

City of Portland
Pedestrian Advisory Committee



AGENDA

Tuesday, July 15, 2014

6:00 – 9:00 PM

Portland Building, 1120 SW 5th Ave, 8th Floor Hawthorne Room

Committee Members:	Alternate Members:
David Aulwes Roger Averbeck* Don Baack* David Crout* Marianne Fitzgerald* Rebecca Hamilton* Melissa Kaganovich* Erin Kelley Arlene Kimura Doug Klotz* Noel Mickelberry Rod Merrick* Elizabeth Mros-O'Hara* Suzanne Stahl* Jonathan Winslow*	Chase Ballew* Anthony Buczek* Boris Kaganovich* Lillian Karabaic Scott Kocher* Eve Nilenders* Ray Tanner Bridger Wineman

* Indicates committee members in attendance

Bureau of Transportation Staff:

Sara Schooley, Pedestrian Coordinator*
April Bertelsen
JP McNeil*
Kurt Krueger*
Mark Lear*

Guests:

Marian Rhys, former PAC member*

7:05 – 7:20

Introductions, Hot Topics, Points of Interest, Successes

- **Regional Active Transportation Plan:** Metro's Regional Active Trans Plan is going before Council this week. Please send in a comment of support to your Metro Councilor.
- **Comp Plan Involvement:** Roger Averback attended the July Freight Committee Meeting. He recommended a joint meeting of the three standing PBOT modal committees (Bike, Pedestrian, and Freight) to try break down barriers between different modal groups, particularly to coordinate discussion of Comprehensive Plan policy.
- **PDX Reporter App:** The PDX Reporter App is now open for pedestrian concerns, including trip hazards and overgrown vegetation. Check it out and send Scott Kocher any feedback.
- **Chimney/Pier Park Bridge Update:** The Chimney/Pier Park Bridge in St. Johns is complete.

PAC member and PBOT staff announcements and reporting:

- **Annual PAC walk – August:** Eve Nilenders presented the proposed route for the PAC walk on August 19 at 6:30pm. Meet-up location TBD. The proposed route runs along and around 82nd Ave from Glisan to Division. As it stands, the route is 3.6 miles. This is probably too long. Some areas worthy of consideration when finalizing the route:
 - Montavilla and changes to NE Glisan
 - The new PCC campus at SE Division the
 - Areas impacted by proposed HCT route – Powell/Division
 - New pedestrian crossings on 82nd.
- **Pedestrian Access for Events:** Scott Kocher is interested in forming a small group to address bike/ped conflicts in Waterfront Park during summer festivals. This idea was presented to the BAC as well. There was an ad hoc meeting years ago, but it fell apart. Jonathan Winslow and Eve Nilenders volunteered to participate.
- **Metro request - design challenge advisory group:** Metro is starting up a design group for SW Corridor and requested a rep from PAC on the committee. They're looking for a downtown representative Sarah Schooley will send out more info.

7:20 – 8:20

Our Streets Transportation Funding Conversation (Mark Lear, PBOT)

Our streets are deteriorating under the pressure of weather, age and regular use. At the same time, the resources the city has for addressing this issue have been slowly declining. It's vital we address our maintenance backlog now, or the cost of repairs will only grow over the coming years. Since the beginning of the year, PBOT has engaged Portlanders in a conversation about a proposed street fee. In May, we brought the proposal to the City Council – but residents and businesses told us they still need more time to consider and discuss how this new user fee would work. More information about the Our Streets Transportation Funding Conversations can be found at: <https://www.portlandoregon.gov/transportation/64188>

Mark Lear Presentation:

We need your help! We need:

1. Feedback on past process
2. Feedback on proposed process
3. Help with refining project/program list
4. Help telling the story

Our Streets Proposal – Phase 2

- Proposal is for a fee that would be split between maintenance and safety projects. Recent polling showed, for the first time, that pedestrian safety was the most important issue among residents (over maintenance of existing infrastructure).
- The proposal was controversial. Staff and the Commissioner didn't have enough time to really get out and talk to public, business owners about it.
- New goals – for an approvable proposal:
 - Develop a better funding mechanism for non-profits/low income.
 - Develop a better funding mechanism for businesses - businesses reps felt that there is a need and want to raise money for maintenance. Less support for safety. There's a need to educate business owners.
 - Develop a better funding mechanism for residents/develop a more refined list of projects
- Proposed Program Distribution: See attached flyer

Committee Questions and Comments:

- Why is there a rep from the Port on the residential non-profit workgroup? Are reps from powerful orgs and biz groups appropriate for this – is it an even playing field?
 - ML: Probably just a result of combining some previous committees.
- This isn't just a city problem – it's statewide. Outdated gas tax and increasing numbers of EV's is at the heart of the problem. City needs multi-pronged approach and to deal with the fact that this is not just Portland's problem e.g. Sellwood Bridge.
- TSP TEG responsibility: Talk more about the projects, less about whether this is a good fee.
- Concern that street fee doesn't include non-improved roads.
 - ML: 1% for unpaved roads
- How did you get to the funding distribution percentages? There are a lot of tradeoffs there.
 - ML: Tough calculus, a bit arbitrary, but also based on crash data and what the City is hearing from the public.
- PR and outreach:
 - The Commissioner's snarky comments are hurting the cause.
 - Please make it easier for people on the ground to advocate – to date it's just been about the fee, without a picture i.e. the project list with visualizations to paint a picture and tell a story. This would help this group get out to build support.
- Need a strong review committee to evaluate what's been accomplished. Also, consider sunset of the fee after 5 years to review. If running a good program, it would remain.
- Messaging problem: When looking at the breakdown, this is a real win for peds (and bikes). The message being put out by the Commissioner is that it's all about potholes. Missing something by not playing up this bike/ped win.
 - ML: Fixing things before it's too late/urgency is an important message, but so is the "dangerous by design" message: there are plenty of areas of town where the streets are inherently dangerous.
- Committee input: In terms of timeline, October would be a good time for this committee to be voicing support for the proposal

8:20 – 8:50 Southwest Corridor Plan Letter Writing - *Optional*

At the June meeting, Roger proposed drafting a letter RE the SW Corridor. Interested PAC members should stay for this portion to assist Roger in crafting the letter. The completed letter will be sent out to the entire PAC for approval.

Our Streets Transportation User Fee

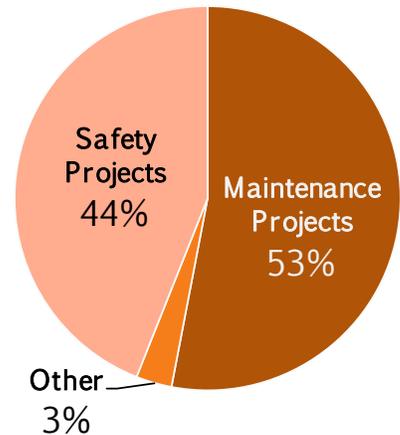
www.ourstreetspdx.com

To improve street maintenance and safety, the Portland Bureau of Transportation proposes a Transportation User Fee.

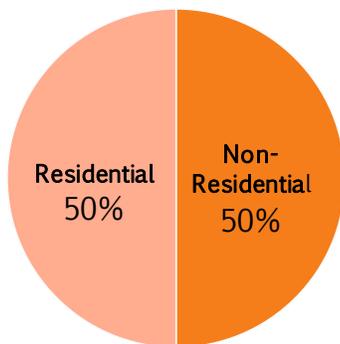
What is a Transportation User Fee?

A transportation user fee is a charge to users of Portland's transportation infrastructure, based on estimates of trips they generate of any mode – whether by foot, bike, car freight, or transit. Residents, businesses, and other organizations rely on the system to travel and to receive and deliver goods, so all pay to keep that system safe and well-maintained.

Proposed Distribution of Funds



Estimated Sources of Funds



Residential Rates

	Year 1	Year 2	Year 3
Household in Single-Family home:	\$6.00	\$9.00	\$12.00
Low income household in Single-Family home:	\$4.20	\$6.30	\$8.40
Household in Multi-Family building:	\$3.52	\$5.29	\$7.05
Low income household in Multi-Family building:	\$2.47	\$3.70	\$4.93

Other Components

- Revenue dedicated to transportation
- Prioritized for maintenance and safety
- Low income discount
- Single-Owner Business credit (for Portland Residents)
- Oversight committee
- Annual Reporting
- Project selection criteria
- Appeals process
- Implementation Date: July 1, 2015

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Proposed Program Distribution of Transportation User Fee Revenue

Safety on Residential Streets (15% of total spending)

5-year estimated outcomes:

- Safety improvements around elementary schools, valued at \$500,000-\$2M per high school attendance boundary
- 20-25 miles of neighborhood greenways – safer pedestrian and bicycle networks
- 10-12 miles of safer shoulders and other design upgrades for streets lacking sidewalks

Maintenance (53% of total spending)

5-year estimated outcomes:

- 150-250 miles pavement maintenance
- 30-40 traffic signals upgraded
- 7,000 street lights converted to LED
- 1-3 bridges receive major maintenance
- 40,000 street name signs replaced
- Crosswalk maintenance
- Vegetation removal for signals, lights, & signs

Safety on Busy Streets (29% of total spending)

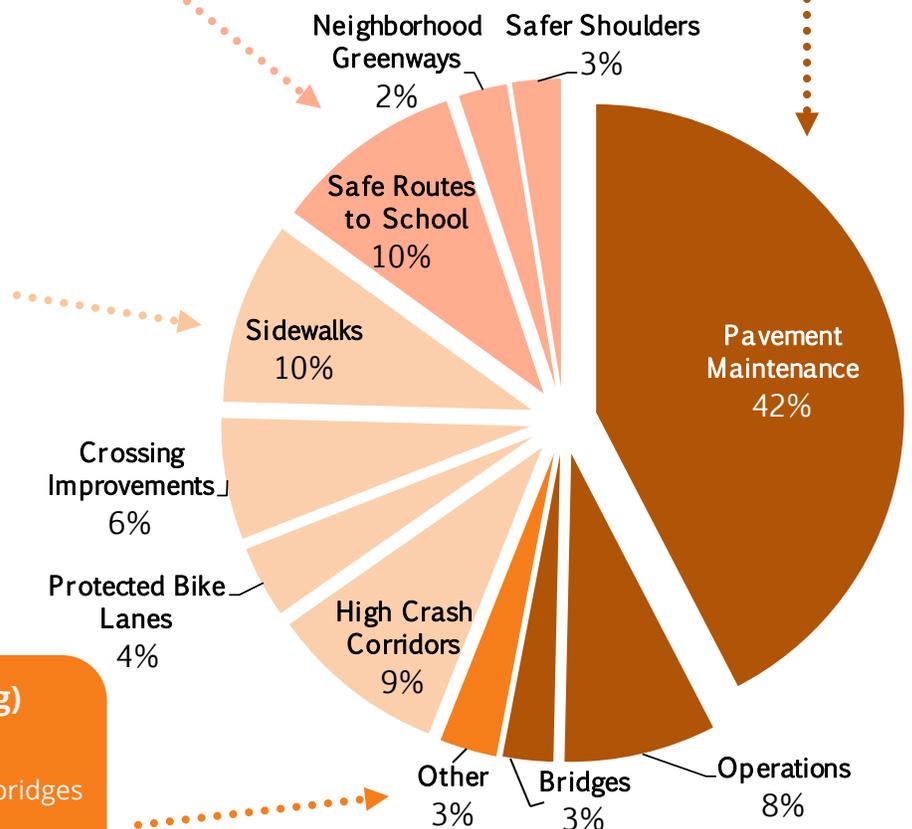
5-year estimated outcomes:

- Approximately \$19M spread across Portland's Highest Crash Corridors
- 100-115 safer crossings
- 5-19 miles/approx. 380-400 blocks of sidewalks
- 7-10 miles of protected bike lanes
- Faster response to 823-SAFE

Other (3% of total spending)

5-year estimated outcomes:

- Increase earthquake resilience of bridges
- Enhance public transit service
- Pave gravel/unimproved streets



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints, and additional information, contact the Title II and Title VI Coordinator at Room 1204, 1120 SW 5th Ave, Portland, OR 97204, or by telephone at 503-823-5185, City TTY 503-823-6868, or use Oregon Relay Service: 711.

