



1120 SW Fifth Ave, Suite 1331, Portland OR 97204
Phone: 503-823-4000 Portland.gov/Transportation

Fixing Our Streets Oversight Committee (FOSOC)

Meeting Agenda

Tuesday, March 12, 2024 | 5:00 p.m. – 6:00 p.m.

Location: In-person at the Portland Building (1120 SW 5th Ave, Room 202).

Virtual: Online participants can register for this meeting at this [website](#)

Meeting Agenda

Agenda Overview	
5:00 pm	Welcome & public comment
5:05 pm	Election Law / FOS 3 & HVUT 3 Update
5:15 pm	Fixing Our Streets 2 2023 End of Year Project Report
5:25 pm	Fixing Our Streets 2 Project Updates
5:35 pm	Update on Recruitment
5:45 pm	Discussion re: Future Meeting Schedule



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Committee Meeting Members Present

Claire Vlach
Dawn Walter
Wayne Bauer
Elliot Levin
Robin Washington
Stephen McLandrich
Keith Liden
Ed Abrahamson
Erik Lawrence
Petra Whitacre

Committee Meeting Members Absent

Claire Irvan
Clint Culpepper

Portland Bureau of Transportation (PBOT) Staff

PBOT Director Millicent Williams
Matt Grumm
Shoshana Cohen
Mark Lear
Marianna Lomanto
Steven Szigethy

Welcome and Public Comment

PBOT Fixing Our Streets Oversight Committee Staff welcomed committee members and guests, both those who were joining in-person and virtually. Staff went over the Zoom meeting guidelines for attendees who were joining virtually and reviewed the meeting agenda.

Fixing Our Streets Oversight Committee meetings are open to the public and public participation is welcomed. Public comments are accepted at the beginning of each meeting. Members of the public have the option to submit their comments in advance via [email](#) or present them in person during the meetings. No public comment was provided at the March Fixing Our Streets Oversight Committee meeting.

Election Law / FOS 3 & HVUT 3 Update

Mark Lear, PBOT Resource Manager, explained the goals of the March meeting. Mark explained that per Oregon Election Law, public employees may not engage in certain political activity prohibited under ORS 260.432 while on the job during working hours or when acting in their official capacity. Mark mentioned that public bodies may use public funds to inform voters of facts pertinent to a measure if the information is not used to lead voters to support or oppose a particular position in the election. However, staff also have pointed out that ‘informational’ material may be found to ‘promote or oppose’ a measure even if it does not do so in so many words if the information presented to the public clearly favors or opposes the measure and taken as a whole, clearly is intended to generate votes for or against a measure.”

The following manual details what it means to promote or oppose, and when a public employee is considered to be “on the job during working hours”: [Restrictions on Political Advocacy by Public Employees \(oregon.gov\)](#)

PBOT staff also briefed the committee on the latest Council action on Fixing Our Streets 3/ HVUT. As of this year, the following council actions have taken place:

- In January, 2024, City Council passed a resolution referring Fixing Our Streets 2025-28 to May 21, 2024 primary election, as well as an ordinance renewing the HVUT for an additional four years.
- On March 6th, 2024, Multnomah County Elections certified Ballot Measure 26-245 Ballot Title - Renew Motor Vehicle Fuel Tax for Street Repair, Maintenance, and Safety

Fixing Our Streets 2 2023 End of Year Project Report

The next topic on the agenda was the Fixing Our Streets 2 End of Year Project Report. Steven Szigethy, Capital Delivery Division Manager, provided an overview of the report. Steven walked through project summary spreadsheets that documented the status of Fixing Our Streets work. Steve highlighted the number of completed projects and the projects currently in design.

Fixing Our Streets 2 Project Updates

Steven shared information about the SW 4th Ave Reconstruction project, scheduled for construction from April 2024 to December 2025. The construction schedule is coming up soon. For more information on the project visit: [SW Fourth Avenue Improvement Project | Portland.gov](#)

Steven also shared information on several projects that are scheduled for construction or activation in the spring, summer, and summer-fall (refer to slides 13-20 of the meeting presentation available here: [Fixing Our Streets Oversight Committee - March Meeting | Portland.gov](#))

A committee member asked about the addition of sidewalks or alternate walkways in the 2024 Neighborhood Greenways projects. PBOT staff indicated that additional sidewalks or walkways are not within the budget for these projects. However, staff noted the bureau's commitment to ensuring ADA upgrades are made during crossing improvements.

Concerns were raised regarding the costs and trade-offs of implementing alternate walkways.

PBOT staff explained that alternative walkways use existing roadways, but challenges arise in narrow streets where space is limited. However, there are various road safety enhancements and tools PBOT can use such as shoulders, as seen in SW In Motion and other Fixing Our Streets projects.

A committee member asked about traffic control plans when SW 4th Ave Reconstruction begins. PBOT staff indicated this is a long-range project and acknowledged the challenges it presents during construction. PBOT staff requested that community members should give the traffic control time. If it is not working, this will need to be addressed through the signal timing and other operational improvements.

Next, Steven Szigethy, Capital Delivery Division Manager, presented a proposal to reallocate funds within the SW Bertha Neighborhood Greenway (35th to Barbur) project. Staff recommended moving funding from a low volume section of Bertha (between SW 30th Avenue and SW Beaverton-Hillsdale Highway) to provide funding for a hardened protected bike lane on the busier part of Bertha between SW Vermont Street and SW Barbur Boulevard.

PBOT staff addressed questions and concerns from the committee, including the background of the original rationale behind striping a walking path on little SW Bertha, to relative costs in the proposed microsurfacing and protected bike lane enhancements. PBOT staff noted that the origin of striping a

walking path on SW Bertha Blvd: 30th- Beaverton- Hillsdale was identified in the Southwest in Motion Plan.

A committee member provided feedback to PBOT staff including when allocating pedestrian funds to make sure they go to other pedestrian projects, similarly with Greenway projects.

Another committee member identified themselves as a Southwest resident, voiced their support with the reallocation request. They noted the section of SW Bertha Blvd: 30th- Beaverton- Hillsdale is a section with little traffic and they support the reallocation of funds go to a section that has a higher need at this time. This sentiment was supported by another committee member who is also a Southwest resident. One more committee member voiced support for this proposal. They noted a need to explore how PBOT can make the North and South ends of the SW Bertha Blvd: Vermont-Barbur project comfortable and safer for riders, and then turn to SW Bertha Blvd: 30th- Beaverton- Hillsdale.

A committee member encouraged the committee to be mindful as they do not know who lives and may be impacted by the scope removal on SW Bertha Blvd: 30th- Beaverton- Hillsdale, while also encouraging the committee to expand in their vision of safety beyond cars.

PBOT Director Williams offered insights into this request and cautioned that SW Bertha Blvd: Vermont-Barbur project is facing costs pressures and waiting to the next meeting to decide, might be too late to meet the Fixing Our Streets projects 2 delivery goals and expectations.

Additional concerns raised included competing needs, and the importance of addressing the current cost pressure of the SW Bertha Blvd: Vermont-Barbur project, while ensuring that SW Bertha Blvd: 30th- Beaverton- Hillsdale reallocation can be addressed soon.

PBOT staff shared that if the current request is approved, they would investigate the concerns raised at the meeting around safety, costs of paving and the projected bike lane, and lighting.

The committee moved to take a vote on the SW Berta Blvd reallocation:

Neighborhood Greenways: T01058 SW Bertha Neighborhood Greenway \$450,000 to Paving Busy Streets: T01001 SW Bertha Blvd (B-H-Vermont) Paving \$700,000. The vote resulted in 10 'yes' votes, passing unanimously.

Recruitment and future meeting schedule:

PBOT staff shared there are a couple open positions on the committee that are currently vacant. Staff will provide an update on recruitment at the next FOS Oversight Committee Meeting.

Proposed adjustment to the meeting schedule to accommodate summer months and pressing topics were presented and accepted by committee members.

The meeting adjourned. The next meeting is scheduled for June 11th.