

# PedPDX

PORTLAND'S CITYWIDE PEDESTRIAN PLAN





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PEDESTRIAN PLAN



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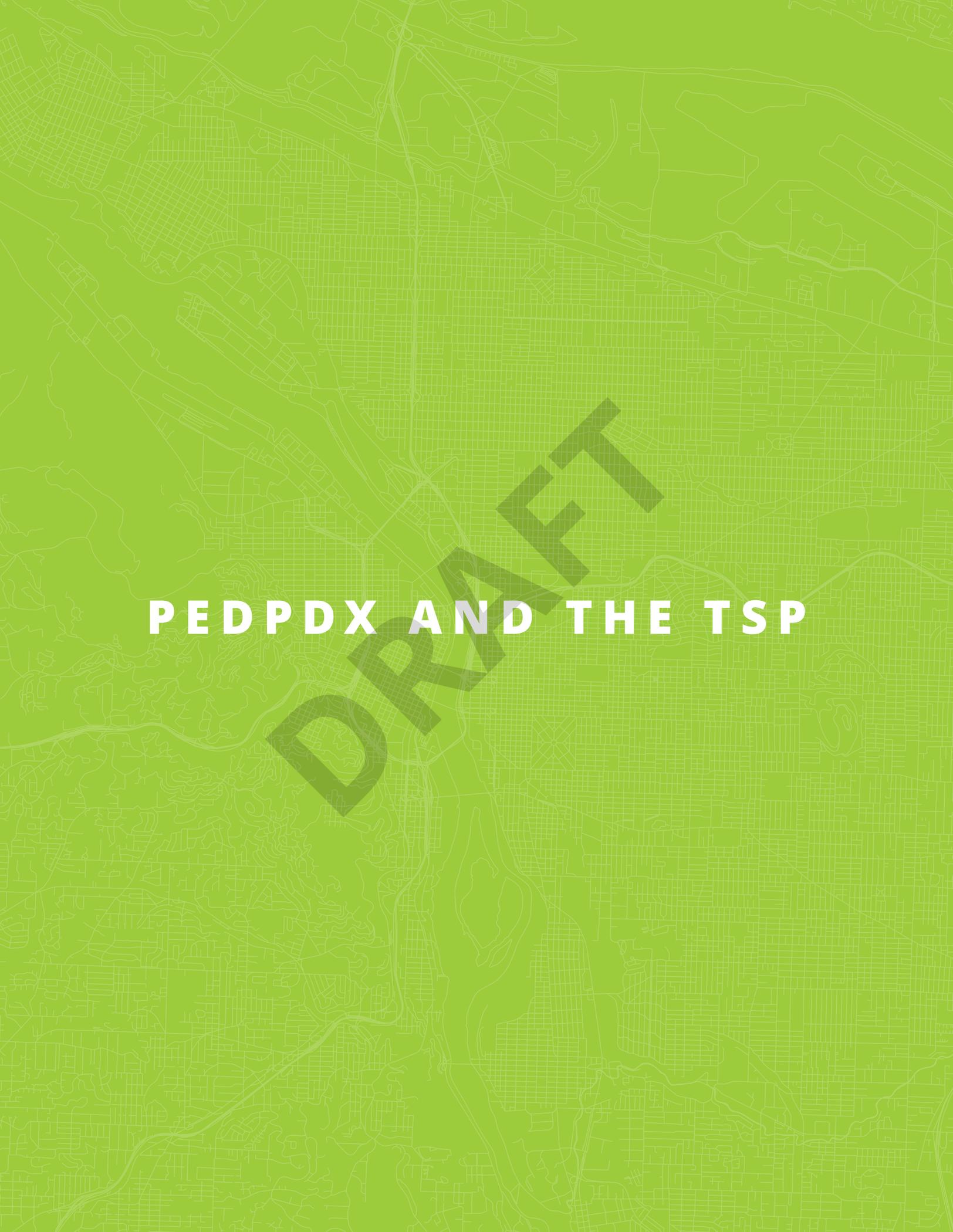
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**PEDPDX AND THE TSP**

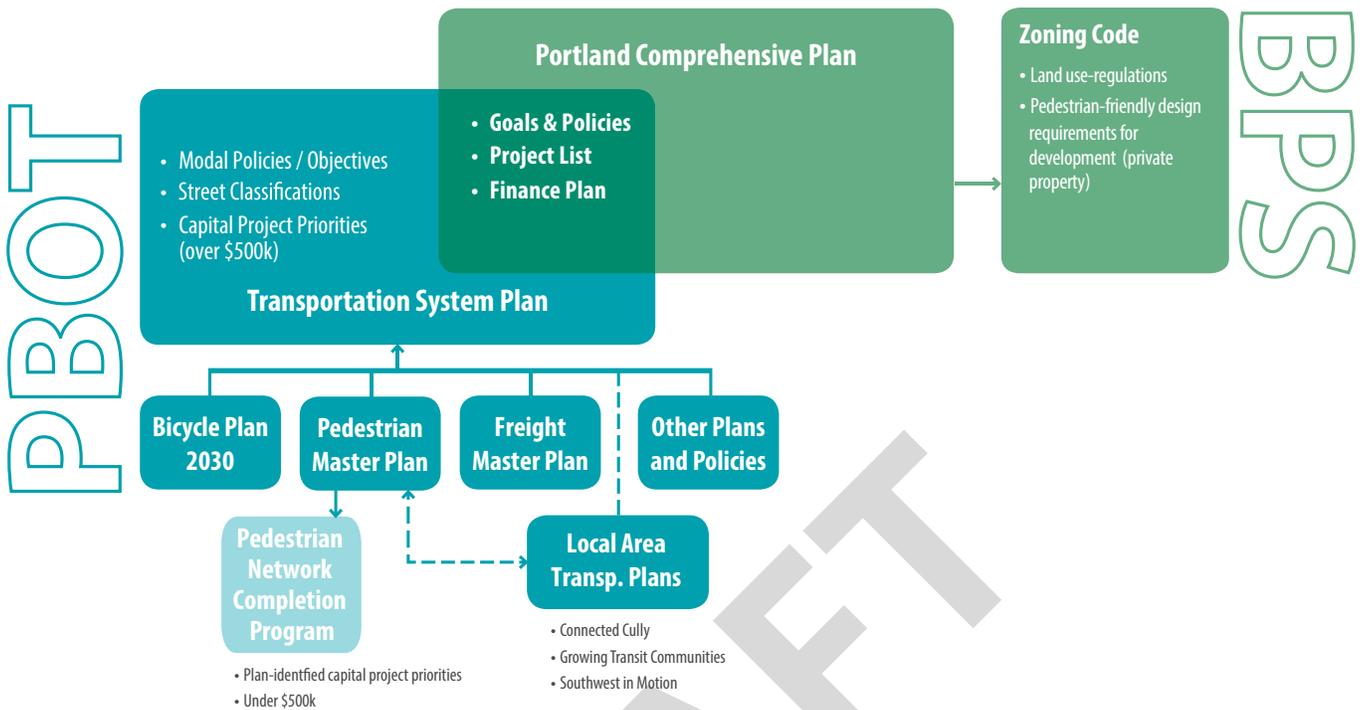


Figure 1: The Portland Comprehensive Plan informs both the Zoning Code and the Transportation System Plan. The Transportation System Plan in turn should reflect the goals of modal and area plans.

## TSP Major Projects

In Portland, pedestrian improvements are provided by a variety of programs and activities. While PBOT’s Pedestrian Network Completion Program is directly charged with expanding the city’s network of sidewalks, walking paths, and crossings in the right-of-way, in fact multiple City programs and bureaus help contribute toward making Portland a more walkable city. This chapter describes the various ways that pedestrian improvements are provided in Portland, and how these programs and activities relate to PedPDX. This will provide an understanding of the projects, programs, and activities that PedPDX will help guide, and the various City programs and activities that will help to implement the Plan.

The City of Portland’s Transportation System Plan (TSP) is a 20-year plan that guides transportation investments in Portland. It houses key goals and policies for the City’s transportation system, and provides a list of major transportation projects the City intends to implement over the next 20 years to help realize the vision of the Comprehensive Plan.

Transportation improvements with costs estimated at over \$500,000 are listed individually as major projects within the TSP. These major projects are identified from individual planning processes such as modal plans (like PedPDX) or local area plans (like the East Portland Action Plan). Pedestrian-related projects in the TSP may include broad multi-modal “complete

streets” corridor improvements that include pedestrian elements in their descriptions and cost estimates, or they may be specific large-scale projects with a pedestrian emphasis such as pedestrian district improvements, large sidewalk or trail projects, or bicycle/ pedestrian bridges.

There are currently 427 Major Projects identified in the TSP. Of these, 241 projects include pedestrian elements.

PedPDX recommendations will feed back into the TSP in a future TSP update. As such, PedPDX may

recommend updates to the list of TSP major projects, and/or the pedestrian-related scope elements of listed projects.

All TSP projects are prioritized into two “bands” for implementation. Projects are prioritized for 1-10 year implementation, or 11-20 year implementation. PedPDX does not influence the TSP’s methodology for prioritizing projects into these broad implementation bands. However, the PedPDX prioritization may influence how pedestrian-related projects are prioritized for implementation within these broad bands.



# The 2035 TSP

City of Portland Transportation System Plan Update

## **Pedestrian-Related TSP Programs**

In addition to major projects, the TSP also creates a series of programs intended to deliver smaller-scaled transportation improvements, generally under \$500,000. Citywide programs help the public and staff understand, track, and promote small-scale transportation investments, which can be quite effective.

Figure 2 on the following page illustrates the various pedestrian-related programs identified in the TSP. Each program's investment priorities are guided by adopted plans and strategies associated with that program, including modal plans. The investment priorities identified within PedPDX will directly guide the activities of the Pedestrian Network Completion Program.

While PedPDX will directly guide the Pedestrian Network Completion Program, it may also influence other PBOT programs that also provide pedestrian-related improvements. Each of these TSP programs and their relationship to PedPDX is described in more detail in the following pages.

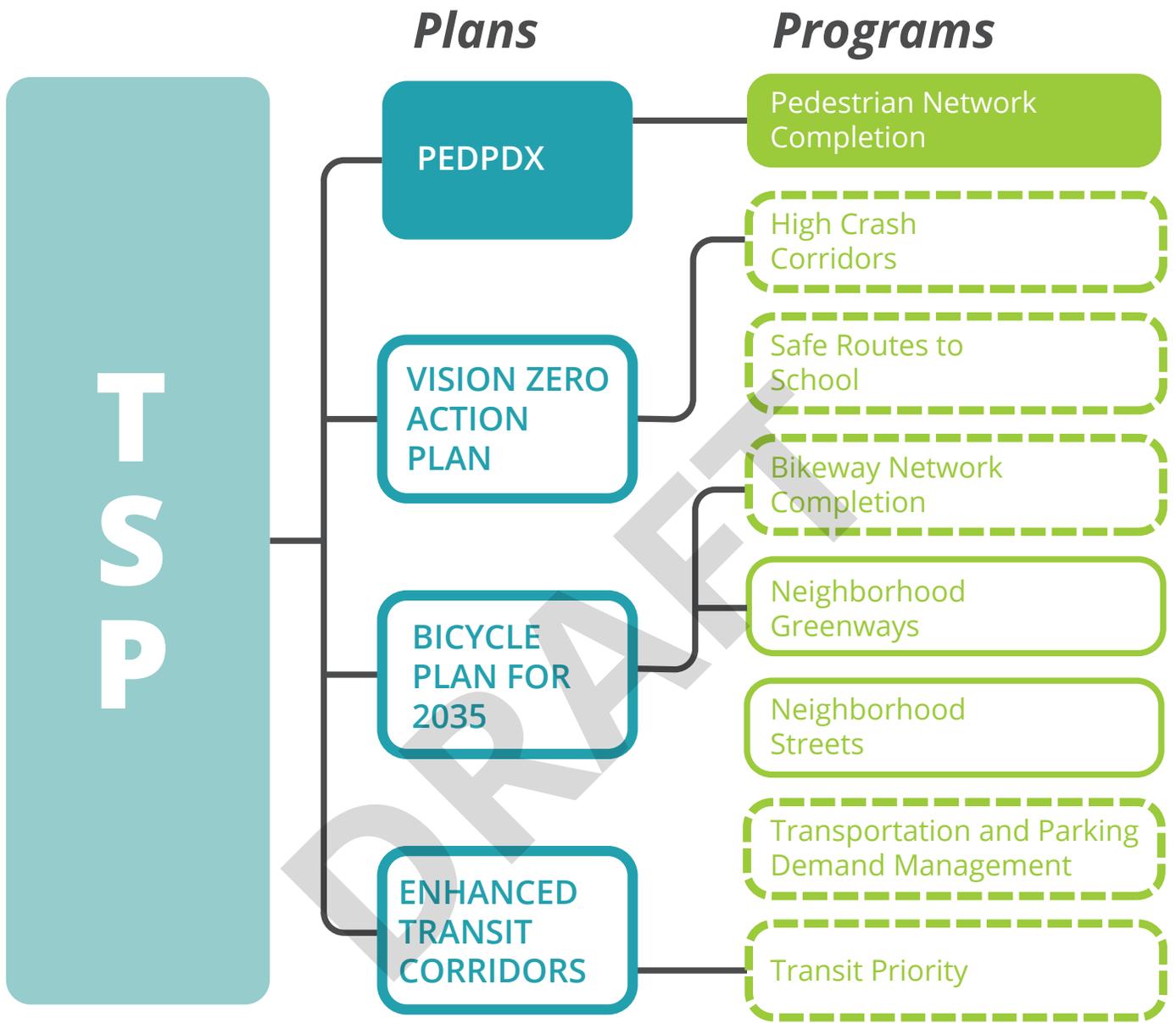


Figure 2: The TSP informs PedPDX, Vision Zero, the Bicycle Plan, and Enhanced Transit Corridors. These plans then point to programs that implement plan recommendations.

## **Pedestrian Network Completion Program**

Gaps and deficiencies in Portland's pedestrian network present significant barriers to pedestrians. Many of these can be remedied through modest expenditures to address the most critically needed improvements. Example projects include sidewalk gap infill, sidewalk improvements, shared streets, pathways, trails, crossing improvements, wayfinding improvements, and signal modifications.

### **RELATIONSHIP TO PEDPDX**

PedPDX will directly guide the projects and activities provided by the Pedestrian Network Completion Program.

## **High Crash Corridors Program**

In 2015, City Council adopted Vision Zero, a commitment to eliminating fatalities and serious injuries on Portland streets by 2025. The comprehensive strategy to get there, Portland's Vision Zero Action Plan, includes specific actions aimed at achieving the City's aggressive 2025 target. In addition to the actions identified in the Vision Zero Action

Plan, many other programs within and outside of PBOT integrate safety as a key tenant and are jointly working to achieve the Vision Zero goal.

PBOT's High Crash Corridors program has identified a list of major projects (over \$500,000) in the TSP, as well as a list of "smaller" projects (under \$500,000) and education and enforcement actions to be implemented under the High Crash Corridors Program.

All Vision Zero projects (both large and small) are specifically limited to streets identified as part of Portland's "High Crash Network." Figure 3 shows the High Crash Network map. This network is comprised of the top 30 high crash streets and the top 30 high crash intersections in the city by mode -pedestrian, bicycle, and motor vehicle- where they intersect with Communities of Concern (places where higher concentrations of people of color and low-income Portlanders live). Vision Zero pedestrian improvements will therefore be limited to these specific, identified corridors.

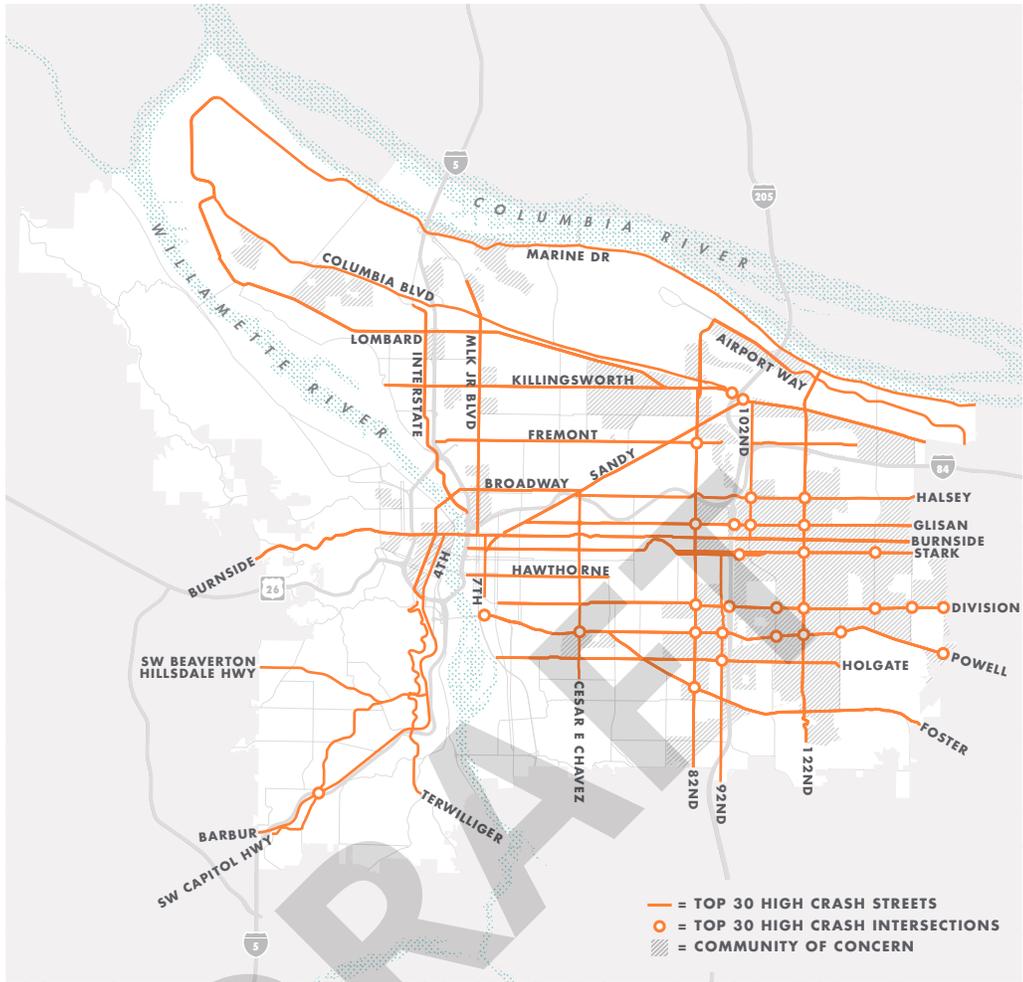


Figure 3: Portland's High Crash Network Map

Vision Zero has its own Task Force comprised of members of the public to review actions and progress, advise on implementation, track equity impacts, and oversee performance measure reporting.

**RELATIONSHIP TO PEDPDX**

PedPDX and the Ped Network Completion Program may identify as a priority and direct funding to projects that improve pedestrian safety citywide, outside of the High Crash Network. Depending on public feedback in the PedPDX process, the Pedestrian Network Completion

Program may underscore the High Crash Network as an investment priority, and help to magnify and direct additional funding to these needs. While the High Crash Corridors Program is guided by the Vision Zero Action Plan, and will not be directly driven by PedPDX, the Vision Zero program will work in parallel to the Pedestrian Network Completion Program and other pedestrian-related programs to help accomplish the goals, objectives, and infrastructure priorities of PedPDX.



*Students at a Safe Routes to School event*

## **Safe Routes to School Program**

Portland's Safe Routes to School (SRTS) program is a partnership of the City of Portland, local schools, neighborhoods, community organizations and agencies that advocates for and implements programs that make walking and biking around our neighborhoods and schools fun, easy, safe and healthy for all students and families while reducing our reliance on cars. The SRTS program provides the "six E's": Education, Encouragement, Engineering, Enforcement, and Evaluation in an Equitable manner to support students in schools to be safe, have fun, grow healthy and get there.

### **RELATIONSHIP TO PEDPDX**

PBOT's SRTS program is currently undergoing a detailed process to identify designated walking

and biking routes to school, and to prioritize a list of safety improvements along these routes that will be built using Fixing Our Streets. While the Safe Routes to School Program will not be directly driven by PedPDX, the program will work in parallel to the Pedestrian Network Completion Program and other pedestrian-related programs to help accomplish the goals, objectives, and infrastructure priorities of PedPDX.

Depending on public feedback in the PedPDX process, PedPDX and the Pedestrian Network Completion Program may underscore these SRTS as an investment priority, and help magnify and direct additional funding to these needs. It may also identify and prioritize pedestrian infrastructure improvements on other streets within school walksheds (outside of identified priority routes).



*A bikeway downtown that uses striping on the sidewalk to keep bikes and pedestrians separated*

## **Bikeway Network Completion Program**

Gaps and deficiencies in Portland's bikeway network present significant barriers to people bicycling. Many of these can be remedied through projects focused on addressing the most critically needed improvements. Example projects include new protected and other bicycle lanes, wayfinding improvements, and intersection treatments, including colored bike boxes and signal modifications. This program often coordinates with paving projects to implement new striping designs in conjunction with paving.

## **RELATIONSHIP TO PEDPDX**

Bikeway projects have the potential to provide benefits to people walking. Protected bike lanes, for example, can help separate pedestrians on the sidewalk from people bicycling, creating fewer bicycle/pedestrian conflicts while also providing additional buffer space between people walking on sidewalks and motor vehicles. Improvements to bikeways may also include lighting and signal improvements that enhance pedestrian safety and security at the same time as serving people on bicycles. Based on study and public feedback, PedPDX has the potential to influence or reinforce support for mutually beneficial projects, such as those that separate bicycle and pedestrian uses in key congestion areas.



*People using a new bike and pedestrian crossing on the 20's Neighborhood Greenway*

## Neighborhood Greenways

Portland's neighborhood greenways (formerly known as "bicycle boulevards") are residential streets designed to prioritize bicycling and enhance conditions for walking. In Portland, there are currently more than 90 miles of neighborhood greenways, with another 27 miles funded. The neighborhood greenway system is a subset of Portland's overall bikeway network. Neighborhood greenways provide a network of safe and comfortable streets for all users by lowering vehicle speeds, reducing automobile volumes, creating safer crossings of busy streets, and providing wayfinding. Example project elements include speed bumps, shared lane markings, signage, automobile diverters, curb ramps, increased lighting, and improved crossings.

## RELATIONSHIP TO PEDPDX

Neighborhood greenways provide crossing improvements and traffic calming that make walking as well as bicycling safer and more comfortable on these routes. The Neighborhood Greenway Program has traditionally been guided by the Bicycle Master Plan. However, given that these routes help to connect people to neighborhood destinations on low-speed, low stress neighborhood streets, greenways can also make for attractive walking routes. PedPDX will consider identifying greenways as pedestrian priority streets to maximize pedestrian infrastructure needs on these streets. The extent to which neighborhood greenways become prioritized for pedestrian improvements will determine the extent to which PedPDX may influence the Neighborhood Greenway Program moving forward.



*Unimproved roadway in Portland*

## Neighborhood Streets Program

Many streets in Portland do not meet full City standards. Unimproved and substandard streets cause safety, access and mobility challenges and fail to manage stormwater runoff. The Neighborhood Streets Program will address under improved streets in single-family residential neighborhoods. This may include paving gravel streets and making stormwater improvements, and/or providing pedestrian improvements on residential streets lacking sidewalks.

To help expand the number of streets the Neighborhood Streets Program is able to address, the program will consider lower-cost alternative design treatments (such

as “shared streets”) that enhance safety, access, and mobility when funds are lacking for more extensive upgrades.

### RELATIONSHIP TO PEDPDX

The Neighborhood Streets Program will prioritize improvements on residential streets that meet the program’s prioritization criteria. One of these criteria includes prioritizing streets that serve a key transportation function, as identified by modal plans and neighborhood plans. Inasmuch as PedPDX identifies a priority network on key residential streets, PedPDX may help to guide the investment priorities of the Neighborhood Streets Program.

## Transportation and Parking Demand Management

Transportation & Parking Demand Management (TDM) seeks to better utilize existing capacity in the transportation system and parking supply by reducing single-occupant automobile trips through demand management strategies. This is achieved by encouraging people through education, outreach, incentives and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. TDM program elements include SmartTrips outreach, TDM Plan requirements for new development, and parking management planning and implementation. TDM is often implemented through partnerships with community organizations, neighborhood and business associations, developers and property managers. For example, the SmartTrips program sends new Portlanders welcome packets with information about car-free travel.

### RELATIONSHIP TO PEDPDX

TDM programs encourage active modes of transportation, including walking. PedPDX will prioritize projects that will make walking easier and encourage more people to use walking as their primary mode of transportation.

## Transit Priority Program

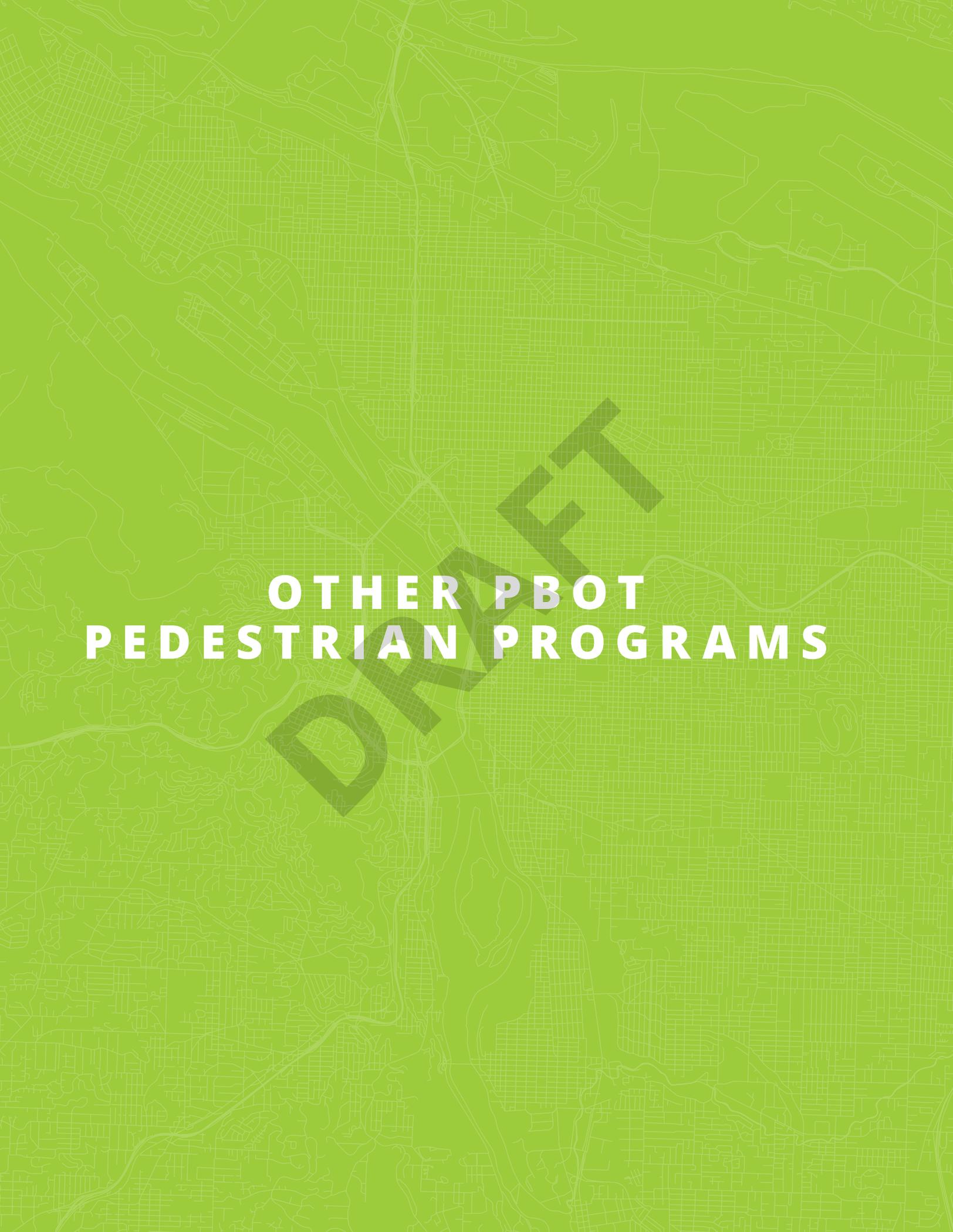
The Transit Priority Program improves transit speed, reliability, safety, and access along major transit corridors. Example projects include bus bulbs, stop improvements, stop consolidation or relocation, signal priority, queue jumps, and transit-only lanes. The program will coordinate with TriMet and other transit agencies to identify and implement these improvements.

### RELATIONSHIP TO PEDPDX

Depending on public feedback in the PedPDX process, pedestrian access to transit may emerge as a priority for the Pedestrian Network Completion Program. PedPDX will work with the Transit Priority program to identify mutually beneficial projects that increase access to transit.



*Transit Stop in Portland*



**OTHER PBO  
PEDESTRIAN PROGRAMS**



In addition to TSP programs that provide pedestrian-related capital improvements, other PBOT programs and activities also contribute toward making Portland a more walkable city. These include programs related to pedestrian realm maintenance and repair; education, encouragement, and enforcement activities; public realm activation programs; and other programs and activities that help to address pedestrian safety and comfort. Figure 4 on the next page illustrates

all of these programs and the City Bureaus that manage them.

Based in part on public input gathered during the planning process, the PedPDX “toolbox” may provide recommendations for these various programs and activities to help advance the Plan’s vision, goals, and objectives.

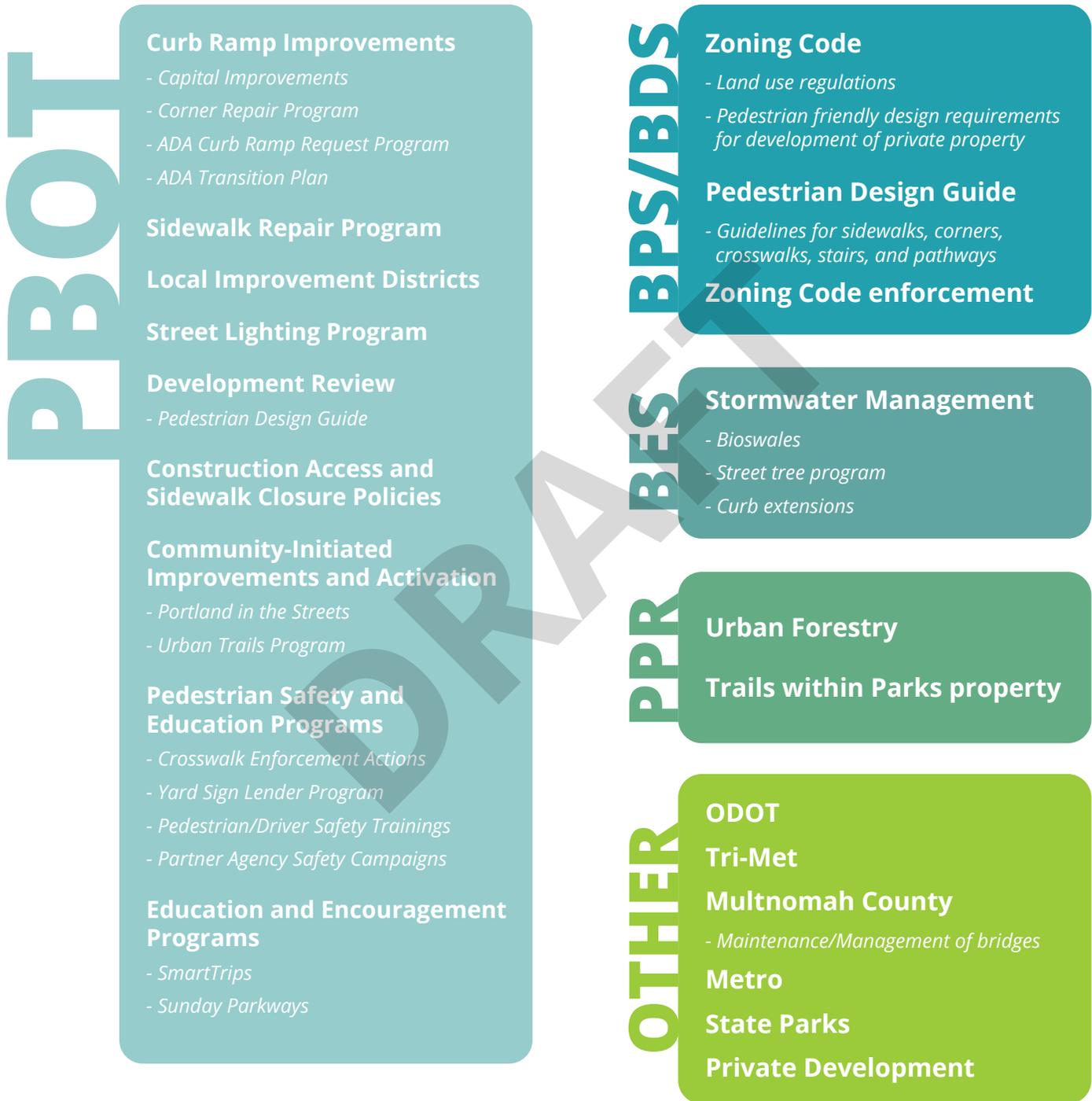


Figure 4: Graphic of PBOT and other City and partner agency programs that provide pedestrian improvements. These programs are described in detail throughout the rest of this section.

## **Curb Ramp Improvements**

The City of Portland is committed to providing accessible rights-of-way for all. Curb ramps are a critical element in allowing people with disabilities to have full and complete access to the public right-of-way. Without Americans with Disabilities Act (ADA) compliant curb ramps, people with disabilities may be unable to safely navigate our streets and sidewalks. Title II of the ADA requires an accessible public right-of-way, including access to City and government facilities and programs, public transportation, places of employment, schools, medical facilities, and places of commerce.

Title II of the Americans with Disabilities Act and the City of Portland's long-term transportation development plans prioritize and require public entities responsible for the public right-of-way to make pedestrian crossings accessible to people with disabilities and to provide accessible curb ramps.

There are four primary ways PBOT currently installs new and/or upgrades substandard curb ramps:

## **CAPITAL IMPROVEMENTS**

PBOT provides new or upgraded curb ramps along any street when it is repaved or anytime major capital improvements are made (such as when new sidewalks are built, or when multimodal improvements are provided along a corridor). In these instances, the new curb ramps are integrated into the scope of the paving or capital project, and are fully funded by that project. The number of ramps installed in a given year depends on the number of paving projects and capital projects in that year.

## **CORNER REPAIR PROGRAM**

While private property owners are responsible for maintaining sidewalks, the City maintains and repairs cracked and damaged corners. PBOT's Corner Repair Program is able to provide a small number of curb ramp repairs every year in response to resident notification or field inspection. These repairs are typically locations where ramps are cracked or broken and present a safety hazard (typically because of tree roots damaging sidewalks and corners). This program is administered by PBOT's Maintenance Operations Division.

## **ADA CURB RAMP REQUEST PROGRAM**

To help supplement this work, the ADA Curb Ramp Request Program builds and improves curb ramps as requested by people (or on behalf of a person) with disabilities for routes to important destinations not already included in other City of Portland annual install or paving lists. A person with a disability may request a curb ramp connecting to key destinations such as their residence, a City facility, a transportation service, or their places of work. PBOT staff evaluates requests from Portlanders throughout the year. Due to limited funding for this request-based program, requests by or on behalf of a person with a disability (as defined by the Americans with Disability Act) are prioritized. Requests made by other Portland residents are evaluated for citywide prioritization by the in-progress ADA Right-of-Way Transition Plan effort.

## **PUBLIC RIGHT-OF-WAY ADA TRANSITION PLAN**

The Public Right-of-Way ADA Transition Plan will inventory all barriers to accessibility in the city's public rights-of way, and develop a strategy for transforming the city's sidewalks into fully accessible public facilities. The ADA Transition Plan will develop a schedule for removing accessibility barriers citywide, including addressing missing and substandard curb ramps not addressed by paving or capital projects.

Both PedPDX and PBOT's ADA Transition Plan will include a prioritization framework for addressing infrastructure deficiencies. While curb ramp deficiencies will continue to be addressed by PBOT's ADA program (and will thus not be directly addressed within PedPDX), the two planning efforts will work cooperatively to ensure that the framework for prioritizing new sidewalks and crossing investments within PedPDX and the criteria for prioritizing curb ramp improvements in the ADA Transition Plan are mutually supportive, such that the two programs are working in tandem to improve pedestrian mobility in high priority locations.



*Worker repairing sidewalk*

## **Sidewalk Repair Program**

Maintaining sidewalks is critical to providing accessible walkways and preventing tripping hazards, particularly for those with mobility challenges or sight impairments. Portland City Code stipulates that private property owners are responsible for sidewalk maintenance and repair. This obligation includes repairing sidewalks that are uplifted or cracked due to tree roots, the most common cause of sidewalk damage. By Code, property owners have 60 days to complete repairs. If they don't, the City can hire a contractor to complete the repairs and bill the property owner. If they don't pay the bill, a lien will be placed on their property.

The Sidewalk Repair Program (housed within PBOT's Maintenance Operations Division) notifies private property owners when cracked or damaged sidewalks along their

property frontage must be repaired. This notification (called "posting") is currently complaint-driven. The program relies on Portland residents to notify PBOT when sidewalks are damaged. As staffing allows, sidewalk repair staff occasionally do some proactive inspections around newly installed ADA corners and paving segments done by Maintenance Operations crews. These proactive inspections, however, may cease or be temporarily suspended based on the volume of complaints received.



*Street light in the setting sun*

## Local Improvement Districts

A Local Improvement District (LID) is a means by which the City can assist a group of property owners with constructing streets, sidewalks, and stormwater management systems. With LIDs, property owners are responsible for paying for the cost of the street and sidewalk improvements, typically on streets not prioritized for public investment. Because City investment priorities are often on busy arterial and collector streets, LIDs can be a good option for property owners who would like to improve streets and sidewalks on local residential streets. With an LID, the City assists by setting up financing and payment structures, and by assisting with project design, engineering, and delivery. LID's must be approved by City Council.

In the past 15 years, 35 LID's have built sidewalks on both sides of approximately 7 miles of new and improved roadways.

## Street Lighting Program

PBOT's Signals and Street Lights Group oversees the Street Lighting Program. The group oversees the provision and maintenance of all streetlights on City streets.

City of Portland Street Lighting is in the process of developing new street lighting guidelines, which are currently pending City Council approval. The new guidelines will establish updated recommended minimum light levels for roadways and will be used, along with data gathered from field visits, to identify roadways that are under-lit. Pedestrian classification is a factor in determining recommended minimum light levels.

The new street lighting guidelines will help to prioritize lighting improvements on under-lit, high-crash corridors, in support of Vision Zero.



*New sidewalk put in as a part of new development on Everett Ct*

## Development Review

PBOT's Development Review group reviews and permits all street and frontage improvements associated with private development. In Portland, private development is typically required to make street frontage improvements along the property in the course of a development project. This includes providing or improving sidewalks in a manner consistent with the City's Pedestrian Design Guide.

The Pedestrian Design Guide integrates a range of pedestrian design criteria and practices into a coherent set of standards that, over time, promote a walkable city. It establishes sidewalk design criteria, including requirements for minimum sidewalk widths, street tree placement, and street corner design at crossings. Every sidewalk or crossing designed and built in the City of Portland is required to conform to these guidelines. These are the standards

the City of Portland uses in our own capital projects, and they are the same standards required of private development. City staff ensure these standards are met by private development through the development review process. Largely impacting frontage improvements, the Pedestrian Design Guide provides a critically important mechanism for leveraging privately-funded pedestrian improvements in the city over time. A large proportion of new sidewalks constructed or improved in Portland over time have been provided in conjunction with private development activities.

While PedPDX will not include changes to the Pedestrian Design Guide, a body of work subsequent to the adoption of PedPDX will update the Pedestrian Design Guide. As such, the content of PedPDX will likely inform these future refinements to pedestrian design requirements.



*Construction cones*

## **Construction Access and Sidewalk Closure Policies**

In 2016 Portland adopted new guidelines to ensure that people can safely and conveniently walk, bike, and use mobility devices through and around work zones. Under the new guidelines, contractors are required to provide a safe and convenient route for pedestrians and bicyclists around work zones that is equal to the accommodation that was provided before the blockage. Alternative walkway accommodations can

include overhead protection, such as scaffolding or another type of pedestrian tunnel, or creating a protected walkway in the street where on-street parking spaces are typically provided. Construction-related closures and detours for people walking, biking and using mobility devices (including sidewalk closures) can only be considered only after exhausting all other options.



*A trail under construction*

## **Community-Initiated Improvements and Activation**

In recognition that many of our best public realm improvements in Portland are community owned and community driven, PBOT provides avenues through which residents may propose and permit various activation or public realm improvements within the right-of-way. These permitting programs help Portlanders take advantage of the public right-of-way as public space, and provide an avenue by which community-driven improvements in the public right-of-way may be realized.

### **URBAN TRAILS**

The city has unimproved rights-of-way in many parts of the city that

some residents are interested in turning into pedestrian trails. While many of the identified unimproved rights-of-way are located in Southwest Portland, urban trails can be found across the City. To support communities interested in developing neighborhood trails, the Urban Trails Program process was developed to provide a path by which community groups may propose, permit, build, and maintain pedestrian trails on public rights-of-way. The permitting process provides a pathway by which residents construct trails in locations that are not prioritized for public investment. As a community-initiated improvement, an Urban Trails permit requires the sponsoring community organization to assume maintenance of the trail.



*Farmers Markets are one of many ways Portland in the Streets reclaims streets for pedestrian use*

## PORTLAND IN THE STREETS

Portland in the Streets encourages people to get creative and re-imagine their streets, parking spaces, plazas, and alleys as places to enjoy and engage the surrounding community. Portland in the Streets provides a simple process for permitting community uses within the public right-of-way, including block parties, street paintings, play streets, street fairs, street seats, pedestrian plazas and more. The program aims to empower communities across Portland to create and activate their own spaces. Program areas include:

- Community events: Public events on residential or commercial streets that attract people from the entire neighborhood or the greater community.
- Block parties: Small-scale events on residential streets that pull from the immediate block or neighborhood.

- Street murals: Giant murals painted by residents onto local streets that help travelers engage in the community and show neighborhood character.
- Pedestrian plazas: Creating open space out of underutilized streets, alleys, or other roadways for the public to use and activate.
- Demonstration projects: Testing new street or intersection designs, collecting data and using the experience to inform future design decisions.
- Community uses on underutilized right of ways: Installing community desired amenities on gravel, dirt and underdeveloped, low volume streets or alleyways.

Participants in this program are required to submit a maintenance agreement to ensure that more permanent improvements, like murals are maintained.

## Pedestrian Safety and Education Programs

In conjunction with the Vision Zero Program, PBOT's Active Transportation and Safety currently offers four unique pedestrian safety and education programs to community members, businesses, and organizations. PBOT's Pedestrian Safety and Education programs are funded through the Vision Zero Program.

### CROSSWALK ENFORCEMENT ACTIONS

PBOT, the Portland Police Traffic Division, and local pedestrian and bicycle groups annually conduct crosswalk education and enforcement actions throughout the city. Each crosswalk education and enforcement action is an opportunity to educate community members about Oregon crosswalk laws and to enforce the law.

Oregon Law (ORS 811.028) states that "Motorists are required to stop and stay stopped for pedestrians in a marked or unmarked crosswalk when the pedestrian is in the motorist's lane or the adjacent lane." Drivers must stop and remain stopped until pedestrians crossing the street clear the driver's lane plus the lane before and the lane after the driver's lane. When making a turn at a traffic controlled intersection,

motorists are required to stop. In addition, motorists are required to stop curb to curb for a person who is blind or blind and deaf, who is carrying a white cane or accompanied by a dog guide, and who is crossing or about to cross a roadway. (ORS 811.035)

Crossing locations are recommended by community members, businesses, partner organizations, City engineers, Portland Police, and other staff. Site selection includes proximity to the Vision Zero network, pedestrian generators, incidences of severe and fatal crashes for people walking, and other variables.

A crosswalk education and enforcement action includes one or more pedestrian decoys strategically positioned at locations that have marked or unmarked crosswalks and a fair amount of pedestrian activity and vehicle volumes. Drivers that fail to stop for pedestrians in the crosswalk according to Oregon law can be issued a warning or given a citation that carries a presumptive fine of \$265. Pedestrians that jaywalk can also receive a warning or a citation that carries a presumptive fine of \$110. Crosswalk enforcement actions are conducted throughout the year.

## YARD SIGN LENDER PROGRAM

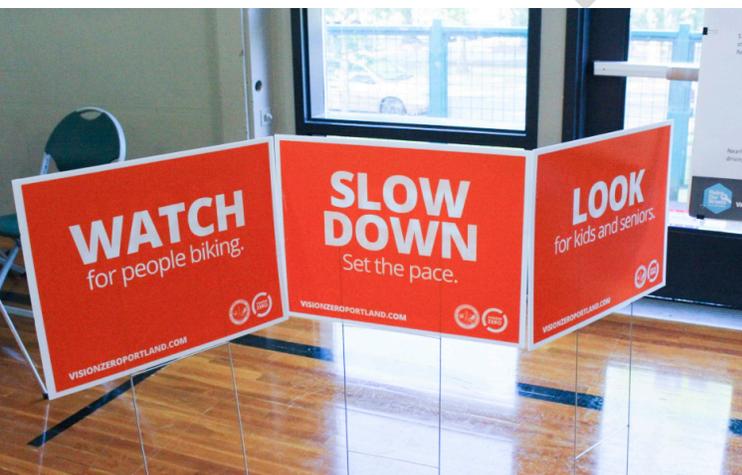
PBOT provides Vision Zero yard signs that community members can borrow for as long as they want through the Yard Sign Lender Program. Each sign displays the driver safety message, such as “SLOW DOWN Set the pace” on one side and one of three additional safety messages on the reverse side. The program offers two different sign options – corrugated plastic or aluminum. The corrugated plastic signs are free if community members sign the Vision Zero safety pledge and get five other community members to sign the safety pledge. The aluminum signs are available with a \$25/sign deposit and the deposit is refunded if the sign is returned in good working order within 1 year.

## PEDESTRIAN/DRIVER SAFETY TRAININGS

PBOT offers pedestrian/driver safety trainings to businesses, organizations, and groups of 6 or more interested individuals. Each training is typically 15 – 60 minutes in length and includes information about Oregon crosswalk laws, statistics about pedestrian injuries and fatalities, tips the people driving and people walking to make our environment safer for everyone, and more. The safety trainings are offered in English and non-English languages as requested. People can also view pedestrian/driver safety related DVD’s online from the City’s Vision Zero website.

## PARTNER AGENCY PEDESTRIAN SAFETY PROGRAMS

PBOT supports pedestrian safety programs administered by partner agencies. During TriMet’s annual “Be Seen. Be Safe.” campaign, PBOT coordinates volunteers and staff members to be stationed at transit stops, busy crossings, and locations of high bicycle use to hand out TriMet provided pedestrian safety flashing strobes and reflective stickers to people walking and biking. The event takes place each year during the week immediately following the change to Daylight Savings Time in late October/early November.



*Vision Zero yard signs*



*People biking and walking at Sunday Parkways*

## **Encouragement Programs**

Encouragement programs provide information and opportunities to residents to help encourage Portlanders to travel by bus, bike, or by foot.

### **SMART TRIPS**

The Smart Trips Program offers advice for traveling in Portland by different modes, including resources for walking in Portland such as maps, walking information, and guided walk events that include PBOT's Ten Toe Express Walks and co-sponsored AARP Neighbor Walks events. New residents to Portland are mailed order forms, where they can select from a variety of maps, brochures, and incentives to be delivered to their door by PBOT staff on a bike.

## **SUNDAY PARKWAYS**

The City of Portland's Sunday Parkways presented by Kaiser Permanente promotes healthy active living through a series of free events opening the city's largest public space - its streets - to walk, bike, roll, and discover active transportation. It is a way for communities to foster civic pride, stimulate economic development, and showcase business and government investments in Portland's vitality, livability, and diversity. The events are held in different areas of the city and are popular, with 73,000 participants recorded in 2016.



**PED PROGRAMS +  
ACTIVITIES AT OTHER  
CITY BUREAUS**

While PBOT is primarily responsible for providing safe, comfortable, and accessible pedestrian facilities as manager of the public right-of-way, activities by other City bureaus also contribute to improving the pedestrian experience in Portland. Based on public input, PedPDX may provide recommendations for these various programs and activities to help advance the Plan's vision, goals, and objectives.

### **Pedestrian-Related Zoning Code Requirements**

While PBOT addresses pedestrian needs within the right-of-way, the City of Portland zoning code regulates development on private property, and includes many requirements that influence the pedestrian realm and help to create a pedestrian-friendly city. The Planning and Zoning Code includes language that specifies building setbacks, requires that developers build sidewalks and landscaping to encourage pedestrian use, and details standards for street-facing building facades, among many other things.

The zoning code is written by the Bureau of Planning and Sustainability, and is implemented by the Bureau of Development Services.

### **Code Enforcement**

The Bureau of Development Services (BDS) investigates and enforces a variety of code violations in the right-of-way. In most cases, investigation of code violations and enforcement action happens when a resident reports a potential violation. Types of violations that are typically reported include vegetation in the right-of-way and sidewalk obstructions.



*Tanner Springs Park in the Pearl filters water through native plants into the City's stormwater system*

## **Stormwater Management Features in the Right-of-Way**

To help manage the city's stormwater system, the Bureau of Environmental Services (BES) provides targeted infrastructure improvements that reduce negative stormwater impacts while improving streetscapes. This can include providing bioswales and stormwater planters in the right-of-way that make streets more sustainable as well as more pedestrian friendly. BES sometimes provides stormwater planters in conjunction with new curb extensions, which can help to improve visibility and reduce crossing distances for pedestrians.

BES also provides incentives to plant trees in priority and hard-to-plant areas. The BES Tree Program manages a "Treebate" Program that credits utility bills for residential property owners who plant trees, and partners with the non-profit organization Friends of Trees to help plant trees in the right-of-way to help with stormwater management.



*Tanner Springs Park in the Pearl filters water through native plants into the City's stormwater system*

## Street Trees

Street trees help to create a more walkable city in many ways. Trees provide pedestrians with a physical buffer and a sense of separation from moving vehicles in the street. They provide shade and cooling in hot summer months, visually soften hard streetscapes, and generally create a more pleasant walking experience. However, while street trees certainly enhance the walking experience, they can also create some challenges for pedestrians. Tree roots from large trees can uplift and crack sidewalks, creating tripping hazards and potential ADA compliance issues, as well as sidewalk repair expenses for private property owners. When insufficiently

pruned or sited, large street trees can block street lights and decrease visibility of people walking in dark conditions.

Portland Parks & Recreation's (PPR) Urban Forestry Program manages Portland's urban forest infrastructure, including 236,000 street trees. Urban Forestry staff issue permits for planting, pruning, and removal of all public and some private trees within the right-of-way, and are on call 24/7 to respond to tree emergencies. Currently, it is the responsibility of the private property owners to maintain trees, including those that encroach into the right-of-way.



**PED PROGRAMS +  
ACTIVITIES AT OTHER  
AGENCIES**

The City of Portland isn't the only agency that works to provide pedestrian infrastructure and promote walking. PBOT and other City bureaus often partner with other agencies, including the Oregon Department of Transportation (ODOT), Multnomah County, TriMet, Metro, Oregon State Parks, and Private Developers

## ODOT

The Oregon Department of Transportation (ODOT) provides and maintains pedestrian infrastructure on many of its roadways. ODOT works with PBOT to provide funding for pedestrian infrastructure through the Statewide Transportation Improvement Program (STIP) process, and builds some of that infrastructure themselves. ODOT typically does ADA improvements for all new construction and during repairs of existing facilities.

ORS 366.514, sometimes called the "Bike Bill," mandates that 1% of all state highway funds received by ODOT go toward bicycle and pedestrian improvements. ODOT also has a Sidewalk Improvement Program (SWIP) that dedicates \$1 million per year for pedestrian and bicycle improvements in Region 1. This small pot of money is typically used in conjunction with paving projects. ODOT also has a capital improvement program for state and federally-funded projects, known as the Statewide Transportation Improvement Program (STIP). The STIP for 2021 to 2024 is currently in development and will include Leverage funding for Safety and Non-Highway projects that could enhance the pedestrian network. In October,

ODOT recommended allocating \$51 million in Non-Highway discretionary funding to five areas statewide:

- Non-Highway Leverage to add bicycle, pedestrian and transit features to preservation projects (\$21 million statewide, \$ 7.5 million for Region 1)
- Off-road trails (\$6 million)
- Safe Routes to School Education (\$3 million)
- Transportation Options (\$3 million)
- Americans with Disabilities Act accessible curb ramps (\$18 million)

ODOT also has a small Safe Routes to School program, mostly focused in Salem at this time. They do, however, direct some funding toward PBOT's Safe Routes to School program for infrastructure improvements around schools.

In the City of Portland, it is up to developers to provide right of way and frontage improvements in front of their property. The Bureau of Development Review Services, in coordination with PBOT and ODOT, works with developers to ensure that pedestrian walkways are provided. Many sidewalks on or adjacent to ODOT highways get built this way. In many cases, ODOT owns the roadway between the curbs, while PBOT owns the sidewalks. ODOT has permitting authority when driveway access to an ODOT facility is at issue. In Portland, sidewalk maintenance is the responsibility of the adjacent property owners on both City streets and State Highways.



*The Hawthorne Bridge is owned and managed by Multnomah County.*

## Multnomah County

Multnomah County owns and operates all of the Willamette River bridges, many of which have sidewalks or shared use paths. These river crossings are critical links in Portland's pedestrian network and provide a venue both for travel and recreational walking. The County does have an adopted Capital Improvement Plan for future maintenance, including multimodal improvements, however future improvements to pedestrian facilities on the bridges could be influenced by PedPDX as the connected pedestrian network grows and changes, and as design standards evolve. The County currently is in the early stages of planning an upgrade to the Burnside Bridge.

There is also a 1994 Willamette River Bridges Accessibility Plan that resulted in many of the sidewalks,

bikeways, crosswalks, and curb ramps that are currently in place. The county sought funding to update the plan earlier last year without success.

In addition to the Willamette River bridges, Multnomah County also maintains a large number of roads on urban pockets of land that are understood to be annexed into Portland eventually. In 2006, a shared Transportation System Plan for the Urban Pockets of Unincorporated Multnomah County was adopted by Portland City Council. This document outlines where these pockets of land are and includes a list of projects, many of which involve pedestrian improvements. It also establishes common street classifications that allow administration of City zoning regulations and County road standards.

## Metro

Trails are a very important part of Portland's pedestrian network, both for recreational opportunities and as crucial connections in parts of town where the street network is lacking. Metro, Portland's regional government, owns and/or manages a fair amount of Portland's trail network. In many cases, Metro acquires land that has been identified by a municipality as a place that they hope to build a trail. Metro usually buys the land from property owners or works with them to grant an easement for a trail on the property. Metro and the City of Portland have a policy against using eminent domain for these purposes. In most cases, Metro then grants the municipality public easements on this land, where the City can build and maintain a trail with public access. This usually takes the form of an intergovernmental agreement between Metro and the City of Portland. Metro also typically builds and manages trails that are within Metro Parks, Natural Areas, and historic cemeteries such as those around Smith and Bybee Lakes in North Portland.

In addition to providing land for trails, Metro also administers the Regional Travel Options Grants. Every two years, the program elicits project proposals to fund projects that create safe, vibrant and livable communities by increasing the

use and understanding of travel options. For the 2017-2019 grant cycle, a total of \$2.5 million will be awarded. These grants are funded through federal dollars and allocated through the regional flexible funds process. Eligible applicants include government agencies, educational institutions and nonprofit organizations, and projects must be carried out within the urbanized areas of Clackamas, Multnomah and Washington counties.

Metro also is responsible for the Regional Transportation Plan. This plan includes five policies regarding the regional pedestrian network vision as well as a pedestrian network map with functional classifications. These classifications include pedestrian parkways, regional pedestrian corridors, local pedestrian connectors, and pedestrian districts.



*Cyclist on Marine Drive trail*

## TriMet

TriMet typically does not directly provide pedestrian improvements. They do, however, frequently work with the City of Portland to apply for and use grant and other funding for pedestrian access to transit projects. Because people need to walk to access transit stops, TriMet will also often work with the City to collocate stops around pedestrian crossings. TriMet also has to work with the City to ensure that bus stops and shelters are located in places that do not impede the right of way in any way.

TriMet also does a lot of marketing campaigns that promote walking, biking, and taking transit. One example of this is the “be seen be safe” campaign. TriMet has messaging on buses telling people to wear bright and reflective clothing when walking and biking at night, and has reflectors and lights that they give out at events.

## Oregon State Parks

There are three Oregon State Parks within Portland that include hiking trails managed by the State Parks system. These parks include Tryon Creek State Natural Area, the Willamette Stone State Heritage Site, and Government Island State Recreation Area. While these areas are small and mostly for recreation, they are still an important part of Portland’s pedestrian network.

## Private Development

Private property owners have a huge impact on the pedestrian network. When someone wants to develop a parcel of land, they are beholden to the City’s regulations regarding upgrading sidewalks, crossings, and intersections on and surrounding their land. This applies to home owners, business owners, schools and other large institutions, and even homeowners’ associations. Large institutions especially will typically build out their own small pedestrian network that can often be accessible to the public. The University of Portland, for example, has a small paved path network that allows students to get between buildings.



People waiting for a MAX train