

Active Transportation & Safety

Equity Impact

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. 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. 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.

Bike share is a low-cost transportation choice that can serve a broad range of people, and Portland's bike share program is considered one of the most equitable bike sharing programs in the United States. Adaptive BIKETOWN is one of PBOT's signature active transportation programs designed specifically for people with disabilities. Existing partnerships with CBOs such as StreetRoots and Central City Concern have helped grow the number of users living on very low incomes.

Climate Impact

Several components of the Active Transportation & Safety program advance the bureau's climate goals, including:

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.

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.

Bike sharing – whether pedal-only or electric pedal-assist – offers a low-carbon alternative to driving trips. User survey data has usually demonstrated that bike share trips replace single occupancy vehicle and private-for-hire trips at a rate of approximately 25% among local

BIKETOWN users. PBOT's user surveys of bike share and scooter share demonstrate a significant single occupancy vehicle and private-for-hire trip replacement.

E-scooter share has brought new users to micromobility modes with a lower carbon footprint. These modes are either powered by human effort or in combination with lower-polluting electric motors.

Safety

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.

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.

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.

On-Street Parking

Equity Impact

The On-Street Parking Program actively engages in accommodating disability parking throughout the city to better serve the needs of disabled residents and visitors. On-street disability parking signs are installed to designate spaces disabled spaces and wheelchair spaces. There are also a permit programs that serve disabled placard holders, so they may park with reduced cost within metered areas where they live or work and achieve closer proximity to their destination. We also have a scratch-off permit program so that disabled parkers may stay longer in metered spaces than the allotted time (throughout the meter day if need be), and otherwise allow stays up to three hours when paying for a two-hour meter. Projects and programs funded with permit surcharge and net meter revenue will be evaluated using the PBOT equity goals to help address infrastructure deficiencies and alleviate transportation burden on low income, underserved and communities of color. For example, there was outreach in the NW District targeted to low income residential buildings regarding the Transportation Wallet and other transportation projects and programs. Project lists are developed with input from advisory committees and the 2035 Comprehensive Plan policies relating to equity and community engagement. Outreach conducted in existing parking districts, permit areas and during development of pilots and parking management plans will strengthen public engagement for communities of color and immigrant and refugee Communities. The two parking districts that have added surcharge to their base permit fee have a low-income provision. Low-income residents do not pay the added surcharge if they meet the income guidelines outlined in their district.

Climate Impact

The on-street parking system is managed to enhance traffic safety, improve circulation, support the economic vitality of business districts, encourage the use of off-street parking, reduce congestion, maintain air quality, and promote the use of alternative modes by managing the supply and price of on-street parking. Meter districts support economic vitality and access to services by encouraging turnover of parking spaces.

Efficient management of on-street parking through the installation of meter reduces congestion and emissions. In three of our meter districts the Transportation Wallet Program is available to residents and employees to encourage transit and BIKETOWN utilization. The permit program reduces congestion by effectively managing the on-street spaces. In surcharge areas it encourages mode shift away from the automobile and toward transit and bike usage.

Parking Enforcement

Equity Impact

The Parking Enforcement program advances the City's and bureau's equity goals in several ways. Consistent enforcement of ADA ramps and disabled parking spots increases the likelihood that the ramps and parking spots will be available to community members that need them. From 2016 to 2018 Parking Enforcement increased the number of citations written for improperly parking in a disabled spot by more than 40% (1,742 to 2,503). Citations for blocking ADA ramps increased by more than 24% from 2016 to 2018 (1,588 to 1,981). The Parking Enforcement Program is engaging the community to help update the wording on citation envelopes/ enforcement website, and have it available in Portland's safe harbor languages. This will take time, but in the end the message will be better understood which will enhance compliance and build trust between marginalized communities and Parking Enforcement. This program supports PBOT's five-year Racial Equity Plan and other bureau equity goals related to racial and disability equity. • People of color make up 23% of Parking Enforcement staff. • In December, four members of Parking Enforcement delivered holiday food baskets to low income households on behalf of the Portland Police Bureau's Sunshine Division. • In 2018 Parking Enforcement made a commitment to enhance our relationship with the community in an attempt to increase trust. In August, several members participated in "Shop with A Cop" which connects law enforcement with youth, who are often part of marginalized communities (low socioeconomic status, immigrants, people of color).

Safety

Parking Enforcement is tasked with enforcing laws and regulations that improve safety, including violations such as blocking sidewalks/bike lanes, parked facing the wrong way, too close to intersections, etc. occur in low income neighborhoods. Having a responsive and well managed Parking Enforcement Division will help to ensure the violations are addressed.

Sidewalks, Bridges & Structures

Equity Impact	<p>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 proposes using its equity matrix to prioritize ADA-compliant curb ramp installations, together with other factors including location and number of requests. ADA-compliant corners are also installed as part of pavement improvements and other capital projects led by utilities, TriMet, the County, and the State. Where possible, PBOT Maintenance Operations partners with other agencies to deliver compliant curb ramps as part of other capital projects. 2) Shift the culture of the bureau; end disparities in city government: Maintenance of structures, including sidewalk inspections, will be evaluated as part of the bureau’s Strategic Asset Management Plan which is in development. This plan intends to prioritize racial equity and inclusion in identifying maintenance priorities and will rely 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: Continue to use the racial equity matrix to identify Priority Maintenance Actions. Further, this program supports disability equity through its work improving corners to meet federal ADA standards. Sidewalk connectivity is also prioritized as part of new construction, including wider sidewalks which are better able to accommodate persons with mobility disabilities. The Sidewalks and Ramps program is also responsible for reconstructing 550 existing curb ramps annually to meet current ADA standards and to satisfy the CREEC settlement which works to provide equal accessibility for all citizens.</p>
Climate Impact	<p>The Sidewalks and Ramps program provides sidewalks and curb ramps throughout the City which provides accessibility to non-vehicular traffic. By providing other mobility options other than vehicles, vehicular traffic is reduced thus reducing the overall impact on the environment by carbon emissions.</p>
Safety	<p>The Sidewalks and Ramps program is currently prioritizing the delivery of small-scale safety improvements that help complete our multimodal networks, per the Strategic Plan.</p>

Streetcar Operations

Equity Impact

The Streetcar Service area includes a diversity of customers by age and income. Thirty-two percent earn an annual income of less than \$30,000. Streetcar operators deploy the mobility ramp more than 30 times an hour to assist passengers, many of whom may have disabilities. Forty-nine percent of all housing units built in Portland in the last 20 years are within ¼ mile of Streetcar tracks, including 6,659 regulated affordable housing units. Fares - With the introduction of the HOP Fastpass customers can pay as they go for transit, without the upfront cost of a monthly or annual pass, and still obtain the daily and monthly cap. Additionally, Streetcar provides a ½ fare of \$1.00 as well as the TriMet \$1.25 fare for Honored Citizens. In FY 2019-20, Streetcar will participate in the Low-Income Fare Program managed by TriMet and made possible by the HB 2017 investment. Title II and Title VI - As a transit provider, we strive to meet the need needs of our customers and work collaboratively with TriMet on Title II reasonable accommodation requests and Title VI Civil Rights compliance.

Climate Impact

The program provides both transportation mobility and an incentive for denser, urban development. Specifically, the use of electric Streetcar vehicles to provide public transit:

- Reduces VMT by providing an alternative to drive-alone trips on a more sustainable mode of transportation
- As a model of electrically powered transportation, the everyday success of Streetcar supports and encourages the switch to electric vehicles and reduces the community's reliance on diesel and gasoline
- Streetcar is a demonstrable example of the City's commitment to reduce emissions with its own City assets
- By providing service between key City and public agency office buildings Streetcar is available to help employees reduce their use of TNCs, City and personal vehicles

Streetlights and Signals

Equity Impact	<p>The Signals, Street Lighting, ITS, & Electrical Maintenance Division places a strong emphasis on equity and supports Portland’s Citywide Racial Equity Goals. The recent Civil Rights Education and Enforcement Center (CREEC) settlement has raised the awareness of the City as to the needs of these communities. The Oregon Blind Commission has helped prioritize the installation of accessible pedestrian signals and other crossing improvements by providing direct input and requests for upgrades to the existing infrastructure. People with mobility devices and people that need additional time at traffic signals also can directly request service and changes to the traffic signal timing that increase the safety of people on the streets. The bureau does collect information about whether complaints or requests are related to the Americans with Disabilities Act (ADA). The Signals & Street Lighting Division has conducted some efforts to quantify the efforts of the Electrical Maintenance Section on Communities of Color within the City. Our efforts have focused on the response time related to Electrical Maintenance functions at traffic signals within the various geographic districts of the City and their corresponding score on the Equity Matrix. The hypothesis is that the geographic boundary created many years ago to organize work may not result in response rates that are commensurate with our newer equity goals. This redistribution of geographic boundaries was postponed as staffing for this equity evaluation of the Section was a lower priority than immediate safety response, project support, and other initiatives when engineering staff workload was a concern for the bureau. The equity analysis completed as a part of the Street Lighting relamping project has served the SSL Division very well. Staff continue to use the City’s Equity Matrix to identify priorities for limited funding for improvements to the street lighting system. The impact of the changes includes more rapid response to requests from the community and have resulted in improvements centered around areas where communities of color and people with disabilities regularly use the infrastructure (SE Division Street).</p>
Climate Impact	<p>By insuring the continued use of LED street lighting, the streetlight program will be able to maintain the level of energy savings for the street lighting system and further research other important issues for the community.</p> <p>Additionally, the provision of lighting on residential streets in areas of Portland where disparities exist will encourage people to increase walking and cycling as a part of their trips, especially those that are made in darkness by improving their safety.</p>
Safety	<p>Traffic signals are vital to the mobility of society. They result in the safe crossing of people walking across many of our streets and help people travel distances by bicycle, scooter, and other vehicles. Thousands of people use each traffic signal every day. The Sidewalks and Ramps program is currently prioritizing the delivery of small-scale safety improvements that help complete our multimodal networks, per the Strategic Plan. In addition, this program is working to improve street lighting conditions to increase the visibility of people on Portland streets.</p>

Streets and Signs

Equity Impact	The Streets and Signs 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.
Climate Impact	Street maintenance and repair is primarily accomplished with asphalt road materials, which have a significant carbon footprint. It is worth noting that up to 35% of the asphalt used is recycled asphalt. The City has contracts with several asphalt suppliers at multiple locations so hauling of material (both to and from the work zone) can be optimized. Each asphalt supplier is required to accept the old asphalt material from these preservation projects, which then contribute to the 35% recycled asphalt used on future projects.
Safety	This program 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. It also includes removing of obstructions such as trimming small tree limbs. PBOT has approximately 180,000 signs in their inventory to maintain. Regulatory signs (e.g. Stop Signs, Speed Signs) receive the highest priority.