



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **25TH DAY OF JULY, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fritz and Saltzman, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Robert Taylor, Chief Deputy City Attorney; and Andy Bacon and John Paolazzi, Sergeants at Arms.

On a Y-4 roll call, the Consent Agenda was adopted.

		Disposition:
COMMUNICATIONS		
782	Request of Lightning Super Creativity Watchdog to address Council regarding federal bias of investigations (Communication)	PLACED ON FILE
783	Request of Donna Cohen to address Council regarding the St Johns Truck Strategy, Phase II (Communication)	PLACED ON FILE
784	Request of James Lynsky to address Council regarding the St Johns Truck Strategy, Phase II (Communication)	PLACED ON FILE
785	Request of David Nelson to address Council regarding issues with the Portland Police (Communication)	PLACED ON FILE
786	Request of Christina Hartnett to address Council regarding Inner Powell Streetscape Plan (Communication)	PLACED ON FILE
TIMES CERTAIN		
787	TIME CERTAIN: 9:45 AM – Declare intent to initiate local improvement district formation proceedings to construct street, sidewalk, and stormwater improvements in the SE 102 nd Ave and Woodstock Blvd Local Improvement District (Resolution introduced by Commissioner Saltzman; C-10063) 15 minutes requested (Y-4)	37374
788	TIME CERTAIN: 10:00 AM – Update the City of Portland Sustainable Procurement Policy (Resolution introduced by Mayor Wheeler; amend ADM-1.09) 30 minutes requested	RESCHEDULED TO AUGUST 22, 2018 AT 10:00 AM TIME CERTAIN

CONSENT AGENDA – NO DISCUSSION		
Mayor Ted Wheeler		
Office of Management and Finance		
*789	Pay bodily injury claim of Corey Boltz in the sum of \$5,994 resulting from a motor vehicle collision involving the Portland Police Bureau (Ordinance) (Y-4)	189079
*790	Pay bodily injury claim of Michelle Hurtado in the sum of \$5,913 resulting from a motor vehicle collision involving the Portland Police Bureau (Ordinance) (Y-4)	189080
791	Extend term of franchise granted to Northwest Metal Fab & Pipe, Inc. to construct, operate and maintain a conduit system within City streets (Second Reading Agenda 752) (Y-4)	189081
Commissioner Dan Saltzman		
Bureau of Transportation		
792	Authorize a grant agreement with Albertina Kerr Centers to acquire bicycles and operate Adaptive BIKETOWN pilot project in an amount not to exceed \$10,000 (Ordinance)	PASSED TO SECOND READING AUGUST 2, 2018 AT 2:00 PM
793	Authorize a contract with the lowest responsible bidder for the Highway Safety Improvement Program Bike & Pedestrian project for an estimated \$1,463,940 (Second Reading Agenda 757) (Y-4)	189082
794	Authorize a contract with the lowest responsible bidder for the Marine Drive Path: NE 112th Ave-185th Ave project (Second Reading Agenda 758) (Y-4)	189083
795	Authorize a contract with the lowest responsible bidder for the NE Columbia Blvd at OR 99E/MLK Jr Blvd project (Second Reading Agenda 759) (Y-4)	189084
Commissioner Nick Fish		
Water Bureau		
796	Authorize Intergovernmental Agreement in the amount of \$20,000 with Clackamas County for the activation of the Clackamas County Emergency Notification System (Ordinance)	PASSED TO SECOND READING AUGUST 2, 2018 AT 2:00 PM
797	Authorize an Intergovernmental Agreement for \$60,000 with Portland State University to research future extreme rainfall and large-scale meteorological patterns over the Bull Run Watershed (Second Reading Agenda 762) (Y-4)	189085

REGULAR AGENDA		
Mayor Ted Wheeler		
Office of Management and Finance		
798	<p>Accept bid of Brix Paving Northwest Inc. for the 2018 Heavy Vehicle Tax Paving Projects: N Marine Dr, N Lombard St, N Going St for \$1,575,107 (Procurement Report - Bid No. 00000933) 15 minutes requested</p> <p>Motion to accept the report: Moved by Saltzman and seconded by Fritz. (Y-4)</p>	ACCEPTED PREPARE CONTRACT
*799	<p>Amend the Business License Law to enact a Residential Rental Registration Program; create Business Systems Analyst position to implement the program platform (Ordinance; add Code Section 7.02.890) 20 minutes requested</p> <p>Motion to amend PCC 7.02.700, Penalties, shall not apply for failure to file rental registration data in the 2018 tax year. Beginning in tax year 2019 and beyond, the penalty provisions of PCC 7.02.700 shall apply: Moved by Wheeler and seconded by Saltzman. (Y-4)</p> <p>Motion to add an emergency clause for the purpose of implementing the program as soon as possible: Moved by Wheeler and seconded by Eudaly. (Y-4) (Y-4)</p>	189086 AS AMENDED
*800	<p>Authorize a five-year lease agreement for office space located at 1001 SW 5th Ave to accommodate increased staffing and operations of the Bureau of Transportation estimated at an average annual cost of \$612,500 (Previous Agenda 768) (Y-4)</p>	189087
801	<p>Authorize limited tax revenue bonds to provide up to \$18.3 million to finance tenant space buildout and furnishings in the Portland Building (Second Reading Agenda 769) (Y-4)</p>	189088
Portland Housing Bureau		
*802	<p>Amend Joint Office of Homeless Services Intergovernmental Agreement with Multnomah County to authorize FY18-19 budget allocation to the Joint Office of Homeless Services (Previous Agenda 774) (Y-4)</p>	189089
*803	<p>Authorize eleven subrecipient contracts totaling \$4,190,763 for services in support of providing affordable housing (Previous Agenda 775) (Y-4)</p>	189090

At 10:30 a.m., Council recessed.

July 25, 2018

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **25TH DAY OF JULY, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fritz and Saltzman, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Heidi Brown, Senior Deputy City Attorney; and Andy Bacon and John Paolazzi, Sergeants at Arms.

		Disposition:
804	TIME CERTAIN: 2:00 PM – Adopt the Safe Routes to School Primary Investment Routes and project list, including Fixing Our Streets projects (Resolution introduced by Commissioner Saltzman) 45 minutes requested (Y-4)	37375
805	TIME CERTAIN: 2:45 PM – Adopt the Performance-based Parking Management Manual to establish guidelines for the Bureau of Transportation to manage public parking in the City (Resolution introduced by Commissioner Saltzman) 1 hour requested for items 805, 806 and 807 Motion that the City of Portland directs the Bureau of Transportation to amend the Parking Management Manual to reflect the language in this Resolution, including a review of the equity implications, and procedures to ensure equity in the establishment and implementation of parking districts. Adoption of the PMM is subject to this motion: Moved by Fritz and seconded by Eudaly. (Y-4)	37376 AS AMENDED
806	Rescind Resolution No. 35486, TRN-3.102 and adopt new parking meter district policy to better manage parking in the City (Ordinance introduced by Commissioner Saltzman; rescind Resolution No. 35486 and TRN-3.102)	PASSED TO SECOND READING AUGUST 2, 2018 AT 2:00 PM
807	Adopt new Parking Pricing and Event District Policy as outlined in the Parking Management Manual to establish guidelines for managing public parking in the City (Ordinance introduced by Commissioner Saltzman) Motion to add new directive for the Bureau of Transportation to conduct a review of the Parking Management Manual in consultation with the Bureau’s Equity team to recommend any changes necessary to advance equity in District Parking management programs and setting parking meter rates: Moved by Fritz and seconded by Saltzman. (Y-4)	PASSED TO SECOND READING AS AMENDED AUGUST 2, 2018 AT 2:00 PM
DUE TO LACK OF AGENDA THERE WAS NO 2:00 PM MEETING THURSDAY, JULY 26, 2018		

July 25, 2018

At 3:42 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

A handwritten signature in blue ink, appearing to read 'Kull', positioned below the name and title of the Auditor of the City of Portland.

By Karla Moore-Love
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

July 25, 2018

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: *** means unidentified speaker.**

JULY 25, 2018

9:30 AM

Wheeler: July 25th session of the Portland city council, Karla, good morning, please call the roll. [roll call]

Saltzman: Here **Eudaly:** Here **Fritz:** Here **Wheeler:** Here

Robert Taylor, Chief Deputy City Attorney: Mayor: Good morning. Welcome to the Portland city council. The city council represents all Portlanders, and meets to do the city's business. The presiding officer preserves order and decorum during city council meetings so everyone can feel welcome, comfortable, respected and safe. To participate in council meetings, you may sign up in advance with the council clerk's office. For communications to briefly speak about any subject. You may also sign up for public testimony on resolutions, or the first readings of ordinances. Your testimony should address the matter being considered at the time. When testifying, please state your name for the record. Your address is not necessary. Please disclose if you are a lobbyist. If you are representing an organization, please identify it. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify, unless otherwise stated. When you have 30 seconds left a yellow light goes on. When your time is done a red light goes on. If you are in the audience and would like to show your support for something that is said, please feel free to do a thumbs up. If you want to express that you do not support something, please feel free to do a thumbs down. Disruptive conduct such as shouting or interrupting testimony or council deliberations will not be allowed. If there are disruptions a warning will be given that further disruption may result in the person being ejected for the remainder of the meeting. After being ejected, a person who fails to leave the meeting is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel welcome, comfortable, respected, and safe.

Wheeler: Very good thank you, Robert. Communications Karla.

Item 782.

Wheeler: Good morning.

Lightning Super Creativity Watchdog: Good morning. My name is lightning, I remember lightning super creativity watchdog. I'll start out with a video.

Video: -- smokescreen to what was really going on. I'll show you that later. Be approved amongst others the other eight members the sale of uranium even though he knew this espionage activity was going on. This man needs to be held accountable for this. This is serious. This is a serious threat to national security that this guy let happen. A question again, once again is why. Because this was involving the clinton foundation. He ignored the national security threat. Russian nuclear officials routed millions of dollars into guess what? The clinton foundation. I think it's 100 officials, saudi arabian and others but in this case russian officials. She formed an international super pac routing millions of dollars into her presidential campaign. Evil, but brilliant. How did she do it? Well, foreign contributions, and they're in offshore accounts, they're not bound by u.s. Law are they? So they're outside of u.s. Law. Which means, no one can get the information on these donations. They're not subject to congressional subpoenas. Because it's foreign money, offshore

July 25, 2018

accounts, in foreign countries. They're also not subject to freedom of information act laws. If judicial watch, which is an outstanding organization, I encourage everybody to contribute to them, filed the freedom of information act law to get the information on these donations, they couldn't do it. They're out in foreign countries. She circumvented foia laws on this information. She circumvented congressional subpoenas and she got about \$4 billion into her campaign through uranium 1. That's what it was about. Concealed it completely from congress. Got away with it. So \$2 billion in the clinton campaign over four years that should have helped her get elected if it wasn't for the revolution that we saw in this country, man, and that's what it was. It was a revolution of the people, man.

Lightning: Again I've always stated Hillary Clinton is the target for the FBI, if you proceed farther with president trump, the fbi will be tarnished indefinitely. Pivot, make your move, hillary clinton is your target. And remember the dossier was funded by hillary clinton to get the fisa warrant to put the special council into place and if you can't see that fbi, you are blind. You are blinded by hillary clinton. Open your eyes, do your job, and save the fbi institution. Thank you.

Wheeler: Thank you. Next individual, please, Karla, my understanding is 783 and 784 those two individuals would like to come up together.

Karla: I believe so. 783 request of donna cohen to address council regarding the st. John's truck strategy phase ii. And 784, request of seamus lynsky to address council regarding the st. Johns truck strategy, phase ii.

Wheeler: Good morning.

Donna Cohen: Good morning.

James Shamus Lynsky: Good morning.

Cohen: You want to go? I'll go. So, i'm donna cohen. By the way, judicial watch is a right-wing website, and what else can I say. Focus. Right. So, dan, amanda, you are familiar with the story of how people forced st. Johns to dedicate two years, tell me if i'm too close, okay?

Wheeler: You're good.

Cohen: From 2011 to 2013 and go through mediation for the st. Johns truck strategy phase ii plan which was approved for funding in 2013. We could have eliminated better than a year of the planning process if people had been sincere about public involvement. Finally, a good plan was created, and yet although construction was to originally be done last year, pbob had the audacity to come last summer and say they weren't going to do the most important things for which we spent all that time negotiating. But the community united again, including spending almost \$400 for records requests and all features were put back into the plan. In fact, after our literal rally last November attended by 50 people during work hours, the community was given a letter committing to construction this year starting in august and you have a copy of this that I just gave to Karla. Well, here we are again. With pretty much the same old story. Pbob wants to push the project ahead and has given newly manufactured reasons as to why. The community only found out about the proposed delay in a pbob response to a letter that the neighborhood association sent a few weeks back supporting added safety changes to lombard. These results of discussions over the past year between pbob and new neighbors along the lomb board corridor. Lisa karens is one of those here, spurred in part because amazon and other businesses are coming to rivergate which will result in even more traffic and the truck route. The neighbors felt the project manager agreed on implementing some minor adjustments. Not the type that would cause delaying the project. With an opening for further discussion on future changes. Not only did the project manager reply that no additional changes would be done at this time, but, it was only then that the community was told the overall project would be delayed. Pbob's perpetual inability to communicate pro-actively and in a timely manner with the community is because they know the community will be upset and they don't have

July 25, 2018

valid reasons for their actions. Many, many people have no faith in pbot. In fact, faith in city of Portland has suffered because of this unrelenting assault on the commitments made to the st. Johns community. Please, stop this nonsense. Stop the disrespect. Stop the grossly unprofessional behavior. This project should start and be completed this year as a personal note. I'm truly disgusted that the project manager gets paid while he not only wastes our time, his behavior is unprofessional, unethical and does not deserve to hold his position. Thank you.

Wheeler: Thank you. Perfectly timed, by the way.

Lynsky: She's a pro. Thank you, mayor. Members of the council. My name is james lynsky. I'm a member of the neighborhood of st. Johns Portland and I served on the truck strategy phase ii back in 2012. I'm here today to talk about the unacceptable continued delays from the Portland bureau of transportation in actually building these critical needed -- critically needed safety improvements on a couple of major streets in st. Johns. I'm going to quickly run down the time line to give you a sense of the trail of broken promises, and the frustration that we have. The recommended design plan was accepted by city council in 2013. Pbot released their final report in october of 2013. And in september of 2013, we were lucky enough to be awarded state transportation improvement program grant for the 2016-2018 funding cycle to actually build these improvements. Which is all great news but getting a firm commitment from pbot on when this project would actually be built has proved difficult. Hold on because this changing time line i'm about to go through is dizzying. In august of 2014, I asked when the project would actually break ground now that it was funded and we were told, no sooner than late summer, fall of 2016. Now, that's understandably vague. It's pretty early in the process. In march of 2016, a pedestrian was hit at north pheasant and burr so I asked again for an updated time line. Pbot's reply was quote, I suspect we'll get going on design engineering within the next four to eight weeks, so the clock really starts ticking in may of 2016. Then I believe we'll be in a position to start construction by late next summer, which I clarified he meant summer of 2017. Then the community members of the stake holder advisory committee checked in again around november of 2016, and much to our shall win we were told it had been bumped to 2018 with not much explanation. We next heard from pbot in the -- in june of 2017 when they came to the st. Johns neighborhood association, and they presented a powerpoint which told us, quote, 100% design and o-dot approval would be fall of 2017, bidding in late 2017, early 2018, construction begins spring of 2018. That november 2017, 24-year-old daniel ramsey was killed crossing at north midway and north pheasant, which is an intersection that's supposed to be fixed by these improvements for some reason it also wasn't until that fall, fall of 2017 that pbot started community outreach for specific recommendations to the s-curve on lombard. A process that should have started years before. June of this year pbot gave us another quote saying the project will break ground right around the end of this year. Keep in mind pbot said in march of 2016 that the ps&e was going to be done in may of 2016. So the city's constant delay of construction is frustrating and we want the city council's commitment to getting these improvements done this year. Thank you.

Wheeler: Thank you.

Cohen: By the way, there are three of us here that were on the original stakeholder committee, myself, seamus and barbara quinn.

Wheeler: Thank you we appreciate that very much. Thanks for the rest of you being here. Colleagues, item 785, it's my understanding that the individual cannot be there, but legal counsel has advised me for accommodation purposes we should accept another individual in place. So, I will abide by that.

Karla: I'm sorry, I don't have his name. You want to go ahead and read.

Item 785.

July 25, 2018

Wheeler: Very good, sir, if you could just identify yourself for the record we'd appreciate it.

Jay Schoor: When does the time -- jay shore. I am asking that the remainder of my time, my statement is about a minute and a half, I'm asking that the remainder of my time be observed in silence for those who cannot speak or cannot speak this truth. To die a courageous death is to look your killer in the eyes without fear as they take the life from your body. So today, I wanted to look in your eyes and see the people intent on murdering me, my family, and the multitude of other homeless and transient people by legislating them into a constant status of prey for your predatory police. All we want is the right to exist without fear of abuse. When the government is the abuser, who is the mandatory reporter? Today, I am the mandatory reporter. I'm not here in fear. I'm here in rage. You can't spell courage without rage. You can kill me, my family, and others similarly situated, but you won't make yourself honorable by doing so. I'm here in your face, inviting you to have the courage to kill me now, rather than continuing to send your badged police to do it slowly for you. If your position of preying on the homeless is just and moral then you should have no problem killing me right here, right now. I'm here in courage. Are you going to join me? Or are you going to remain in fear as the cowards you are? Today, I look my killers in the face, and in the eyes with courage.

Wheeler: Thank you. Next individual please, Karla.

Item 786.

Wheeler: Good morning.

Christina Hartnett: Good morning. Nervous.

Wheeler: Don't be nervous.

Hartnett: So thank you, mayor wheeler, and fellow councilmembers. I'm christina hartnett and I live in the foster powell neighborhood. My house is located at the intersection of southeast 80th and powell. I and five of my neighbors' own houses that share a border with the berm located on powell avenue between 79th and 80th. A property owned by Portland's bureau of transportation, an agency under commissioner Saltzman's jurisdiction. Now the bureau's irresponsible neglect of this property has threatened our homes, our safety, and our lives. In the last four years illegal campers and drug users started two fires on the berm. Now it's bad enough we live in fear of a third fire that is inevitable. But the berm is also a health hazard because it's littered with used condoms, used needles, and human feces. The neighborhood has been complaining to pbot for years, but the agency was largely unresponsive until the last fire which took place in january of this year. And was reported on by kgw. My neighbors and I were told countless times something would be done, yet pbot still hasn't taken any steps to protect its property from the drug abusers occupying illegal encampments. Now we followed pbot's instructions and we reported legal campers to one point of contact. And we've reported. And we've reported. And we've reported. One point of contact has been incredibly responsive, and for that we are extremely grateful. But there's one thing that they can't do. And that's restore loss and property and life that could easily be caused by a third fire on pbot's unmanaged property. Now i'm not here today just to complain about this. I actually sit in front of you because I think I have the solution. The city recently accepted \$2 million for the 70s neighbor greenway. A bike path for this project cuts directly through this berm and a project is slated to start in 2019. Now that sounds like good news, but the berm was a tier 1 priority and the inner powell landscape ten years ago. And the project, of course, as projects do, it ran out of money and the berm was never dealt with, even though the city knew back then that drug users and campers were terrorizing the neighborhood and nearby businesses. So i'm asking please don't let this happen again. The city now has the money to fix this issue. And all the safety concerns that we have on the berm, our neighborhood, and local businesses asked that you start the 70s greenway project at 80th and powell. If you can't start there, if that's not feasible, at least use part of a \$2 million to begin the groundwork for

July 25, 2018

the bike path. Flatten the berm, extend the sound wall, and landscape. Or at least lay down boulders as soon as possible, please. Our community desperately needs the relief of the constant harassment we've been enduring over the last decade. I'm asking please, put the \$2 million for the empty platitudes have been and show foster powell that you really are concerned about our safety and well-being. I thank each and every one of you for your time.

Wheeler: Thank you. All right.

Hartnett: I hope I don't trip on the way out.

Wheeler: Those are cumbersome to say the least. Thanks for coming in. Karla, have any items been pulled off of the consent agenda?

Karla: I've had no request.

Wheeler: Please call the roll. [roll call]

Saltzman: Aye **Eudaly:** Aye **Fritz:** Aye **Wheeler:** Aye

Wheeler: Consent agenda is adopted. First, let's see regular agenda item number 798.

Karla: Do you want to do the time certain?

Wheeler: I'm sorry.

Karla: Item 787.

Wheeler: There they are.

Item 787.

Wheeler: Commissioner Saltzman?

Saltzman: Thank you, mayor. This is a local improvement district on southeast 102nd and foster. That will bring much-needed improvements to the area. I want to thank all the staff and the community members who have worked tirelessly to move this project forward and I'll now turn it over to Andrew aebi from PBOT.

Andrew Aebi, LID Administrator Bureau of Transportation: Thank you, commissioner Saltzman, joining me today is one of my newest colleagues from the Portland bureau of transportation Geren Shankar. He will tell you about an adjacent project. The first slide that I wanted to show you is that we have made a lot of progress in the neighborhood and the urban renewal area. So the purple area that you see here on the map is the original urban renewal area that was formed in 1998 and urban renewal area has four years left on it. The gray area you see kind of the spine along foster road for example was part of the amended urban renewal area. What I've shown there on the map is the area that we're proposing to improve, circled with the blue circle and that is just east of i-205 and west of the foster flood plain natural area. All of those black polygons you see in the Lents urban renewal area represent the eight local improvement districts that we have completed over the past 20 years that have significantly reduced the backlog of unpaved streets in Lents. So if council approves this l.i.d. It will be the ninth l.i.d. Formed in the lents area over the past 20 years to help reduce the backlog of unpaved streets. The slide that you're looking at here is a project map. We have two streets, 102nd avenue and Woodstock boulevard that we're proposing to improve under the l.i.d. I think council is aware that pbot has made some significant investments on 122nd avenue to improve transit service on 122nd. What you may not be aware of is that the bus line that goes out 122nd also uses foster as part of its routing. And this l.i.d. Is adjacent to a new frequent service route that TriMet will be starting in September. So we're very pleased to partner with our transit partner. This project will help improve access to that frequent service route starting in september. And if you wanted to walk to transit today, this is what you would -- this is the street that you'd be traveling on as a pedestrian or the bicyclist or motorist. You can see that in the right side of that picture there, there is a, looks like a bobcat and you can see that to the extent that it may have been filling potholes on woodstock or starting to come right back, and here's 102nd avenue. Arguably this is one of the worst conditioned streets in the city of Portland. Property owners have simply been unable to keep up with the maintenance of the street.

July 25, 2018

So we're looking forward to getting this resolved. Just wanted to give you a quick recap of the progress that we have made in lents and how this fits in. So currently we have 3.5 miles of unpaved streets in the lents urban renewal area which is chiefly comprised of the lents neighborhood association and the powellhurst gilbert neighborhood association. The second little area there on the slide that I wanted to show you is that the enemy of getting these projects done cost effectively is time. So there's been a pretty relentless increase in cost over time when we started doing this, finishing this up in 2002. You were paying a little under \$500 to get our streets built, crypt up to about \$600 five years later. We had a pretty big spike from 2007 to 2014. That particular project had right of way acquisition. The I.i.d. That we closed out last year was almost \$1,000 a foot. And then we're estimating this at \$1700 a foot. So, really I just wanted to emphasize that we made a good decision to knock out several miles of unpaved streets many years ago when it cost a lot less money. What I have in the middle part of the slide is bes partnered with us to eliminate some unpaved streets in lents. That's where they put in their foster flood plain project. We actually spent no money to improve those projects -- or excuse me to eliminate those streets. So overall we have eliminated 2.8 miles of unpaved streets in lents. Had we not done that, we would not have seen a 45% reduction in unpaved streets in the lents urban renewal area. Council approval of this I.i.d. Will result in a 38% decrease in unpaved streets. Just a few blocks away is a completed project by bes the foster flood plain which eliminated a number of unpaved streets and replaced it with a regional asset for stormwater management. And then just in closing, before I turn it over to geren, I just wanted to mention that this -- these improvements that we've done in lents have not only moved the needle here, but also citywide. So currently we have 55.8 miles of unpaved streets around the city. Had we not done these we would have almost 59 miles unpaved street. So our unpaved street backlog would be 5% higher without all of the progress that we've made. The I.i.d. That we're proposing is very high on the equity score on a two to ten scale, it's a nine. So this is an area that is low income, has very high racial diversity. One of our property owners participating in the I.i.d. Had 36 living wage jobs and we're very happy to build that infrastructure to serve the businesses there. So with that i'll just turn it over to geren to close and he's going to tell you about this adjacent project that literally touches the northwest corner of the I.i.d. Boundary and we're looking forward to serving, designing and constructing these two projects together for economies of scale.

Geran Shankar, Portland Bureau of Transportation Project Manager: Good morning, council. The project that is currently undergoing is eastbound foster. We've got new traffic signals, at 97th, new sidewalk curb and gutter and bike lanes and the I.i.d. Project would start the 102nd will connect in to this project, allowing easy access to trimet's green line. So it's for connectivity purposes, seemed like this is the best thing to do.

Aebi: And then just before we turn it over to council testimony, i've got some property owner testimony that i'll pass out.

Wheeler: Thank you both very much. So hearing no questions by council I think we have some folks here to testify.

Wheeler: Very good. Public testimony, Karla, please.

Karla: Charles lawrence. That's you.

Wheeler: Good morning, sir.

Charles W. Lawrence: Good morning to all of you. Appreciate this opportunity. Charles w. Lawrence, 4430 southeast belmont street. I own some apartments and a single family residence just on the other side of the spring water corridor. And the street improvement would immensely accommodate my tenants that use mass transit, and bicycles, to get to and from mostly to work. And much of the year they're not potholes, really, they're small ponds, they're small lakes. And for them to try to get over to foster to get mass transit, or ride their bicycles, it's extremely difficult, because there's several inches of mud and water.

July 25, 2018

And this is not very inducive to trying to use mass transit or their bicycles. And also, the street improvement would greatly improve the accessibility to the apartments, and also the single family residence.

Wheeler: Thank you, sir.

Lawrence: Any questions?

Wheeler: No, thank you.

Lawrence: I appreciate your time.

Wheeler: Thank you for the packet. We appreciate that. Next individual, please, Karla. Or is that it?

Karla: That's all who signed up.

Wheeler: Very good. This is a resolution colleagues. Please call the roll. [roll call]

Fritz: It's exciting to see the improvements in Lents. It's like how do you eat an elephant one bite at a time. Each of these projects will greatly improve the Lents area, and I appreciate you coming in Mr. Lawrence to testify in support. Aye.

Karla: Wheeler?

Wheeler: I think this is a great step in the right direction, and these projects are -- they're large, they're complex, they're expensive. That we're plugging away and I appreciate your leadership and likewise mr. Lawrence, thank you for making the trek to city hall. I vote aye. The resolution is adopted. Thank you. Next item, 788 if you could just read that we're going to move it.

Item 788.

Wheeler: Colleagues we are moving this to august 22nd time certain. I don't know if we have a time yet.

Karla: 10:00 a.m.

Wheeler: 10:00 a.m. So august 22nd, time certain 10:00 a.m. And the reason that we are moving this is there are a couple of organizations that have been instrumental in working with us to put this together. They would like to be present for that so we're going to accommodate their schedules. So again removing that to august 22nd. 10:00 a.m. Time certain. And with that we will move to item number 798.

Item 798.

Wheeler: Very good. Larry, you're up.

Larry Pelatt, Purchasing Manager, Office of Management and Finance: Good morning, sir. Mr. Mayor, commissioners, thank you very much. Push back so I don't create feedback. This is a short day for me. Only one. You have before you the report recommending a contract award to brix paving northwest for the 2018 heavy vehicle tax paving projects on north marine drive, north Lombard, and north going streets. Project cost \$1,575, 107. The estimate was \$1,627,049. Bureau's confidence level at that point was optimal. On april 18th, council approved the ordinance number 188894 for us to competitively solicit this project. Project was advertised on the city's electronic procurement system bids were opened on june 7th. Four bids were received. And brix paving northwest is the lowest responsive and responsible bidder at \$1,575,107, which is \$51,942 or 3.2% under the engineer's estimate. The bureau of transportation procurement services identified an aspirational goal for disadvantaged minority women and emerging small business subcontractor and supplier utilization at 20% per our standard sep. Brix paving northwest acting as the prime contractor identified the following areas as opportunities for subcontracting, flagging, trucking, concrete work and excavation. There is a total of \$643,513 for almost 41% of identified disadvantaged minority women and emerging small business subcontractor participation for this project. Portioned as follows. Disadvantaged business enterprise \$362,513. There's five firms and one supplier. Emerging small business two firms performing trucking and excavation at \$281,000. Brix paving northwest acting as prime contractor is located in Oregon. They are not a state

July 25, 2018

certified dmwesb firm. They do have a current city of Portland business tax registration account and are in full compliance with all of the city's contracting requirements. If council has any requests regarding the bidding process I can answer those. Because the city's aspirational goal was actually doubled, we didn't ask anybody from Portland bureau of transportation or the contractor to be here.

Wheeler: Very good. Colleagues any follow-up questions if not I'll entertain a motion?

Saltzman: Move option of the report.

Fritz: Second.

Wheeler: Motion from commissioner Saltzman, and second from commissioner Fritz. Please call the roll.

Saltzman: This is one of the first projects being paid for by the heavy vehicle motor tax that was a companion piece to the tax Portland voters approved a couple years ago. Aye.

Eudaly: Aye.

Karla: Fritz?

Fritz: Thank you. Aye.

Karla: Wheeler?

Wheeler: I can't believe we only get to see you once today.

Pelatt: I am, too.

Wheeler: Thank you for your hard work. I vote aye the report is accepted.

Pelatt: Thank you all very much.

Item 799.

Wheeler: Colleagues, this is the first step in standing up a rental registration system that i've committed to make more informed policy decisions around housing. This is about making sure that what our housing bureau does is effective and addresses the problems we hear about every day in our community. I'm committed to ensuring that we have good data to make sure that we're making smart decisions and that we can judge the effectiveness of policy actions the city council takes rather than relying on either anecdotal evidence or conjecture. I want to reiterate there is no fee or penalty in the first year, and I'm directing the Portland housing bureau to work with advocates, landlords, and our rental services commission to craft a system that makes sense for Portland. I also know that while Portland is joining other municipalities like Eugene as a region we must understand that housing affordability crosses boundaries. And ultimately a regional or statewide system is a better answer. Most jurisdictions, including Seattle, San Francisco, and Denver already have data and registration collection systems. It makes sense for us to join them. For Portland, I can't wait until our regional partners coalesced. We need to make progress now. The purpose of the city of Portland's residential registration effort is to create a current and reliable inventory of rental housing units within the city to provide essential support for tenant protection policies throughout the city. Some of these include rental unit health and safety inspections, landlord and tenant education and training, low income household legal aid outreach and education, landlord tenant mediation services, outreach and education. Landlord standards, training, and certification. Sales and use conversion of rental units. Just cause standard administration, and exemptions, mandatory relocation administration, and exemptions, and rent stabilizations, administration and exemptions. All owners of residential units within the city will be required to register their residential rental properties with the revenue division. This filing should accompany their business tax filing. The registration requirement will be for tax years beginning on or after January 1st, 2018. For calendar year tax filers, the original due date will be April 15th, 2019. And as I said, there's no fee or penalty in the first year. We want to make sure that we get the system stood up, and that it works, and we work through any potential issues. This will provide the opportunity with low compliance of standing up a system that works, and where we can work out technical issues. I've directed the housing bureau to lead education and outreach

July 25, 2018

to the community in conjunction with the revenue division. And finally, I just want to say this: quality data in our rental system is something that both tenants, and landlords have been asking for, and in the absence of this system, there has been no single source of reliable quality data. Matt tschabold from the housing bureau and is thomas lanham here from revenue to provide an overview. There he is, right on time. Boy that is punctuality. Matt do you want to start us off?

Matthew Tschabold, Portland Housing Bureau: Sure thing. So the mayor covered -- housing bureau, for the record. The mayor covered a lot of the context. I'll just fill it in a bit. So, rental registration requirements are very common throughout the united states. That's prelude, one, to better understand the number of rental units operating in cities. As well as a prelude to other policies, or services provided to landlords or renters. So this is a first step. It is to enact it as a requirement with business tax filing. The housing bureau will be working in partnership with the bureau of technology services, and the revenue division over the next year to build out three major components. The first is to provide education, outreach to the community, as well as members of industry on the requirement. This year one requirement due in April of next year. The second component will be to actually determine what the best technology solution is for the actual registration system. We're working in partnership with revenue to use the data system that they use for tax collection, but to the extent that other information needs to be collected, the housing bureau will need to stand up a system that can capture the registration information integrated on the back end with revenue to capture any fees. And so we're working closely with the bureau of technology services, as I said, to determine if we wanted to build something in-house, buy something off the shelf, buy something off the shelf and modify it, or build something. So that will take place over the next year. And then the third component will be working with again industry and the community on the policy framework for the city's registration requirement, and any fee or penalty associated with that. As well as what services should be prioritized for the revenue collected through a potential fee. With that I'll turn it over to talk about some of the specifics on the revenue side.

Thomas Lannom, Revenue Division Director, Office of Management and Finance: Thanks, matt. Again, I'm Thomas lannom revenue division director. As matt said the ordinance board before you today would begin requiring landlords to register their rental locations effective for tax year 2018. Which for most filers is due in april of 2019. But all filers are allowed to have an automatic extension of six months. So we might not actually start getting a lot of the data until late in 2019. The program will be administered as scheduled to the business license tax returns. So this is a return that many of the rental -- the landlords and owners of rentals are already completing, or could be completing the exemption return. But, many others will have a first time filing requirement. Because if they don't gross more than \$50,000 a year, they're not currently filing a return, it's just an exemption. So they would need to file this schedule as a new piece of their filing requirement. Just a note on the budget. I want to be clear about kind of where we are in the budget. As you saw in the ordinance it's a little bit of a patchwork quilt in terms of a new program so I want to be clear about that. We've tapped \$375,000 of existing one-time budget, \$200,000 of that sits in housing, and \$175,000 sits in the cao's budget to stand the program up. So that includes building out the database and the website environment, and program materials and outreach again as matt had talked about. The outreach to the impacted landlords. That budget does not include the staff that we will need beginning in january to handle the workload associated with the new 20,000 accounts, and the 126,000 rental locations that we're going to need to be maintaining going forward. So there would be three additional positions that would be needed for that beginning in january. The bulk of the work will consist of customer service, phone calls, data entry, nonfiler identification and the enforcement work associated with this. So revenue and housing would be

July 25, 2018

requesting \$273,000 in the fall bump to fund these positions. And without the added funding, we will not have the staff to implement this program. So this is part one of two conversations in terms of standing up the program for funding.

Fritz: Would that be one time and then expect to get the money back through fees?

Lannom: That would be a one-time request this fall and if the council desires this ordinance would empower revenue to implement a fee beginning in 1920. I would look for the mayor's office for direction on that. I think the idea is yes that we would begin implementing a modest fee in 1920 to cover the cost of the program so we're not in the general fund competing against the cost of other programs. So really that's the -- i'll wrap up there. If you have any questions i'm happy to answer.

Wheeler: Before we'd get to that i'd like to introduce two amendments, please. The first of course amendment is to remove the \$500 noncompliance penalty. This is for year one. As I just suggested. Could I get a second?

Saltzman: Second.

Wheeler: We have a motion and a second.

Fritz: Just to clarify that's just to remove it for year one?

Wheeler: That is correct. We're not expecting broad compliance in year one because we just have not had the time yet to be able to notify people, and through the single point of contact through the revenue office, that's a fairly easy notification for us to make, but, we agreed that it would probably make sense not to impose that fee in year one when people are getting used to this.

Lannom: So just by way of clarification, there's no penalty associated with this particular code piece that you're looking at today. The \$500 penalty resides in the business license tax code pcc 702, which is any violation of the tax code generally, mayor, would be subject to the \$500 penalty. So we would need to actually go amend a different piece of the code, unless we want to insert -- did you have some specific, hey we can do some specific language here for this particular piece? Do you have any recommendations?

Taylor: You could state that the penalty provisions of the code that you are referencing do not apply in the first year of this program.

Wheeler: That works. Thank you, robert. Do I have to pay for a full 15 minutes?

Fritz: And you can put that in the first item under 702-890.

Wheeler: I agree with that.

Lannom: And that would apply to this program for tax year 2018.

Wheeler: Correct. And I agree with commissioner Fritz.

Fritz: That's talking about the first tax year.

Wheeler: Perfect good. Can you please call the roll on that, Karla?

Saltzman: Aye **Eudaly:** Aye **Fritz:** Aye **Wheeler:** Aye

Wheeler: The amendment passes. Colleagues i'd like to introduce a second amendment to add an emergency to this ordinance for the purpose of getting this running as soon as possible. Please call the roll. Oh, i'm sorry.

Eudaly: Second

I'm sorry we have a second from commissioner eudaly. Thank you, commissioner. Please call the roll.

Saltzman: Aye **Eudaly:** Aye **Fritz:** Aye **Wheeler:** Aye

Wheeler: Great. Any further clarification -- the amendment passes. Commissioner Saltzman?

Saltzman: I think you sort of answered my question. My question keeps running through my mind are all landlords necessarily business tax filers?

Lannom: They should be.

Saltzman: They should be?

July 25, 2018

Lannom: They should be. So if you have a business income producing activity in the city of Portland and that includes renting out a room in your home for more than 30 days -- well actually for any number of days, or a whole home, those rentals should be in compliance with the business license tax code.

Saltzman: Okay. And then what is our plan to notify people that haven't been -- the exempt landlords out there that haven't been filing? How are we going to let them know about these changes?

Lannom: So we've got to look into property tax records. We will be taking a look at that for people that seem to own two homes. That would be a real strong indicator. Then what really, the compliance work is really going to center around the 10,000 or so people that owned two homes. Obviously the larger complexes and things, we would pivot to housing, and I think they have a pretty comprehensive data set as far as the majority of the dwelling units that are out there that would be subject to rental registration requirement.

Tschabold: We would be working closely with the industry associations to communicate this requirement, engage with industry partners on making sure they're aware of it, and then working on the permanent policy framework for reporting requirements, fees, penalties, and whatnot.

Saltzman: Okay. And it's not really a request, it's an expression of belief. Matthew you mentioned the software necessary to get this up and running and you mentioned a variety of options like off the shelf, in-house. Combination of both. I strongly counsel to buy something off the shelf. Don't get us down the road of trying to design our own software system. If we've got cities like seattle, denver, whoever is doing this, let's get their software. Or find out who they bought it from. Let's not go down the road of trying to design something ourselves.

Wheeler: Commissioner Fritz?

Fritz: So presumably you could work with the bureau of development services to get information to the accessory dwelling unit owners to ask them if they're renting out their accessory dwelling units?

Lannom: Yes.

Fritz: Thank you.

Wheeler: Very good. Public testimony?

Karla: Yes. We have one person signed up. Anthony bencienbengo.

Wheeler: Come on up. Welcome and thank you for being here.

Anthony Bencivengo, Portland Tenants United: Thank you. My name is anthony bencivengo. And i'm here representing Portland tenants united. I unfortunately don't have my shirt today because the police confiscated all my stuff when they swept and i.c.e. Camp. Right now i'm here to talk about --

Wheeler: Excuse me. Folks, please do not interrupt this gentleman. He is here, this is his time to speak. Thank you.

Bencivengo: I was okay with that particular interruption --

Wheeler: I'm not as the presiding officer.

Bencivengo: Anyway. Talking about the specific policy. So, first of all, I want to say that even though, you know, I would love to see rental registration, and the establishment of, you know, fees that could fund a strong dynamic and pro-active rental services office, as well as mandatory inspections program, which can ensure that all units in the city are being brought up to code, and being brought up to health and safety standards, I would love to see that move faster. But obviously I recognize that there are logistical difficulties. This is a positive step forward. The fact that this registration is being required now. So thank you for taking that step forward. And what I really hope will come out of this and i'm very encouraged by some of the things that commissioners and the mayor have been saying about that today, what i'm hoping will come out of this as we see how many rental

July 25, 2018

units there are in the city and really, you know, how many of these renters are not necessarily even aware that there is a rental services office that can exist to inform them about their rights and help them get connected to resources to advocate for themselves. I really hope that in the same way that homeowners are often made aware, for example, mailers, zoning changes that will impact them, that once we actually have the addresses of many to most of the rental units in the city, that the rental services office will, you know, get funding to be able to expand its operations, including through reaching out through mailers and other means to some of these tenants to let them know that there is this office. And let them know that, you know, ways that they can advocate for themselves. We very much need to make sure that the rental services office can grow dramatically if it's to carry out all of the programs that mayor wheeler mentioned. All of the programs that are in the tenant bill of rights. Which people like commissioner eudaly and mayor wheeler endorsed in their election campaigns. And, you know, if that's to happen, that's important that this registration program, which is a step in the right direction, really grow next year, and it would make it a lot stronger. So thank you.

Wheeler: Thank you. We appreciate your time. Colleagues, any further questions? Very good. Please call the roll on the item as amended.

Saltzman: Aye

Eudaly: I'm pleased that we're taking the steps we need to get a more complete private rental market. We often hear from the industry that we should be utilizing data driven strategies to guide our policy initiatives, which is difficult when we haven't been collecting any data. We also hear that landlords don't feel like we do a good enough job in informing them of important changes or involving them in policy conversations, so with that in mind, I hope that every landlord in Portland recognizes how important the registration process is to accomplish

those goals. And signs up quickly so we can engage them more directly and effectively moving forward. I want to thank the mayor, and his staff for coming up with a way to move forward despite our lack of a comprehensive data system. And I look forward to being a part of the conversation about the kinds of data we'll need to collect in the future to make sure the rental services office eventually reaches its full potential. I vote aye.

Fritz: I believe this is a good first step or a good step among many to improve our rental system and I believe it can work well for all three parties, for landlords, for tenants, and for the city, because it's going to provide a way of communicating as well as potentially improving how we do inspections, various other things. And it will take a commitment on all parts to communicate so that once the city knows where the rental landlords are, that they are included as are tenants. Should be because again we all know which properties are being rented out. So, I applaud this as a good step and thank you, mayor. Aye.

Karla: Wheeler?

Wheeler: There's lots of people i'd like to thank. But the first thing i'd like to notice about this is we are using the housing bureau, and we are using the revenue bureau platform. And so they've had to work together in a unique partnership that they have not had to notify gate previously and they've done a fantastic job and I want to acknowledge their work. On my team, cupid alexander and michelle and sophia who is here who has done a great job of helping communicate the work that we're doing. I want to thank all of you for that. And I want to thank my colleagues for acknowledging that this is not only a good first step, this is absolutely necessary first step. Without quality data, we really don't have a good understanding of the hydraulics of the rental market. And beyond that it's anecdotal or conjecture. And this gives us an opportunity to bring all of that data together in one place. We can lay it out on the table for everybody to see, and that will help us inform good policy decisions going forward. So, I vote aye. The ordinance is adopted as amended. Thank you, everybody. Next item is 800.

July 25, 2018

Item 800.

Wheeler: Colleagues, this was an item that was heard last week. We continued the hearing because we did not have a quorum. But there's been a presentation, and there's been public testimony, so today we're just voting on this. Are there any further questions? Please call the roll.

Saltzman: Aye **Eudaly:** Aye **Fritz:** Aye **Wheeler:** Aye

Wheeler: The ordinance is adopted. Item 801 is the second reading.

Item 801.

Wheeler: This is a second reading. There's been a presentation and public testimony on this item. Please call the roll.

Saltzman: Aye **Eudaly:** Aye **Fritz:** Aye **Wheeler:** Aye

Wheeler: The ordinance is adopted. Next item 802.

Item 802.

Wheeler: This item was also continued. Please call the roll.

Saltzman: Aye **Eudaly:** Aye **Fritz:** Aye **Wheeler:** Aye

Wheeler: The ordinance is adopted. Item 803.

Item 803.

Wheeler: This item has also been continued. Please call the roll.

Saltzman: Aye **Eudaly:** Aye **Fritz:** Aye **Wheeler:** Aye

Wheeler: And that completes our business for today. We are adjourned.

At 10:29 a.m. council recessed.

July 25, 2018

Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: ***** means unidentified speaker.

July 25, 2018 2pm

Wheeler: Good afternoon everybody this is the Wednesday July 25, 2018 afternoon session of the Portland city council. Welcome everyone, Karla can you please call the role.

Saltzman: Here **Eudaly:** **Fritz:** Here **Fish:**

Wheeler: Here, good afternoon.

Heidi Brown, Deputy City Attorney: Good afternoon mayor, council. Welcome to the Portland city council, the city council represents all Portlanders and meets to do the city's business. The presiding officer preserves order and decorum during city council meetings so that everyone can feel welcome, comfortable, respected and safe. To participate in council meetings you may sign up in advance with the council clerk's office for communications to briefly speak about any subject. You may also sign up for public testimony on resolutions or the first readings of ordinances. Your testimony should address the matter being considered at the time. When testifying, please state your name for the record, your address is not necessary. Please disclose if you're a lobbyist, if you are representing an organization please identify it. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated. When you have 30 seconds left a yellow light goes on and when your time is done a red light goes on. If you are in the audience and would like to show support for something that is said, please feel free to do a thumbs up. If you want to express you do not support something, please feel free to do a thumbs down. Disruptive conduct such as shouting or interrupting testimony or council deliberations will not be allowed. If there are disruptions a warning will be given that further disruption may result in the person being ejected for the remainder of the meeting. After being ejected a person who fails to leave the meeting is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel comfortable, welcome, respected and safe.

Wheeler: Very good thank you and again welcome everyone we have some special guests in the chamber this afternoon. Betsey where are you hiding, I saw you walk in, could you come to the microphone and tell us who our special guests are today? If you could introduce yourself, please, as well.

Betsey Quitugua, Office of Commissioner Fish: Okay. Hello, commissioners, mayor, my name is Betsey, for the record. I work for commissioner nick Fish. So today we are honored guests, they come from Beijing, china, middle schoolers from Beijing, China and they are here with the Portland international academy. Yes, I'm just giving them a tour around city.

Wheeler: Thank you. Could we suspend the rules and welcome our guests? [applause] please come to the microphone because there's lots of people watching on tv and they would like to know. If you could state your name for the record, please.

Steven Ying: My name is Steven Ying, I'm the Chinese -- I guess I'm a Chinese. [laughter] I like to ask if the students can take a picture with the city mayor and councilmen.

Wheeler: Without objection. Very good. Come on up.

Ying: Thank you.

July 25, 2018

Eudaly: Betsey I'm glad to see you in one piece, after your skydiving adventure this weekend. [applause]

Quitugua: Thank you.

Wheeler: That's fun. We love to have visitors, and we appreciate the young folks coming from Beijing and touring our city and coming to city council. So the first item, Karla, is time certain 804.

Item 804.

Wheeler: Commissioner Saltzman.

Saltzman: Thank you, mayor. So for 13 years Portland has been a national and statewide leader in safe routes to school both education and encouragement programs and continues to support families in walking and bicycling to school. Over the past year and a half, the Portland bureau of transportation staff engaged school communities and a stakeholder advisory committee to create a plan for prioritizing city-wide transportation safety projects. I'm pleased to introduce a resolution to adopt primary investment routes and a robust project list that will guide our investments in neighborhoods throughout the city and help kids get to school safely. I want to thank the community members, some of whom are here today, who have participated in this planning process and continue to support a healthy, safe streets and their continued support attests I think our concern for kids throughout our city and their well-being. Today's resolution allows pbot to move forward on a funding strategy to implement a focused set of projects that increase street safety for students and families in Portland. I would now like to invite pbot director Chris Warner, Art Pearce, Catherine Ciarlo and Dana Dickman for a presentation.

Wheeler: Welcome.

******:** Thank you.

Chris Warner, Interim Director, Portland Bureau of Transportation: I'll kick it off. Mayor Wheeler, commissioners, Chris Warner, I'm the interim director at Portland bureau of transportation. As you know safe routes to school touches every part of our community. It has been and was a huge priority for Leah Treat and so we're just here to continue the cornerstone work she's been working on through the policy programmatic and outreach work. Today this safe routes team will share the work over the past year to create a safe routes projects list. Construction has already begun on a few projects. The next installment of these projects will be built in 2019 and 2020 as part of the fixing our streets funding measure that passed in May of 2016. I'm going to turn it over to Art he can kind of give and outline of the broader picture, then we'll go down to Dana and Catherine.

Art Pearce, Portland Bureau of Transportation: Art Pearce, policy planning projects director for pbot. This next slide illustrates the many benefits of the safe routes to school program. I think we're already starting to be familiar with how this benefits youth, so youth specifically increases their activity, connects them more with their neighbors and with the surrounding community. It really fosters independence. My own 11-year-old bikes to school this year and I was there was a notable change of the independence of him leaving and returning on his own. You really can see confidence building in youth as they experience mobility in the city on their own. I think what we maybe are less cognizant of is how this benefits all of pbots system management goals as well. When we're looking at how congestion impacts our system I think we underestimate the role of school traffic and school logistics in the contributing to that. National statistics tell us about 14% of morning commute trips nationally relate to school trips as part of their trips. If you picture someone able to send their child off independently they are able to make the broader set of decisions they may otherwise feel were not possible in terms of transit or cycling or other types of carpooling. So I think it's very important for us to continue to remember that some of these seemingly small moves are what make the broader eco-system continue to function. One of the other things that's really important to note is it won't be just students

July 25, 2018

who are making use of these safety improvements particularly in crossing on busy streets. All the community can, seniors, others who want to take advantage of these crossings because they will also access parks and other community locations. I think one of the things we're very proud of the significant role that this safe routes to school topic area fits within the broader fixing our streets program. This is really sort of a cornerstone element of that broader fixing our streets program and its significant funding stream towards this project list is coming from there. So what we have brought for you today really does again relate back to the transportation system plan. We are asking for your adoption of the primary investment routes and giving direction to incorporate those routes into the update to the pedestrian plan which is currently under way and that pedestrian plan would then bring that through to the next update of the transportation system plan when we initiate that. This direction also directs pbot staff to use this new project list as we're looking at ongoing programmatic investments. We now have an annual funding stream for small projects, one being safe routes to school project and we can use this list as the list to work off of, it's already been heavily vetted and prioritized so it's a great place to start for those annualized programmatic adjustments. I'm going to pass it over to Catherine who will tell about the details.

Wheeler: Could I ask a question? It's a very basic question, but it's one I have often wondered about. This one. This is perfect. Obviously, the primary purpose of this resolution is the first bullet point to identify the primary investment route. Could you just tell me from a code perspective why does it have to be integrated into the tsp, the transportation system plan? Is that because through code the investments have to go through the tsp? [speaking simultaneously]

Pearce: There's a couple places I think it will influence. One is about prioritizing our investments, so its telling us where we should be focusing our efforts and influencing the project list formation. Another piece is we're looking at the classifications of streets this adds a new lens around child safety to the classifications we already have, we already have local streets for driving, for walking, for biking. We don't necessarily have this youth lens brought to that so it helps emphasize the importance of these specifics.

Wheeler: Would the tsp, the transportation system plan, does it also give us the guidance then between different sets of priorities? So the safe routes to school is obviously a priority but there are many transportation priorities. Is the tsp where we reconcile the relative weighting of those priorities?

Pearce: It certainly gives that guidance. At the large project scale, so more than half a million, we have a major projects list in which we currently have them sorted into year 1 through 10 and 11 through 20 and we're working on a 10 year investment strategy. At the programmatic level it's really the funding allocation between the various programs. We have a bike network completion program, safe routes to school program, pedestrian network completion deficiencies program. That's where we start making emphasis choices between how much funding we put in those various buckets. At this point it's relatively evenly distributed, over time as we have more funds we will probably emphasize differently.

Wheeler: And that's helpful and just one more 101 question for me here. Is the tsp, is that as a result of city policy or is there a state policy that mandates we have a tsp?

Pearce: The tsp is part of the comprehensive plan and so with each update to the comprehensive plan we update the transportation system plan as well, so we just went through a very lengthy process. This is probably the first new item on the work plan for the next tsp that will go through the pedestrian plan update. So, as we're starting up the next tsp process we will be updating the project list, the policies and various other elements in the next round we'll have the freshest information around pedestrian and we're just now scoping the freight master plan, which would be another new element.

July 25, 2018

Wheeler: I lied. I have one more question. Are other bureaus engaged once you have the tsp obviously I can think of all kinds of overlays with our bureaus. Do other bureaus acknowledge the tsp or is it somehow used in other bureaus planning exercises?

Pearce: It is I think to varying degrees we have partnership relationships with a number of bureaus probably the best example that we're working on now is with the bureau of environmental services where we're overlaying our investment priorities with them directly.

Wheeler: Thank you.

Pearce: It's a terrific partnership. We really are breaking new ground with them.

Wheeler: Thank you. Sorry for the digression.

Pearce: No, it's fine, Cathrine.

Catherine Ciarlo, Portland Bureau of Transportation: So we're going to dive down just a level to talk specifically about the safe routes to school program work and project prioritization work that was done as part of a plan that I think is in front of all of you, but before we talk the details of the project selection process, we wanted to give you this slide. Our umbrella slide which sort of lays out five es approach which more and more is becoming a six es approach. I think many of you are familiar with this, but this is an integrated approach to getting kids to school safely having to do with engineering, which is mostly what we're talking to you about today, infrastructure, but also wrap-around projects that educate kids on how to move safely through the community that encouraging walking, bicycling and transit use and often help families feel more comfortable and understand how to integrate that into their daily routine that really evaluate the effect of improvements and programs and that incorporate partnerships with enforcement to make sure that we're really achieving the safest environment possible. So we have those five es and then more and more our safe routes to school work is becoming grounded in equity as so much of the city's work is, looking at ways to address both displacement and historical underinvestment. You'll hear a lot about that today, how that informed the process we went through. So both art and chris alluded to the fact that this \$8 million that we're talking about that is already dedicated to the plan was included in the 2016 fixing our streets measure. It was a little bit different than a lot of the other pots of money in that measure in that those were attached to projects when the measure passed. This money was set aside for safe routes to school but then in part as a result of conversations with some of you, pbot was directed to put together a very inclusive and fast process to do some community engagement and project selection and so that's what led to this and that's what we're going to describe in a little more detail today. Before we go into detail on that, though, I wanted to just make sure that we established the basis for the allocation of funding. What you're looking at in front of you here is the map that essentially was a part of or came directly after the fixing our streets measure. This is not part of the project decision, this was the pre-dedicated allocation of the \$8 million. The purpose here was to look at where population is and where the highest levels of need were, and also make sure that because this was a citywide measure there's some investment in all parts of the city. So this was our starting point for the project prioritization process that we went through. Then this map I'm putting in front of you is hard to look at really this is -- you'll see more maps today so don't worry about it. This is just a snapshot to show general distribution of projects around the city. Dana will show you a couple more maps that illuminate different things about the way the projects are distributed, but this is just a snapshot of what went public in May. It's an online map. It allows people to zoom in and see projects by high school cluster or zoom out and see projects city-wide. It's going to allow us to track progress, record funding for projects, and record when projects are built so people can see very transparently the effects of their investment through fixing our streets. It was translated into Arabic, Russian, Spanish, traditional Chinese and Vietnamese. The map itself also includes information about the selection process and the way the community was engaged. Then the last thing

July 25, 2018

that I want to just touch on briefly is the project timeline. You can see and we have mentioned before we were asked to do something very quickly. The voters in 2016 I think were not interested in a four-year prioritization process. They wanted to see things on the ground, we wanted to see things on the ground. What you see in this project timeline is in the early parts of 2017 we gathered quite a bit of community input and Dana will talk more about the process there and then in the later part of the year, this year, we did the technical evaluation work that she will describe. As a result of that came out with the project list that we'll share with you and the primary investment routes that are being adopted into the TSP. As Chris mentioned a few of these projects are actually under construction this year. The bulk of them will be built in the 2019 and 2020 construction season. The farther out ones are the bigger ones that take more time to tee up like sidewalk projects and bigger signal projects. So I want to turn it over to Dana. The last thing I want to do is thank Dana for her amazing work on this project and thank the team who is in the back. We had a really remarkable staff group Janice McDonald, Zou Jong, Abra McNair, Lalay Sontalisas and Taylor Sutton each of them brought so much to this work and this project and we really couldn't have gotten where we are without them.

Dana Dickman, Portland Bureau of Transportation: Thanks, Catherine. When we started the process of figuring out how to take this \$8 million and figure out what the projects should be we knew we first had to talk to people about what their concerns were around the schools, what was keeping them from feeling safe no matter how they were getting there. Ultimately these projects are walking focused projects but we really had conversations with community about what their concerns were around safety no matter how they were accessing the school. So we worked in close partnership with the five school districts within the city and determined what was going to be the best way to reach out to the community members and their schools. With PPS we partnered closely on eight open houses, one for each high school cluster. We also did an open house with Park Rose. It's a smaller district and having one open house at their middle school has served that population well. For David Douglas, Reynolds, Centennial we did some very targeted outreach with schools and those targeted outreach pieces ranged from meeting with parent groups that were Spanish speaking parents to going to a middle school classroom. In each case we had great, robust participation and learned a lot. We had almost 300 folks attend the open houses with those school events we had over 460 attendees. We also were fortunate to have Oregon Walks partner with PPS and lead ten walks at high need Title I schools to dig deeper on the needs were for families at those schools and walking and accessing the school and our safe routes to school team did an additional three walks. So we had 13 walks with over 170 families or participants engage. We knew that not everyone could come to one of these events so we also created sort of a parallel online open house that asks similar questions and gathered information that was similar to what happened at the open houses. We had an additional 400 people comment there to the open house. Then because as we have heard we have a 13-year-old program our staff went through I think over eight years of parent surveys and pulled out comments, over 3,000 comments about specific concerns that parents had about issues on their streets, so we were able to take all of that information and really have a good understanding of the concerns that families had in walking and biking and taking transit to school. I also should mention again when we asked people at the open houses and in these events how they got to school now, it was about a 50/50 split. About 50% walked or biked and about 50% were driving or taking the bus. So we felt like we got a really good understanding from families that were coming to school in a variety of ways about their concerns. I also want to mention before I move on from the overview of the engagement that one of the things that we wanted to do in talking with families was both gather information from them but also share information that would help them understand how we were going to use their feedback and then also

July 25, 2018

just help them understand the decision making process. So we created interactive exercises that shared information about infrastructure and costs and just how we make decisions at the bureau. We heard many, many times how helpful that was to have both opportunities to give feedback but also to learn something at these events. So one of the things we heard loud and clear I'm sure this won't be a surprise to any of you, that safer crossings were the number one concern. This was true across all neighborhoods, people are really concerned about kids crossing major streets. We also heard fast traffic, high levels of traffic and lack of sidewalks were a primary concern. I do want to point out that there were some nuances there while across the board crossings were the biggest issue in the David Douglas high school cluster and in the Wilson high school cluster, sidewalks was parallel to crossings for obvious reasons those neighborhoods have fewer sidewalks, so those issues were elevated in those places. We also saw some nuances that we were able to bring into the route planning piece around where students and families preferred to see routes. For example in some of the inner neighborhoods there was a strong preference for local streets as much as possible getting off major streets as they were going to school. In some of our neighborhoods in outer east Portland we heard from parents and students that they preferred some of the larger streets where there was more activity and more eyes on the street. So the outreach really helped us to understand that we couldn't use a one-size fits all analysis. We really had to look at the individual situations happening for each school. In addition to that outreach, we had a stakeholder advisory committee that met six times throughout the course of the process. We had a member from each of our five school districts. We also had safe routes to school practitioners, folks from school-based programs, Oregon pta and also community-based organizations that while they may not be engaged deeply in safe routes were really representing groups and families that we knew were living in underinvested areas or places where we knew we wanted to invest. So with all of that information, we still had to figure out where to focus our investment. So what we determined was one of the best ways to do that was to identify primary routes and really focus the investment. What you're looking at on the screen is a kind of a graphic depiction of how we determined or how we thought about how kids move. All of us have watched kids go to school through the neighborhood and they move organically. They move sort of similar to this where it's kind of like a stream order and they move on to major streets and funnel down to the school. We used that thinking to help us develop a computer model. As you're looking at this think of the blue and the green as individual kids, individual trips coming from their house and funneling down to the street that's the most direct path to the school and where you see the orange and the red, that's where we're going to focus our investment. We knew that the need is great throughout the city and that we needed a way to target our investments to make the biggest difference for families and students trying to get to school.

Wheeler: Can I ask you a question on that? That's interesting. So investments are prioritized based on volume rather than safety?

Dickman: Let me tell you more. [laughter] so what we did was we looked at -- this was sort of the high level model. Then with the help of consulting firm tool design group and ch2m, now Jacobs, they helped us develop a model that looked first at housing density, so where were the trips most likely to be generating from and we were able to look at this in a nuanced way. There were neighborhoods where it looked like there was a lot of housing density but it was actually a senior residence, so we were able to know what exactly was happening and where kids would be living. We also looked at shortest path and combined the two pieces of information knowing that pedestrians but especially child pedestrians tend to take the easiest or shortest path to get somewhere and then we looked at existing infrastructure. So where did we already have safety improvements made that we could route to. I want to call that out specifically because one of the things we heard over and

July 25, 2018

over in our outreach and it's something we know intuitively from other pedestrian outreach is that kids and families won't go much more than a block out of their way to go to better infrastructure. If you think about that, our past practice has been there's a crossing three or four blocks away. They can go around to go to that, but what we found out and what we heard over and over again that they are going to take the shortest path. What we did was we looked at where we could reasonably find the shortest path that had existing infrastructure and where there wasn't that infrastructure, that's where a project was. Does that make sense?

Wheeler: That's interesting.

Dickman: The primary routes looked at density, shortest path, existing infrastructure and then where we heard from school communities there were already kids walking like paths already established and we overlaid those to identify approximately four to six routes per school. From there we still had to identify projects. So what we did was we took those routes and identified safety issues or lack of infrastructure on those routes and that's what created the project list. From the project list we then worked with our advisory committee and the work from the community to prioritize that list and then that's what became the fixing our streets project that's the graph you're seeing in front of you now. The types of projects that came out of that analysis varied greatly, in some cases we just needed a marked crosswalk, but in a lot of cases the routes that were preferred based on shortest path, most likely, and preferred, we would need to do sidewalk infill or we need to do a significant updated crossing. The project list has over 1200 projects and ranges everywhere from like I said a \$3,000 marked crosswalk to a half million dollar signal depending on what the need is on that route. We have over 600 crossing projects, over 500 walkway projects, walkway projects can include shared use path connection or sidewalk infill and the total project list is over 1200 individual small projects. Of those projects about 88 of them are funded through fixing our streets. We took that information and I'll talk about the prioritization criteria in a minute, but we took that whole project list, looked at what the priorities were, and identified 88 projects. We have an additional 70 projects that are funded through existing pieces, one example is Glen Fair elementary, 155th and Glisan, was an identified priority crossing but our federal project, the 150s bike way, is already going to improve that crossing, so that's when you see the funded by other projects, that's what that number represents. With that we have about 1,000 that are currently unfunded we'll talk about that in a little bit. I know that equity is important for everyone on the council and we really wanted to highlight how much that influenced this whole process. Our stakeholder advisory committee worked with us on developing the criteria by which we took that massive project list and identified which projects to move forward for this first phase of funding. Equity and safety were the two primary criteria we used to identify what are the projects we want to move forward first. When we talk about equity we mean race, lower income and limited English proficiency those were the categories that we looked at. For safety we looked at whether or not it was on a high crash corridor, we looked at speeds and volumes on streets and the number of lanes and really looked at what was happening on that street and what could be causing safety issues for students.

Fritz: You didn't look at people with disabilities? Under equity?

Dickman: We didn't. When we spoke about this with our equity manager, our understanding was adding that and when we looked at the data adding that piece in didn't change the overall allocations. The disabled population is more dispersed in the community and adding that in is we're not including that as a specific metric in pbot's equity matrix.

Fritz: I wonder how it might have changes because there are some schools that are more accessible and therefore tend to have higher populations of students experiencing

July 25, 2018

disabilities. So yes, I hear what you're saying in terms of whether they would be driving anyway. Still that is somewhat of a concern to me.

Dickman: Great. I think the way that our program tends to really think about disabled students is through the programming elements. For example, when we have a bike education program and we work with a specific organization that delivers bike safety skills specifically to disabled students and also our provider the street trust will look to see if there are specific accommodations that need to be made like bringing in trikes or other types of bicycles to engage kids in the regular programming so that's typically the way that we have engaged with disabled students.

Fritz: Would there be an opportunity moving forward to combine with the recent settlements on the sidewalk ramp improvements to make sure that -- I know that that project is trying to partner -- and if there's an opportunity to look around the area so that if we're doing this nice improvement on the arterial or the number 4, whatever that was, if there are any sidewalk impediments in the area that might be a way to look at it because our city's equity policy does look at race and disability. So transportation is one of the key bureaus for implementing that. So just something to think about moving forward.

Dickman: It's actually already come up as we looked at the details of these projects because of that settlement we are looking more broadly at the curb ramps around a specific project like if we're doing a sidewalk infill project then the ramps attached to that are also being done so I think that's already happening but thank you for bringing that up specifically.

Eudaly: I'm actually kind of shocked that that's not a consideration. I'm a parent of a Portland public school student with a disability who uses a wheelchair and when I get safe routes to school materials in his backpack I roll my eyes because they don't include or accommodate my family. So thank you, commissioner Fritz, for bringing that up. I would certainly hope that curb cuts and ramps would be part of this.

Dickman: Absolutely. They absolutely are. In fact thank you for bringing that up. In some of the cases where it's just a marked crosswalk and considered a small project, part of it is getting the curb cuts in too because we have plenty of routes right now where the curb cuts aren't there. While the census data for disabled students and families wasn't included as part of the equity criteria it's absolutely being considered in the project development and project design.

Eudaly: Thank you.

Dickman: I just wanted to share this as we're thinking about moving forward. You saw that we have over 1,000 projects that aren't currently funded. This map shows kind of the overlay of investment need with that data related to race and income. The darker orange represents higher populations of people of color and more families that are low income. The circles that you're looking at represent the costs associated with the project. So if you look at east Portland you can see there's a significant need for investment overlaid with people of color and low income families. If you look at the central east side, there are certainly projects there but they are on other streets so it's a marked crosswalk and east Portland we're looking at crossing division and stark. So those investment needs are greater even though it's still just a crossing need. I'm just going to turn it back to Chris to talk about what our next steps are.

Warner: Thanks, dana. Kind of to round it up, I think the next slide kind of shows you the situation that we're looking at. As you can see from the slide, even with the major investment from fix our street, which is the \$8 million, the additional work which is about \$17 million, we still have work to do of about \$253 million of identified fix our -- safe routes to school work we need to do throughout the city. We'll be back to you later this fall, we will be applying for a grant through odot in the 2017 money in terms of fix our streets there's some money dedicated to that. We'll be bringing a grant application to you to move

July 25, 2018

forward with that money. We also are looking at there's talk of regional bond measure and safe routes to school is going to be a part of that and we are going to be looking for every pot of money we can find whether it's federal grants or other state or additional local funding, we really want to maximize the investments in these routes because we think they are so important and certainly it's something the community has really been asking for and we're able to deliver on some of this, but there's still much more work to do. So also we're going to turn it over to some folks from our advisory committee but I also wanted to echo what dana -- what Catherine said about dana and the work she did and the whole team. This has been a very long process in a very short amount of time. So I just want to thank them for what they have done and the community's work as well. Without their input and their speaking up and helping guide us we would not be where we are today. I think you have the list of community members.

Saltzman: Yes. Thank you, Chris, art, Catherine and dana. I would like to invite up members from the stakeholder advisory committee to speak about safe routes to school in Portland.

Wheeler: Good afternoon.

*****: Good afternoon.

Moore-Love: Can you turn that, just leave the microphones on, thank you.

Brendon Haggerty: Good afternoon, mayor, commissioners. My name is Brendon Haggerty and I represent Multnomah county environmental health on the stakeholder advisory committee. Part of my job is helping our partner jurisdictions create healthy communities, healthy neighborhoods for all. So it's a gratifying experience and I was glad to bring a public health perspective to the discussion. I viewed this project list as a real investment in public health. I'm going to take a moment to highlight a couple of reasons why. Safe routes to school are really important for kids' health and they are really important for a couple of main reasons. The first that is that they protect kids from injury and injury is a leading cause of premature death for young people in Multnomah county. The second main reason is they promote physical activity and physical activity is important because it directly prevents obesity and chronic disease, but it's also important because it helps kids concentrate, it improves cognitive function. When kids show up to school and they are able to pay attention, it sets them up for success at school and we know that creates a foundation for lifelong health and well-being. So I'll just finish by commending pbot on a prioritization process that puts health an equity at the center of the investment plan. I think it's notable that there was strong agreement among the stakeholders about the importance of emphasizing equity in the prioritization. For me that's really important to see because we know that there are disparities in the built environments that kids experience every day and over the long term those can manifest in disparate health outcomes, we see different rates of diabetes in different communities, for example. So for me this plan represents a really positive step toward correcting some of those disparities and I'm glad to be here to offer the full support of Multnomah county health department.

Saltzman: Thank you.

Michael Lopes-Serrao: Good afternoon I'm Michael Lopes-Serrao, I'm the new superintendent for parkrose school district and I worked with the safe routes program I think since its inception 15 years ago as principal then as the administrator and now as a superintendent. I would like to cite significant reasons why the safe routes programs benefited our community in east Portland. Number one is safety of our students, we're one of those communities that lacks sidewalks so many of our students when they do walk to school must walk on the side of the road and many of them if you watch our kind walk to middle school and high school down schaffer street they actually flock down the middle of the street which is also a trimet route and a route many parents take to school. So obviously there's still great concern in our community about safety. However, safe routes

July 25, 2018

has been instrumental in reaching out to our community and asking the more important questions about what are the safest ways to get to school and what are your concerns. I have seen this demonstrated not only over the last year but I have seen it demonstrated over the last 15 years I have been in the district. These meetings have been intended to inform families about the process of prioritizing routes to get kids walking and biking to school. Even though many of our elementary schools are walkable most of our parents drive their kids to school due to the lack of safety and their concern for their child's safety. We have really been appreciative in our district of the encouragement programs, the question's that came up earlier about students with disabilities. One of the remarkable things I have seen from safe routes encouragement programs is they include all students, that includes in those bike safety programs where they have provided a lot of accommodations to include all kids. I think the encouragement program is particularly in districts and areas of the city that are under resourced when it comes to safe routes. These encouragement programs are vital to helping kids learn to navigate the neighborhoods they currently live in. We want them to be able to know how to do that particularly as they get older because most of our kids once he turn 11, 12 years old they want to walk to school, they don't want a ride to school and we want to continue that encouragement. The other significant reason is access. It's been instrumental in working with our schools to provide quality educational opportunities as I mentioned beyond going bicycle safety I think has been very important because there is a drastic difference between the park rose community. I live in southeast Portland, just the number of routes kids can actually take in a safe way to our schools in park rose is limited. That's been a big part of the conversation that the safe routes have included me on and been very interested in our community and I have genuine interest in continuing that work. Last is equity. Park rose is very appreciative of the work. We have a lot of underrepresented families in our community and they many times have expressed concern of whether the city is involved. I think safe routes has been a great representative of the city of Portland in park rose. There have been -- it's been a constant effort and I think that their presence in our schools has made a difference and you can see it not only in our kids but you also see it on the streets. You have speed bumps that mitigate some of the speed issues that we have in our neighborhoods but you also are starting to see improved crossings that allow for students of all ages to cross, 102nd, 122nd, which are both busy roads, and key pathways for our students to get to school. I am just here to advocate for the program because I see the difference not only in the practical structures we see in our neighborhood but also in the encouragement that our kids see in our classrooms. Thanks very much.

Saltzman: Thank you.

Lisa Kensel: Hi, my name is Lisa kensel and I'm the former Portland council pta president. For four years I was the Portland council president overseeing 75 ptas in the Portland area, pps, 50,000 students in our district. I'm currently the v.p. of leadership for Oregon pta, and I participated in the stakeholders committee. My interests first began in safe routes a few years ago I have three students who attend pps. I have three boys and they are all in the k-8 building and we identified that safety was a concern for many of the parents in our building. So we set about creating a committee within our pta to focus on traffic safety and reached out to safe routes to help us with that process. We participated in creating a mapping situation where we worked with our school secretary to get all of the information necessary to create a map of where all of our students were coming from in order to get to our building and from that we broke it down based on k-5 students then our 6th through 8th grade students because our middle school students tend to travel a different way to the building. When we identified routes that they were taking and some of them were crossing foster, Powell and Cesar Chavez we realized we had significant safety concerns for the students in our building. We reached out to safe routes at that time and

July 25, 2018

they came out and they assisted us with creating a situation or a scenario where we changed our bus routes because we have multiple buses that come to our building out of the Columbia regional program is housed in our building which draws students from all over the city, there's about seven buses that arrive to take those students home every day and we have two regular school buses that also come to take students that live within more than a mile from the building and all the children that walk and bike to school, or don't because of the lack of safety. So safe routes was very instrumental in coming out and meeting with us multiple times that year as a committee and prioritizing ways that we could create a safer zone around our building. That was my first experience with safe routes in working with them at that level I was asked to participate in a stakeholders advisory committee and I was drawn not only for my own safety concerns and my students' safety concerns in my area but overall the impact on student safety and the impact on the community and living in Portland for 27 years I have seen a lot of changes in our city and a number of people and the number of people that are out and about and more cars on the road. So that was a big concern for me. I also realized that this committee and their focus on equity was in direct alignment with pta's mission, and I was very happy to be part of the process. So right now our next steps for pta, is we're working with safe routes to continue this conversation and encourage our leaders to have health and safety committees within their own board structure and work directly with safe routes to impact students safety in their own buildings. Thank you.

Sumitra Chhetri: Hello my name is sumitra. I work with irco as program coordinator and I'm really glad to be part of the safe route to school committee and give input from the community members and community leaders. At irco we have heard a lot of concern from family and kids again and again about not wanting to walk to school because there's no sidewalks, there's no safety when they walk to school, especially in the winter season. So I was really glad to be part of it and give input about what works in our community and how to engage our community in the process. I'm really glad equity is one of the top priorities for our stakeholders, and that's something really important that when we look into these residents coming from working families in east Portland that should be prioritized because when we put sidewalks or create sidewalks in the communities where it's most needed families are more -- have more access to those things and they are more willing to walk to school. So as I work with refugee and immigrant families and I'm a resident myself of east Portland I know many families who don't often want to walk to school because their kids are simply -- there's no proper sidewalks and everything. Also when we talk about safety, it's really important that we not only talk about building or creating sidewalks, it's also ensuring that it is safe for kids to walk to school, especially a lot of minority students where kids or families don't feel safe to walk in the street because they might be marked by who they are and their skin color so it's important to add that confidence it is safe to walk to school and that whole neighborhood engagement component of adding to that community engagement. So making sure that families know it is safe to walk to school and the family engagement part is important. So thank you.

Wheeler: Thank you.

Saltzman: Thank you all. Thank you. That completes the invited testimony.

Wheeler: Karla, is there any public testimony on this item?

Moore-Love: No one else signed up.

Wheeler: Very good. Any further questions of staff before we take up the vote? Karla, please call the roll on the resolution.

Saltzman: Well, I want to thank our stakeholder advisory group, community members, all of the people who showed up with their students at the open house events, and one of which I attended myself and their walk. I forget the name of the school but I was there and I really appreciate all the work of pbot staff and thanks to voters for once again approving

July 25, 2018

the funding of safe routes to school along with all the maintenance and road rebuilding projects we're going to be doing these are very important investments in our future for our families and for our residents. So pleased to support it. Aye.

Eudaly: Thanks for the presentation and thanks for coming to give testimony. We have only received supportive comments from constituents in my office, and this is exciting to move forward. Aye.

Fritz: Well, first thanks to commissioner Steve Novick and former director Leah Treat for their championing of fix our streets projects and bond measure as well as this entire program. Thank you to staff for implementing it even better than we had hoped, than I had hoped for. I was grateful to hear about outreach and things that you learned and just really well done. Thank you. Thank you, commissioner Saltzman, for your ongoing leadership of this. Thank you to the young people who came and sat quietly and well behaved and reminded me at least that you're part of why we're doing this and that your city council and people of Portland care about your safety and that's the same for all of the people at home. I just went through the project list and I'm almost tearful to see the southwest 35th from Hugo to Stevenson is finally on the list. 2020. I hope I live long enough to see it. Thanks to Adam Grimsure in the west Portland park neighborhood. That's the street by Jackson and my kids couldn't walk there. It's less than half a mile from my house and I to drive them every single day because it's not safe for anybody. Not only will it help students getting there, it will really open up our entire neighborhood to have a way to get to shopping, to this transit center, to various other places. So this benefits all of us and thank you to the taxpayers of Portland for paying for it. Aye.

Wheeler: I can do nothing but heap on more praise. Thanks to the people of the city of Portland who voted for it, who supported it. I'm in the same boat as commissioner Eudaly. It's a good day at Portland city hall when the email you get on a particular item is uniformly positive and I think that speaks volumes about the need and the public support for this program. Certainly commissioner Saltzman I thank you for your leadership as transportation commissioner and to everybody in the bureau who has worked so hard on this and will continue to work so hard on this. Commissioner Fritz called out the young people and thanked them for their good behavior. I think it's only fair that I thank the older people here for their good behavior. [laughter] that's an inside joke. Maybe, maybe not. It's a great resolution. I support it. I vote aye. The resolution is adopted. Thank you to everybody who worked hard on this. Karla, without any dissent on this I think we can read 805, 806 and 807 together although we will have to dispose of them separately. 805 is a resolution, so we will be taking a vote today. 806 and 807 are nonemergency ordinances which will be moved to second, but we'll hear the presentation on all of them and take testimony on all of them today. Thank you, Karla.

Item 805.

Item 806.

Item 807.

Wheeler: Very good. Commissioner Saltzman.

Saltzman: Thank you, mayor. Today we're bringing the parking management manual forward again as a resolution and two ordinances. The resolution adopts three of the five chapters of the parking management manual to provide consistent guidance for parking time limits, parking management districts, and truck loading zones. These guidelines are based on policies in the transportation system plan and in the comprehensive plan. The two ordinances are for the remaining two chapters of the parking management manual. These chapters fulfill council direction from an April 2016 ordinance directing the bureau of transportation to create a plan to implement performance based pricing. These items before us were revised by pbOT since they were brought before council on June 13th based on input and suggestions from my council colleagues as well as public testimony that we

July 25, 2018

received. Mauricio Leclerc, supervising transportation planner, and Malisa Macready, parking operations division manager, will present the stakeholder advisory committee recommendations for the parking management manual. Then they will also highlight the changes that have been made based on feedback we have received. We greatly appreciate the work of everybody involved in this process. Thank you. Turn it over to Mauricio.

Mauricio Leclerc, Portland Bureau of Transportation: Good afternoon mayor, commissioners I'm Mauricio Leclerc pbot planning. We have a brief presentation we hope to clarify why we have to do one resolution and two ordinances. We'll have plenty of opportunity to go through that starting with this slide. The manual has six chapters with introduction. Chapters 2, 3 and 6 can be adopted by resolution, nonbinding city policy, however chapter 4 and 5 regarding rates, setting meter rates need to be ordinances which is why we're doing it this way and we'll walk you through each of the steps. So that's why we have resolution and two ordinances with me is Malisa Macready as well we have the consultant Rick Williams in the back as well as Dick Benson, parking division manager. Moving forward, we're following up the resolution 37204 as commissioner Saltzman mentioned but also we wanted to step back a little bit to remind the council that we have been working on parking for many years now. We have had policies in the 2035 comprehensive plan, the transportation system plan. We developed a city-wide parking strategy that laid out the foundation for our work and we worked very hard with the community on that. Central city 2035 plan has parking amendments included, mixed use zones project, last January we were here to and council adopted the centers and corridors parking tool kit and now we're bringing you the performance based parking management recommendations from the stakeholder advisory committee, that again following the resolution you adopted in April of 2016. So in the years plus that we have been talking about parking, some key themes have emerged and we have been trying to implement them into policy now into guiding policy for how we operate parking in the city and directors for parking operations team. Some of the key things include better use of assistant parking unanimous support I would say, that existing parking assets sometimes are found underutilized, sometimes because of rates, and therefore in a growing city we need to do a better job make sure we make best use of that scarce asset that we have. Also we defined role of parking the curb zone. We were here not long ago enhanced traffic corridors. We may have to have some space on the curb for bus lane, for example, sometimes a bicycle lane but when there's parking proper use we want to get the best use of it so it supports adjacent commercial corridors and managed parking that we have gain to choose the highest and best use, I think I'm repeating myself a little bit. Secondly better option parking management, parking supply is getting tighter not just in the downtown but also throughout our commercial districts as redevelopment happens and demand for limited parking space increases. This parking management and rates is not just the existing meter areas but also commercial corridors and also more demand responsive management, it is challenging today to adjust parking rates and initiate management plans. Council has only like seven times since 1970 and has always been a rate increase. Today we have new technologies like you see in the picture, but also app applications like parking kitty that allow us to have more responsive management over the parking system and better customer experience. So with that in mind we developed the parking management manual that is before you. So we also have strong public support through the years. We had direct communication with over 1,000 people and with strong support for data driven management. We have the endorsement of several committee that the tool kit and performance based parking management including the committee that recommended the rates in 2016 that we went from \$1.60 to \$2. They went through the existing process and they said please, move to performance based parking management, there's a much better way of doing this than

July 25, 2018

what we went through in 2016. This is where we are today with that resolution just to go through the same slide. The first resolution talks about chapters 1, 2, 3 and 6. I can briefly cover them. The first acknowledges the partners, we had a committee including Portland business alliance, go lloyd, college of medicine, pearl district neighborhood association, venture Portland, Portlander eastside, Portlanders for parking reform, Portland downtown neighborhood association, Portland freight committee and Portland parking group committee and venture Portland if I did not mention that. We also had outreach, we had an online open house translating to ten languages, we received many comments in support of data set rate. We also received many letters of support including from go Lloyd, ppba freight committee and the bureau of planning and sustainability. Here are some quotes. Just to go very briefly we went through this June 13 so we don't have to spend much time on this but to remind you, chapter two is about new parking management districts and the proceeds for it and it is here that we have some amendments, some language that introduces working with commissioner Saltzman and commissioner Fritz, so we want to highlight the June presentation that we have two whereas, second page of the first of the resolutions that basically about the composition of the work group or parking committee for the setting of new parking management districts. The resolution rates should include 10 stakeholders consisting of three business owners, five residents, two employees of the proposed parking management district who live outside of the area. The list has been expanded, that is a concern make sure that we have a more inclusive, equitable process because these areas can affect many people. The second one is to language that we should consider the equity implications of the changes to the parking system with parking management districts. We appreciate the comments and we certainly would like to -- we will incorporate it into the final parking manual that will be published if adopted bipartisan council. I believe there's an amendment to do that. Okay. On chapter 3, time limits again we want to provide some certainty to our folks that work in the parking operation but also the public is a standardized process and we'll work through the problems as we tackle commercial districts and we can also customize times to meet people's particular needs. Then finally chapter 6 is about truck loading. We have 44 signs, very difficult to manage, hard to read. You park in one you don't realize exactly what you're parking. So now we have standardized them. It's gotten support of the Portland freight committee.

Saltzman: Five?

Leclerc: I think these are the five. Yes.

Saltzman: From 44.

Leclerc: Yes. That was basically the meat of the resolution that adopts those chapters. Now, I'll explain unless you have questions I'll move on as to what makes up the ordinance. Basically, I'll go back actually -- talking about chapters 4 and 5 with the manual. Those require changes trn3.102. These are ordinances, so 3.102 was adopted in 1996. It's a lengthy policy that has two key components. We're only changing one. So therefore we need to create a new ordinance that will maintain the language word for word for the other elements of the policy that we're not addressing today. Basically trn.3.102 talks about parking meter allocation, what to do with the funds. That is a part we're not changing today and the new ordinance we're changing the parking meter setting part of the ordinance. To do that the city attorneys office and the auditors office recommended we do it this way, basically trn.3.102 goes away it gets replaced with one with the no changes word for word for the parking meter revenue allocation policy. And then another ordinance that adopts a new way to set meter rates in the city for events and for general day-to-day operations. Any questions? Okay. Thank you. I think I covered that, the mystery of this is it was a bit complex for us to understand, so hopefully it translates to the public as well. Now is the one adopt a new parking and event district policy, chapters 4 and 5. These are based on performance based parking management. What is that? It's a data driven clear and

July 25, 2018

transparent way of managing parking, it relies on performance metrics that are simple to read and act on. It maximizes customer experience and efficiency of the parking system following supply and demand. It's not driven by revenue, however, in the areas it has been implemented our sister cities, San Francisco, Vancouver b.c and Seattle have shown no net loss in revenue. It's just a better way to manage, price goes up, rates go up where it needs to be and goes down where it doesn't need to be and things come out roughly net neutral. In a personal liability of the transportation system and over all livability people are not cruising looking for parking, adding congestion, taking road space for transit and walking and bicycling and includes industry best practices for parking management which we'll go over in a little bit. So to do this the guidelines that need to happen are listed below and we'll walk you through some examples. Performance based parking sets a target, in this case we want to reach occupancy meaning the number of parking spaces on a curb to reach between 65 and 85 during the peak period. 85 is about leaving one space available on average. If you're late going to the dentist or whatever, you will find parking pretty much where you need to go on average. Also we don't want it to dip below 65 because then we have half a curb empty, there are better uses of the right of way. We want to make sure we're getting good use of the curb when it is for parking. To do that we'll change the rates. I'll go through an example. We're proposing a predetermined rate range, so, it will not go below \$1, which is the cost of running the system and not beyond \$5 an hour. If we ever need to change that we have to inflation many years from now whatever we'll be able to come back to council to adjust our rate. Thirdly, there will be council can recommend no change because demand has not changed so much. Or adjust up and down in increments of .20, .40 or .60 cents. That's the maximum has can be changed in one year .60 cents based on data and the final rates are approved by council. They will be coming through the yearly adoption of the budget and the fee schedule process. Finally enforcement hours, when the meter starts running, that would be a decision for council to decide if we need to extend it or so forth. That's the parameter.

Fritz: How will a driver know what the price is? Will the price be the same throughout a whole district?

Leclerc: Likely not. Today we have a downtown of \$2. It's likely I think I have a graphic that will explain that based on what we have now a proxy things will begin to divert a little bit, so as an example, again, pbot will collect data a recommend. The bureau director will recommend to the council to change or not change. Again city council will consider a recommendation and would adopt it. We can do no rate change, increase or decrease. As an example what we have now you have on measure occupancy we have a band. 65% and 85 within that range we will recommend no rate change. Above that we will recommend a rate increase, below that we will recommend a rate decrease, is it 20 cents, 40 cents or 60 cents will depend how far we are from this band. As an example today the whole downtown from the pearl to south waterfront is \$2 an hour. It could be that it is fine. Next year when we do the analysis and bring you something, or it could be that some areas or the whole area needs to go up or down so it would be in increments of 20 cents, could be up to 60 so this case it would be, if accuracy was 95 we would probably recommend something like 2.60. This is an example, but this is how we see it working as well as you can see range. It will not dip below one and will go beyond \$5.

Fritz: I understand that but now there are places downtown that are easier to park than others. Presumably in the areas where it's harder to park you put the price up correct.

Leclerc: Yes, so here I'm jumping to this example. This is what we have as a proxy, we're using the electric parking stations that we have we can collect a number of transactions. That is an proxy today as an example for council of what may happen. Areas in red lots of activity we're likely seeing high demand, the rate may go up, but if you see on the central east side in the north pearl, south waterfront we're not seeing the same activity the rates

July 25, 2018

may go down. In this case in this district we will be recommending some different rates depending on what the market is telling us.

Fritz: But looking at the waterfront where there's a blue dot next to a red dot how are you going to let the driver know if you just go to the next block it's going to be less money?

Leclerc: We would set up -- within the market we don't have the ability to set block by block things we will determine. Sorry.

Fritz: There's always going to be an edge to whatever block you use. How will the driver know if you just park on the other side of the street it's going to cost you less?

Leclerc: I think I can defer to Malisa. Other cities have done that, they have the ability to mount a campaign for information, that their rate is changing and this is the rate also as it gets posted in the right of way and in the stations themselves and also online and parking kitty. That would alert people what the price is, it could be advantageous for some folks in which if you know where you want to go you may choose to park a little bit off to take care the lower rate and so forth.

Fritz: This is hopefully going to be addressed in my amendments that are looking at equity because some people can't afford to pay more. So, they may be willing to walk a little further in order to pay less. So one suggestion that I have currently in the stadium district there's a marker right on the meter that says stadium district rates may be in effect. Yes, it's on the meter as well, but before you even pull up to park there's a little sign that says you are. So, if you don't want to pay the stadium rate you keep going until you don't see the little signs. Maybe that's something you could look at putting in, this is zone a, zone b, zone x.

Leclerc: That's exactly --

Fritz: You don't want to have to park, you go to the meter and you don't have that much money.

Leclerc: Today you have no choice it's \$2 wherever you go. In the future do you have options, will you be in a way able to shop around. If you're doing changes --

Fritz: are you going to make it clear to somebody without a smart phone. You cannot rely on the smart and the parking kitty.

Leclerc: We rely signage and other information on our website and other ways to clearly communicate that, that's one of the things that we've been hearing. Some people want certainty, they want to know where they are going what their rate will be and that there will be a parking space and so forth.

Fritz: We don't want people to be consulting their smart phone while they are driving just to be able to find the right parking spot.

Leclerc: Signage will be clear and you can see it as you're driving what the rate will be. We haven't done it, but other cities, Seattle, again, Vancouver and san francisco, have done this and we can certainly -- that's the intention of where we're headed.

Fritz: Those are cities known as places people with low income have a hard time getting around and parking. So, that's one of my concerns.

Leclerc: Very well taken. I think I need to go back a little bit, that would be the recommendation. Also as we collect data we will publish it, here's an example from Seattle what the occupancy has been through the years and what the likely recommendation will be based on data. Pbot will publish our report that once we collect data folks will understand, again we're trying to come up with clear, transparent way of managing parking driven by data so a report will be available for folks to understand what parking demands are in a certain district or meter district. We went through this. So, another thing to note is pbot receives few comments that the rates are too high but we hear a lot about having trouble finding on-street parking. That's particularly time sensitive activity such as going to work, punching the clock as well as going to dentists and so forth. For the information also on who uses public parking and the equity concerns commissioner was raising, the parking

July 25, 2018

that we're talking about is largely for short term uses. That's been a practice throughout actually the world, but Portland since the '40s to encourage turnover. That encourages best use of parking. It's basically we usually sign up for four hours or less often in the downtown one, two hours, sometimes 30 minutes, that encourages turnover. We did an analysis doing the day increase in 2016 who comes and parks in our system and what is the trip purpose. 25% was to work, mostly it is to shop, tourism, meetings, so forth, which is consistent with what we expected but also with policy. However, we chose four to seven because that's if you have a night shift you're likely to park for two, three hours then you can get free parking after that. That's likely to be on the higher end of how many people come to work and park. Still about only 25% and within that we had another question, how many are actually service workers. Which you can say as a proxy for low income, it was a third of that, so, basically it will be a 60% in total of the parkers here in the downtown area are service workers. Everybody else has another job or another trip purpose, so just to understand who we are likely to affect positively or negatively depending on the rate. Pbot has two programs using smart park to help people with low income. We can go into more details as you need too, but they are great programs in my opinion I'm not in parking, but I can be a little bit more impartial. That's how we are addressing, but again the rates may go up, the rates may go down, that's the recommendation. Now moving forward on events district same process except that there's a criteria for when do we set districts is for events that are likely to generate 10,000 trips or more. That only includes providence park today which it has an existent district the rose quarter and convention center, the same mechanics would apply with adjust rates based on data. In this case to incentivize use of alternative modes and council would have the final 30 and enforcement hours will be up to council to decide. So far we have good reception, positive -- sorry. Got lost here. We went too far. We have good feedback from the convention center and rose quarter folks that this is something that meets their needs and is likely to work if we ever get to initiate a conversation to initiate an event district with them. Just to be very clear, pbot collects data and recommends a rate, city council has final authority. In this case the range is different, three to ten and the rates are more like a dollar. That's how we operate today.

Fritz: What's the process for deciding where those event district boundaries are? At the convention center and the.

Leclerc: The criteria 10% 10,000 trips.

Fritz: But where's the boundary of that?

Malisa McCreedy, Portland Bureau of Transportation: That would also -- follow the same how we would form a parking management district. That language with the committee forming.

Fritz: Would that come back before council?

McCreedy: All of that would come back before council.

Fritz: All those parking districts come before council.

McCreedy: Absolutely, that's governed by code, we have to bring everything to council.

Fritz: Thank you.

Leclerc: That's pretty much it. I'm sorry some of these policies are in different places in this case that's title 16 that determines parking meter. It will come to council as well. That's basically to summarize what's in the parking manual. Again, one resolution and two ordinances for the legal mechanics that we have to go through. Thank you. Any questions?

Wheeler: Could I ask one question? A ghost from my past is coming out. It's the price elasticity of demand. You said it 20 cents or 40 cents or it is 60 cents. How did you pick the 20 cent increments being up to 60 cents, number one, and number two, how do you know it impacts demand? Are you basing this on pricing, surveys or studies of some sort?

McCreedy: The 20, 40 and 60 cent are recommended by the stakeholder advisory committee. That's what they arrived at as what they felt would have an impact --

July 25, 2018

Wheeler: Based on what?

Mccreedy: Based on what they felt was reasonable. It was based on data. We looked at seattle, we looked at san francisco, we looked at how they were doing rates. So any kind of an increase does have an impact on human behavior, any decrease has an impact on behavior and we can provide a lot of detailed information on that if you would like to see about price elasticity, we did it when we did the last meter rate increase.

Wheeler: I'm a huge fan of a summary. I just like to know there's something --

Mccreedy: We had did a lot of data collection on price elasticity when we did the last meter increase and some of it is based on that information.

Leclerc: If I recall in 2016 we recommended 60 cents we thought that would be to get us to the, move the needle. At this point it's a combination of data, we think that 60 cents should be okay and doing it enough over time maybe takes a couple of years to adjust. So we're balancing trying to get the rate right but also not to surprise people too much, not to introduce too much change at once. It's a compromise again driven with council having the final authority so people can react to the information. We're presenting to the data, we're presenting to the best of our ability 20, 40,60, but at the end of the day you will have the decision, but also we allow people to hear.

Wheeler: I appreciate that but when it comes back to council I really want it pegged to actual data as opposed to people coming in expressing feelings, emotions, anecdotal stories about the last time they went shopping, whatever. It would be helpful to us.

Mccreedy: Correct and that's what this whole process is for, it does tie everything to data.

Wheeler: Fabulous. Thank you.

Mccreedy: With our annual data collection that will help inform it.

Wheeler: Is the parking kitty giving you more data than you had before?

Mccreedy: Absolutely as of last week one in four transactions in the city are parking kitty transactions, so we're at 25% adoption at a 38,000 transactions a day.

Wheeler: Good. Thanks.

Fritz: With parking kitty you still are limited to the two hours in the spot, is that correct?

Mccreedy: Correct. The parking rules have not changed it's a different way to pay.

Fritz: At the end of two hours you can't pay with your phone and get another two hours?

Mccreedy: If you're in a time limit zone that you have -- if you're in a two-hour spot and you pay two hours, no. If you're in a four-hour spot and you pay two hours you can extend it to four hours.

Fritz: The kitty will not let you keep plugging it.

Leclerc: Only to what's allowed on the curb.

Fritz: Thank you.

Wheeler: Great.

Fritz: Shall I make my amendments? Colleagues I apologize for not getting these to you earlier. Commissioner Saltzman's office and mine were still working on it until the deadline. I apologize. Amendment to the resolution 805 to start with "now that for be it resolved that the city of Portland directs the bureau of transportation to amend the parking management manual to reflect the language in this resolution including a review of the equity implications and procedures to ensure equity in the establishment and implementation of parking districts" and then the second would be "be it further resolved that the city of Portland adopts the parking manual subject to the amendments directed above".

Eudaly: Second.

Wheeler: We have a motion by commissioner Fritz and a second from commissioner Eudaly. We'll call it Fritz number one.

Fritz: Number 2, which is on the other side, is the amendment to the ordinance 807. The directions would read "now therefore the council directs, a, the bureau of transportation to conduct a review of the parking management manual in consultation with the bureau's

July 25, 2018

equity team to recommend any changes necessary to advance equity in the event district parking management programs. That should just say district management parking programs. Sorry, not event district and setting parking meter rates.

Saltzman: Second.

Wheeler: Motion from commissioner Fritz, second from commissioner Saltzman. That's Fritz number 2. Just to be clear you removed the word event.

Fritz: Yes. Sorry about that. I don't have this in there, but I would like to just request staff and the commissioner in charge and the mayor that council would get copies with strike through underline of the revised parking manual so that we can assess. I still as you know still have concerns about how people who don't live and own property in a district are going to -- they are going to need to be considered when we're setting up these districts.

Eudaly: I have a question. I'm sorry if I missed this cause I had to step out for a few minutes. Who is currently authorized in the community to initiate a pmm process? Does it have to be a neighborhood association or could it be some other interest group?

Mccreedy: Right now we don't have a process. So we -- this helps establish guidelines on how we would be able to get a process going. We have five meter districts they've all been formed in different ways.

Eudaly: Okay.

Mccreedy: Then this establishes how we would do a parking management district and that would be the committee that we are including people from everywhere.

Eudaly: I think the rest of my questions will receive a similar answer. I'm just concerned I guess about community engagement and how we're reaching the whole community and not just a small subset of particularly interested parties that might be making decisions that would adversely affect others, and also have some equity concerns similar to commissioner Fritz.

Fritz: What does the manual say as to who gets to ask under your new proposal?

Mccreedy: Anyone can ask. We get calls all the time.

Leclerc: The district -- there's a parking problem in an area, they get together along the lines around this amendment. They come to us and we work with them and we set our recommendations. More likely will have impacts on pricing, they are not talking about meter rates. One avenue would be that the area needs one in which case we would take that path with that committee. Then that sets us into a path in which it comes to council.

Fritz: I appreciate you asking this question, so any ten people with no process in the community can get together and say we have five business people, three residents whatever it is and you go ahead and start working on it?

Mccreedy: No, we just talk to people first and then we'll do data collection. We don't really have a process right now. We just talk to a lot of people every day.

Eudaly: Probably the neighborhood association and business associations that come to the.

Mccreedy: And we have individuals who are frustrated with their parking situation. We take calls all day long, we have multiple stakeholder groups.

Fritz: So any ten people as long as they represent the groups in there can push this whole thing in motion and you go ahead and.

Mccreedy: No, we don't have to do anything now, it is a... How can I phrase this.

Leclerc: Well, the parking manual, we want to manage the system as best as we can in a certain area. What the manual says is we will have a public review process with a committee to tackle some of this, how to proceed and how to address parking operations in a certain area and we have the manual specifies time limits, loading and so forth. So it is trying to -- it is a mechanism to work with the public to address concerns at a local scale.

Fritz: But commissioner Eudaly's question is the good one. Any ten people in a given area can get this whole thing going even if everybody else in the area doesn't agree with it?

July 25, 2018

Eudaly: Where is the ten people coming from?

Fritz: They've got a committee, there's ten people on the committee. Who decides yes we as an area --

Saltzman: These are voted on by residents.

Fritz: But you could spend a awful lot of time with ten people going through all of this --

Mccreedy: That's not quite what we do it is more complicated. It depends on the parking issue. We get asked about residential parking, we get asked about commercial corridor parking, we have different ways addressing parking demand and parking needs and managing those needs. So if we have a business calling us wanting time limits in front of their business, we work with that, if they want a loading zone, we work with them but we don't really form committees ad hoc to just talk about just parking. That is not quite how we do it.

Fritz: Supposing I believe there is a problem with parking at a particular commercial area in my neighborhood so I get five business owners and three residents and two people who work there and we come to you and we say we want a parking district, how do you decide whether or not to start this whole thing in motion?

Mccreedy: We start with data collection to learn what the parking issue is and then talk about different tools that we currently have and how we can address it, but there isn't a specific formal committee that we don't have rules for right now. That is what the parking management district committee guidelines are for.

Saltzman: But the decision to form a district ultimately is in the hands of the residents.

Mccreedy: It's actually in the hands of council.

Saltzman: Well that's true.

Leclerc: For meter districts.

Saltzman: But we do ask.

Mccreedy: For any district.

Saltzman: Yeah for meters we ask residents and business owners.

Mccreedy: Typically several of our meter districts have come about because of transportation parking plans, like northwest took 20 years to form, central eastside is completely different, go Lloyd is completely different, every district has been formed differently. We don't necessarily have a lot of conversations with the community about forming another district, that's not typically what we have conversations about. It is a specific thing in front of their house or a specific thing in front of their business.

Fritz: I'm sorry commissioner I interrupted you.

Eudaly: I was done, I just wanted to lay out a couple of my concerns and it sounds like those are the concerns that will be addressed.

Wheeler: Very good, public testimony?

Moore-Love: We have one person signed up. Terry parker?

Wheeler: Thank you, good afternoon Mr. Parker.

Terry Parker: Good afternoon.

Wheeler: Just you today?

Parker: Yeah, just me today. So I get three minutes, right?

Wheeler: There you go it is yours.

Parker: My name is terry parker and based on your last comment, I am a vintage Portlander.

Wheeler: Very good.

Parker: Do you remember the fuel shortage in the 1970s? That was manipulation by big oil. How about enron and how they manipulated the power grid to increase electricity rates? Now we have pbot the city of Portland artificially creating congestion with road diets along with instigating a parking shortage by not requiring adequate off street parking with new development. Converting on street parking to bike lanes expands a shortage and now

July 25, 2018

the ploy charging residents for on-street parking due to a shortage instigated by the city. Per trimets latest survey congestion road maintenance and the need to increase motor vehicle capacity was among the top priorities not directly related to transit, where was the government support? Even though the city has a huge fleet of passenger vehicles that are commonly driven as single occupancy vehicles or in the case of elected officials chauffeured, over the past couple of decades both pbot and metro have developed an exceedingly evident car hater mind set. Portland now has a street and highway system that is deficient of motor vehicle capacity. Instead of making more room for cars to accommodate unrestrained population growth and supporting nearly 10% of the jobs that are tied to the automobile the city has been tinkering with social engineering and attempting to discriminately dictate how people travel. All combined, it is creating more massed congestion parking issues, making use of gas tax dollars from the federal highway trust fund it is the people that drive in this artificially contrived congestion that pay the largest chunk of funding for mass transit, transit fares barely covers 25% of the of the operation cost. Likewise, it is the people that drive and pay gas tax dollars which also funds the privilege of having a specialized bicycle structure that bicyclists utilize while paying no user fees. You can't help but notice it is also the same freeloaders that show up to support charging drivers even more hard to miss that the drivers are paying even more. Do to creating the most demand and to establish equity of curb spaces treated as a commodity and a permit system is expanded or adopted and any residents without off street parking must be charged significantly higher fees than those who have driveways or off street parking. Equity and justice would also require value pricing to be assessed on bicyclists where bike lanes occupy curb space that has reduced or eliminated parking. Likewise, transit riders must be assessed when bus lanes or transit stops occupy the curb space and reduce or eliminate parking. Whereas motorist already pay for the streets curb to curb with gas taxes and other motor vehicle fees, curb space should not be privatized or treated as a fee-based commodity space for parking. Thank you.

Wheeler: Thank you, sir. Any further questions before we take up the vote on the resolution and the amendment.

Fritz: I have a question but I want to thank the staff for providing us with the written documentation because its actually the business district that has to initiate it first, is that correct? Seeing not and then you set up the committee. So this is specifically related to businesses I'm sorry, I forgot about that, its been a while since the previous hearing.

Wheeler: Very good, so first we will take Fritz amendment number one which is germane to resolution 805, Karla please call the roll.

Saltzman: Aye. **Eudaly:** Aye. **Fritz:** Aye.

Wheeler: Aye, the amendments adopted, please call the roll on the resolution as adopted.

Saltzman: Aye. **Eudaly:** Aye.

Fritz: Well thank you commissioner Saltzman for all of your work on this, this is – obviously it is something that is a work in progress and its something that can be changed and I will have to say as I go around Portland, certainly people are concerned about people living outside and various issues like that but it is parking that when anybody brings that up that people get absolutely irate about, particularly about new apartment and other homes being built without parking which puts a lot of pressure on the public realm so the private sector is not paying their fair share and I am concerned about we're having to do a lot of management of the public right-of-way because the spillover of not providing it in other places and this hopefully will start to address that so thank you very much for all of your work on it. Aye.

Wheeler: Good work, I vote yes, the resolution is adopted amendment. Any further discussion on 806?

July 25, 2018

Fritz: I just to add I have had some conversation with commissioner Fish who unfortunately is not able to be here today and with his staff. I just want to put a couple of issues on that previous item on the record so that you can think about it as you move forward and those are to look at specific types of parking including for quick pickup areas with 15 minute or 30 minute parking, I think that is important. Looking at parking management during construction which obviously is not parking district but is something that comes into play especially with all the construction that's happening in the business districts and then the loading zones, yes we're making some improvements on the signage and making it more simple. We have had controversy around director park, that park staff get ticketed even though they are loading and unloading they're not counted as the kind of commercial vehicles that are allowed in the loading, unloading zones. So people who have big equipment like musicians can't use them because they are not commercially loading and unloading and I do think as we're looking at finding places for people who need it, those are things that commissioner Fish and I are likely to look at. Thank you.

Wheeler: Very good. That you think, this is the first reading of a nonemergency ordinance, second reading, that would be august 2nd.

Saltzman: Mayor may I make some remarks I didn't realize this was just the first reading. I want to say I appreciate all the work done by all the stakeholders and by pbot staff and may or may not thank me for this at some future period of time, early iterations did have a lot of discretion to pbot in terms of making decisions about how to change that parking rates under the form space process and things like that and I was very insistent that those decisions be made by the city council. So you may or may not thank me at some future point in time for that, but I do feel it is important because as commissioner Fritz just said this is an issue that all Portlanders get excited about so I think its important to keep the ultimate authority in the hands of the city council but I do appreciate all the work and behavioral analysis that's gone into this work and the notion that people need to be able to find a parking space when they want to shop or work or recreate in the downtown or in the central city. Thank you for allowing me to make those remarks.

Wheeler: Very good, we will take up the amendment Fritz number two germane to the ordinance 807 please call the roll.

Saltzman: Aye. **Eudaly:** Aye.

Fritz: Thank you commissioner Saltzman for agreeing to this amendment and my colleagues for their support on that, thank you for making the change on keeping the bucks stopping here with the city council, I would not have voted for it without that. Also thank you for removing the clause that said its binding city policy in the resolution. I think its important for this manual to be a work in progress and to be amended with input from the community and the council. So while we definitely expect to be used its important to allow that flexibility, aye.

Wheeler: Aye, the amendment is adopted, this is a first reading of the nonemergency ordinance it moves to second reading on Thursday August 2nd as amended and we are adjourned. Thank you, everyone.

At 3:42 p.m. council adjourned.