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Goal

Every community member has access to affordable, reliable and safe transit, biking and pedestrian infrastructure.

Description

This goal envisions a community where everyone can easily travel in a way that is affordable, healthy, sustainable and efficient, ensuring that everyone, regardless of income or location, can reach their destination safely.

Policymakers and public officials have made decisions that continue to disproportionately harm the most at-risk users of our transportation system, including people of color and people with disabilities, rarely accounting for vehicle emissions and dangerous speeds. Over time, these burdens and associated costs have unfairly impacted specific populations. Major infrastructure projects have uprooted entire neighborhoods while other projects were designed and built without adequate input from the communities they were supposed to serve. The needs and desires of strategically undervalued communities were often ignored. The traditional ways in which municipalities and agencies have delivered personal freedom, access and connection have taken a heavy toll on our environment, as well as on frontline and fenceline communities along major transportation corridors. Finally, communities must prioritize investments that move our transportation system from one that is vehicle based to one that operates at the human/pedestrian scale.

Metrics	Notes
Proximity to transit stop (EJ Report)	
Intersection density (Ej Report)	
Traffic Fatalities and burden of death analysis	
Transit fare and access over time	

Strategies	Description
Implement fare-free transit all the time for specific routes (similar to Boston). As an alternative, expand access to low-income fare and move youth fare from half-price to zero. <i>Type of action: Advocacy; Game changer</i>	Make transit fare free, similar to Boston's fare-free bus program, potentially starting with specific high-ridership bus routes or MAX lines in Multnomah County. A pilot program can initially target routes that serve areas with high concentrations of low-income residents, communities of color, and essential destinations such as schools, hospitals and employment centers. The pilot could be evaluated after a set period (e.g., one year) to assess its impact on ridership, equity, accessibility and overall transportation system performance. An alternative strategy would be to expand the existing low-income fare program by making transit free for youth (people under 18) and significantly reducing fares for eligible adults.

<p>Provide incentives and reimbursements to property owners and developers to build and improve existing pedestrian infrastructure that is ADA accessible (e.g., sidewalks and crosswalks).</p> <p><i>Type of action: Create/fund program; Advocacy; Game changer</i></p>	<p>Incentivize the development of safe, accessible pedestrian infrastructure by offering financial assistance to property owners and developers who construct or upgrade sidewalks and crosswalks to meet ADA standards. This program will contribute to a more equitable and inclusive community where everyone, regardless of ability, can safely and easily navigate our streets and neighborhoods.</p>
<p>Require the Safe Routes to School Program in all school districts within Multnomah County.</p> <p><i>Type of action: Advocacy; Game changer</i></p>	<p>Multnomah County could mandate the implementation of Safe Routes to School programs in all school districts within its jurisdiction. This initiative will prioritize the safety and well-being of students by promoting active transportation, such as walking and biking, through infrastructure improvements, educational programs and community engagement.</p>
<p>Expand active transportation and make it safer (e.g., more frequent and accessible bus lines).</p> <p><i>Type of action: Advocacy</i></p>	<p>Prioritize the expansion and safety of active transportation options by increasing the frequency and accessibility of bus lines, along with implementing infrastructure improvements to support walking and biking. These initiatives will promote healthier, more sustainable transportation choices and contribute to a more livable and connected community.</p>
<p>Electric vehicle charging at public locations owned by the County.</p> <p><i>Type of action: Create/fund program</i></p>	<p>Multnomah County can install and maintain electric vehicle charging stations at all public locations it owns to support the transition to clean transportation and reduce greenhouse gas emissions.</p>

Notes