

Descriptions of the Projects Proposed for FOS3 and PCEF Funding in Years 1 & 2

December 2024

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Fixing Our Streets 3: Safety on Busy Streets

SE 92nd and Boise- Ped Crossing Improvement

Cost/Location: \$350,000 in District 1

Description: The project will add a pedestrian crossing at SE 92nd Avenue and Boise Street. The design includes a large curb extension with space for a bioswale or other greening. 92nd Ave is a High Crash Street and adding curb extensions will help to narrow the street and encourage lower speeds.

NE Halsey, 160th-162nd- Crash Reduction

Cost/Location: \$114,925 in District 1

Description: This project adds traffic calming features to NE Halsey Street between Barr Road & 162nd Avenue to improve safety for people walking, biking, and driving in this area. The west leg of the intersection will receive centerline hardening to prevent left turns out of existing driveways. Bike lane extension markings are added where Halsey Street passes Barr Road. A fatal crash occurred at NE Halsey & 162nd Ave in 2020.

Safe Signal Timing Improvements: North Portland

Cost/Location: \$150,000 in District 2

Description: Traffic Signal Timing for Safety intends on improving the safety outcomes at signalized intersections while not significantly impacting mobility or access. This can be accomplished in several ways including time of day timing changes, progression speed analysis and reduction, and rest on red applications. This project will review signal parameters along three major corridors in District 2 aiming to improve the safety of the traveling public. The timing changes will be followed up with a short evaluation where possible.

Multimodal Signal Sensor for Safety: Multiple locations

Cost/Location: \$100,000 in District 3

Description: This funding request allows PBOT to evaluate the performance capabilities of new emerging smart traffic sensor technologies at traffic signals. The purpose of this evaluation is to identify and assess the potential of these sensor systems to provide more accurate multimodal traffic counts, detection, and speed data. The results from the study will help establish new design standards for sensor technology and develop new signal timing operations strategies to improve roadway safety.

Safe Signal Timing Improvements: W Burnside

Cost/Location: \$128,400 in District 4

Description: This project funds signal retiming on West Burnside Street from 2nd Avenue to 24th Place, while also upgrading pedestrian safety by adding pedestrian headstarts and “no turn on red” signage at each signalized intersection. The timing of the traffic signals along the corridor have not been updated in nearly two decades and do not reflect current traffic patterns and speed limits. These Vision Zero improvements are expected to reduce crashes on this High Crash Network street.

Citywide Vision Zero Operations: Accessible Pedestrian Signal and Countdown Module Retrofits

Cost/Location: \$200,000 spread evenly across all districts

Description: This project will replace at least 30 legacy push buttons with Accessible Pedestrian System (APS) buttons. In the process, crews will replace failed pedestrian signal modules so that pedestrians can have as much information as possible when deciding to enter a crosswalk.

Citywide Vision Zero Operations: Protected Left Turns for Safer Intersections

Cost/Location: \$250,000 split evenly across Districts 2, 3, 4

Description: This project will add protected left-turn signals that separate left-turning drivers from pedestrians in crosswalks, bicyclists and oncoming traffic. We will select locations with a history of pedestrian crashes and existing poles that can be used.

Citywide Vision Zero Operations: Street Lighting on High Crash Corridors

Cost/Location: \$750,000 split evenly across Districts 2, 3, 4

Description: PBOT will provide street lighting improvements on high crash corridors. The prospective locations are N Marine Dr (I-5 to N 33rd), SE Hawthorne (Willamette River to SE 20th), and SW Barbur (SW Terwilliger to SW Huber). As part of this project, PBOT will fill the lighting gaps on these corridor stretches and help improve visibility for everyone.

Fixing Our Streets 3: Safety on Neighborhood Streets

"Wait Here for Green" Bike Detection Markings: Citywide

Cost/Location: \$76,000 split across Districts 2, 3, 4

Description: This project will add bike detection marking to provide clearer guidance to bicyclists on how to call a green light at a traffic signal. Over the past two years, PBOT has installed the marking at approximately 75 locations. This project will add markings to appropriate locations citywide.

Vision Clearance: Citywide

Cost/Location: \$50,000 split evenly across the districts

Description: This project will increase visibility for all road users at intersections by adding signing and clearly prohibiting vehicle parking within 20 feet of the intersection. The work will focus on visibility of people walking and prioritize locations in pedestrian districts or other high pedestrian crossing locations.

Neighborhood Greenway System Improvements: "Bike Bus" Greenway Improvements-Project Development and Outreach

Cost/Location: \$100,000 split evenly across the districts

Description: This project will identify and develop capital improvements on neighborhood greenways through community outreach and engagement with the goal of increasing the number of people biking. Greenways that overlap with existing bike bus (or walk bus) routes will be the focus of planning to improve the comfort and safety of children who walk and bike to school, along with everyday greenway

users. This work will result in projects ready for implementation through the Bike Bus Greenway Capital Improvements project.

Neighborhood Greenway System Improvements: “Bike Bus” Greenway Capital Improvements

Cost/Location: \$400,000 split across the districts

Description: This project will begin implementing the capital improvements developed through the Bike Bus Greenway Improvements - Project Development and Outreach.

Neighborhood Greenway System Improvements: Greenway Crossing Improvements (Crossbikes and Crosswalks)

Cost/Location: \$250,000 split evenly across the districts

Description: Crossbikes, the green, striped crossings for bicyclists where neighborhood greenways intersect with busy streets, have been demonstrated to improve intersection safety and comfort for people both walking and bicycling across minor collector streets. This citywide project will install crossbikes on neighborhood greenways that were created before crossbikes became a standard element of new greenways in 2020.

Neighborhood Traffic Calming: NE Prescott St, NE 105th to NE 121st Pl

Cost/Location: \$154,000 in District 1

Description: Traffic calming uses speed bumps and/or speed cushions to reduce speeds on streets with high traffic volumes and speeds, creating safer walking and biking environments. This allocation will fund traffic calming on neighborhood streets and investigate whether additional crosswalks are warranted along the corridor. NE Prescott St from NE 105th to NE 121st Pl is designated as a Major City Walkway, City Bikeway, and Neighborhood Collector; it serves TriMet Line 73 bus; and it is adjacent to Parkrose schools.

Neighborhood Traffic Calming: NE Multnomah, NE 16th to NE 21st

Cost/Location: \$44,000 in District 2

Description: Traffic calming uses speed bumps and/or speed cushions to reduce speeds on streets with high traffic volumes and speeds, creating safer walking and biking environments. This allocation will fund traffic calming on neighborhood streets and investigate whether additional crosswalks are warranted along the corridor. NE Multnomah from NE 16th to NE 21st is designated as a City Walkway, Major City Bikeway (partially), and Local Street; and it serves TriMet Line 70 bus.

Neighborhood Traffic Calming: NE Knott, 21st to 33rd

Cost/Location: \$131,000 in District 2

Description: Traffic calming uses speed bumps and/or speed cushions to reduce speeds on streets with high traffic volumes and speeds, creating safer walking and biking environments. This allocation will fund traffic calming on neighborhood streets and investigate whether additional crosswalks are warranted along the corridor. NE Knott from 21st to 33rd is designated as a Neighborhood Walkway, City Bikeway, and Neighborhood Collector; and it is near Grant High School.

Neighborhood Traffic Calming: NE 74th, Halsey to Burnside

Cost/Location: \$132,000 in District 3

Description: Traffic calming uses speed bumps and/or speed cushions to reduce speeds on streets with high traffic volumes and speeds, creating safer walking and biking environments. This allocation will fund traffic calming on neighborhood streets and investigate whether additional crosswalks are warranted along the corridor. NE 74th from Halsey to Burnside is designated as a Neighborhood Walkway, City Bikeway, and Local Street; and it is adjacent to Columbia Regional Inclusive Services school.

Neighborhood Greenway: SW Canby St from SW 35th to Gabriel Park (SWIM)

Cost/Location: \$30,000 in District 4

Description: The Canby Neighborhood Greenway is identified in the Southwest in Motion Plan as a second tier neighborhood greenway project. Neighborhood greenways are low-speed, low traffic volume streets intended to provide low-stress walking and biking environments. This allocation will fund standard greenway signage and pavement markings on SW Canby from Gabriel Park to SW 35th Ave. SW Canby met neighborhood greenway guidance for speeds and volumes thus traffic calming is not included in this funding.

Ped Crossing Enhancements (SWIM)

Cost/Location: \$126,000 in District 4

Description: Southwest in Motion (SWIM) is a near-term prioritization, refinement, and implementation strategy for active transportation investments in Southwest Portland. The Southwest in Motion plan was adopted by Portland City Council in December 2019. SWIM recommends numerous crossing projects, which are mapped on page 39 of the plan. Several of these locations have been funded or built since the plan was adopted but others still require funding for design and construction. Locations will be selected based on readiness for construction in 2025/2026.

Fixing Our Streets 3: Safe Routes to Schools

Crossing Improvement (Median and Marked Crosswalks): SE 112th at Boise

Cost/Location: \$500,000 in District 1

Description: This Safe Routes to School project includes a median island and marked crosswalks across SE 112th Avenue at SE Boise Street to improve pedestrian visibility and access to Ron Russell Middle School, Earl Boyles Elementary, and Earl Boyles Park. Fire friendly speed cushions will also be installed at this crossing and the existing crossing at SE 112th Avenue and SE Bush Street to slow vehicle speeds.

High-Visibility Crosswalks on the High Crash Network: North Portland

Cost/Location: \$218,400 in District 2

Description: This Safe Routes to School project upgrades 21 crossings to high-visibility crosswalks along High Crash Network streets, increasing pedestrian visibility on important school walking networks in North and Northeast Portland. Corridors include Lombard Street, Interstate Avenue, Killingsworth Street, and Martin Luther King Jr. Boulevard. Funding supports coordination and permitting with ODOT for state-owned facilities.

High-Visibility Crosswalks: SE 52nd at Franklin

Cost/Location: \$16,800 in District 3

Description: This Safe Routes to School project provides a high-visibility crosswalk on the east leg of SE 52nd Avenue at Franklin Street to improve pedestrian visibility and connectivity along a key school walking network for Franklin High School.

Intersection Improvement: NE 43rd and Royal Ct

Cost/Location: \$42,000 in District 3

Description: This Safe Routes to School project will add a raised, mountable concrete island in the center of a 5-way intersection next to Laurelhurst School to channelize and slow vehicle traffic, making travel patterns more predictable. Additional marked crosswalks will increase pedestrian visibility along this key school walking network.

Sidewalk Infill: SE Woodward from 57th to 58th

Cost/Location: \$60,000 in District 3

Description: This Safe Routes to School project will complete a gap in the sidewalk network on the north side of SE Woodward Street between SE 57th and 58th Avenues next to Franklin High School and Clinton City Park. It will provide a safe connection for students traveling along this key walking school network.

Sidewalk Infill: SE 62nd and Cooper

Cost/Location: \$110,000 in District 3

Description: This Safe Routes to School project will provide a sidewalk connection for students on SE Cooper Street walking to Lane Middle School and install new curb ramps to create an accessible crossing at SE 62nd Avenue. The project team is partnering with Bureau of Environmental Services to install a new sedimentation maintenance hole to prevent flooding at the intersection of SE 62nd Avenue and SE Cooper Street. The project will also pave a short segment of gravel road on SE Cooper Street.

Sidewalk Infill: SE Glenwood from 44th to 45th

Cost/Location: \$202,800 in District 3

Description: This Safe Routes to School Project will complete a gap in the sidewalk network on the south side of SE Glenwood Street between SE 44th and 45th Avenues at Lewis Elementary School. It will provide a safe connection for students traveling along this key walking school network.

Street Lighting Upgrades: SW 35th from Huber to Arnold

Cost/Location: \$250,000 in District 4

Description: This funding request allows the City to evaluate and upgrade the existing street lighting along SW 35th Avenue to our current City lighting guidelines. This street section includes the portion fronting Jackson Middle School. This effort supplements the recent street reconfiguration of SW 35th Avenue that added new buffered bicycle lanes.

Fixing Our Streets 3: Additional Safety Enhancements

NE Broadway: 11th to 22nd

Proposed Funding Bucket: FOS3 Additional Safety Enhancements

Cost: \$750,000

Description: This project will add safety enhancements for all modes of travel along the NE Broadway and Weidler Street couplet west of NE 24th Avenue, leveraging the FOS Smoother Streets repaving projects on NE Broadway and NE Weidler St in this area. These streets are on the High Crash Network and there is a need for upgrades to reduce high vehicle speeds and other crash risk factors and enhance safety and comfort for people walking, bicycling, and accessing transit stops. Project elements will include road re-organizations in some segments, bike lane enhancements including protected intersection designs, bikeway connections to nearby north-south bike routes, new marked crosswalks to fill crossing gaps, corner islands to reduce crossing distance, high-visibility crosswalk upgrades at existing traffic signals, updates to on-street parking to better serve the main street, bus stop upgrades, and revised signal timing for safer speeds. Public outreach is underway and improvements are planned for late 2025.

NE Glisan: 84th to 167' E of 94th

Proposed Funding Bucket: FOS3 Additional Safety Enhancements

Cost: \$400,000

Description: This project will add safety enhancements for all modes of travel along NE Glisan Street from 80th Avenue to Interstate 205, leveraging the FOS Smoother Streets repaving project on NE Glisan Street in this area. This street is on the High Crash Network and there is a need for upgrades to reduce high vehicle speeds and other crash risk factors, address frequent roadway departure crashes, and enhance safety and comfort for people walking, bicycling, and accessing transit stops. Project elements will include a road re-organization, new buffered/protected bike lanes, bikeway connections to nearby north-south bike routes, new marked crosswalks and median refuge islands to fill crossing gaps, lighting improvements, upgrades to the existing flashing beacon crossing at 87th Avenue, bus/bike/turn lanes approaching 82nd Avenue, and bus stop upgrades. This project will implement upgrades identified as priorities in the Building a Better 82nd Avenue Corridor Plan and the East Portland Arterial Streets Strategy. Public outreach is underway and will continue throughout 2025, with improvements planned for 2026.

SW 6th Ave: Sheridan St to Broadway (SW Terwilliger Blvd to SW 4th Ave Connection)

Cost: \$350,000

Description: This allocation will fund enhancements for as a bike connection between SW Terwilliger Boulevard and the ongoing SW/NW 4th Avenue Capital Project (CCIM), leveraging the Smoother Streets repaving project on SW 6th Ave. This is a key connection between Southwest neighborhoods (via SW Terwilliger) and Downtown Portland, as noted in the 2019 Southwest In Motion Plan. The improvement features an eastbound buffered bike lane on SW Sheridan that provides bike access to north and southbound 4th Avenue, as well as signal improvements and pedestrian crosswalk markings.

Portland Clean Energy Fund: Implementing Quick Build

Bicycle and Pedestrian Improvements: SE Holgate from 127th to 130th

Cost: \$440,000

Description: This Safe Routes to School Project will add concrete traffic separators to the existing buffered bike lanes along SE Holgate Blvd between 127th and 130th Avenues and install an enhanced crossing at SE 128th Avenue. This will increase pedestrian visibility at the primary school crossing in front of Gilbert Heights Elementary, and protect bicyclists traveling along the school frontage.

Multi-Modal Access and Safety: SE Holgate from 86th Ave to 97th

Cost: \$200,000

Description: This project completes a difficult connection between the I-205 multiuse path and the 80s Neighborhood Greenway on SE 87th Avenue by adding bike lanes on SE Holgate Street. Underutilized parking will be removed enabling a pedestrian curb extension at SE 88th Avenue and a westbound bus-only lane. This project will also improve safety at the high crash intersection of Holgate/92nd Avenue by reallocating vehicle travel lanes and narrowing existing lanes in sections of the corridor. This road reconfiguration was recommended by the fatal crash investigation of a pedestrian in January 2023.

60s Neighborhood Greenway: Cully (NE 67th from Klickitat to Mason and NE 66th from Mason to Alberta)

Cost: \$200,000

Description: This project would provide a neighborhood greenway in the NE 60s between Klickitat and Alberta. The project would include crossing improvements, traffic calming, signage and striping.

Ped Crossing Improvement: SE 92nd Ave at Steele and Taylor Streets

Cost: \$100,000

Description: This Safe Routes to School project will upgrade the existing paint and post diverter at SE 92nd Avenue and Steele Street to a concrete median island with speed cushions on either side to increase pedestrian and bicyclist visibility and slow vehicle speeds along a key walking and biking school route to Lent Elementary. This project will also include a new marked crosswalk across SE 92nd at Taylor Street to increase pedestrian visibility on a key walking route to Clark Elementary School and Berrydale Park.

NE 70th Ave and Glisan St Pedestrian Crossing

Cost: \$700,000

Description: The NE 70th Avenue and Glisan Street pedestrian crossing will improve walking conditions in the Montavilla neighborhood. This improvement will include curb extensions with ADA ramps and a median refuge island. NE Glisan is considered a High Crash Network street. Currently, the only crossings of Glisan on this stretch are at 67th Ave and 74th Ave, which forces people walking to either cross at an unimproved location or walk multiple blocks out of direction. PBOT will work with TriMet to relocate the existing bus stop at 70th and Glisan. This location is a high priority for neighborhood advocates, who staged a pop up style crossing event in 2023 at this location: [Residents Highlight NE Glisan Dangers – Montavilla News](#)

Bicycle Lanes: SE 11th and 12th Avenues between Clay and Ankeny Streets

Cost: \$460,000

Description: The SE 11th Avenue and 12th Avenue Bicycle Lanes project will add bike facilities on SE 11th and 12th between Clay Street and Ankeny Street, implementing a segment included in the Central City in Motion plan. This project aims to improve pedestrian safety at crossings of 11th and 12th while creating a new north-south connection through the Central Eastside for people biking. It will reconfigure the couplet to better accommodate trucks, buses, and cars by replacing two narrow travel lanes with one wider lane and a wide bike lane. Parking on both sides of the street will be preserved. This is an iterative step toward the full project that would include transit stop improvements and extend south to Division.

Next Gen Transit Signal Priority: 122nd from NE Skidmore to SE Foster

Cost: \$371,730

Description: This project will expand Next-Generation Transit Signal Priority (TSP) along 122nd Ave, at up to twenty-two (22) signals from NE Skidmore St to SE Foster Rd, to primarily benefit TriMet bus line 73 and intersecting bus lines 9, 17, 20, 22, 23, 25, and 77. It will add TSP, signal programming and any needed signal and communications infrastructure upgrades along 122nd Ave to deploy LYT, TriMet's new cloud-based TSP system (<https://lyt.ai/solutions/lyt-transit/>); and leverage 50/50 matching funds from TriMet. LYT detects and anticipates bus movement and communicates with PBOT signals to strategically give approaching buses more green time. This reduces bus delay, breaking, idling and accelerating at traffic signals to help buses run more efficiently, reduce diesel usage and emissions, reduce GHG emissions, make transit faster, more reliable and convenient for current riders, and encourage more people to ride transit instead of driving.

Next Gen Transit Signal Priority: SE Division from 7th to 174th

Cost: \$142,550

Description: This project will make refinements to the existing Next-Generation Transit Signal Priority (TSP) system along SE Division St, at up to thirteen (13) signals, to benefit more bus lines routed along or intersecting with SE Division St and experiencing delay. This project will leverage the recent investment in LYT, TriMet's new cloud-based TSP system benefitting TriMet FX-2 line, to also improve transit travel time and reliability for bus riders on TriMet bus lines 10, 14, 70, 71, 72, 73, 74, 75 and future line 86 (along 148th Ave); and leverage 50/50 matching funds from TriMet. LYT detects and anticipates bus movement and communicates with PBOT signals to strategically give approaching buses more green time. This reduces bus delay, breaking, idling and accelerating at traffic signals to help buses run more efficiently, reduce diesel usage and emissions, reduce GHG emissions, make transit faster, more reliable and convenient for current riders, and encourage more people to ride transit instead of driving.

Next Gen Transit Signal Priority: SE Hawthorne from 16th to 50th

Cost: \$90,500

Description: This project will expand Next-Generation Transit Signal Priority (TSP) along SE Hawthorne Blvd, from 16th Ave to 50th Ave, to primarily benefit TriMet bus line 14 and intersecting bus line 75 along Cesar Chavez Blvd. It will add TSP, signal programming and any needed signal and communications infrastructure upgrades to at least nine (9) existing signals, up to fifteen (15) along SE Hawthorne, with LYT, TriMet's new cloud-based TSP system (<https://lyt.ai/solutions/lyt-transit/>); and leverage 50/50

matching funds from TriMet. LYT detects and anticipates bus movement and communicates with PBOT signals to strategically give approaching buses more green time. This reduces bus delay, breaking, idling and accelerating at traffic signals to help buses run more efficiently, reduce diesel usage and emissions, reduce GHG emissions, make transit faster, more reliable and convenient for current riders, and encourage more people to ride transit instead of driving.

Next Gen Transit Signal Priority: System Configuration, Programming, Monitoring, and Evaluation

Cost: \$500,000

Description: A major part of the success of the Division Transit Project was the introduction of the Next Generation Transit Signal Priority system (Next Gen TSP). The Next Gen TSP system was proven by a third-party engineering study to have benefits beyond transit alone. Bus performance doubled and delays to other modes are minimized through special programming of the traffic signal controllers performed by PBOTs Signals, Street Lighting, and Intelligent Transportation Systems (SSL and ITS) group. As the system expands, this funding will support the new TSP system which provides over 700 metric tons of CO2 savings annually and reduces delay for the most vulnerable users of the system.

Portland Clean Energy Fund: Implementing Area Plans

North Portland in Motion

Please see: [North Portland in Motion | Portland.gov](https://www.portland.gov/transportation/planning/north-portland-motion)

[<https://www.portland.gov/transportation/planning/north-portland-motion>]

Lower Southeast Rising

Please see: [Lower SE Rising Area Plan | Portland.gov](https://www.portland.gov/transportation/planning/lower-se-rising) [<https://www.portland.gov/transportation/planning/lower-se-rising>]