



# MAYOR ADAMS TERM IN REVIEW

## TRANSPORTATION

A glance at the numbers is illustrative of the volume of work we've accomplished in Transportation in the Mayor's office over the past four years:

**8,942** new handicap-accessible curb corners. **86** miles of new and rebuilt sidewalks, with **9** more under construction. **41** new miles of neighborhood greenways, with **34** more under construction or funded. **87** new bike parking corrals for local businesses and a **2-year** backlog of new requests. **8.3** new miles of light rail, with **7.3** more currently under construction. **3.3** new miles of streetcar track and **5** new Oregon-made streetcars. **2** new Willamette River bridges under construction. And one of our office's proudest accomplishments: Over **10,000** high school students who will keep their free TriMet passes to access school, services, and employment due to our work with TriMet.

In addition we've secured hundreds of millions of federal dollars through our successful transportation grant applications, ensuring that local resources go as far as possible. The work is impressive, and because of it, Portland has gained an international reputation for our transportation system by focusing on safety, innovation, and giving people real choices in how they get around.

### Safety

While Portland is known widely for transportation innovation, our priority has

always been safety. An initial priority in our office was using collision data to identify our city's most dangerous streets—because one life lost is one too many. By designating [high-crash-corridors](#), we've been able to target safety improvements and upgrades to where they're most needed. We've used this approach to move forward with crosswalk and sidewalk [safety improvements on 82nd Ave](#), SW Barbur Blvd, SE Foster Road, and other local arterials.

Earlier this year city staff was directed to [fast-track the installation of four more 'rapid flash beacon' crosswalks](#) on one of Portland high-crash-corridors: SE Foster Road. The first new [flash beacon](#) crossing on Foster has already been installed at the SE Foster/SE 60<sup>th</sup> intersection. The three remaining flash beacon crosswalks are scheduled for installation this Spring.

We also successfully lobbied the state legislature in Salem to pass [SB 344](#) to give cities like Portland the authority to set our own speed limits on neighborhood streets. We know that a child hit by a car travelling 30 mph has a 60% chance of survival, compared to a 95% chance of survival if the car is traveling 20 mph. With the new law, we've lowered speed limits on our network of [neighborhood greenways to 20 mph](#) and made those streets safer for everyone.

Safety also means addressing the needs of our most vulnerable users—seniors and kids—by upgrading thousands of curb corners to accommodate those with mobility

impairments, installing larger and more visible crosswalks, pursuing federal and state funding for our [Safe Routes to School program](#) which serves over 80 local elementary schools. We have moved forward a partnership with Portland Public Schools to invest in the schools most in need of safety upgrades and made [safety improvements to our downhill bike boxes](#).

We developed Portland's [Freight Master Plan](#) that is guiding investments that will allow our economy to thrive as Portland grows and identifies streets to prioritize for freight movement, resulting in less large trucks cutting through neighborhood streets and less conflicts with other road users.

Upon the approval of the Portland Development Commission, our latest safety and circulation [upgrades will be coming to West Burnside](#), which will provide new signalized intersections at some of the central city's most congested intersections, new pedestrian crossings, and left turns from West Burnside that will allow an easier flow of traffic and better accessibility for businesses in the area.

## Real Choices

Over recent years the city has been making investments that give Portlanders real choices in how they get around town. These options have been provided by investing in basics, such as sidewalks and bike lanes and by diversifying our transportation system with innovative choices such as rail transit and the Portland Aerial Tram.

Taking this approach decreases congestion, increases safety, and lets us all [breathe cleaner air](#). It allows us to [catalyze real estate](#)

[investment](#) in areas served by our expanding rail transit network, while decreasing our carbon dioxide emissions and dependence on automobiles.

These choices help create a more mobile, resilient, and empowered city and also [allows our citizens to invest more in our local economy](#) with the dollars they save at the pump and advance Portland's [climate action goals](#).

Our region has a proud history of rail transit that goes back over 100 years when Portland had an extensive network of neighborhood streetcars, and continuing into the modern era with the opening of our first light rail line in 1986. In the last eight years, we've continued to make these investments in our transit system: we built and opened the [MAX Green Line](#) to East Portland and Clackamas, and started construction on [the MAX Orange Line](#), which will connect the Central City to Inner Southeast Portland, Sellwood, and Milwaukie by 2015. In September of this year we [opened the Eastside Streetcar line](#) that doubled the length of the system and created a rail connection between OMSI, the Lloyd District and the Pearl District/Downtown. Just this month, City Council approved the Close the Loop project which will eventually connect the new east side streetcar to the South Waterfront over the new light rail bridge currently under construction. When complete, the streetcar loop will fulfill a concept first proposed by former City Commissioner Earl Blumenauer in 1987.

We've built 85 miles of new sidewalks and 8,900 curb corners to bring them into ADA compliance and added 5,196 pedestrian

crossing countdown timers at 766 intersections.

We've also worked hard to develop a complete network of safe bike facilities that encourage more Portlanders to bicycle and leave their cars at home. City Council passed the updated [bicycle master plan](#) in 2009. Since that time we've made major progress: over [41 miles of neighborhood greenways](#) have been constructed, with 34 more miles funded and set to be completed in the near future. We've developed separated [cycle-tracks](#) through the Lloyd District, Cully neighborhood, and Portland State University. These investments have resulted in an increase of bike commuters from [3.5% in 2005](#) to [6.3% in 2011](#).

In the coming year, Portlanders will also see the launch of a 75-station bike share system that will make it easier for residents and visitors to get around the city on two wheels.

### **Flexibility and smart investments**

While the recession and [decline in gas tax revenue](#) has left us with less local funding sources for transportation projects, we've competed aggressively for and received funding that would have otherwise gone to other cities. It is this rigorous pursuit of outside resources that has helped mitigate some of our greatest transportation challenges.

We've also moved forward with a plan to convert the City's streetlights to LED lights, which have a much longer life and use significantly less energy. Starting next year, Portlanders will notice the light from streetlights begin to change from orange to

white as the conversions proceed and millions of taxpayer dollars are saved.

We developed a flexible and community-informed approach to addressing our 60 miles of unimproved streets. Until recently city code required street improvement projects to construct full downtown-style streets with sidewalks, pavement, markings, and storm water drainage—a good idea in theory, but one that is prohibitively expensive for many neighborhoods. With that challenge in mind our office worked with the Bureau of Transportation to develop a variety of lower cost [street options](#) that can better fit the needs of individual neighborhoods, at lower costs with a low-income deferment option.

After decades of process and several efforts to manage on-street parking in Northwest Portland, we crafted a [parking plan](#) with the guidance of a stakeholder committee that City Council approved on December 12, 2012. The plan is now moving forward on an 18-month implementation schedule, and this beloved Portland neighborhood can focus on other issues.

With an interest in making the highest leverage investments in transportation our office directed the Bureaus of Transportation and Environmental Services to [work together to integrate](#) storm water management projects like bioswales into our bike facility construction. Integrating these projects has saved money and cut red tape to create safer bike facilities while providing environmental benefits.

During this challenging time we've managed to make innovative and high impact improvements that will keep citizens safe, reduce traffic congestion, improve our

air quality, and increase livability throughout out city. It is work to be proud of and we thank all of the citizens, bureaus, partners,

and advocates who have helped us make our city more healthy, connected, safe, and equitable.

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