

**City Innovation Program  
Micro Grant Applications  
May 2015**

## City Innovation Program May 2015 Micro Grant Applications

2015 Portland World Cup Soccer Tournament – Parks .....	1
Bike Theft Task Force Action Plan – PBOT.....	3
Building Your Future with the Bureau of Development Services (BDS) – BDS .....	5
Bureau of Development Services "Bring the Public to Work Day" – BDS .....	7
Cast a Wider NET – PBEM.....	9
City of Portland Media Repository - OMF BTS.....	11
City Ride Share Application – BES .....	13
Community Center Kiosks – Parks .....	15
Community-Validated Population Count of Somalis in Portland – BPS .....	17
Crime Scene Processing Time Reduction – Police .....	19
Docking Station Memberships for Small Watercraft – BES.....	21*
Driver Safety and Education for English Language Learners – Police .....	23
East Portland Neighborhood Office, Community Activities Fund – ONI .....	25
Electronic search and set up of new business income tax accounts - BRFS – Revenue .....	27
Employee Engagement Pilot Promoting Equity and Sustainability – BPS .....	29
Expand SAP Reporting to include databases external to SAP – PBOT .....	31
Fitness in the Parks – Parks .....	33
G.R.E.A.T. Families Training for the Hispanic community – Police .....	35
House relocation program – BPS .....	37
How to Apply to City of Portland Jobs Tutorial Video – BHR .....	39
Increase Ethernet ports at Community Music Center – Parks .....	41
LED Lighting Upgrade for PBOT Operations and Maintenance Building – PBOT .....	43
Livable Streets Online Resource – PBOT .....	45
Mindfulness-Based Stress Reduction Training for First Responders – Fire & Rescue .....	47
Minority and Women Utilization Reporting – OMF-BIBS .....	49
Mobile Technology reporting of Post-Earthquake Bridge Inspections – PBOT .....	51
Multimodal transportation safety education campaign – PBOT .....	53
Permit Coordination for A Better River – BES .....	55
Public Space Lighting with renewable power – PBOT .....	57
Purchase Events Equipment for Outer East Portland Events – Parks .....	59
Reshaping Kitchen Compost Containers – BPS.....	61*
Small Business Resource Guide – PDC .....	63
Solar Water Heater Demonstration Project - Fire & Rescue .....	65
Sports Training Collaboration to Address Childhood Obesity – Parks .....	67
Strength Program Evaluation – Police .....	69
Survey Devices at Community Centers and CSC – Parks .....	71
Synergizing Transportation Projects and Program into the Future – Kaizen 2015 – PBOT .....	72
Tailgate Modification – Parks .....	75
Take Our Daughters And Sons To Work At BES Day! – BES .....	77
Treadmill Desks – Police .....	79
Using the GovDelivery web platform to improve customer service and public involvement – PBOT .....	81
Vehicle Safety Cameras – Parks.....	83
Walking & Biking Map App – PBOT .....	85

\*The implementing bureau is unable to support the proposal

## May 2015 Innovation Fund Proposals

Bureau	Proposal Title	Page
BDS	Building Your Future with the Bureau Of Development Services (BDS)	5
BDS	Bureau Of Development Services "Bring thePublic to Work Day"	7
BES	City Ride Share Application	13
BES	Docking Station Memberships for Small Watercraft	21*
BES	Permit Coordination for a Better River	55
BES	Reshaping Kitchen Compost Containers	61*
BES	Take Our Daughters And Sons To Work At BES Day!	77
BPS	Community-Validated Population CountOf Somalis inPortland	17
BPS	Employee Engagement Pilot Promoting Equity and Sustainability	29
BPS	House relocationProgram	37
Fire & Rescue	Solar Water Heater DemonstrationProject	65
Fire & Rescue	Mindfulness-Based Stress Reduction Training for First Responders	47
OMF BHR	How to Apply to City Of Portland Jobs Tutorial Video	39
OMF BIBS	Minority and Women Utilization Reporting	49
OMF BRFS Revenue	Electronic search and set up of new business income tax accounts	27
OMF BTS	City Of Portland Media Repository	11
ONI	East Portland Neighborhood Office, Community Activities Fund	25
Parks	2015 Portland World Cup Soccer Tournament	1
Parks	Community Center Kiosks	15
Parks	Fitness in theParks	33
Parks	Increase Ethernet ports at Community Music Center	41
Parks	Purchase Events Equipment for Outer East Portland Events	59
Parks	Sports Training Collaboration to Address ChildhoodObesity	67
Parks	Survey Devices at Community Centers and CSC	71
Parks	Tailgate Modification	75
Parks	Vehicle Safety Cameras	83
PBEM	Cast a Wider NET	9
PBOT	Bike Theft Task Force ActionPlan	3
PBOT	Expand SAP Reporting to include databases external to SAP	31
PBOT	LED Lighting Upgrade forPBOTOperations and Maintenance Building	43
PBOT	Livable Streets Online Resource	45
PBOT	Mobile Technology reporting Of Post Earthquake Bridge Inspections	51
PBOT	Multimodal transportation safety education campaign	53
PBOT	Public Space Lighting with renewablePower	57
PBOT	Synergizing Transportation Projects and Program into the Future Kaizen 2015	73
PBOT	Using the GovDelivery web Platform to improve customer service and Public involvement	81
PBOT	Walking & Biking Map App	85
PDC	Small Business Resource Guide	63
Police	Crime SceneProcessing Time Reduction	19
Police	Driver Safety and Education for English Language Learners	23
Police	G.R.E.A.T. Families Training for the Hispanic community	35
Police	Strength Program Evaluation	69
Police	Treadmill Desks	79

\* The implementing bureau is unable to support the proposal



## INNOVATION PROJECT PROPOSAL

---

### 2015 Portland World Cup Soccer Tournament

**Request Amount**  
\$19,000

**Lead Bureau**  
Parks and Recreation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Som Subedi/ Art Hendricks

**Phone**  
503-839-8791

#### Describe the Problem/Opportunity

Historically, investments in programs catering to the immigrant and Refugee population of the United States have been relatively scarce. Since governmental support for such agendas has been limited, PP&R is working to change this perception by addressing the needs of immigrants and Refugees within Portland's newest communities, not only investing for a good return, but for their contribution back to the system thus adding to Portland's economy.

PP&R and Immigrant and Refugee organizations have initiated "Parks for New Portlanders (PNP)" program model to build community, make New Portlanders self- sufficient, empowered, and successful through their engagement at all levels. The PNP program will create spaces through opportunities, programs, services and activities for safer transition of Portland's newest and finest communities and their youth into the mainstream. Portland World Cup Soccer Tournament is one of the projects under PNPP. Unfortunately, World Cup Soccer is being offered to Portland's communities of new immigrants without adequate financial support to demonstrate our City's commitment to our newest members. Uniforms, officials, soccer balls, awards, volunteer appreciation, etc. are all desperately needed to bring this program to proper and respectful standard. It's about time to switch on this forgotten population.

#### Describe the Proposed Solution/Strategy

PNPN has hired 7 culturally competent foreign born New Portlanders Community Youth Ambassadors who speak 12+ including English languages, who are local experts from different ethnic backgrounds. They assess the barriers and challenges of New Portlanders and advocate, organize, engage and outreach to New Portlanders through soccer and other activities. In 2014, in its fifth year of operation, the Portland World Cup Soccer program showed its diversity and changing demographics by engaging kids from 22 countries who speak 26 languages. In total, the program has reached 2,000 youth and more than three dozen under-served, under-represented and low-income communities. It also is a celebration of unity in differences and diversity. Soccer project includes career development, job opportunities for youth of color, and connections to resources and partnerships within and beyond the city limits. It brings resources to non-English speaking communities and their parents and builds connections to help keep their youth from heading into negative directions during the transition into Portland's robust mainstream. Funding from this grant will provide:

Balls, Equipment and operating supplies- \$5,000, Officials- \$6,000,  
Jerseys, t-shirts, etc.-\$6,000, Flags and Banners- \$1,000,  
Portable restrooms, wash stations, etc.-\$1,000

**Total \$19,000**

#### Potential Outcomes

The Portland World Cup is just more than just soccer. It is a win-win for everyone involved. No one loses with this investment. This shows that the city cares and promotes equity for ALL Portlanders and also gets a chance to bridge the gap between New and Old Portlanders' cultures and good practices educating both worlds. The New Portlander communities and families get an opportunity to participate in city activities

during the transition to their new home, Portland. The intent for the project is to make Portland a more equitable and welcoming city as the Mayor Charlie Hales and the City Commissioner Amanda Fritz have reflected and committed in their 2015-16 proposed budgets and programs. Last year alone, one of the youth leaders received a Gates Scholarship, another leader, a Ford Family Foundation Scholarship and yet another youth leader decided to take on a firefighter career. Civic and Economic integration are the end goals of this program.

### **Lead Bureau & Partners**

Prominent volunteering community partners like the David Douglas High School, the Bhutanese Community and African Youth and Community Organization partner the idea of soccer for New Portlanders' as a way of integrating activity, an international hook to engage youth of different cultures and backgrounds for integration into the mainstream's critical programs and services.

Also, game-changer- historic city bureaus like the New Portlanders Program, Portland Police Bureau and Portland Fire Departments are committed to partnering, building communities, providing resources and establishing good collaboration needed for the success of new Portlander families in their new home. Having their support will help to establish the current model of integration by redefining the government system through programs and services to communities of color for a more stable city, and changing their perception of their countries of origin's governments who just collected taxes from its citizens without benefits and services.

FYI-

1. NPR's story- <https://soundcloud.com/stateofthereunion/east-portland-soccer> [1]
2. Partnership with Sunday Parkways- <http://www.portlandoregon.gov/transportation/article/528952> [2]
3. National Parks and Recreation Associations has this project as a success stories- <http://www.nrpa.org/Success-Stories/Articles/2015/March/Portland-s-Soccer-World-Cup--More-than-just-a-Sport/> [3]

This project seeks \$ 19,000.00 total Innovation grant.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/2015-portland-world-cup-soccer-tournament>

### **Links**

[1] <https://soundcloud.com/stateofthereunion/east-portland-soccer>

[2] <http://www.portlandoregon.gov/transportation/article/528952>

[3] <http://www.nrpa.org/Success-Stories/Articles/2015/March/Portland-s-Soccer-World-Cup--More-than-just-a-Sport/>



## INNOVATION PROJECT PROPOSAL

---

### Bike Theft Task Force Action Plan

**Request Amount**  
10,000

**Lead Bureau**  
Portland Bureau of Transportation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Margi Bradway

**Phone**  
503-823-5667

#### Describe the Problem/Opportunity

In 2014, over 3,000 bikes were reported stolen in Portland. The Portland Police Bureau (PPB) estimates thousands of additional bikes are stolen every year and go unreported. In response to the growing bike theft problem, the chief of police has challenged the city to reduce reported bike theft by 50% in five years.

In response, the Portland Bureau of Transportation (PBOT), PPB and a number of organizations have banded together to create the Bike Theft Task Force, a public/private consortium formed to jointly combat Portland's serious and growing problem:

- Combined with unreported thefts, the cost to Portland cyclists is over of \$2M annually, with the average price of over \$700 per stolen bike.
- Reported bike thefts have doubled since 2010.
- Coordinated efforts among PPB, PBOT, and the private sector has just begun; defined roles and responsibilities remain unclear.
- The PPB recovers over 1,000 stolen bikes annually, but cannot return them to owners because of lack of registration.
- Bike theft has a disproportionate impact on low-income persons who rely on a bike as a means of transportation.
- Bike theft is costing Portland residents millions of dollars, creating a barrier to cycling.

The newly formed Bike Theft Task Force and the city need an action-oriented plan and new tools to tackle the complex problem.

#### Describe the Proposed Solution/Strategy

The Bike Theft Task Force proposes the creation of a 5-year action plan to identify immediate and future strategies to meet Chief of Police O'Dea's challenge. The 5-year Bike Theft Action Plan will include research into best practices from other cities around the world (for example, London has a bike theft program) and conduct a gap analysis of where Portland could improve. The plan will include rankings for effectiveness and costs, while laying out a detailed step-by-step prescription for significantly reducing bike theft in Portland.

In addition to the 5-year Bike Theft Action Plan, immediate actions are required to both inform the strategies included in the plan and to begin the hard work of stemming the wave of bike thefts engulfing Portland. The proposed strategies for immediate action include:

- Purchasing equipment for creating "bait bikes," which are bikes with electronic tracking equipment used as decoys to snare thieves involved in larger fencing operations and deploying them in high-theft locations.
- Bike registration education and outreach at heavily attended community events, such as Sunday Parkways, Bridge Pedal, and other events to help Portlanders record their bike serial numbers immediately. Recording a bike serial number allows people to claim their stolen bikes if recovered by the police.

## **Potential Outcomes**

Before the creation of the Bike Theft Task Force the city had little to no cooperation among agencies and private industry to combat the growing problem. For example, there are currently three different websites, different printed outreach materials, and varying messages to bike owners and riders. The task force will leverage resources and cooperation and bring teamwork throughout city agencies and private industry to tackle the rise of stolen bikes in the city.

As Chief O'Dea stated at a recent press conference, a stolen bike is not simply a property crime or an issue for bicyclists, but that "bike theft is often tied to drug use, home burglaries, and other criminal behaviors." Bike theft is a livability and business environment issue for the city, particularly in the Downtown and Northwest districts, which account for 25% of all reported stolen bikes. By systematically planning for and fighting the growing issue, Portland has the opportunity to lower crime, increase neighborhood livability and business vitality, and keep people bicycling.

Stolen bicycles also disproportionately impact people with lower incomes, who rely on their bicycles for transportation more than middle and high income households and have fewer resources to replace a stolen bike. By creating a framework for tackling bike theft, this grant has the opportunity to provide an even greater impact to lower-income Portlanders.

## **Lead Bureau & Partners**

Portland Bureau of Transportation  
Portland Police Bureau  
Project 529 (Bike Theft Task Force member and bike registration service) BikeIndex.org (Bike Theft Task Force member and bike registration service) Jonathan Maus (Bike Theft Task Force member and editor of bikeportland.org)

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/bike-theft-task-force-action-plan>



## INNOVATION PROJECT PROPOSAL

---

### Building Your Future with the Bureau of Development Services (BDS)

**Request Amount**  
\$10,000

**Lead Bureau**  
Development Services

**Proposal Status**  
Pending Approval

**Primary Contact**  
Rod Beard

**Phone**  
503-823-4616

#### Describe the Problem/Opportunity

The “problem” is the lack of public awareness particularly among children and young adults in regards to city bureaus, both in terms of employment and general purpose, other than the Police Bureaus and Fire Departments.

This is an opportunity for the Bureau of Development Services to promote the bureau to the general public, but more importantly to younger people who may be on the verge of looking for future careers themselves or even if they are unsure of what they want to do in the future by giving them an opportunity with the city government in BDS that they may not have otherwise been exposed to.

#### Describe the Proposed Solution/Strategy

My proposed strategy is a type of outreach program designed to introduce children and younger adults to the Bureau of Development Services and show them the work we do and the impact we have on Portland and their communities. Many of the individuals in this age group primarily think of jobs related to the city as being either a policeman or fireman. I believe this can greatly improve customer service to the community and city customers by educating them on the particulars of what the Bureau of Development Services does including how we improve the city and keep the buildings and people who live in them safe through our work, among other things.

We are asking for this micro-grant to develop an in-depth curriculum for this program that explains in detail the activities we would put together, materials we would need for putting informational booklets and similar hand-outs for the kids together, and a thorough guide of the curriculum outlining how to guide activities and what to discuss that BDS employees can take with them when they visit schools and other organizations that we are able to take our program to. In addition to contacting potential partners and other bureaus ourselves we would need funding for advertising as there are numerous ways to get the word out about our program including social media, television commercials, and ads in local newspapers and magazines.

#### Potential Outcomes

Ideally, this program would be able to spread the word about the Bureau of Development services to the general community, specifically the younger generation who have little to no idea about what this particular department does and what its employees do for their community. Hopefully there will be a new generation of kids who think of the Department of Development Services as a viable career path in the future especially if they are considering a career with the City of Portland.

On the side of the Bureau of Development Services, as the program develops the target outcome would be a group of individuals from BDS who become familiar with the curriculum we develop for this program (with the help of this micro-grant) who regularly visit schools and organizations that we develop a relationship, and eventual partnership with. While attending these places the individuals from BDS will have hand-outs for the kids, activities they participate in as a group and individually, and information on BDS ranging from the type of work we do to possible careers they can pursue in the future all based on a detailed, and easily understood curriculum that we are able to develop with this micro-grant.

Activities for participants may include: a ride-along with inspectors, viewing permits from around the city (ideally plans from areas that community participants are familiar with to give them a sense of being “connected”), and other activities that educates and shows aspects of our bureau.

### **Lead Bureau & Partners**

Lead bureau: Bureau of Development Services.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/building-your-future-bureau-development-services-bds>



## INNOVATION PROJECT PROPOSAL

---

### Bureau of Development Services "Bring the Public to Work Day"

**Request Amount**  
\$10,000

**Lead Bureau**  
Development Services

**Proposal Status**  
Pending Approval

**Primary Contact**  
Rod Beard

**Phone**  
503-863-4616

#### Describe the Problem/Opportunity

The opportunity is a chance to show the public the inner workings of the Bureau of Development Services (BDS). This would be beneficial particularly for individuals who are unlikely or unable to physically attend a "real" open house or one of the BDS presentations offered to members of the community. Besides those customers who come into the bureau and go through the permitting process themselves I believe it is difficult to get a grasp on exactly what our bureau does on a daily basis, and more importantly, how it serves the City of Portland.

#### Describe the Proposed Solution/Strategy

Pick one staff position a month and provide a web based "virtual" look into the bureau and its different parts. With a camera follow, job shadow, etc. a particular Bureau of Development Services employee or team for the "day" while they go about doing their job. It does not need to be a long, high-production valued movie but at the very least a sampling of various movie clips and pictures that will give the viewing public a good idea of what we as individuals do in our individual jobs or as a team working for the Department of Development Services, as well as highlighting specific points where an individual's job and the work they do directly effects the community and/or city customers. On that same page is a forum, message board, or similar area where individuals who experience the "Take the Public to Work Day" can post impressions and ask questions of the individual who was selected to be shadowed that day. It may not be feasible to have the city employee sitting at a computer for an indefinite amount of time on the forums so they can answer questions and talk with people live, but it would be possible to have them read the posted questions and comments and post answers and replies the next day or within a reasonable amount of time.

#### Potential Outcomes

The desired outcome is a chance to improve customer service for community and city customers by allowing them a forum where they can ask in depth questions, post comments and suggestions, and receive timely feedback from city employees whose jobs they now have a clear understanding of. This can also be a way for individuals to communicate with each other and ask more experienced customers who may have first-hand experience completing similar projects or going through the same city process someone new to the Bureau of Development Services and its processes are having to currently deal with. This can be a way for them to answer questions and offer suggestions and help, in addition to city employees who may only see the process from their perspective.

#### Lead Bureau & Partners

Lead bureau is the Bureau of Development Services, including our IT department and Digitization Team. While we do not have any specific organizations confirmed as partners outside of the bureau we would be pursuing those that have knowledge and experience in digital production. There are also internal bureaus within the City of Portland we would be pursuing, such as the Bureau of Technology Services and the Bureau of Human Resources.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/bureau-development-services-bring-public-work-day>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### Cast a Wider NET

**Request Amount**  
\$9,000

**Lead Bureau**  
Bureau of Emergency Management

**Proposal Status**  
Pending Approval

**Primary Contact**  
Jeremy Van Keuren

**Phone**  
503-823-4122

### Describe the Problem/Opportunity

Since 1994, Portland's Neighborhood Emergency Team (NET) program has empowered Portland communities to be ready to help themselves and their neighbors following a citywide disaster or major emergency. Currently, Portland has over 625 active NET volunteers operating in 45 neighborhoods. The 30-hour basic training instructed by Portland firefighters trains on search and rescue, disaster medical triage, radio communications, emergency utility shutoff, community organizing and more so that neighborhoods can help themselves and rely less on professional emergency responders immediately following a disaster.

The NET program has grown in recent months and is at a critical turning point. In January 2013, there were 159 applicants to the NET program. Today, there are 787. Heightened awareness of our region's earthquake vulnerability and PBEM's own outreach efforts have significantly stepped up interest in the NET program. However, Portland Fire & Rescue (PF&R) must pay firefighters overtime pay in order to train NET volunteers. Therefore, they must limit the number of classes instructed each year to four; PBEM and PF&R only graduate approximately 150 to 300 NET volunteers a year. Most applicants wait approximately a year and half to get a seat in class, by which time they may have moved on.

The requested grant funds would allow PBEM to train up the majority of the NET applicant backlog in one year.

### Describe the Proposed Solution/Strategy

Class size in NET is limited by the availability of funds to pay overtime to PF&R trainers. The more people are added to a class, the greater number of trainers are needed in order to ensure a productive and acceptable trainer/trainee ratio. Class size is also limited by venue capacity: most classrooms available to us free of charge hold a maximum of 50 to 60 trainees.

The requested grant funds would allow us to make a one-time increase in the capacity of our basic training program to eliminate the current trainee applicant backlog with two exceptionally large classes. The grant would add a paid trainer to two of the classes PF&R already funds in their budget. This investment would be matched and leveraged by volunteer NET trainers who have agreed to assist the paid trainers in order to ensure a productive trainer/trainee ratio. Funds would also allow us to rent a larger venue for the two classes in order to include a larger number of trainees.

The total added cost per class would be approximately \$4,500 per class, for a total request of \$9,000.

### Potential Outcomes

The immediate benefit of the two enlarged classes will be to eliminate at least 60% of the NET applicant backlog (up to 240 in each class). Recruitment for the two classes will focus on populations underserved by emergency preparedness initiatives; particularly New Portlanders and communities of color.

NET programming increases efficiencies in several ways. According to FEMA, in the aftermath of major disasters, 94% to 98% of all persons rescued are rescued by their neighbors. NET provides community

members with the skills they need in order to carry out rescues safely and effectively. Emergency professionals such as PF&R will be highly over-committed after a major disaster (such as a Cascadia Subduction Zone earthquake), making NET a crucial part of the City's response force. Many NETs also learn advanced radio communications in order to connect communities to the City's Emergency Coordination Center (ECC) after a disaster that shuts down cell phones and other usual means of communications.

NET strengthens communities through promoting neighbors knowing neighbors and planning together. Key parts of NET include developing neighborhood disaster plans and one-on-one outreach to persons with disabilities.

Finally, NET volunteers are "force multipliers" in their neighborhoods as community leaders for disaster preparedness, and organizing spontaneous volunteers after an emergency to save lives and property.

### **Lead Bureau & Partners**

Lead bureau: Portland Bureau of Emergency Management (PBEM) Partners:  
Portland Fire & Rescue (PF&R) The Jeff Morris Foundation American Red Cross  
Multnomah County Amateur Radio Emergency Services (ARES)

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/cast-wider-net>



## INNOVATION PROJECT PROPOSAL

---

### City of Portland Media Repository

**Request Amount**  
2,500

**Lead Bureau**  
OMF Technology Services

**Proposal Status**  
Pending Approval

**Primary Contact**  
Chris Nelson

**Phone:** 503-823-4378

#### Describe the Problem/Opportunity

Currently when designers and developers are creating new media for digital and print they are faced with tracking down and purchasing stock photography or searching for images with the appropriate open source or fair use licensing. Or digging through folders of hundreds or even thousands of files on shared drives. This process can be very time consuming and costly. If a bureau is lucky enough to have a cache of photography they have the rights to, it is hard to search through and rarely shared with other bureaus.

#### Describe the Proposed Solution/Strategy

My proposed solution is to have a central media repository where designers and developers from across the city can all access the same high quality imagery. It will be easily searchable and open to all to contribute to, so when employees are sent out to capture pictures for bureaus they will be able to upload and share them after tagging them with the appropriate categories for fast easy lookup. Files will also be able to be marked for who can access them as well, if they only want to share within their own bureau, as opposed to all bureaus.

So later if anyone is looking for a photo of a building inspector in the field they will only have to login to the website and filter by Bureau of Development Services or Inspector to view download and use high-quality images in their new work. The system can also generate multiple pre-defined sizes for download as well as the full high resolution version.

Since the city already has the infrastructure ([ecm.portlandoregon.gov](http://ecm.portlandoregon.gov) [1]), most of the time in this project will be spent gathering information from potential users of the system so that it will be most useful.

#### Potential Outcomes

Lots of time, energy, and expense will be saved by all designers and developers throughout the city. Nobody will be burdened save for the time involved in requirements gathering. The project will ensure high quality imagery will be available for use on all outward facing media projects. Bureaus won't have to waste their time reviewing and licensing proprietary software that is clunky and hard to use.

#### Lead Bureau & Partners

Bureau of Technology Services

Bureau of Planning and Sustainability (Thanks Kevin!) Bureau of Development Services (Thanks Ross!)

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/city-portland-media-repository>

#### Links

[1] <http://ecm.portlandoregon.gov>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### City Ride Share Application

**Request Amount**  
\$20,000

**Lead Bureau**  
Environmental Services

**Proposal Status**  
Pending Approval

**Primary Contact**  
Anita Strong

**Phone**  
503-823-5600

#### Describe the Problem/Opportunity

The City conducts a large amount of meetings and trainings in various locations with people arriving from various locations which are often in close proximity. These people unknowingly take individual cars when they could car pool if they knew they were going to the same meeting/training or knew they worked in close proximity and were going to the same meeting/training, thus saving money on gas and saving on parking if a meeting/training is downtown. Also, in locations where parking is limited it would be helpful to be able to car pool.

An example potential savings for 1 meeting: a 2 hour monthly meeting downtown that is attended by 3 employees from our Water Pollution Control Lab and 1 employee from our Wastewater Treatment Plant. These locations are within 2 miles of each other so all 4 employees could car pool together which would be a yearly total of \$60 for parking and using the government standard reimbursement rate of .57 per mile (8 miles each way) I calculated a total of \$329. If each employee takes an individual vehicle, the parking is \$280 and the mileage is \$438. The potential savings for car pool on this one meeting for 4 people over a year span is \$509. I realize that our gas savings are probably not as much as the government standard reimbursement rates but I still think it could be significant.

#### Describe the Proposed Solution/Strategy

Create a calendar application possibly using information already in Outlook that would allow employees to see who is in their meeting, where they work and be able to set up a car pool maybe with an invite. Start with Environmental Services as a pilot Bureau and possibly make it available City wide.

#### Potential Outcomes

The City will save money on gas, parking and wear on vehicles. It will be an opportunity to network and get to know fellow employees which fosters better working relationships. It will decrease the amount of vehicles on the road which is better for the environment and less wear on the City streets. It also fits in with the City TRIP employee incentive program already in place to car pool or use public transportation. The only potential burden would be to OMF Technology Services to create the application.

#### Lead Bureau & Partners

Environmental Services would be the lead Bureau to give guidance on original idea parameters and serve as a pilot Bureau to provide feedback

OMF Technology Services would serve as a partner to help develop a computer application and make any necessary adjustments. I am working with Elizabeth Mitchell on this part.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/city-ride-share-application>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### Community Center Kiosks

**Request Amount**  
\$20,000

**Lead Bureau**  
Parks and Recreation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Sam Sachs

**Phone**  
503-936-1540

#### Describe the Problem/Opportunity

The problem is that currently the only way to apply for a job with the city is through on-line or a computer. This is a problem for many community members who may not be able to afford a computer or have access to one. It also can create a barrier for those in the disabled community who may need some kind of assistance or also don't have access to on line applications. Child care is a huge barrier as well.

#### Describe the Proposed Solution/Strategy

The proposed solution: Designate East Portland community center initially as a city application center and furnish on-line application kiosk in the community center as a pilot project. Human resource will hire a person to be stationed at the site for certain days and certain hours to assist community center staff on how to operate the kiosk and how to assist those who may have specific needs when filling out the applications. Parents can let their children play in the gym or game room while they are applying for a job. Other community centers will follow after we work out the kinks in the Pilot Project.

#### Potential Outcomes

Those who will benefit my hope is; that single mother or father who can't afford child care or a Trimet pass to go find a friend or someplace else to fill out the application, but can easily walk down to Charles Jordan Community Center or Matt Dishman and fill it out. Others are those with disability's that may need assistance or don't have access or transportation to get to a place where they can fill out the on-line application, but a community center is more accessible.

#### Lead Bureau & Partners

Portland Parks & Recreation Bureau of Human Resources

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/community-center-kiosks-0>

# THE CITY INNOVATION FUND

## CALL FOR MICRO-GRANT IDEAS (\$20,000 or less)

Fill in the expandable shaded areas. No more than one page please.

<b>Project Title:</b>	ADDENDUM - Community Center Kiosks	<b>Innovation Request Amount:</b>	\$20,000		
<b>Primary Contact:</b>	Margaret Evans	<b>Phone:</b>	(503)823-5118	<b>Bureau:</b>	Portland Parks & Recreation

### Describe the Problem/Opportunity:

What is the challenge your proposal seeks to address, or opportunity it seeks to create?

This request is an addendum to the original micro grant idea submitted by Sam Sachs (copy attached). The original request provided the following problem statement:

The problem is that currently the only way to apply for a job with the city is through on-line or a computer. This is a problem for many community members who may not be able to afford a computer or have access to one. It also can create a barrier for those in the disabled community who may need some kind of assistance or also don't have access to on line applications. Child care is a huge barrier as well.

### Describe the Proposed Solution/Strategy:

What is your idea for solving this problem or creating this opportunity?

The original idea warranted further analysis. Portland Parks & Recreation (PP&R) and the Bureau of Human Resources partnered together to conduct an analysis and plan of action. The analysis included site inspections at certain community centers to identify a viable location. East Portland Community Center (EPCC) was identified as the best location for a pilot kiosk. The PP&R and BHR partners have agreed to provide the following:

**PP&R** – EPCC would host the kiosk. The structure for the computer kiosk terminal would consist of an ADA compliant computer work station table 60 inches long by 24 inches deep. This table would allow for wheelchair access for two users at a time and would be height adjustable. The computer CPU case would be housed in a secure cage mounted under the table and users would have access to a monitor, keyboard, mouse, USB hub, and page scanner on the tabletop. Existing power receptacles are in place and sufficient for the project's needs. Additional kiosk features would include media racks on either side of the table for printed NeoGov help materials, and pin board installed behind the table area to hold multi-lingual posters and other training materials and information. Estimated materials and labor is \$10,000.

**BHR** - There is a need to have a person on site to assist users with some of the basic computer skills required to effectively use NeoGov. For the pilot we propose 600 hours of time. We would work with community groups such as Work Systems, Inc. and IRCO to hire a person who is computer savvy and has strong verbal communication and interpersonal skills. An intern who is interested in human resources from PSU or another institution is another potential source for this resource. This "NeoGov assistant" would report to BHR, be trained in NeoGov and would have technical back up from seasoned Sr. HR Analysts who are responsible for the city's recruitments via telephone support. There will also be written job aids as further supplementation. The hours would need to be flexible as we envision providing a staffed kiosk in late afternoon/early evening hours and on one weekend day to ensure potential applicants who are currently employed have access to this service. Estimated staffing cost is \$10,000.

### Potential Outcomes:

Who might benefit from the idea being implemented? Who might be burdened? How does this project make Portland, and/or the City organization, better? Does it promote equity? Does it create efficiencies?

Community members and partner organizations that need the assistance in providing accessibility and resources to competitively be considered for City of Portland employment. The location of EPCC will directly provide a valuable resource to residents of East Portland.

### Lead Bureau & Partners:

List lead bureau and other bureaus, nonprofits, and public/private sector organizations involved with implementing your idea. **Please note: Prior to the Innovation Review Panel making any recommendation on this proposal, you must confirm that all partners needed to implement the idea have agreed to sign on.**

Portland Parks & Recreation and Bureau of Human Resources



## INNOVATION PROJECT PROPOSAL

---

### Community-Validated Population Count of Somalis in Portland

**Request Amount**  
10,000

**Lead Bureau**  
Planning & Sustainability

**Proposal Status**  
Pending Approval

**Primary Contact**  
Uma Krishnan

**Phone**  
503-823-5771

#### Describe the Problem/Opportunity

Portland is home to a sizable foreign-born population. People from Somalia, Romania, and Ukraine are all in this mix and add to the racial and cultural diversity of Portland. However, population estimate and location of minority groups like the Somalis is not available from the Census for reasons of undercount, confidentiality and classification system. This means there is no reliable answer to: How many Somalis/Romanians/Ukrainians live in Portland and Where? For Somalis, the answer for population ranges from just over 1,000 to perhaps 13,000! Location is equally uncertain.

At the same time, need exists amongst City bureaus to address this issue. Following request from a City staff highlights the need:

*"In reviewing the PCC report I've made comments to Metro about the concentration of Somalis along Capitol Highway near Markham School and the mosque close to there. They said they have no references for this other than me saying so. And honestly, I've only said it because I have heard other City staff say this. "*

In light of the City's commitment to equity, there is interest to pursue alternate approaches like the "Community-Validated Population Count" to address population count and possibly location issues of minority groups. This proposal is a pilot to determine a more accurate count and location of the Somalis that then can be extended to other minority groups.

#### Describe the Proposed Solution/Strategy

The population count and location issue of the Somali community can be addressed using the *Community-Validated approach*. This is an evidence based approach involving the use of an independent primary source (like membership in Somali American Council of Oregon) and triangulating that data with other available sources/research to arrive at an estimate and location.

Possible sources for data triangulation:

1. Custom tabulation from Census. The minimum cost for such requests is \$3000;
2. Oregon Department of Education student enrollment data;

Additional resources:

1. Curry-Stevens, A. & Coalition of Communities of Color (2013). *The African Immigrant and Refugee Community in Multnomah County: An Unsettling Profile*. Portland, OR: Portland State University.
2. Tuepker, A., Boise, L., Onadeko, F. & Gipson, T. (2011). What's in a number? Counting the African population of Portland, Oregon: Methods, issues and implications for community health collaborators. *International Journal of Migration, Health and Social Care*, 7(4), 164-173.

#### Potential Outcomes

Addressing the population count issue is just the start of acknowledging and understanding minority

communities like the Somalis. This effort can act as an endorsement to the strength and presence of Somalis in Portland. The beneficiaries are not just the Somalis. Multiple Bureaus like BPS, PHB, ONI, PBOT, Parks, Water etc. can plan effective outreach and active engagement of this community based on a better understanding of how many people actually belong to this community.

Additionally, basic count helps in evaluating the impact of large planning and capital infrastructure projects and other programs on specific minority communities like the Somalis. Further, knowing the count can help with translation/interpretation decisions and help promote cost efficiencies.

This effort does indeed promote equity and has the potential to make the City government more inclusive. Not just the benefits but also the responsibilities can be better shared when we know something as basic as: How many? Where?

### **Lead Bureau & Partners**

Lead Bureau: Bureau of Planning & Sustainability; Potential partners: Office of Equity; ONI; Coalition of Communities of Color

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/community-validated-population-count-somalis-portland>



## INNOVATION PROJECT PROPOSAL

---

### Crime Scene Processing Time Reduction

**Request Amount**  
\$8,895

**Lead Bureau**  
Police Bureau

**Proposal Status**  
Pending Approval

**Primary Contact**  
Christopher Wormdahl

**Phone**  
971-255-7845

#### Describe the Problem/Opportunity

Homicide crime scenes in the City of Portland are documented with 3D laser scanning technology that captures the physical measurements of all scanned objects. This documentation measurement technology utilizes a panoramic image for investigators, District Attorneys, and Juries to view the scene and take measurements of objects in a web based viewing software called, TruView.

At scenes, criminalists obtain scans from multiple locations to capture all possible viewpoints, eliminate shadow areas and capture data for analysis of bloodstain or trajectories. Depending on the size and location of a crime scene, one to as many as several dozen scans can be required. The image acquisition process requires the majority of time as the scanner's camera captures 279 images for a 270° by 360° panoramic image. The capture time is increased and quality is decreased in the photographic images when the scene is poorly illuminated at indoor or evening light conditions due to the scanner utilizing a lower resolution camera. The capture time of the panoramic images require approximately 9 minutes per location scanned. On average, seven scan locations are needed to capture a scene. The cumulative capture time of the panoramic images (9 minutes x 7 scans = 63 minutes) has created a substantial delay in allowing homicide investigators access to the scene to initiate their examination of the physical scene.

#### Describe the Proposed Solution/Strategy

**Time savings:** The Forensic Evidence Division (FED) is seeking to reduce the capture time of the panoramic image capture process. They are seeking funding to purchase an IStar panoramic camera. In normal lighting conditions, the iStar Fusion camera captures and stitches the required image in 30 seconds. The high speed automated panoramic camera reduces image capture time by approximately eight minutes. This savings is significant when multiple scans are required to document a scene.

**Improve work product:** FED would like to use the IStar camera to improve the photographic images obtained in low light scenes as a second goal. The scanner's camera does not obtain quality images in low light. Currently panoramic images in low light are either not taken, or are of substandard quality. Even with the addition of external lights illuminating the scene, the scanner's camera does not provide a high quality panoramic image. The requested IStar camera is designed for high dynamic image capture in low light and can obtain this 360 degree image in approximately 2 ½ minutes.

The use of the IStar camera will ensure color data is mapped to laser scanned (point cloud) data allowing higher quality post production animations and witness views to be produced.

#### Potential Outcomes

Investigators will be the first to benefit from the implementation of this request. Quicker access to scenes to begin the investigative process and access to better preserved data will move an investigation forward. The District Attorney's office will also benefit from this grant by receiving better quality evidence to show juries a clearer picture of what occurred on scene.

This request makes the City and the Police Bureau better and more efficient by creating a higher quality work product in a shorter amount of time. The documentation phase of crime scene investigations is critical.

Fragile evidence needs to be preserved as fast as possible on victims and physical evidence to prevent destruction or degradation by the elements. Additionally, it will create savings in work flow and hours at a scene which equate to a fiscal savings for the city.

This proposal will support equity and human rights by allowing the Bureau to effectively investigate and preserve the dignity of victims and care for the emotional stress of victim's families. It has not been uncommon for homicide victims to remain in the street for hours while their families have stood at the perimeter tape while the scene is being documented. A significant reduction in documentation time allows for the medical examiner to assess and remove the victim from the public view and shorten this stressful moment.

### **Lead Bureau & Partners**

Multnomah County District Attorney's Office

City Risk Management

State Medical Examiner's Office

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/crime-scene-processing-time-reduction>



## INNOVATION PROJECT PROPOSAL

---

### Docking Station Memberships for Small Watercraft

**Request Amount**  
\$20,000

**Lead Bureau**  
Parks and Recreation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Ruben Gonzalez-Baird

**Phone**  
503-823-0547

#### Describe the Problem/Opportunity

Citizens utilizing the Willamette River are restricted in their use of small watercraft (canoes, kayaks, etc.). While there are access points along the river, there are no areas to secure them. This decreases the use of watercraft as transportation and leaves it restricted to a recreational activity revolving around the access point in which a car is parked. Without a car, use of small watercraft are virtually impossible.

By relying on vehicles to consistently get the watercraft to and from the river, we are ignoring an area that can be more environmentally healthy. This also does not support people who have switched to bicycles or other means of transportation. We have a clear opportunity to utilize our park areas along the waterfront to create a system to meet the demand of our citizens to have access to our wonderful river running through the heart of the city.

#### Describe the Proposed Solution/Strategy

Our start-up company will manage enclosed areas for personal watercraft storage along the Willamette River. By starting with four areas along the river (two on the east side and two on the west side) we can have access for people to store their personal watercraft. By making it a low-cost membership, not only does this open up the waterway for apartment dwellers and bicyclists, but also creates a means of using the personal watercraft for transportation purposes.

The storage areas I am proposing to build and manage will be docking stations for people. It will benefit bicyclists (who will no longer need a car with a rack to transport it), people who don't have room at their own home to store a craft, and people who wish to use their boats for transportation. By creating a membership system with access to any of the docking stations, members can make trips through the Willamette with areas to store their watercraft.

#### Potential Outcomes

By approving this venture, the Willamette River and the parks associated with it will be available and utilized by many more citizens. Along with fostering mutually beneficial relationships between the city and small private businesses, the landscape of the river itself will improve. The waterway will not be seen as an area to paddle around in a big loop, only to return to one's car, but rather a route of transit as well as recreation. Citizens who did not have means of transport or to store a small watercraft can now enjoy what the Willamette has to offer for a healthy, environmentally friendly activity.

#### Lead Bureau & Partners

Our start-up company will work in partnership with Portland Parks & Recreation to select and approve sites for the initial pilot venture. We will identify other stakeholders and partners as needed. We have notified a PPR outreach representative regarding our proposal and we were encouraged to submit our proposal to the Innovation Fund; we are awaiting buy-in from bureau leadership. Ruben Gonzalez-Baird, P.E. (BES) will serve as the City of Portland contact and Project Consultant.

**Source URL:** <http://innovate.portlandoregon.gov/proposal/docking-station-memberships-small-watercraft>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### Driver Safety and Education for English Language Learners

**Request Amount**  
\$20,000

**Lead Bureau**  
Police Bureau

**Proposal Status**  
Pending Approval

**Primary Contact**  
Sergeant David Abrahamson

**Phone**  
503 793-3837

#### Describe the Problem/Opportunity

Currently there is not driver education training provided for immigrants in Oregon or materials to properly educate them. Only students under 18 qualify for ODOT subsidy for driver’s education courses taught in English. Additionally, the only printed version of the Oregon Driver’s Manual is in English and Spanish.

Because of this, our roadways and court rooms are inundated with traffic safety issues related to immigrants who have not been properly trained or equipped to drive on our highway system; As a sergeant overseeing the Major Crash Team for Portland Police Bureau and Traffic Investigations Unit, we are seeing an adverse effect from the lack of training and equitable resources available.

Secondly, as the vision of the program is multi-faceted, and as it has been more difficult to connect threads with diverse cultures in our community, this program would be a catalyst providing the Police Bureau with the opportunity to solidify relationships within diverse cultural groups, while also educating and empowering safe driver’s on our roadways. Currently, a panel of members from ODOT, Oregon Impact, PBOT, PPB Trainers and the Traffic Division have met monthly to address this issue, but lacks funding to make this vision a reality in our community.

This program attempts to provide equitable driver safety training and printed material for the English Language Learners within our community.

#### Describe the Proposed Solution/Strategy

- The primary objective is for PPB police officers to educate, train and empower cultural diverse communities, new immigrants and ESL students in the Portland
- Metropolitan area with classroom and hands-on driver’s education training will be conducted at Portland Police Bureau’s Training Facility, thus improving awareness and traffic safety in our community
- Secondly, we plan on printing the Driver's Manual in Russian/Urkanian
- Lastly, through this we expect that the ominous presence of the police uniform will be broken down and pre-dispositions removed between police and IRNPs. To further this, we plan on partnering with language and cultural-specific organizations in order to leverage connections and the effectiveness of this program. Currently there are 19 different languages spoken by members of the Portland Police Bureau; it would be beneficial to have officers present during training in order to represent our diverse Bureau, to place students at greater ease, and to further the depth of relationships within these communities.
- Curriculum and specifics are being vetted through a subcommittee: ODOT, Oregon Impact, PBOT, PPB Trainers and the Traffic Division. ODOT’s Driver Education curriculum has been made available.

## **Potential Outcomes**

Our hope is that we will be able to provide printed material in languages for ELL community groups, and long term, new immigrants will have tools available which will equip them with the ability to safely travel on our road way systems; ultimately reducing serious crashes and saving lives. Secondly, we purpose to equip cultures with hands-on driver training who will then take the training/skills back to their families and communities and a ripple effect will occur within their culture.

## **Lead Bureau & Partners**

Currently, the curriculum and specifics of this vision are being vetted through a subcommittee which meets monthly: ODOT, Oregon Impact, PBOT, PPB Trainers and the Traffic Division. ODOT's Driver Education curriculum has been made available.

Relationships have been built with the following communities and leaders from the Russian Speaking Network, Slavic Advisory Council, Latino Learning Community, African Youth and Community Organization, Bhutanese Organization of USA have all met with us and provided input to where they see the need for driver education and vulnerable road users within their communities. In addition, the ESL program from Mount Hood Community College, which has nearly 2000 students is partnering and allowing students to participate in the program.

Our hope is that other government entities who are involved will see the need and benefit for this and find long term funding for this rapidly growing issue.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/driver-safety-and-education-english-language-learners>



## INNOVATION PROJECT PROPOSAL

---

### East Portland Neighborhood Office, Community Activities Fund

**Request Amount**  
\$10,000

**Lead Bureau**  
Neighborhood Involvement

**Proposal Status**  
Pending Approval

**Primary Contact**  
Richard Bixby

**Phone**  
503-823-4051

#### Describe the Problem/Opportunity

We seek to increase, broaden, and deepen the reach of the East Portland Neighborhood Office (EPNO) into many East Portland communities, including those the City and EPNO have not historically served well. This will allow us to support their community building, leadership development, and civic involvement.

#### Describe the Proposed Solution/Strategy

A simple funding mechanism, a Community Activities Fund, is our strategy for increasing participation. We ran an initial test of the fund this spring. Small amounts of money (\$20-\$750) to support community building and civic engagement activities were offered through a competitive process to groups working in East Portland. A one page request form and half page report form were required. It was cost-effective and efficient to administer while being simple and accessible for community members.

The initial results of our spring 2015 trial Community Activities Fund were astonishing. We received 22 requests for a total of over three times the funds available. Eighty percent of the requests and ninety percent of the funded projects were from groups and communities we have not served well. Projects funded were wide ranging – from “Prescott Elementary Earth and Garden Day” to “Oregon Bhutanes Community of Oregon Elections.” Community projects are happening as we submit this; new relationships are being forged between EPNO/the City and community groups.

We are requesting \$10,000 in order to continue developing this model. We will use the project reports from the spring awardees and additional feedback from community participants in reviewing and amending the process.

#### Potential Outcomes

EPNO and City bureaus benefit from increased civic involvement from diverse communities. Those funded directly benefit. Examples from this spring include:

“Multicultural Youth Soccer” a project aimed at building confidence, community leadership, and teamwork in immigrant and refugee youth and “ZOMI Association USA Annual Meeting” which serves as a community building and community forum event. We intend to share the results with other coalition offices and City programs that work in direct partnership with community so that they too might benefit from our model and lessons learned.

EPNO staff will see an initial small increase in workload. Although a similar funding mechanisms is already used to support Neighborhood Association activities and thus the money disbursement method is tried and true, the extension of support to additional groups may result in a slightly increased workload for ONI’s financial analyst. However, a small amount of money distributed in the community is a cost-effective and efficient means to engage the broader community. In this model EPNO assists the community, rather than doing for the community.

This project promotes equity. As our spring test runs shows, this funding stream is accessible to communities who have not been well served by the City in the past.

#### Lead Bureau & Partners

The lead office is the East Portland Neighborhood Office under the Office of Neighborhood Involvement. A key partner is the New Portlander Programs also under the Office of Neighborhood Involvement.

The other partners are those that spread the word about this opportunity and, most importantly, those community groups funded and with whom we strengthen our relationship and support their community building efforts.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/east-portland-neighborhood-office-community-activities-fund>



## INNOVATION PROJECT PROPOSAL

---

### Electronic search and set up of new business income tax accounts

<b>Request Amount</b> \$9,500	<b>Lead Bureau</b> OMF Revenue & Financial Services	<b>Proposal Status</b> Pending Approval
<b>Primary Contact</b> Scott Ellertson	<b>Phone</b> 503-964-0501	

#### Describe the Problem/Opportunity

Reduce manual research and set up of new business income tax accounts. Provide better customer service to new business income tax accounts by speeding up the entry of their account registrations.

In 2014 the Revenue Division set up 8,493 accounts of which 60% (5,096) had to be set up manually. Approximately 35 accounts can be researched and set up in the typical day by a Revenue and Tax Specialist. That equates to about 145 days of work for someone earning between \$20.84 - \$25.74 per hour.

#### Describe the Proposed Solution/Strategy

Develop an in-house program using existing software that would:

1. Scan in the data from the 2D barcoded tax return that do not have an account number (as is currently used for tax return entry for existing accounts). Electronically search the Revenue Division tax data base to see if an account already exists. Avoid typing in the three separate manual search criteria of tax id, name, and address (this info is captured in the barcode).
2. Allow a more thorough initial search for an existing account by RTS staff in the mailroom. This would dramatically reduce the requirement for a second search that is currently done by higher compensated staff to ensure duplicate accounts are not created.
3. If no account exists, allow RTS staff to use the information (tax id, reporting period, tax account name and address, and tax account start date) in the barcode for setting up the account. Creating an interface/module to do this work speeds account set up by not having to manually type in the information.

#### Potential Outcomes

Benefits:

1. Customers registering via paper form get their accounts set up faster
2. Free up higher paid staff for collection work tasks by shifting account set up to a lower paid classification (RTS I)
3. Account research and set up drops by 50% and saves approximately \$15,347 PER YEAR in staff time. This time savings can be redirected to collection activities, which increase general fund revenues.

Burdened:

1. RTS I staff would need additional training and have the responsibility of creating accounts. However, the current manual account lookup process would be replaced with the much faster 2D barcode process and easily offset the duties for creating the accounts.

## **Lead Bureau & Partners**

Programming will be done by the current Revenue Division contractor - Compass Computing Group. Funding request covers development, testing, roll out and maintenance.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/electronic-search-and-set-new-business-income-tax-accounts>



## INNOVATION PROJECT PROPOSAL

---

### Employee Engagement Pilot Promoting Equity and Sustainability

**Request Amount**  
\$10,300

**Lead Bureau**  
Planning & Sustainability

**Proposal Status**  
Pending Approval

**Primary Contact**  
Pam Neild

**Phone**  
503-823-0231

#### Describe the Problem/Opportunity

The City of Portland has been a longstanding and vocal proponent of equity and environmental sustainability within its operations. Bureaus have undertaken numerous efforts to integrate these values into the City workplace, and for good reason: research shows that engagement around these issues has a measurable and positive effect on productivity, retention, and recruiting.

However, attempts to engage City employees on these values have been fragmented, with multiple programs trying to engage staff independently of each other. In addition, due to varying work schedules and responsibilities, not all employees have equal access to participate in activities or share experiences related to these topics. Administratively, the City’s decentralized bureau structure presents challenges to coordination, and the effectiveness of existing efforts can be difficult to quantify.

The proposal described below breaks out into the following categories: The WeSpire contract totals \$9,500 \$500 is reserved for recognition prizes, such as coffee cards from Happy Cup.

BTS has confirmed that no interaction with Portlandoregon.gov is necessary, but \$300 is reserved for interface review.

Total request = \$10,300.

#### Describe the Proposed Solution/Strategy

This pilot seeks to test the impact of a web-based platform as a tool to add value to the City’s existing employee engagement programs. This platform would establish an interactive hub to streamline the two-way flow of information between employees and program administrators around internal equity and environmental resources. Users would shape their own involvement by self-selecting from a list of pre-populated actions. We believe such a system would increase engagement opportunities for employees with demanding and/or non-traditional schedules, foster knowledge sharing, embed these behaviors more deeply in the organizational culture, and contribute to the City being a workplace of choice.

A cross-bureau team will test the [WeSpire \[1\]](#) platform (we invite reviewers to view the video). WeSpire is a proven tool (current users include eBay and MGM Resorts International) that applies lessons from behavioral science and social media to engage employees around given issues. It allows users to choose projects, track progress, share their successes, and receive encouragement through an interactive online or mobile tool. Moreover, it enables the City to measure and report outcomes. This pilot allows us to test the software with little cost and minimal risk. The team will test the platform among 400 City staff, gaging their interest and troubleshooting issues in a contained manner. (And at a quarter of the cost!)

#### Potential Outcomes

This pilot would support a number of City goals and policies. By fostering City-wide engagement and action, it directly reinforces the 2030 Environmental Performance Objectives (Resolution Number 37121) and Portland’s commitment to the recognition and removal of systemic barriers (OEHR Mission Statement) and Making Equity Real (the Portland Plan). In addition, we expect two categories of benefit for this project:

**Results-based:** By using this platform, pilot participants will adopt behaviors that contribute to equity and sustainability objectives across the City of Portland. We will be able to track levels of action across the organization and the concrete outcomes such as cost savings, self-reported action, and waste avoided.

**Process-based:** By deploying this software, lead bureaus and partners will gain the information needed to judge whether this type of solution is an effective way to engage City of Portland employees around different issues. Metrics to gage success include:

- Hours spent administering software per employee served and usage trends throughout the pilot period
- Number and type of actions taken by users throughout the pilot period and levels of inter-bureau participation in different behavioral categories
- Ease of use as an employee engagement tool and any associated efficiencies from cross-program coordination

### **Lead Bureau & Partners**

Lead bureaus: BPS and OEHR (*Note: only one Lead Bureau was allowed on the drop down above*)

Partner bureaus: OMF Procurement, OMF Facilities, BTS Private sector organizations: WeSpire Inc.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/employee-engagement-pilot-promoting-equity-and-sustainability>

### **Links**

[1] <http://www.wespire.com/>



## INNOVATION PROJECT PROPOSAL

---

### Expand SAP Reporting to include databases external to SAP

**Request Amount**  
\$10,000

**Lead Bureau**  
Portland Bureau of Transportation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Ken Kinoshita

**Phone**  
503-823-7140

#### Describe the Problem/Opportunity

Currently, PBOT has a work order system, Maximo, to capture its maintenance costs for the various maintenance activities the Bureau engages in. Maximo provides a variety of functionality to PBOT's Maintenance Operations Group including the use of GIS, asset management data, budget to actual reporting and costing information that provides a cost per accomplishment/"widget". The latter is particularly useful in tracking the efficiency of maintenance crews when comparing actual costs to a planning standard for the activity.

Unfortunately, not all the costs that are incurred are captured in Maximo. Costs of interagency services to the Maintenance Operations Group, p-card and purchase orders purchases processed in SAP, services provided by other PBOT sections outside of the Maintenance Operations Group and accounting journal entries in SAP are not reflected in Maximo.

PBOT Finance currently has to track and provide additional information using spreadsheets to give to managers. This is a labor intensive effort. An alternative solution used by The Bureaus of Environmental Services and Water is to do double entry into SAP & their work order systems. This, too, is very labor intensive.

#### Describe the Proposed Solution/Strategy

PBOT would work with BTS to provide a programming/reporting solution.

#### Potential Outcomes

PBOT and other bureaus that have a work order system that is external to SAP. This will create hours of labor savings and provide managers accurate financial information to evaluate their costs against budget and planning standards.

#### Lead Bureau & Partners

BTS & PBOT

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/expand-sap-reporting-include-databases-external-sap>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### Fitness in the Parks - A Free Outdoor Fitness Program

**Request Amount**  
\$20,000

**Lead Bureau**  
Parks and Recreation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Megan Dirks

**Phone**  
503-823-5135

#### Describe the Problem/Opportunity

Income level shouldn't determine health outcomes, but it often does. By offering free outdoor fitness classes in our parks throughout the City, we remove two important barriers:

- Cost: Fitness class fees, and/or membership at a community center or gym is still too high for many Portlanders. Even for those who can afford the fees, but need extra motivation to exercise, costs may still be a barrier to participation.
- Convenience: People are busy, and it can be difficult for people at all income levels to make time for exercise. By bringing free fitness classes and family friendly activities to parks throughout the City, and by offering classes at lunchtime, in the evenings, and on weekends, we can make a healthy lifestyle more convenient and accessible for more people.

#### Describe the Proposed Solution/Strategy

A number of U.S. cities offer free outdoor fitness classes, including New York City, St. Paul, MN, San Antonio, TX, and Buffalo, NY. Based on these models, Portland Parks & Recreation will pilot a free outdoor fitness program for twelve weeks (with four free classes per day) in summer 2016. The program will run in conjunction with Summer Free for All, which will allow us to piggyback marketing efforts.

The program will include 12 neighborhood parks and nature trails (2-3 in each area of the city: SE, NE, N, SW, NW, and East). We will select locations away from community centers, so that we can target neighborhoods that don't already have easy access to fitness classes.

#### Possible Classes Include

- Boot Camp
- Interval Training Cardio Dance Cardio Kickboxing
- Pilates
- Yoga
- Family Yoga
- Kids Running & Exercise training Youth sports conditioning Zumba
- Circuit Training
- Family Fitness
- Tai Chi
- Strength Training
- Lunch Crunch (20 - 30 minute ab workouts)
- Walking groups - Social Walk, Power Walk, 5K Training Running groups

#### Potential Outcomes

##### Improve the health and well-being of individuals and communities

- This program will help reduce obesity and incidence of chronic disease by providing opportunities to

increase physical activity in a variety of forms.

- This is an opportunity to support good health for people of all abilities, ages, socio-economic backgrounds, and ethnicities.
- Exercising outdoors provides a connection to nature, which studies demonstrate relieves stress levels, tightens interpersonal relationships, and improves mental health.

### **Increase capacity, remove obstacles to participation, and serve more Portlanders**

- We have limited capacity in our community centers. We are able to serve more Portlanders by moving fitness classes to our many open spaces, and offering classes for free.

### **Educate families about the importance of physical activity and healthy lifestyle choices**

- Active adults enjoy better health, and pass along the values of physical activity to their children.

### **Activate our parks**

- Piloted for summer 2016, and running in conjunction with Summer Free For All, this program is another way to promote positive use in our parks.

### **Lead Bureau & Partners**

- Lead Bureau: Portland Parks & Recreation
- An outdoor fitness program is scalable. With initial investment from the City's Innovation Micro-grant at \$20,000, we could offer 12 weeks of programming (4 free classes per day) for summer 2016. This includes the cost of fitness instructors (approx. \$10,800), as well as a 6 month, 0.5 fte program coordinator (approx. \$8,640), and materials (approx. \$500). Any additional funds, and/or volunteer hours, secured through partnerships or grants, would be used to expand the program.
- We are organizing a Portland Parks & Recreation Health Symposium for fall 2015. We will be inviting health organizations (Kaiser, Moda, OHSU, Providence, Legacy, etc.). If grant money is secured, it will be perfect timing to reach out to these organizations to see if they are interested in partnering with us.
- We will submit an application for a Nike Employee Grant through the Oregon Community Foundation. Deadline is June 1st, with decisions announced September 30th.
- We will extend volunteer opportunities to our partner and friends groups to lead walking groups on our trails, which has the potential to expand the program further.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/fitness-parks-%E2%80%93-free-outdoor-fitness-program>



## INNOVATION PROJECT PROPOSAL

---

### G.R.E.A.T. Families Training for the Hispanic community

**Request Amount**  
\$20,000

**Lead Bureau**  
Police Bureau

**Proposal Status**  
Pending Approval

**Primary Contact**  
Lieutenant Mike Fort

**Phone**  
503-793-4716

#### Describe the Problem/Opportunity

I propose to increase the positive relationships between Portland Police officers and members of the Latino community. Currently, the Latino community is the fastest growing demographic in Oregon. From 2000-2010, the Latino population in Oregon grew by 64%, and according to the 2010 census reports, Latinos make up 9.4% of the population in Portland.

The Portland Police Bureau has a need to keep pace with building the relationships that are necessary for public trust and growth for the entire community. With budgets, and other job requirements stretching our abilities to specifically address the needs of the Latino community, we are left with limited opportunities to create and maintain positive relationships with this fast-growing population.

Additionally, many in the Latino community are reluctant to report abuse or other crimes because they fear the police will inquire about their resident status in the U.S. There is a great need to build trust between the police and the Latino community so that crimes against minority women and children can be addressed, and assistance can be offered to those too afraid of the police to ask.

#### Describe the Proposed Solution/Strategy

Over the years, the Portland Police Bureau's Youth Services Division has offered the **G.R.E.A.T. Families** training to families in Portland. Portland Police officers that are certified to teach this program present the program each week for six weeks with the assistance of a community co-facilitator that is bilingual and is culturally engaged with the Latino community.

The Gang Resistance Education and Training (G.R.E.A.T.) Families curriculum is part of the evidence-based national G.R.E.A.T. program that has proven to help parents maintain strong connections with their children, and is abundantly important in creating relationships between the disenfranchised families and the police officers that serve the community. The G.R.E.A.T Families training gives parents tools for good parenting practices, and involves the learning and development of skills to choose to be a family free of crime, violence, drugs, and gang affiliation.

Additionally, a strong bond is built when police officers and community members intentionally come together to solve mutual problems like youth violence, truancy, and bullying. I propose to provide four separate, six-week programs during fiscal year 2015. The \$20,000 will pay for food/snacks for each family session, and overtime for half the staff needed to present the program. The remaining staff will be paid by the Police Bureau on adjusted time.

#### Potential Outcomes

The four trainings will reach approximately 24 families for a total of 120 family members. Additionally, I expect the community partners and co-facilitators will benefit from the relationships gained with the police officers. These 120 family members will share their new-found trust with the police to an untold number of friends and other family members. Rather than simply earning the trust of the family members, we are earning the trust of an entire community.

## **Lead Bureau & Partners**

Portland Police Bureau/ Youth Services Division--Lead Bureau  
Multnomah County, Department of Human Services, Virginia Salinas 503-988-6295  
Hacienda Community Development Corporation, Victor Merced, Executive Director 503-595-2111

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/great-families-training-hispanic-community>



## INNOVATION PROJECT PROPOSAL

---

### House relocation program

**Request Amount**  
\$10,000

**Lead Bureau**  
Planning & Sustainability

**Proposal Status**  
Pending Approval

**Primary Contact**  
Nan Stark

**Phone**  
503-823-3986

### Describe the Problem/Opportunity

House relocations occur in Portland at a rate of less than 5 per year. In 2014 there were over 400 house demolitions, most of which were done by mechanical means with materials landfilled or burned. Relocation is a way to preserve the house and reuse it, generally as an affordable housing option.

The increasing number of house demolitions and loss of affordable housing are among the biggest issues the City is facing as we continue to grow, and among the top issues that neighborhood activists are focusing on.

While it is not cheap to move houses, the average cost of about \$40,000 is significantly less expensive than building new affordable housing. The challenge to developers is that relocating houses takes time and coordination that typically does not fit into their schedules.

This program aims to match houses to be demolished with available land on infill sites, developed lots, vacant public land, and larger sites (such as institutions) that could provide temporary or permanent space. Through media and simple communication tools, BPS can set up a matchmaking platform for individuals to list available houses and available land. Users of the service include:

- City bureaus with potential available land,
- Property owners seeking an accessory or additional unit, neighbors desiring to preserve housing planned for demolition; affordable housing developers.

### Describe the Proposed Solution/Strategy

Create a bulletin board style listing service for posting of:

- Available properties (receiving sites), and structures available for relocation.

The service would also include basic information about house relocations and would direct users to applicable web sites, including BDS permitting information, utility companies, PBOT and other agencies involved in the process.

### Potential Outcomes

The City benefits by providing another tool for creating a low-cost affordable housing option. Future renters and homeowners benefit from the opportunity to live in viable, reused housing stock that is less expensive than new construction. Neighborhoods can benefit from the feel-good effect of knowing that while an existing house has left the neighborhood, it remains intact in a new location.

The program inherently promotes equity by reusing existing housing stock that is typically viewed as expendable because it is small or not worth preserving (often the land under it is worth more than the structure). Relocating these structures continues their use as affordable housing options that are increasingly disappearing. Reuse inherently creates efficiencies by using minimal new materials and avoiding waste, while also providing a variety of housing options.

## **Lead Bureau & Partners**

Bureau of Planning and Sustainability would be the lead bureau, working in conjunction with the Demolition Advisory Group and other future partners (including nonprofit housing providers and others).

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/house-relocation-program>



## INNOVATION PROJECT PROPOSAL

---

### How to Apply to City of Portland Jobs Tutorial Video

**Request Amount**  
\$20,000

**Lead Bureau**  
OMF Human Resources

**Proposal Status**  
Pending Approval

**Primary Contact**  
Gale Baird

**Phone**  
503-823-4169

#### Describe the Problem/Opportunity

In order to apply for a job at the City of Portland, job seekers must have access to the internet and understand how to use NEOGOV, the City’s online application system. When evaluated with an equity lens, the online application system may present challenges to potential job applicants who are unfamiliar with the online application process or who must access a computer at a public location because they don’t personally own one.

The online application system is a multi-step process. First, job seekers visit the City’s Human Resources webpage to view open job announcements. The listing contains specific details about application requirements for each job, including submitting a cover letter and resume. To apply to a job announcement, users first create an applicant profile on the City’s job application system, NEOGOV, and then follow a series of steps to input their personal information, attach the required documents and submit the application.

This process is not difficult but it can be challenging for some to navigate, leaving certain potential job seekers at a disadvantage for applying for a City job. The Bureau of Human Resources offers support via career fairs, workshops, and information sessions and partners with local agencies offering services to diverse clients seeking employment; however, interested job seekers often cannot attend workshops due to time and/or location conflicts.

#### Describe the Proposed Solution/Strategy

The Bureau of Human Resources will develop and publish an eLearning tutorial video explaining how to apply for a job at the City. This video will demonstrate how to navigate the multi-step job application process in NEOGOV and provide tips on how to write a cover letter and application. Additionally, it will include highlights of career opportunities at the City of Portland, building a strong public brand as Employer of Choice.

The video will be hosted on the Bureau of Human Resources YouTube channel, available to potential candidates 24/7, thereby increasing accessibility to a wide audience via computers and mobile technology (smartphones and tablets). Availability of the video will be advertised through the BHR website and our community partners who serve diverse populations.

#### Potential Outcomes

The *How to Apply to City of Portland Jobs* video will serve as an informational tool and a welcoming mechanism to attract top talent to job opportunities at the City. It will increase access, reaching potential candidates who have previously been unable to utilize the application system or attend an onsite workshop or information session. It will offer step- by-step information for job seekers who lack experience in technology. The audio and closed captioning options will aid applicants with disabilities and will have the capability to include closed captioning in multiple languages, reaching individuals whose primary language is other than English. By offering a comprehensive training video, the City reaches a diverse pool of interested job candidates with helpful information.

## **Lead Bureau & Partners**

BHR's Diversity, Outreach and Employment Services and Training and Workforce Development units will work together to create, implement and maintain the training video.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/how-apply-city-portland-jobs-tutorial-video>



## INNOVATION PROJECT PROPOSAL

---

### Increase Ethernet ports at Community Music Center

**Request Amount**  
\$3,850

**Lead Bureau**  
Parks and Recreation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Gregory Dubay

**Phone**  
503-823-3177

#### Describe the Problem/Opportunity

Limited access to City network Ethernet ports at the Community Music Center (CMC) is hampering our ability to serve the public and creating unsafe work habits.

When the CMC office and auditorium were last updated, the Internet was in its infancy. Only three dedicated Ethernet ports were installed to serve the two offices, and none in the auditorium. The office now hosts twice the work stations it did then, and the auditorium routinely hosts meetings which need direct access to the Internet. Working with these needs have created a patchwork work-around system of non-conforming network splitters & USB printers, and a long cable strung across the lobby floor to the auditorium each time it is needed - a hassle and tripping hazard.

The internet switches in the building have the capacity for more ports. The problem - and cost barrier to fixing the situation - is that the current conduits to carry Ethernet cables in the building from the switches to the workstations are full, so new conduits need to be installed in the building. There is currently no conduit leading to the auditorium.

#### Describe the Proposed Solution/Strategy

The solution is to install additional conduits carrying Ethernet cabling form the internet switches to the areas of need: the main office and the auditorium.

A quote has been obtained from the City Bureau of Technology Services for the required services under this project. The project request amount is the estimated costs for having BTS do the work. The bid included \$3,000 for labor, \$500 for parts, and 10% contingency.

Without this project, CMC will have to eliminate a work station or shared printer and suspend all internet-required events in the auditorium in order to alleviate the conformance and safety issues.

#### Potential Outcomes

This project creates efficiencies for serving the public at CMC. It eliminates safety and non-conformance issues. It also increases the usefulness of a City auditorium for internet-connect-required meetings, workshops and presentations.

#### Lead Bureau & Partners

Lead Bureau: PP&R

Labor to be performed by Bureau of Technology Services

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/increase-ethernet-ports-community-music-center>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### LED Lighting Upgrade for PBOT Operations and Maintenance Building

**Request Amount**  
\$10,000

**Lead Bureau**  
Portland Bureau of Transportation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Rich Grant

**Phone**  
503-823-1720

#### Describe the Problem/Opportunity

The Climate Action Plan, the Sustainable City Government 2030 Environmental Performance Objectives and the PBOT Portland Progress Plan all call for reductions in carbon emissions. The PBOT Maintenance and Operations Maintenance and Operations building is staffed 24 hours a day / 7 days a week, so the office lighting is on for much longer than a typical office building. PBOT Maintenance and Operations is just beginning to participate in the Strategic Energy Management Program and is beginning to identify opportunities for energy savings.

#### Describe the Proposed Solution/Strategy

PBOT Maintenance and Operations have a professional contractor replace as many of the T8 fluorescent tubes in existing fixtures with integrated LED tube lighting as the funds will allow. These integrated LED lighting tubes are compatible with existing fixtures so the installation cost will be lower. This will also reduce the maintenance required on these lights since they last significantly longer than fluorescent tubes.

#### Potential Outcomes

This lighting upgrade will save approximately \$2,100 per year in energy costs if 300 tubes are replaced. This would also reduce energy use by 26,000 kWh per year and therefore associated carbon emissions. In addition the LED lighting provides better lighting for workers.

#### Lead Bureau & Partners

Portland Bureau of Transportation

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/led-lighting-upgrade-pbot-operations-and-maintenance-building>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### Livable Streets Online Resource

**Request Amount**

\$20,000

**Lead Bureau**

Portland Bureau of Transportation

**Proposal Status**

Pending Approval

**Primary Contact**

Arnoud Van Sisseren  
Christine Leon

**Phone**

503-823-5391

#### Describe the Problem/Opportunity

Problem: There is not a clear overview available for the residents of the City of Portland of all the different possibilities and opportunities (to take ownership) of the right-of-way. Navigating the PBOT website and finding the right information, permitting process and contact person can be challenging and is not user friendly.

#### Describe the Proposed Solution/Strategy

Solution: Develop and publish an online [1]Livable Streets/ Community Use of the Right- of -way resource listing available programs, permits and processes. An interactive web portal where the public can view and navigate the answers to questions like below. The answer should be only three clicks away:

*How do I get my sidewalk fixed? How do I organize a block party or street fair? How can I paint my intersection? What do I need for a sidewalk cafe? How do I get Bike parking in front of my business? How do I get street seats or benches on my street? How can I improve my ally behind my house? How do I get my street paved? How do I build a trail? How do I calm down traffic on my street? Can I build a garden in the planting strip in front of my house? Can I build a play structure on my street?*

**Strategy: PBOT Two year action plan:** In the Portland Progress Action Plan is making the streets into community places one of the themes to manage city assets. Creating The Livable Street Resource is action item M3.3. This project could be a first step in 'building a better Portland, together' and develop a Livable Streets Strategy that facilitates positive community use, focusing on community use of unimproved or underutilized sections of the right-of-way. See action item B1.4

#### Potential Outcomes

**Description of the project:** This project would aim to gather all the things that can be done in the right-of-way in one online place on the PBOT website. All the possibilities will be visible in a large but detailed drawing of a couple of city blocks.

The project will make the information easy to find, easy to understand and easy to navigate. It will list all the opportunities for the residents of Portland to take ownership of the ROW. The Livable Streets Resource is where they can find the information they need, the steps they need to take and the contact information of City Staff they have to contact.

Steps: 1. List all current rules, policies and practices. Categorize, group and identify online location of information and information of City Staff. 2. Engage Staff to complete the information and to communicate the information 3. Make one birds-eye view perspective of a compilation of Portland's city blocks 4. Build a webpage/ plugin that links the information to the image.

#### The outcome:

- Easy and fun way to access information for the public.
- A visual representation of all the things that the community can do in the right-of- way.

- One place on the website where the public can go to find all the information with only three clicks away.
- A place to leave comments and add ideas for improvements

### **Lead Bureau & Partners**

PBOT - permitting and partnership - Christine Leon

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/livable-streets-online-resource>

### **Links**

[1] <http://www.portlandoregon.gov/transportation/article/530902>



## INNOVATION PROJECT PROPOSAL

---

### Mindfulness-Based Stress Reduction Training for First Responders (Police, Fire and BOEC)

**Request Amount**

\$10,000-20,000, depending on the number of classes

**Lead Bureau**

Fire & Rescue

**Proposal Status**

Pending Approval

**Primary Contact**

Lt. Brian Springberg

**Phone**

503-957-3680

#### Describe the Problem/Opportunity

\*I apologize for this brief grant proposal; my first draft was lost and I only had an hour to throw this together. I can get the material and studies that I mentioned, but did not cite.

In the past, police and fire departments used physical strength to measure fitness and wellness. The paramilitary nature and culture of these occupations glorified toughness, and provided little in the way of cognitive training or fitness. The emotional trauma that first responders face often has a huge negative impact on both their work and home lives. Rates of divorce, depression, PTSD, substance abuse, heart disease and a myriad of other health problems are often several times greater in the police and fire, than in the civilian population.

Mindfulness fosters self-awareness and allows us to interact with the public, and each other with much less judgement and greater compassion and acceptance. Giving pause before reacting could be the difference between a lawsuit and positive interaction with the public.

I propose that we use a micro-grant to provide Portland Fire and Police Bureau members with Mindfulness training to forge a culture of resilience that fosters positivity and civility inside these organizations.

#### Describe the Proposed Solution/Strategy

Foundational mindfulness training is over 8-12 weeks with one (two hour) class per week and daily homework for students. Classes are generally held in yoga studios, but city owned property could be used to reduce costs and provide a central place to meet.

I took a class made up of first responders at Yoga Hillsboro with Brant Rogers. Our class consisted of firefighters, police officers and dispatch personnel. It was the only time that any of us had an opportunity to talk about the stress of the job with the other responders. We were able to see the perspective of each job, from the dispatcher taking the 911 call, to the completion of the call.

#### Potential Outcomes

There are 30 years of research on mindfulness training that show that stress levels go down (measured by heart rate, blood cortisol levels, blood pressure, etc.) and the ability to think and make decisions under stress improves. The Marines have studied it on pre- deployment training and found that perceived stress goes down, as does the recovery time between missions and that it serves as a sort of PTSD inoculation during combat.

The Seahawks credit their Super Bowl victory to mindfulness training, as Pete Carroll said that it brought the diverse team together and focused on the mission.

My experience with mindfulness training has allowed me to become more empathetic and patient with myself, which has increased my ability to do the same for friends, family and the public. First responder that can learn and practice these skills are better with the public both during stressful situations and during non-

emergency interactions, better with handling family stress, and generally nicer to be around. The ability to train your mind to stay calm enhances the ability the ability to make better decisions and to treat people more fairly.

I honestly believe (and there is data available that shows) that people that practice mindfulness are more self-aware, empathetic, and nicer to be around.

### **Lead Bureau & Partners**

Portland Fire and Police Bureaus, BOEC, Hillsboro PD, Hillsboro Yoga and Pacific University are part of my plan to bring this into the city. As an alum of Pacific University, I have never had more pride in the school than when I found out that they started a center to study mindfulness. They are doing cutting-edge research in the field of mindfulness for first responders, and are eager to work with us.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/mindfulness-based-stress-reduction-training-first-responders-police-fire-and-boec>



## INNOVATION PROJECT PROPOSAL

---

### Minority and Women Utilization Reporting

**Request Amount**  
\$20,000

**Lead Bureau**  
OMF Internal Business Services

**Proposal Status**  
Pending Approval

**Primary Contact**  
Bryant Enge

**Phone**  
503-823-6962

#### Describe the Problem/Opportunity

Improve management reporting on diversity in contracting to enhance the City’s ability to measure progress. MBE and WBE contracting utilization reporting is critical to the success of the City's effort (Strategic Equity Contracting) to increase Minority and Women contracting project.

#### Describe the Proposed Solution/Strategy

Acquire a web-based software system for tracking MBE and WBE utilization by ethnicity. Automate submission of contractors’ utilization reports online with automated tracking of contract goals and participation.

#### Potential Outcomes

The City, bureaus, Equitable Contracting and Purchasing Commission, and contractors would benefit from data about contractors, contracts and payments, that can be used to evaluate where the City currently stands on MBE and WBE utilization and help chart a course for future action. The system will be designed to save the City and contractors time and improve the quality of data available for constituents.

#### Lead Bureau & Partners

BIBS is the lead in partnership with Procurement.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/minority-and-women-utilization-reporting>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### Mobile Technology reporting of Post-Earthquake Bridge Inspections

**Request Amount**  
\$20,000

**Lead Bureau**  
Portland Bureau of Transportation

**Proposal Status**  
Pending Approval

**Primary Contact**  
David O'Longaigh

**Phone**  
503-823-0371

#### Describe the Problem/Opportunity

In the early hours and days following an earthquake it is critical for the City's operational and economic recovery that we have rapid reporting of the City's infrastructure damage assessment.

To that end PBOT currently has a post-earthquake bridge inspection response plan that assigns eight Inspection teams to tour the City on designated routes with hard copy inspection manuals. After conducting a bridge inspection they are instructed to call the Maintenance Operations radio room by phone or short wave radio and report their findings to the Bridge Commander on duty. The Bridge Commander then has to process the data and manually input that information into the City's post disaster Web EOC reporting program. This data entry process is very time consuming and can be delayed by hours depending on the demands of the personnel in the radio room following an earthquake. What is needed is an instant mobile reporting system that does not rely on third parties to upload reporting data.

#### Describe the Proposed Solution/Strategy

Provide for a Mobile technology reporting system by equipping Post Earthquake Inspectors with Tablet (iPad or Surface) with web access. In this case using what's called the City's Collector App on the tablet, the Inspector can instantly upload post- earthquake findings to the City's ARC Map GIS server where it can be displayed on a web map. This web map will be on display continuously in the Incident Command Center. In this manner the Incident Commander will have instant updates on bridge closures and can inform Emergency Services of detours etc.

PBOT Information Technology services will also develop a public map in addition to an in-house web map. The public map would be accessible on line by Citizens & Media and would help them map the route required for emergency relief or to aid others. The in-house version would have the capability to store additional inspection observations essential to planning repairs for economic recovery.

Funding this proposal will also address the need to update the name plate signage at each of the PBOT's 156 bridges. These new signs would include the correct ID number for each bridge, so the earthquake inspectors can identify the correct bridge in their report. This is also important in the event that Citizens or Portland Police call the Radio Room to report a collapsed or damaged bridge. These new signs would facilitate correct identification of the damaged bridge.

#### Potential Outcomes

This project would be an enormous benefit to first responders and emergency planners following an Earthquake emergency. It would provide the City's Incident Command center with instant updates on the condition of the City's bridges, so that Emergency Responders can help citizens in need without excessive delays due to unforeseen detours.

It would also help any and all citizen equally with web access who can determine bridge closures by themselves and so limit demands on First responders who would ordinarily be fielding these calls, either at 911 dispatch or the Main Ops radio room, greatly improving customer service.

This program would also satisfy two of the Action Items in PBOT's Portland Progress, a two year work plan. Items F1.4 - Mobile Technology application in the field, and P5.3, Mobile Technology pilot project.

We would also like to add a unique QR barcode to each bridge name sign. This would enable any citizen with a smart phone to scan the code and then via connection to the PBOT's web site, could download a fact sheet on that specific bridge. In the event of a newly constructed bridge we could also provide for a Project Showcase.

This QR code could have wider applications within the City, enabling citizens to view specific data regarding City assets or programs or even construction sites, where the QR barcode could direct citizens to Project or Program websites.

### **Lead Bureau & Partners**

Portland Bureau of Transportation Bureau of Information Technology  
Portland Bureau of Emergency Management

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/mobile-technology-reporting-post-earthquake-bridge-inspections>



## INNOVATION PROJECT PROPOSAL

---

### Multimodal transportation safety education campaign producing and leveraging content for social media, PSAs and other collateral materials.

**Request Amount**  
\$20,000

**Lead Bureau**  
Portland Bureau of Transportation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Gabriel Graff

**Phone**  
503-823-5291

#### Describe the Problem/Opportunity

The Portland Bureau of Transportation is committed to Vision Zero, a safety strategy that aims to make our transportation system the safest possible through street design, traffic enforcement, and education. PBOT has established this commitment in our two-year work plan entitled Portland Progress. In 2014, 28 people were killed in traffic fatalities in Portland - the fourth lowest total number of traffic fatalities on record (2008 was the lowest with 20 total fatalities). While we have made significant progress, much more work must be done. To bring this number to zero in ten years, we must address human behavior on our roads. The National Highway Traffic Safety Administration finds that human behavior contributes to 93% of all traffic crashes. To this end, Portland Progress calls for PBOT to meet with Police and Fire to explore a jointly sponsored multi-modal safety education and awareness campaigns.

#### Describe the Proposed Solution/Strategy

We propose to develop a multi-modal safety campaign including content for social media (videos, infographics), PSAs and other collateral working in collaboration with Fire and Rescue and the Police Bureau. This innovation grant project supports PBOT’s Vision Zero initiative, and reinforces PBOT’s desire to emphasize safety and eliminate deaths on our roads. The education and awareness campaign will be data-driven, targeting the behaviors that are most likely to result in a serious or fatal crash. We will target audiences that are over represented in crash reports featuring these behaviors, ensuring our message is reaching those who are engaging in those dangerous behaviors (e.g. young men and speeding/aggressive driving). We will leverage the social media footprints of the Transportation Bureau and our safety partners (e.g. Oregon Walks, APANO, Elders in Action), and coordinate Fire and Police Bureaus to amplify our message, reaching new audiences less likely to interact with traditional media. In addition, PBOT is directed to apply for grant funding to support the campaign.

#### Potential Outcomes

Increased public awareness and changing of the public mindset of the importance of transportation safety and specific safety actions that can be taken to reduce traffic-related fatalities and serious injuries from our roads.

Outcomes from this communications campaign include:

- **Change the public mindset:** Begin to instill that traffic violence is not acceptable, or inevitable and that deaths and serious injuries are preventable
- **Change behavior:** Measurably reduce speeding, texting, distracted and impaired driving; measurably increase safe and courteous sharing of the road
- **Build public support for safety projects:** Educate and engage the public in supporting PBOT’s current safety initiatives. (e.g. street design for all users, speed reduction, enforcement, etc.)

## Lead Bureau & Partners

Portland Bureau of Transportation

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/multimodal-transportation-safety-education-campaign-producing-and-leveraging-content-social>



## INNOVATION PROJECT PROPOSAL

---

### Permit Coordination for a Better River

**Request Amount**  
\$15,000

**Lead Bureau**  
Environmental Services

**Proposal Status**  
Pending Approval

**Primary Contact**  
Mike Reed

**Phone**  
503-823-3399

#### Describe the Problem/Opportunity

As the economy of Portland picks back up, we expect to see more development along the Willamette River, particularly in the Portland Harbor. Private developers typically propose projects that impact the Willamette River, riverbank and upland areas with large docks and loading, unloading, staging and storage areas, and private recreation. Developers are required to get multiple permits from different agencies including the City of Portland, Department of State Land and US Army Corps of Engineers among other federal and state agencies.

Over the years City staff have heard from numerous property owners that the permit application processes are cumbersome, confusing and sometimes result in bureaus and agencies requiring differing and conflicting outcomes. This adds time and money to the projects and discourages investment along the Willamette River and also results in missed opportunities to improve fish and wildlife habitat and water quality.

#### Describe the Proposed Solution/Strategy

Currently, the Bureau of Environmental Services leads the *Streamlining Team*, which includes local, state and federal permitting agencies. The Streamlining Team coordinates permit review of City projects and joint public projects such as the new Tillikum Bridge.

Streamlining has been successful at reducing the amount of time and money spent during the permitting process.

Streamlining is not available to private applicants. On June 17, 2014, the Hatfield School of Government’s Center for Public Service (CPS) completed an independent assessment of the City’s Streamlining process. CPS recommended that the City explore exporting this successful model where appropriate. This Innovation Proposal seeks to partner with CPS to explore the development of a coordinated permit review process for private applicants that builds on the successful attributes of the City’s Streamlining Team process while ensuring the current team process remains successful.

#### Potential Outcomes

The Center for Public Service will create a coordinated permit review process for private applicants. The desired outcomes of the process will be: 1) Development of a “one-stop- shop” process for applicants to understand all the permitting needs for projects; 2) Reduced time and money spent during the permitting process, and 3) Meeting multiple objectives for protecting and enhancing the environment while supporting redevelopment along the river.

In the City’s reaches of the Willamette River, a coordinated permit review will support and foster investment in living-wage jobs, which is an important part of meeting the City’s equity goals and the Comprehensive Plan policies. It will also assist small property owners and single family residences with navigating the permits process; while ensuring fish and wildlife enhancements are encouraged and protected.

## **Lead Bureau & Partners**

The Bureau of Environmental Services is the lead bureau and leads the Streamlining Team. The Bureau of Planning and Sustainability is a co-partner and will take the results of this study to request formal adoption of the new coordinated permitting process through the River Plan. The City's Streamlining Team partners will implement the results including the Bureau of Development Services, Department of State Lands, Army Corps of Engineers, NOAA Fisheries, US Fish and Wildlife Service, Oregon Department of Fish and Wildlife and Department of Environmental Quality.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/permit-coordination-better-river>



## INNOVATION PROJECT PROPOSAL

---

### Public Space Lighting with renewable power

**Request Amount**  
\$10,000

**Lead Bureau**  
Portland Bureau of Transportation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Elizabeth Mahon

**Phone**  
503-823-0396

#### Describe the Problem/Opportunity

The Portland Bureau of Transportation owns a small lot, located at NE 112th and NE Halsey. The lot is currently unimproved, but is the subject of a current community planning effort due to be completed this summer with construction in 2016. During the community planning meetings, lighting has been defined as a critical need for the future developed site. This community, (which falls within one of the City’s Ecodistricts) is strongly supportive of piloting the application of a renewable power source on the property for immediate lighting needs, future power needs, and for the project to be studied so that it may applied on a larger scale in the future.

#### Describe the Proposed Solution/Strategy

This is a unique opportunity to combine and pilot multiple technologies (LED lights, solar/wind harvesting, and cutting edge battery storage such as the Tesla battery) to create a high degree of energy efficiency. Installation of renewable power at this location will reduce the demand for conventional power, providing the opportunity to reduce operation costs for the City while demonstrating a highly visible commitment to sustainability.

#### Potential Outcomes

The Portland Bureau of Transportation will directly benefit from having reduced costs related to lighting this section of public right-of-way. The surrounding community will benefit by having a well-lit, active, and inviting public space. Again, this community is part of an Ecodistrict and this project aims to pilot green solutions to common problems. The opportunity to apply advanced battery technology to this location allows the City of Portland to have a demonstration space for this type of technology. There will be a small amount of initial time investment for project development by PDOT staff as this is an innovative project requiring initial research but once implemented, this will create the potential for efficiencies within PDOT and possibly other City bureaus.

#### Lead Bureau & Partners

The lead bureau is the Portland Bureau of Transportation, (PBOT). Other partners include the Gateway Area Business Association, Hazelwood Neighborhood Association, Parkrose Heights Association of Neighbors) and Growing Gateway, (Gateway Eco District).

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/public-space-lighting-renewable-power>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### Purchase Events Equipment for Outer East Portland Events

**Request Amount**  
\$13,000

**Lead Bureau**  
Parks and Recreation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Jeff Milkes

**Phone**  
503-823-1641

#### Describe the Problem/Opportunity

The face of east Portland is quickly and dramatically changing as new immigrants move further out east. Unfortunately, many neighborhoods in east Portland are also among the most park deficient. As a result, Portland Parks & Recreation (PP&R) offers as many free public events (outdoor concerts and movies in the parks) as possible in these areas. These events rely on volunteers and in east Portland, this need is met by the East Portland Rovers. They are a group of volunteers made up of presidents and members of neighborhood associations in east Portland.

Each year we provide tables, chairs, canopies, snow cone machines and other recreation equipment in support of the events. Unfortunately this same equipment is also needed to support other events simultaneously. Equipment budgets are insufficient to support this endeavor and necessary support is extremely labor intensive and inefficient as equipment is shared. Nevertheless, events in east Portland have to “make do” which is what this grant attempts to resolve.

#### Describe the Proposed Solution/Strategy

This proposal is asking for funds to purchase equipment used to support community celebrations in east Portland. This group is a beautiful example of volunteerism, service to community and partnership between community members and city government.

**The Rovers will pick up the equipment in July for the summer each year negating the need for Parks staff to move equipment to each of the events.**

1. Purchase of portable tables	\$2,000
2. Purchase of canopies	\$1,500
3. Purchase of recreation equipment	\$9,500
<b>Total</b>	<b>\$13,000</b>

#### Potential Outcomes

Community members in east Portland and their neighborhood association will greatly benefit. No one will be burdened as PP&R has the storage capacity to keep this equipment when not being used.

**Equity and Opportunity:** All of the movie events (7) that are supported by the Rovers are subtitled in Spanish.

**Customer Service to the Community:** Incredible opportunity to improve the quality of the events in east Portland. To promote a level of service to others and create long lasting relationships with neighborhood volunteers.

**Saves Time or Money for the City:** Incredible opportunity to improve efficiency by saving both coordination and equipment moving time of staff. In addition, dedicated equipment for east Portland events is more likely to be better stewarded by the volunteer groups. Estimated savings of \$3,000 per year and many hours of community member’s time.

**Improves City Services (makes us better):** In the true fashion of honest and transparent public involvement, the relationship between the neighborhoods and city government via the Rovers cannot be understated. A most valuable opportunity to perpetuate a positive relationship.

**Lead Bureau & Partners**

Portland Parks & Recreation, East Portland Parks Coalition and the neighborhood associations in East Portland (Centennial Community Association, the Powellhurst-Gilbert Neighborhood Association, Mill Park Neighborhood Association, Wilkes Community Group, Hazelwood Neighborhood Association, Parkrose Neighborhood Association, and Glenfair Neighborhood Association). I confirm each of these partners are in support of this initiative (Milkes, PP&R).

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/purchase-events-equipment-outer-east-portland-events>



## INNOVATION PROJECT PROPOSAL

---

### Reshaping Kitchen Compost Containers

**Request Amount**

\$10,000

**Lead Bureau**

Planning & Sustainability

**Proposal Status**

Pending Approval

**Primary Contact**

Amiana McEwen - BES

**Phone**

916-849-0360

**Describe the Problem/Opportunity**

The way the City of Portland kitchen compost containers are shaped typically force household to purchase pre-approved compostable “plastic” bags for the liner. The containers do not effectively fit brown paper grocery bags. Because of this, households are faced with an additional supplies cost (which lower income individuals may not be able to afford), or household may opt out of wanting to compost.

**Describe the Proposed Solution/Strategy**

My proposal is to reshape the City of Portland kitchen compost containers to fit the bottom half of a brown paper grocery bag as the liner. Mostly everybody shops at grocery stores and accumulates those standard size brown paper bags. Using paper bags as the liner would be an affordable and sensible option for containing compost, repurposing the paper bag, and keeping the container relatively clean.

**Potential Outcomes**

Who might benefit - Every household that shops at grocery stores, collects brown paper bags, and needs a way to repurpose the bags. It's a cost free alternative to purchasing alternative compostable "plastic" bags. The reshaped containers would still be able to fit the alternative compostable "plastic" bags if households still chose to use them.

Who might be burdened - The Bureau of Planning and Sustainability might be burdened for having to redesign the shape of the compost containers.

How does this project make Portland, and/or the City organization better- It promotes residential composting at a lower cost to households.

Does it promote equity - Yes, lower income household would not have to purchase alternative compostable "plastic" bags which would promote residential composting across all income levels.

Does it create efficiencies - Yes, it would provide a cost-free way to compost and would provide a way to effectively repurpose brown paper grocery bags.

**Lead Bureau & Partners**

Bureau of Planning and Sustainability

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/reshaping-kitchen-compost-containers>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### Small Business Resource Guide

**Request Amount**  
\$10,000

**Lead Bureau**  
Portland Development Commission

**Proposal Status**  
Pending Approval

**Primary Contact**  
Morgan Masterman

**Phone**  
503-823-6839

#### Describe the Problem/Opportunity

Portland has numerous resources to offer small businesses through its vast network of lenders, advisors and mentors, yet what it is lacking is a comprehensive, searchable guide. This is not to say that resource guides don't exist; they do in various formats but are either not user friendly, or are outdated, or were not created with the business owner in mind.

There are implications of not having a comprehensive resource both for business owners and service providers. For business owners, it can be time-consuming to search for the right resources and it can be difficult to know where to begin. Every minute is valuable to a business owner and not having a comprehensive guide could mean wasted time and money by going down the wrong path. They may end up seeking resources from several different providers when they could have received services more efficiently from one provider. Businesses could miss opportunities to apply for grants, attend pertinent workshops, or participate in a program. Consequences are even greater for traditionally underserved communities who already face barriers with access to these resources.

Implications exist for resource providers as well. If providers do not know what programs and resources exist for small businesses, they run the risk of both duplicating services and under-utilizing existing services because appropriate referrals aren't being made.

#### Describe the Proposed Solution/Strategy

The Portland Development Commission is one of many local providers of resources for small businesses. Through its Small Business Development Program, PDC funds several non-profit business technical assistance providers who support small business owners and entrepreneurs. The program focuses on serving people with low incomes and people of color or with limited English capabilities.

Recently, a group of Portland business resource providers convened and began a conversation around creating an interactive resource guide for business owners to support their growth at all stages. PDC and this network of service providers will develop an online tool that compiles information on topics that businesses seek out every day including business planning, research and development, legal and accounting, workforce, and sales and marketing assistance. This will become the go-to resource for small businesses in Portland.

A collective of Detroit-based business resource providers created the Biz Grid ( <http://detroitbizgrid.com> [1]), a simple and visually-appealing database that allows a business owner to personalize its assistance search based on need. The model has been very successful by confining the Biz Grid to be a resource for businesses and only adding content that will benefit this end-user. PDC and its partners wish to create something similar to the Biz Grid and could leverage additional funds to do so.

#### Potential Outcomes

A comprehensive, searchable resource guide would benefit local small business owners. Information would be more readily available in a user-friendly format. An ancillary benefit is the efficiencies created for service providers who would be more familiar with the available resources.

This online resource guide would have shared ownership among service providers. There are several reasons why this is preferred:

- Shared ownership allows it to be a community product. Businesses won't have to navigate through individual websites to find resources. It represents a variety of resources supporting the businesses, not furthering the mission of one organization. Promotion of the site is low cost and it can easily reach a wide range of users.
- More than one organization can update the guide. Although not yet defined, regular partner meetings would occur to determine appropriate updates to the guide.

Even with the benefits of being an online resource, access can still be limited. Therefore an infographic will be printed and available at key locations throughout Portland.

While the guide would be available to anyone, it is geared toward neighborhood small businesses including retailers, food businesses and services, identifying programs available to those with low-incomes, communities of color, East Portland residents, immigrants and other underserved business owners and entrepreneurs.

### **Lead Bureau & Partners**

To date, several organizations serving small businesses have been part of a conversation around developing a resource guide. They are identified below. At the time of this submission, Portland Development Commission will lead this effort, but this may change based on further conversations and outreach around the development of a resource guide.

- Portland Development Commission –Lead
- Albina Opportunities Corporation
- Hacienda CDC
- Hispanic Metropolitan Chamber Mercy Corps Northwest
- Micro Enterprise Services of Oregon
- Oregon Entrepreneurs Network
- Oregon Secretary of State's Office
- PSU Business Outreach Program

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/small-business-resource-guide>

### **Links**

[1] <http://detroitbizgrid.com/>



## INNOVATION PROJECT PROPOSAL

---

### Solar Water Heater Demonstration Project

**Request Amount**  
\$10,000

**Lead Bureau**  
Fire & Rescue

**Proposal Status**  
Pending Approval

**Primary Contact**  
Captain Bill Goforth

**Phone**  
503-823-4559

#### Describe the Problem/Opportunity

Portland Fire & Rescue (PF&R) stations have unique utility needs compared to other city facilities because the stations operate 24 hours a day and serve as a residence for on-duty firefighters. The furnace, air conditioner, water heater, and appliances result in substantial utility costs for PF&R. For example, the average monthly natural gas bill for PF&R stations is about \$265.

Station 13 (926 NE Weidler Street) is located in the Lloyd Ecodistrict. The Ecodistrict is a collection of businesses, residents, and organizations that have come together to create a sustainable business district by targeting the areas of transportation, water, energy, and waste. The Ecodistrict's goals align with the City of Portland's Sustainable City Government principles and objectives.

As a public service entity within the Lloyd Ecodistrict, PF&R's Station 13 has the opportunity to contribute towards the neighborhood's goals related to energy efficiency and resource conservation. In fact, a nearby homeowner's association recently approached firefighters at Station 13 about partnering together to add photovoltaic panels to their roofs for sustainable electricity production. After consulting with a specialist from the Bureau of Planning and Sustainability, PF&R determined that the optimal solution for on-site renewable energy at Station 13 is instead a solar water heating system.

#### Describe the Proposed Solution/Strategy

PF&R proposes to install a solar water heating system at Station 13. A solar water heating system works by increasing the temperature of water flowing into the regular water heater so that the water heater requires less energy to create hot water for showers, dishwashers, laundry, and other needs. The system consists of a solar collector for the roof and a storage tank for the warmed water.

In addition to its location in the Lloyd Ecodistrict, Station 13 is an ideal location for the solar water heater because it uses more hot water than most stations as a double company station (8 on-duty firefighters instead of 4).

#### Potential Outcomes

Installation of a solar water heating system at Station 13 will have several benefits:

--Reduces energy consumption.

--Reduces PF&R's natural gas costs by potentially more than \$800 each year.

--Aligns with the City's Sustainable City Government principles and objectives, including efficient use of energy and engaging with residents and businesses to promote sustainable practices.

--Aligns with Lloyd Ecodistrict goals. It is important to PF&R that its stations reflect the diversity, goals, and ideals of Portland's neighborhoods.

--Serves as a demonstration project for PF&R and the neighborhood. PF&R will evaluate the savings and

performance of the solar water heater system over time to consider placement at other stations. The fire and rescue station is a highly visible location within the neighborhood and will serve as a demonstration of clean energy technology for the Lloyd District and other Northeast neighborhoods.

--Solar water heating systems have low maintenance costs with a lifespan of about 20 years.

### **Lead Bureau & Partners**

PF&R is the lead bureau with assistance and consultation from the Bureau of Planning and Sustainability.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/solar-water-heater-demonstration-project>



## INNOVATION PROJECT PROPOSAL

---

### Sports Training Collaboration to Address Childhood Obesity

**Request Amount**  
\$10,000

**Lead Bureau**  
Parks and Recreation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Jamie Sandness

**Phone**  
503-823-4112

#### Describe the Problem/Opportunity

Over the past year Portland Parks & Recreation served over 53,000 youth ages 5-17 with enrichment classes, camps, afterschool programs & special events. This does not include the numerous outreach and drop-in activities including Open Gym, Open Swims, Summer Playgrounds and Summer Free for All.

We are seeking opportunities to provide relevant and hands-on training to the staff that work with these youth to promote healthy play, positive lifestyle choices and address the growing epidemic of childhood obesity.

#### Describe the Proposed Solution/Strategy

PP&R Citywide Sports would like to partner with Playworks to bring nationally recognized training opportunities to Portland. These trainings will focus on the power of positive play, building healthy life habits and addressing childhood obesity.

This grant would make training available to PP&R staff as well as extend invitations to other agencies in the Portland Sports Based Youth Development (SBYD) Network. This grant will also provide an opportunity for PP&R front-line representatives to participate in the newly formed SBYD Network events and activities.

#### Budget:

\$10,000 - Contract Playworks to provide training, supply needed materials and provide paid staff opportunities to participate in Portland SBYD Network activities and collaborations.

#### Potential Outcomes

This grant will have a big impact on Portland youth by providing impactful and meaningful training to the role models, mentors, youth advocates, instructors and program facilitators that connect with them daily.

Playworks is a nationally recognized program with proven results. With hands-on professional development workshops, Playworks training provides staff with the step-by-step guidance and tools needed to create a positive recess, sports and play environments for their participants.

Beyond the playground, Playworks supports out-of-school time staff with techniques to create more inclusive and healthy play opportunities in their programs. Through this professional development, partners develop the essential skills to transform playgrounds and youth programs and change lives. - See more at: <http://www.playworks.org/about/how-playworks#sthash.ynlGf6ru.dpuf> [1]

Camp staff, Gym Attendants, Teen Outreach Staff, Instructors - all of the staff that interact with our youth will walk away from this training with new skills for encouraging and managing group play in a positive way, ensuring physical activity is fun and inviting; the ability to include everyone and an opportunity to forge new connections and build our network of youth development professionals in Portland.

## **Lead Bureau & Partners**

Portland Parks & Recreation, Citywide Sports Coordinator - Jamie Sandness  
Portland Parks & Recreation, Citywide Supervisor - Josh Green  
Playworks, Executive Director - Jonathan Blasher  
Portland Sports Based Youth Development (SBYD) Network and agencies connected to the network -  
Diana Cutia

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/sports-training-collaboration-address-childhood-obesity-0>

## **Links**

[1] <http://www.playworks.org/about/how-playworks#sthash.ynlgF6ru.dpuf>



## INNOVATION PROJECT PROPOSAL

---

### Strength Programs Evaluation

**Request Amount**  
\$10,000

**Lead Bureau**  
Police Bureau

**Proposal Status**  
Pending Approval

**Primary Contact**  
Sara K. Johnson

**Phone**  
503-823-0260

#### Describe the Problem/Opportunity

Intimate partner violence and sexual assault are pervasive and daunting social issues. They have deep emotional, social, and spiritual effects on women and girls in our community. In response to this problem the Portland Police Bureau created the WomenStrength program.

Since 1979, WomenStrength has provided free self-defense classes and personal safety workshops to people around the Portland area. We have taught self-defense skills to approximately 30,000 women and teenage girls and personal safety workshops to over 100,000 women and men. In 2008 the bureau created GirlStrength to provide self-defense training to girls ages 10-17.

In 2014 we created the BoyStrength to educate boys about how to recognize and prevent domestic violence. We expect to reach approximately 900 boys in the project's first 3 years. Collectively known as the Strength Programs, these three programs serve an ethnically diverse group of participants, including African-Americans, Asians, Latinos, and Caucasians. All program sessions take place in the Portland Metro area but are open to anyone who is able to attend the training sessions in person.

Although as a society we have made some progress in reducing domestic violence, we seek to drastically reduce the incidence of domestic violence. To accomplish our goal we need to reach more women, girls, men, and boys and to do that we must make more efficient use of our resources.

#### Describe the Proposed Solution/Strategy

We believe that a thorough professional evaluation of our programs is the best way to become more efficient. We have begun an evaluation of the WomenStrength and GirlStrength programs by enlisting the services of the Head of the Sociology Department at the University of Oregon, Dr. Jocelyn Hollander. Dr. Hollander is well-versed in issues related to violence against women and in program evaluation. She has created questionnaires and developed interview protocols that will provide us with an in-depth understanding of where our WomenStrength and GirlStrength programs work well, where we need to improve, and how we can become more efficient and effective.

In order for the evaluation to be meaningful, it is vital for participants to follow through in completing evaluation questionnaires and interviews. We hope to provide financial incentives for continued participation in the form of gift cards issued to evaluation participants upon completion of their questionnaires and interviews. A grant of \$10,000 will provide the necessary funding for the incentives to reach our target goal of 500 evaluation participants and 300 control subjects.

#### Potential Outcomes

Strength Programs participants will be the direct beneficiaries of our assessment and implementation of the assessment's findings. The City of Portland will benefit from this work by having more street-wise, aware, and proactive citizens who will help reduce the occurrence and impact of domestic violence. Greater efficiency in administering our program will ensure that we reach a larger audience and thereby spread our influence. The program evaluation project should actually help to reduce the burden of domestic violence in our community.

## **Lead Bureau & Partners**

The Portland Police Bureau will be the lead agency in this project. Dr. Hollander, program volunteers, and I are all currently involved in the evaluation project and will continue to be involved through project completion.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/strength-programs-evaluation>



## INNOVATION PROJECT PROPOSAL

---

### Survey Devices at Community Centers and CSC

**Request Amount**

\$10,360 for 10 devices for a year (though there's a reduced pilot cost)

**Lead Bureau**

Parks and Recreation

**Proposal Status**

Pending Approval

**Primary Contact**

Taylor Supina

**Phone**

503-823-2385

**Describe the Problem/Opportunity**

These survey devices are very simple and quick to use, and due to ease will encourage patrons to provide feedback on their experiences at our centers. It is currently a challenge to convince patrons to spend the time and energy on providing customer feedback, and because of that, we often only hear from a small percentage of patrons. These devices could increase customer feedback participation rate substantially.

**Describe the Proposed Solution/Strategy**

Simply put these small (~3 feet tall, 1 foot x 1 foot) wireless survey devices at the entrance of every community center, Customer Service Center, SUN School, etc. and allow patrons to use them. The device is a small white stand with 4 buttons representing 4 faces- very happy face, fairly happy face, unhappy face, and very upset face. Customer press whichever button represents their experience at the center on their way out, and staff can pull reports based on all the data collected. The reports can be broken down into weeks, days or even hours and can help staff identify trends.

**Potential Outcomes**

All of our staff and patrons would benefit from this idea being implemented. It would allow customers who are too busy to fill out a form or call or email customer feedback to share with staff whether or not they had a good experience. Staff would be able to identify trends and implement changes as necessary- or would have assurances that they are doing a great job keeping customers happy! It would also show customers that we genuinely care about what they think and strive to improve our customer service.

**Lead Bureau & Partners**

No other organizations would have to be involved in this idea implementation, unless they, too, wanted to have survey devices at their sites.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/survey-devices-community-centers-and-csc>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### Synergizing Transportation Projects and Program into the Future - Kaizen 2015

**Request Amount**  
\$20,000

**Lead Bureau**  
Portland Bureau of Transportation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Alissa Mahar

**Phone**  
503-823-5345

#### Describe the Problem/Opportunity

The Portland Bureau of Transportation (PBOT) regularly delivers award-winning capital projects, such as the \$52 million SW Moody Reconstruction Project, and transportation demand management (TDM) programs, such as Safe Routes to School and Portland Sunday Parkways. Capital projects describes the roads, transit, bicycle, and pedestrian projects PBOT builds; TDM programs are the agency’s education and encouragement efforts that increase road safety and get people to walk, bike, and use transit more often.

PBOT understands that integrating TDM into capital projects will deliver better planning, design, construction, educational, and equity elements - in essence a better transportation system. By incorporating the practices and policies of each discipline and applying them to new transportation developments, PBOT has a key opportunity to deliver better projects and help more people get around in more efficient and healthy ways. However, current practices are not sufficiently defined and internal processes are unclear and include non-value added work by multiple employees. This improvement project, which is included as an action item in PBOT’s two-year work plan, *Portland Progress*, aims to develop a standard operating procedure for integrating transportation demand management strategies and staff into PBOT’s project management and capital projects working groups.

#### Describe the Proposed Solution/Strategy

Kaizen is a Japanese term meaning to *break apart or change* (kai) for the better (zen). Kaizen is the practice of choice among successful private-sector organizations, with a proven record of reducing waste, increasing efficiency, saving money, and increasing customer satisfaction. This grant proposes a concentrated, multi-day Kaizen event with key staff and stakeholders to identify issues and solutions to efficiently incorporate TDM into PBOT capital project processes. A Kaizen event will provide the strategies and processes to rapidly realize significant change.

PBOT has two staff members who are currently receiving the Lean Practitioner Certificate at Portland State University’s Center for Excellence. A Lean practitioner specializes in eliminating wasteful processes in organizations. PBOT proposes hiring an expert consultant, who will use these staff members as a resource to develop, prepare, coordinate, and conduct the Kaizen event. After the event, the project will be handed off to these same PBOT staff members who will then continue project implementation and establish an ongoing strategy for continued process improvement. Kaizen event participants will include PBOT staff and management involved in TDM programs and capital projects, as well as key community stakeholders.

#### Potential Outcomes

Implementing a Kaizen event will significantly jump start PBOT’s incorporation of TDM programs into capital projects. From public outreach before a project begins to planning processes, construction work, and post-project educational and safety campaigns, this grant has the opportunity to transform PBOT’s project management practices into a worldwide leader. The Kaizen event will allow staff and management to identify the optimum processes and solutions to streamline the agency’s work and deliver projects more efficiently both internally and on the ground.

This grant will also offer PBOT staff the opportunity to coordinate and lead this internationally recognized management process and provide the bureau unmatched in-house capacity to conduct its own Kaizen events for other complex process improvement challenges. In the future, PBOT will be able to use the experiences from this Kaizen event to seek out and eliminate inefficient management practices and provide City-wide benefits and examples, for the transportation sector and beyond.

### **Lead Bureau & Partners**

Portland Bureau of Transportation

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/synergizing-transportation-projects-and-program-future-%E2%80%93-kaizen-2015>



## INNOVATION PROJECT PROPOSAL

---

### Tailgate Modification

**Request Amount**

\$14,500+

**Lead Bureau**

Parks and Recreation

**Proposal Status**

Pending Approval

**Primary Contact**

Stacey Lauer  
Cary Scott

**Phone**

503-823-1629  
503-793-2564

#### Describe the Problem/Opportunity

Safety: 2 hydraulic cylinders have broken because of brush getting stuck under the tailgate of our current dump trucks. Causing drivers to have to pull forward and hit the brakes to shift load down out of the gate. This puts excessive stress on the cylinders causing them to break and slam into the cab, causing major damage to cab and possible injury to driver. The cab one time shattered glass and our vehicle was down for weeks.

The crew also uses a loader on site to take time to get the brush out, instead of jerking trucks. There should be a cylinder safety strap also installed. The hydraulic arm is falling down and will cause a major injury or death.

#### Describe the Proposed Solution/Strategy

The solution to have truck beds fitted with high lift gates. Thus eliminating the brush from getting stuck under the standard tailgate of truck and driver would no longer have to fight the loads to get materials out.

There is a cost savings in purchasing new lift gates. This would eliminate the potential for damaged trucks, and injuries to drivers. It would also allow drivers to be more efficient.

This will make it possible to haul more loads because they will not be spending time during each and every delivery to get a loader and remove brush and material from the bed. It will also allow more room for brush instead of hauling 1/2 load of material to ensure the ease of dumping.

#### Potential Outcomes

This modification will benefit all operations of parks. Each district will benefit in the event of brush and leaf season to get our work done more efficiently. The public and operation of parks will create efficiencies with less time spend getting debris out. If you look over the past years, we are serving so many communities with our deliveries. (Brush, Mulch, Chips, Parke Diem, Community Gardens, and so much more, such as Hoyt arboretum volunteers (clean up). etc. Brush sites include, Washington park, rose city golf, peninsula rose garden, Washington Park Rose Garden, Morrison bin (brush & Leaves), Crystal Springs, all district and zones in the Park Bureau.

#### Lead Bureau & Partners

City of Portland Fleet & their supplier, services. City of Portland Park Bureau  
Parks Equipment Supervisors

(we have pictures of the current and proposed modification specs, and some quotes from Columbia body..... )

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/tailgate-modification>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### Take our daughters and sons to work at BES day!

**Request Amount**  
\$10,000

**Lead Bureau**  
Environmental Services

**Proposal Status**  
Pending Approval

**Primary Contact**  
Daynelle Banks

**Phone**  
503-823-5506

#### Describe the Problem/Opportunity

There are no formal activities for "Take our daughters and sons to work" day at BES. It is a challenge for parents to find meaningful activities for their children while fulfilling their work obligations. We could create an opportunity to encourage youth to seek a career that focuses on environmental stewardship and municipal public works.

#### Describe the Proposed Solution/Strategy

Create a formal program for children of BES employees for Take our daughters and sons to work day. The program would have similar components of a college orientation (meet and greet, refreshments, presentations, lunch, tour, resources) for older children. Younger children would be able to benefit from demonstrations, hands on activities, and other interesting/fun activities to keep them stimulated. The program would have components of the National theme but mostly consist of ideas related to Bureau of Environmental Services' mission statement. This is an opportunity for the City supply the children with information and resources on how to pursue a career with an environmental focus. The program allow parents to bring their children without causing distractions to coworkers. This program could be a template to use annually and a model for other bureaus to implement similar programs.

#### Potential Outcomes

Children can get a true picture of what BES does for the city and why it's important. This benefit's employees who want their children to gain knowledge and exposure but need assistance from a comprehensive program. It can promote equity by encouraging female and minority youth to pursue careers in Engineering and Public Works.

#### Lead Bureau & Partners

Bureau of Environmental Services

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/take-our-daughters-and-sons-work-bes-day>

This Page Intentionally Left Blank



## INNOVATION PROJECT PROPOSAL

---

### Treadmill Desks

**Request Amount**  
\$20,000

**Lead Bureau**  
Police Bureau

**Proposal Status**  
Pending Approval

**Primary Contact**  
Dave Benson

**Phone**  
503-823-2181

### Describe the Problem/Opportunity

City employees perform a variety of valuable jobs for the community. Regretfully, a number of these jobs are largely sedentary, requiring individual employees to remain at a desk or work station for long periods of time which is not conducive to employee health or fitness often leading to weight gain and other unhealthy habits. The American Heart Association says that sedentary jobs have increased 83% since 1950; physically active jobs now make up less than 20% of our workforce. In 1960, about half of the US workforce was physically active. In 2011, the CDC estimated that healthcare costs exceed \$8,600 annually (per capita). Yet another study estimated that medical spending attributable to obesity was estimated to be more than \$1400 higher than normal weight individuals.

The employees of the Police Bureau's Property Evidence Division are no exception. The staff of 16 manages 1/3 million pieces of property and evidence in a 40,000 sq. ft. warehouse in NW Portland and over 200 vehicles held for evidentiary purposes on a seven-acre lot near the St. John's bridge. The duties and responsibilities of the staff range from 100% sedentary data entry work to approximately 50% sedentary for those who work in the warehouse. The challenge is to give them more opportunities to move and the treadmill desk is one solution to increase their movement and improve their overall health, possibly reducing healthcare costs for the city.

### Describe the Proposed Solution/Strategy

My idea to create a pilot project using treadmill desks that potentially will improve the health and productivity of Property Evidence Division employees and potentially save the City valuable health care dollars.

The credit for being the actual inventor of the treadmill desk goes to Dr. James Levine, a medical doctor and obesity researcher at the Mayo Clinic and Arizona State University. Dr. Levine constructed his treadmill desk by placing a bedside hospital tray over a \$400 treadmill. Take a moment to click on this hyperlink and watch this short video from the PBS series ["The Secret Life of Scientists & Engineers \[1\]"](#) that will help you better understand this project.

My goal is to outfit as many Property Evidence Division employees as possible starting with the most to the least sedentary employees. I am asking for \$20,000 because the cost for the treadmill alone is \$1,000.00 and the cost for the monitor stand or desk ranges from \$1,000-3,000. They also produce combination treadmills desks that also range in price anywhere from \$1,338-\$3,000. Since the application is very personal I anticipate offering some degree of choice to employees who want to participate to help generate ownership in the program.

### Potential Outcomes

The employees who participate in the program benefit the most through increased activity, better health and possibly a better outlook. The city may benefit through lower healthcare costs perhaps even offsetting the costs associated with this award. Those same employees may be, temporarily, burdened through the reconfiguration of their work stations and adapting to the treadmills in their daily work life.

This project adds the City on the list of business leaders implementing innovative methods to improve the productivity and health of employees. This program will create equity because it will touch both male and female employees and give them an opportunity to participate equally in an activity with potentially similar positive results.

Adding more movement into one's day improves concentration thereby giving employees the opportunity to more efficiently use their work time.

### **Lead Bureau & Partners**

The Police Bureau will be the lead bureau and the Property Evidence Division will be the lead division. I anticipate partnering with City Benefits to arrange for baseline testing of the participants to measure the outcomes of this pilot program.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/treadmill-desks>

### **Links**

[1] <http://www.pbs.org/wgbh/nova/blogs/secretlife/health-science/james-levine/>



## INNOVATION PROJECT PROPOSAL

---

### Using the GovDelivery web platform to improve customer service and public involvement

**Request Amount**  
\$14,400

**Lead Bureau**  
Portland Bureau of Transportation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Alissa Maha

**Phone**  
503-823-6188

#### Describe the Problem/Opportunity

Every week, dozens of PBOT employees reach out to the public by sending bulk email messages. Some of these messages go to public advisory or stakeholder committees that are providing input on a plan to redesign a street, or bridge or a City policy. Sometimes they go to dozens or even hundreds of interested parties who follow the work of an individual advisory committee.

PBOT employees often use Microsoft Outlook to send these emails, but Outlook is buggy and the process of copying and pasting is prone to error. Outlook emails sometimes take hours to reach people and sometimes large lists can lead the sender to be tagged as a spammer.

Outlook also does not allow the employee to know how many people received the email message, opened it, clicked on the links inside it -- information considered basic by modern communication standards. Some employees use MyEmma, Mail Chimp or Flash Alert to manage email needs. But these lists are not accessible across divisions.

Those tools often provide open rates and other basic information, but they offer limited integration with social media. They provide limited ability to use APIs to expand functionality. They have little or no ability to send text messages, an increasingly popular method of reaching the public and City staff for urgent messages.

None of these tools offer an easy way for residents to choose what kind of information they receive across the bureau's many programs, nor when they receive messages.

#### Describe the Proposed Solution/Strategy

Purchase hosted software solution called GovDelivery through the State of Oregon pricing agreement. The annual cost is \$45,000 for the entire City or \$14,400 for PBOT, if purchased individually.

Portland residents will be able to self-select to receive timely and important notifications

for activities such as Severe Weather, Road Hazards, Street Sweeping Notifications, Leaf Day Pick-up Notifications, Project Status Reports, and Public Involvement Opportunities for Long Range Plans. Currently, residents sign up for email information about a project by contacting the individual project manager via email, or through the City's web site or when they give an address in person at an outreach event. These requests for information happen in different ways from project to project, program to program within the bureau - and among all the City's bureaus.

With GovDelivery, those email addresses, mailing addresses, cell phone numbers and other contact information are entered into a single back end database, where project managers can manage their own contact lists and administrative users (e.g.: PIOs for emergency response bureaus) could have access to all the contacts for emergency use under certain conditions defined by the City. PBOT will work with partner bureaus to see about appropriate integration into their systems.

## **Potential Outcomes**

GovDelivery offers a way for government agencies to offer a web page where residents can have one-stop shopping for the information they want, a vast improvement in customer service to the public. Residents can click to receive email notices about transportation, water, sewer, police, emergency alerts - any and all services on a single web page. We can look like "one city government" and in doing so, make the City more accessible to residents. Residents with limited experience with government would be able to simply choose the information they want to receive, in easy to understand language, without having to understand the organizational structure of City bureaus. Residents can choose to receive messages by email and/or text message.

City staff can use the same tool to build internal contact lists, such as text message lists for maintenance staff. We currently rely solely on radio communications, which has limits. For example, if a driver is working away from a truck while a road closure is announced, the driver will miss the radio message broadcast in the truck. Improved communication would save time.

By providing a convenient way for residents to select what they want to learn about, it will increase public engagement and involvement, promoting equity and opportunity.

## **Lead Bureau & Partners**

The Portland Bureau of Transportation will lead this project. Partner bureaus are Portland Bureau of Planning and Sustainability and the Portland Bureau of Emergency Management. The directors of all three bureaus have approved the submittal of this grant application.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/using-govdelivery-web-platform-improve-customer-service-and-public-involvement>



## INNOVATION PROJECT PROPOSAL

---

### Vehicle Safety Cameras

**Request Amount**  
\$10,000 - \$15,000

**Lead Bureau**  
Parks and Recreation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Stacey Lauer

**Phone**  
503-793-2564

#### Describe the Problem/Opportunity

**Motivation: Safety 1st, for ourselves and others around us.** U.S. Dept. of Transportation reported approx. 210 people die each year because they were hit by cars backing up. Most are children under age of 15. The National Department Traffic Safety Administration reports 200,000 people die each year and 44% are children.

According to the City of Portland, Parks alone reported \$19,588.53 in back up accidents and \$17,947.18 in side swipe incidents, (Total \$ 37,535.71) in a 3 year report from 4/3/2012 - 4/3/15.

The issue is not only with back up accidents, but with blind spots and side swipe accidents. We could save money with camera systems. Most of these costs incurred were involving COP employees ranging from Parks zones - City Nature, and PP&R recreation. The vehicles involved included trucks, trailers, tractors, city assets and involved blind spots, and rear views.

In an OSHA report, Vehicles causing death were Dump Trucks - 67, semi/tractor trailer - 40, trucks- 30, forklift- 21, pick/up truck - 16, garbage trucks - 20 (OSHA IMIS Data, 2005-2010), (<https://www.osha.gov/doc/topics/backover> [1])

The costs of cameras are approximately \$1300 each. (Including our Loaders and Heavy Equipment). **The cost of back up cameras will be an issue, depending on how they are installed.**

#### Describe the Proposed Solution/Strategy Cost:

“2-truck pilot test” vs. All Vehicles

**COST CONSIDERATIONS:** Back up cameras vs. back up camera including side mirror. (Turns on with blinker for blind spots along truck). Monitor Size vs. Split screen (harder to verify picture in a 4-split screen, longer reaction time). Infrared/Night vision & Audio microphones. (Still be able to hear someone “STOP!” over loud machines). Additional cameras can be wireless/remote to trailers also.

**PLACEMENT:** Different trucks in fleet system. Mount differently depending on vehicle being installed. Placement should be as similar as possible so drivers will be able to react from different vehicles. Standardize placement where feasible.

Each driver may have a different preference of where camera should be placed and where monitor can be quickly/easily read. Driver will have to adjust to the final decision installation. More Resourceful to install as many cameras as we can at one time, on as many vehicles as we can.

Each vehicle will have the same model, keeping standardization within the fleet of our shop. The crew will be familiar with operating system without adjusting to a new model, for example (next year). Save on installation costs. Work with same installer and company in a short period of time, rather than completing the fleet over months. Installation price included with the price of the camera. Install 2-3 vehicles per day and come to Mt. Tabor Location.

## Potential Outcomes

The employees of Parks & Recreation work every day and are exposed in Public Places, including areas where Pedestrians, bicyclists, other employees, dogs, park users/groups, assets, and children are.

A back up camera has been suggested by so many employees to get systems installed on vehicles within PP&R Bureau. The bureau has old vehicles in fleet not due for replacement and recently replaced vehicles do not have these safety features installed. Some lifecycles can be up to 10-15 years of vehicles purchased pre 2017-2018, are not mandatory to have cameras. In 2018, The National Department of Traffic Safety Administration will require new vehicles have a standard system in vehicles.

To introduce advanced technology systems into the Park Bureau.

To be a Leader, training (back up camera systems, & Safety practices) for all drivers in the Park Bureau.

To present a tool to help prevent accidents, injuries, and death to other employees, park users, assets, pedestrians, fellow employees, dogs, bikers, & children.

## Lead Bureau & Partners Closing the Gap

Paste the following into your browser to see Power Point

[https://onedrive.live.com/view.aspx?Bsrc=Share&Bpub=SDX.SkyDrive&resid=D39E6BB8CEBA9CFD!213&cid=d39e6bb8ceba9cfd&app=PowerPoint&authkey=!As\\_tNLNGqQ4FN5U](https://onedrive.live.com/view.aspx?Bsrc=Share&Bpub=SDX.SkyDrive&resid=D39E6BB8CEBA9CFD!213&cid=d39e6bb8ceba9cfd&app=PowerPoint&authkey=!As_tNLNGqQ4FN5U)

We are in need now, and cannot wait that many years for cameras installed with new vehicle replacements. Being in Parks, we are surrounded by people. "Close Calls" are enough for the heavy equipment operators to immediately order the back-up safety cameras for our equipment.

I have researched statistics, cause & effect, preventable accidents and solutions for heavy equipment operators and regular park employee drivers/operators. I had a demonstration, and will continue organizing the placement of these, having meetings with supervisor, crew and fleet. Working project plan into daily schedule to make sure that the trucks will be available for install. Coordinating with company to schedule and implement product.

## Stakeholders

Mike Carr - Supervisor

Zach Daniek - Supervisor & Fleet manager Kia Selley - Development Asset Manager Barb Aguon - Risk/

Fleet Safety Manager Jimmy Gibbons - Contact for Risk

Frank Wilson - Fleet Services

New Supervisor - Maintenance Bureau Fleet Supervisor Donny Leader/ Carter Oster - Fleet purchasing

Corey Osterhoudt - Stereo King- 82nd Clackamas Brian Hammond - Car Toys - Jantzen Beach

With collaboration between the managers, Supervisors, myself, and the Supplier/Company, the agreement should not take much time. The biggest concern is money and the budget for these safety features.

**Potential Problem:** The disadvantage to a "Back-Up" safety camera would be that drivers become reliant on the camera itself.

**Suggested Solution:** With continued education and training, Driver responsibilities are to get out, walk around, including spotters when necessary, knowing that the responsibility of that driver would not change with the implementation of the cameras. Driver responsibility will not change as a driver!

## Leadership Opportunities

Role of a Leader, Coach, Trainer, Coordinator & Communicator Project management

Implementation of safety practices & implement project in timely fashion according to budget.

Introduce my core values as an employee, when thinking of myself, bureau & other employees & park users.

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/vehicle-safety-cameras>



## INNOVATION PROJECT PROPOSAL

---

### Walk & Bike Map App

**Request Amount**  
\$18,000

**Lead Bureau**  
Portland Bureau of Transportation

**Proposal Status**  
Pending Approval

**Primary Contact**  
Margi Bradway

**Phone**  
503-823-5667

#### Describe the Problem/Opportunity

The Portland Bureau of Transportation (PBOT) prints and distributes over 125,000 bicycle and walking maps each year. While they provide a tremendous public benefit for residents and tourists, they are an expensive and labor-intensive endeavor that comes with an environmental price tag.

Paper maps also have a limited audience. More and more people are getting information from on-line applications, particularly mobile devices. While it may seem counterintuitive, low income people and people of color are relying even more heavily on their mobile devices to access information. The Pew Research Center's most recent report on smartphone use in the U.S. found, "Those with relatively low income and educational attainment levels, younger adults, and non-whites are especially likely to be 'smartphone-dependent.'"

PBOT is committed to efficiently and equitably reaching more Portlanders with vital information on how they can walk, bike, and access transit safely and comfortably. While our popular walking and bicycling maps are available on-line they are large, downloadable files that require fast internet connections and are not optimized for mobile devices. PBOT has the opportunity to use our existing GIS mapping application system to create a web-based map that looks just as good on a desktop computer as it does on a cell phone.

#### Describe the Proposed Solution/Strategy

PBOT will dedicate staff resources to create a mobile-optimized map that will encourage more people to walk, bike, and take transit more often. Staff from the Business Technology and Active Transportation divisions will create a dedicated team to move from concept to publication of the Walk & Bike Map App. The map will be published on the city's website. The grant will provide funding for PBOT to dedicate staff time to create the systems, platforms, and maintenance schedule to make the map app a fully functioning tool for Portland residents and visitors.

PBOT will use this opportunity to create an internal management system to keep up with changing active transportation infrastructure and to provide regular updating. This will provide a more transparent internal data management system and offer the public up-to-date information about PBOT's active transportation capital and maintenance projects.

In addition to building and maintaining the proposed map application, PBOT will work with key partners in the community and tourist industry to promote the tool. The promotion and outreach efforts are key to not only letting new people, particularly under-served and under-engaged Portlanders, know about the map application, but also to realize the cost savings by distributing less paper maps.

#### Potential Outcomes

The Walk & Bike Map App project offer PBOT and the City the opportunity to lower costs, reach more people, and more equitably serve Portland residents. As noted in the problem statement, lower income people, communities of color, and youth are more likely to be smartphone dependent and without other access to the internet. Ensuring that PBOT's most valuable active transportation educational resources are

not simply available but ideal for the devices people are using will provide an important equity component to our work.

Additionally, the Walk & Bike Map App project creates efficiencies in the agency by lower materials costs and streamlining communication among the Business Technology and Active Transportation divisions. The web application will utilize many existing resources, such as extensive experience on creating active transportation maps, PBOT's GIS mapping software and staff expertise, and an extensive outreach network that can widely publicize the new endeavor. Many of the pieces to create this tool already exist. If awarded a micro-grant, PBOT will be able to dedicate staff resources to bring the pieces together and create a tool that lowers PBOT material and staff costs, reaches more people, particularly more low income people and communities of color, and develop internal efficiencies so future mapping projects have a blueprint to follow.

### **Lead Bureau & Partners**

Portland Bureau of Transportation

---

**Source URL:** <http://innovate.portlandoregon.gov/proposal/walk-bike-map-app>