

Active Transportation & Safety

Program Description & Goals

The Active Transportation & Safety (ATS) Program works to improve safety, reduce traffic congestion, and make Portland's transportation network more efficient by increasing walking, transit, car-sharing, bicycling, and other active means of travel. ATS strategies increase access and improve public health and neighborhood livability for all Portlanders. Individual programs encourage and support active transportation (walking, transit and bicycling), help manage demand on the transportation system (Smart Trips and Transportation Wallet), and work to eliminate traffic fatalities and make streets safer (Vision Zero).

Two key measure of PBOT's success in this area are:

- “The percentage of trips made by people walking and bicycling, including transit.” As residents have more, safer, reliable transportation options, as well as information and incentives, our city should witness a continued shift to alternative transportation modes. As of 2017, the latest year of the American Community Survey (ACS), 25% of Portland residents are choosing alternative ways of getting to their destinations. Through the delivery, and in some cases expansion of, PBOT's Active Transportation & Safety Program offerings, including Vision Zero, SmartTripsSafe Routes to School, Neighborhood Greenways, Sunday Parkways, and the Transportation Wallet, PBOT will look to increase this percentage and bring the City closer to its 2030 target of 70%.
- “Number of Traffic Fatalities” and “Number of Serious Injuries.” Key Vision Zero performance trends are the number of people who die and are seriously injured on Portland streets each year, including by mode, age and location. City Council adopted the Vision Zero Action Plan in December 2016. The first year (2017) was a year of building a foundation – passing critical legislation and gaining significant funding; 2018 was a safer year with the number of traffic deaths trending in the right direction (35 total deaths, the lowest number since 2014).

Over the past year, PBOT engaged in a rigorous exercise to establish a new performance measure set for FY 2019-20. The purpose of this effort was to enhance transparency and provide increased insight into programmatic performance across our bureau. The measures that were defined for this program area are reflected below. Where measures are newly established, historical data is not currently present.

Measure Title	PM 2016-17 Actuals	PM 2017-18 Actuals	PM 2018-19 Target	PM 2019-20 Target	Strategic Target
Percentage of trips made by people walking and bicycling, including to transit	25%	25%	27%	28%	0
Number of traffic fatalities	44	46	45	0	0
Number of Transportation Demand Management (TDM) programs offered in historically underserved areas or for underserved populations	N/A	N/A	N/A	4	0
Number of Transportation Wallets distributed	N/A	N/A	N/A	1,848	0
Percentage of residents who commute to work by car alone	58%	57%	N/A	57%	0
Number of automated speed cameras on High Crash Network streets	N/A	N/A	N/A	8	0
Miles of streets where speed limits were reduced to improve safety	N/A	N/A	N/A	20	0

Number of traffic related pedestrian and bicyclist serious injuries	82	N/A	N/A	0	0
Number of traffic crashes that result in serious injuries	275	287	N/A	0	0
Number of automated speed camera locations where more than 50% of vehicles are traveling at or below the posted speed	N/A	N/A	N/A	8	0
Rate of change in SmartTrips participants' active trips before and after participating in the program	N/A	N/A	N/A	8%	0
Number of traffic related pedestrian and bicyclist fatalities	N/A	N/A	N/A	0	0

Explanation of Services

This program includes six program areas.

- Vision Zero is Portland's initiative to eliminate traffic deaths and serious injuries on Portland streets through safe systems engineering, enforcement, and education. Program elements include lowering speed limits in strategic locations, building safety projects on High Crash Corridor roadways, and engaging community members to support behavior change and equitable street safety improvements.
- Safe Routes to School is a partnership between the City of Portland, schools, neighborhoods, community organizations and agencies to build street safety improvements and offer programs that make walking and biking accessible and safe for students and families, while easing traffic congestion around schools. The program focuses investment in and around schools with a high percentage of low-income students, students of color, and those with limited English proficiency.
- The Transportation Wallet is a strategy to reduce parking demand and traffic congestion by increasing the number of trips taken by transit, by biking and walking. Parking permit surcharge fees in Area Parking Permit Districts fund passes and vouchers for use on TriMet, Portland Streetcar, BIKETOWN, and Car2Go. The Transportation Wallet is available to people who live or work in the parking districts, and to Portlanders participating in an Affordable Housing pilot.
- Neighborhood Greenways applies traffic calming mechanisms to residential streets throughout the city, with the goal of reducing traffic speed and volumes to create a safe shared roadway environment for people walking and riding bicycles.
- SmartTrips uses individualized marketing and outreach to encourage a shift from drive-alone trips to active trips by transit, walking, or bicycling. Portlanders who move into a new home or apartment order customized packets of maps, information, and incentives that are delivered to their door.

Equity Impacts

The Active Transportation & Safety Program has deeply ingrained equity into program delivery service levels and is working to improve understanding and measurement of equitable outcomes. Several ATS programs track the participation and experience of people of color and disabilities.

- Safe Routes to Schools sought and documented extensive school-based input that included families of color to inform program development and project prioritization. On an ongoing basis, Safe Routes to School prioritizes Title 1 schools for services and capital investments. As part of this work, the ATS team gathers qualitative information through student surveys and community conversations – and due to the Title 1 prioritization, these conversations include many families of color.
- The Vision Zero Action Plan used equity as a primary lens for program development and capital project selection. Racial equity remains one of the guiding principles of the initiative. The Vision Zero Task Force sets direction for the work and includes a number of representatives from communities of color. Task Force members, community partners, and program participants of color

communities of color. Task force members, community partners, and program participants of color have given direct input to help shape programs, messaging, and priorities.

- Sunday Parkways in 2018 held an immigrant and refugee walk with over 2,000 participants. In 2019, PBOT plans to add an additional event focused on engaging immigrants and refugees.
- The Transportation Demand Management (TDM) in Affordable Housing pilot project will provide 500 affordable housing residents with a package of free transit, Streetcar, bike share, e-scooter and car sharing services.
- The 2018 E-scooter Pilot program required scooter companies to deploy 300 e-scooters in the East Portland pattern area. PBOT conducted several focus groups with Black Portlanders, East Portlanders, and people with disabilities. PBOT collected racial and income data in its e-scooter user survey.
- In addition to the work mentioned above, ATS is putting extra emphasis on walking and wheelchair rolling for the 2019-20 season, to ensure events are inviting and accessible to all – including those who are not able to ride a bicycle.
- The Sunday Parkways program has engaged hundreds of immigrants and refugees in planning, outreach, and event participation. Safe Routes to School's prioritization of Title 1 schools for programming and capital improvements has resulted in safer conditions for low income and communities of color. The E-scooter Pilot resulted in over 40,000 scooter trips in East Portland. The TDM in Affordable Housing pilot will provide 500 residents with a suite of free transit, bike share, and car sharing service that will provide greater access to employment, grocery stores, and services.

This program supports PBOT's five-year Racial Equity Plan and other bureau equity goals related to racial and disability equity:

- Active Transportation and Safety has an equity committee that meets monthly with a defined workplan. (Objective 1.1)
- Community engagement is a part of all ATS programs, with racial equity as a defining element and objective of that engagement. (Objective 1.4)
- Safe Routes to School capital program uses race, income and limited English proficiency to prioritize investments. (Objective 1.5)
- ATS funds community partners to build capacity and participate in programs. FY 2017-18 funding included APANO, OPAL, Rosewood Initiative and Andando en Bicicletas en Cully. 2019-20 ATS programming will include funding for several additional CBOs working on racial equity. (Objective 1.7)
- ATS staff participated in a division-wide Confronting Microaggression training. A number of staff have attended other racial equity trainings and conferences. In 2019-20 the entire Active Transportation and Safety Division will participate in a division-wide training on interrupting racial aggression in the public right of way. (Objective 2.1)
- Over the past year, three out of the five ATS staff hires are women of color. The two new CSA hires are men of color. Two women of color were promoted from entry-level to more senior positions. (Objective 3.3)
- ATS uses PBOT's racial equity matrix for capital investments in general and Safe Routes/Vision Zero capital projects in particular. (Objective 4.3)
- ATS has worked closely with PBOT's Racial Equity and Inclusion Manager on program design and delivery for bike share, Safe Routes to School, Regional Travel Options, and the 2018 e-scooter pilot project. (Objective 5.7)

Changes to Program

Over the past several years, ATS has partnered with the On-Street Parking Program to develop and fund incentive programs that give people a chance to try new methods of getting around at a low (or no) cost. Funded by parking revenue, these incentives have been popular, encouraging the use of bikeshare, streetcar, carshare, and transit – and lessening the demand on limited parking spaces. In 2017 and 2018, City Council directed a portion of Recreational Cannabis Tax receipts to help fund transportation safety improvements under Vision Zero. PBOT spends these funds on safety education and infrastructure.

Program Budget

	FY 2016-17 Actuals	2017-18 Actuals	2018-19 Revised	2019-20 Adopted	
Bureau Expense					
External Materials and Services	1,195,208	1,728,817	3,571,699	2,689,716	
Internal Materials and Services	244,485	445,122	449,372	140,000	
Personnel	2,327,195	2,717,572	3,078,955	3,207,311	
Fund Expense					
Fund Transfers - Expense	-75,000	0	0	0	
Sum:	3,691,888	4,891,510	7,100,026	6,037,027	
	FTE	26.18	28.7	29.7	27.6

Resources: This program is funded by a mix of grants, traffic fines, service charges and fees, and General Transportation Revenues (GTR). The program receives some General Fund (GF) support for Sunday Parkways, and Recreational Cannabis Tax revenue for Vision Zero safety and education projects.

Expenses: The main expenses of this program are personnel and contractor costs.

Historical expense and FTE figures may show large discrepancies due to recent changes in the bureau's program structure in response to the City's transition to program offer budgeting.

Staffing: The program includes 16 Transportation Demand Specialist positions and 12 coordinator, planner, and manager positions; about six of these positions provide services for other PBOT programs.

Assets and Liabilities: None.

Program Information

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