

PRIORITY: TRANSPORTATION

FIRST 100 DAYS

GOAL	ACTIVITIES	OUTCOMES
APPOINT A TRANSPORTATION CABINET		
Establish cabinet, including representatives from labor, business, regional government partners, community stakeholders, non-profit organizations and academia	✓	Completed. The cabinet has met twice to discuss strategic issues.
	a) Freight Advisory Committee	✓ Complete. Meets monthly.
	b) Pedestrian Advisory Committee	✓ Complete. Meets monthly.
	c) Bicycle Advisory Committee	✓ Complete. Meets monthly.
	d) Motorcycle/Scooter Advisory Committee	✓ Completed.
Enhance broad-based Safe, Sound and Green Street coalition to stabilize funding and improve safety and accessibility of city streets		
Work on the local and national level to address insufficient transportation funding		See deliverables below.
	a) Advocate for transportation issues at United States Conference of Mayors and National League of Cities conferences	✓ Completed. Met with the National League of Cities to discuss transportation in early April. Worked with the National Coalition of City Transportation Officials (NACTO) to advocate for city transit funding. Met with NACTO members to discuss freight accommodations. Established a multi-jurisdiction “Progressive Bicycling Cities Coalition” to provide information sharing, establish best practices, and advocate for cutting-edge designs among cities that are leading the nation on bicycle innovations.

GOAL

ACTIVITIES

OUTCOMES

b) Advocate for transportation issues at state legislature and US Congress



Completed. Met with members of Portland's congressional delegation to discuss appropriation and reauthorization requests for several key projects. Worked with Oregon Legislature to define and support the Transportation funding package. Met with National Transportation Secretary Ray LaHood to discuss national transportation strategy, with a special emphasis on transit and streetcar funding. Advocated for funding for Portland Safe, Sound & Green projects - including the Sellwood Bridge.

Develop a four-year transportation strategic vision

Alignment with regional priorities for Portland's transportation investments and infrastructure, guided by the Transportation Cabinet

a) Expand Portland's transit network to provide transportation options and leverage development opportunities

See deliverables listed below.

i) Identify the local funding match necessary to secure federal funds for the Milwaukie to Portland light rail line



Completed. Have identified funding sources for Portland's \$30 million match commitment for the Portland-Milwaukie light rail line; Council will approve draft funding plan in June.

[OregonLive.com: U.S. approves Milwaukie MAX line](https://oregonlive.com/news/politics/government/2015/06/01/us-approves-milwaukie-max-line/)

ii) Release the draft of city-wide Streetcar System Plan



Completed. Draft plan has been released. Presented the plan for public comment at six open houses in May; hosted a "developer's roundtable" to solicit feedback.

iii) Advance the funding and development of a new Eastside Streetcar line



Completed. Eastside Streetcar Loop was listed in the Federal Register as the first Streetcar project funded under the "Small Starts" program. The city of Portland will order 6 streetcar vehicles; will adopt budget and finance plan in June; utility work will commence in June/July. The Project will receive \$75 million dollars toward construction.

[Daily Journal of Commerce: City gets \\$30M more for streetcar project](http://www.dailyjournalofcommerce.com/news/2015/06/01/city-gets-30m-more-for-streetcar-project/)
[Portland Tribune: Streetcars soon to be made in Oregon](http://www.portlandtribune.com/news/2015/06/01/streetcars-soon-to-be-made-in-oregon/)

GOAL

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OUTCOMES

b) Enhance the safety and accessibility of bicycling for everyone

See deliverables listed below.

i) Unveil the City's first Cycle Track in a high-visibility, high-use location to promote safety and increase bicycle use



Completed. Unveiled a Cycle Track on SW Broadway from Clay to Jackson in May; will be constructed in late summer. Unveiling "enhanced bike lanes" on Stark and Oak. Both are pilot projects; will evaluate community and bicycle safety benefits.

[The Oregonian: Bicyclists on Broadway to get a lane of their own](#)

[Portland Online: Cycle track in Portland](#)

[Bike Portland: Has Mayor Adams fulfilled his bike promises?](#)

ii) Identify 15 miles of Bicycle Boulevards for implementation in the coming year



Completed. 15 miles of new bike boulevards have been identified for construction within the next year, including N Wabash/Hamlin from Willamette Blvd to Columbia, SE Spokane from 20th to the river; NE Going from I-5 past Cully; SE Mill from 60th to I-205; a section of SW Westwood/Terwilliger; a section of N Concord; and a section of SE Center/Gladstone.

Bike Portland: Identify 15 miles of Bicycle Boulevards for implementation in 2009

iii) Complete the next link in the Bike Boulevard network on N Wabash, connecting N Willamette Blvd to the bike path along the Columbia River



Completed. Will come to Council in Early July, construction will be completed this summer.

iv) Construct on-street bike parking corrals in four high-demand locations



Completed. Four corrals have been installed: St Johns Cinema; Vita Café (NE 31st & Alberta); Food Front (NW 24th & Thurman); PNCA (NW 13th & Johnson).

[BikePortland: Mayor announces first of four bike corrals](#)

[BikePortland.org: With new racks, finally some good news for PNCA](#)

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c) Improve transportation safety and mobility on Portland's roadways

See deliverables listed below.

i) Promote state legislation to give cities jurisdiction over speed limits within city limits



Completed. Sent a letter to ODOT Director Matt Garrett, initiating an effort to address the process of reducing speed limits on certain streets (i.e. neighborhood and residential streets) within the city.

[Letter to Matt Garrett](#)

[KATU: Radar-equipped signs pop up in Portland](#)

ii) Identify funding for high-priority arterial paving projects



Completed. Have identified new money for high-priority paving projects; \$6.4 million from the federal stimulus, \$1 million from new revenues in the Mayor's Proposed budget, and possible additional funding from the state transportation package.

iii) Participate in the Columbia River Crossing Project Sponsors Council to promote Portland's interests

See deliverables listed below.

[RESOLUTION No. 36684 *Support the creation of a Columbia Crossing Mobility Council charged with developing performance-based management recommendations for the Columbia River Crossing Project](#)

(1) Achieve a high-quality, aesthetically appealing bridge design that is appropriate for Portland's "front door"



Completed. As a co-chair of the CRC Urban Design Advisory Group, Sam has been a strong voice in favor of design options that address concerns raised by committee and community members. Sent a letter in early May to the CRC requesting that the project consider a stacked bridge design with the light rail and bicycle/pedestrian facilities on the top deck of the bridge.

[CRC Bridge Design](#)

[The Oregonian: Adams not impressed with I-5 bridge's design](#)

[The Columbian: Portland mayor wants other bridge options](#)

(2) Secure world-class bicycle and pedestrian accommodations on (and accessing) the bridge



Completed. As a CRC Urban Design Advisory Group co-chair - as well as working informally with community members, Sam is actively seeking design alternatives that are supported broadly by bicycle and pedestrian advocates.

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(3) Ensure the bridge supports the city's land use and transportation goals as set out in the Portland Plan



Completed. Negotiated with Vancouver Mayor Royce Pollard and other Washington representatives to achieve a compromise in which the new CRC bridge is built with the eventual ability to accommodate 12 lanes, and is actively managed by a "Mobility Council" according to performance-based goals including trip time reliability, reducing greenhouse gases, and avoiding sprawl.

[CRC Op Ed](#)

[Portland Business Journal: Key bridge council backs 12 lanes over Columbia](#)

d) Promote "green" transportation technologies: develop a "Get Charged Portland" strategy to increase electric use



Completed. State Building codes are being revised to incorporate residential electric car charging stations. Over the counter permits will be available for residential use with the introduction of vehicles for sale to the public. Portland is positioned to be an early fleet test city. Developing on street charging station policies that promote use and balance use of the ROW. In partnership with the State DOE we are submitting a Clean Cities grant application. Working on the financing for the match of the grant. State has asked for a letter of firm commitment, our investment could total \$8 million over two years if we are fully funded and would result in \$8 million match. Determining how much of the local match will be covered by vehicles that are scheduled for replacement and savings based on eclectic vs. gasoline. Installed new charging station and developing expansion plan.

[RESOLUTION 36701 *Adopt a City-wide strategy and guiding principles to further Portland efforts to deploy electric vehicles and work with regional partners to develop a network of charging stations for public use](#)

[Portland Octopus: Portland vs San Francisco](#)

[Gas 2.0: It's On! Portland and San Francisco Battle For Electric Car Domination](#)

[Reuters: Portland Will Continue as Leader in Sustainability and Electric Cars | Green Business](#)

GOAL

ACTIVITIES

OUTCOMES

Conduct a snow and ice storm readiness assessment



Completed. Worked with the Portland Office of Emergency Management and the Bureau of Transportation to develop a storm readiness assessment and a series of recommendations for near- and medium-term implementation.

Develop a plan of action for improvements to future efforts

[Storm Readiness Report](#)

In addition to 100 Days Plan

a) Worked with Chair Ted Wheeler to secure funding for the Sellwood Bridge

Committed Portland transportation funds for match, helped secure a \$30 million earmark for the bridge in the state transportation package and supported the County's effort to retain authority to enact a countywide vehicle registration fee to support reconstruction of the bridge.

b) Secured \$14.5 million in transportation funding for the city from the federal stimulus bill; worked with PBOT to develop a mix of projects that are shovel-ready, create jobs, and support Portland's multi-modal transportation priorities

Bike boulevards and Springwater Corridor repaving; Repaving high-priority arterial corridors (Madison, Hawthorne, NW 23rd SE 39th) that serve as transit routes and, in some cases, city bikeways; Transit improvements downtown and along the future Portland-Lake Oswego Streetcar line; Streetcar signals for the Eastside loop; Freight projects - N Going RR overcrossing and improvements to NE 82nd Ave and Columbia; Sidewalk infill in East and SW Portland.

c) Developed a Mayor's Proposed Budget for transportation that preserves core transportation services in the fact of economic recession and a continuing reduction of gas tax revenues

Established a \$500,000 ongoing "Active Transportation Fund" that will support the development and delivery of bicycle - and eventually pedestrian - projects. Preserved funding for abandoned auto removal program.

d) Provided leadership at Metro's Joint Policy Advisory Committee (JPACT) and Metro Planning Advisory Committee (MPAC) on policies that discourage expansion of the urban growth boundary and encourage investment to promote livability, vitality and affordability within the boundary.

e) Represented the City of Portland as a keynote speaker at the International Velo-City conference in Brussels. Was the only US city invited to present.