

## Minutes

### SMILE Transportation Committee Meeting 2/20/25, 6:00-7:20 PM via Zoom

In attendance: Grant Huling (Chair), Andrew Holtz, Ruth Kaser, Vikki DeGaa, Ivdi Davis, Maz Schwarz, Charmain (no last name given)

**Upcoming City Transportation Meetings:** The Committee had discussed wanting to invite District 4 Counselors to visit Sellwood-Moreland, and still supports this. For now, Grant noted that the Counselors are being proactive in offering constituents opportunities to meet with them and speak to transportation-related concerns. Both meetings are recurring. Coming up within the next week:

- Traffic Safety Committee. District 4 Counselor Olivia Clark has invited residents to speak to their concerns. Taking place Monday, 2/24 at City Hall from 9:30 - 10:30 AM. Speakers should sign up to ensure their item makes the agenda.
- District 4 Land Use & Transportation Meeting: Occurring Wednesday, 2/26 from 6:30 - 8:00 PM via Zoom. Hosted by the Office of Community and Civil Life.

**PBOT Budget Shortfall:** Grant noted that PBOT anticipates a \$38 million budget deficit in the coming fiscal year starting July 1st, which is expected to materially reduce services, including potentially cutting some staffers or programs with whom the Committee has interfaced. See attached *Willamette Week* article from 2/16/25. The Committee had submitted a letter via the SMILE Board to City Council noting this issue and that it hopes for a more stable funding structure to be devised for PBOT. There were no clear ideas on how these cuts will affect the Committee beyond the notion that DIY pothole filling, or the like, may be on the table in the 18 months ahead.

**Daylighting:** PBOT has announced it will “daylight” 200 intersections in the coming two years. See Attachment B. Grant suggested that the Committee proactively suggest problem intersections to its PBOT contacts, to ensure that the most helpful daylighting happens. A productive conversation ensued, continued from an email chain, on the costs and benefits of reducing parking before shops. The example of Fetch Coffee on Bybee was given, as it used a cluster of bike racks to occupy what had been a problem parking space, effectively daylighting the intersection while still providing a new version of customer parking. Grant noted that the owner of that business had reached out previously and was concerned about the safety of that intersection, so he assumes it was indeed intended as a form of daylighting.

The Committee used screen sharing to look at the on-the-ground conditions of certain intersections, including the south end of 17th. Certain problem spots were found to already have yellow curbs and “no parking” signs, unfortunately. These intersections were discussed as potential ones for Grant to email to PBOT: Bidwell & 13th; Malden & 13th; Fulton & 13th.

**Claybourne Plaza Update:** Ruth Kaser and Vikki DeGaa gave an update on the Plaza Group's pursuit of, first, a street mural, and later, a full PBOT street plaza, at Claybourne & Milwaukie. They provided an update on the timeline: Phase 1 will be the mural only, painted by volunteers in summer 2025. From this point on, hours-long PBOT shutdowns could be requested for music of farmer's market-related event planning. Phase 2, hopefully also completed in 2025, will consist of improvements to the curb strips. Phase 3 would require a PBOT permit and would consist of a permanent shutdown of the road to cars, with benches, etc. added permanently.

They provided an update on the Plaza layout that Mark Lakeman of Communitecture (also a Plaza Group volunteer) would be completing in the weeks ahead. *[Update: These are provided as Attachment C.]*

Ruth and Vikki said that the list of improvements (benches, lights, etc.) were estimated to cost \$3,000 to \$3,500. They said that they had decided not to pursue the AARP grant that had originally been conceived as the funding source for the plaza improvements. They said that multiple essays and the proposal of a project schedule were vexing elements of the grant application. Grant said that the complexity of the AARP grant may not be worthwhile given the relatively modest budget and likely ability to fundraise from interested neighbors. Ruth and Vikki noted that the organization City Repair, with which Mark has worked, can provide both a paint discount and potentially volunteers to help with painting, albeit only if painting occurs on a handful of available calendar dates, one being mid-June.

Grant said he would reach out to SMILE Board Member and summer music programmer Jim Frisca about potentially booking one of the later summer music events in the plaza/mural space. *[Update: Due to the uncertain timing and novelty of the location, Jim declined including it in the summer music schedule, but will be glad to help with other bookings once it is more established.]*

The meeting adjourned. The next meeting will take place Wednesday March 19th from 6:00 to 7:00 PM at the SMILE Station.

**Attachment A**

**“We Will Not Be the Same Bureau,’ PBOT Director Warns as Budget Crisis Looms”**

*The Willamette Week*



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# “We Will Not Be the Same Bureau,” PBOT Director Warns as Budget Crisis Looms

Portland’s Transportation Bureau is unlikely to get a funding lifeline like it did last year to close its budget gap.

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Portland Bureau of Transportation crews fill potholes. (Chris Nesseth)

By Sophie Peel

February 16, 2025 at 7:01 pm PST

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Bureau of Transportation.

PBOT’s budget crisis, unlike that of other bureaus that suffer when the city’s general fund dips, is existential: PBOT is mostly funded by gas taxes and parking revenues. But both of those cash sources have steadily declined in recent years, leaving the bureau with a funding gap for the past seven consecutive years. (Cuts have been largely averted, though, thanks to last-minute maneuvers to fill the holes. That’s unlikely to happen this year, given the overall budget crunch.)



This year, director Millicent Williams recently told the Transportation and Infrastructure Committee, looks nothing like previous shortfalls.

Williams said Wednesday morning her bureau was staring down a \$38 million budget gap this upcoming fiscal year that, if it’s not whittled down in a meaningful way, would affect nearly every primary service the bureau provides: street and sidewalk repairs and maintenance, paving, pedestrian safety improvements, and street cleaning.

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***Related: [Portland officials neglected street paving for decades. Now your tires pay the price.](#)***

Unlike last year, when the former City Council filled much of the city’s budget holes with unanticipated excess revenue from the Portland Clean Energy Fund (including \$8 million to help close PBOT’s deficit), the current council seems unlikely to consider such moves. That leaves PBOT in a difficult, and worse, position than it was in this time last year.

“We will not be the same bureau, and we will fall even further behind,” Williams said. “Cuts at this scale are truly unprecedented for PBOT. If they go through, we are deeply concerned about our ability to deliver even the most basic transportation services.”

WILLAMETTE WEEK

committee, was people seeking shelter, “burrowing under our bridges” and causing damage: “We’ve not been able to secure them in such a way that would keep people out without it looking uninviting as a city.”

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money, Williams said, comes from the state and is therefore in suspense.”

Councilor Olivia Clark, chair of the transportation committee, said it would be “criminal” of the council not to figure out a way to make PBOT financially stable moving forward by finding other ways to fund it.

City administrator Mike Jordan is set to release his proposed budget at the end of the month. Various councilors have been emailing Jordan in recent weeks, sending him and Mayor Keith Wilson their preferences of city functions to cut to achieve a balanced budget.



**Sophie Peel**

**Sophie Peel covers City Hall and neighborhoods.**



***Willamette Week’s reporting has concrete impacts that change laws, force action from civic leaders, and drive compromised politicians from public office. [Support WW’s journalism today.](#)***

## **Attachment B**

**“Portland will daylight 200 intersections over next two years”**

*Bike Portland*





# BikePortland



## Portland will daylight 200 intersections over next two years



[Jonathan Maus \(Publisher/Editor\)](#)

February 4, 2025

 [213](#)



A large truck completely blocks visibility of a curb ramp in Portland. This type of parking is illegal in Portland. Trucks over six feet high are not allowed to parking within 50 feet of an intersection.

(Photo: Melissa Kostelecky)

The City of Portland has made a new commitment to daylight 200 more intersections over the next two years. The news comes in the form of a quiet update to the Portland Bureau of Transportation's website.

Daylighting, or what PBOT refers to as “vision clearance”, is an intersection treatment that removes visible barriers like parked cars and trucks from corners in order to improve visibility. The treatment has gained popularity among transportation advocates nationwide because of how it can radically improve safety at intersections (where most serious injury and fatal crashes occur) and it's extremely inexpensive. In Oregon it also has legal backing.

In 2020 nonprofit Oregon Walks launched a “Clear the Corners” campaign to ratchet up pressure on the City of Portland to abide by the Oregon Vehicle Code (ORS 811.550 sec

17) which says drivers can't park within 20-feet of a crosswalk. But the law makes individual cities responsible for parking regulations, and road safety activists think PBOT is using that to shirk legal requirements. Also in 2020, the City of Portland was slapped with a [lawsuit](#) brought by a person who was hit as a result of what his lawyer claims was negligence on the part of the city to enforce the daylighting law. Pressure from the lawsuit (which is still pending in the Court of Appeals) and advocates worked. In 2021, former Commissioner Jo Ann Hardesty [secured \\$200,000](#) to daylight 350 intersections.

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But as BikePortland [reported](#) one year ago, there are still way too many intersections in Portland with terrible visibility due to people parking cars at the corner.

In fact, an [analysis](#) by Portland State University student and road safety advocate Melissa Kostelecky found that there are about 4,000 intersections in Portland that should be cleared of parking. At around \$600 per intersection (the price for signs and poles at four corners), that would cost about \$2.3 million. Kostelecky's report analyzed 18,143 intersections citywide and looked at factors such as proximity to a school, presence of ADA ramps, crash history, speeding patterns, bike network connections, and so on.

Determining which corners to clear first is part of the challenge. PBOT's standard practice is to apply vision clearance standards (no parking within 20-feet of the corners) on all major paving and capital projects. But when they find extra funding, they have expanded the

scope to include more locations. The upcoming treatments will be targeted near schools, neighborhood greenways, and in designated pedestrian districts (as identified in city plans). PBOT will also respond to specific locations based on complaints. Anyone can call PBOT Parking Enforcement at 503-823-5195 (and wait for option 3) to report a dangerous corner for consideration.

The latest promise from PBOT to daylight 200 intersections will be funded from a \$50,000 commitment from the Fixing Our Streets (local gas tax) program and from a portion of PBOT's General Fund allocation for safety improvements.

View a map of eligible daylighting corridors and learn more on [PBOT's Vision Clearance website](#).



[Jonathan Maus \(Publisher/Editor\)](#)

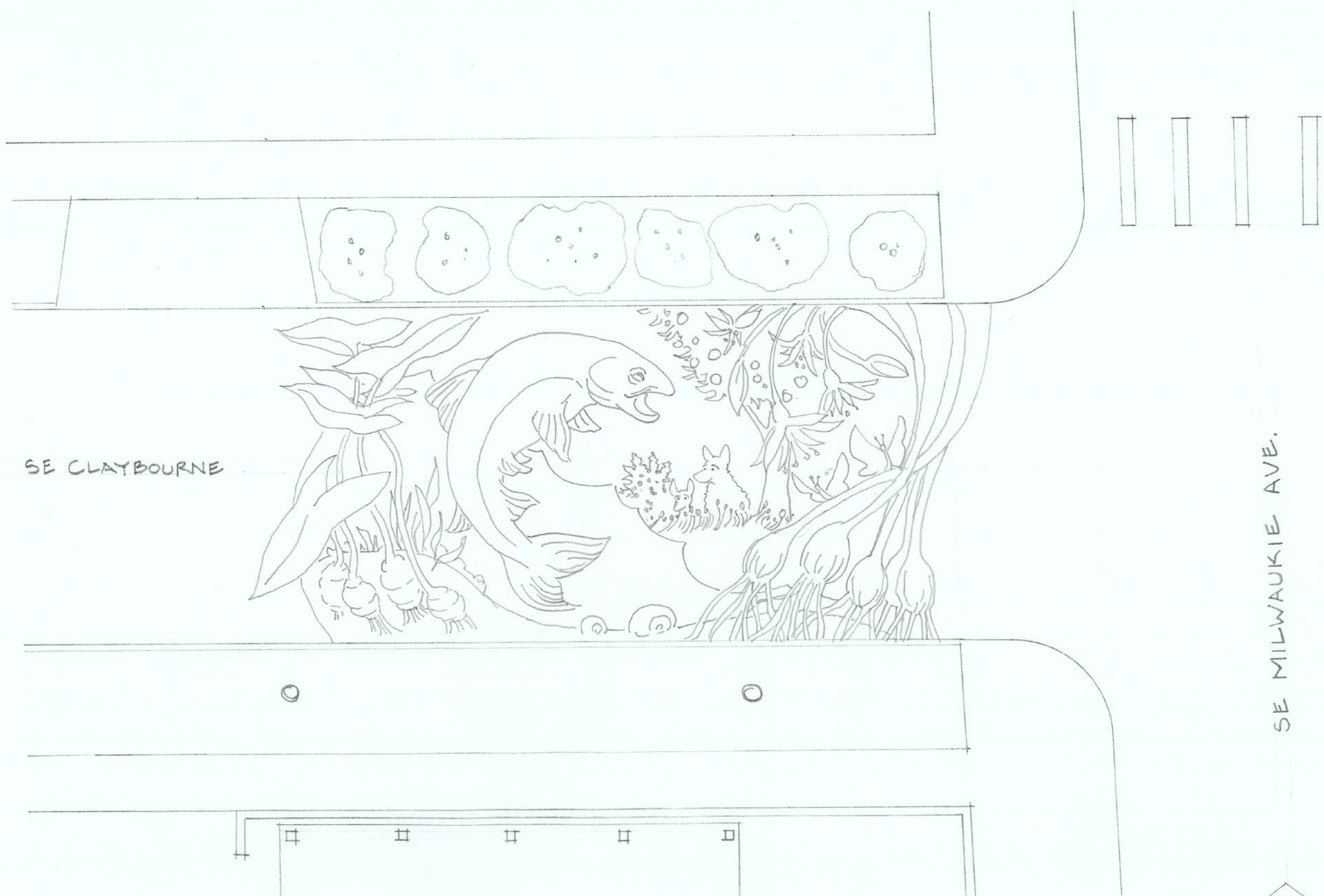
Founder of BikePortland (in 2005). Father of three. North Portlander. Basketball love  
Car driver. If you have questions or feedback about this site or my work, contact me

## **Attachment C**

**Claybourne Plaza Artistic Mock-Ups  
By Mark Lakeman & Communitecture**



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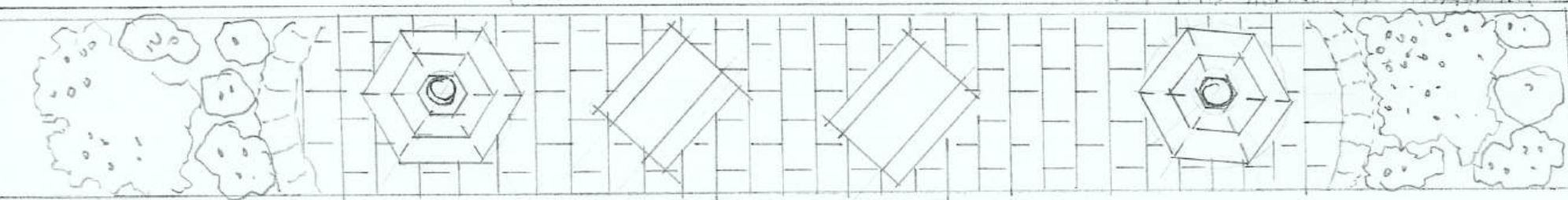
SE CLAYBOURNE PLAZA, STREET GRAPHIC PLAN



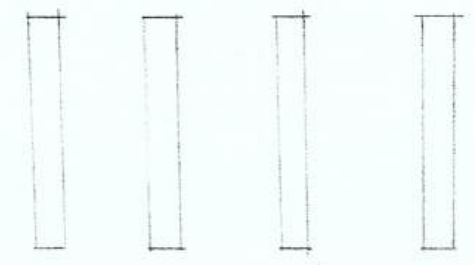
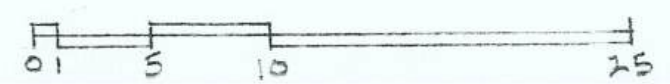
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SE CLAYBOURNE PLAZA, PHASE 1



SE CLAYBOURNE PLAZA, PHASE 2



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