**Hello PedPDX CAC members,**

This email is in follow up to the prioritization refinements we discussed at the September 26 CAC meeting. At that meeting, we discussed options for adjusting our prioritization methodology to help ensure that PedPDX identifies key streets in Southwest Portland as priorities. While the committee was unanimous in support of the need to ensure that pedestrian needs are appropriately prioritized in Southwest, many on the committee voiced a preference for doing so *through* the PedPDX prioritization methodology, rather than by creating an exception to the methodology. Committee members expressed concern that applying an ad hoc corrective modification to the prioritization to adjust outcomes could negatively impact community support for the plan, given the level of public input that has gone into developing the PedPDX methodology.

We heard committee comments that a better way to increase PedPDX priorities in Southwest may lie in refining the safety criteria, rather than the citywide equity criteria. In response, the project team reviewed the impact that a more risk-based approach to analyzing safety (as opposed to an approach based on collision-history) has on prioritization in Southwest Portland. The project team feels confident that these risk-based refinements to the PedPDX safety analysis does in fact result in increased priority in Southwest Portland.

Per our discussion last week (and the feedback you and the TAC provided in May), we have updated the safety criteria to provide more scoring differentiation for streets with 3 or more travel lanes and with speeds of 30 mph and greater. We have also updated our scoring to provide more weight to safety risk factors, and less weight to collision history. That updated safety scoring criteria is as follows:

|  |  |
| --- | --- |
| Condition | Safety Score |
| ***Collision-based Factors*** | |
| Pedestrian High Crash Network | 2 |
| Street segments with **one** KSI pedestrian collision | 1 |
| Street segments with **multiple** KSI pedestrian collision | 2 |
| ***Risk Factors*** | |
| Streets with three travel lanes (two-way street) | 1 |
| Streets with three travel lanes (one-way street) | 2 |
| Streets with four or more travel lanes | 3 |
| Locations with posted speeds of 30 mph or higher | 2 |
| Locations with posted speeds of 40 mph or higher | 3 |
| ***Off-Street Factor*** | |
| Trail segments separated from motor vehicles | 2 |
| *Overall Safety Score* | *Sum (0 to 10)* |

When we apply these refined safety criteria, many streets in Southwest Portland receive significantly increased safety scores. The draft safety analysis from May, and the refined safety analysis per our updated criteria are inserted below for comparison (and are attached to this email).

While the May 2018 safety analysis resulted in most streets in Southwest categorized as tier 4 and tier 5 safety priorities, the refined risk-based safety analysis results in many streets in Southwest elevated to tier 2 and tier 3 safety priorities:

**May 2018 Draft Safety Analysis:**

**S:\POLICY\Pedestrian Coordinator\Pedestrian Master Plan Update_2017\Public involvement\CAC\Presentations and Materials\CAC Meeting #7_May 2018\PRIORITZATION MAPS\PedPDX Citywide Network Safety_v2.tiff**

Figure : The Draft Safety Analysis from May 2018 shows that no streets in SW received a score in the highest categories (scores of 9-10 or 7-8).

**October Draft Safety Analysis (Refined):**

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Figure : The Draft Safety Analysis from October 2018 now shows multiple street segments in the 7-8 score category.

This increased focus on risk-based safety factors over collision history results in increased overall prioritization when all three factors (safety + demand + equity) are applied. While the May draft prioritization resulted in tier 3 being the highest tier priority in Southwest, the refined risk-based safety analysis results in streets in Southwest elevated to tier 2 priorities. The refined approach to analyzing safety also results in generally more streets overall in Southwest included as top tier priorities (tiers 1-3), including the same Southwest in Motion (SWIM) projects that we discussed elevating via a corrective modification at our September meeting.

**May Draft Prioritization (Equity, Safety and Demand criteria altogether):**

S:\POLICY\Pedestrian Coordinator\Pedestrian Master Plan Update_2017\Public involvement\CAC\Presentations and Materials\CAC Meeting #7_May 2018\PRIORITZATION MAPS\PedPDX Citywide Network Prioritization_Tiers1_3.tif

Figure : The Draft Prioritization (Equity, Safety and Demand criteria altogether) from May only shows Tier 3 scoring streets in SW (no Tier 1 or Tier 2 aggregate scoring streets).

**October Prioritization (Reflecting refined Safety criteria with the Equity and Demand criteria):**

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Figure : Using the updated safety methodology, the Draft Prioritization (Equity, Safety and Demand criteria altogether) from October now shows Tier 2 scoring streets in SW (SW Capitol Hwy and Barbur Blvd) and some additional segments of Tier 3. Tier 1 and 2 segments throughout the city now appear more pronounced.

In conclusion, the project team suggests that the modified, risk-based approach to safety results in more priority for streets in Southwest using the PedPDX methodology itself. This risk-based approach decreases emphasis on crash history and acknowledges the degree to which roadway design and vehicle speed negatively impact pedestrian conditions in Southwest Portland (and across the city), and elevates priority for those roadways accordingly. This approach therefore eliminates the need for any ad hoc corrections or modifications to the output of the PedPDX prioritization.

When we reconvene in October, the project team will share the sidewalk and crossing needs that intersect with these priority locations, which will form the content for the first PedPDX Implementation Plan. It is important to know that the prioritization process identifies street segments that meet our safety, equity, and demand criteria. The next step is to identify the crossing and sidewalk needs that lie within these prioritized street segments (not all priority street segments may have corresponding needs).

We would like to also acknowledge that we heard a lot of support from the Community Advisory Committee for thoughtful community engagement approaches like the ones used in the Southwest in Motion planning process. Members shared that these approaches to needs identification should be used throughout the city to better understand and elevate the needs of the underrepresented and vulnerable communities that we serve. The PedPDX team elevated this to staff and leadership at PBOT. As a result, the Planning section at PBOT is exploring “In Motion” area-specific planning in other areas of the city in order to identify specific needs and opportunities.

As always, we want to thank you for your commitment to this effort and for your thoughtful comments. I hope you all feel as much ownership of this work as we do.

Sincerely,

The PedPDX team.