

---

CITY OF PORTLAND  
PEDESTRIAN ADVISORY COMMITTEE



NOTES

---

Tuesday, October 21st, 2014

7:00 – 9:00 PM

Portland Building, 1120 SW 5<sup>th</sup> Ave, 8<sup>th</sup> Floor Hawthorne Room

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

\* Indicates committee members in attendance

**Bureau of Transportation Staff:**

Sara Schooley, Pedestrian Coordinator\*

Alissa Mahar

Jamie Waltz

**7:05 – 7:20 Introductions, Hot Topics, Points of Interest, Successes**

**Hot Topics:**

1. **Don Baack and SW Trails received a Spirit of Portland Award.** The awards ceremony will be on November 6th.
2. **Metro Design Challenge Advisory Group.** TriMet and Metro have hired consultants to design the connection between Barbur/Naito and OHSU. Don has attended the first meeting. Elizabeth's name was forwarded on to the Metro Team, but she was not contacted - Anthony and David will follow up on including Elizabeth in the discussion. The next meeting is on Oct 24th.
3. **PBOT Parking Advisory Committee.** Rod will be the PAC rep. There was miscommunication about the first meeting, but Rod knows when the 2nd meeting is and can attend.

4. **Tryon/Stephens Creek Neighborhood Street Plan.** This planning effort is a collaborative project between BES and PBOT (Denver Igarra is the lead and should present on the project at a future meeting). The project looks to identify needed infrastructure that will probably not happen purely from private development and, thus, would need public investment. There has only been the kick-off meeting where participants were asked to identify where they walked and biked. Marianne, Sue, and Don attended the meeting. Roger will be participating in the future as well.
5. **Westin Awards.** Oregon Walks will be hosting the Westin Awards on November 22nd at the Red Rose Ballroom. Contact Scott for tickets. Better Blocks will be receiving a Westin Award!!
6. **Comprehensive Plan.** Comments and feedback on the Comprehensive Plan are currently being gathered either via the Map App, email/letter, or testimony on November 4th. Testimony is recommended if possible! Written testimony will be accepted through March 13, 2015. Learn more here.

## **7:20 – 8:30 Transportation Funding & Our Streets (Alissa Mahar & Jamie Waltz)**

### ***Transportation Funding***

Alissa Mahar presented on the current state of PBOT funding for FY 2014/15. She went through a detailed discussion of the following handouts:

- Funding Sources - <http://www.portlandoregon.gov/transportation/article/497186>
- Where the Money Goes - <http://www.portlandoregon.gov/transportation/article/504526>
- Program Allocations One-Pager - <http://www.portlandoregon.gov/transportation/article/504523>

*Additional notes below reflect questions, comments, and discussion:*

1. **City General Fund.** Per City Council decision, street lights have to be funded first before other CGF is distributed.
2. **Fees.** We are currently working to make the fees "full cost recovery," meaning that the true cost of issuing the permit/managing is covered in the cost of the permit. David/Doug commented that there still may be validity in subsidizing to encourage the sorts of things we want (e.g., Better Blocks). You can find out more about SDCs here. There is a project list that is approved every 7 to 10 years by council to establish what projects can be funded for SDCs. The next list will start to be formed in 2016 and approved by 2017. Rich Eisenhauer is the PBOT lead staff for this process. There are two Overlay Zones in which any SDC generated within that zone must be spent on projects in that zone. Besides those areas, any SDC generated throughout the City can be spent on any SDC project, regardless of location. Correction to matrix - Fees can be spent on transit.
3. **City Agencies.** Most of the revenue is through agreements with BES (\$26M)
4. **Grants.** Not discretionary since each grant is specific to a project. Grants from PDC are decreasing.
5. **Parking.** After revenue covers the costs of parking operations (enforcement, meters, garage infrastructure, etc.), the rest is discretionary. There is a portion of this that goes to debt services/pays bonds.
6. **Gas Tax.** There are two revenue stream for this - state and county. This revenue stream is fairly flat and cannot be spent on transit.
7. **Bonds and Notes Proceeds.** We currently have \$16M in debt payment.
8. **GTR.** Discretionary is also known as GTR, General Tax Revenue.

**Q&A Discussion (name in parentheses is who initiated the discussion):**

- (Don) The fall supplemental budget, also known as "the bump," is when bureaus can submit additional requests to the general fund. This year, there is an additional opportunity for infrastructure bureaus to submit (we submitted some of the projects from the Our Streets list). The final bump request list will be submitted on Friday and posted on the website.
- (Sue) Every year, it's common for PBOT to cut into "Basic Operations and Maintenance" since it's discretionary. Not optimal, but true.
- (Elizabeth) We're in a stabilization period (we have many years of cuts), so are just making sure that PBOT can cover inflation. Where within the discretionary funding can the PAC leverage? Q1. How do we get more discretionary funding? A1. Our Streets Q2. What projects do we not want to take away from? A2. Good question - BAC will look into this.
- (Rod) Budget for maintaining green spaces in the right-of-way (e.g., Ainsworth Park Blocks) was cut by Adams. There are no current plans to revive that program, although PBOT is open to volunteer groups taking that on. Our current landscaping occurs where overgrown vegetation is a safety concern.
- (Roger) Concerned that the current SDC project list being renewed may include the possibility of projects (for which SDC were collected) being dropped off the new list due to politics, changing priorities or outdated project descriptions / cost estimates.

**Our Streets (Jamie Waltz)**

The Our Streets proposal is very different than what we had in May (it was then based on water/sewer billing system, residential fee, based on ITS trip general manual). There are three workgroups that have helped put the newest proposal together:

1. Needs and funding workgroup
2. Business workgroup
3. Low-income/non-profit workgroup

These groups have developed new frameworks for the proposal:

- **Non-residential:** The non-residential structure would be based on square footage of businesses and identified by business license reports (increased the number of "businesses from 11K to 120K accounts, thus allowing the monthly payments to decrease). The current proposal would cost businesses between \$2 - \$120/month.
- **Residential:** The residential fees would be a bracketed, capped tax. The Low-income/non-profit workgroup wanted to ensure that the lowest income individuals would not be burdened. Therefore, if joint filers make less than \$35K/year joint or a single filer makes less than \$25K, they would be exempt. Council is still weighing in on different caps. The staff proposal from October 13th recommended a cap of \$50/month.

The proposal would raise \$40 million gross/year minus "leakage," which is the reduced revenue per non-compliance and overhead. The current proposal advocates for 53% for maintenance and 47% for safety, and 80% for busy streets (arterials and collectors) and 20% for residential (local streets). Staff and stakeholder committees created a project list for a 6 year program. There is still discussion on if/whether/when the program or project list would sunset, put forth for referral, etc.

The project list was created from existing plans and community efforts.

- Information about the High Crash Corridors can be found [here](#); many of the sidewalk projects are from the East Portland in Motion list, which can be found [here](#).
- The bike project list has been revised to remove the study for the 9th Ave overpass – stakeholders wanted infrastructure, not plans from the Our Streets funding.

***Q&A Discussion (name in parentheses is who initiated the discussion):***

- (Sue) While there is no Our Streets funding set aside to pave unimproved streets, there is a line item for “City Subsidy for Gravel Streets” within the Alternative Street Design project list. This work will most likely be prioritized on unimproved streets that have broader impacts or may be used to subsidize LIDs that wouldn’t otherwise be formed.
- (Don) Jamie will look into seeing whether there is a street inventory (update: it can be found at [ftp://ftp02.portlandoregon.gov/PBOT/LID\\_Program/Street\\_Surfaces\\_20140701/](ftp://ftp02.portlandoregon.gov/PBOT/LID_Program/Street_Surfaces_20140701/))
- (Roger) I attempted to convey that the project lists should make sense and align with city equity goals but I does not believe the lists do align with equity goals. Alignment with equity goals is a stated criteria of most of the Our Streets project categories but there are no clear performance measures in the proposal to meet this goal. To ensure accountability, there will be a separate fund and oversight committee that ensuring that we're spending the money on the approved lists.
- (Don) Designated pedestrian trails should be included in neighborhood greenways, and have associated lowered speed limits like NGs. For the Capitol Hwy project, the \$20M estimated costs may go down.
- (Sue) Our streets funding would be quasi-restricted, basic operation and maintenance
- (Chase) Should be parking restrictions with safer shoulders so they don’t end up being on-street parking.

***Better Blocks (Boris)***

Go to <http://betterblockpdx.org/> to see how it went. Everything went pretty well; here are some lessons learned:

- need to give street vendors a bit more warning.
- loading zones
- taxi loading zones
- need time to program public spaces
- Ankeny plaza is logistically very close to being ready