



1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Steve Novick Commissioner Leah Treat Director

PBOT BUREAU ADVISORY COMMITTEE

APRIL 28, 2016 | 4:00PM – 6:00PM

MEETING SUMMARY

Advisory Committee Members Attending:

Ruthann Bennett, PBOT Steward / PTE 17
Laura Becker, Oregon Walks
Corky Collier, Columbia Corridor Association
Jeanne Harrison, Neighbors West/Northwest Coalition
Tom Karwaki, North Portland Neighborhood Services
Gerik Kransky, Bicycle Transportation Alliance
Susie Lahsene, Port of Portland
Ken Lee, PBOT Non-rep, Non-management employee
Linda Nettekoven (BAC Vice-chair), SE Uplift Neighborhood Program
Andrew Sheie, NE Coalition of Neighborhoods
David Sweet, Central Northeast Neighbors

Advisory Committee Members NOT Attending:

Debra Dunn (BAC Chair), Synergy Resources Group/Portland Freight Committee Representative
Marianne Fitzgerald, Southwest Neighborhoods, Inc.
Ryan Hashagen, Pedalworks/Private for Hire Transportation Representative
Marion Haynes, Portland Business Alliance
Heather Hoell, Venture Portland
Lillian Karabaic, Active Right of Way
Arlene Kimura, East Portland Neighborhood Office
David McCune, PBOT Steward / AFSCME
Jerry Palmer, American Society of Civil Engineers

Staff Attending: Leah Treat, Maurice Henderson, Alissa Mahar, Dave Benson, Christine Leon, Zan Gibbs, Art Pearce, John Brady, Suzanne Kahn, Lola Gailey, Ken Kinoshita, Jo Foulkrod, Linda Ginenthal, Sierra Stringfield; Facilitator: Jeanne Lawson; Scribe: Hannah Mills

Staff Presenting: Roger Geller, Sarah Goforth, Mark Lear, Irene Schwoeffermann, Faith Winegarden



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OVERVIEW & EXPECTATIONS OF THE GROUP

Linda Nettekoven, Committee Vice Chair, welcomed the committee and explained the topics of interest for the meeting. Members were reminded of the survey they participated in at the last meeting, which had the purpose of identifying the issues the committee would most like to tackle. Those issues were: Leaf Pickup/Street Cleaning, Online System Development Charges (SDC's), and Equity. Linda explained that they were unable to include Leaf Pickup/Street Cleaning as a discussion in this month's meeting, but that it will be included in the next one. She also asked the committee to email any agenda items they may want to add to future meetings to Debra Dunn, Committee Chair.

Jeanne Lawson, facilitator, reviewed the agenda with the committee.

The agenda was as follows:

1. Mobility Trends
2. New Community Involvement Coordinator
3. Grant Projects Prioritization
4. New Work Zone Standards Update
5. Public Works Permitting and Affordable Housing
6. Public Comment
7. Next Steps & Adjourn

MOBILITY TRENDS

Census Change Since 2000

Art Pearce, PBOT's Planning, Policy, and Projects Group Manager, explained that bureau staff have been working hard to develop and understand the mobility trends data, with the purpose of interpreting how that information impacts transportation and infrastructure in Portland.

Roger Geller, PBOT's Bicycle Coordinator, reviewed the data with the committee using a PowerPoint presentation. He began by discussing the goals of the Transportation System Plan (TSP):

1. Improve access to daily needs
2. Reduce/eliminate transportation fatalities and injuries
3. Improve health by increasing walking and bicycling
4. Increase economic benefits, such as access to family wage jobs and freight access
5. Ensure disadvantaged communities benefit as much or more than nondisadvantaged communities
6. Reduce global warming pollution
7. Prioritize cost-effective projects

He debriefed the committee on the population data, focusing on the increase of commuters from the different regions from 2000 to 2014. The region's population grew 17% in that period but drive alone commuters increased only 10%. Roger also noted that the City of Portland is doing much better than the region as a whole. Of the almost 55,000 new Portland commuters since 2000 the largest share (34%) are bicycling to work, followed by driving alone, then working at home and then transit, at nine percent. He described that there would be almost 20,000 additional drive alone commuters on Portland's streets today if our mode splits hadn't changed since 2000. Roger explained that while things are trending in a positive direction there is still much improvement to be made if the city is to hit its target mode splits by 2035. The PowerPoint provided much specific data pertaining to the different regions and modes, and gave an in depth look at Portland's mobility statistics.

Roger concluded by expressing that the commute data demonstrates that it was Portland's significant growth in bicycling and working at home that have been the principal reasons why both the city and the region are moving in a positive direction in achieving its transportation policies.

The PowerPoint is available online.

Discussion & Questions

- There was some disappointment from the committee in response to the minimal increase in transit ridership, given the investments in and improvements made to the system.
- The bicycle commute numbers seemed to be increasing steadily, but then they flatten out.
 - The data indicate that while the bicycle commute mode share did somewhat flatten between 2009 and 2013 there was a noticeable jump in 2014 to bring the city's bicycle mode share to 7.2 percent.
- Are bike trips that are not commuting to and from work considered in this data?
 - No, the data only refers to employment and school trips.

Smart Trips

Sarah Goforth, a Transportation Demand Management Specialist at PBOT, used a PowerPoint to give the committee a breakdown of the SmartTrips program and its progress. Portland SmartTrips works to encourage new movers to use transportation resources in order to increase use of active transportation modes and promote healthy lifestyles. When new movers were asked why they chose to settle in Portland, walkable neighborhoods and access to public transit were in the top five reasons.

Sarah explained to the committee the SmartTrips strategy for recruiting new movers to use alternative modes for everyday travel. New movers receive a series of mailers including a post card, an order form, newsletters and a reminder. Information is also available online. Many new movers are unaware of the bus lines nearest them, or how to maneuver the system. SmartTrips offers a transit worksheet with information and guidance on the transit system, as well as answers personalized transit information requests.

Since SmartTrips had begun targeting new movers in 2014, Portland has seen a 7% relative reduction in drive alonetrips among people reached by the program. The program conducted a survey of three different groups; active participants, new mover households, and new-to-Portland households, in order to better understand travel behaviors in the city. The survey results indicated:

- It is effective to direct efforts at new movers to influence a progressive change in commuting behavior
- Those who request more information from SmartTrips drive the least and use active modes the most among residents targeted
- Mailers and newsletters have been shown to decrease drive alone commute trips, even in households that do not request more information or seek membership
- Those who moved to Portland from elsewhere have the greatest reduction in drive alone trips

The PowerPoint is available online.

Discussion & Questions

- Has data been collected on whether these efforts have lasting effects?
 - No data has been collected as of now, but a 2013 analysis indicated that some new movers who had not received any information about SmartTrips upon moving were increasing single occupancy vehicles (SOVs) within a year of moving.
- Is there any information regarding the demographics of those targeted, specifically age?
 - There was a slightly higher response rate to the SmartTrips survey among 25-44 year olds and people 65+ as compared to Portland's census demographics. However, the SmartTrips program as a whole reaches people of all ages, demographics, incomes, and backgrounds since it targets anyone who registers for a change of address in Portland. Sarah has more detailed demographic information, but did not bring it to the meeting.

NEW COMMUNITY INVOLVEMENT COORDINATOR

John Brady, PBOT's Communications Director, introduced the new Community Involvement Coordinator, Irene Schwoeffermann. He explained that she just recently came on board so they are still in the process of developing her workplan. She has already started working on the Smart Cities grant opportunity, and it has been helpful to have her working with community and stakeholder groups.

Irene explained that she has a background in government and public outreach and is pleased to see the efforts Portland has been making to improve equity throughout the city. Though she is still in the process of determining exactly how her time will be allocated, she is currently trying to leave Fridays open for meeting with community members. She acknowledged the groups within the bureau that have an equity focus, but hoped to identify communities and individuals who are not involved that may help the effort. Jeanne asked the committee to reflect on their discussions and ideas about equity that they would like Irene to consider.

Discussion & Questions

- The bureau often struggles with conducting outreach during construction on projects that impact the community. There was hope that this outreach position will provide increased information exchange, specifically with updating citizens affected by projects on timelines, closures and goals.
- The committee expressed a desire for Irene to be involved in updating the committee as outreach efforts advance, both internally and externally.
- It was recommended that Irene review the City's comprehensive plans and connect with BPS district planners to better understand the goals of the City. It was also mentioned that Linda has extensive knowledge on community involvement efforts and may have helpful insight.
- Many parts of the city, specifically East Portland, house much of the low income population and are in need of critical infrastructure improvements. However, historically these improvements have had the potential to displace the current residents. Consider strategies for supporting the current residents in an area by creating pathways to reliable employment that will help them afford higher rents and remain in their neighborhoods.
- Recognizing institutional racism is important in promoting equity, as well as understanding transportation as a tool for battling gentrification.

GRANT PROJECT PRIORITIZATION

Art Pearce and Mark Lear, PBOT's Legislative and Resource Coordinator, have been working to prioritize the projects and grant opportunities. Mark gave the committee two handouts and reviewed the Regional Flexible Funds (RFFA) grant application calendar.

The RFFA Work Group Participation Memo went out earlier that day. There will be two meetings with the purpose of developing criteria for prioritizing projects, considering safety and other factors. Application materials will be released on June 9th, and are due August 12th. Mark explained that the list of projects given to the committee has not been prioritized yet. The bureau is expecting \$11.2 million dollars of projects funded, though there are approximately \$22 million of projects on the list. This project list will be sent to the multimodal committees May 2nd. They will review the list and develop input throughout the month of May.

The bureau will collect the BAC members' feedback individually and send it to the multimodal committees, as well as present it at the meeting with the Justice Alliance. The BAC will also be notified about when multimodal committee meetings are occurring.

Discussion & Questions

- The committee was pleased to see projects that address equity concerns on the list.
- The Willamette Blvd Bikeway has been added to the TSP. What steps need to be taken to get that project on this list?

- Projects that have not made the cut are on another list. However, that information should be given to Roger Geller so that it can be discussed at the next Bicycle Advisory Committee meeting.
- The numbers for Connected Cully Phase 2 don't seem to add up; does it not include all of the Cully improvements?
 - The projects are at different levels of scoping. Not all of the numbers have been finalized, but they are sufficiently estimated for completing this round of the process.
- Ecommerce is becoming more prevalent. It was recommended that the committee discuss the benefits and impacts of this trade on local and neighborhood businesses, as well as the airport.
 - Neighborhoods have been bringing up concerns regarding the impact online shopping has on business. Suggest contacting Tyler Bump, Economics Planner with Bureau of Planning and Sustainability re: data on these trends and their impact on transportation.

NEW WORKZONE STANDARDS UPDATE

Faith Winegarden, PBOT's Temporary Street Use Permitting Program Manager, presented an update on the bureau's new workzone standards. Recognizing Portland's current rapid growth and the construction permitting required to accommodate that increased development, PBOT is taking a close look at its requirements for construction sites.

Active transportation road users have expressed concerns with the mobility and safety around construction sites. Pedestrians are often detoured and bicyclists are often forced to merge with vehicles, or are averted to streets that lack proper safety. On the other hand, workzones don't always have an alternative. The Permitting Office has been working to identify ways to remedy these instances by incentivizing the creation of temporary alternative active transportation routes, as well as developing a new set of standards for construction sites.

Discussion & Questions

- Contractors and construction workers in northwest Portland have been parking in public parking spaces and bike lanes causing issues with capacity, congestion and safety.
 - These instances are restricted by city code. Right-of-way should not be used for the convenience of the construction team. Bring all complaints to Parking Enforcement or the Permitting Office.
- Consider using a sidewalk cafe strategy. Quantify the value of the sidewalk or bike lane being used by the construction team and develop a fee. If the developer agrees to work with the community to produce alternatives, offer a discounted fee.
 - The Permitting Office is in the process of investigating an incentive program which will include discounts for developers that invest in creating safe active transportation alternatives. The City recognizes the inconvenience and safety concerns for pedestrians and bicycle riders and that will be considered during the investigation of incentives.

- The bureau is developing a fee for future use which is structured similarly to the Washington DC's Public Inconvenience Fee.
- Safety is the highest priority of the community, and requirements should be made to ensure the safety of all users.
 - Developers usually see the value of safety and will make accommodations. If issues arise, Parking Enforcement is very diligent about addressing concerns.
- Following the development and enforcement of these new standards, if problems arise, should citizens still voice their complaints to the Permitting Office?
 - Yes, it will help the staff understand the priorities and needs of the community. However, it is difficult to address every concern and not every issue will have a solution.
- Construction on Southeast 11th and Taylor St has caused safety concerns involving a blind curve.

PUBLIC WORKS PERMITTING AND AFFORDABLE HOUSING

Christine Leon, PBOT's Development Permitting and Transit Group Manager, gave the committee an update on the Mayor's commitment to creating affordable housing. The Mayor has declared a housing crisis in Portland, and while the bureau is currently working with the Portland Housing Bureau (PHB) and the Bureau of Development Services (BDS) to explore and invest in permanent affordable housing, there have been efforts to provide safe, temporary or transitional shelters provisionally. The City is also working with the police to develop laws that will permit sleeping in designated camping areas and on sidewalks, as well as allowing people to sleep in their cars.

In 2010, Public Works designed a permitting partnership that was well received by the design community and the City. This has opened the door for input from staff throughout the process, not just at the end, which has contributed to improved relationships with design firms and better oversight. For affordable housing projects with PHB sponsorship, bureau staff are communicating with PHB to understand the permitting necessary to fulfill the housing needs.

The Information Technology Advancement Project (ITAP), is expected to be online by 2018. Software for the plan review component, Project Docx, could be available early for public works review and permitting of affordable housing projects; staff are looking into the benefits of this.

NEXT STEPS & CLOSING

Leah explained that the bureau is looking forward to Irene Schwoefferman's contributions during the process of restructuring the committee. Committee members may be asked to continue through July or we may not meet that month as we focus on transition.

Leaf pickup/street cleaning will be a primary discussion at the May meeting, as well as further review of the grant prioritization. Jeanne mentioned that Leah will continue to refine the committee workplan.

Jeanne wrapped up the meeting and noted that the next meeting will occur on May 26th.