

Ed Abrahamson, Irvington, LUTC Co-Chair
Steve Cole, Irvington, Interim LUTC Co-Chair
Ken Peterson, Grant Park
Garlynn Woodsong, Concordia
Dylan Rivera, PBOT Communications Manager
Peter Wojcicki, PBOT Pavement Program Manager
Claire Adamsick, NECN Committees Coordinator

Call to Order and Introductions

PBOT's communication with NECN neighborhoods

Peter Wojcicki is PBOT's Pavement Program Manager. He oversees projects in the field such as crack-seal (cleaning streets) and fog seal (water and sun protection; acts more like wet paint on the road) on roads (upcoming N/NE projects are near Boise-Eliot school and on Going). His role is also focused on traffic signs, markings, keeping up with graffiti is one of the biggest challenges. Works somewhat with Amy Archer at ONI's graffiti abatement program.

Dylan Rivera is PBOT's communications manager and oversees a small team (3 ½ staff) of communications staff downtown that supports maintenance PBOT's maintenance yard is near the Widmer Brewery. Dylan's team also coordinates communication with PBOT's planning department (Newly, the PPP: planning, projects and policy).

Increasing use of social media tools to inform neighbors about immediate changes including traffic advisory notices as well as policy changes or proposals such as the current transportation user fee.

PBOT uses Twitter for the most up-to-date notifications on maintenance projects. It has a comprehensive media list that alerts news media as well as neighborhoods, coalitions and other stakeholders who requested alerts.

PBOT's fog-seal program is new; typically, street closures last all day and can extend several blocks. PBOT wants to improve notifications and signage, e.g. working with BTA to alert cyclists of dangers traveling on Going during a fog sealing project.

Typically, PBOT sends letters to surrounding neighborhoods of an impacted street and places door hangers on houses directly located on that street. Public traveling (via car or bike) through an area is a more difficult population to reach. Committee members encouraged cyclist-specific signage on streets where cyclists may tend to use sidewalks or ignore signage that simply says "road closed."

The Mayor and Commissioner Novick are pushing PBOT to develop a construction notification system that uses maps to identify where various road crews are working throughout the city.

District coalitions currently have a long-term relationship with BPS via its district liaison program. Is this long-term relationship possible at PBOT?

Subcommittee members expressed an interest in the opportunity to participate in the project design process. A recent example is the replacement of traffic lights at 24th and Broadway; neighbors were not consulted about options such as street trees, bioswale etc. Also, PBOT turned the stop signs at 16th & Hancock without consulting Irvington neighbors – Steve will share a copy of Irvington’s letter with Peter.

For construction projects, the challenge is that PBOT doesn’t always know when funding will kick in and once it does, projects move forward quickly. It seems that in the case of turning stop signs at 16th& Hancock, Peter conceded that the neighborhood should have been considered in the decision-making process.

Subcommittee members said that there are examples of PBOT being proactive when it comes to notifying neighbors, but the challenge is in the lack of consistent communication. PBOT does not have the resources to do what BPS is doing with the district liaison program. The District Liaisons have a counterpart at PBOT that they can theoretically notify about neighbor concerns. Peter offered to reach out to Nan Stark, NECN’s BPS district liaison, about her capacity to serve as a communications conduit to/from PBOT.

PBOT’s projects are not currently in Corporate GIS, but it is a goal of the bureau to be able to reflect multiple projects with maps accessible to the public. Peter offered to check with GIS staff for an update on this process.

Coalition offices should be well-positioned to share PBOT’s information and updates with neighborhood associations. PBOT is projecting projects on a quarterly basis as it is difficult to time weather-dependent road work.

Grant Park and Hollywood neighbors are concerned about the impact on the intersection at 33rd and Broadway as well as 37th and 39th when Grant Park Village opens. Can a study be done of the interactions of these crossings in order to evaluate flow issues -- compounded by inability to turn left on Westbound Broadway onto 33rd?

Dylan will make sure that NECN is on e-list (info@necoalition.org and claire.adamsick@necoalition.org)

PBOT will be doing a needs assessment toward understanding where public needs are around transportation improvements. It will lean on a funding advisory committee for input on the draft.



**Transportation Infrastructure Subcommittee Meeting
Thursday, June 26, 2014, 1:00 – 2:00pm
NECN Office – Conference Room
Draft Minutes**

The LUTC could review a draft list. This is about how to pay for projects that neighbors and other community groups have previously prioritized.

Parks path connectivity with streets/bikeways: paths are in Portland Parks & Rec's domain.

PBOT is planning on replacing all street signs city-wide as they are not visible/reflective.

503-823-SAFE: city hotline for traffic safety concerns.

Claire will share the transportation priorities list that the NECN-LUTC developed in late 2013 with Dylan and Peter in a follow-up email.

July Subcommittee meeting: TriMet service needs and priorities in NECN

Subcommittee members agreed to meet on Thursday, July 24th at 1pm in order to prep for an August or September TriMet speaker on the North/Central service plan.

Meeting adjourned 2:35 p.m.