

City of Portland
Pedestrian Advisory Committee



NOTES

Wednesday, February 21st, 2017
6:00 – 8:00 PM

Portland Building, 1120 SW 5th Ave, Broadway Room (9th Floor)

Committee Members:	Alternate Members:
Roger Averbeck* Rebecca Hamilton* Arlene Kimura * Anthony Buczek* Chase Ballew* David Crout* Eve Nilenders* Doug Klotz* Scott Kocher* Rod Merrick* Brian Landoe Brenda Martin* Elaine O'Keefe*	Don Baack Suzanne Stahl* Mark Person* Gena Gastaldi*

** Indicates committee members in attendance, + Indicates excused absence*

Staff Present: April Bertelsen, Kevin Donohue

Special Guests and Speakers: Mark Lear (PBOT), Anne Hill (PBOT), Rich Eisenhauer (PBOT), and Joanne Johnson (Disability Coordinator at ONI)

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6:00-6:45: Greetings, Introductions, and Hot Topics

Meeting Facilitated by Rebecca

- Roger – Passed out copies of the Vision Zero plan. There's a map of the projects in the plan that will be constructed in 2017.

Legislative Updates

- Automated Enforcement for speeding and signals.
- Distracted driving
- Proposal to form Vision Zero for the state.
- PBOT has \$2 million for Vision Zero projects.
- Local control of speed limits with HB2682 (Nosse and Hernandez).
- Doug – Hosford-Abernathy neighborhood worried about all the cut through traffic. PBOT has asked ODOT to take down a sign that directs traffic to 17th from Powell. Signs went in in 1964.
- Rebecca – Can the PAC advocate for House bills?
Senior PAC Members – We don't see why not.
- Rebecca – Movement to vote on writing a draft letter for this bill.
*Motion carries. Mark Person will write the letter.
- Suzanne – Does the City have a representative for these types of things?
April – We do have one. The PAC should have a letter drafted so it's ready to go whenever.

Joint BAC/ PAC Meeting for March - Joint PAC/BAC meeting on 3/14 at 6:00pm, City Hall, Lovejoy Room (3/21 PAC meeting cancelled). Commissioner Saltzman will be attending.

- Rebecca - Reminder about the joint BAC and PAC meeting next month. Commissioner Saltzman will be attending this meeting and he'll give us a sense of his priorities for the next few years. Members encouraged to come and voice their opinions. Also, Michelle urged the PAC to draft some questions that can be provided to Saltzman in advance and then answered during the meeting. Please submit questions for Commissioner Saltzman to Michelle/Chairs via email by **Friday March 3**. Michelle and Roger Geller will consolidate and forward PAC/BAC questions to the Commissioner's office in advance of the 3/14 meeting.

Appointment to Replace Vacant PAC Member Seat

- Rebecca – The PAC has a full seat open now. The chairs will be selecting a new committee member based off attendance, participation, and scoring from the alternate selection from the last time around. Gena and Mark are the front runners for this spot.

Reviewing of Member Roster/ Term Expirations

- Rebecca – Reminder about membership terms and that people have to reapply once their term ends.
- Roger – 11 full members and 1 alternate's membership will be over in 2017. All these people will have to reapply.

New PAC Co-Chair Election

- Rebecca – We will have to choose our chairs for the next two years. Four of the candidates that we selected by poll accepted the nominations: Anthony, Brenda, Roger, and Scott.
- Roger – Rebecca barely beat Roger 2 years ago
- Arlene – Having co-chairs is a much more holistic approach.
- Nominees agreed that they want to be co-chairs, no sole chair.

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6:45-7:45: Updates to Transportation System Development Charges - Anne Hill, Mark Lear, and Rich Eisenhauer (PBOT) –

- Anne - Two handouts passed around. SDC covers the cost of new roads, sidewalks, bike lanes, or other facilities that people use. The developer has to pay for increased load on the right-of-way. Every 10 years we go through an update. The last update was in 2007. What we mean by an update is what projects we can use and how much we'll charge. Can only use SDCs for growth, no maintenance. Planners go through with the engineers and look at how much is growth versus maintenance. We look at the number of trips and then we take the dollar divided by the number of trips that the development will have. We have a proposed list of projects and in the next few weeks we're going to have to have a limit because we don't have the rate yet. This year they're using the budget advisory committee.
- Suzanne – Was the Online Open House the main way of getting feedback? Computer can be a barrier for some groups.
Anne – Also, used Open Houses. Good point that this not be the best way because not everyone has computers.
- Anne – Methodology for looking at the number of people moving through the system. These models were put together in the 1970s in suburbs based on people moving in cars. Developers have spent money in the past to do studies on how people get to businesses. PSU has been going to the people to determine how they get to places. By making it easier to think about people as we move, it will make it more applicable in different neighborhoods. This doesn't impact the dollar rate.
- Anne – Project List – To be eligible for SDC it needs to be 1) in the TSP, 2) the project needs to be underway, 3) a regional project, and 4) new projects that are not yet underway but anticipated.
- Doug – On the methodology, how are you calculating the person trips? On Division you're getting all this development and no SDC. Are people living in apartments not driving as much as people with homes?
- Anne – The draft project list is in the online interactive map. The type of projects are 75% pedestrian/ bike, 4% transit, and 21% traffic/ freight. Examples of projects from the past ten years are the Streetcar, SW Moody, and Lombard.
- Anne – The TSDC rates in Portland fall on the lower side of the region when it comes to “Per Dwelling Unit TSDC”. Historically, we've been on the lower end. Portland's TSDC Rates have stayed modest over the years. Schedule Update – Doing the community feedback piece right now. There are some state requirements that we have to adhere to. There has to be a public feedback period for 60 days. Need to have everything done by April if we want to go to Council in July. Need to have it in by the end of the year, so it will likely be in by September and we'll have a three-month buffer.
- Anne - Questions?
- Doug – Methodology question.
Anne – On the TSDC website we did link the presentation from when the PSU professor presented on the trip methodology to City Council and we also have a background document that gives a little more feedback. When we have the whole methodology figured out there will be a document that we can distribute. When asked about apartments, there was a survey that was sent out that's a moving piece of these datasets.
- Doug – Your whole methodology is based on Single-Family Households and the majority of the housing being built is Multi-Family housing.

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Anne – Because we’re more urban than other places in the region, it’s easier for us to compare to neighboring cities based off the single-family rates.

Rich – Based off the ITE, it’s factored off people driving. The new PSU methodology is a people model that will be the basis for the update to the ITE.

- Mark – People want to see maps showing how the City spent the money over the last 20 years.
Anne - We’ve done some of that in the past. The other piece is that SDC revenue has become the main way that we’re matching grants these days. Right now all the TSP 10 year projects are primed for SDC funding. We’ll share a prioritized list with committees like the PAC and we’ll have an idea of what is going to receive funding. We can bundle projects together.
- Rich – Geographic equity was an issue ten years ago. Looking at the last 5 years we’ve closed this gap.
- Anne – There are immediate needs in neighborhoods, but funding for things like the MAX are going to happen. They’ll have the list to see how the money has been allocated in the last 10 years.
- *Note - Anne will share this with Michelle to share with the PAC.
- Brenda – Multi-family housing is taking over the skyline. How are the SDC rates updating with this?

Anne – We don’t know where the rates are going to land because we haven’t done the calculations. We’ll do total numbers divided by the number of trips once we have the list finalized.

Brenda – More humans affected because it’s more people.

Anne and Rich – We charge by number of units.

Brenda – When would something like this go into effect?

Anne – By the end of the year. We need new rates by 2018. We’re targeting July because of all the 30-day waiting periods, etc.

Brenda – When does this get applied to building permits?

Rich – Depends on when the permits were applied for.

- Elaine – The list of projects stands out. These projects are very familiar and good projects. There is not comparative information on the Online Open House. No idea how to compare places to one another. How will this information be used? Also worried that people won’t get to that online forum.

Anne – This list is not something the public typically asks for. District coalition chairs are the people asking for these lists, not community members. We pushed the list out on places like Facebook to get civic-minded people involved in the process. We’re collecting this data to see what people outside these inside circles have to say. Just trying to collect data to see what we learn.

Mark – The key thing to keep an eye on is what’s missing from the list. Do projects add capacity? In the last update of the TSP we had programs and projects. Programs are things like SRTS. These help us group things together for grant application. We can update the list over time, but we want feedback to make sure we’ve updated everything.

- Rod – What’s the target for what you’re collecting right now?

Anne – There’s no nominal value. Comparable rate is something.

Mark – City updated Parks’ SDC so they’re at 100%. Transportation towards the bottom when it comes to SDC.

Rod – What is the target so that if you present to the community we’re going to be increasing by percent? Is inflation built into this tool?

Anne – The way SDCs are funded is through development. We have more projects to fund than money we have. We haven’t approached this project like FOS where we have X amount of money to raise. Once we know the rates then we can go back and look at how much we can fund.

- Roger – I watched the Youtube video and PSU professor at City Council. I like the maps because they’re easier to go through than spreadsheets. Funds used for areas of new growth. Funds can’t be used on projects that are existing transportation shortcomings. Had a lot of growth and the funds are shifted to a newer area and the older area is left behind.

Rich – Growth in the project. We talk about growth and capacity. We have to go through a deficiency calculation to look at what’s new capacity.

Mark – When you think about growth we don’t think about case by case example. Garden Home? As the City grows people will be using Garden Home more. TSP was built to focus on centers and main streets. From picking through that list it’s already focusing on those types of projects like Garden Home.

April – There are projects on the current SDC list and the new one where the roads are lacking bike and ped projects. Can’t repave the road, but bike lanes and pedestrian improvements are new development.

- Chase – Based on number of dwelling units? Does that look at number of bedrooms in the unit?

Rich – Current methodology doesn’t, but the update of the SDC is looking into that. We’re seeing what type of data is available.

Chase – Would that also apply to single-family households?

Rich – Yes.

Chase – Transit is a small part of the pie. The Comp Plan is relying on transit and do these SDCs reflect this?

Anne – MAX expansion means enormous sums of money. Looking at using SDC funds to actually buy streetcars.

Mark – The biggest investments are around transportation

April – ETC is looking at what improvements can be made to the transit system. Looking at spot improvements and other ways to improve this.

- Rich – Parks took all that extra room from us.

Anne – We’re working to get numbers to better understand. Project is really about how much developers participate in SDCs.

- Anthony – Portland should have the highest SDCs because it’s the most desirable place to build and live in the area.
- Arlene – Are all the units charged the same SDC rate?

Rich – Below 3 units you get charged the same amount.

Arlene – When you do everything online you eliminate a large number of people. Alternate ways of doing the surveying would help reach the people without computers. A lot more work to do paper surveys and more labor intensive. These types of outreach protect the people that are getting taxed out of neighborhoods.

Anne – What’s hard about the SDCs is that it’s really hard to understand without talking to a person. Unless you know what’s missing from a list you won’t see it. How is someone going to

influence the list? It happens once every ten years and we need to make sure years from now that the list is still relevant. The TSP is a big funnel that leads down to the SDC project lists. Once the rate is set, two groups can look at how things are being funded and what is prioritized. Can't put a survey out in a community center.

- Eve – Rationale behind SDC. If new trips cause new needs, then that's the rationale for these charges? Since we're shifting away from auto to person trips does the nexus get fuzzy? Does this new methodology open us up to more transit lawsuits?

Anne – Not just moving to people. Moving to people that use bikes, buses, cars, etc. Go from the person to what mode they're using. Many cities don't use SDCs. Some fund through property taxes and gas taxes. There's a lot of different ways that SDCs get funded.

April – Lots of cities spend their money in different ways. Portland was the first in the nation to launch a multimodal SDC in 1993.

Key questions for the PAC: Requesting PAC feedback on TSDC updates (both the methodology and the project list) in person or via the online open house (and request to share this feedback opportunity with your networks).

7:45-8:00: LTIC Program (Anne Hill, PBOT)

- Anne – Before Anne started she offered to come back and talk about this in the following months. Send questions to Anne and she'll try to bring answers next time.
- Anne - Unimproved Residential Side Streets – Map available online. Map was put together recently since Anne came back to the City. Unimproved streets make it difficult to get to places on a daily basis. In 2015 and 2016, the LTIC was a predictable and fair approach. LTIC is in place and is currently changing. Council recommended that we create a framework to determine project selection, design standards, and overall project financing. NSP is working to solve – comprehensive program to fund and construct improvements on unimproved local streets. Other streets have funding sources already. Standards. Michelle is on the Committee. Prioritization is about how we balance the needs of different areas with different costs, benefits, and economic impacts. Links to Report a Pothole, Fixing Our Streets, Maintenance and Repair < Anne will send to April and Michelle.

LTIC Survey

https://www.surveygizmo.com/s3/3279969/City-of-Portland-Neighborhood-Streets-Program-Community-Survey?utm_medium=email&utm_source=govdelivery.

Key questions for the PAC: Request PAC feedback on key questions in the LTIC community survey, either in person or via the online survey.

Election Outcome

- Rebecca – New co-chairs are **Roger Averbeck** and **Anthony Buczek**

Final Note

- Rebecca – Homework: Think about who your constituents are and how you can spread the word about the different things that PBOT is working on.

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