

Equity in Capital Transportation Planning

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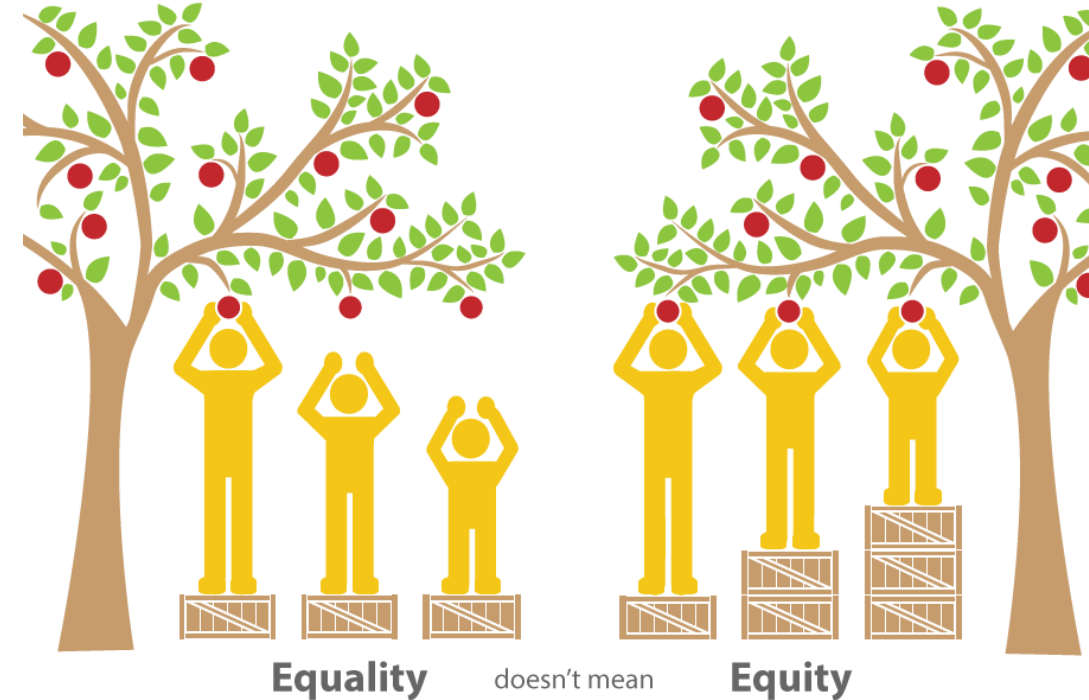
Complete Streets Program Manager

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Transportation Equity

- **Transportation equity is the fairness with which transportation costs and benefits are distributed.**
- Access to transportation serves as a key component in addressing poverty, unemployment, and equal access to opportunities.
- Transportation and zoning decisions have limited the mobility and opportunities of people of color.
- Roadways in newly developing areas can receive more investment than transit and other multimodal transportation

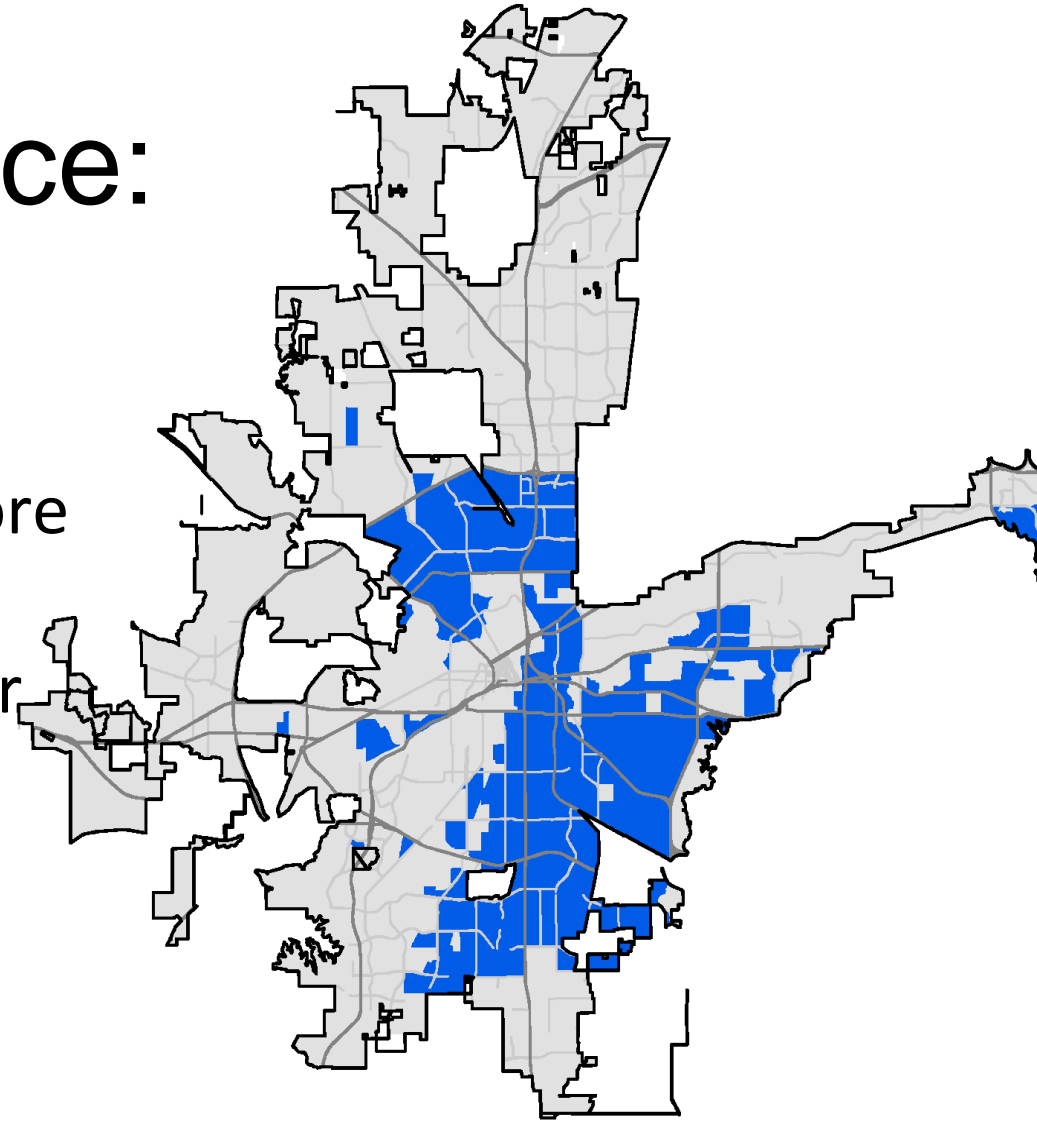


Race and Culture Task Force

- 23-member task force was appointed in **2017** to examine issues related to race and culture in Fort Worth.
- Seven subcommittees studied racial equity and bias in several areas: criminal justice, economic development, education, health, housing, municipal governance, and transportation.
- City Council accepted the recommendations in December 2018.
- **Mission: To listen, learn, build, and bridge in order to create an inclusive Fort Worth for all residents.**
- Vision: Fort Worth will become a city that is inclusive, equitable, respectful, communal, and compassionate.

Race and Culture Task Force: Transportation Disparities

- Super Majority Minority Areas (MMAs) are Census Block Groups in Fort Worth where more than 75% of the population is a minority:
 - 57% of all households, but 77% of zero-car households
 - 50% of built sidewalks, but 81% of poor-condition sidewalks
 - 69% of all pedestrian crashes and 79% of fatal pedestrian crashes



Race and Culture Task Force: Transportation Strategies

- **Transportation equity policy and five-year action plan**
 - Facilitate more equitable decisions about the allocation of resources for transportation improvements.
- **After-action reviews of pedestrian and bicycle crashes**
 - Reduce the incidence of pedestrian and bicycle crashes in minority neighborhoods.

Race and Culture Task Force: After Action Reviews (Fatality Review)

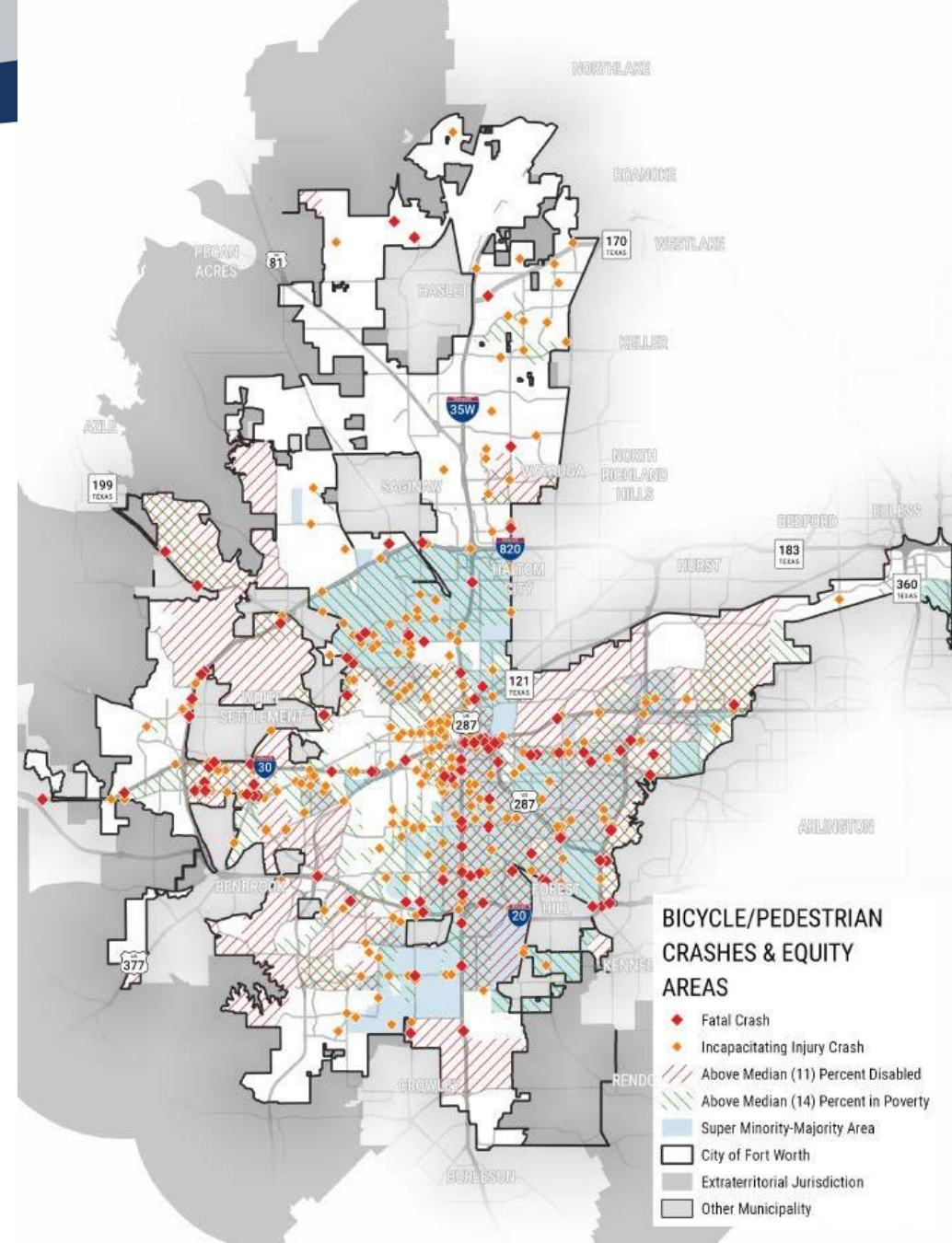
- Analyze events resulting in the death of a person walking or riding a bicycle in public right-of-way in the City of Fort Worth and to identify improvements.
- Program Risks:
 - Limited Staff Resources
 - Availability of Funding
 - Understanding commitment/expectation of outcomes
 - Prioritization of resources

Race & Culture Task Force: Transportation Performance Measures

- 1) 2 percentage point annual decrease in the share of poor condition streets in S-MMAs, for a total decrease of 10 percentage points by 2023.
- 2) 4 percentage point annual decrease in the share of poor condition and missing sidewalks in S-MMAs, for a total decrease of 20 percentage points by 2023.
- 3) 2 percentage point annual decrease in the share of pedestrian and bike crashes in S-MMAs, for a total decrease of 10 percentage points by 2023.

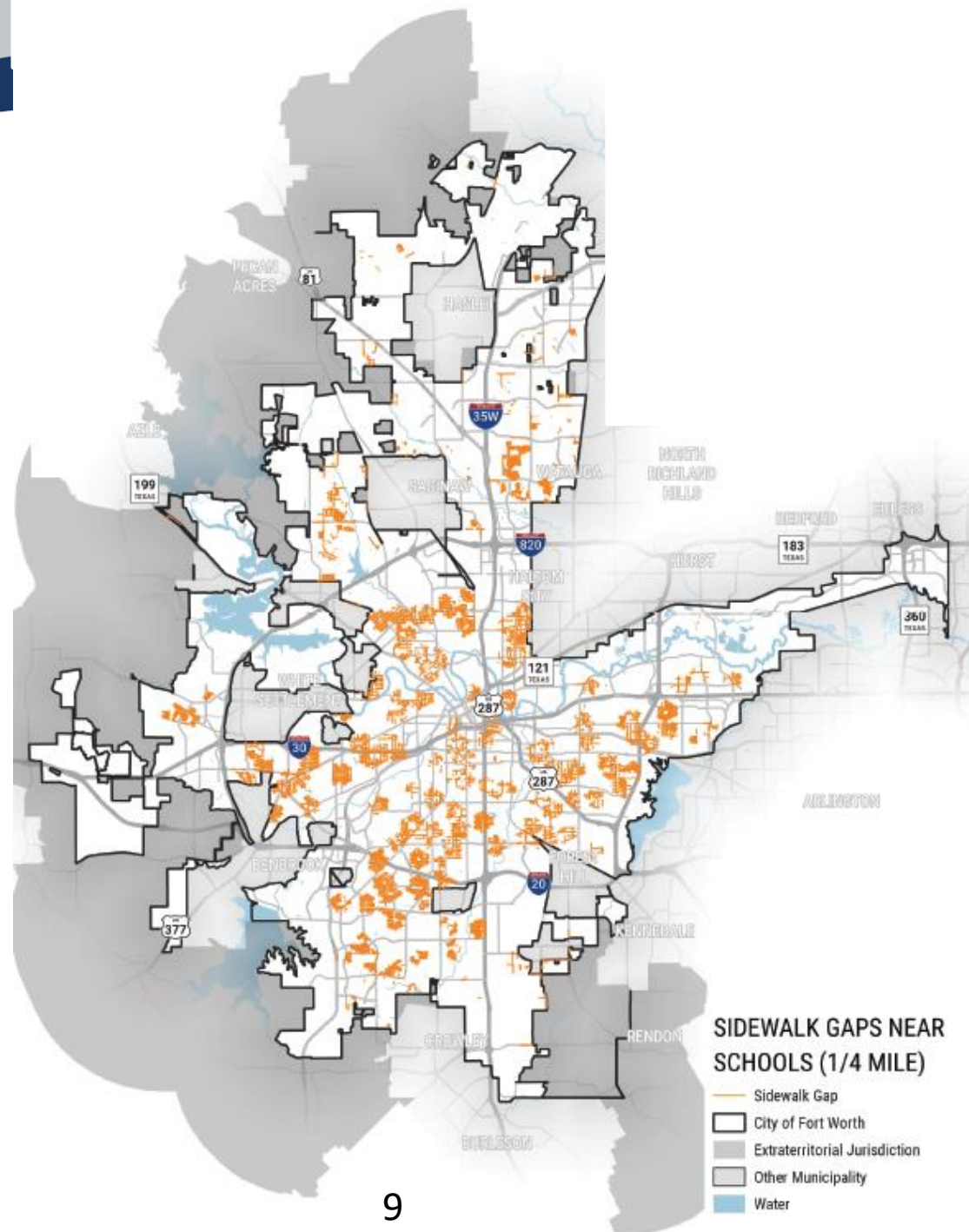
Adopted Active Transportation Plan - Prioritization Criteria

| Prioritization Factor | Weight | | |
|-----------------------|-----------|----------|-----------|
| | Sidewalks | Bikeways | Trails |
| Equity | 40% | 30% | 30% |
| Veloweb/Spine | | | 30% |
| Connectivity | | 25% | 30% |
| Demand | 30% | 20% | |
| Crash History | 20% | 10% | |
| Comfort | 5% | 10% | |
| Stakeholder Input | 5% | 5% | 10% |
| Funding | | | 10% bonus |
| Feasibility | | | 10% bonus |



Sidewalk Gap Costs

| Sidewalk Gap Areas | All | | Priority (Top 300) | |
|-------------------------------|---------|-----------------|--------------------|---------------|
| | Mileage | Cost Opinion | Mileage | Cost Opinion |
| Citywide | 3,740 | \$3,612,900,000 | 151 | \$145,900,000 |
| Super Majority-Minority Areas | 1,530 | \$1,478,000,000 | 140 | \$135,300,000 |
| Near Transit | 1,319 | \$1,274,200,000 | 104 | \$100,500,000 |
| In High Disability Areas | 1,127 | \$1,088,700,000 | 112 | \$108,200,000 |
| Near Schools | 939 | \$907,100,000 | 51 | \$49,300,000 |
| Near Higher Education | 160 | \$154,600,000 | 16 | \$15,500,000 |



Implementation



Pedestrian Infrastructure Investment Decision-Making

- Transportation and Public Works began evaluating internal processes and implementing changes in FY 2020 regarding: 1) Capital Bond Planning and 2) Annual Maintenance Planning.
- Lessons Learned
 - Reliance on citizen or stakeholder requests to identify infrastructure needs is not equitable.
 - Good data are necessary to articulate areas of greatest infrastructure need and track outcomes after investment.
 - Documentation of decision-making processes is critical for consistency.

Pedestrian Infrastructure Investment

2018 Bond - In Progress

- \$17M for Sidewalks and Neighborhood Traffic Safety
- Projects selected primarily through citizen/stakeholder requests, with exception of Safe Routes to School projects
 - Blue Zones evaluation used to select SRTS projects
- 90,689 linear feet (17 miles) of sidewalks being implemented, 61% in MMAs.

Pedestrian Infrastructure Investment

2022 Bond - Planning

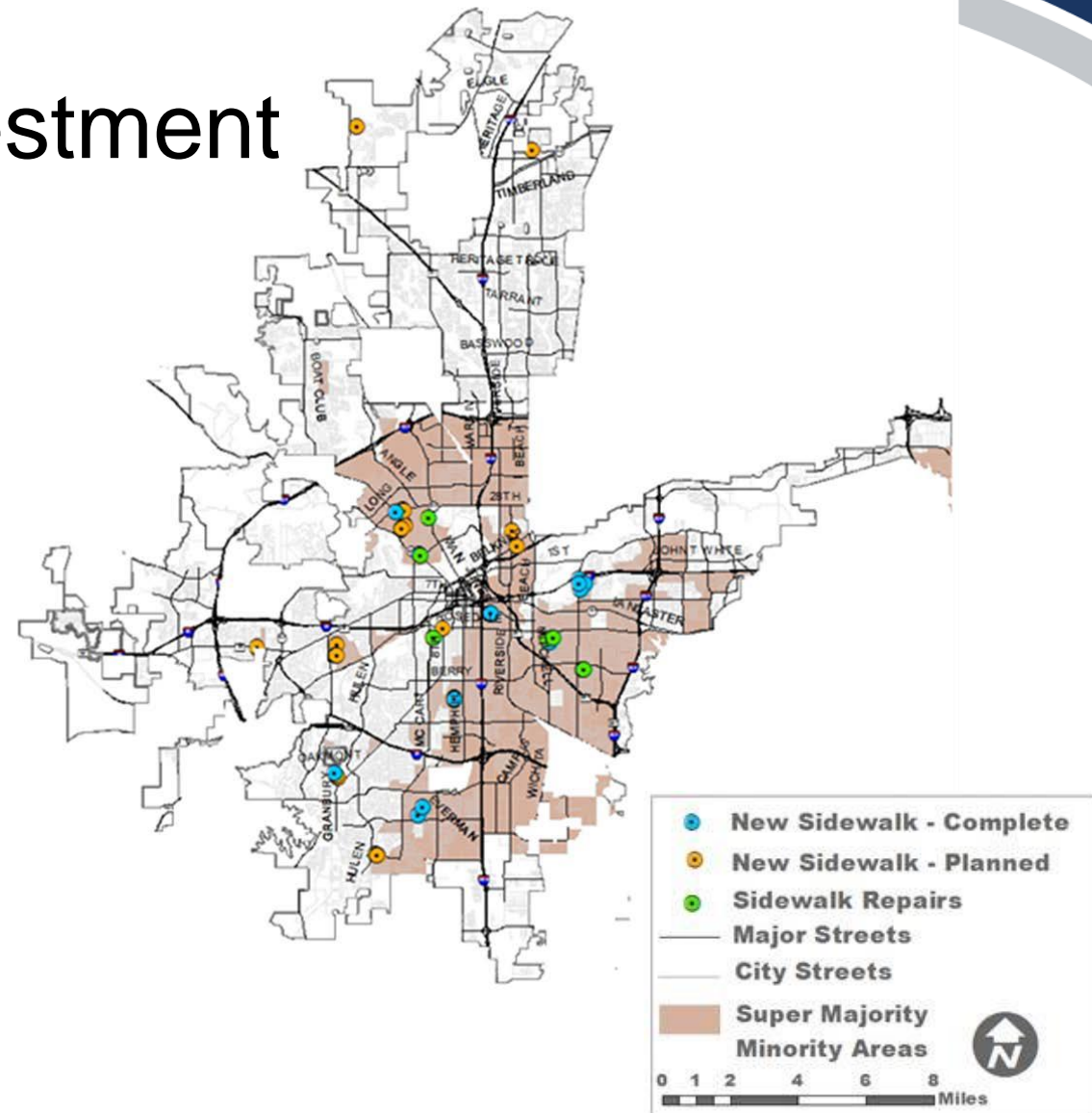
- The Bond Prioritization Planning Committee convened in Fall 2019.
- \$34M funding request for Sidewalks and Neighborhood Traffic Safety per **ATP** funding level recommendation.
- Staff is evaluating constructability of the Top 300 ATP sidewalk project areas for 2022 Bond development.
- The **Vision Zero High-Injury** Network will guide Neighborhood Traffic Safety project identification.
- Proposed project listings will be presented to City Council in Fall 2020.

Pedestrian Infrastructure Investment

FY 2020 Maintenance - In Progress

FY 20 is the first year that TPW received funding for sidewalk gaps, ADA needs, and sidewalk repair.

- ATP sidewalk gaps in MMAs near transit, schools, and parks are the focus for implementation.
- Sidewalk gaps and repairs are implemented by in-house crew without design.
- 10,129 linear feet of sidewalks planned for implementation (88% in MMAs) in FY 20
- 1,119 linear feet of sidewalks repaired/replaced (86% in MMA's)



Looking Ahead - Pedestrian Infrastructure Investment

- FY 2021 Maintenance - Planning
 - Plan is to continue sidewalk implementation approach initiated in FY 20
 - Maintain or increasing service levels in MMAs.
 - Develop Vision Zero High-Injury Network to further target pedestrian investments
- Developing Good Data - The Asset Management System is being used to build reliable data to track progress toward Race and Culture Task Force Performance Measures.
- Citywide Sidewalk Policy is in development

Next Steps

- Finalize 2022 Bond sidewalk project listing
- Finalize Vision Zero High-Injury Network
- Continue populating asset management system for reliable tracking toward Task Force performance measures

Thank You

