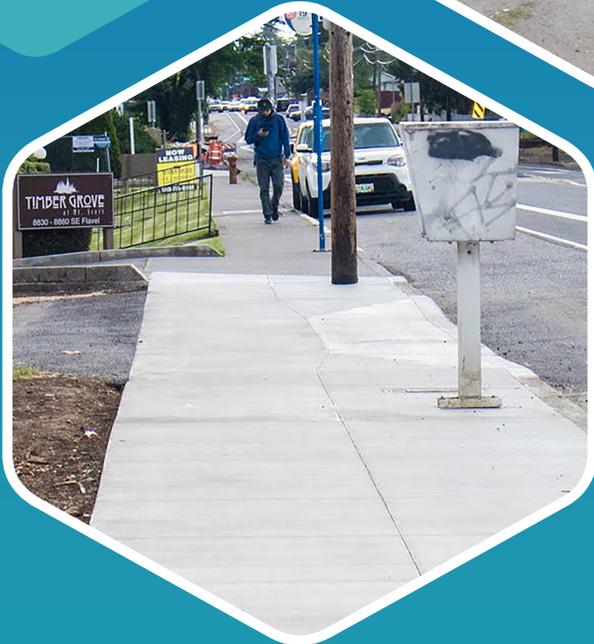


FIXING OUR STREETS

Progress Report 2019



Fixing
Our
Streets



Your Dime at Work



**FRONT
COVER:**

A Fixing our Streets project that improved access to a bus stop on SE Flavel Street in the Lents neighborhood. This project was engineered by Emerio Design and constructed by Raimore Construction, both local, minority contractors.



20
SCHOOL DAYS
7AM-5PM

No Pedestrians

Fixing Our Streets
Your Dime at Work
www.fixingourstreets.com
PBOT

A Portland First

Dear Portlanders,

In May 2016, Portland voters went to the polls and passed Fixing Our Streets. That same month, the Portland City Council created the heavy vehicle use tax.

Together these initiatives were something new for Portland: the first local funding sources in the city's history dedicated exclusively to road repair and traffic safety.

Voters and our city council did something else that May. They put their trust in the Portland Bureau of Transportation (PBOT) to deliver projects that would make it easier and safer for everyone to get where they need to go.

Since then PBOT has been hard at work delivering on its promise to Portlanders during some of the city's busiest construction years. Amid Portland's unprecedented growth, Fixing Our Streets has transformed Portland neighborhoods by paving roads, building sidewalks, and installing safer, more accessible crossings. Now headed into its final year, Fixing Our Streets continues to make Portland better.

Thank you Portland for your patience as PBOT planners, engineers, project teams, and our crews and contractors did the work!

Our 2019 Fixing Our Streets Progress Report highlights the projects we've completed so far, and the ones we look forward to finishing up our final year.

When we are done, we will have fully repaved **38** lane miles of city streets, fixed over **400** sections of failing road, connected miles of sidewalk in East Portland, and made another **170** safety improvements to our system. This is the down payment we promised, for a future with better, safer streets for all Portlanders.

Sincerely,



Chloe Eudaly
Chloe Eudaly,
PBOT Commissioner



Chris Warner
Chris Warner,
PBOT Director



Program Overview

In May 2016, when voters passed Measure 26-173—a new 10-cent gas tax—it launched the city's first local funding source dedicated exclusively to the city's transportation needs.

That same month, Portland City Council enacted a heavy vehicle use tax on companies operating trucks over 13 tons, so that companies paid their fair share for road repair, too.

Under the banner of Fixing Our Streets, the Portland Bureau of Transportation (PBOT) has managed every project funded by these local dollars.

These new local funding sources were originally projected to bring in \$74 million over four years—\$64 million from the gas tax and \$10 million from the heavy vehicles use tax.

Current projections have us on target to bring in more than \$85 million—over \$76 million from the gas tax alone and an additional \$8 million from the heavy vehicles use tax.

With these funds, PBOT has been working hard to deliver for Portland.

We started with a clear mission to fix our ailing infrastructure, and make it safer for children, elders, people with disabilities, and all Portlanders to travel on our streets. With the guidance of the Fixing Our Streets Oversight Committee, PBOT hit the ground running with a lengthy list of projects and priorities.

In three years, we have kept our promise to Portland, delivering a wide variety of projects in every corner of the city.

Current Revenue Projections

\$76 million



raised by the 4-year,
10-cent gas tax

\$8 million



raised by the
heavy vehicles use tax

STREET TRANSFORMATION case study

HALSEY- WEIDLER STREETScape PROJECT

EAST

In East Portland's Gateway community, PBOT's Halsey-Weidler Streetscape Project provided transportation safety and accessibility improvements that will be felt for years to come.

This Fixing Our Streets project focused primarily on safer crossings and providing a more comfortable experience for pedestrians throughout the business corridor along NE Halsey and Weidler streets between 102nd and 112th avenues. Throughout this corridor, crews contracted with PBOT extended the curb, marked new crosswalks, added rapid-flashing beacons, and installed better lighting. This project also added additional on-street parking, and made the corridor safer for people biking by adding new parking-protected bike lanes that separate bike lanes from vehicle travel lanes.

Additionally, the Halsey-Weidler Streetscape Project is bookended by special features that provide additional resources to the neighborhood and surrounding community. The first of these features is a "festival street" on NE 103rd Avenue between Halsey and Clackamas streets, which can be closed to traffic for special events. The second is a public plaza in the area known as the East Entry Triangle, bordered by NE 112th Avenue, Halsey, and Weidler.

Final touches to the project included new ornamental streetlights, as well as wider sidewalks to provide more space for trash cans, benches, bicycle racks, and other street amenities.

"The new streetscape is yet another win for East Portland and Gateway," said Nidal Kahl, President of the Gateway Area Business Association. "After five years of collaboration between community and business leaders with all the city bureaus, Gateway takes another giant leap towards growth, positioned for economic development that drives Portland's reputation for unique, local eco-friendly enterprises."



On Street Repair

Years of cuts to the city's maintenance budget left PBOT with over \$2 billion in much-needed street repair without any source of funding.

In fact, before voters passed Fixing Our Streets, Portland had no dedicated funding source for our city's transportation needs, unlike many cities in Oregon and across the country.

As much work as PBOT did each year on preventative paving, maintenance, and safety, it was never enough. Potholes multiplied. PBOT simply couldn't pay to fix them all, let alone build the crosswalks, sidewalks, streetlights, or protected bike lanes Portlanders so desperately need.

We know, as Portlanders know, that problems like these only get worse. As streets deteriorate, the cost to fix them rises dramatically.

Fixing Our Streets is a down payment. With it, PBOT has begun to address our massive backlog through hundreds of projects, big and small.

The results over the first three years have been transformative.

Although Fixing Our Streets funds make up less than 5% of PBOT's annual budget, these dollars have allowed PBOT to leverage their investments and accelerate the work it already does to maintain a safe and reliable transportation system for everyone. This is especially important as we build for a growing city.

In addition to more than 370 base repair projects, PBOT did crucial preventative maintenance by rehabilitating over 40 lane miles of road before they fell into poor condition. These large paving projects also provided opportunities to redesign and restripe streets to make them safer for all people using them.

But Fixing Our Streets is not just about pavement.

PBOT crews have also closed the gap by connecting miles of sidewalk in East Portland and building ADA curbs. In places where there are no sidewalks yet, PBOT has engineered and built safer shoulders, installed speed bumps to calm traffic, and done critical ditch maintenance to make these streets safer for pedestrians, people biking, and people driving.

PBOT is proud of the projects we've built in the first three years, and the ones we will complete in year four, ones with lasting benefits that will make our roads and our community safer for decades to come.



BASE REPAIR case study

PBOT is on track to deliver over **400** base repairs across the city. Base repair projects are reserved for streets that are in poor or very poor condition that must be repaired from top to bottom. The goal of these base repair projects is to prevent the structural failure from spreading to other parts of the street. Because base repair projects replace both the asphalt and the street's rock base, they are more expensive than other preventive maintenance projects. For this reason, they also tend to be smaller, ranging in size from a tabletop to an entire city block. Still, these base repairs make a huge difference in every neighborhood, replacing a section of road that was notorious for potholes, with a new section that will preserve the life of the street for years to come.



A base repair project completed by PBOT crews on N Princeton Avenue, adjacent to Astor Elementary School. The road had a 20-foot travel lane with two 8-foot wide gravel shoulders and no curb line. Crews excavated the failing, pothole-riddled road, repaired the road base, exposed the curb line, and paved it curb to curb.



On Safety

In keeping our promise to Portland voters, PBOT also worked through an extensive list of traffic safety projects citywide.

These include:



Making critical improvements to the city's **High Crash Corridors**, the 10 busiest (and most dangerous) streets in Portland, which see a disproportionate share of deadly crashes



Improving our city's **Safe Routes to School** network in all five school districts, so that primary pedestrian routes to and from schools are complete, safe, and providing access in areas that have historically lacked investment



Adding **crosswalks** and making crossing safer for pedestrians throughout the city by adding **ramps** and pedestrian islands, as well as better **lighting**, better **signage**, and more rapid-flashing beacons



Making **public transit** and **biking** safer by building more transit-only lanes, installing more protected bike lanes, and ensuring that our 77 miles of neighborhood greenways are safer and more accessible for people biking as well as pedestrians



SAFE ROUTES TO SCHOOL case study

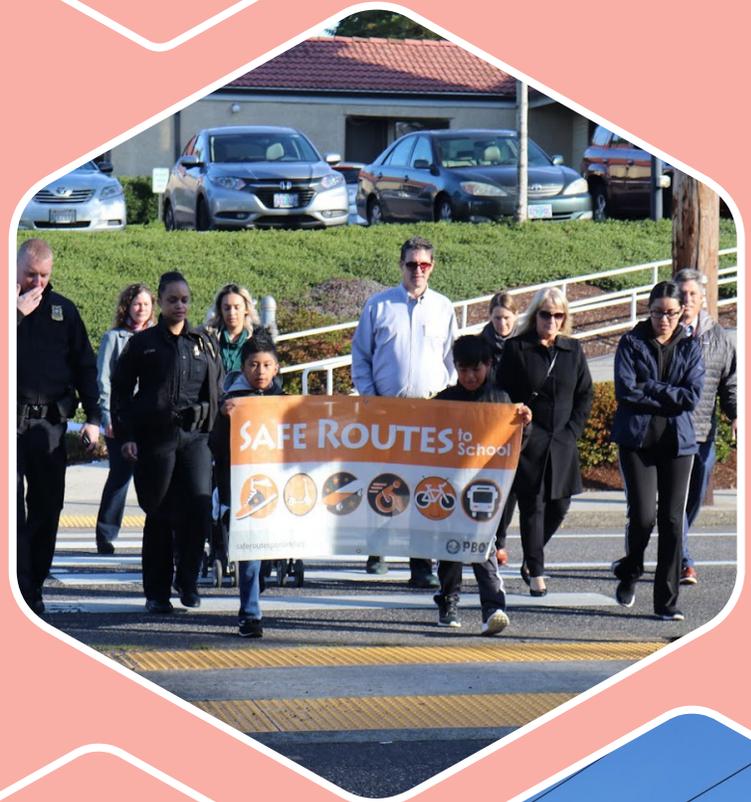
In 2016, following the passage of Fixing Our Streets, PBOT's Safe Routes to School team began extensive planning to identify the projects Portland families needed most to get to school safely.

Safe Routes staff attended over **60** meetings and events with parents and guardians, school staff and leadership, and culturally specific groups. PBOT's staff and volunteers then mapped and categorized six years of data about how people travelled to school, capturing comments from over **3,000** parents and guardians to understand exactly what safety improvements they wanted to see.

Through this process, PBOT identified over **1,200** possible projects to undertake, ranging from big to small safety improvements. With feedback from school communities, a Stakeholder Advisory Committee, and the Fixing Our Streets Oversight Committee, the list was narrowed to a priority list of **88** projects in **11** high school clusters.

The Safe Routes team then went back and verified these projects and routes with each school and returned to city council in June 2018 for final approval before moving forward.

The process of prioritizing these projects, along with the longer wish list, has not only helped PBOT make these improvements efficiently, but has prepared PBOT for what comes next when and if new funding becomes available.



Completed to Date



300
new ADA
ramps



58 fully
improved
intersections



370
base
repairs



53
Safe Routes
to School
projects



40 lane miles of
new or improved
pavement

31
elementary
schools

8
middle
schools

10
high
schools

Highlights

Here are just some of the hundreds of projects, big and small, completed under Fixing Our Streets in its first three years:

MAJOR PAVING

- **N Denver Avenue** (Lombard to Watts)
- **N Williams Avenue** (Stanton to Cook)
- **NE Halsey Street** (102nd to Weidler)
- **SE 50th Avenue** (Division to Hawthorne)
- **SE Foster Road** (82nd to 90th)
- **SW Main Street** (First to Third)
- **SW Vermont Street** (30th to 65th)

SAFE ROUTES TO SCHOOL

New crosswalks, sidewalks, ADA ramps, speed cushions, and more safety upgrades at:

- **N Fremont Street** (Albina to Gartenbein)
- **NE 33rd and Fremont**
- **NE 122nd and Shaver**
- **NE 131st Ave and Failing**
- **NE 131st Pl and Shaver**
- **NE 132nd and San Rafael**
- **NE 141st and Fremont**
- **NW 18th and Marshall**
- **NW 19th and Marshall**
- **NW 20th and Lovejoy**
- **NW 25th and Quimby**
- **SE 16th and Belmont**
- **SE 26th and Division**
- **SE 45th and Evergreen**
- **SE 46th and Henry**
- **SE 65th and Holgate**
- **SE 72nd and Crystal Springs**
- **SE 92nd and the Springwater Corridor**
- **SE 101st and Harold**
- **SE Stark Street** (16th to 18th)
- **SE Steele Street** (89th to 91st)
- **SW 17th Avenue** (Spring Garden to Taylors Ferry)
- **SW 40th and Huber**
- **SW 45th and Julia**
- **SW 47th Avenue** (Hamilton to Julia)
- **SW Capitol Highway and Huber**
- **SW Capitol Highway and Pomona**
- **SW Shattuck Road** (Windsor to Beaverton Hillsdale Hwy)
- **SW Spring Garden Road** (20th to Taylors Ferry)

HEAVY VEHICLE PROJECTS

Major paving and other safety improvements:

- **Columbia Boulevard** (N Interstate to NE 13th)
- **N Burgard Road** (Terminal to Columbia)
- **N Going Street** (Interstate to the I-5 ramp)
- **N Lombard Street** (Ramsey to 2500' N)
- **N Marine Drive** (Kelley Point Park to Leadbetter)
- Replaced 17 **guardrail** segments
- Upgraded 24 **bridge column** attenuators

CROSSING IMPROVEMENTS

- **High Crash Corridor** pedestrian and bicycle crossings
- **Naito Parkway** riverfront access improvements
- **NE Glisan Street and I-205** ramp improvements
- **Improved street lighting** for multimodal safety
- Safer and more efficient **rail crossings**

SIDEWALK IMPROVEMENTS

- **NE 102nd Avenue** (I-84 to Sandy)
- **NE 148th Avenue** (Halsey to Glisan)
- **SE 112th Avenue** (Market to Powell)
- **SE Flavel Street** (84th to 92nd)

PROTECTED BIKE LANES

- **Burnside Street** bus and bike lane project
- **SW Madison Street** bus and bike lane project
- **Southwest In Motion** bike lanes and routes

Visit our website
for a full list and
map of projects
fixingourstreets.com

Community Front and Center

We would not be here without you, Portland.

As voters, you helped us pass the city's first dedicated funding stream for transportation projects.

As everyday Portlanders, you attended dozens of our open houses, emailed and called our project teams, and filled out our many surveys. Your feedback and advocacy helped make our projects better.

You have also been patient with us as we've disrupted your daily lives to build these projects.

Finally, we would not be here without the dedication of the Fixing Our Streets Oversight Committee who shared their knowledge and experience to help PBOT staff hit the ground running.



Fixing Our Streets Oversight Committee

Playing a vital role in ensuring the program's accountability, this committee of Portlanders is made up of residents, business owners, transportation experts and advocates, representing a wide range of interests within the transportation community. They provide budget and project management experience, monitor revenues and expenditures, oversee project implementation, advise the PBOT director, and report to city council annually.

Full bios available at:
fixingourstreets.com

MULTIMODAL REPRESENTATIVES

CLAIRE VLACH
(Pedestrians)

Urban Designer
Bottomley Design and Planning

ERICH PACHECO
(People Biking)

Equity Manager
Portland Water Bureau

FERN WILGUS
(People with Disabilities)

Retired, Board member and Vice President,
Brain Injury Connections Northwest
Board Member, Oregon A.C.L. Brain Injury
Advocate and Leadership

ELLIOT LEVIN
(People Driving)

Research Director
PTE Local 17

TONY LAMB
(Transit Riders)

Climate Action Planner
Bureau of Planning & Sustainability

TRANSPORTATION EXPERTS

ASHTON SIMPSON
COMMITTEE CO-CHAIR
(Construction)

Community Asset Planner
Rosewood Initiative

WAYNE BAUER
(Paving)

Director of Transportation
WHPacific

BUSINESS REPRESENTATIVES

WILLIAM HENDERSON
(1-50 employees)

CEO
Ride Report

DENNIS DESANTI
(51+ employees)

Distribution Supervisor
Swire Coca-Cola

DJ VOGT
(51+ employees)

Director of Public Relations
Swire Coca-Cola

COMMUNITY REPRESENTATIVES

CLINT CULPEPPER
(Central City)

Transportation Options Manager
Portland State University

CARMEN THOMPSON
(Inner East Portland)

Instructor
Portland Community College

CLAIRE IRVAN
(Outer East Portland)

Financial Coordinator for
Bone Marrow Transplant, OHSU

PETRA WHITACARE
(North Portland)

Registered Nurse
Legacy Health

JENNIFER ROLLINS
COMMITTEE CO-CHAIR
(Southwest and Northwest Portland)

Associate
Elliott, Ostrander & Preston

Contracting

The Portland Bureau of Transportation (PBOT) is committed to increasing diversity, advancing equity, and fostering inclusion in everything that we do. PBOT's Racial Equity Plan sets forth several objectives to fulfill this commitment.

This includes very concrete goals about how we contract work, recognizing how specific communities have been historically excluded from the economic benefit of design and construction work.

To achieve this, PBOT sets ambitious targets for the percentage of contracts we award that meet one or more of the following categories recognized by Oregon's Certification Office for Business Inclusion and Diversity (COBID):

- Disadvantaged Business Enterprise
- Minority Business Enterprise
- Women Business Enterprise
- Emerging Small Business
- Service-Disabled Veteran Business Enterprise

These firms are known as D/M/W/ESB/SDVBE or, more simply, COBID-certified.

PBOT upholds a citywide goal of 20% participation of COBID-certified firms in eligible, subcontracted construction work and 30% participation in design consultation.

PBOT's Fixing Our Streets program far exceeded these targets. Three years into the program, 40% of all contracting dollars have been awarded to COBID-certified firms.

These design and construction jobs represent more than \$11 million invested in COBID-certified firms, a majority of which are local companies based in the Portland area.

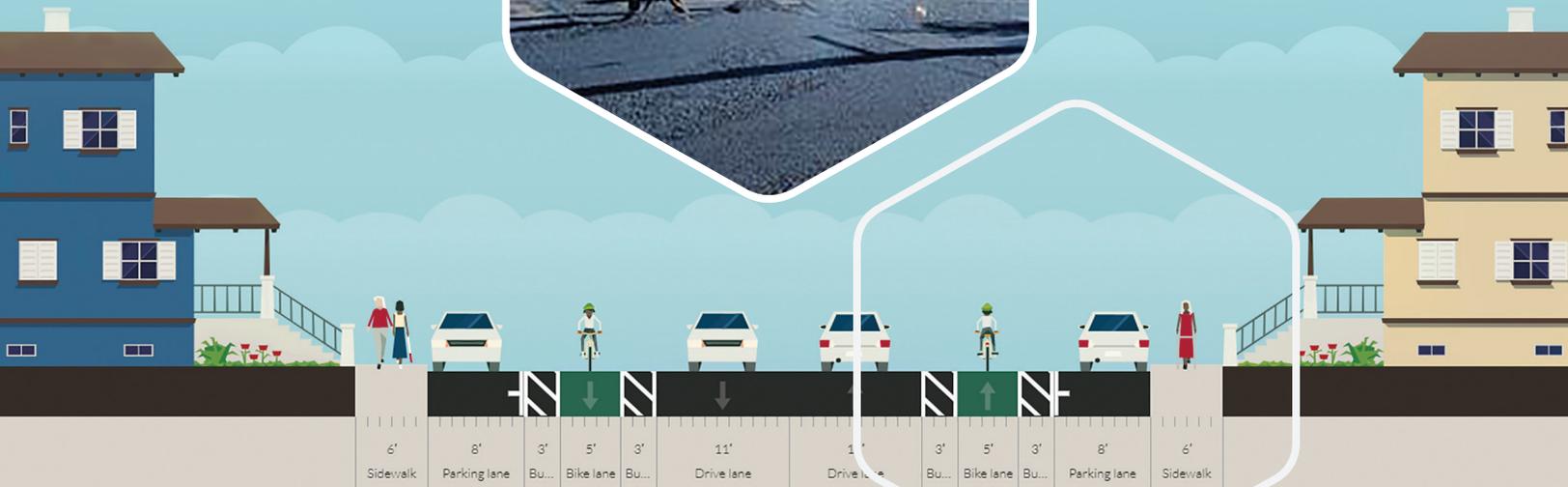


PAVING & SAFETY case study

One of the last Fixing Our Streets projects PBOT completed in 2019 was along N Denver Avenue. Primarily a paving project between N Lombard and Watts streets, the N Denver Avenue project provided an opportunity to improve safety for all modes of travel. With restriping and other adjustments, the street was redesigned to work better for everyone when the paving was finished.

This includes safer pedestrian crossings, buffered bike lanes, and other adjustments to the design based on the feedback PBOT received from the community. As with any project of this size, PBOT works with the community to ensure they understand and support the changes we're making for everyone using the street.

For the N Denver Avenue project, PBOT staff was able to conduct extensive public outreach including a direct mailing, an online survey, and presentations to the Kenton Neighborhood Association. Once paving began, PBOT also helped spread the word that neighborhood businesses were open during construction. This was done through social media and other channels, now a routine practice at PBOT.



Financials

FIXING OUR STREETS

REAL & PROJECTED REVENUE

LOCAL GAS TAX

Collection Year	Gross Revenue
2017 Actual	\$19,872,787
2018 Actual	\$19,128,009
2019 Projected	\$18,800,000
2020 Projected	\$18,800,000
Total	\$76,600,796

HEAVY VEHICLE USE TAX

Tax Year	Gross Revenue
2016 Actual	\$1,858,642
2017 Actual	\$1,872,553
2018 Projected	\$2,300,000
2019 Projected	\$2,400,000
Total	\$8,431,195

FIXING OUR STREETS

EXPENDITURES through Nov. 30, 2019

Project Category	Fixing Our Streets dollars	Other leveraged sources*	Total project budgets
Base Repairs	\$8,303,723	-	\$8,303,723
Crossing Improvements	\$2,097,560	\$461,476	\$2,559,036
Heavy Vehicles	\$3,359,701	\$1,344,319	\$4,704,020
High Crash Corridors	\$397,682	\$438,621	\$836,303
Major Paving	\$13,943,631	\$14,858,836	\$28,802,466
Neighborhood Greenways	\$2,099,560	-	\$2,099,560
Protected Bike Lanes and Routes	\$277,867	\$2,524,998	\$2,802,865
Safe Routes to School	\$2,017,099	\$20,695	\$2,037,794
Safer Shoulders	\$206,964	-	\$206,964
Sidewalks	\$2,494,385	\$709,119	\$3,203,503
Total	\$35,198,171	\$20,358,063	\$55,556,233

*Includes transportation service development charges (TSDCs), local improvement district (LID) funds, as well as state and federal grants.

STREET REHABILITATION case study

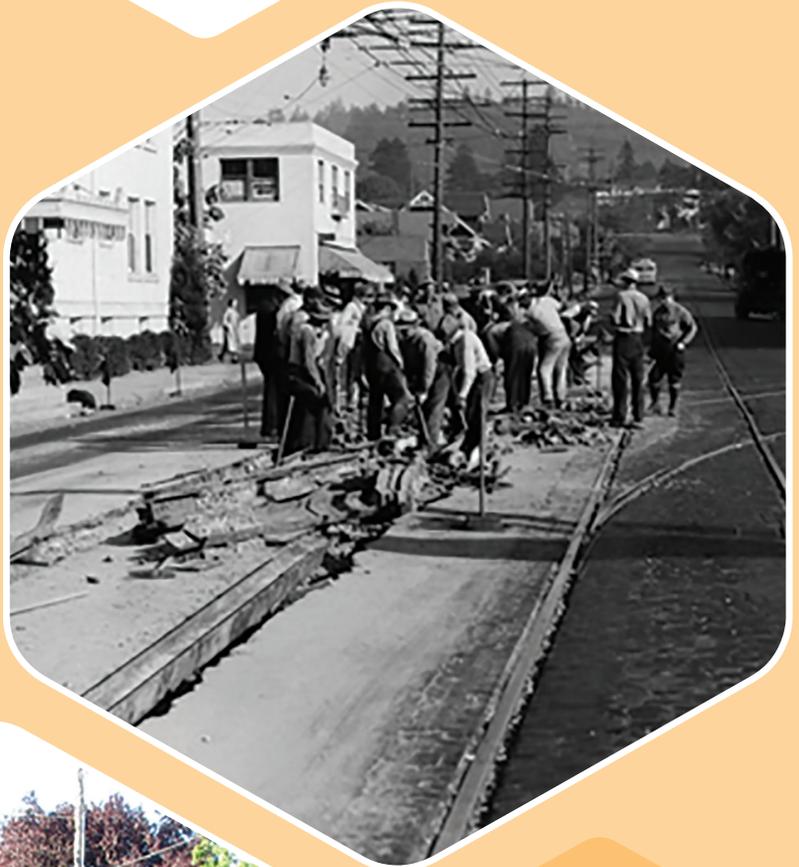
There is a lot of history underneath Portland streets. Even routine Fixing Our Streets paving projects encountered this. In order to repave SE 50th Avenue between Hawthorne and Division streets the right way, PBOT crews and contractors had to first remove 109-year-old trolley tracks and railroad ties that were underneath the southbound section of the road.

This additional work was necessary to ensure that the new pavement withstood the test of time in a way the old method did not. Simply paving over the old buried rails, as had been done since the 1980s, meant that when the road deteriorated, potholes sometimes exposed the rails. This was a hazard the surrounding community knew well, one that not only caused tire damage, but which was extremely dangerous for people biking and for pedestrians.

For the SE 50th Avenue Paving Project, PBOT contractors completely removed these hazards underneath the road. In addition, PBOT crews installed ADA ramps and improved crossings throughout the corridor. Combined, this paving project has left SE Portland with a safer, smoother street that works well for all modes of travel and will save money on future maintenance work.

SE
50TH
AVENUE

SE



Trolley tracks under construction at SE Hawthorne Street and 50th Avenue in October 1936

Our Progress, Your Future

Although PBOT has done an incredible amount of work over these last three years, there is a great deal more work still to do in year four. Here are the projects we will be building in 2020:

MAJOR PAVING

- NE 42nd Avenue (Brazee to Wistaria)
- NE Alberta Street (15th to 30th)
- NE Wistaria Drive (César E Chávez to 42nd)
- SE 136th Avenue (Division to Foster)
- SW Fourth Avenue (Burnside to Lincoln)
- SW Naito Parkway (Jefferson to Harrison)

HEAVY VEHICLE PROJECTS

- Bridge column safety work in 24 locations
- New integrated signals along Columbia Boulevard
- Safety improvements at NE 33rd Ave and Marine Dr

SAFE ROUTES TO SCHOOL

Crossing improvements, ADA ramps, filling sidewalk gaps, and other upgrades for:

- NW 25th and Quimby
- SE 20th and Ankeny
- SE 20th and Pine
- SE 29th and Holgate
- SE 92nd and Crystal Springs
- SE 174th and Lafayette
- SE Holgate Street (112th to 117th)
- SE Steele Street (92nd to I-205 path)
- SW Carson Street (14th to 17th)

NEIGHBORHOOD GREENWAYS

- Lloyd to Woodlawn (NE 9th from Tillamook to Holman)
- 4M Neighborhood Greenway (SE 130th & Mill to 174th & Main)
- Montavilla to Springwater (connecting the 70s and 80s greenways to the Springwater trail)

CROSSING IMPROVEMENTS

- NE 52nd and Killingsworth
- NE 122nd and Davis

OTHER MAJOR PROJECTS

The SW Capitol Highway (Multnomah Village to West Portland) project will provide new sidewalks, bike lanes, a multiuse path, and stormwater improvements.



STREETS FOR ALL case study

SW
NAITO
PARKWAY

SW

In early 2020, PBOT will break ground on the southern segment of SW Naito Parkway, south of the Hawthorne Bridge. This project has something for every mode of travel along SW Naito Parkway.

PBOT crews and contractors will grind down and repave SW Naito Parkway between I-405 and Lincoln Street. They will rebuild and construct an entirely new configuration between SW Harrison and Jefferson streets. They will install new traffic signals, including a dedicated signal for northbound vehicles accessing the Hawthorne Bridge, and new crossing signals for pedestrians to access Pettygrove Park, the Lovejoy Fountain, and the Halprin Blocks.

Throughout the corridor they will be upgrading crossings at all major intersections. On the east side of Naito Parkway, PBOT crews will also build completely new bicycle and pedestrian paths and sidewalks where none exist currently.

Finally, PBOT will be updating the timing of signals throughout the corridor to improve traffic operations. Although this project's boundaries end just north of SW Jefferson Street, these improvements along SW Naito Parkway will provide a year-round connection to Waterfront Park and the permanent Better Naito project which will break ground on its permanent iteration in late 2020.





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AND ILLUSTRATION**

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Capital Projects, Assets and
Maintenance Communications
Coordinator

LIMIT
20



NO
LEFT
TURN

NO
LEFT
TURN

Fixing
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PBOT
PORTLAND BUREAU OF TRANSPORTATION