



Welcome to Fixing
Our Streets
Oversight
Committee
(FOSOC)

January 14, 2025

Guidelines for Participation

FOSOC members:

- Identify yourself before you speak
- Hold questions and comments for designated discussion times
- Raise your hand or stand name cards up when you'd like to speak

If joining remotely:

- Mute when you're not speaking
- Turn cameras on (especially when speaking)
- To promote live participation and hear your comments, please use chat for technical difficulty questions only.

If you are calling in by phone:

- *6 to unmute/mute
- *9 to raise your hand

Agenda

Time	Topic
5:00 p.m.	Welcome
5:05 p.m.	Review agenda & role of FOSOC
5:10 p.m.	Public comment
5:15 p.m.	Presentation & Vote: Paving: Smoother Streets
5:35 p.m.	Presentation & Vote: Safer Streets
6:00 p.m.	Presentation: Community Street Services
6:10 p.m.	Presentation: Heavy Vehicle Use Tax Update
6:15 p.m.	Presentation & Discussion: FOS3 look ahead and next steps

FOSOC's Role

- Monitor revenues, expenditures, and program implementation for the Fixing Our Streets program.
- Provide guidance to City Council on the effective use of new resources.
- **Review program priorities, spending, and any necessary revisions to project lists and financial plans, including the annual program audit. May make recommendation to City Council for project list revisions.**
- Monitor construction impacts to businesses, neighborhoods, and residents.
- Monitor utilization of disadvantaged, minority-owned, women-owned, emerging small businesses and service-disabled veterans business enterprises (D/M/W/ESB/SDVBE) to support community benefit.
- Provide an annual report to City Council containing the above information.

Public Comment



Fixing Our Streets 3

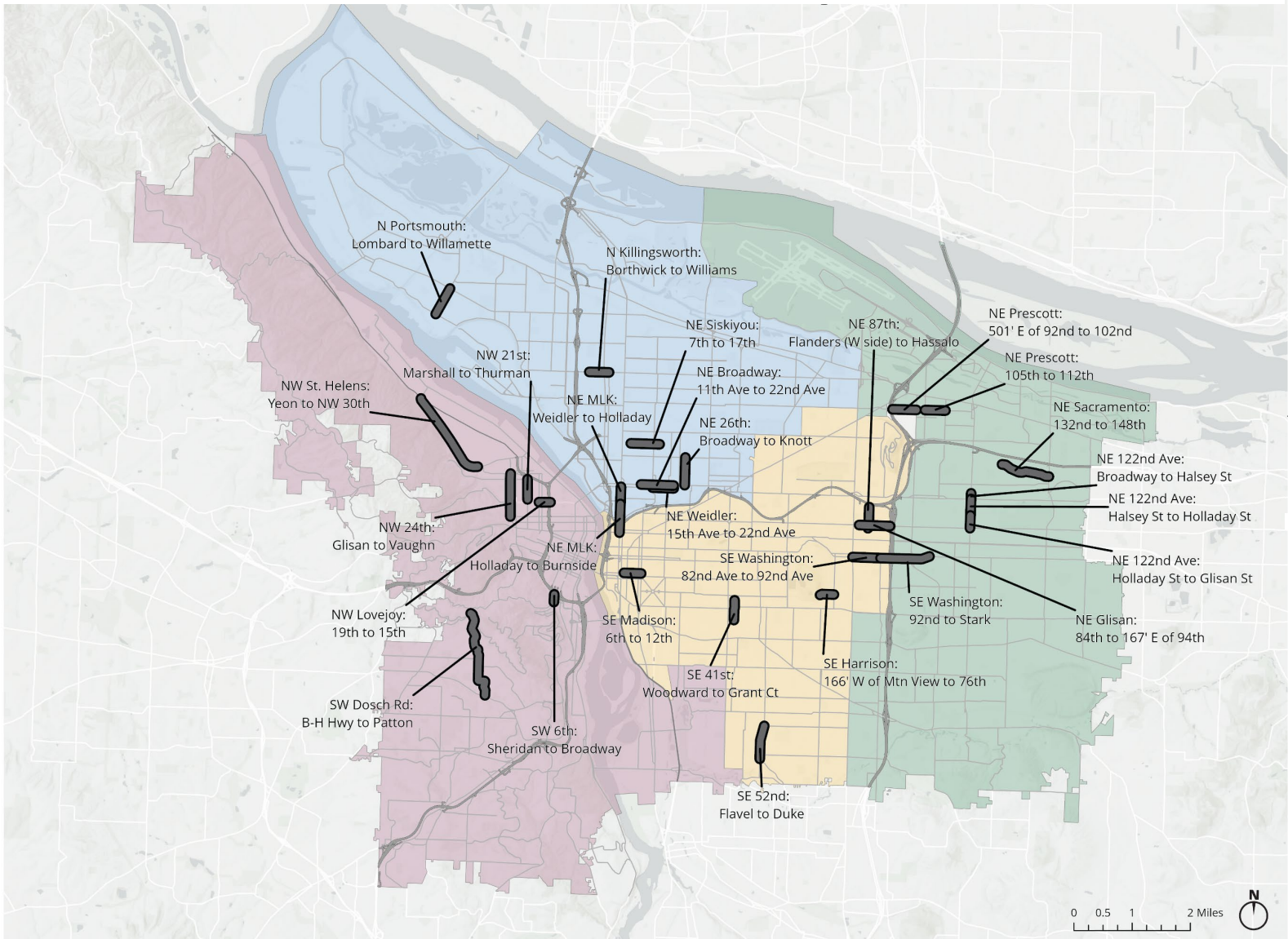


Recap: FOS3 Breakdown

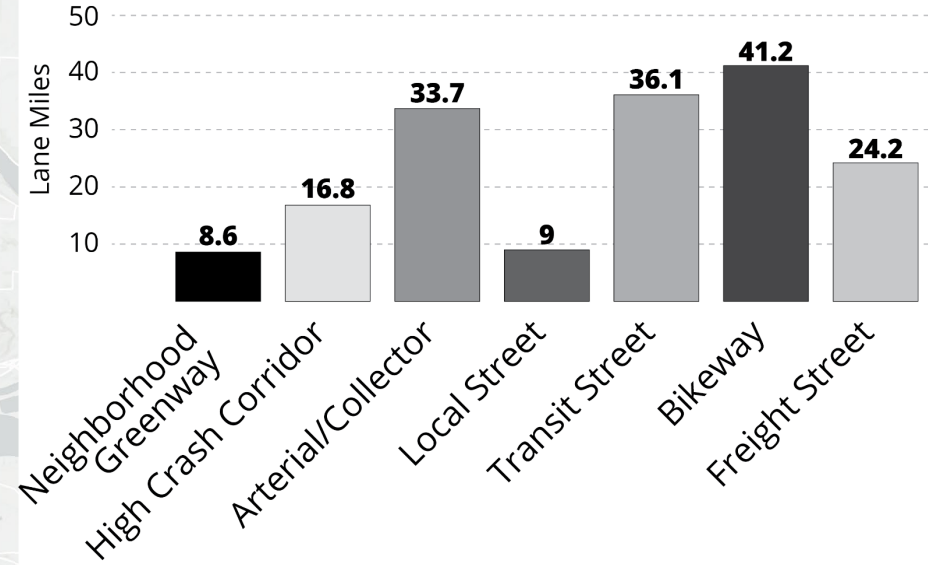


- Smoother Streets Projects
 - \$23.5 million
- Safer Streets Projects
 - \$23.5 million
- Community Street Services
 - \$23.5 million

Recap: Smoother Streets (Paving)



LANE MILES by PROJECT TYPE



GEOGRAPHIC DISTRIBUTION

Council District	Number of Projects	Lane Miles
District 1	7	10.2
District 2	8	11.1
District 3	9	10.1
District 4	6	11.3
Total (first 2-3 years)	30	42.7

Smoother Streets Recommended Paving List

PROJECT	Total Lane-Miles	District
NE 122nd Ave: Broadway to Halsey St	0.6	1
NE 122nd Ave: Halsey St to Holladay St	1.5	1
NE 122nd Ave: Holladay St to Glisan St	1.7	1
NE Prescott: 501' E of 92nd to 102nd	1.1	1
NE Prescott: 105th to 112th	1.2	1
NE Sacramento 132nd to 148th	2	1
NE 26th: Broadway to Knott	1.2	2
NE MLK: Weidler to Holladay	1.3	2
NE MLK: Holladay to Burnside	1.5	2, 3
NE Weidler: 15th Ave to 22nd Ave	1	2
NE Broadway: 11th Ave to 22nd Ave	2.4	2
NE Siskiyou: 7th to 17th	1	2
N Killingsworth: Borthwick to Williams	1	2
N Portsmouth: Lombard to Willamette	2.1	2

PROJECT	Total Lane-Miles	District
SE Washington: 82nd Ave to 92nd Ave	0.9	3
SE Washington: 92nd to Stark	3.5	1,3
SE Harrison: 166' W of Mtn View to 76th	0.5	3
NE 87th: Flanders (W side) to Hassalo	0.9	3
SE Madison: 6th to 12th	0.8	3
SE 41st: Woodward to Grant Ct	0.8	3
SE 52nd: Flavel to Duke	2	3
NE Glisan: 84th to 167' E of 94th	2.4	3
NW 21st: Marshall to Thurman	1.1	4
NW Lovejoy: 19th to 15th	0.4	4
SW Dosch Rd: B-H Hwy to Patton	3.2	4
SW 6th: Sheridan to Broadway	0.6	4
NW 24th: Glisan to Vaughn	2.2	4
NW St. Helens: Yeon to NW 30th	3.8	4

Smooother Streets Feedback

St Helens Paving Project and Montgomery Park Streetcar

- **Comment:** Is the St Helens project overlapping with the streetcar project?
- **Response:** No, they're nearby but separate.

Smoother Streets Feedback

Dosch Road Paving Project Widening Shoulders

- **Comment:** Recommendation that shoulder widening (as described in Southwest In Motion) be added to the Dosch Road Paving Project. Since there is likely not enough revenue for then entire segment – look at opportunities to wide shoulders in strategic portions such as from B-H Hwy to Boundary/Dosch Park Lane and preferably to Mitchel.
- **Response:** We do not have adequate funding for a shoulder widening project in this area. As a routine practice, the paving team looks for opportunities to maintain shoulders as a part of a routine maintenance project.

Additional Safety Enhancements Recommended Project List

This program is designed to provide additional safety elements to maintenance projects. This combines both safety and maintenance work.

PROJECT	Proposed Improvements	Investment
NE Broadway: 11th to 22nd	Lane Reconfiguration, Enhanced Bike Lane, Signage and Signal Updates, Ped Crossing Islands and Markings	\$ 750,000
NE Glisan: 84th to 167' E of 94th	Buffered/Protected Bike Lanes, Ped Crossings, Bike/Bus/Turn Lanes	\$ 400,000
SW 6th: Sheridan to Broadway (Terwilliger to SW 4th Connection)	Bike Lanes, Crossbikes, Markings	\$ 350,000
TOTAL INVESTMENT		\$ 1,500,000

Smoothen Streets Feedback

Additional Safety Enhancement - NE Broadway 11th- 22nd

- Comment: Request to modify project to provide parking protected bike infrastructure in this project segment.
- Response: We feel the project as designed will provide significant safety advantages for all modes. PBOT does not have adequate funding to provide parking protected bike infrastructure.

Smooother Streets Feedback

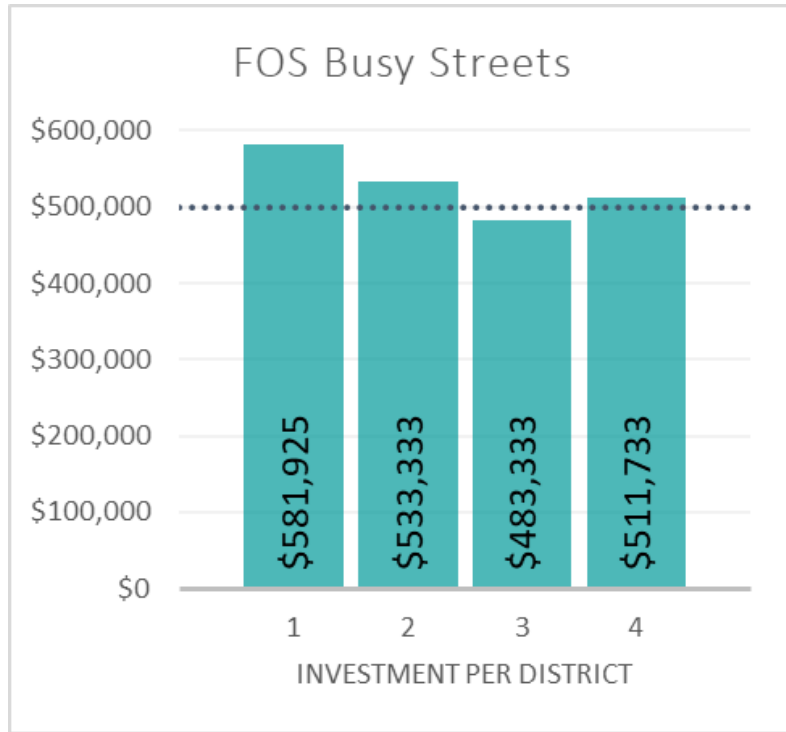
SW 6th: Sheridan to Broadway (Terwilliger to SW 4th Connection)

- **Comment:** Request to add SW 6th: Sheridan to Broadway needs to focus on the 6th/Sheridan intersection and better directional signage for motorists in particular... Also, add Top Tier SWIM project BP 02 - 6th Portal to Central City. The addition of this project would provide a safer connection across I-405 on 6th.
- **Response:** We are proposing to fund Terwilliger Trail to 4th Connector with Additional Safety Enhancements funding. We have an opportunity to leverage the SW 4th Avenue Improvement Project to create a safer connection to downtown Portland. We are continuing to exploring the addition of BP 02 as part additional work in this area.

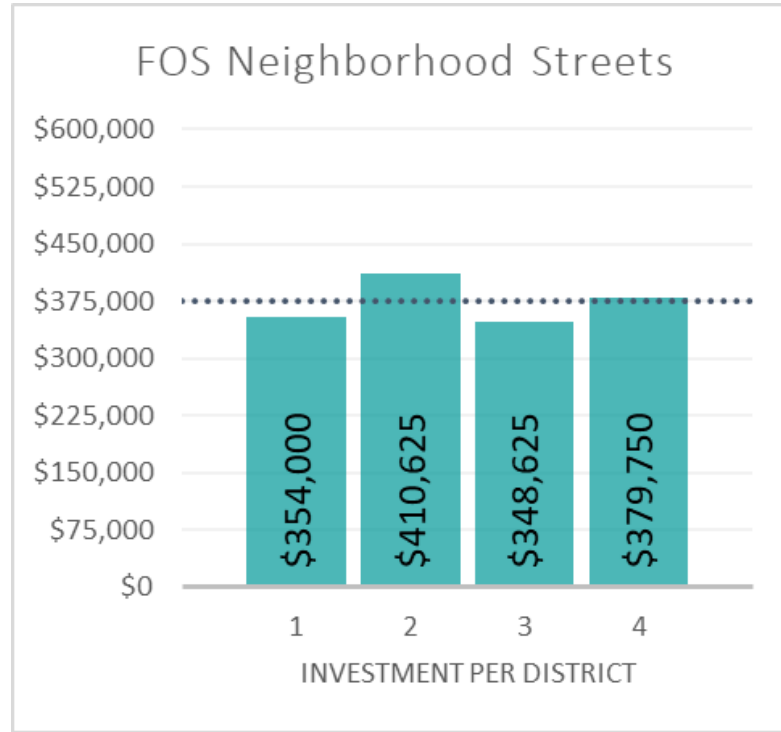
Let's Vote - Smoother Streets

- Yes – The Smoother Streets project list **is consistent** with program goals and objectives.
- No – The Smoother Streets project list is **not consistent** with program goals and objectives.

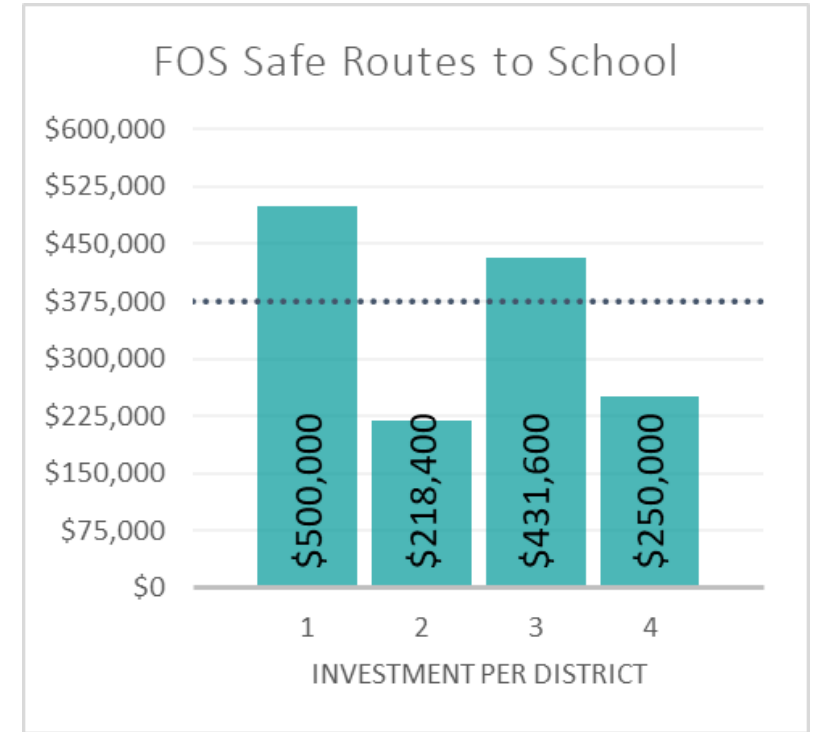
Recap: Safer Streets



Target for Years 1 & 2: \$500k per district



Target for Years 1 & 2: \$375k per district

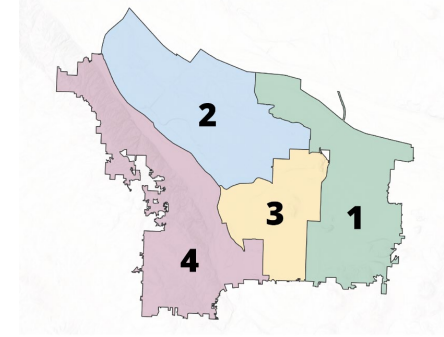


Target for Years 1 & 2: \$375k per district

All districts will receive equal investment by the end of Year 4.

Safety on Busy Streets Recommended Project List

Provide small-scale safety improvements to reduce conflicts, address high-crash locations, and lower speeds on busy streets, including new or improved crossings, sidewalks, and lighting along our busiest streets.



PROJECT	Cost	District
SE 92nd and Clinton - Ped Crossing Improvement (relocated from Boise)	\$417,000	1
NE Halsey, 160th-162nd - Crash Reduction	\$114,925	1
Safe Signal Timing Improvements: North Portland	\$150,000	2
Multimodal Signal Sensor for Safety: Multiple locations	\$100,000	3
Safe Signal Timing Improvements: W Burnside	\$128,400	4
Citywide Vision Zero Operations: Accessible Pedestrian Signal and Countdown Module Retrofits	\$200,000	Split evenly citywide
Citywide Vision Zero Operations: Protected Left Turns for Safer Intersections	\$250,000	Split evenly across districts 2, 3, 4
Citywide Vision Zero Operations: Street Lighting on High Crash Corridors	\$750,000	Split evenly across districts 2, 3, 4
TOTAL INVESTMENT	\$2,110,325	
Target	\$2,000,000	

Safety on Busy Streets Feedback

Questions regarding Smaller Safety Projects in Certain Districts

- Comment: Why are some of the projects split over all districts except for District 1?
- Response: FOS3 requires that we spend the same dollar amount in each district. The proposed crossing improvement on 92nd Avenue left less flexibility for smaller projects in District 1 in the first two years of funding.

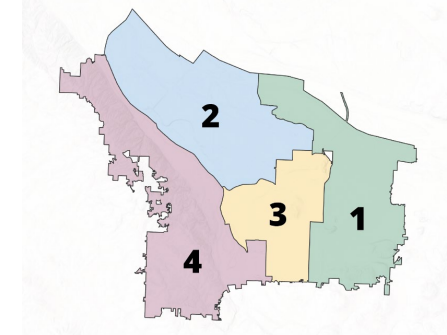
Safety on Busy Streets Feedback

Clarification regarding Safe Signal Timing Improvements

- Comment: What exactly does “Safe Signal Timing Improvements” entail?
- Response: This work can include time of day timing changes, progression speed analysis and reduction, and rest on red applications. This project will review signal parameters along three major corridors in District 2 aiming to improve the safety of the traveling public.

Safety on Neighborhood Streets Recommended Project List

Fund traffic calming such as speed bumps and diverters, crosswalks, and other improvements along our low-traffic pedestrian and bike network, especially around parks, schools, main streets, and other destinations.



PROJECT	Cost	District
"Wait Here for Green" Bike Detection Markings: Citywide	\$76,000	Split across districts 2, 3, 4
Vision Clearance: Citywide	\$50,000	Split evenly citywide
Nearhood Greenway System Improvements: "Bike Bus" Greenway Improvements - Project Development and Outreach	\$100,000	Split evenly citywide
Nearhood Greenway System Improvements: "Bike Bus" Greenway Capital Improvements	\$400,000	Split evenly citywide*
Nearhood Greenway System Improvements: Greenway Crossing Improvements (Crossbikes and Crosswalks)	\$250,000	Split evenly citywide
Nearhood Traffic Calming: NE Prescott St, NE 105th to NE 121st Pl	\$154,000	1
Nearhood Traffic Calming: NE Multnomah, NE 16th to NE 21st	\$44,000	2
Nearhood Traffic Calming: NE Knott, 21st to 33rd	\$131,000	2
Nearhood Traffic Calming: NE 74th, Halsey to Burnside	\$132,000	3
Nearhood Greenway: SW Canby St from SW 35th to Gabriel Park (SWIM)	\$30,000	4
Ped Crossing Enhancements (SWIM)	\$126,000	4
TOTAL INVESTMENT	\$1,493,000	
Target	\$1,500,000	

Safety on Neighborhood Streets Feedback (1/2)

Clarification Regarding “Bike Bus” Outreach

- Comment: Will the “Bike Bus” Neighborhood Greenway System Improvements outreach be done by PBOT staff, or through partner community organizations? Will it fund a new position?
- Response: Yes, this outreach will be done by PBOT staff. We are proposing to build on the momentum of the Safe Routes to School team’s existing outreach work with bike bus community leaders. This allocation would not fund a new position.

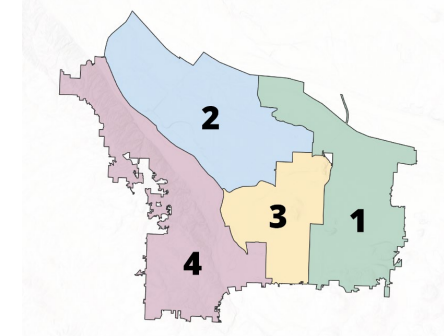
Safety on Neighborhood Streets Feedback (2/2)

Clarification Re Daylighting Intersections

- Comment: How will you work on daylighting?
- Response: We are proposing the allocation of \$50k to augment \$250k of existing funding for vision clearance. Vision clearance will reach 20-50ft from the corner, depending on location, and be implemented through signage.

Safe Routes to School Recommended Project List

Improve the safety of students and families walking, biking, and rolling to school in partnership with schools, neighborhoods, community organizations, and agencies.



PROJECT	Cost	District
Crossing Improvement (Median and Marked Crosswalks): SE 112th at Boise	\$500,000	1
High-Visibility Crosswalks on the High Crash Network: North Portland	\$218,400	2
High-Visibility Crosswalks: SE 52nd at Franklin	\$16,800	3
Intersection Improvement: NE 43rd and Royal Ct	\$42,000	3
Sidewalk Infill: SE Woodward from 57th to 58th	\$60,000	3
Sidewalk Infill: SE 62nd and Cooper	\$110,000	3
Sidewalk Infill: SE Glenwood from 44th to 45th	\$202,800	3
Street Lighting Upgrades: SW 35th from Huber to Arnold	\$250,000	4
TOTAL INVESTMENT	\$1,400,000	
Target	\$1,500,000	

Safe Routes to School Feedback

Comment Regarding Floyd Light School

- Comment: Floyd Light School needs a safer crossing at SE Stark and 108th.
- Response: We have shared this location with our Safe Routes to School team.

Safer Streets General Feedback

Request for Additional Sidewalk Services

- Comment: There is interest in seeing more sidewalk projects.
- Response: Sidewalk projects are often too expensive to fund with money intended for small capital projects, such as the Safer Streets buckets up for vote today. Fortunately, we have leverage funds available for larger projects, and we are looking into sidewalk construction opportunities. We will share more about specific leverage projects at future meetings.
- Additionally, we are looking for opportunities to fund sidewalk construction with other sources. PBOT was recently awarded \$20.6 million from PCEF to build sidewalks near schools in East Portland and Cully.

Let's Vote – Safer Streets

- Yes – The Safer Streets project list **is consistent** with program goals and objectives.
- No – The Safer Streets project list is **not consistent** with program goals and objectives.

Community Street Services Projects



- Potholes - \$5.5 million
- Signal & Lighting Maintenance - \$3.5 million
- Gravel Street Service - \$4 million
- Base Repair - \$4 million
- Safer Intersections - \$2 million
- Pedestrian, bicycle, and public space retrofits - \$2.5 million
- Traffic Calming - \$2 million

Total Community Services - \$23.5 million

Heavy Vehicle Use Tax (HVUT)

FOS3 Look Ahead

- Do you have any general guidance for FOS3 project development process for year 3 and 4?
- Are there any FOS3 projects in year 1 and 2 that you'd like to hear more about at the February and May FOSOC Meetings?

Next Steps

February:

- Share FOSOC feedback at the Capital Investment Committee.
- Update FOSOC on final FOS3 project lists.

Fixing Our Streets Oversight Committee Schedule

Next Meeting: Tuesday, February 11, 5:00-6:30 p.m.

- Working Agenda:
 - PBOT update
 - Public Comment
 - FOS Projects Update
 - Draft of FOS Annual Report 2024
 - CIC Feedback re: FOS3 and HVUT

Meeting Schedule in 2025

- Tuesday, May 13, 5:00-6:30 p.m.
- Tuesday, September 9, 5:00-6:30 p.m.
- Tuesday, December 9, 5:00-6:30 p.m.

Thank you!

