

NW Parking SAC
Wednesday, December 20, 2017
4:00 p.m. – 5:30 p.m.

Friendly House
1737 NW 26th Ave.
Portland, OR 97210

Meeting Notes

Members in Attendance

Daniel Anderson, Nick Fenster, Karen Karlsson, Rick Michaelson (Chair), Thomas Ranieri, Peter Rose, Don Singer, Mark Stromme

PBOT Staff

Chris Armes, Scott Cohen, Nicole Powell, Zef Wagner

Public in Attendance

Jeanne Harrison

Welcome & Public Comment

Rick calls the meeting to order at 4:00 pm and invites public comment. No public comment.

TDM Update

Scott will field questions on the memo that Chris sent out last week, outlining PBOT's plan for 2018 as a follow-up to last month's meeting where Scott threw a lot of things out and Rick thought it would be helpful to bring back what is being proposed for 2018. The memo is the 2018 proposal in a condensed form, outlining what are the most important points to hit.

- Rick – How many wallets can be purchase with \$50,000?
- Scott – It buys around 600 wallets based on the budget approved by the SAC. If it looks like we are getting close to the 600 we can go back to Portland Streetcar Inc and asking if we can continue to buy annual streetcar passes for \$50/pass. The goal is to have the wallet ready to go in February.
- Rick – Is that starting in February and valid through December 2018? Are renewals on calendar year?
- Scott – BIKETOWN and Streetcar are valid for 1 year (ex: February 2018 through January 2019) and Hop Card is \$100 value worth of rides (however long it takes you to use).
- Karen – That could be a good challenge, how to spend \$100 value in a month.
- Scott – You can only spend \$5/day on TriMet.
- Tom – We should get Karen one, so she can try to do that.
- Don – “I’m trying to catch up, so please forgive me. Is this program something that you can get if you give up your car or can you get as part of living or working in the neighborhood?”
- Scott – A little bit of both, mostly it is the later. If you are a Zone M resident or employee you can purchase this transportation wallet for \$99 that has these three different passes that I’ve outlined. As part of the opt out you would get the wallet for free, but that is at permit renewal time.
- Don – “That is at permit time, so we are really not getting any cars of the street.”
- Scott – It depends how you look at it. The TDM program is not a 1:1, if somebody buys the wallet we are not saying they are giving up their car. We are hoping we are getting them to reduce their transportation demand and use other modes, perhaps that will lead to removal of cars. If you want the TDM program to start getting people to sell their cars you will have to offer a lot more

than just the transportation wallet. I don't know what we can offer at this point to anybody to have them give up their cars. We've gotten people to give up their permits.

- Don – “I guess from my point of view our mandate is we are a parking committee. We are here to help solve the on-street parking problem. And I don't see, I mean I'm all for the TDM, but we are spending thousands and thousands and thousands of dollars with very little impact on, at the moment, but I'm willing to go ahead for the next year to see what impact it has, but I don't understand why necessarily why we are spending \$50,000 or more on something that is not probably in our goal. This is more of transportation demand management in terms of the streetscape and congestion and it has nothing to do necessarily with what we are supposed to be doing, which is talking about solving parking. Let me finish, spending those dollars on the supply or managing Zipcar or subsidizing Uber, things that people actually do that make it more that they would turn in their car or pass. What I would like to do is if we do allocate this money and do go and try it for the year, that we have some way of measuring the impact in terms of getting cars off the street in terms of parking. I don't think at this particular time, there is no baseline, we can sit here and chat about what is the effectiveness of doing this. We need to know if nobody really uses it or if the program begins to take off and people are purchasing these things, then I want to know how they are being used and where.”
- Scott – For every time an employee uses this, then that is a car that is not being parked on the street. The residential and the employee impact are different. We are in new territory here with residential parking and a TDM program.
- Don – “True. That assumes that the employee is not a resident of the neighborhood, which a lot of employees are residents.”
- Scott – Yes, but you know what kind of permit they have.
- Rick – I think we should have some sort of survey or questionnaire at the end of the year for anyone that wants to renew. This is clearly a pilot program, so we need to find out our impact of our investment.
- Karen – What does it take for somebody to give up their car? If you are thinking of doing a survey after the first year, it might be a good time to ask: Now that you've had the opportunity to have good/inexpensive alternative transportation, and you still own your car, what else would it take for you to drop your car? It might be things that we can spend some money on.
- Dan – One thing this does is build familiarity with alternatives. It is easier to imagine yourself doing something you have been exposed to.
- Scott – That is part of TDM's goal. Like any behavior change program it has to move people on a spectrum and help raise awareness. Behavior change is a slow process.
- Peter – Have there been further talks with any ridesharing programs, like Uber or Lyft, since our last meeting?
- Scott – Not with Uber or Lyft, but colleagues in Active Transportation are exploring carshare opportunities, so they will reach out to all the carshare companies.
- Peter – We have such a valuable resource in all the TDM dollars we have talked about at past meetings. I think we need to reach out to one of those two companies, they are the standard for getting from point A to point B if you are not using your car or public transit. The wallet is a great idea, but not everyone is going to give up their car and if that is what our goal is, to solve the parking problem, I think we have an obligation to at least see what kind of deal they can give us.
- Tom – Can you describe PBOT's general attitude about rideshare? There seems to be some interest in promoting that if you are giving them space on the street.
- Chris – The spaces that are on-street are auctioned off every year, they pay for those, we are not giving them dedicated spaces without charging them. We put out an online auction, so any carshare company that is a roundtrip model can bid on the spaces and pay for them. Car2Go and ReachNow pay meter rate and are invoiced every quarter.

- Scott – Generally the user survey data shows that Zipcar and services like that reduce car ownership and reliance on private vehicles. Nobody is sure if it reduces congestion, so it is risky to promote from a TDM perspective.
- Chris – We are committed to exploring these as options.
- Nick – There is a link between congestion and parking congestion, but is that something we are supposed to be considering as part of our process? It sounds like it might improve parking, but not congestion, so would that be a victory for our mandate?
- Rick – We are primarily focused on the parking portion of the whole field, but reducing congestion and VMT is in our charter.
- Rick – Besides this \$100,000 what else is committed this year to spend on TDM?
- Scott – We have not committed anything. The opt out was successful last year, so I would hope the committee would want to recommend that again and talk about whether we want to offer the employers and opt out. One other proposal for the May national bike month promotions, staff will have a proposal and budget request to bring to you.
- Rick – We have \$700,000 to spend this year on TDM, so there is room for creative ideas and want to focus in on the things that make a big difference. Want to reduce the number of employees that drive to work.
- Scott – If we could get full transit pass for every employee in the district and that is where all of the money went, I would be supportive, that could have a huge impact.
- Mark – Have we specially asked employees what would it take to get you to come to work in a different mode?
- Scott – No.
- Mark – Would it be worthwhile?
- Rick – It would be worth trying on a sample.
- Don – “Scott mentioned working with TriMet. It seems to me that the barrier for people wanting to take transit is not only the exposure like Dan mentioned, but they can’t get from A to B efficiently. Tom comes in on light rail, from the Tilikum Crossing he can get downtown right away, but by the time he gets to the block where his theatre is it is an hour and 40 minutes. I’ve heard similar things from people that work at the hospital, that you can’t really get here efficiently, it’s at least twice as long to use transit to get to their place of employment from where they live as it is to use their car even when there is traffic. That’s the problem. That’s the hurdle. And we need to really look at that. You can give all the passes you want, but if we still have that problem it is kind of a waste of funds. How do you get TriMet to the table to talk about this?”
- Jeanne – TriMet completed their future planning effort. The feedback given by the community is that we need better frequency, span of service, more routes across the river. They were very responsive. They are increasing frequency of line 20 and talking about doing it 24 hours a day, taking the 24 line over the Fremont Bridge to serve Good Sam (there are a lot of employees that go between Emanuel and Good Sam), increased frequencies on line 15, and some other service improvements. Online survey to find priorities, which is why line 24 is first.
- Don – “I think that was the approach that Seattle has taken, that you never have to wait more than 10 minutes to get a bus or some form of transit. I don’t know what success they’ve had.”
- Dan – They also have a bunch of express buses with dedicated right of way.
- Rick – Part of the change the system needs to run the buses frequently, but on a grid system instead of a hub and spoke system, so people are comfortable transferring.
- Jeanne – The street car frequencies are also going to be improving.
- Scott – Partly due to this committee’s work.
- Rick – We had a TDM subcommittee to work with Scott on TDM programs, but one of the committee members is no longer on it, I am going to email to find out if anyone is interested in participating. Scott will only be doing TDM for a while.

- Scott – Another PBOT staff person will staff that committee.

17/18 Permit Update

Nicole updates the members on the current Zone M statistics:

- Resident permits: 3,429
- Business permits: 3,336
- Total permits: 6,765
- 7 buildings at capacity
- 14 residents on waitlist (1 was notified that permit is available and has 12/22/18 deadline to apply, 4 were notified that permits are available and have not responded or applied)
- 25 permits returned for \$50 incentive
- 233 permits cancelled because residents moved
- 58 residents moved to a different location within Zone M (from postcards)

Some people were in buildings that had a waitlist, permit spaces freed up, we contacted them to let them know they can apply for a permit, but they never replied or applied. We are keeping these people on the waitlist in case they want to apply in the future, but other people can apply for the available permits in those buildings that are not at capacity. The people on the waitlist in the buildings at capacity, are truly on a waitlist and can't apply for a permit.

- Rick – September was the start of the permit year; how many residential permits were issued? Trying to figure out a base number, as it gets later in the year the people that are applying for permits are likely new to the neighborhood.
- Chris – We sent the last postcards out a month ago and 233 of those were sent back to us, so in six weeks (the time we sent the last mailing) 233 people moved into a different building or out of the district, so it is a constant shuffling. 58 moved to a different location within the district.
- Karen – If I lived at a rental building with a permit and I moved within the district, I would obviously keep that permit because I'm still in the neighborhood.
- Chris – You might want to do that, but we don't want you to do that because we can't track it based on the building.
- Karen – How do you know that I moved?
- Nicole – You are supposed to notify us, on the permit it says to notify us within 3 days of your move. If you don't and someone moves into your apartment and applies for a permit, we will cancel your permit.
- Chris – If we send you a postcard and it gets returned to us, we will cancel your permit or update your address.
- Don – “So, occupancy is really, at 60% that would mean all of the permits are used?”
- Nicole – Yes.
- Don – “So, really we've got a problem because we really have 19 buildings that are really close, they are so on the margin that they might as well be at capacity.”
- Peter – Looking at the sheet from last month in comparison to this month, there is a reduction at buildings at capacity, but there is a larger number that are close. There are high vacancy rates this time of year. The reduction is mostly likely because this is a slow time of year for multifamily leasing. The comparison from month to month is equally alarming.
- Don – “We've got three projects that are anywhere from 10-14% vacancy and that's really unusual, typically during the year, especially in this neighborhood, people move in the fall and back at the first of year, it's a pretty typical pattern. I'm concerned that we are in this situation at this point because come January and February we may see a substantial shift in how these tables look. And I have another question. I was wondering, condominium projects, they don't fall under

this, so you could have a 50 unit condominium project, which is essentially a building converted from apartments next to a 30 unit apartment building that because of the difference in ownership they get more permits than the renters do.”

- Chris – Yes. If the committee wants to look at changing that at the next permit cycle, that is fine with us.
- Rick – We need to wait until we get our parking use reports, which is in January. One of the big topics we need to talk about is whether we should continue this next year or what to do when people reach the cap, is there a fair way to allocate. We should put this on the January and February meeting agenda.
- Don – “I would like to Rick because I don’t think this should survive the year. I don’t think caps are the way to go. Why do we even need them after we increased, tripled, the fee? To me we should have sat there and first seen, first got rid of the guest permits because those were phantom permits anyway and then done the fee and see what kind of reductions we got from there, but we did two things at once. We have no idea if there is a positive impact we are having, but we do see the negative and unfairness to renters. This puts us in an uncompetitive position compared to other districts in the city, so why do we have to be there? I don’t get it.”
- Tom – When is the next time we will get data from the survey?
- Chris – We are looking at getting a report in January for the data that was collected in November.
- Tom – I voted for the cap and was trying to figure out how there was a fairness issue within the apartments, but also the idea of discrimination of renters vs. owners, is another layer of unfairness.
- Karen – I think there is a different between renters and owners, owners invest and it is not as easy to move.
- Don – “But Karen, how many of those condominiums are rentals?”
- Peter – If someone is paying taxes, what right do we have to tell them they can’t utilize our streets.
- Karen – To Don’s point, it is like the Airbnb problem in a different way. How do you distinguish between someone that is renting an apartment or a condo or a house owned by somebody?
- Peter – If I’m a renter and resident of NW, I pay taxes, what right does the City have to tell me I can’t park on the street?
- Mark – Are we talking about income or real estate taxes?
- Peter – Taxes in general, I am paying the City of Portland taxes.
- Rick – That is a core issue, whether it is appropriate for the City to charge or limit the use of public right of way for private parking. There is a big philosophical movement, saying yes, the City should be doing this. If the waitlist is only 15 people, then it really wouldn’t have any impact on the system to give them all permits. If we were to end up in the situation where there were 500 people on the waitlist then that would probably make a difference in terms of parking.
- Nick – Do we have any sense of how the property owners are communicating with residents? What does it look like for people on the waitlist?
- Chris – They apply for a permit, they get a one month temporary and then put them on the waitlist. When people move out of buildings there are many property managers that contact us so we can update our records and free up permits.
- Nick – What have been hearing from people that aren’t able to get a permit?
- Nicole – Some people are frustrated, some are fine with being added to the waitlist. We can tell them about parkme.com where they can look for other parking options.
- Chris – Some people we have reached out to and haven’t responded, so they have made other arrangements. We don’t know what they are doing.
- Mark – If they walk out with a one month temp, they are not put in a bind at that point, so what happens at the end of that month?

- Chris – If they haven't contacted us, hopefully they have made other arrangements.
- Rick – It might be working in steering people to off street parking.
- Nick – Not a meaningful number.
- Karen – We had two tiers, the existing buildings and new buildings. Have any of those buildings come online yet?
- Chris – No, it is in TRACS.
- Don – “That is a really great question. Those new ones are larger.”
- Rick – We expect to see 2-3 before the end of the year. I hear the committee would like to put this on the agenda to discuss. I know the City wants us to maintain the system.
- Rick – We were hearing a lot of concern about Parking Kitty, people renewing their parking at the stadium at events, but on event days it has averaged 12 people doing that and more people are meter feeding at the meter and on Parking Kitty. Not a problem now.
- Mark – it helps us to quantify some of these issues.

NWIM Scope

Presentation by Zef Wagner, Transportation planner at PBOT.

- Zef – I've been scoping out this process the last few months. My understanding is that your committee approved \$100,000 towards this to be matched by PBOT for this planning effort.
- Chris – It is called the circulation study in our committee documents, not Northwest in Motion.
- Zef – We wanted to come back and run the scope by you and share the materials with you. Still in scoping process, happy to take your feedback and questions. Hoping to have more of a public rollout in next few months. This started out as the Northwest Access and Circulation Plan, modeled after the Pearl District plan. The effort has been rebranded as Northwest in Motion to match some other plans we've done recently.

Purpose: Develop active transportation and transit implementation strategy to make walking, bicycling, and taking transit more attractive in the Northwest District.

- Karen – I didn't know this was a TDM study.
- Zef – This isn't a TDM study, this is for projects, an infrastructure focused plan to complement the TDM, which is encouraging people through incentives. This is trying to figure out what are the infrastructure investments that are needed to make those attractive options. Ex; transit inefficiencies, look at transit efficiency and access investments.

Why: Growth, high density, and lots of development along NW 18th, 19th, Slabtown, and along Thurman. We need to think about how we will accommodate that growth.

Mode share: A lot of people living in the NW District are commuting to Nike, OHSU, and the central city core, and downtown. The graphic shown to the group doesn't show the modes, it is more origin destination.

- Don – “This is showing where residents within the district are working, do we have any quantification for the reverse? Where people are coming from. Do we have quantities associated with that?”
- Zef – That is next.

Commute: People are commuting into the district from all over, but highest density is inner SE, inner NE, downtown, and NW. There is a high concentration of people commuting in from close distances. The numbers are: 18,348 inflow (commuting into NW), 6,760 outflow (commuting out of NW), and 669 internal.

- Karen – How do you get these numbers?

- Zef – The program is called On the Map, it is from the Bureau of Labor Statistic. This tells you exactly where people are coming from and going to. It is publicly available tax records, there are no privacy concerns. This is just commute trips.
- Rick – Our daytime population is about 12,000 more than our nighttime population.
- Karen – Only 669 of us live and work in the neighborhood.
- Zef – That is fairly common, most people don't live really close to their work, most people have a bit of a distance. There is more pressure coming into the district for parking. How can we shift some of those inbound trips to another mode?
- Nick – This does not account for retired or people that are not working?
- Zef – Yes, not in this particular set of data.

Modeshare of NW vs. City: Fairly similar, but NW is overperforming for walking (about twice as much as city as a whole), biking is just a little bit more than the city as a whole which is concerning because it feels like it should be a more bike friendly district, and transit is underperforming by a few percentage points, this should be a transit rich area with proximity to central city, but there are only a few transit lines and gaps in the network. Citywide modeshare targets are 25% biking and 25% transit.

Trip distance (trips coming in and out): From 3 miles out it is tracking the city, but NW has a high number of trips under 3 miles. 37% of all trips that have an origin or destination in NW are under 3 miles and citywide that is 25%, so there are a lot of people driving short distances in NW.

- Karen – If I live here and drive downtown, I am counted as that short trip.
- Zef – Trips under 3 miles is where we see the highest potential to convert to biking or transit.

New Transit Proposed: Line 20 will be upgraded to frequent service, Line 10 planned to be extended into north Pearl District, Line 24 to go across the Fremont Bridge and into NW, this has huge potential to give inner NE a bus option. You need to invest a lot to make it an attractive bus service.

Greenways: The assessment report established performance guidelines for greenways: 20 mph, 1,000-2,000 average daily traffic trips, having good crossings and crossing opportunities. Also look at peak volumes.

- Karen – What is a crossing opportunity?
- Scott – The ability to get across the street, finding gaps. These are all measurable.
- Zef – The greenways that jumped out in NW that were not doing as well were 24th, Flanders, Johnson, Marshall, Overton, and Raleigh. The volumes are well above the thresholds.
- Jeanne – Some of these greenways are part of the NW plan. The NW plan was done before this greenway concept was implemented, so we have some overlap with what we call green streets and bike streets. We are going to look at which are the right streets. Ex: Raleigh being changed so fundamentally.
- Zef – These greenways were all put down as part of one project, with basically just sharrows. It is more like wayfinding, it is not doing a lot of the things that calm traffic. Ex; 24th is next to 23rd, so it gets used as a cut through.
- Karen – Isn't this because we are so dense?
- Zef – That is part of it. We would like to look at license plate studies to figure out how much of the traffic is cut through traffic or local traffic. Greenways should serve local traffic. If it is mostly local traffic, we have written into the scope to look at revised guidelines for areas like this. One of the options is to look at different streets, maybe these aren't the right streets. Raleigh and Overton tend to have a lot of traffic.
- Rick – Are you thinking about these greenways as being for both pedestrians and bikes?
- Zef – They are always for pedestrians and bikes. We look for opportunities to improve crossings for pedestrians, these streets are usually good for pedestrians already.

- Rick – 21st and 23rd are great pedestrian streets, but they are not good bike streets. What is good for pedestrians might not be good for bikes.
- Zef – Sometimes people want to walk on busy streets, but sometimes they want to avoid that and be on a quiet street. It is good to provide both, they can serve both or emphasize one.
- Karen – We get a lot of information about where cars are coming and going, but not where people are walking from or to or why they walk on one street vs. another.
- Zef – We want to consider that. We want every street to be great for pedestrians. With bikes, transit, and traffic we want to differentiate. The streets in NW are all around the same width and design, people don't have a lot of guidance on where to go.
- Rick – That might be the most efficient way, to disperse.
- Zef – The challenge is no streets is great for bikes and some streets don't work well for transit. We want to explore a differentiation or modal hierarchy.
- Don – “I think this is fascinating. Especially when you, Karen, eluded to certain streets are better for one use than another, that goes the same way with traffic. Because one thing I've been noticing is that on 16th is ever since that bike lane was installed there it's really created a problem where the traffic congestion is backed up from Glisan all the way back to Northrup a large part of the day, especially in the afternoon. More importantly, there are a lot of cars that sit there and suddenly they disperse into the neighborhood. And they move people around and all of a sudden you have cars that if 16th was a better flowing street wouldn't be going into those areas and intruding areas that could be better used for bikes or transit. So, I think we've got to not only look at the greenways, but at where cars should be and where bikes should be. Look at it and see if it is a terrible bike lane, it is very unsafe, but the 16th one is really creating a lot of problems, especially at the cross streets. That really needs to be looked at. Because I think it is contributing to a lot of the infiltration from 16th into NW.”
- Zef – It is primarily an active transit focused planned, but if we can find ways to make the streets flow better and work better, we will look at those things.
- Karen – I understood the study to be broader and I don't want automobiles to be lost in the study, it is a complete system.
- Zef – We can work on expanding the purpose statement. We want to be focused, but looking for those opportunities that serve the overall goal of shifting modes. Want growth to occur, but vehicle trips stay the constant.
- Karen – What Don is pointing out, is that 16th feeds right onto the freeway, so cars want to be there. When cars start to infiltrate the neighborhood, it makes your quieter streets where you want bikes and pedestrians to feel comfortable and safe, to not feel that way.
- Zef – The Neighborhood Greenway Assessment Report recommended a set of projects and one of them was the NW Greenways.

BIKETOWN: NW has the highest concentration of BIKETOWN stations outside of downtown. There is room for growth. Want to ask why are people choosing to use it or not using it. The quality of the bike network will effect whether or not people will take advantage of programs.

Source of Revenue: Source of revenue through the meters and permits in NW. There are competing priorities. Some of the money could be used for small scale infrastructure projects. The study areas is a little larger than the meter and permit districts, so we want to identify projects not just for this revenue source, but any revenue source we can come up with.

Deliverables: Prioritized list of projects for pedestrians, bike, and transit improvements. Need a feasible strategy for upgrading and expanding the neighborhood greenways. Updates to street classifications and clarifying modal priorities.

Project Area: The bulk of the focus will probably be south of Highway 30 and south of Vaughn because that is where the parking and permit districts are and where the densest concentration is. We wanted to include the Montgomery Park area because there is quite a bit of employment and growth and want to think about connections to the waterfront where a lot of development is happening.

Scope: We are currently working on existing conditions, we have lots of maps, data, traffic counts and speeds. We are hoping by January or February we will be able to present to the public. The next phase is for the first few months of next year is looking at policy analysis, which is higher level, looking at the network for different modes and street classifications. A needs inventory where we start to figure out actual needs and projects. The last part for the second half of 2018 is developing an investment strategy, coming up with criteria to prioritize the projects.

- Zef – We also want to identify larger projects if opportunities come up. One thing we are interested in is, 23rd Ave needs to be reconstructed north of Lovejoy, so part of the scope is making a streetscape plan for that. It is easier to get the paving money if it is part of a broader project.
- Karen – Are you thinking a streetscape plan for 23rd north of Lovejoy or for the whole thing? It needs to be the whole thing. We have a lot of destinations, places, people, and businesses that are south of Lovejoy.
- Zef – We could look at the whole thing. We were focused north of there. The implementation is tougher for the whole street.
- Tom – I don't understand the leap from what you were describing to paving.
- Zef – In this plan we want to think about potential opportunities with upcoming major projects. We don't have funding identified yet for reconstructing 23rd Ave, but we know it is needed. It would be a good idea to come up with a plan for what is needed and could happen if repaving happens.
- Tom – I'm trying to get a clearer idea of the scope of your work. Most of this stuff is TDM, right?
- Rick – It is pedestrian and bicycle improvements.
- Tom – In terms of how it would be funded.
- Zef – I would call it the supply corollary to TDM. The TDM programs encourage people to demand these other modes, this supplies the facilities to make those attractive options. These are complementary.
- Karen – One of the things that concerns me is, I don't want to see this as how do we improve things for bikes, pedestrians, and transit and forget that there are impacts to cars. Sometimes it seems like the attitude becomes, let's fix these things because we don't want cars and we forget that we have cars and we need to figure out the best place for them to be as well. The diverter word is what got me.
- Zef – We want to clarify what the right streets are to be driving on and make those work as well as they can.
- Rick – I'm not sure the term greenways functions very well in this neighborhood.
- Karen – I liked your statistics and would like a copy of that and your slides.
- Zef – We will hire consultants in the next couple of months. We will want to hear from you, we will be establishing an advisory committee and it would be helpful to know who from your group would be good representatives and if you have any suggestions of other people that should be on the committee.

Other Items

- Rick – We are running behind, so propose we stay 15 minutes late to have time to cover everything. We need to discuss the staff position. I asked you to send in what you thought should

be in the position description, we received one good long response and a few short ones, please send more.

- Chris – I can look at creating a limited term position and we can go through a recruitment once we know exactly what we are looking for. We want to make sure if a job announcement is out, it is getting at the right folks, we are asking the right people to apply and they have the right skill set. Any information you can help me with would be great. Then I can come back with an announcement and talk about the process.
- Rick – A limited term position is an easier process.
- Chris – It is the same process, it just doesn't have to wait for the budget year. It can start earlier.
- Rick – We will continue working on that. I asked Jeanne to give us updates about what the NWDA Transportation Committee priorities are for funding.

NW Transportation and Projects Discussion

Update from Jeanne Harrison, Chair for NWDA Transportation Committee.

- Every year we go through a process of setting a prioritized list of projects. We try to keep the priority to a workable number so we can be champions for the projects. As things get done, they go to our completed list. This year we took the input from the SAC and added those into our prioritized list. Within the prioritized list (of 11), it is not prioritized itself, items get carried over from year to year and new ones are added in. Some we have little control over, like extending the streetcar to Montgomery Park, but other things we can help build with our funding. One of the things Rick brought up is pedestrian projects. We added in #10 Pedestrian scale streetlighting at locations TBD, #11 Initiate an urban design vision exercise for NW 21st and NW 23rd, had #3a NW 21st/Glisan improve pedestrian crossings, #6 Other NW Greenways: Johnson, Pettygrove, Savier (to be consistent), #1a-1j West Burnside/Couch pedestrian and traffic calming improvements (from Burnside/Couch plan that the City did 10 years ago and have not been funded). Rick had asked where we have curb extensions in our project and 1a-1j is the major place we have curb extensions that have not been done, would focus on east/west crossings (side streets).
- Don – “I think Burnside was the highest pedestrian traffic street when they did the count last time. Which is amazing, but if you look at it and drive up and down it, you really realize there are so many people.”
- Jeanne – The sidewalks are undersized and at bus stops it are unsafe.
- Rick – Which of these can we spend money on this construction season? Are there any that are ready to go?
- Tom – What does it mean under the status column on item 1 that it is funded?
- Jeanne – None of the items on this list are funded, the ones that are funded aren't on this list.
- Rick – Would it make sense to fund some of these with supplemental funding?
- Jeanne – Yes, there is always the economy of scale of doing projects at the same time.
- Karen – Is anything shovel ready?
- Zef – These ones are not shovel ready. Curb extensions on the side streets are a little easier.
- Chris – You still must do surveying and all those other things.
- Karen – Do you have any staff that could do any of that?
- Jeanne – The staff we are working with is out on leave until sometime in January.
- Rick – We want to start getting stuff done.
- Chris – 21st, 23rd, Everett, and Glisan are the furthest along. We've talked to TriMet and have a layout and some agreement. It's how to get it into the que and packaged with another project. We could look at combining it with Scott's project, so it is bid as a package.
- Karen – Can you tell us which of these could be put into that package?

- Chris – A few months ago, we started looking at the intersections at Glisan, based on a conversation this committee had.
- Karen – Can you come back and give us a list of what things on here are closest to being able to accomplish?
- Chris – Except for the Glisan intersections, none of them have any design, so we would have to go out and start from scratch of any of them. If you can give us an idea on what you would like us to focus on that might be the better way to go about it. Ex: top 3 intersections to focus on.
- Jeanne – They don't have to be in complete proximity to each other.
- Chris – No they do not have to be adjacent.
- Rick – You need more input about what are the priorities and we can have some discussion about what portion of our funding we want to provide for pedestrian improvements. We want to make sure we save enough money for supply.
- Karen – It takes a long time to get anything done in your system.
- Chris – Yes it does.
- Karen – I think we need to simultaneously have you find out if you have staff who can work on these things and what kind of schedule (can we get something in the next construction season).
- Jeanne – We did the pedestrian project on Thurman in under a year.
- Chris – It depends on the scale of the project. 18 curb extensions would have to be bid out.
- Karen – If we do four curb extensions and you tell us which ones are the priorities, we'll jump on it.
- Zef – If you want to go through Scott's contract you could do a lot of them at once, but it will take longer.
- Chris – If you are looking at something that is \$125,000 Maintenance can do it.
- Zef – The curb extensions are nice because they need to be designed, but are straight forward. The signal at 22nd Ave would be much bigger.
- Karen – What does a curb extension cost?
- Jeanne – About \$50,000 to \$75,000.
- Karen – If it is \$125,000 Maintenance can do it, so they can do about three curb extensions for that price.
- Chris – If you can say this is what we want to do this year, then we can start the process.
- Karen – I think we need a smaller group to work on this.
- Rick – The urban design project on 21st and 23rd Ave is attractive to me, but I think it needs the cooperation of Nobb Hill to put that together. The pedestrian scale street lighting might actually fit into that, might be a piece of what is done on the street.
- Mark – That's the one I was looking at also, pedestrian scale street lighting and neighborhood wayfinding. Is that in the charter of this committee? I hope it is.
- Chris – The net meter revenue can fund.
- Rick – It is indirectly related to parking because it could increase the number of people that walk instead of drive.
- Zef – If you want to focus on the urban design, let me know because if we could pull that out of the scope of my project. If it is in my project it is a side piece, it isn't really part of the project, the consultant doesn't specialize in that. It might be a good thing to break out as a separate effort with a different firm.
- Dan – Please circulate your PowerPoint with this group. I am concerned that what you have shown us is aspirational with not much funding.

New Business

- Tom – Can we discuss parking supply with the whole group?
- Rick – Yes. I think we should have a subcommittee meeting first.

- Chris – There isn't an update on the Legacy Good Sam agreement.

The next meeting is the third Wednesday in January (January 17, 2018).

Meeting adjourned.