

## Mayor's Adopted Budget FY 2015-16: PBOT General Fund Add Packages

Prepared July 23, 2015

### Paving on East Burnside Street - 20<sup>th</sup> Avenue to 32<sup>nd</sup> Avenue, Safety East and West Burnside

**GF Allocation:** \$4,490,000 one-time

**PBOT Lead:** Rick Browning, 503-823-5086, Richard.Browning@portlandoregon.gov

**Project Description:** East Burnside Pavement needs a 3” grind and inlay with areas of base repair to provide 20 years of service. Paving limits are planned for 20<sup>th</sup> Avenue to 32<sup>nd</sup> Avenue. As part of the roadway rehabilitation, ADA ramps will be upgraded and the roadway reconfigured through re-striping to increase safety for all modes. Installation of curb extensions and/or Rectangular Rapid Flash Beacon’s (RRFB) at several marked, unsignalized crossings. Rebuild PED Island at 24<sup>th</sup> crossing. West Burnside improvements will include installation of curb extensions with stormwater and ramps and likely installation of new traffic signal/bike crossings at 8th Ave., and at Park Ave, sidewalk infill from 24<sup>th</sup> to Uptown Terrace, as well as installations of full signals at 15<sup>th</sup>/16<sup>th</sup> and 20th Place.

**Project Outcomes:** 3.12 lane miles of paving. Improve the traffic Level-of-Service, which benefits all users. Improve safety for pedestrian access and bicycles at various intersections in this high crash corridor. Improve ADA access, improve emergency response times, reduce carbon emissions by reducing idling times, improve water quality through surface water treatment improvement contributions, and have a positive economic impact by increasing level of service.

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### Paving on NE 122<sup>nd</sup> Avenue – NE Siskiyou to NE Skidmore

**GF Allocation:** \$3,357,000 one-time

**PBOT Lead:** Todd Liles, 503-823-6992, Todd.Liles@portlandoregon.gov

**Project Description:** Paving on NE 122<sup>nd</sup> Avenue between NE Siskiyou and NE Skidmore. As part of the roadway rehabilitation/reconstruction efforts, much needed ADA ramp and stormwater facilities will be built.

**Project Outcomes:** 3.89 lane miles of paving. Improves the traffic level of service, benefiting all users. Improve ADA access, improve emergency response times, reduce carbon emissions by reducing idling times, improve water quality through surface water treatment facility improvements, and have a positive economic impact by increasing level of service.

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### **Paving on SW Oak Street – SW Naito to 10<sup>th</sup>**

**GF Allocation:** \$1,043,000 one-time

**PBOT Lead:** Todd Liles, 503-823-6992, Todd.Liles@portlandoregon.gov

**Project Description:** Paving along SW Oak Street between SW Naito and SW 10<sup>th</sup>. This will be a 3” Grind/Overlay including upgrading ramps and a green bike lane.

**Project Outcomes:** 1.35 lane miles. This project will provide a smoother and safer ride for bikes because the right lane will be a green bike lane. It will also improve the traffic level of service, benefiting all users. Improve ADA access, improve emergency response times, reduce carbon emissions by reducing idling times, improve water quality through surface water treatment facility improvements, and have a positive economic impact by increasing level of service.

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### **Taylor’s Ferry Road Rockslide Abatement**

**GF Allocation:** \$600,000 one-time

**PBOT Lead:** David O'Longaigh, (503) 823 037, David.OLongaigh@portlandoregon.gov

**Project Description:** In 2002 large boulders were shown to be spilling out of a rock slope outcrop west of Fulton Park Blvd intersection along Taylors Ferry Road. The boulders had spilled into the roadway and were a significant threat to the safety of drivers. Concrete barriers were placed in the roadway to help contain the spill, which effectively reduced this two lane section of west bound Taylors Ferry Road to a one lane section. These barriers are still in place today as boulders have continued to fall since then. This project will install an engineered rock containment system along the slope face so that the closed inside lane can be re-opened to traffic and restore public confidence in this section of Taylors Ferry Road.

**Project Outcomes:** This project will remove the threat of rockslide hazard and allow for the re-opening of a travel lane, which will contribute to the safety of the intersection of Taylors Ferry Road and Fulton Park Blvd.

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### **Five Traffic Signal Reconstructions in Outer East Portland**

**GF Allocation:** \$1,000,000 one-time

**PBOT Lead:** Peter Koonce, 503-823-5382, Peter.Koonce@portlandoregon.gov

**Project Description:** This project will rebuild up to 5 traffic signals within the City. Planning completed by the City has identified several locations in outer East Portland – SE 162<sup>nd</sup> & Main Street, NE 122<sup>nd</sup> & San Rafael, SE 104<sup>th</sup> & Holgate, NE 122<sup>nd</sup> & Shaver. These locations are all

subject to failure on occasion due to wiring that is past its useful life and traffic signal poles that are rusting.

**Project Outcomes:** Up to 5 signals will be reconstructed helping towards PBOT's goal of having a safe and functional traffic signal system in the public right of way. Modification of traffic signals has also been proven to increase safety (per Highway Safety Manual). This project focuses on lower income East Portland neighborhoods that have been underserved in the past.

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### Street Lighting Electrical Safety Improvements

**GF Allocation:** \$600,000 one-time

**PBOT Lead:** Tod Rosinbum, 503-823-5573, Tod.Rosinbum@portlandoregon.gov

**Project Description:** This project will work closely with the existing LED replacement program that is currently targeting traditional street lighting (cobra heads) throughout the City. This project will include electrical safety improvements at some of the nearly 800 poles identified during the LED replacement program. This project will take 12 months to complete, and will leverage the similar work that is underway.

**Project Outcomes:** Electrical safety improvements will enhance the overall safety of the street lighting system. Updating of the lighting infrastructure will also improve the asset and extend the useful life of the facilities (existing lightbulbs have to be replaced every 5 years, LEDs last 20 years).

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### Bridge #033, NE Glisan St and 90<sup>th</sup> Ave.

**GF Allocation:** \$975,800 one-time

**PBOT Lead:** David O'Longaigh, (503) 823 037, David.OLongaigh@portlandoregon.gov

**Project Description:** This bridge is 103 years old and classified by the Federal NBI as functionally obsolete, and is weight restricted. NW Glisan is classified as a Preferred City Truck Route and is also an emergency response route, but the weight restriction may delay the response time of Fire Trucks, which exceed the weight limit. This project will remove the bridge deck and fill the bridge void with fill material to support a roadway. This will eliminate future maintenance concerns.

**Project Outcomes:** This project will replace a functionally obsolete and weight restricted City Bridge, which is located on both a Freight Route and an Emergency Response route. The Freight Community and Emergency response services are the major beneficiaries because they will both have a barrier bridge eliminated from their route.

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## Out of the Mud – Ongoing Funding and One-Time Offset

**GF Allocation:** \$1,174,619 ongoing, offset by \$114,843 one-time

**PBOT Lead:** Kyle Chisek, 503-823-7041, [kyle.chisek@portlandoregon.gov](mailto:kyle.chisek@portlandoregon.gov)

This ongoing funding is dedicated to improving dirt & gravel streets throughout the City of Portland. PBOT has created a Local Residential Street Program to develop criteria for project selection, identify low cost design and construction methods, and is planning a demonstration project for FY 15-16. Results of the demonstration project will inform future projects and help with the long-term development of the program.

This funding will be augmented by any funding produced by the Local Transportation Infrastructure Fee (LTIF) project which is currently underway. The LTIF is the bureau's move to provide an option of fee based model to replace the current frontage improvement/waiver of remonstrance model currently in place.

### **Project Description:**

Paving of unimproved city streets. This year will probably focus on Errol Heights and Cully. The funding will select areas where a minimum level of improvement is made taking into consideration stormwater, traffic, and safety needs. The goal of an area-based approach would be to build a neighborhood network and utilize economies of scale and innovative design and construction methods to keep costs low.

### **Project Outcomes:**

The completion of roads that are completely unimproved in areas of the City that have traditionally been underserved. By building a neighborhood network, the bureau will improve neighborhood livability, address traffic, stormwater and safety needs, and provide better multi-modal connections where they currently don't exist.

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## Safety Projects on 122nd

**GF Allocation:** \$4,690,000 one-time

**PBOT Lead:** Winston Sandino, 503-823-5767, [Winston.Sandino@portlandoregon.gov](mailto:Winston.Sandino@portlandoregon.gov)

### **Project Description**

The implementation of safety improvements on 122<sup>nd</sup> Avenue to prepare this High Crash Corridor for frequent bus service. Crossing improvements will include curb extensions and rapid flash beacons.

### **Project Outcomes:**

After the crossing improvements have been implemented, Trimet has agreed to increase bus service on 122<sup>nd</sup> to frequent bus service. The crossing improvements and increased bus service will improve safety and mobility along this Outer East Portland corridor. Funding these improvements may

reduce the number of serious, incapacitating traffic injuries and fatalities citywide, which is a bureau key performance measure.

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### Youth Bus Pass

**GF Allocation:** \$960,000 one-time

**PBOT Lead:** Margi Bradway, 503-823-5667, Margi.Bradway@portlandoregon.gov

#### **Project Description:**

This funding is for the City's share of costs of the Youth Bus Pass, which allows Portland Public School high school students to ride the bus for free during the school year.

#### **Project Outcomes:**

About 12,600 PPS high school students take TriMet to school. This program is essential to providing universal access to educational opportunity for Portland's High School Students and boosting low graduation rates.

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### Safe Routes to School

**GF Allocation:** \$300,000 one-time

**PBOT Lead:** Margi Bradway, 503-823-5667, Margi.Bradway@portlandoregon.gov

#### **Project Description:**

While Portland's renowned Safe Routes to School program has comprehensive services for roughly half of Portland's public elementary schools, PBOT and its Safe Routes to School partners have lacked the resources to continue to serve these students as they enter middle school and high school. This new effort will leverage our early work evaluating how students get to middle school and high school and Portland's strong community of non-profits with Safe Routes expertise and passion.

The funding will allow for partnership with the following three community partners:

- OPAL Environmental Justice Oregon for two youth organizers to work in Portland area high schools on transportation needs and education.
- Community Cycling Center for 4 middle school after-school programs
- Bicycle Transportation Alliance for 3 middle school programs and events/activities with Bikes for Humanity.

The funding will also be used for PBOT staff coordination work with the community partners, for materials and services and for engaging Portland Youth in the development of the Bureau's Vision Zero Implementation Plan.

#### **Project Outcomes:**

Funding this work may reduce the number of serious, incapacitating traffic injuries and fatalities citywide, a bureau key performance measure.

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### SW Corridor Transit Project

**GF Allocation:** \$700,000 one-time

**PBOT Lead:** Kathryn Levine, 503-823-7085, Kathryn.Levine@portlandoregon.gov

**Project Description:**

The aim of this regional plan is to provide a range of high capacity transit, bicycle, roadway and pedestrian improvements in southwest Portland and southeast Washington County. During FY 15/16, Metro, TriMet, Portland, Tigard, Tualatin, and Washington County expect to identify the preferred mode, Light Rail or Bus Rapid Transit, draft a prioritized list of associated multi-modal projects, and develop a more focused list of alignment options to be studied in the Draft Environmental Impact Statement.

**Project Benefits:**

This funding will be used to continue the development of the Draft Environmental Impact Statement and the Local Preferred Alternative and help to move forward this regional plan for high capacity transit, bicycle, roadway and pedestrian improvements in southwest Portland and southeast Washington County.

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### Streetcar Capital Improvements

**GF Allocation:** \$250,000 one-time

**PBOT Lead:** Kathryn Levine, 503-823-7085, Kathryn.Levine@portlandoregon.gov

**Project Description:**

This funding is for capital improvements to the Streetcar System. An additional \$255,000 has been included in the FY 2014-2015 Spring supplemental budget as filed. The funds will be used to identify and design cost effective solutions for improving running times along both the North South and Central Loop lines, and make specific improvements to signalization and monitoring at SW 4<sup>th</sup> & Harrison, SW 10<sup>th</sup> & Clay, and NW 16<sup>th</sup> & Lovejoy.

**Project Benefits:**

The purpose of funding these improvements is to maintain and improve service reliability and frequency.

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