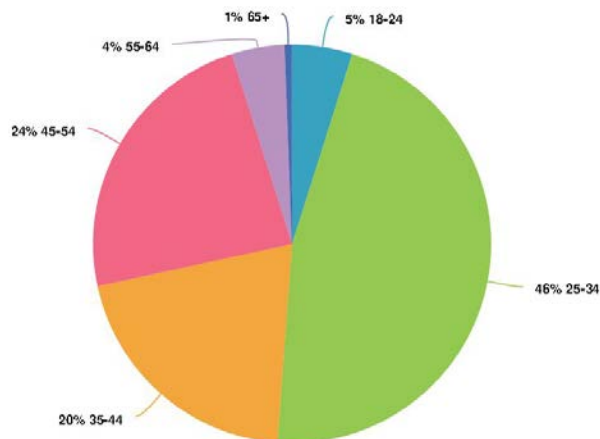


Most participants held a bachelor's degree or higher. This is higher than average for the City of Portland's college graduation rate. According to Census QuickFacts 2012-2016, for persons 25 years+ in the City of Portland, 47 percent have a bachelor's degree or higher.

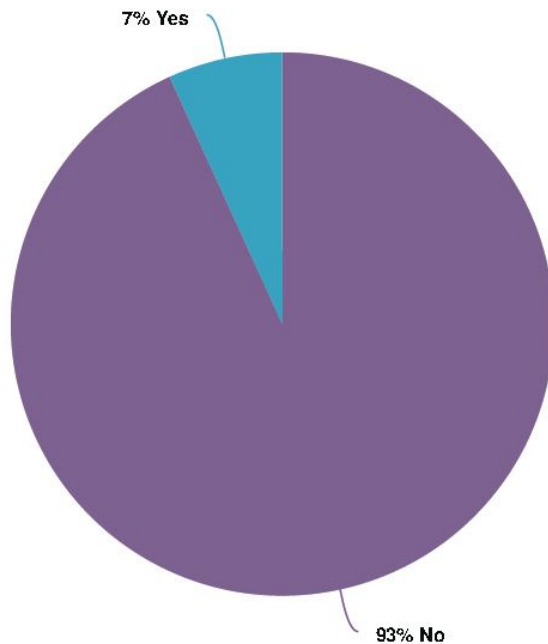
Race/ethnicity:

The demographics of the survey participants roughly match that of Portland residents. American Indian/Native American/Alaskan Native participants comprised 2 percent of responses, compared to 1 percent for the City of Portland, according to Population Estimates from the United States Census Bureau 2017.

Asian or Pacific Islander participants were slightly overrepresented with 11 percent of survey respondents identifying as Asian or Pacific Islander compared to 8 percent of Portland residents. Black/African American participants comprised 2 percent of survey participants, which is slightly less than the representative share of the city's population with 6 percent. Hispanic/Latino participants represented 9 percent of the respondents, which is roughly equal to the share of the Portland population. White/Caucasian participants made up 78 percent of respondents, which is also roughly equal to their share of the city population.

Age:

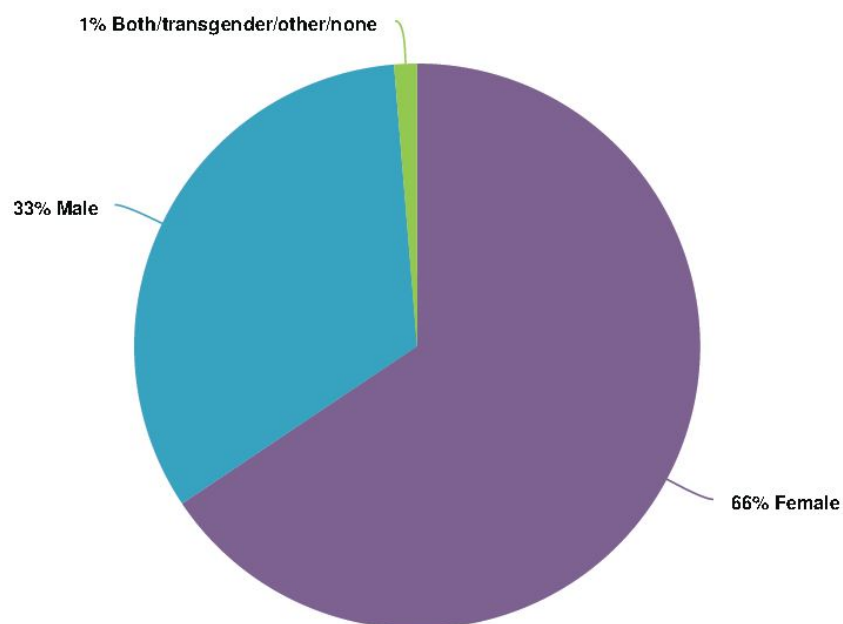
Survey participants aged 25 to 64 are over-represented compared to the population at large. Survey participants under the age of 24 comprise 5 percent of this survey but represent over 22 percent of the City of Portland. Survey participants over the age of 65 are underrepresented in this survey, they comprise one percent of participants but represent 12 percent of the City of Portland.

Disability:

The survey participants represent a proportionate amount of people without a disability as compared to the Census QuickFacts for the City of Portland, which reports 7 percent of residents have a disability. Four participants named their disability; cerebral palsy, depression/anxiety, arthritis, and bugs.

Gender:

Roughly two-thirds of participants identified as female. Some participants identified as male. A few participants identified as both/transgender/other/none.





Focus Group Summary

3/28/2018

DATE: March 12, 2018
TIME: 5:00 p.m. – 6:30 p.m.
LOCATION: Old Town Recovery Center 3rd Floor Classroom, 33 NW Broadway St.
PARTICIPANTS: 16
STAFF:

Gabe Graff (PBOT)
Chris Sun (PBOT)
Gary Cobb (Central City Concern)
Bridger Wineman (EnviroIssues)

Materials:

Agenda
Maps (Draft bikeway, pedestrian, and transit network streets)

Purpose:

Gather input on travel needs and challenges from community members among traditionally underserved groups. Participants in the focus group session held March 12, 2018 are residents of Central City Concern housing facilities.

Participant input identified issues and challenges for travel in the Central City as well as suggestions for improvement.

Issues or challenges faced while traveling in the Central City

Pedestrian issues and challenges:

- Crossing West Burnside Street is difficult.
 - West Burnside Street at 10th Avenue is difficult to cross and needs better lighting. A bus stop was taken out.
 - West Burnside Street near the Fred Meyer has a difficult intersection where there's only a crossing signal on one side of the street. Pedestrians have to cross the street to get across Burnside.
- Painted crosswalks that don't have a traffic signal are not very helpful because car traffic doesn't stop.

- Drivers don't pay attention to crosswalks and do not stop for pedestrians trying to cross the street.
- Flashing crossing beacons are sometimes out-of-order.
 - The flashing beacon outside the Central City Concern building on W Burnside Street near 6th Avenue is currently not working.
- Rough sidewalks are especially hard on powered wheelchairs.
- For people in powered wheelchairs, navigating areas where construction projects cause sidewalk closures is difficult.

Vehicle traffic:

- Traffic signal timing can inadvertently encourage speeding.
 - The traffic signals on Burnside, for example, used to be timed such that cars sometimes traveled at about 40 MPG to make green lights without stopping.

Transit issues and challenges:

- Bus arrival times should be better spaced.
- Bus stops are spaced too far apart.
 - On the transit mall, the bus stops are too far apart and not very useful for people traveling within downtown.
- In general, better transit service is needed to places low-income people need to go.
 - Transit service for downtown commuters who work regular hours is good, but people who travel to other destinations and times have longer waits and poorer service.
 - Better transit service is needed from Downtown Portland to the Veterans Affairs Hospital.
- Transit schedules are not convenient for low-income people.
 - There has been economic displacement with more low-income people working shifts outside of normal commute times, specifically at night. Transit service does not accommodate these people well.
 - There is no MAX service in the early morning from Portland Airport to downtown.

Other:

- More street lighting is needed.
- Old Town is congested with car traffic at night, particularly on lower Couch Street to the Willamette River. Much of the traffic is from Uber and Lyft cars.

Suggestions to improve travel in the Central City

Bike-related suggestions:

- When biking, streets with bike lanes feel safer than those without bike lanes.
 - It's best when there is enough room in the bike lane for passing.

- Painted green bike lanes are good for encouraging drivers give people on bikes space.
- Bike trails are better for kids than on-street bike lanes.

Pedestrian-related suggestions:

- More street lights are needed for marked crossings and would help improve safety.
- Consider pedestrian bridges over busy streets. Bridges should have ramps (rather than stairs) so they are accessible to everyone.
- Consider a system for charging powered wheelchairs across the city, perhaps near TriMet stations.

Transit related suggestions:

- Consider elevated transit lines that would avoid street traffic. A monorail like Seattle's would avoid street traffic.

Vehicle-related suggestions:

- Designate some downtown streets for bike and pedestrians only, and others for car travel.
 - Removing cars from the section of SW Ankeny Street has worked well.
 - A German city has separated space for bikes that works really well.
- Allow no cars downtown, only bikes.
- Provide more street signs to encourage safe driving behaviors.

Other suggestions:

- People with low incomes don't always have a voice in City decisions, and improvements made by the City often don't benefit low-income people.

Other issues (non-transportation)

- More public restrooms are needed downtown.
 - The Portland Loo is not the answer because homeless people and people addicted to drugs take them over.
- More law enforcement is needed downtown.
- Homelessness and drug abuse are problem downtown.
 - Addicts need safe places to dose.
 - There is lots of drug use done in the open near lower Burnside Street.



Focus Group Summary

DATE: September 24, 2018
TIME: 5:00 p.m. – 6:30 p.m.
LOCATION: Old Town Recovery Center 3rd Floor Classroom, 33 NW Broadway St.
PARTICIPANTS: 17
STAFF:
Chris Sun (PBOT)
Gary Cobb (Central City Concern)
Bridger Wineman (EnviroIssues)

Materials:
Agenda
Project fact sheet
Presentation Boards depicting proposed projects for prioritization
Project map hand out

Purpose:
Provide CCC residents an update on project activities since the March meeting and receive input on the 18 projects for prioritization

What projects and improvements would you prioritize to improve travel in the Central City?

- The project on Burnside street was unanimously identified as a high priority by participants.
- Participants also said the project on Columbia/Jefferson and Madison streets should be a high-priority.

Should the City complete more projects with less expensive materials, or fewer signature projects?

- Responses were mixed. Many said initially that it is better to construct signature projects with high quality materials.
- Chris explained that the less expensive materials, like those used for *A Better Naito*, are very functional. Several participants said that approach would be fine if it meant more projects could be completed.
- Other comments and questions:
 - The candle sticks are pretty good and high visibility compared to a curb.
 - Do it right the first time.

- Will it be within the budget? That's the most important thing.
- The green color used for marking bike facilities is good and provides high visibility. It's important to make sure the colors used stand out.
- Encouraging placemaking through the projects is important.
- Will all the projects start at once?
- Safe bike lanes are more important than other improvements and should be mandatory to help traffic.
- Promote use of transit so that people can use less gas.
- I got run over on the sidewalk by people on bikes. They need a safe place to ride in the street.
- There aren't a lot of bike lanes downtown, and people ride on the sidewalk.
- Just because there are bike lanes doesn't mean people will use them.
- Scooters should use the bike lanes too and not ride on the sidewalk.
- Where will future funding come from? User fees were suggested for people riding bikes and scooters.

Would implementing the CCIM projects make you feel safer moving around the central city?

- Most agreed the projects would make them feel safer; none said that they disagreed.
- The projects would make walking and biking feel safer. These are preferred over riding transit because people have to plan their transit trips in advance to be on time.

Other comments

- Several said it is important that PBOT coordinate with TriMet to help improve bus service.
 - One participant said he expected that TriMet would be at the meeting as well. The participant asked why TriMet has not asked for feedback from Central City Concern residents on their needs.





####



Open House Summary

DOWNTOWN

DATE: Thursday, September 13, 2018
TIME: 4:00 PM – 7:00 PM
LOCATION: Atrium, Karl Miller Center, Portland State University
615 SW Harrison St, Portland, OR 97201

CENTRAL EASTSIDE

DATE: Tuesday, September 18, 2018
TIME: 4:00 PM – 7:00 PM
LOCATION: Auditorium, OMSI
1945 SE Water Ave, Portland, OR 97214

INTRODUCTION

PBOT's Central City in Motion (CCIM) project hosted two, in-person open houses in September 2018. The open house was advertised on the project website, via news release, email, PBOT social media channels, and mailers were sent to every property owner and resident directly adjacent to the proposed projects (20,361). At the open house, the project team presented an overview of the project, including a presentation board for each of the 18 projects that displayed the project overview, location, cost estimate, key benefits and impacts, and detailed concept drawings. In addition, participants were given five sticker dots to nominate their top projects as part of a project prioritization exercise. Moreover, comment cards were available for participants to provide more detailed feedback to the project team. This summary of findings focuses on the comments from the open house as well as the results of the prioritization exercise.

PARTICIPANTS

Project Team:

Gabe Graff, PBOT Project Manager
Scott Cohen, PBOT
Christopher Sun, PBOT
Kristin Hull, Consultant Project Manager, Jacobs
Brooke Jordan, Jacobs
Sharon Daleo, Jacobs
James McGrath, Nelson\Nygaard
Katie Mangle, Alta Planning + Design
Derek Abe, Alta Planning + Design
Ray Delahanty, DKS

Additional Support:

April Bertelsen, PBOT
James Cador, PBOT
Roger Geller, PBOT
Mauricio Leclerc, PBOT
Taylor Phillips, PBOT
Mike Serritella, PBOT
Ralph Belloc, Jacobs

Downtown: 63 participants

Central Eastside: 101 participants

PROJECT PRIORITIZATION EXERCISE RESULTS

Project	Downtown	Central Eastside
1. Burnside Bridge	30	28
2. SW/NW Broadway & SW/NW 4th Ave	24	35
3. SE/NE MLK & SE/NE Grand, SE/NE 6th Ave & SE/NE 7th Ave	17	29
4. SE/NE 11th Ave & SE/NE 12th Ave	10	19
5. SW Columbia St & SW Jefferson St, SW Madison St	10	16
6. SW/NW 12th Ave, SW/NW 14th Ave, SW/NW 17th Ave	5	6
7. NW Everett St	13	7
8. SW Salmon St & SW Taylor St	8	15
9. SE Salmon St	2	9
10. SW Alder St & SW Washington St	9	10
11. SE Belmont St & SE Morrison St	5	6
12. SE Madison St & SE Hawthorne St, SE Clay St	3	10
13. NE Multnomah Blvd, NE 16th Ave	3	8
14. SE Water Ave, SE Stark St, SE 3rd Ave	6	11
15. NE Lloyd Blvd	8	9
16. NW Park Ave & NW 9th Ave	4	8
17. SW/NW Naito Parkway	19	32
18. NE Broadway & NE Weidler St	8	14
TOP 5 (Ranked)	1, 2, 17, 3, 7	2, 17, 3, 1, 4

FEEDBACK

Downtown:

- "SW Naito → This is my favirat [sic] project. Two-way bike lane NB + one-way bike lane SB"
- "I liked bus platform. This is what I want to see in Portland."
- "Build complete grids, not pieces."
- "Build the Green Loop! Also, develop SE 11th and 12th Aves for bike commuters who need faster routes that are no combatible [sic] with the comfortable, measured pace of the Green Loop on 6th/7th Aves. To avoid conflict, wide, buffered bike lanes on SE 11th and SE 12th Aves are a MUST."
- "Project 1/Burnside Br: Grade separation is not enough given the speed differentials in off-peak hours. Bike lanes should have barriers, a la Morrison Br."
- "As a more general cross-project point: BATs should be a high priority throughout. Buses should always win when there is congestion."
- "Accessibility – needs to be far more aggressive to provide facilities for people such as [illegible] there is brail [sic] pathways along sidewalks to all uses."
- "From a quick pass through, it appears that most of the effort is applied to increasing mass transportation and bicycle access, with some considerations for pedestrian safety. As a recent import from the suburbs, and one who generally walks + uses mass transportation in town, I think more effort needs to be applied to automotive access to the city as well as through the city. If there isn't easy access into the city (and mass transportation, especially from the S.W. suburbs is almost non-existent [sic]) and adequate parking in town, the downtown area is doomed. In that respect, taking away driving lanes seems counter-productive."

Passing through is difficult, especially, the U.S. 26 route from the Ross Island Bridge to the Sunset Highway. It also blocks traffic trying to get into town on surface streets (like Barbur Blvd) since 4th Ave & Broadway are the only feasible N/S surface streets, taking away traffic lanes I going to cause more congestion.

Note: Although walking, biking & public transport. [sic] are ideal, it won't be a practical solution until a [sic] excellent public transportation system includes convenient access from all surrounding areas."

- "Street trees should be a primary consideration in improvements for both pedestrians and cyclists—yet they are RARELY mentioned in these descriptions. You need to go more than curb to curb to better plan for us—[illegible] in an [illegible] of climate meltdown."
- "Better Naito would cause backups for drivers. Congestion getting in and out of Downtown is getting worse for non-bikers who live in the suburbs. Taking lanes from 4th, 6th + Naito takes away lanes from the only 3 ways into Portland from Southwest."
- "Better Naito—Why not utilize existing bike lane and expand into park—presently—grid lock + with lane closure. Have not experienced ridership/pedestrians claimed in survey."
- "#1: transit only lanes, if combined with further improvements to Line 20 (conversion to a frequent service line; elimination of redundant bus stops; improve the quality of bus stop shelters w/ awnings & transit time info throughout the line) could make this a major, high capacity transit corridor that would rival the upcoming Division BRT."

#7: is a relatively cost effective modification that would dramatically speed up bus service & improve reliability. Go for it!

#3: is sorely needed...the streetcar gets seriously bogged down in this corridor. A transit/freight only lane is much needed. Enforcement of this lane would be key. Given the congestion in this area, many private vehicles will likely use the transit lane out of frustration."

Central Eastside:

- "Any protected bike lanes are good, more is better (e.g. MLK/Grand). Thanks for your efforts to make Portland more livable."
- "TriMet is subsidized at approx [sic] 65¢ per passenger mile. Driving is subsidized at a nickel or less per passenger mile. Transit fare need [sic] to be increased to pay for BAT lanes."
- "Adult bicyclists need to pay for all bike lanes and buffers through license fees."
- "Don't make streets look like construction zones with those white posts."
- "No traffic lanes should be removed to accommodate bikes."
- "Naito—too much of a target for critics—drop bike lane expansion, ADD MANY MORE SAFE PED [sic] crossings from downtown to river front. (Fill esplanade with walkers—encourage bikes to get off esplanade)"
- "Anxiety that Broadway project does not solve conflict btwn [sic] bikes, valets, guests at hotels."
- "Please consider the construction of pedestrian bridges and bike paths through neighborhood side streets instead of closing lanes of auto traffic. The roads are becoming gridlocked with cars all day long as more and more people move here. Its [sic] time to consider other alternatives instead of making the citizens (taxpayers) who drive have to sacrifice lanes of traffic and adding hours to commute to make bike superhighways. We are all in this together!"

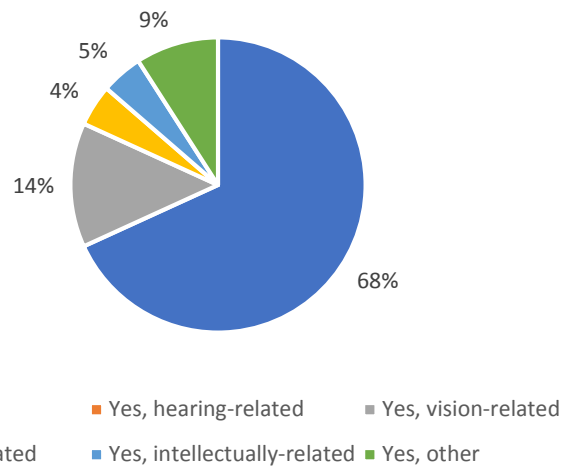
With more than 100 people moving to Portland everyday [sic], it is unacceptable to choke down the infrastructure for cars. People need to drive to go to work, pick up their kids and handle day to day business. Instead of closing down car lanes how about expanding the roadway to accommodate both. For the Better Nato [sic] project please take 8ft from the park to create a bike lane and leave the 4 lanes of auto traffic. If you continue to close down lanes of traffic, Portland will soon become gridlocked like L.A. The closing down of Foster to 2 traffic lanes has already increased my commute by 30 minutes to go 10 miles."

- "I fully support all of the Central City improvements as a biker and transit rider. I also support the Green Loop. Please continue to move these concepts forward."
- "Thank you for trying to push beyond the status quo by improving streets for transit, bicycles, & pedestrians. Whatever you can do to ensure the robustness of the Green Loop will go a long way toward showing people what is possible in a city beyond cars."
- "Project #4: I am representing Masons Supply – 2637 SE 12th Ave (between SE Clinton & SE Division). The current proposal would eliminate our customer parking on the west side of SE 12th and ut us out of business in this location. The only solution for us would be to purchase the City of Portland owned lot for customer parking on SE 11th. The City has told us in the past they are going to sell this soon."
- "I care most about project #4. Taking away a travel lane on 11th would further exacerbate the problem of car back-ups when MAX and freight trains travel through the neighborhood. I really like the idea of slowing traffic down between Division and Hawthorne on SE 11th + 12th."
- "Parking must be addressed on [sic] Central Eastside before projects commence. The proposals reduce parking while new construction is increasing parking demand."
- "As a business owner in SE my main concern is all day parking for my employees. To stay in the district, I need to have a place for people to put their cars when they come to work. Thank you."
- "I support any effort to minimize cars, facilitate bikes, and encourage public transport."
- "The % of "people capacity" is unfounded. There is no way a 294% increase can happen. PBOT's focus on bike/ped improvements only is disappointing. This will never change. There will be a reduction in freight & car traffic in downtown. Businesses will ultimately suffer. Who shops and rides a bike to Nordstrom/any other major retailer? Who delivers supplies to these stores by bike?"

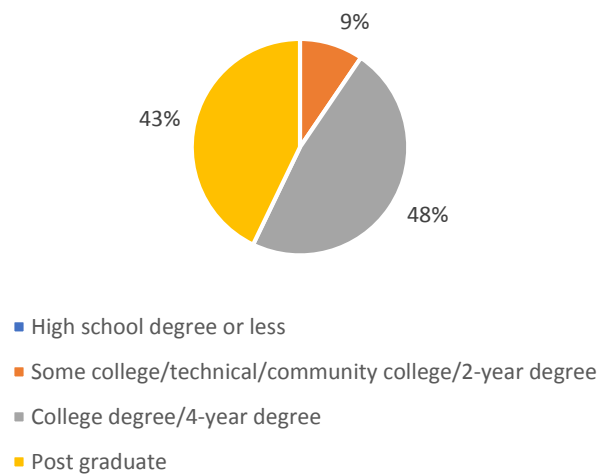
DEMOGRAPHICS

Downtown:

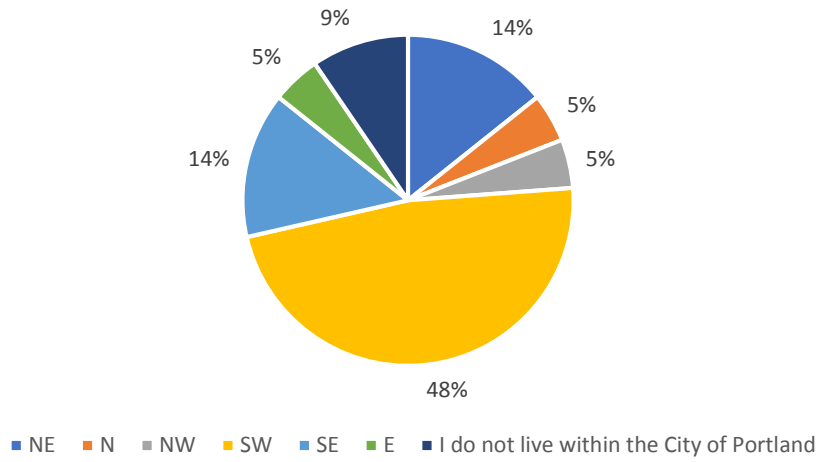
Do you have a disability?



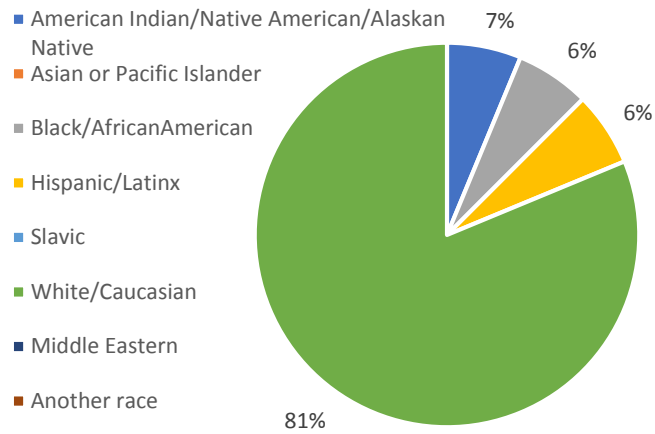
What is your highest level of education?



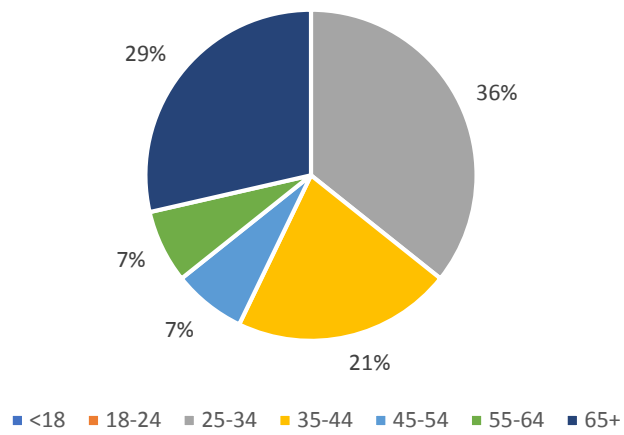
In which area of the city do you live?



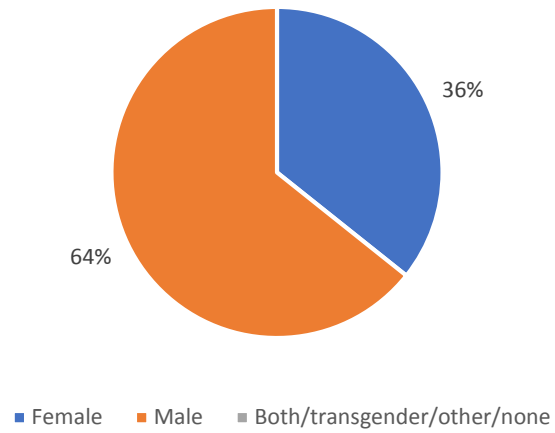
What is your race or ethnicity?



What is your age?

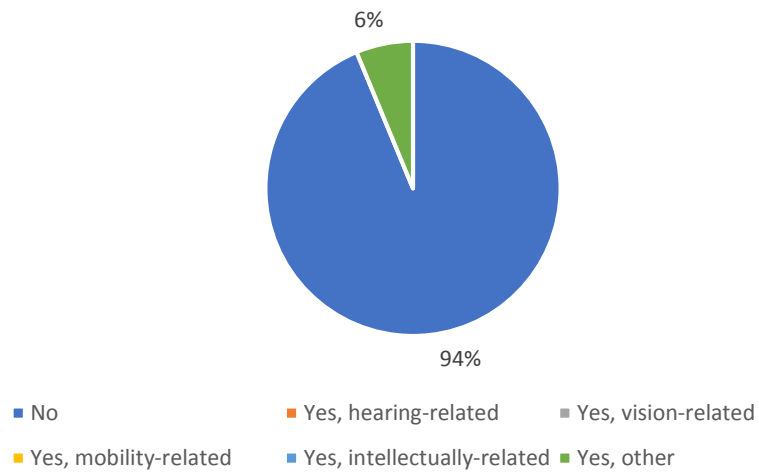


What gender do you identify with?

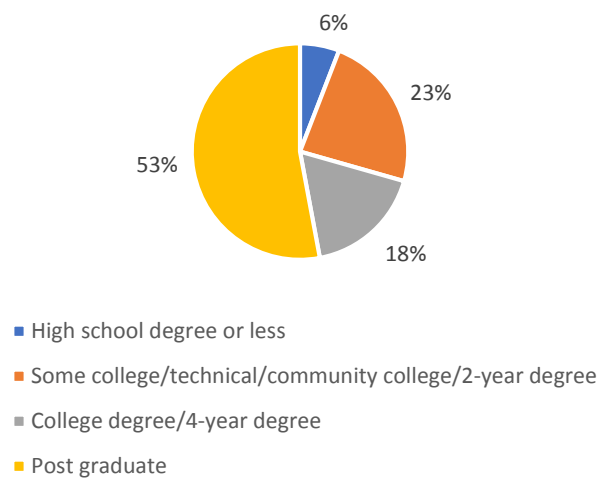


Central Eastside:

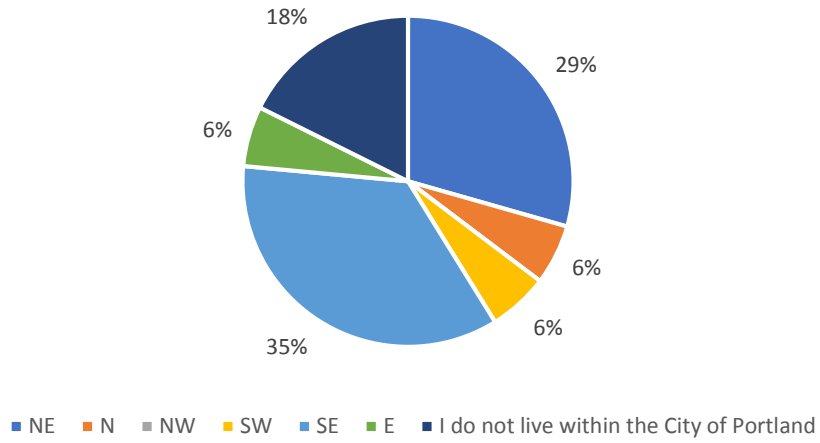
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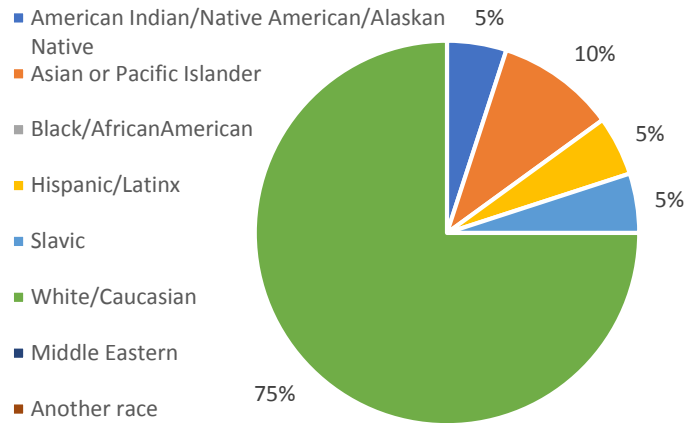
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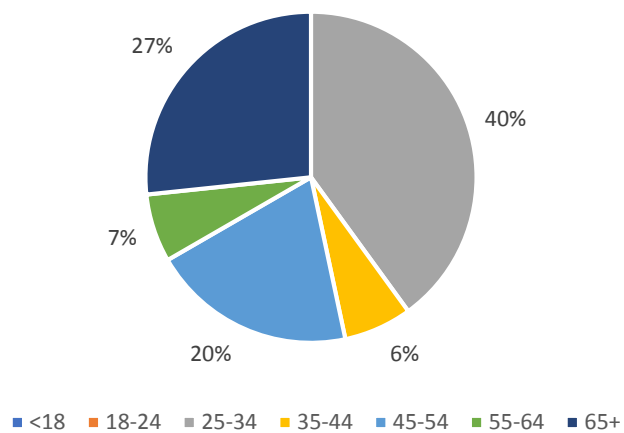
In which area of the city do you live?



What is your race or ethnicity?



What is your age?



What gender do you identify with?

