

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Chloe Eudaly Commissioner Chris Warner Director

Bureau and Budget Advisory Committee Agenda

Thursday, October 17, 2019, 4:00pm-6:00pm

1050 SW 6th Ave, 5th Floor, Room 513

Committee Members Present: Arlene Kimura, Douglas Armstrong, Evelyn Ferreira, Josh Linden, Lauren Bates, Momoko Saunders, Rob Martineau, Ruthanne Bennett, Ryan Hashagen, Sage Gieselman, Sarah Iannarone, Thomas Karwaki, Tony Lamb

Committee Members Absent: Farrell Richartz, Femi Oluwafemi, Maria Hernandez, Meesa Long, Pia Welch, Samuel Gollah, Shani Harris-Bagwell

PBOT Staff Present: Chris Warner, Demetri Finch-Brown, Jenny Liddicoat, Jeremy Patton, Matt Grumm, Ryan Kinsella, Ty Berry, Catherine Ciarlo, Chris Armes, Mike Crebs, Amy Roberts, Kathryn Levine, Peter Koonce, Lori Lovett.

1. Welcome and Introductions

- Chris Warner, PBOT Director
- BBAC members observed a minute of silence to honor the memory of community members who died in traffic related crashes- Thomas Karwaki
- Vision Zero announcement, Thomas Karwaki to read names of community members who died in traffic related crashes at City Council on Wednesday, November 6th, 42 people this year, compared to 27 people last year- Thomas Karwaki

2. Overview of 2019-2020 BBAC Budget Input Process

- *Chris Warner, PBOT Director*
- The goal for this meeting is to discuss several programs that we want your input and support for this year's budget process, we want to follow guidance from office of community civic life and the city budget office, they ask the bureau advisory committees focus on several areas:



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- Deliver service levels and performance outcomes of the bureau activities, rather than the merits or marginal costs
- Service level to the community, with an eye towards historically underserved communities which is one of our big priorities
- Aligning our investments, matching with our strategic plan, and other initiatives our bureau has, we have discussed our strategic plan
- Service levels, we can accomplish with our existing resources, how the bureau can allocate its resources to structure its activities to better the community priorities
- The input, and deliver to council, package as appropriate, look at how we can make the best case forward on these investments
- We will be providing overviews of seven programs, in addition to also allowing the BBAC members to discuss and ask questions about the programs. BBAC will then be using this information to identify where they would like to offer input into the budget development process, particularly regarding these programs.
- We are asking the program managers to provide the committee members with a short overview of their program including; brief description of the program, key program initiatives and issues for the current year, questions and discussion: what other aspects of the program would BBAC like to hear more about.

3. Input Phase 1: Discussion of Budget Program Areas, BBAC Policy, Fiscal Priorities

- **Active Transportation and Safety**

- *Catherine Ciarlo, PBOT Active Transportation, Safety Division Manager*
- *Materials: Active Transportation, Presentation ([LINK](#)), Program Description ([LINK](#))*
- Program Description and Goals: The Active Transportation & Safety (ATS) Program works to improve safety, reduce traffic congestion, and make Portland's transportation network more efficient by increasing walking, transit, car-sharing, bicycling, and other active means of travel. ATS strategies increase access and improve public health and neighborhood livability for all Portlanders. Individual programs encourage and support active transportation (walking, transit and bicycling), help manage demand on the transportation system (Smart Trips and Transportation Wallet), and work to eliminate traffic fatalities and make streets safer (Vision Zero).

Active Transportation and Safety budget is approximately 6 million dollars, which includes leverage funding from: metro funding, sponsorship funding, funding from parking operations, funding from capital projects. The work of ATS, is designed to address the growing city, where we have more people, and not more space. This is something that is prominent in our strategic plan, switching trips, from our current

commute share of 57% drive alone trips, setting a goal of 30% drive alone trips by 2035. We have been discussing with financial services on how we organize our activities, how they align with the strategic plan. We have five categories in Active Transportation.

Transportation Demand Management (TDM) Policy Development

TDM is modeled after energy efficiency, the concept is to manage demand on the system, we create a more efficient and cost effective way to move our projects forward and leverage our projects. How can we get more with less? If we truly want to shift trips to bikes, we need to give people locations to park those bikes, therefore we updated the bike parking code, which was the first update in 20 years. Campus and institutional TDM, which is working with Portland's largest employers and institutions, working through code to develop systems to get fewer people driving.

TDM Programs

The transportation wallet is a package of incentives to get; transit, streetcar, bikeshare, and carshare. The transportation wallet is funded from parking revenue, which we invest to reduce parking demand on the system. This year we distributed 470 transportation wallets within affordable housing developments, while working with 7 non-profit organizations. The Sunday Parkways program is about shifting trips and getting people comfortable on the streets. We have partnered with capital projects work to show some of the updates we have done. This year we had 117,000 participants at Sunday Parkways. We have partnered with 50 community-based organizations within the city.

Question: what was the actual uptake for the wallet use? We just finished distribution last September, we have evaluation processes in place, and are working with our non-profit partners to see how these incentives are being used. We have received heartwarming comments, but we don't have concrete results back.

New Mobility

E-Scooter Pilot; 6 Companies, 2 Seated Scooter Companies, 785,441 trips and 863,449 miles. BIKETOWN; 758 Biketown for All Members, 40,000 trips per month in the summer months, May 2019 through August 2019. RFP for new operator.

Safety Programs

Vision Zero is the city's commitment to end traffic fatalities on the city streets. It's a multi-disciplinary approach; capital projects, education, enforcement, and programmatic work. We started installing left turn calming pilots, we have installed 24 of them citywide. We held 20+ Vision Zero Street Team and Safety Trainings, collaboration event with ERCO, event for seniors that walk-through neighborhoods, we distributed bright reflective stickers for safety.

Question: Has PBOT factored in the recent change from the CarToGo service, 16% of Portland's residents used this service, which had 1000s of subscribers, is that impacting budget, allocating resources due to this? We are sad to see them go, their business model is supported by higher density, and focused to families that don't own cars, PBOT doesn't have the budget to coordinate this themselves, but would love to see a non-profit take this on.

Safety Projects

102nd Ave Safety Project and Safe Routes to Schools, Vision Zero Projects- 102nd was a freeway or raceway configuration, we narrowed the lanes and created safe crossings, so the crossings are easier for pedestrians, the narrowed lanes enabled us to install non-signalized crossings which we can't do in larger cross-sections, the bike infrastructure was an afterthought because there was space for it.

Question: Are there expansion or services you are considering? We are continuing to invest in the safety pilot's we discussed, we have a few other pedestrian safety pilots we are looking into, we are going to ask for Vision Zero street lighting in near future.

- **On-Street Parking**

- *Chris Armes, PBOT Parking Operations Division Manager*
- *Materials: On-Street Parking, Program Description ([LINK](#))*
- Program Description and Goals: The On-Street Parking Program supports traffic safety, access to goods and services, economic vitality, and neighborhood livability, by using data to manage public parking and develop parking programs and regulations in the right-of-way. This program manages on-street parking citywide, including parking meter districts, parking permit areas, timed parking zones, special parking zones, and other parking controls. The program works with residents, business owners, City traffic engineers, the Portland Police Bureau, Portland Fire & Rescue, Portland Streetcar, and TriMet, to design and operate an effective parking system.

We handle the publicly owned parking; SmartPark, on-street parking, meter districts, permit zones, special permits, media permits, loading zones, response to calls from residents, community members, businesses, manage the parking districts, staff the northwest parking districts, and lloyd center area.

Key Initiatives, we're developing a new event area for the Moda and Convention Center, there's event parking at Providence Park, we are developing a similar area at Moda

Center. Currently, it costs less to pay for street parking during events, instead of taking transit. We are trying to shift that, so you aren't paying \$1/hour on street, people would pay more on the street, pushing people to get out of the single occupancy vehicles.

We are developing a North Portland parking management plan, we have had request from the neighborhood community association and Mississippi business association and Vancouver Williams to develop a large parking management plan for that area. We have a person assigned to that.

We are looking at launching on street permits, we issued about 30k that is very labor-intensive paper process. We are in process of upgrading all our meters to pay by plate system. There won't be paper anymore, and it will talk with Mike's folks seamlessly, with parking kitty and the license plate readers. We are replacing on central eastside and northwest. We are adding 200 meters to the northwest parking district. Performance based pricing.

Questions: Why does PBOT share permit surcharge revenue with private business groups like CEIC that may not have the same transparency or equity values that PBOT may have? The surcharge that started with central eastside, at the very small 10-dollar surcharge, didn't necessarily have clear guidelines what the funds were used for. Last January we went to council and they approved guidelines for appropriate use for surcharges which is directly connected to TDM transportation demand management, which we are working closely with Catherine's group on transportation wallet, and other programs to try and reduce the demand for on-street parking, we now have clear guidance from council on appropriate use for surcharge funds.

Question: I would like more information about the equity consideration with the northeast parking strategy you had mentioned? I'm interested to know what community groups you have discussed this with, new groups or existing groups with church ties to the area? We are at very early stages, at this point we haven't identified the area or boundaries, but we have gone out and talked to a lot of community groups about it. So far, they are mostly the business association and neighborhood association to date, and we had some small community group meetings when we initially talked about the pilot but that was over a year ago. We haven't done extensive outreach beyond that point. That is not considerable, I would like to see it much more detailed outreach.

Question: How do manage the permitting system, number of permits you give out? Is there a hard cap on an annual basis? The permit program was developed to address the commuter parking problems, there is only 3 permit areas, central eastside, northwest, that allows us to limit residential permits. Outside those areas, we don't authority to do

that. We are only able to limit employee business permits. We are looking at different approaches in northwest. We have been down in permits in the northwest. We implemented TDM programs in the northwest, transportation wallet within the northwest, if you don't buy a parking permit, you get a free transportation wallet, or you can buy a wallet for \$99, and the permit surcharge goes to offset the cost of the permit. We issued 10,000 up there but now we are down to 7,500, we are looking at limiting them, but we are down in permits right now. We are trying to steer people from area parking permits and making the push for the wallet and transportation.

Question: Are permits issued to employers, and they give an X number to employees, or do they give them to employees? They are issued to employers, they are transferable from employee to employee, if employees aren't working the same shift, they can transfer and share them among employees.

- **Parking Enforcement**

- *Mike Crebs, PBOT Parking Enforcement Division Manager*
- *Materials: Parking Enforcement, Program Description ([LINK](#))*

- Program Description and Goals: The Parking Enforcement Program's mission is to ensure equitable and convenient access to parking in the public right-of-way. The program's vision is to be nationally recognized as the most innovative and community-focused parking enforcement agency. The program is guided by the following principles:

Commitment to People: We respectfully and actively collaborate internally, with public and private agencies, and with members of the community. Health and Safety: We are committed to ensuring the health and safety of our employees and the community. Innovation: We strive to be flexible, adaptable, and embrace new technology.

Our mission is to ensure equitable and convenient curb space for everyone. We work 7 days a week. - have walkers, bikers, and scooters, we also place the signs for temporary parking usage, we also do collections, we collect all the meters.

Our key initiatives, vision zero, one of the things to think about; if someone parks in a bike lane, the bike must go into the travel lane, which increases the likelihood of them being hit. We immediately tow large vehicles that park illegally blocking intersections. We do the same when large vehicles create a hazard by blocking a stop sign. It's a true investment of vision zero.

One of our large initiatives is replacing our handheld citation writing devices. They're about seven years old and aging out. We are trying to obtain automated license plate

readers. The license plate readers will be attached to our vehicles. They automatically read the license plate(s) and take pictures of the tire valve stems. We can then drive by later and check to see if the vehicle(s) are violating time limits. The reader can also determine whether the owner/operator has paid for their parking.

We currently have 20 scooters, 19 are gas operated. The biggest concern is safety. There are no safety features such as airbags or crumple zones, I would like to replace them next year. Parking Enforcement has their own dispatch system. The calls come into us and we dispatch our officers to the requested location. Our radio system needs to be replaced.

Question: Do you have anticipated job losses with the mobile enhanced reader? Will it hopefully be an electric vehicle? I have asked for two automatic readers, which I don't see replacing any employees. I don't see any job loss at all. The license plate reader drives around and sends messages directly to the officers walking on foot or bike. The license plate readers can send messages alerting officers of violations. We are currently catching about 10% of all parking violations in the city. We hope the license plate reader will increase our rate of identifying violations.

Question: I believe state law requires a setback from each of the intersections for parking, is there any intention of enforcing that for pedestrian safety? We do that all the time. If there is a vehicle that is larger than 6' feet, it can't get closer than 50' from the intersection. If you see a big truck parking too close to the intersection, you can call 503-823-5195. I thought there was a 20' setback from every intersection from all vehicles that the city hasn't enforced in many years? I did some research. There is no such rule.

Question: How much in revenue does the department need to cover expenses? Do your revenues actually cover expenses? I don't have exact numbers, but parking enforcement brings in approximately 7-8M a year. When a citation comes in, 50% goes to the court, and 50% goes back to the city. I did not have our actual budget numbers at the time. I have learned that our budget is actually \$10,176,600.

- **Sidewalks, Bridges & Structures**

- *Amy Roberts, PBOT Maintenance Construction Division Manager*
- *Materials: Sidewalks, Bridges & Structures, Program Description ([LINK](#))*
- Program Description and Goals: The Sidewalks, Bridges, and Structures program consists of PBOT Maintenance Operations activities that inspect, maintain, and repair the City's sidewalks, curbs, corners, guardrails, fences, bridges, stairways and retaining

walls, work that is essential to providing public safety, mobility and accessibility. This program is responsible for ensuring the City's corners and sidewalks adhere to federal Americans with Disability Act (ADA) standards through posting sidewalks that are out of compliance and by improving or installing ADA-compliant curb ramps. In addition to meeting federal and state requirements around asset condition, this program maximizes the City's lifetime commitment and investment by preserving existing assets, preventing deterioration, and avoiding costly repairs and loss of asset use.

Maintenance construction division, I oversee the structures group, we have 14 employees, the program contains; 590 retaining walls, 152 bridges, 1 dock, 23 centerline miles of guardrail, the most recently noteworthy projects this group has worked on was the train derailment on the going street bridge. It impacted the service and stability on the bridge leading into Swan Island. The structures group went out on a Saturday and Sunday, resurfaced the top of the bridge, dug out the bottom, so the engineers could come out and look at the damage that was done to the footings of the bridge. They are a critical part of our program.

The sidewalk group is replacing all the non-compliant ADA ramps within the city. They are replacing 1500 ramps a year for the next 8 years. The program currently maintains 3155 miles of sidewalks. Within the next fiscal year, we are looking at doing 1.2M worth of projects for Fixing Our Streets and Safe Routes to School, these projects are critical because they fall into a lot of various underserved communities, where people don't have sidewalks to get to and from school. We have been tasked and proud of being the contractor of choice for these projects, we were able to hire additional people in the fall to meet these goals and are excited about finishing these projects within the next year.

Question: In 2017 and 2018 you don't have numbers on the spreadsheet for the number of sidewalks and ADA ramps completed? When the CREEC settlement occurred, this is when we started tracking the ADA ramps we were completing.

Question: What are we getting for the 1.2M, what should be expected, how many curb ramps? That is above and beyond the curb ramps, this is the money that is being used for Safe Routes to Schools, there is a list of median pedestrian islands we are doing, some additional compliance items, some people will have plans to put out protective bike lane, and we realize after looking at the drawing, there are additional items that need to be done to make it equitable and accessible for everyone.

Question: Year's past, the ADA ramps were one design, now they have changed design, how long will the old design last for? Will we be stuck with the old design for 30 years? No, with the CREEC settlement, we are required to have all the ramps compliant with

the current standards within the next 12 years. There are some ramps in the past, as of 3 years ago were compliant and they are no longer considered compliant. Just to clarify, we have 12 years, we are required to do 1500 per year for 12 years, 18,000 ramps.

- **Streetcar Operations**

- *Kathryn Levine, PBOT Portland Streetcar Division Manager*
- *Materials: Streetcar Operations, Program Description ([LINK](#))*
- Program Description and Goals: The Streetcar connects neighborhoods, employment centers and cultural destinations around the central city with seven-days-a-week service, from Northwest Portland to the Pearl, Portland State University (PSU), South Waterfront, OMSI, Central Eastside and Lloyd, crossing the Broadway Bridge and the Tilikum Crossing. The program provides both transportation mobility and an incentive for denser, urban development. As the streetcar has expanded, the collaboration between public and private partners has resulted in affordable housing, public open spaces, and brownfield redevelopment. The Portland Streetcar is owned by the City of Portland and operated by the Bureau of Transportation (PBOT) in partnership with TriMet (the regional transit agency) and Portland Streetcar, Inc. (PSI), a nonprofit that provides management support and private sector advocacy. With its 5-Year Strategic Plan, Portland Streetcar tracks several performance measures and provides an annual report to City Council on the program. Key performance measures include annual streetcar ridership, percent of operating budget provided by fare revenue, and percent of on time performance. In April 2018, Streetcar had its highest average weekday ridership of 16,650, and a FY 2017-18 total of 4.87 million. On-time performance for FY 2017-18 was 85%, 84%, and 79% respectively for the NS Line, A Loop and B Loop.

Portland Streetcar is owned and operated by the City of Portland, like the TRAM we are the two Portland electrically powered transit surfaces within the city. We operate in partnership with TriMet. The actual train operators and mechanics are contract employees to us. We have a budget of about 15.8M. The bulk of our budget is coming from TriMet, because we are part of the regional transit system, and they collect funds for transit service, they then share that with us. We ship that money right back to them on a monthly basis to reimburse them for light rail train operators and mechanics that work on our system. We have about 4.6M of general transport revenue within the Streetcar budget on the operating side, we have additional funding for fare revenue and sponsorships collections.

As a transit service our purpose is to get around the central city, our goal is to provide accessible transportation, our focus on the last couple of years is frequency and reliability, making it as accessible and convenient as possible. We want to be a provider

that helps people get around the city without having to use cars. Last year we had over 4M trips on the streetcar, if you add the tram, scooters, and bikes, we accounted for over 7M trips with no fossil fuel usage and no pollution. We can reduce Portland's carbon footprint, and help people get where they need to go in a reasonable time.

This year has been a challenge, we have a fleet of 17 cars and can go years without any derailments but last year we had two collisions with larger vehicles which damaged the trains and takes them out of service. We run 13 car schedules, we would like to get back to 14-15 cars. Every car we add in service helps us carry more passengers. Last year, the city provided funding for us to move forward with 3 new vehicles so we can grow our fleet to 20 cars. We probably won't receive those vehicles until 2021. We are doing the best service we can with our current fleet numbers.

We had assistance from Portland Streetcar Inc, coming up with ideas on how to speed up the train and make it more reliable and timelier. The project was created on Grand. On our on-time performance spreadsheet, you can see the B Loop on Grand Avenue, there is a segment that takes 15 minutes because we are held up so long waiting for the on-ramp to I84. We implemented a project, adding a signal and the delay has been cut nearly in half.

Question: If I5 Rose Quarter project moves forward, is there going to be a budgetary impact on streetcar with the streetcar closure, and do you anticipate an impact from ridership as well? We're in communication with the team and included in the technical team, we are advocating for continued service during that time, there are larger discussions for funding for that project and if that could be accomplished with a temporary structure and single two-lane track for example, we would prefer to continue operating through construction.

Question: When can we expect the return of fareless square? The streetcar does participate in the transportation wallet and the low-income fare program that is funded by the state. We are looking forward to the new transportation justice committee to provide some guidance on fare revenue.

- **Streetlights & Signals**

- *Peter Koonce, PBOT Streetlights & Signals Division Manager*
- *Materials: Streetlights & Signals, Program Description ([LINK](#))*
- Program Description and Goals: The Streetlights & Signals (SSL) program is responsible for the planning, design, operations, and maintenance of traffic control and lighting infrastructure. Traffic signals and street lighting (and the maintenance of this

infrastructure) are integral to shaping our livable city. Our emphasis is on creating and maintaining streets that keep Portland a walkable, bikeable, and a mobile livable city. Asset management is at the heart of the work that we do to track the program. Declining operations and maintenance funding for the program has resulted in fewer than two traffic signals being maintained each year, which would require the traffic signals to last more than 400 years. Previous asset management reports had the lifespan estimated at 30 years. The lack of a full replacement of the existing traffic signals results in higher ongoing maintenance costs, which further reduces the preventive maintenance that can be conducted by City staff.

We handle traffic signals, streetlighting, communicating between signals, electrical on the sidewalk or roadway. We have 1,100 traffic signals, 55k streetlights, 120 beckons. We don't have road space expanding, we do have infrastructure expanding, adding crossing treatments designed towards our vision zero goals. My staff is involved in planning, capital projects, developing, reviews, construction inspection, maintenance, and customer response. You have heard a lot of projects we support, streetcar project where we modified the signal timing to make that work better, to the going street project where we changed the signal timing to make that work well with a limited number of lanes.

We are the project managers for the largest energy efficient project in the entire city, the LED street lighting project, we are almost complete with that, we are doing unique fixtures, hand crafting fixtures on top of concrete poles, sometimes in historic neighborhoods, Terwilliger Parkways is one of those.

Our big initiatives are safety and mobility, and asset management, the strategic plan is within a lot of the work that we are doing. We have been working with developers regarding crosswalks, we are trying to identify if we have resources that we can invest, so when a developer comes in and plans to redo a corner, we have them put in a foundation and do all the underground work, and have us bring a pole to them, especially if they're in low income or equity area, so we can get in there and add a new signal, instead of the 50 year old structure.

Lots of our infrastructures are old, we are well past useful life, but we don't have the resources to replace it. We are looking for ways where we can be very strategic about how we stretch our dollar. One of those successful projects is the SW Corridor Paving Project, we had capital and we knew this project was coming along, so we gave it to them during the paving project to also replace signals.

We applied for a federal grant, we know Portland may not be in the best place to get a federal grant, but we figured we should apply. Part of that big federal grant would be money to enhance transit corridors. Our signal system is the oldest software that I use on any platform, it's 17 years old, it's not ready for tomorrow's smart transit vehicles. The smart cars are going to send us messages, but we won't be able to respond to them. We are actively trying to make sure that all our faults and outages are replaced. We are also looking at Metro grants, Metro has been a supporter on some of our intelligent transportation systems, we are collaborating on replacing the regional transportation system with Gresham, Washington County, Clackamas County, and all other parts of the region. We are excited about the future and ways we can innovate to make the best use of available resources we have.

Questions: Within east county, specifically you have been doing a great job of adding the new LED lights structures, major problem that we have on long corridors are the crossings that are occurring, even in the signalized crossings, we don't have pedestrian level lighting. So even with the LED lights and safety islands, it still makes it very hard for drivers to see pedestrians, how are you going to address pedestrian level lighting in the future? We have been studying with Catherine's team, we understand the old street light pattern that we inherited from the county are inadequate for pedestrian scale lighting. One of the things we are doing to address this is requiring developers to meet a higher level of lighting standard, and that includes asking them to put lights on both sides of the street. We have strong city code to require that, so we updated our guidelines. We are trying to add that pedestrian level lighting at those crossings. We have identified this to council. We are focused on trying to figure out a way to pay for it, we have many streets that only have lighting on one side, so we need to get lighting on both sides and it's expensive. We are working hard on trying to come up with a plan for that, as a lot of those are on high crash corridors.

- **Streets & Signs**

- *Lori Lovett, PBOT Project Delivery & Technical Support Division Manager*
- *Materials: Streets & Signs, Program Description ([LINK](#))*
- Program Description and Goals: The goal of the Streets and Signs program is to preserve or upgrade the condition of Portland's improved streets through maintenance and cleaning activities, to maintain all traffic signs and markings, and to manage traffic to provide a safe and accessible transportation system for the public. Managing Portland's streets and signs requires preserving and upgrading pavement through street maintenance and cleaning activities; maintaining and improving pavement markings to support safety, visibility, and the efficient movement of vehicles (motorized and non-motorized) on Portland streets across all modes; and maintaining, cleaning, and

replacing signs to communicate regulation, information, direction, parking restrictions and guidance. Adequate management of these assets keeps the City in compliance with federal and state requirements pertaining to visibility of regulatory guidance (markings and signs) and safety infrastructure. Further, cleanliness and visibility of parking signs is required for PBOT to enforce parking restrictions, manage the curb zone in parking districts, and collect revenue that accounts for a portion of PBOT's limited discretionary transportation funding.

We manage 4,800 miles of pavement, 5,700 crosswalks, 170k signs, we have maintained or installed over 1,000 crosswalks this year, over 30k signs have been maintained or replaced, and 1,000 potholes have been repaired this year, we do a lot of capital project work in addition to our maintenance, we do emergency response, and we also do special events work, like the Portland Marathon for example, our team puts out the barricades in the beginning and comes to pick them up at the end. We have a broad array of activities our team handles. We have a large staff, but that is because we have a large variety of things we do, we pay a lot of attention to the high crash corridors, we restripe them twice annually. You may have seen a recent blog about crosswalks, we are converting crosswalks to safer, making it a lot easier to see pedestrians. Most of the work goes into our safety vision for the city.

Question: Thank you for the larger street signs, for those of us that live on the eastside, there are tiny signs that are covered by trees and really difficult to see, so the bigger signs have been helpful, but you have lots of them that haven't been replaced yet, is it your intension to place all of them? Yes, it is our intension to go with the larger signs, we have made a lot of improvements with the sign technology, so they are going to last longer, we will get more value for the money we are spending, but we do have some shortages when it comes to our abilities to get to the rest of these signs, with over 170k, last year's street sign number was almost 30k. There are different variations and demand based on the neighborhood. The short answer, yes we want to do that, but we are going to need some help with financials.

4. Announcements

- Recruitment materials for the Pricing for Equitable Mobility Task Force will go live in the next couple of days. Support from BBAC in getting the word out would be appreciated.

5. Adjourn