

IMPACT STATEMENT

Legislation title: Adopt the Central City in Motion Final Report and Implementation Plan (Resolution)

Contact name: Gabe Graff

Contact phone: 3-5291

Presenter name: Gabe Graff

Purpose of proposed legislation and background information:

- This legislation is proposed to adopt the Central City in Motion (CCIM) Final Report and Implementation Plan
- CCIM is PBOT's effort to accommodate a growing Central City with strategic investments in transit priority, low-stress bikeways, and safer crossings
- The project boundary mirrors that of the Central City 2035 plan, including South Waterfront, the Central Eastside, Lloyd, Lower Albina, The Pearl, Chinatown / Old Town, Downtown, the West End, Goose Hollow, and South Downtown
- CCIM was funded via a Regional Flexible Fund grant from Metro and was identified as a priority at the time of the grant application for three primary reasons:
 - Safety for people walking and biking: half of the top 40 high crash intersections for people walking or people biking are within the project area
 - Lack of a bicycle network designed for all ages and abilities in the Central City
 - Lack of stakeholder and public clarity on the City's strategy for active transportation improvements in the Central City, particularly for the bike network
- PBOT has been criticized in the past for stand-alone bike projects in the Central City, and one of the key goals of this effort was to look comprehensively at the Central City's transportation network and provide transparency and clarity regarding future investments in active transportation, how they would work together, and what benefits and impacts they would have
- Building off the Central City 2035, technical analysis and extensive public engagement, the plan identifies 18 key projects, totaling about \$72m, all of which increase the safety, efficiency, and people-moving-capacity of Central City streets
- CCIM prioritized projects into two tiers, a 1-5 year list of the highest priority projects, and a 6-10 year list of additional priority projects

Financial and budgetary impacts:

- All project estimates included in the CCIM plan are based on preliminary geometric design and are at a low level of confidence
- The 1-5 year list represents roughly \$35.7m of investment, which is PBOT's optimistic forecast for Central City active transportation investments over this time frame
- PBOT currently has \$5m in federal funds and \$2.8m in Fixing Our Streets funds dedicated to CCIM and anticipates leveraging roughly \$16m of TriMet ETC funds and PBOT's TSDCs
- An additional ~\$10m will need to be identified to fully fund the 1-5 year list

Community impacts and community involvement:

- Recognizing the complexity and importance of the Central City's transportation system, PBOT engaged in a comprehensive planning and project development effort for CCIM, building off the Central City 2035 plan
- The project benefitted from a Sounding Board, an advisory group convened to represent a broad array of Central City stakeholders, as well as a Technical Advisory Committee, which in addition to representing other City bureaus, had representatives from agencies including Multnomah County, Metro, the Oregon Department of Transportation, and TriMet
- Public input was gathered via in-person open houses, focus groups in partnership with Central City Concern, workshops with groups including GoLloyd, the Central Eastside Industrial Council, and Portland Business Alliance, dozens of meetings with neighborhood associations, community groups and committees, a mailer to over 20,000 residents on affected streets, and a series of three interactive online open houses, resulting in over 7,000 comments which guided this effort
- All of the 18 projects have trade-offs which the project team attempted to mitigate as much as possible through design, and where they were unavoidable, be transparent about
- Some projects will impact on-street parking, some will repurpose an existing general purpose travel lane for a bus or protected bike lane
- All of the projects have been carefully considered but only carried through preliminary design
- PBOT staff will work with individual residents, property owners, and business owners to best accommodate their needs as these projects enter design

Budgetary Impact Worksheet**Does this action change appropriations?**

- ☐ **YES:** Please complete the information below.
- ☐ **NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 10-17-18

COMMISSIONER FRITZ MOTION to Item 1183, November 15, 2018.

Motion to insert additional language – BE IT FURTHER RESOLVED, that project design must ensure freight access and convenient loading zones for businesses in the Central Eastside Industrial District.

Moved by Fritz and seconded by Saltzman. (Y-3, Fish absent)