

Dan Saltzman For City Council Position 3

1.General Approach. The City of Portland is often named the best bicycling city in the country. At the same time, car vehicle miles traveled are increasing while traffic congestion grows. Why do you think more Portlanders don't walk, bicycle, or take transit for transportation, and what will you do to help Portland (especially your legislative district) become an even better city to bike in, as well as a great city to walk and take transit?

The most significant impediment to more Portlanders biking and walking is safety. For Portland to become better city to bike and walk in requires infrastructure investments that focus on safety and the separation of automobile traffic from other modes. I will support funding such projects as a member of the Portland City Council.

2. Choices and Public Perception. Critics of bicycle, pedestrian, and transit projects often contend cyclists, pedestrians, and transit users don't pay their fair share in road taxes and other user fees. How would you make the case for allocating funds for bicycle, pedestrian, and transit projects?

Portland has been an international leader in projects that enhance our bicycle, pedestrian and transit systems. This leadership has direct economic development implications not only on the industries associated with these projects but also by adding to a livable city that attracts talent and investment.

3. State Funding for Active Transportation. HB 1700 from 1971 (ORS 366.514) requires the state set aside at least 1% of the highway fund to build bicycle and pedestrian facilities. Meanwhile, one-quarter of Oregonians (roughly a million people) are too poor, young, old or infirm to drive. Do you feel that the 1% is an adequate allotment to fulfill the safety and transportation needs of the ever-increasing bicycling and pedestrian community? If not, what would you do to change it?

NA

4. Traffic Safety. Traffic-related crashes are the top cause of death and injury for Oregonians aged 1 to 34. Pedestrian injuries and deaths are a serious problem in Oregon, with one serious injury a day and one death a week, encompassing 14% of traffic deaths in Oregon and 30% of deaths in Portland. Not surprisingly, most walkers and cyclists are injured or killed on busy streets. How will you improve traffic safety for walkers and bicyclists, especially for youth?

◦ Traffic speed is the leading factor in crashes (even above alcohol), and one of the largest contributors to whether a crash is fatal. Is safety the highest priority of the transportation system? If so (or if not) what policy and implications does that have, especially when it comes to slowing cars and protecting vulnerable roadway users? Will you commit to a Vision Zero strategy calling for zero tolerance for road fatalities and commit to developing standards and policies to reach those goals?

I will support and encourage the construction of bicycle and pedestrian facilities that separate automobile traffic from other modes.

5. Sensible Traffic Laws. For over 30 years, Idaho has had a law allowing cyclists to treat stop signs as yield signs, and come to a rolling stop instead of a complete stop (out of understanding of the laws of physics and the excessive use of stop signs on neighborhood streets). Over those last 30 years, Idaho police departments have seen no increase in safety problems, and have provided testimony in favor of the law. The Oregon legislature has considered passing a similar law in Oregon, but has failed to. What are your views on such a proposal?

As a member of the Portland City Council I have been in approval of a common sense approach to enforcement that protects the safety of the bicyclist while being practical when considering the laws of physics.

6. CRC Highway Mega-project. There has been a lot of pressure to build the most expensive public works project in the region's history, the five-mile long highway project known as the Columbia River Crossing. Despite being a multi-billion dollar project, bicycle and pedestrian facilities involved are substandard, including an under-highway mile-long path, a five-block corkscrew detour into Vancouver, and a mostly minimum-width-allowed 16-foot path width, all for a facility designed to serve the next 100 years. The project is diverting billions of dollars from other regional priorities to build an expansion that won't solve congestion. What are your views on the mega-project and what would you do about its funding as a legislator?

I would carefully review any type of proposal and evaluate if it has the proper amount of bicycle and pedestrian facilities.

7. Cleaner Transportation, Better Choices through Land Use. Smart land use planning has a huge effect on how many people use transportation choices. In 2010, legislators passed Senate Bill 1059, which requires Metro to make its land use planning decisions lead to specific reductions in global warming pollution. It also requires Eugene-Springfield to plan on how it would accomplish such reductions. Would you support an effort to provide \$300,000 for a grant to do scenario planning for one of Oregon's other four Metro areas, which would be designed as a competitive pilot effort to model how Salem/Keizer, Corvallis, the Rogue Valley, or Bend could reduce their transportation pollution? If so, how would you go about finding that funding?

NA

8. Transit funding. Transit systems throughout the state continue to struggle to make ends meet, especially in their quest for operating funds. In response, often service is cut while fares are increased. While the payroll tax cap was increased in 2009, it only increased for some cities. If you think public transit funding is inadequate, what sources of funds would you work increase or create as a legislator?

NA

9. Transportation Equity. Recent census data show nearly 10,000 people of color, mostly African Americans, have moved from Portland's city core to the city's eastern

edges over the past ten years. East Portland has much sparser sidewalks and bikeways, grocery stores and parks, and less access to transit. How would you ensure these increasingly diverse and historically underinvested neighborhoods are revitalized for their current residents? How would you improve transportation choices for low income communities and communities of color?

I have supported the East Portland Action Plan that calls for investments in East Portland transportation infrastructure. I was pleased that the System Development Charge revenue that I championed as Portland Parks Commissioner has now resulted in two new Parks to be constructed east of 82nd Ave.

10. Health. How will you make sure that transportation priorities support Oregon's greenhouse gas emission reduction goals?

I look forward to doing this by updating the City of Portland's Climate Action Plan this spring which will adopts Oregon's greenhouse gas emission reduction goals

11. Personal Example and Understanding. How do you currently travel around town, and how do you commute to work?

I am an active daily walker. I commute to work in a hybrid vehicle.

12. Past active transportation accomplishments. What are your specific accomplishments in helping improve conditions for bicycling, walking and accessing transit in Portland region, or other places?

I was proud to support and have my office involved in the creation of the City's Bicycle Master Plan. This policy document directs the implementation of new innovations in bikeway design and the density of our network and support for an array of efforts and programs.

I have also voted in favor of the city's light rail and streetcar investments.

13. Vision. Five years from now, what will you say when asked, "Over the past five years, what has the State accomplished with regard to transportation and what was your influence on that?"

NA

14. Campaign Viability. What makes you a viable candidate for state Representative? How do you differentiate yourself from you opponent?

NA

15. Transportation Network. The reach of expensive, high-capacity transit investments is typically limited to corridors and town centers. At the same time, the bus system that feeds into the high capacity system is experiencing significant service cuts. What is your strategy for developing true geographic and demographic equity in the region's transportation network?

Making the needed investments in transportation infrastructure for all modes.

16. Project Funding. Federally funded improvements, such as the 50s bikeway & SW

Vermont projects, are often delayed months or even years because the contract bids come in over budget. What will you do as commissioner to help ensure Portland finishes these projects in a timely manner?

I would look into making it a condition of the contract that the finished project must be in a timely matter.

17 Future Improvements. What is your preferred option for future improvements to the 20s bikeway? Would you support removing street parking to connect bike lanes on Foster with bike lanes on 52nd ave in SE?

I want to hear from the community on the 20s bikeway proposal. We have just started our outreach efforts and would like those to be concluded before deciding on a preferred option. Same would go for removing parking on Foster.

18. PBA and PBOT. Will you work to convince the Portland Business Alliance to sign off on a plan for a per-month street fee to improve local transportation? If not, why, and what will you do to increase funds for the Bureau of Transportation?

I'm open to revenue generating proposals to improve local transportation and to advocate for them. I have not seen the details for a per-month street fee yet.