



Fixing our Streets (FOS) Oversight Committee

Meeting Notes

Tuesday, September 14, 2021 | 5:00 – 6:00 p.m.

Virtual Meeting

Committee Chair: Ashton Simpson

Meeting Materials

Please find links to relevant meeting materials below:

- [FOS2 Projects Dashboard](#)
- [FOS1 and FOS2 Projects update](#)
- [Safe Routes to School Work Presentation](#)
- [Microsurfacing Work Presentation](#)
- [Greenway Retrofitting Work Presentation](#)

Agenda

TIME	AGENDA ITEM
5:00 p.m.	Welcome <ul style="list-style-type: none">• Welcome – Ashton Simpson, FOS Committee Chair• Director Chris Warner Updates• Revenue Forecast Update - Ty Berry
5:15 p.m.	FOS Projects update - Steve Szigethy
5:25 p.m.	Microsurfacing Work Presentation - Todd Liles
5:35 p.m.	Safe Routes to School Work Presentation - Abra McNair
5:45 p.m.	Greenway Retrofitting Work Presentation - Scott Cohen
5:50 p.m.	Comment & Announcements

Attendance

Present:

FOS Committee Members	PBOT Staff
Claire Irvan	Director Chris Warner
Claire Vlach	Hannah Schafer
Clint Culpepper	Todd Liles
Elliot Levin	Tyler Berry
Ashton Simpson	Steve Szigethy
	Abra McNair
	Matt Grumm
	Scott Cohen
	Marianna Lomanto

Absent:

Members			
Carmen Thompson	Dj Vogt	Fern Wilgus	Wayne Bauer
Dennis DeSanti	Erich Pacheco	Petra Whitacre	William Henderson

Welcome

Fixing our Streets Oversight Committee Chair, Ashton Simpson, welcomed Fixing Our Streets Committee members, PBOT staff and meeting attendees.

PBOT Director Chris Warner provided an update on some of the recent PBOT work has been doing this summer. The dry weather this summer, has allow PBOT to do painting and paving work (microsurfacing) that needs to be done when the weather is dry. Additional updates included:

- Construction Naito south of the Hawthorne bridge is ongoing, as well as the Better Naito Forever Bike way, North of the Hawthorne Bridge. Director Warner noted this is a very exciting work that's going to be very transformational for the central city.
- The Ned Flanders Crossing Bike and Pedestrian Bridge was completed this summer. This bridge connects the Northwest District and the Pearl District with a safer and more comfortable crossing over I-405.
- The construction of the North Rivergate Boulevard Overcrossing has been completed. The ribbon cutting ceremony was this summer. Director Warner described this, as an incredibly piece of infrastructure for our freight community. The North Rivergate bridge is in one of the region's largest industrial areas elevates N Rivergate Blvd over the Union Pacific railroad tracks crossing the roadway.

Tyler Berry, PBOT Financial Analyst with Business Services, provided a revenue forecast update:

- Local gas tax recovery is outpacing recovery in other revenue sources.
- July gross revenues equaled pre-Covid expectations.
- The delta impact is to be determined- significant August reduction in parking revenues.

Matt Grumm, Intergovernmental Affairs Manager and FOS staff liaison, shared with the group that the Auditor's office will soon have a 2 year update on their FOS1 audit. Matt said they will continue to watch the split between maintenance and safety.

Project Updates Presentation – Steve Szigethy, Capital Program Manager

Steve Szigethy, Capital Project Manager, provided highlights of construction activity this summer regarding the FOS1 and FOS 2 portfolio. Updates included:

- SE 136th Ave Paving and Sidewalks to Opportunity – few more weeks and this project will be complete. This was almost two miles of pavement repair from Foster up to Division. Steve indicated PBOT was able to leverage system development charge funding to get complete sidewalk on the West side of the street and protected bike lanes using concrete separators. This is one of the largest projects in FOS 1 and it's nearly complete.
- SW Naito Pkwy: I-405 – Steve shared we have two big projects with FOS funding. The southern project from 405 up to the Hawthorne Bridge (pavement reconstruction). And the addition of two-way cycle track and sidewalk on the river side of Naito and a new traffic signal on Hawthorne bridge, which will be finishing up this fall.
- SW Capitol Hwy: Multnomah Village – West Portland, Steve shared PBOT is putting a retaining wall to fit the sidewalk and bikeway and other improvements. This is another big project-\$6.5 million in FOS funds leveraging a total of \$27 million project thanks to partnership with the Water Bureau, the Bureau of Environmental Services and other PBOT funds and Oregon lottery grant.
- Steve provided one example (SE Holgate/67th RRFB) as one of the many dozens of small capital projects that has been funded by FOS.
- FOS1 recent activity:
 - **SE 136th Ave Paving & Sidewalks:** Nearly complete – check it out!
 - **SW Naito Pkwy (I-405-Hawthorne Br)** Under construction, completion this fall

- **SW Capitol Hwy: Mult. Village – West Portland:** Under construction through 2022
- **SRTS Signal Bundle:** Bid in next few weeks
- **4M Greenway:** Bid in October
- **Lloyd-Woodlawn Greenway:** Bid in January
- **SW 4th Ave:** Bid in winter, construction 2022

- Still in preliminary engineering:
 - **SRTS Sidewalks:** N Willis, NE Shaver, NE 113th, SE 174th, SW 35th
 - **SE 122nd Ave Crossings:** NE Davis, SE Clinton
 - **82nd Ave Crossings:** NE Beech, SE Ash
- FOS1:
 - ~70% complete by expenditures and ~80% complete by # of projects.
- FOS2 Updates:
 - **NE Glisan St (82nd-162nd) Lighting:** Bundled with FOS1 SRTS Signals, going to bid in a few weeks, construction 2022
 - **SE 162nd Ave (Powell-Division) paving:** Combined with FTA project, going to bid this fall, construction 2022
 - **SE 122nd Ave (Foster-Steele):** Combined with road reorg Foster-Powell (2023 construction)
 - **Stark/Washington Paving and Crossings:** Combined with federal project bringing PBLs, bus lanes (2024 construction)
 - **Microsurfacing**

Other projects are:

- Gathering topo survey
- Performing final project development
- Acquiring design resources

SE 162nd Ave: Powell-Division Paving and Safety: PBOT will be improving safety for people walking, taking transit, biking, and driving on SE 162nd Ave between SE Stark/Alder St and SE Powell Blvd. Sign up for project updates [here](#).

Question: The SE 136th Ave Paving project photo showed some trans cans right in the middle of the bike lane. Is there any education or anything going to try to avoid this? PBOT staff indicated the project manager has taken note of that and staff are working to troubleshoot.

Project Updates Presentation – Abra McNair, Transportation Demand Management Specialist, Safe Routes to School Active Transportation & Safety

Abra McNair with the Safe routes to School Active Transportation & Safety Program, provided a presentation on the Safe Route to school projects funded through the FOS1 funding.

In Construction

- **Capitol Hill Elementary Sidewalk -SW Carson from 14th to 17th Avenue -SW Carson** is the main bike/walk street for the school circulation. This project should be completed before September 26. The school is excited about using sidewalk for Walk + Roll to School Day. This project is funded by \$414k of FOS + \$233k of Quick Build.
- **David Douglas HS, Menlo Park ES Sidewalk Infill SE 130th Ave from Stark to Salmon** - This project will be wrapped this week. Project was funded by \$270k of FOS 2 money; designed in FOS 1.

Projects Completed

- **Margaret Scott Elementary crossing project NE 144th Ave & San Rafael:** This project provides a nice connection to the school and it has been completed.
- **MLK JR Elementary crossing project NE 9th & Ainsworth:** In this project, PBOT put in more visible sidewalk and it's along one of the greenways. This is a good example of a low-cost project (Approx. \$12K) with a high impact.
- **Forest Park ES crossing project NW Bartholomew & Pinnacle Dr:** Cost: \$3K

Traffic Calming Projects (speed bumps & tables)

- **Jason Lee Elementary, NE 92nd Ave:** These are speed bumps and tables that have been installed between February and August 2021; not necessarily all “back to school,” but using the opportunity of low activity on campus to get the jobs done.
- **NE Tillamook, Leodis V McDaniel cluster schools** – NE Tillamook \$70K
- **NE 92nd Ave, near Jason Lee Elementary** – 15 speed cushions - \$86K
- **SE 91st Ave, Kelly Elementary** - in construction right now, \$75K
- **SE 91st Ave, Kelly Elementary** - \$75K
- **SE 91st Ave, Kelly Elementary** - \$120K
 - **NE 41st/42nd Ave**
 - **NE Royal Ct**
 - **SE 34th Ave**

- Total \$111K for 41/42nd Ave and Royal Ct
- **SE 33rd PL** - \$30K (three bumps, 20mph signs)
- **SE Main St between 139th & 148th** - \$75K

Abra shared their team has received positive comments from the community regarding the traffic calming projects.

As far as what's next? Work orders are in for projects at:

- SW 35th at Dickinson & Huber (Jackson MS)
- SE 62nd & Flavel (Lane MS)
- NE 52nd Ave between Killingsworth & Prescott (Rigler ES)
- SW Canyon Ct & 58th (Odyssey @ East Sylvan)
- Sidewalk & Signals bundle to bid (covered by Steve Szigethy)

Question: How come none of the new sidewalks have planting strips or street trees? PBOT staff indicated that for these smaller sidewalk projects, to get more miles of sidewalk with less resources, it becomes a right-of-way issue. PBOT would have to acquire land and/or dig into the retaining walls to do the planter strips, which unfortunately gets more expensive. While sidewalks with planters is our City Standard, in some of these smaller projects, PBOT is unable to stretch the dollars to get those in.

Question: What is the difference between a speed bump and a speed table?

PBOT staff indicated Speed Tables are midblock traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed. Speed tables are longer than speed humps and flat-topped. Speed tables may be used on collector streets and/or transit and emergency response routes. In contrast, Speed Bumps are parabolic vertical traffic calming devices intended to slow traffic speeds on low volume, low speed roads.

Comment: the FOS Oversight Committee rarely gets to see Safe Routes to Schools (SRTS) projects that include infrastructure. One of the Committee members stated it might be helpful to understand what percentage of the larger PBOT Safe Routes to School budget goes to infrastructure versus programming and other things? Is that something easy to figure out? They were curious to see what that split looks like.

Microsurfacing Work Presentation – Todd Liles, P.E., Division Manager, Construction Inspection & Pavement Management

Todd Liles, P.E., Division Manager presented on the Fixing our Streets 2, slurry and microsurfacing on local streets.

Todd explained slurry seal and microsurfacing are preventive maintenance treatments that seal the roadway, fills small cracks, adds skid resistance, reduces oxidation, and adds longevity to pavement.

Todd provided an overview contrasting each treatment by the following categories: liquid asphalt emulsion, curing process, thickness, construction season, drive upon, adding life, cost, and ADA ramps.

	Slurry Seal	Microsurfacing
Liquid asphalt emulsion	Emulsified with water	Polymer-Modified
Curing process	Evaporative Break	Chemical Reaction
Thickness	1/4" to 3/8"	3/8" to 1/2"
Construction Season	Summer only	Spring / Summer / Fall
Drive upon	4 to 6 hours	1 to 2 hours
Adds Life	5 to 7 years	6 to 8 years
Cost (SY)	\$4.25	\$4.75
ADA Ramps	N/A	REQUIRED

Todd explained that the goal is to keep more of our good roads in good condition at lower cost. As well as to treat our roads in a Pavement Condition Index (PCI) 80-60 good to fair condition.

Todd provided a Slurry seal example in N Houghton showing a photo of the condition of the existing road before and after the cure.

Todd provided a Microsurfacing example at N. Ida next to Roosevelt High School before and after photos. This was a 1000 ft section (4 blocks). It took about 4 hours – equipment + parked cars. Ramps (18).

Todd shared a list of 2021 preventative maintenance streets including a treatment cost comparison as well as an overview of a typical schedule. He explained that through the year PBOT does ramp design and construction for the next year's projects (multiple job-order contracts). There are three available contractors that do this work (they are specialty contractors from out state). He said they are trying to grow the program so that more local contractors can do this work. Other key highlights Todd mentioned include:

- Constructing ramps quickly is the critical path to accomplishing more Microsurfacing
- Most local streets have deteriorated beyond a slurry seal treatment
- Ideal to find many streets close together in a neighborhood to avoid long travel
- Slurry/Microsurfacing is not a viable treatment for concrete streets
- These techniques are THE most important treatment we can be doing to preserve our local roads

Preservation treatments preserve assets condition, maximize return on investment and minimize asset failure.

Question: Can we catch things early so that streets don't get that deteriorated and expensive to fix?

PBOT staff indicated that's the goal. PBOT is trying to ramp up the program, but we need more funding to do that.

Greenway Retrofitting Work Presentation – Scott Cohen, Neighborhood Greenways Program Coordinator

Scott Cohen, Neighborhood Greenways Program Coordinator, presented on the Neighborhood Greenway Enhancement Projects.

Scott provided some background and context around the Neighborhood Greenways Program. He explained that City council directed PBOT to have our Neighborhood Greenways to meet certain operating guidelines. The second FOS package included about two and a half million dollars to start meeting those guidelines.

Greenways are:

- Quiet, slow streets
- Streets that prioritize pedestrians and people biking
- The backbone of the Safe Routes to School network
- Connectors between neighborhoods, parks, schools, and business districts
- Safe places to cross busy streets

Scott presented a 2019 FOS Neighborhood greenways map including the FOS Neighborhood Greenways retrofit projects.

Most projects feature:

- Traffic calming to bring speeds to 20mph
- Updated crosswalks
- Signs to direct people to locations and identify the route
- Pavement marking to alert about shared uses

New asset management and surface improvement is key. Scott shared they recently were able to find a contractor that is able to grind off the top of the aggregate rock and create a smooth surface so that's it's a nice and smooth riding surface. They would like to do more of this kind of work to retrofit our Neighborhood Greenways to meet operating guidelines and create streets that last longer and serve the purpose of the neighborhood greenways.

Scott also indicated that so far, they have done one speed bump project with this funding and have six in design right now.

Comment & Announcements

There were no additional comments made or announcements.

The next FOS OC Committee meeting will take place on December 14, 2021, 5pm-6pm via Zoom.

For more information about the Fixing Our Streets Oversight Committee visit the [Fixing Our Street Oversight Committee website](#).