

TPAC: PBOT Safe Streets Presentation
Minutes
June 3, 2020

Attendees: Susan Pearce, Carol Gosset, Deane Funk, Kristan Alldrin, Darin Lund, Ryan Hashagen, Tina McNerthney, Adam Zucker, Juliana Lukasik, Chris Armes, Chris Mahieu, Mike Sellinger, Julie Bennett, Doug Allred, Andrew Plambeck

Guests: Amber Clayton, Nick Falbo, Art Pearce

CEIC Staff: Kate Merrill, Adrienne Chaillé, Nyla Clark

Welcome, Meeting Guidelines, and Introductions

KMerrill welcomes everyone to the meeting. She goes over meeting guidelines and introduces PBOT.

[PBOT Safe Streets Presentation](#)

NFalbo introduces PBOT's safe street program. This program is designed to allow businesses increased space to service their customers as Multnomah county begins to re-open.

Amber Clayton provides a more detailed overview of their new Healthy Business program. Some items that the program is working on:

- Increased 5 minutes pick-up and drop-off zones for businesses
- Miniature plaza areas with dining available in closed streets and right of ways.
- Side Street Plaza with closed off areas on side streets rather than main closures
- Main Street Plazas

Some key information on the program:

- Permits will not have fees
- Permits will be valid until October 1
- Collaborative Ideas are encouraged
- Ideas will be reviewed on a case by case basis.

Questions / Comments:

- How will PBOT treat freight corridors?
 - It will be determined on a case by case basis.
- Do you see pick-up and drop off the same as a loading zone?
 - They have not yet seen a large demand for this so it will be handled as demand increases. At this point it is to be determined.
- How do applicants get approval and what happens if businesses want the same spot?

- We are not requiring approval from adjacent businesses for an application. You do not request the space you only request what you need and then PBOT will determine how to best reach those needs.
- How will PBOT handle giving out permits for free, while selling permits for potentially the same parking spaces at the same time? In other words how is this program being managed in Managed Parking Districts?
 - There will not be any changes to the way the permit program is handled. There will not be any pro-rate or lower charges for parking permits. PBOT views the permits as access to a large parking pool and that even if the spot right in front of your building is taken you still have access to the larger parking pool. However, this is a new program and flexible. Conversations will continue and changes made need to be made.
- How will the infrastructure (cones, signage, etc) be installed and maintained? Will this cost be covered by PBOT or building/business owners?
 - This will most likely need to be covered by the business. There are some items that can be borrowed from PBOT. PBOT is working to determine how to best handle this process with an equity lens.
- Is OLCC extending liquor licenses to on-street dining spaces as well?
 - OLCC has said that if your premise gets extended into the street so does your liquor license.
- Will you be repurposing metered parking spots?
 - They will be up for repurposing.