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Dan Saltzman Commissioner **Leah Treat** Director

Bureau and Budget Advisory Committee

Thursday, May 17, 2018

4:00 – 6:00 pm

Congress Building, 5th Floor, Conference Room 513

Committee Members Present: Ruthanne Bennett, Samuel Gollah, Ryan Hashegen, Thomas Karwaki, Molly Baer Kramer, Tony Lamb, Meesa Long, Elaine O’Keefe, Momoko Saunders, Pia Welch.

Committee Members Absent: Heather Bowman, Kaliska Day, Maria Hernandez, Sarah Iannarone, Frannie Knight, Arlene Kimura, Tony Lamb, Rob Martineau, Patricia Montgomery, Elaine O’Keefe, Farrell Richartz, Kevin Vandemore.

PBOT Staff Present: Tosin Abiodun, Alex Bejarano, Dave Benson, Ken Kinoshita, Christine Leon, Michelle Marx, Malisa McCreedy, Jeramy Patton, Walter Robinson, Irene Schwoeffermann, Mychal Tetteh, Leah Treat.

Welcome/Community Check-Ins and Announcements: Momoko Saunders and Tony Lamb

- Tony Lamb opened the meeting, welcomed committee members and reviewed the agenda.
- Momoko Saunders shared the vision zero report. BBAC members observed a minute silence to honor the memory of seven community members who died from traffic fatality from April 16 through May 16, 2018.
- BBAC will not meet in July and August. Members planning to leave the group permanently should inform Tosin via email before June 21.
- Director Treat informed attendees about resignation. She has accepted a position at Nelson/Nygard, a transportation consultancy firm. She thanked BBAC members for their leadership and service, assured the group that PBOT is in a decent shape and indicated that she will work with Commissioner Dan Saltzman to recruit a new leader for PBOT.
- Tony Lamb appreciated Director Treat for her leadership and service.
- Molly Baer Kramer shared information about the May 16 City Council meeting regarding the Creec Lawsuit settlement. The City will create 1,500 curbs a year over the next twelve years.
- Ryan Hashagen requested for information about PBOT’s work zone and pedestrian detour program.
- Pia Welch requested for update about the Banfield project to include plans for road and freeway closures.

Questions and Comments

- PBOT is working closely with the Oregon Department of Transportation (ODOT) on the Banfield project to develop plans for detours and road closures.
- Thomas Karwaki thanked the City for providing funds in the FY 2018-19 budget to support the Columbia crossing project. He added that PBOT or ODOT should provide more signage and blockage devices to support the closure of the Rose Park exit.

Portland's Citywide Pedestrian Plan (PedPDX) Update + Video Presentation: Michelle Marx

- Michelle Marx, PBOT's Pedestrian Coordinator, shared information about the PedPDX plan, an update to the Citywide Pedestrian plan first adopted in 1988. At the time the plan was created, it had a huge influence on development and investment planning in Portland. Guided by the 20-year plan, the City built about 250 miles of sidewalks and 200 crossings.
- PBOT recently conducted a need analysis to identify sidewalk gaps and found 350 miles of missing sidewalk and approximately 3,500 marked crossing gaps on arterials and collectors. The City needs roughly about 17.5 million dollars a year to address missing sidewalks.
- PBOT is developing spacing guidelines for marked pedestrian crossings.
- Michelle shared information about Pedestrian crash trends. There has been a 25% increase in injury crashes since 2006.
- PBOT recently gathered walking stories from Portlanders and [produced several compelling videos](#) to support the PedPDX plan. The goal of the plan is to make Portland walkable and accessible, safe and secure, comfortable and inviting for all.
- The Transportation Systems Plan will be guided and influenced by the PedPDX plan. PBOT is working with the Pedestrian Advisory Committee to prioritize projects based on criteria including equity, safety and demand.
- PBOT is developing a policy to ensure that all transit stops will have marked crossings.
- PBOT is looking at ways to increase visibility at intersections and develop tools to separate vehicular turning movements from pedestrian movements.

Questions and Comments

- Will the crossings meet ADA standards and requirements?
 - Yes.
- What percentage of sidewalk were built by developers?
 - Not sure.
- What about the waiver of remonstrance? Does PBOT know where they are?
 - Yes.
- There is a huge gap on the 82nd and Outer East Corridor. Is the plan to create more bus stops on the corridor?
 - PBOT will provide more crossings on the corridor. The crossing will follow PBOT's connectivity standards and guidelines.
- How did PBOT determine that it will cost about one million dollars to repair a mile of sidewalk? Why is it so expensive?
 - The number is an average engineering estimate. Sidewalk repair can be complicated; it usually involves drainage and stormwater concerns.
 - Some Cities request more than a million dollars for sidewalk repair.
- Is part of the plan to explore the ability for community members to source or fund sidewalks or other alternatives on their own? Can PBOT waive permit fees and provide community grants to make people feel empowered to fix their own streets?
 - Once the PedPDX plan is adopted, PBOT may provide grants.
- Could PBOT make provision for community members to create and install place making designs?

- PBOT recently funded art and community place making projects through the Portland in the Streets Community Grants program.
- Given that the PedPDX plan is a 20-year project, is PBOT getting assistance from the Bureau of Planning and Sustainability (BPS) in anticipating residential, institutional and commercial growth?
 - PBOT based its demand networks on the Comprehensive Plan.
- Elaine O'Keefe asked BBAC members to keep the PedPDX plan and the critical importance of the plan in mind. She encouraged members to watch all the pedestrian videos.

PBOT Budget Update: Jeramy Patton

- Jeramy Patton provided an update about PBOT Budget for FY 2018 – 19.
- The Mayor accepted PBOT's proposed 5% cut to General Fund. The Mayor's proposed budget shifts the resources of paying for street cleaning from the General Fund to Interagency revenue from the Bureau of Environmental Services.
- City Council will adopt the budget in the first week in June.

Questions and Comments

- Overall, PBOT did well compared to other City bureaus.
- How much of an influence does BBAC's budget letter have?
 - BBAC's letter is included in the requested budget package. The City Budget Office reads BBAC's letter to understand community feedback on budget issues.
 - BBAC's presentation was well received at City Council.

Mychal Tetteh: Fixing Our Streets Update

- This is the busiest Capital Projects season for PBOT.
- PBOT's Fixing Our Streets recently implemented an Open House invite for the East Glisan Street Update project.
- PBOT will collect about 64 million dollars from the Heavy Vehicles Tax and 10 million dollars from the Oregon Rate Mile Tax.
- Mychal Tetteh will attend BBAC meeting in June to share additional information about PBOT's DMWESB plans and the Fixing Our Streets 2017 annual report.

Questions and Comments

- Elaine O'Keefe requested for information about the public education and outreach components of the Fixing Our Streets project.
- PBOT should consider creating or ordering some swags for the Fixing Our Streets Project.

PBOT's Annual Transportation Fees and Charges: Alex Bejarano, Malissa McCreedy, Dave Benson and Christine Leon

- Alex Bejarano and Malisa McCreedy shared information about PBOT fees adjustment for 2018.
- PBOT will present several exhibits for the annual transportation fees and charges at City Council on May 23. Exhibit A focuses on Parking Operations. PBOT increases rates every year. Smart park rates are based on market surveys. Area Parking permit zone rates will also increase from 60 dollars to 75 dollars. PBOT is still subsidizing the cost. Transportation fees and charges will support Vision Zero efforts.

Questions and Comments

- How big is the subsidy?
 - 82 dollars will cover the cost annually.
- Is the cost per vehicle or per household?
 - Per permit.
- The permits are based on what size of vehicle?

- For vehicles parked in residential areas.
- How much is the moratorium fee?
 - 300 dollars.
- When will the fees take effect?
 - On July 1st, 2018. The Community Use permit will take effect on December 31st.
- PBOT should consider restructuring permit fees for repairing sidewalks and adjust the fee schedule. What is the procedure for submitting this proposal to PBOT or the City?
 - PBOT will include the proposal on the list of fees to restructure in 2019.
- Molly Baer Kramer thanked PBOT for providing wheel chair only user spots but noted that some of the spots are located on the wrong side of City streets.
 - PBOT just completed an online survey that targeted disability advocacy groups and received over 2,000 responses that identified disabled parking locations. PBOT is using the input provided to update disabled parking locations.
- Momoko asked that PBOT staff consider visiting BBAC before deciding the annual transportation fees and charges in 2019.

PBOT's Public Involvement Initiatives: Irene Schwoeffermann

- Irene Schwoeffermann, PBOT's Public Involvement Coordinator, shared information about several recently launched public involvement initiatives including the East Portland Strategy and the North Portland Strategy. PBOT aims to better understand what PBOT staff are doing and where they are investing resources in East Portland and more importantly, how to communicate PBOT projects, plans and programs with community partners and advocacy groups in East Portland.
- The North Portland Strategy was initiated by the ODOT led I-5 Rose Corridor project. The goal is to give communities of color the opportunity to provide feedback and share input on the Highway Improvement project. PBOT will implement a transportation open house event for the Black community on Wednesday, June 6 from 6:00 – 8:00pm.
- PBOT staff have been cross sharing information about community led events. In summer, staff will attend several neighborhood events to share more information about PBOT policies, programs and projects.
- PBOT is also sponsoring community events. Last week, PBOT staff purchased tickets for staff to attend a fundraising gala event at Africa House. This weekend, staff will attend APANO's fundraising event.
- Irene has been leading and holding discussions with staff to develop a new stakeholder engagement strategy and facilitate a different type of Request For Proposal process for public involvement work to support PBOT's DMWESB and contracting goals.
- Irene introduced Walter Robinson, a Community Service Aide who will help implement PBOT's public involvement initiatives, to BBAC members.
- All the newly launched public involvement initiatives will further advance PBOT's equity goals. Irene shared that she recently started a PBOT Equity in Transportation reading group.

Questions and Comments

- Ryan Hashagen thanked Irene for her leadership and efforts. He also appreciated Director Treat for promoting and pushing out consistent messages and images to the public. He highlighted the need for a public involvement team or division within PBOT. For him, it seems unfair that project managers handle public involvement work.
 - Director Treat shared information about PBOT's public involvement resource center.
 - Irene added that PBOT is helping project managers to rethink how they engage with community members. In addition, PBOT is planning to recruit more Community Service Aides to help support public engagement work.
- Molly Baer Kramer requested for the list of books recommended for the PBOT Equity in Transportation reading group.

BBAC Discussion: Tony Lamb and Momoko Saunders

- Committee members voted in support of Maria Hernandez's request for BBAC to hear public comments at the beginning of the meeting, right after community announcements.

Next Steps:

- BBAC will meet on the 21st of June from 4:00 – 6:00 pm at the Congress building, 5th floor, Room 513. Address: 1001 SW 5th Avenue Portland Oregon.