

Fixing Our Streets: 2020-2024



What is Fixing Our Streets?

In May 2016, Portland voters put their trust in the Portland Bureau of Transportation (PBOT) when they approved Measure 26-173, a new 10-cent gas tax for repairing our streets and making them safer. This was the first local funding source in the city's history dedicated exclusively to the city's transportation needs. That same month, Portland City Council passed 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 "Fixing Our Streets"—PBOT manages every project funded by these taxes and has been working hard to deliver for Portland. Although Fixing Our Streets funds comprise less than 5% of PBOT's annual budget, these dollars allow 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.

The Vision: Build on the demonstrated success of Fixing Our Streets and seek an additional \$74.5 million for **targeted investment** in paving, traffic signals, sidewalks, street lighting, as well as better and safer access to schools, transit, and community services for **Portland's kids, seniors, and families**. Spending from the program will be overseen by a **Fixing Our Streets Oversight Committee** representing the many communities with a stake in Portland's streets and roads.

The Tool: A renewal of the temporary 10-cent gas tax that **sunset**s after four years. Voters will have the opportunity to vote on renewing the Street Repair and Safety Improvement Program during the **May 2020 election**.

Learn more at www.fixingourstreets.com

What is included in the proposal?

Smother Streets:

- **\$25M for paving** with a focus on preventative maintenance for busy and neighborhood streets

Safer Streets:

- **\$5M for new signals and beacons** on some of Portland's most dangerous streets
- **\$4.5M for sidewalks and other walkways** using PedPDX: Portland's Citywide Pedestrian Master Plan as our investment guide
- **\$6M for Safe Routes to School projects** to help make walking and biking to school a reality for all elementary school students in Portland
- **\$4.5M for Lighting Portland for Safety** to improve visibility for everyone, no matter how they travel
- **\$4.5M for Neighborhood Greenways** to expand the network of residential streets that connect schools and parks, while providing access to business and transit
- **\$1.5M for Neighborhood Safety Improvements** to implement small-scale safety projects focused on pedestrians and people biking

Community Transportation Services:

Basic Maintenance:

PBOT has heard again and again from neighborhoods and businesses that want us to be more responsive to routine maintenance requests like fixing potholes, repairing sections of failing road (base repair), and maintaining gravel streets.

- **\$4M for base repair (repairing sections of failing streets) citywide**
- **\$4M for maintaining Portland's gravel streets**
- **\$5M for a dedicated, year-round pothole crew**

Basic Safety Improvements:

PBOT has several proven tools to significantly improve street safety. Establishing a citywide program for basic street safety services allows PBOT to deliver these services more responsively and efficiently.

- **\$2M for speed reduction on cut-through routes**
- **\$4M for additional safety enhancements**
- **\$2.5M for Neighborhood Greenway retrofits**
- **\$2M for safer intersections**

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