

Streets & Signs

Program Description & Goals

The goal of the Streets and Signs program is to preserve or upgrade the condition of Portland's improved streets through maintenance and cleaning activities, to maintain all traffic signs and markings, and to manage traffic to provide a safe and accessible transportation system for the public.

Managing Portland's streets and signs requires preserving and upgrading pavement through street maintenance and cleaning activities; maintaining and improving pavement markings to support safety, visibility, and the efficient movement of vehicles (motorized and non-motorized) on Portland streets across all modes; and maintaining, cleaning, and replacing signs to communicate regulation, information, direction, parking restrictions and guidance.

Adequate management of these assets keeps the City in compliance with federal and state requirements pertaining to visibility of regulatory guidance (markings and signs) and safety infrastructure. Further, cleanliness and visibility of parking signs is required for PBOT to enforce parking restrictions, manage the curb zone in parking districts, and collect revenue that accounts for a portion of PBOT's limited discretionary transportation funding.

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
Average network Pavement Condition Index (PCI)	N/A	N/A	N/A	55%	0
Number of crosswalks installed or maintained	N/A	N/A	N/A	3,100	0
Number of signs maintained or replaced	N/A	N/A	N/A	20,000	0
Number of potholes repaired	N/A	N/A	N/A	5,000	0
Total miles of curb cleaned during annual leaf removal program	N/A	N/A	N/A	1,059	0
Number of High Crash Corridors restriped annually	N/A	N/A	N/A	1	0

Explanation of Services

This program inspects, maintains and repairs the 4,852 miles of local and collector/arterial paved roads in the city, and annually grades and gravels some of the 50 miles of unpaved roads. It investigates and responds to pavement problems, including potholes, and provides emergency response to street and right-of-way hazards, which is vital to public safety. These activities are critical to providing citizens access to transit, employment, social, health and education services. Pavement preservation is essential to successful asset management, as it is much more expensive to repair or reconstruct pavement that is in very bad condition than it is to continue to maintain it in good condition. Pavement management activities in the program evaluate street conditions and assign pavement condition index numbers that are used to prioritize work and recommend optimal pavement treatment based on existing conditions.

The program also installs, maintains, repairs and tracks approximately 170,000 street-name, regulatory, warning, traffic-control, and parking signs, as well as installs and maintains the vast diversity and quantity of pavement markings, lines and legends, and provides traffic control for emergencies and city events. These assets are critical safety features to direct and regulate vehicles, pedestrians and bicyclists. Failure to maintain appropriate, clear and visible signage and striping can impact the ability of police or parking enforcement to enforce traffic and parking laws, and can result in legal liability to the City.

Street cleaning activities provide mechanical cleaning of residential, arterial and Central Business District streets, removal of debris and leaves from streets, cleaning of bike and pedestrian areas, vegetation management and street area landscaping, and de-icing of streets in weather emergencies. Traffic operations provides the public a contact point for issues regarding transportation system operations and neighborhood livability issues related to transportation and investigates and responds to traffic-related concerns from the public and other agencies. It also coordinates traffic management for special events, including athletic events, parades and the Rose Festival. These are key to ensuring that the transportation system provides for the effective and safe movement of people and vehicles in the city.

Equity Impacts

This program supports PBOT's 5-year Racial Equity Plan through its efforts to address the following goals:

- 1) Provide equitable services to all residents: PBOT's equity matrix is used to evaluate street and sign maintenance priorities, together with other factors, including condition. Where possible, street maintenance is delivered in collaboration with other bureaus or entities (TriMet, Oregon Department of Transportation, or others) to minimize the impact of road work on the traveling public.
- 2) Shift the culture of the bureau and end disparities in city government: Strategic asset management planning, currently in development, intends to inform street and sign maintenance priority according to the bureau's strategic goal areas. This work relies heavily on the bureau Equity Committee and bureau-wide understanding of racial equity and inclusion.
- 3) Use racial equity best practices to increase access for communities of color and immigrant and refugee communities: Use the Racial Equity Toolkit to improve street and sign maintenance decisions. Continue to use the racial equity matrix to identify Priority Maintenance Actions.

Changes to Program

There are no changes to the program's organizational structure, staffing or activities in FY 2019-20. In FY 2018-19, the program added staff to create an additional pothole repair crew, to grade and gravel some of the unpaved roads in the city, and create a night crew to increase the amount and frequency of pavement striping, to address sign issues (including knock-downs), and to support the closing and re-opening of roads during emergency and non-emergency situations.

Program Budget

	FY 2016-17 Actuals	2017-18 Actuals	2018-19 Revised	2019-20 Adopted
Bureau Expense				
Capital Outlay	95,658	46,843	0	0
External Materials and Services	3,840,178	4,874,539	10,517,641	7,391,291
Internal Materials and Services	8,531,472	9,835,152	10,120,482	9,782,611
Personnel	10,884,146	12,112,619	17,351,854	19,567,296
Fund Expense				
Fund Transfers - Expense	53,503	44,703	51,248	50,000
Sum:	23,404,957	26,913,856	38,041,225	36,791,198
FTE	183	192	182.65	183.9

Resources: This program is supported primarily by General Transportation Revenue (GTR). It also receives about \$2.0 million per year for four years from the 2016 voter-approved 10-cent gas tax – the Fixing Our Streets program which funds street base repair projects. This program replaces not just the surface asphalt, but also the rock base of the road which stops structural failure from spreading and prevents recurring issues. Funding for street preservation continues to fall short of what is needed to improve the average pavement condition of the street network.

In FY 2018-19, the City's General Fund reduced its support for Maintenance street cleaning activities by about \$402,000. This reduction was backfilled by increased support from the Bureau of Environmental Services (BES) which has annually provided some support, since street cleaning provides stormwater management benefits by keeping debris out of the collection system. As directed by City Council, PBOT and BES determined the appropriate level of support that BES should provide to PBOT for street cleaning activities. As a result, the BES contribution will be reduced by \$170,078 in FY 2019-20 and replaced by additional GTR resources. Other funding comes from interagency agreements with BES and the Water Bureau for street patching services. These resources have been steady in recent years and are anticipated to remain so in the future.

Expenses: The primary expenses of the program are personnel costs, which are fixed, predictable and essential to delivering program services. Other major expenses are fleet and equipment operating costs and operating supplies such as asphalt, concrete, signs and paint, all of which are necessary to providing services and meeting program goals.

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 Streets and Signs Program includes 183 positions, including program staff (e.g., utility workers, crew leaders, GIS technicians, equipment operators, schedulers), supervisors, an engineer and a program manager.

Assets and Liabilities: PBOT's street and sign inventory includes 4,852 lane miles of pavement, 37,911 street name signs, 1,189 miles of pavement markings, 61,444 parking signs, 5,333 crosswalks, and 58,779 traffic control signs. The estimated funding required to improve the condition of these assets to the target levels is \$1.7 billion for pavement, \$6.4 million for street signs, and \$5.2 million for pavement markings.

Program Information

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