

The background of the page is a dark green color. Overlaid on this is a white line-art map of a city. The map shows a dense grid of streets, with a prominent river or canal winding through the center. There are also contour lines indicating topography, particularly in the lower-left and lower-right areas. The overall style is clean and technical.

7. IMPLEMENTING THE PLAN

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, multiple City programs and bureaus help contribute toward making Portland a more walkable city. This section describes the various ways that pedestrian improvements are provided in Portland, and how these programs and activities will be guided by PedPDX. This will provide an understanding of the various City programs and activities that will help to implement the Plan.

Sidewalk and Crossing Improvements

Pedestrian Network Completion Program

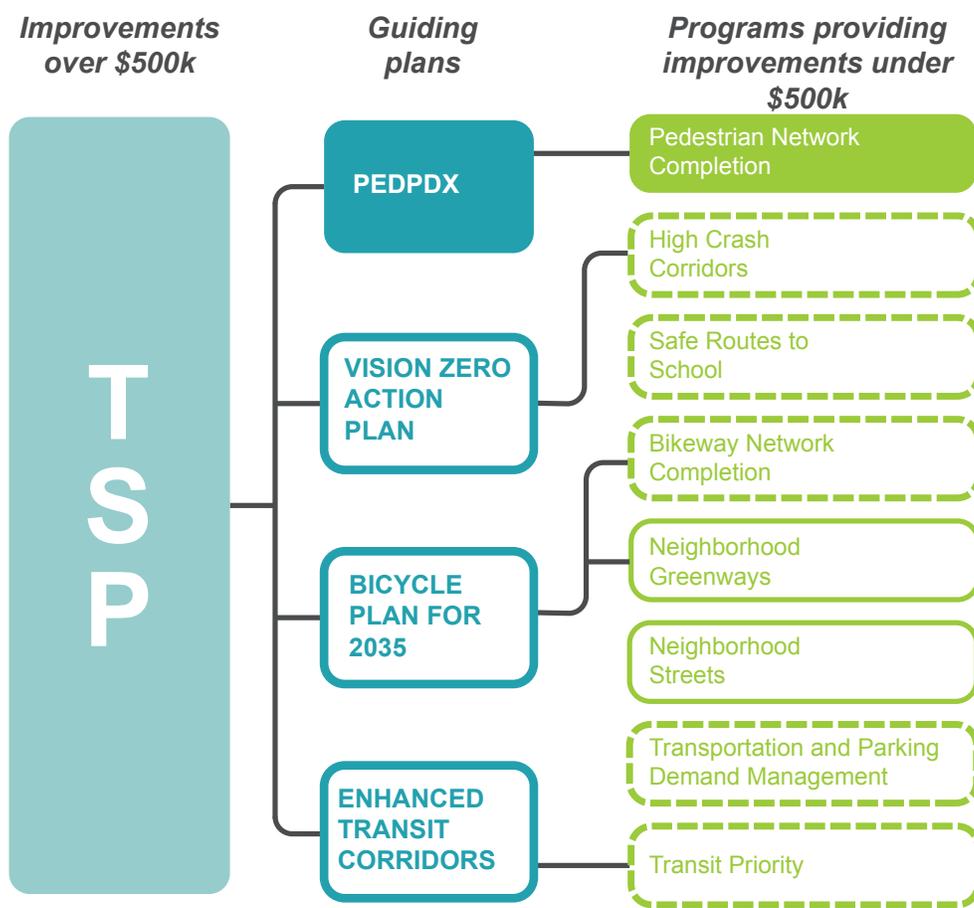
Gaps and deficiencies in Portland's pedestrian network present significant barriers to pedestrians. Many of these can be remedied through modest expenditures to address the most critically needed improvements. The Pedestrian Network Completion Program provides pedestrian improvements (typically under \$500k) including sidewalk gap infill, sidewalk improvements, shared streets, pathways, trails, crossing improvements, wayfinding improvements, and signal modifications.

PedPDX identifies priority crossing gaps, where marked crossings are not provided at the frequency required by the City's new Crossing Spacing Guidelines, as well as potential crossing deficiencies where an existing crossing may not meet current design guidance. The Plan also identifies and prioritizes gaps in the sidewalk network. Prioritized needs on the PedPDX Pedestrian Priority Network are eligible for

funding through the Pedestrian Network Completion program, which is directly charged with expanding the city's network of sidewalks, walking paths, and crossings.

The Pedestrian Network Completion Program will develop bi-annual implementation plans to identify high priority crossing and sidewalk improvements to be funded and constructed through the program. The Pedestrian Network Completion Program will apply the PedPDX prioritization methodology every two years to identify priorities based on current safety, equity, and demand data. While the Pedestrian Network Completion Program will be driven by the PedPDX prioritization, other factors will also be considered when developing program priorities, including project readiness, project feasibility, available funding, leverage opportunities, and key pedestrian destinations/generators within prioritized locations.

Figure 52: The TSP Framework



The PedPDX prioritization will influence pedestrian-related selected for the implementation from the TSP. It will also directly guide the work of the pedestrian network completion program.

- Solid Guided by PedPDX
- Outlined Potentially influenced by PedPDX
- Dashed Not guided by, but helps to implement PedPDX

Transportation System Plan (TSP) Major Projects

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 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. 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.

In addition to directly guiding the work program for the Pedestrian Network Completion Program, PedPDX priority needs will also influence pedestrian projects selected from the TSP for implementation and grant opportunities. 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 will be used to help determine how pedestrian-related projects are prioritized for implementation within these broad bands as funding opportunities arise.

Other Pedestrian-Related TSP Programs

In addition to identifying major capital project priorities, the TSP also creates a series of programs intended to deliver smaller-scaled transportation improvements, generally under \$500,000. One of these programs is the Pedestrian Network Completion Program. Citywide programs help the public and staff understand, track, and promote small-scale transportation investments, which can be quite effective.

Figure 52 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.

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.

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.

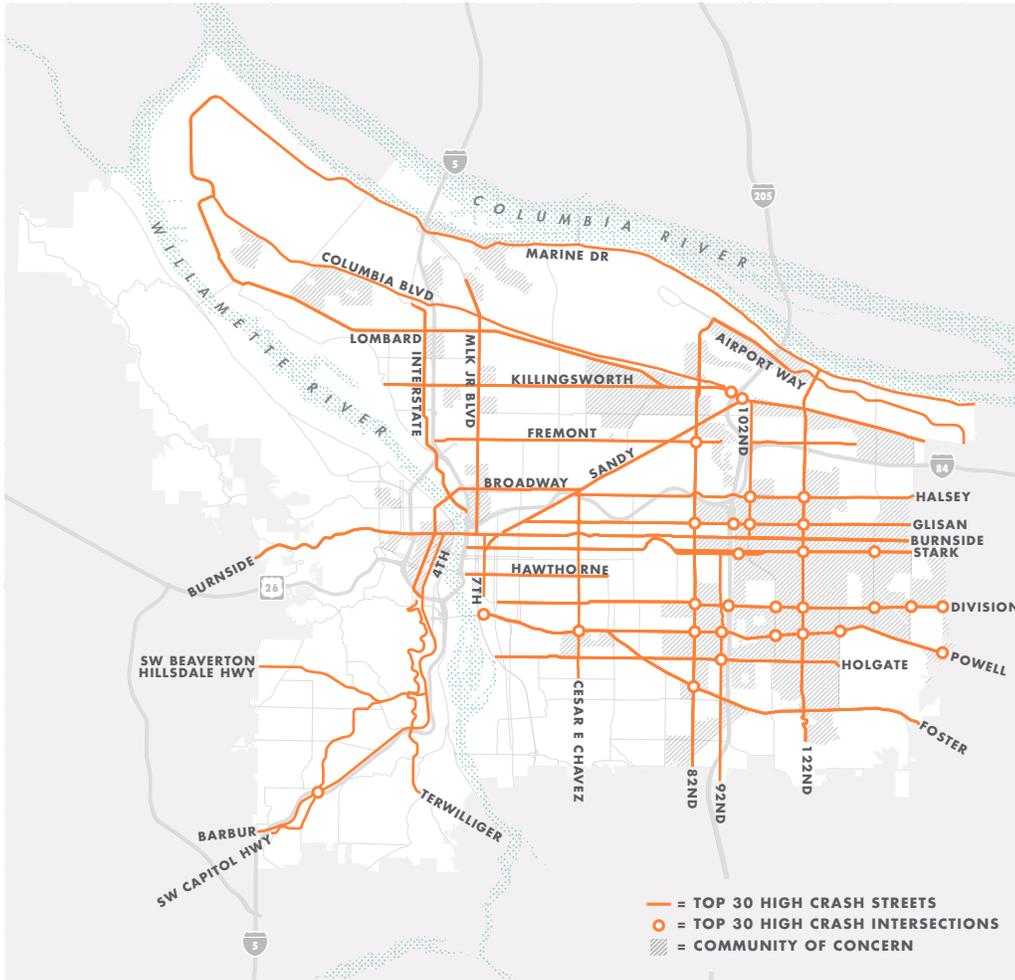
PBOT's High Crash Corridors program has identified a list of major projects (over \$500,000) in the TSP, as well as a list of "smaller" projects (under \$500,000) and education and enforcement actions to be implemented under the High Crash Corridors Program.

All Vision Zero projects (both large and small) are specifically limited to streets identified as part of Portland's "High Crash Network."

Figure 53 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.

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.

Figure 53: Portland's High Crash Network Map



RELATIONSHIP TO PEDPDX

PedPDX and the Pedestrian Network Completion Program may identify as a priority and direct funding to projects that improve pedestrian safety citywide, outside of the High Crash Network. By prioritizing locations where pedestrian crashes have happened or are likely to occur, PedPDX underscores the High Crash Network as an investment priority, and as such helps 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 recently underwent a detailed process to identify designated walking and biking routes to school, and to prioritize a list of safety improvements along these routes. While the SRTS 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.

In including designated SRTS as components of the Pedestrian Priority Network, PedPDX underscores these SRTS as an investment priority, and helps magnify and direct additional funding to these needs.



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. The PedPDX Toolbox calls for mutually beneficial projects, such as those that separate bicycle and pedestrian uses in key congestion areas.



Neighborhood Greenways provide improvements that help pedestrians cross busy streets.

Neighborhood Greenways

Portland's neighborhood greenways 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 identifies greenways as art of the Pedestrian Priority Network. As such, the Implementation Toolkit calls for providing walkways and crossings on neighborhood greenways where pedestrian infrastructure is lacking. As neighborhood greenways continue to expand across the city onto streets lacking pedestrian walkways, the scope of these greenway projects should likewise be expanded to provide pedestrian infrastructure with PedPDX and in recognition of the role these streets play in the citywide pedestrian network.



The Neighborhood Streets Program improves gravel and dirt streets like the one shown above, including providing walking improvements.

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 “pedestrian 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. PedPDX identifies neighborhood walkways as high priority local streets within the Pedestrian Priority Network. As such, PedPDX will help guide the investment priorities of the Neighborhood Streets Program to these designated neighborhood walkways.



TDM seeks to encourage walking, biking, and taking transit.

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.



The transit priority program includes transit-only lanes.

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

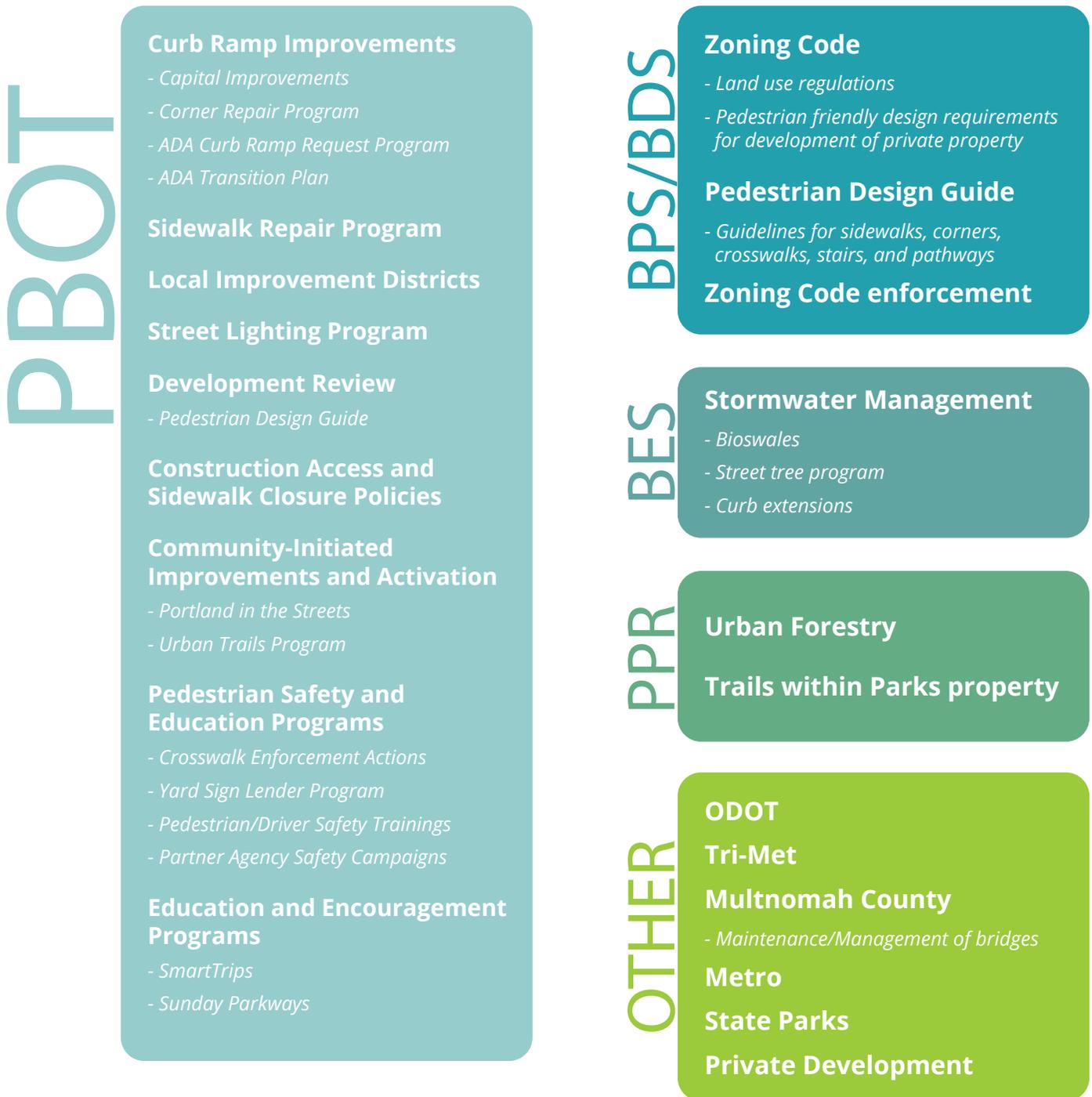
Pedestrian access to transit is a key factor underlying the Pedestrian Priority Network. Transit and Frequent Transit Streets are included in the Pedestrian Priority Network as City Walkways and Major City Walkways. In recognition of these overlapping investment priorities, PedPDX will work with the Transit Priority program to identify mutually beneficial projects that increase access to transit.

PBOT Pedestrian Programs and Activities

In addition to TSP programs that provide pedestrian-related capital improvements, many 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 54 illustrates all of these programs and the City Bureaus that manage them.

The PedPDX Implementation Toolbox includes many new guidelines, policies, and recommendations. As such, PedPDX will directly influence the work programs of each of the pedestrian-related programs and activities described in this section.

Figure 54: PBOT and other City and partner agency programs



PBOT and other City and partner agency programs provide pedestrian improvements and activities in Portland. 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 and upgrades 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 include a prioritization framework for addressing infrastructure deficiencies. While curb ramp deficiencies will continue to be addressed by PBOT's ADA program (and thus is not directly addressed within PedPDX), the two planning efforts 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 work in tandem to improve pedestrian mobility in high priority locations.



Cracked and buckled sidewalks create hazards for people walking

Sidewalk Repair Program

Maintaining sidewalks is critical to providing accessible walkways and preventing tripping hazards, particularly for those with mobility challenges or sight impairments. As such, several actions within the PedPDX Implementation Toolkit relate to the work of the Sidewalk Repair Program.

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. LIDs must be approved by City Council.

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

Street Lighting Program

PBOT Signals and Street Lighting Group oversees the provision and maintenance of all streetlights on City streets.

PBOT Signals and Street Lighting staff developed new street lighting guidelines, as part of PedPDX. These new guidelines respond directly to safety and visibility concerns raised by residents during the PedPDX public outreach process, particularly during our "Walking While Black" focus groups. The new guidelines 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. PedPDX 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 constructed 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 does 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 inform these future refinements to pedestrian design requirements in Portland. Several other actions in the PedPDX Implementation Toolkit also relate directly to the work done by the PBOT Development Review group.



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

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.

The PedPDX Implementation Toolbox includes several actions to help empower Portlanders to create an interesting and enjoyable pedestrian experience. The Portland in the Streets Program will lead these efforts.

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



The Portland Pathways program provides an avenue by which community groups may permit and construct trails in their neighborhood

from the immediate block or neighborhood.

- Street Paintings: 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.
- Street Prototyping: Testing new street or intersection designs, collecting data and using the experience to inform future design decisions.
- Spaces to Places: 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.

PORTLAND PATHWAYS

Portland 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 Portland Pathways program process provides a path by which community groups may propose, permit, build, and maintain pedestrian trails on public rights-of-way in locations that are not prioritized for public investment. As a community-initiated improvement, a Portland Pathways permit requires the sponsoring community organization to assume maintenance of the trail.

For more information on additional programs, visit www.portlandinthestreets.com



Vision Zero yard signs alert drivers to slow down and look for pedestrians

Pedestrian Safety and Education Programs

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

The PedPDX Implementation Toolbox includes several actions to expand current education and outreach efforts to help Portlanders keep themselves safe while walking, as well as actions to expand current educational efforts focused on driving. PBOT's Vision Zero program is charged with leading these PedPDX actions.



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.

Pedestrian Programs & Activities By Other Bureaus and Agencies

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. PedPDX includes actions and priorities that relate to 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.



Bioswales filter water through native plants into the City's stormwater system, and introduce landscape elements to the right-of-way.

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.



Trees along provide a physical buffer between vehicles and people walking, and create a pleasant pedestrian environment by providing shade and cooling and by visually softening the streetscape.

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. Without sufficient space for tree roots or appropriate tree installation and species selection, 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 220,000 street trees. They issue permits for planting, pruning, and removal of all trees within the right-of-way, and respond to tree emergencies. It is the responsibility of the adjacent property owner to maintain trees in the public right-of-way.

ODOT

The Oregon Department of Transportation (ODOT) provides and maintains pedestrian infrastructure on many of its facilities (e.g., sidewalks on urban highways, shoulders on rural highways, shared use paths parallel to freeways). On some corridors in the City of Portland, ODOT owns and maintains the roadway between the curbs, but the City owns the sidewalk and right-of-way behind the curb. ODOT also constructs ADA improvements for all new construction and during alterations of existing facilities.

In Portland, sidewalk maintenance is the responsibility of the adjacent property owners on both City streets and State Highways. In the City of Portland, developers are often required to provide right of way and frontage improvements in front of their property when they redevelop. The Bureau of Development Review Services, in coordination with PBOT and ODOT, works with developers to request that appropriate pedestrian improvements triggered by the

redevelopment are provided. Many sidewalks on or adjacent to ODOT highways get built this way. ODOT also has permitting authority when driveway access to an ODOT facility is at issue.

ODOT has a Sidewalk Improvement Program (SWIP) that dedicates approximately \$1.25 million of State Highway Funds per year for pedestrian and bicycle improvements on state highways in Region 1. This small pot of money can be used for small standalone pedestrian improvements, but is typically used to leverage improvements in conjunction with paving and other capital 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 funding for Safety, Non-Highway (active transportation), Enhance, and Local Programs projects that could enhance the pedestrian network.

In October 2017, ODOT recommended allocating \$51 million in Non-Highway discretionary funding to five areas statewide:

- Active Transportation Leverage - to add bicycle, pedestrian and transit features to "Fix-It" projects such as paving, signal replacements, etc. (\$21 million statewide, \$ 7.5 million for Region 1)
- Off-System Bicycle/Pedestrian – to improve trail connections (\$6 million)
- Safe Routes to School Education – for non-infrastructure Safe Routes to School programs (\$3 million)
- Transportation Options – to support transportation demand management programs and promote alternatives to driving alone (\$3 million)
- Americans with Disabilities Act Curb Ramps (\$18 million)

ODOT previously managed a statewide Safe Routes to School funding program, but the program

shrunk significantly after dedicated Federal funding for the program was discontinued. Beginning in 2018, HB2017 will provide \$10 million per year for a new Safe Routes to School infrastructure program, which will be administered by ODOT. A Safe Routes to School Rulemaking Advisory Committee has been formed to advise ODOT and the Oregon Transportation Commission on the how the infrastructure funding program should be structured. This funding will likely be available on a competitive basis for improvements near schools, generally with a 40% cash match required.



The Hawthorne Bridge is owned and managed by Multnomah County. As such, the County owns and maintains the pedestrian facilities on the Hawthorne and other Willamette River bridges.

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.

Metro also administers the Regional Flexible Funds and Regional Travel Options Grants. These grants are funded through federal dollars and allocated regionally by Metro. 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. Regional Flexible Funds is a particularly important source of funding for pedestrian projects - over \$25 million was allocated for active transportation projects in the most recent funding cycle.

Metro also is responsible for the Regional Transportation Plan. This plan includes four 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.



Metro owns the right of way for many trails, like the Marine Drive Path, that see hundreds of people per day



Pedestrian improvements are important for providing access to transit

TriMet

TriMet sometimes funds and constructs pedestrian improvements at transit stops, such as paved areas for people to wait for the bus. They also 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 pedestrian through zone 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.

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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.



Metro owns the right of way for many trails, like the Marine Drive Path, that see hundreds of people per day



Pedestrian improvements are important for providing access to transit

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 pedestrian through zone in any way.

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Plan Performance Measures

Performance measures can help us measure and track our progress toward achieving our plan goals and objectives, determine if the methods being used to achieve our goals are working, and report about progress to the community. Performance measures can be any metric that can be compared year to year and that help tell the story of whether or not we are achieving our goals or making progress toward completing an action item. Common pedestrian elements measured include miles of sidewalk built, number of crossings improved, decrease in pedestrian crashes and fatalities, or implementation of a new policy or practice.

PedPDX has assigned measures of success to each of the Plan goals and action items. These measures will be evaluated and reported on periodically by the PBOT Pedestrian Coordinator online where members of the public can check in on the progress made as we implement PedPDX.

Types of Performance Measures

Performance measures typically fall under two distinct categories: outcome-based and programmatic. Outcome-based performance measures are typically more strongly tied to overarching plan goals and outcomes that the plan hopes to achieve. These measures often are the answer to the question, “why do we want more people to walk?” Programmatic performance measures, on the other hand, are benchmarks along the way to achieving outcome-based performance measures. An example of this concept is that an increase in the number of pedestrian crossings and miles of sidewalks (programmatic measures) should bring about a decrease in the number of pedestrian crashes or an increase in the number of people walking to work (outcome-based measures). Another way of looking at it could be that programmatic performance measures address items that PBOT can actively work to change. PBOT can’t increase walk

mode share or decrease traffic crashes without implementation of programs, policies, and infrastructure that help people feel safe and comfortable walking.

The following outcome-based measures will be tracked and regularly monitored on the PBOT website. These PedPDX outcome-based performance measures will include:

- Percent of Portland commuters walking to work (as reported in the 5-year American Community Survey estimates)
- Number and rate (per capita) of pedestrian crashes resulting in fatal or serious injuries
- Number and rate (per capita) of pedestrian crashes overall

Upon instituting new reliable pedestrian count methods per Actions 9.2 and 9.3 in the Implementation Toolbox, these measures may expand to include pedestrian counts at select locations to report on changes to pedestrian volume and the number of people walking, and/or “all trips” walking mode share.

Programmatic performance measures address how we achieve the outcome-based performance measures. Some of the programmatic performance

measures that will be reported on regularly through the pedestrian program website will include:

- Implementation or adoption of new policies and guidelines in the PedPDX Implementation Toolbox
- Percentage of the Pedestrian Priority Network with sidewalk gaps / miles of walkway built
- Percentage of the Pedestrian Priority Network with crossing gaps / number of crossings improved

Measuring PedPDX Goals

Measuring progress toward PedPDX's four goals will be vital in ensuring that PBOT is working to implement the PedPDX action items and making Portland a great walking city. The measures used to evaluate our success in achieving the PedPDX goals will be both outcome-based and programmatic. The performance measures in Table 23 will be key to measuring PBOT's success in achieving PedPDX goals.

Table 23: PedPDX Goals, Performance Measures, and Desired Targets or Trends

PEDPDX GOAL	PERFORMANCE MEASURE	DESIRED TARGET OR TREND
<p>Equitable + Inclusive: Make Portland walkable and accessible for all, no matter who you are or where you live.</p>	<p>Percentage of the Pedestrian Priority Network with sidewalk gaps citywide and in areas identified through PBOT's Equity Matrix with high concentrations of communities of concern</p> <p>Percentage of the Pedestrian Priority Network with crossing gaps citywide and in areas identified through PBOT's Equity Matrix with high concentrations of communities of concern</p>	<p>Decrease in percentage of the Pedestrian Priority Network with sidewalk gaps citywide and in areas identified through PBOT's Equity Matrix with high concentrations of communities of concern</p> <p>Decrease in percentage of the Pedestrian Priority Network with crossing gaps citywide and in areas identified through PBOT's Equity Matrix with high concentrations of communities of concern</p>
<p>Safe + Secure: Make walking in Portland safe and secure for everyone.</p>	<p>Citywide number of pedestrian crashes of all injury types</p> <p>Pedestrian crashes resulting in death or serious injury</p>	<p>Decrease in number of pedestrian crashes of all types per capita</p> <p>Zero pedestrian crashes resulting in death or serious injury</p>
<p>Comfortable + Inviting: Provide a comfortable, inviting, and connected pedestrian network that supports walkable neighborhoods and strengthens community.</p>	<p>Percentage of the Pedestrian Priority Network with sidewalk gaps</p> <p>Percentage of the Pedestrian Priority Network with crossing gaps</p>	<p>Decrease in the percentage of the Pedestrian Priority Network with sidewalk gaps</p> <p>Decrease in the percentage of the Pedestrian Priority Network with crossing gaps</p>
<p>Healthy People + Environment: Increase walking for transportation and recreation in Portland as a means of achieving improved health outcomes for all people and for the environment.</p>	<p>Percent of Portland commuters walking to work (American Community Survey)</p>	<p>Increase in percent of Portland commuters walking to work</p> <p><i>Upon instituting new reliable pedestrian count methods per Actions 9.2 and 9.3 in the Implementation Toolbox, this measure may expand to include counts at locations with high pedestrian activity</i></p>

Measuring PedPDX Action Items

The PedPDX Implementation Toolbox’s many action items will also be assessed periodically to monitor progress. The following tables include numerous measures that are both outcome-based and programmatic. There are many action items with measures that simply address whether we implemented the action item or not. These are typically programmatic measures surrounding new policies, guidelines, or designs that would

be difficult to analyze with data but should still be monitored for completion. These measures will be evaluated periodically to ensure that the PBOT Pedestrian Program is working toward implementing each of the identified action items.

Table 24: Strategy 1 - Address gaps in the Pedestrian Priority Network

ACTION	CATEGORY	IMPLEMENTING VS FUTURE	MEASURE OF SUCCESS
ACTION 1.1: Fund and construct high priority crossing and sidewalk needs identified through PedPDX.	Infrastructure	Implementing Action (policy adopted with PedPDX)	Decrease in the percentage of the Pedestrian Priority Network with sidewalk gaps
	Funding		Decrease in the percentage of the Pedestrian Priority Network with crossing gaps
			Number of sidewalk miles constructed
			Number of crossings constructed
ACTION 1.2: Apply new marked crossing spacing guidelines as part of PBOT capital projects.	Policy	Implementing Action (policy adopted with PedPDX)	Decrease in the percentage of the Pedestrian Priority Network with crossing gaps
	Infrastructure		
ACTION 1.3: Explore options to enable and encourage off-site pedestrian improvements by private development.	Policy	Future Action	Evaluation conducted for new mechanisms encouraging off-site pedestrian improvements by private development
	Infrastructure		

Table 25: Strategy 2 - Improve visibility of pedestrians at crossings

ASSOCIATED ACTIONS	CATEGORY	IMPLEMENTING VS FUTURE	MEASURES OF SUCCESS
<p>ACTION 2.1: Implement vision clearance guidelines at uncontrolled crossings in conjunction with PBOT capital projects, development review, and paving projects.</p>	Policy	Implementing Action (policy adopted with PedPDX)	Process in place for ensuring PBOT capital projects, development review, and paving projects consistently implement vision clearance guidelines
<p>ACTION 2.2: Identify key intersections for retroactive vision clearance improvements by Safe Routes to School, Neighborhood Greenways, Vision Zero, and Pedestrian Network Completion programs.</p>	Infrastructure	Future Action	Analysis conducted and parking removed accordingly
<p>ACTION 2.3: Evaluate the need for vision clearance guidelines at controlled crossings and on local streets.</p>	Policy	Future Action	Analysis conducted for vision clearance guidelines addressing controlled crossings and local streets
<p>ACTION 2.4: Provide high visibility crosswalks at all marked crossings when restriping or providing new crosswalks.</p>	Policy	Implementing Action (policy adopted with PedPDX)	Updated design guidelines in the Traffic Design Manual indicating continental crosswalks as citywide practice
<p>ACTION 2.5: Clarify design guidance for tree location within the right-of-way.</p>	Policy	Future Action	Existing city code language regarding tree location within the right-of-way updated
<p>ACTION 2.6: Update PBOT design guidance to maximize the use of curb extensions, floating curb extensions, and interim painted curb extensions within the Pedestrian Priority Network at both controlled and uncontrolled crossings.</p>	Policy	Future Action	Developed design guidance for curb extensions, painted curb extensions, and floating curb extensions in the Pedestrian Design Guide

Table 26: Strategy 3 - Reduce turning movement conflicts at intersections

ASSOCIATED ACTIONS	CATEGORY	IMPLEMENTING VS FUTURE	MEASURES OF SUCCESS
ACTION 3.1: Develop guidelines and practices for separating permissive left turns concurrent with pedestrian walks and incorporate signal timing analysis into capital project scopes.	Policy	Implementing Action (policy adopted with PedPDX)	Developed new guidelines for separating vehicle turning phases concurrent with pedestrian walks, implemented as a directive from the City Traffic Engineer or update to the Traffic Design Manual
ACTION 3.2: Develop a pilot to study prohibiting “turn-on-red” within Pedestrian Districts and at High Pedestrian Crash Intersections.	Policy Infrastructure	Implementing Action (policy adopted with PedPDX)	Pilot study conducted examining prohibiting turn-on-red
ACTION 3.3: Reduce uncontrolled left turn conflicts at arterial/non-arterial intersections along Major City Walkways, City Walkways, and High Crash Corridors in conjunction with capital projects.	Policy Infrastructure	Implementing Action (policy adopted with PedPDX)	Decrease in pedestrian crashes overall Zero pedestrian crashes resulting in death or serious injury <i>If data is available, decrease in pedestrian crashes walking along the Pedestrian Priority Network and High Crash Network</i>
ACTION 3.4: Identify and fund key intersections for signal timing improvements to separate pedestrian crossing and vehicle turning movements, prioritizing High Crash Intersections.	Infrastructure	Future Action	Intersections identified and projects funded for signal timing improvements at High Crash Intersections
ACTION 3.5: Use raised crosswalks to slow automobile turning movements at arterial/non-arterial intersections.	Infrastructure	Future Action	New design guidelines for raised crosswalks adopted into Traffic Design Manual and PBOT Standard Specifications

Table 27: Strategy 4 - Improve pedestrian safety and comfort at crossings

ASSOCIATED ACTIONS	CATEGORY	IMPLEMENTING VS FUTURE	MEASURES OF SUCCESS
ACTION 4.1: Continue to test passive pedestrian detection technology.	Policy	Implementing Action (policy adopted with PedPDX)	Tests conducted as new passive pedestrian technologies are introduced
ACTION 4.2: Evaluate the need to update crosswalk design guidelines at uncontrolled multi-lane crossings	Policy	Implementing Action (policy adopted with PedPDX)	Evaluation conducted pertaining to crosswalk designs at uncontrolled multi-lane crossings and, if warranted, update to crosswalk design guidelines
ACTION 4.3: Develop City guidance for transit station platforms that maximize safety and comfort for people walking, biking, and taking transit	Infrastructure Policy	Future Action	Design guidance created detailing transit station platform design elements and order of preference for station types

Table 28: Strategy 5 Seek cost-effective and creative solutions to provide pedestrian improvements

ASSOCIATED ACTIONS	CATEGORY	IMPLEMENTING VS FUTURE	MEASURES OF SUCCESS
ACTION 5.1: Provide lower-cost pedestrian walkways.	Policy Infrastructure	Implementing Action (policy adopted with PedPDX)	Design guidance for alternative walkways incorporated into memorandum from City Traffic Engineer (interim) and in design guidance provided in the Pedestrian Design Guide and City Standard Specifications Miles of alternative pedestrian walkways constructed (not standard sidewalks)
ACTION 5.2: Provide interim pedestrian improvements.	Infrastructure	Future Action	Designs for painted curb extensions and refuge islands added to Traffic Design Manual Miles of alternative pedestrian walkways constructed (not standard sidewalks)
ACTION 5.3: Leverage paving projects for pedestrian improvements.	Infrastructure	Implementing Action (policy adopted with PedPDX)	Implemented formal process for evaluating paving projects for pedestrian improvements
ACTION 5.4: Convert existing fire signals to pedestrian crossings to help meet crossing spacing guidelines.	Infrastructure	Implementing Action (policy adopted with PedPDX)	Number of fire signals converted to pedestrian crossings
ACTION 5.5: Leverage bicycle infrastructure to also serve pedestrians, including neighborhood greenways.	Infrastructure	Future Action	Updated practices for scoping neighborhood greenway and bikeway improvements
ACTION 5.6: Improve unimproved rights-of-way for pedestrian travel.	Infrastructure	Implementing Action (policy adopted with PedPDX)	Updated frontage improvement requirements for private development in the Pedestrian Design Guide and in <i>Creating Public Streets and Pedestrian Connections through the Land Use and Building Permit Process (the "Blue Book")</i>

Table 29: Strategy 6 Provide adequate street lighting for pedestrians

ASSOCIATED ACTIONS	CATEGORY	IMPLEMENTING VS FUTURE	MEASURES OF SUCCESS
<p>ACTION 6.1: Implement new lighting level guidelines in conjunction with capital projects and private development.</p>	<p>Policy Infrastructure</p>	<p>Implementing Action (policy adopted with PedPDX)</p>	<p>Number of street light improvements citywide Decrease in pedestrian crashes after dark</p>
<p>ACTION 6.2: Strategically improve street lighting conditions to increase visibility of (and for) pedestrians on our streets, focusing investment on High Crash Corridors and locations, Pedestrian Priority Streets, and underserved areas.</p>	<p>Funding</p>	<p>Future Action</p>	<p>Number of street light improvements on High Crash Corridors, Pedestrian Priority Streets, and in underserved areas Decrease in pedestrian crashes after dark</p>
<p>ACTION 6.3: Address locations where street lighting is blocked by tree canopy.</p>	<p>Maintenance</p>	<p>Implementing Action (policy adopted with PedPDX)</p>	<p>Improved process in place for responding to resident complaints regarding tree trimming Decrease in pedestrian crashes after dark</p>

Table 30: Strategy 7 - Manage vehicle speeds and improve driver awareness

ASSOCIATED ACTIONS	CATEGORY	IMPLEMENTING VS FUTURE	MEASURES OF SUCCESS
ACTION 7.1: Set safe speeds on arterials and collectors.	Policy	Implementing Action (policy adopted with PedPDX)	<p>PBOT gains local authority for setting speed limits on City of Portland streets</p> <p>Decrease in pedestrian crashes involving speeding vehicles</p> <p>Miles of roadway with speed limits lowered</p>
ACTION 7.2: Expand automated enforcement activities.	Enforcement Infrastructure	Future Action	<p>Number of speed cameras and red light cameras in place</p> <p>Decrease in pedestrian crashes involving speeding vehicles</p> <p>Decrease in pedestrian crashes involving vehicles disregarding traffic control devices</p>
ACTION 7.3: Identify opportunities to retrofit signal timing along the High Crash Network to manage vehicle speeds.	Infrastructure	Future Action	Decrease in pedestrian crashes involving speeding vehicles on High Crash Network
ACTION 7.4: Expand crosswalk enforcement and education activities.	Education Enforcement	Future Action	<p>Number of crosswalk education and enforcement actions per year</p> <p>Number of street team events held per year</p> <p>Decrease in pedestrian crashes due to driver failing to yield to pedestrian</p>
ACTION 7.5: Pursue traffic citation policy and structural changes to address inequities of fines and fees on people with lower-incomes	Enforcement	Future Action	New system in place addressing inequities of fines and fees on people with lower incomes
ACTION 7.6: Expand safety education/outreach efforts focusing on people driving.	Education	Future Action	<p>Campaigns focusing on safety for people driving</p> <p>Number of pedestrian/driver safety trainings per year</p> <p>Decrease in pedestrian crashes overall</p>
ACTION 7.7: Establish a program to provide traffic calming on neighborhood streets.	Funding	Future Action	Program established to provide traffic calming on local streets

Table 31: Strategy 8 - Construct and maintain obstruction-free sidewalks

ASSOCIATED ACTIONS	CATEGORY	IMPLEMENTING VS FUTURE	MEASURES OF SUCCESS
ACTION 8.1: Identify financing strategies to help low-income households and other property owners address sidewalk repair.	Policy	Future Action	Financing strategies identified and initiated for low-income households to address sidewalk repair
	Maintenance		
	Funding		
ACTION 8.2: Address sidewalk repair needs along City-owned properties.	Infrastructure	Future Action	Square footage of sidewalk fronting City-owned properties that have been repaired
	Maintenance		
	Funding		
ACTION 8.3: Explore a proactive sidewalk inspection program.	Infrastructure	Future Action	Evaluation of establishing a proactive sidewalk repair program completed
	Maintenance		
	Funding		
ACTION 8.4: Update coordination practices with Urban Forestry when trees are uplifting sidewalks and develop joint practices for addressing tree/sidewalk conflicts.	Maintenance	Future Action	Joint PBOT and Urban Forestry practices regarding tree roots uplifting sidewalk have been updated and are in place
	Maintenance		
	Funding		
ACTION 8.5: Expand property owner education regarding responsibility for maintaining sidewalks.	Education	Future Action	Number of communications educating public about sidewalk maintenance
	Maintenance		
	Funding		
ACTION 8.6: Update right-of-way design guidelines to provide sufficient room for trees.	Policy	Future Action	Right-of-way design guidelines updated in the Pedestrian Design Guide
	Maintenance		
	Funding		
ACTION 8.7: Address utility poles creating obstructions in the through zone of the sidewalk.	Policy	Future Action	Pedestrian Coordinator citywide evaluation of locations where utility poles obstruct pedestrian through zone Evaluation of potential utility pole obstructions of minimum required pedestrian through zone integrated into Complete Streets Checklist
	Maintenance		
	Funding		
ACTION 8.8: Update clear zone requirements for outdoor dining and A-board signage based on new PedPDX pedestrian classifications.	Policy	Future Action	Requirements for café seating and A-board signage evaluated and updated
	Maintenance		
	Funding		

ASSOCIATED ACTIONS	CATEGORY	IMPLEMENTING VS FUTURE	MEASURES OF SUCCESS
ACTION 8.9: Locate utility vaults outside of pedestrian clear zones.	Policy	Implementing Action (policy adopted with PedPDX)	New Administrative Rule for vault lids created and in practice
ACTION 8.10: Coordinate with street cleaners to help ensure that pedestrian facilities including curb ramps and crossings are debris-free.	Maintenance	Future Action	Coordination and best practices developed for street cleaning regarding pedestrian facilities Secure dedicated funding to expand the street cleaning activities to include curb ramps and crossings
ACTION 8.11: Improve enforcement and implementation of pedestrian access requirements around work zones, and establish a system for notifying residents of construction-related changes to pedestrian access.	Policy	Future Action	Public facing construction mapping system in place as a resource to residents
ACTION 8.12: Educate about parking violations at driveways and crossings.	Education	Future Action	Educational materials created and distributed regarding clearance requirements
ACTION 8.13: Work with the disability community to develop trip planning assistance.	Education	Future Action	Trip planning map or app developed for people with disabilities
ACTION 8.14: Develop a public reporting system and a process for addressing drainage issues at curb ramps with pooling water.	Maintenance	Future Action	Category for curb ramp concerns integrated into PDX Reporter Dedicated funding to address reported curb ramp concerns secured

Table 32: Strategy 9 - Proactively leverage, manage, design for, and set policies for new and emerging technologies

ASSOCIATED ACTIONS	CATEGORY	IMPLEMENTING VS FUTURE	MEASURES OF SUCCESS
ACTION 9.1: Articulate desired outcomes for pedestrians in the New Mobility Action Plan.	Policy	Future Action	Outcomes for pedestrians articulated in New Mobility Action Plan
ACTION 9.2: Develop regular pedestrian counting systems and practices.	Policy Infrastructure	Future Action	Standard practices for manually and/or automatically counting pedestrians in place
ACTION 9.3: Test new technologies and establish methods to collect better pedestrian data in Portland.	Policy Infrastructure	Future Action	Research paper written summarizing experience with new technology to collect pedestrian data

Table 33: Strategy 10 - Provide opportunities for an interesting and enjoyable pedestrian experience

ASSOCIATED ACTIONS	CATEGORY	IMPLEMENTING VS FUTURE	MEASURES OF SUCCESS
ACTION 10.1: Establish a program for community implementation of “creative crosswalks”.	Policy Infrastructure	Future Action	Creative crosswalks program implemented Number of creative crosswalks and number of painted curb extensions installed through community creative crosswalks program
ACTION 10.2: Encourage seating in the right-of-way	Policy	Future Action	Number of encroachment permits for seating in the right-of-way, including TriMet and private development
ACTION 10.3: Work with partners to update the City’s pedestrian wayfinding system.	Infrastructure	Future Action	Study conducted to determine feasibility of updating pedestrian wayfinding system
ACTION 10.4: Encourage more programs, events, and projects that create a car-free environment.	Policy	Future Action	Number of open streets events per year Number of car-free streets (temporarily or permanently closed to cars)
ACTION 10.5: Integrate public art into capital improvement projects.	Infrastructure	Future Action	Number of public art projects installed through PBOT Capital Delivery Division and through permits
ACTION 10.6: Engage and work with community partners to co-promote walking events that help people take ownership over investments and use new infrastructure.	Education Infrastructure	Future Action	Number of walking events held in conjunction with capital projects

Table 34: Strategy 11 - Work with developers, residents, and property owners to provide pedestrian improvements

ASSOCIATED ACTIONS	CATEGORY	IMPLEMENTING VS FUTURE	MEASURES OF SUCCESS
ACTION 11.1: Update the 1998 pedestrian design guidelines to guide future frontage improvements made in conjunction with private development.	Policy	Future Action	Updated Pedestrian Design Guidelines
ACTION 11.2: Explore a fee program for development activity on arterial and collector streets as an alternative to building required sidewalk improvements where individual frontage improvements may not be practicable.	Policy	Future Action	Evaluation of establishing a fee program for properties on arterial and collector streets conducted
ACTION 11.3: Update our approach to local improvement districts and waivers of remonstrance.	Policy Infrastructure	Future Action	Number of LIDs approved by City Council
ACTION 11.4: Provide a pathway for residents, property owners, and businesses to self-fund pedestrian improvements not prioritized for City investment.	Policy	Future Action	Program in place allowing private property owners to self-fund pedestrian improvements, including dedicated funding and staff support
ACTION 11.5: Update design guidelines to require pedestrian improvements on unimproved rights-of-way as part of the development review process.	Policy	Future Action	Pedestrian Design Guide and <i>Creating Public Streets and Pedestrian Connections through the Land Use and Building Permit Process</i> ("Blue Book") updated requiring pedestrian improvements on unimproved rights of ways

Table 35: Strategy 12 - Address public safety and security concerns for people walking on City sidewalks

ASSOCIATED ACTIONS	CATEGORY	IMPLEMENTING VS FUTURE	MEASURES OF SUCCESS
<p>ACTION 12.1: Increase lighting per new street lighting level guidelines, focusing investment in underserved communities.</p>	<p>Infrastructure Funding</p>	<p>Future Action</p>	<p>Decrease in pedestrian crashes at night in areas identified through PBOT's Equity Matrix as having high concentrations of communities of concern</p> <p>Number of street light improvements in total and in areas of concern</p>
<p>ACTION 12.2: Partner with other agencies and City bureaus to advance the well-being and personal security of vulnerable communities as they use Portland transportation infrastructure.</p>	<p>Policy Education</p>	<p>Future Action</p>	<p>Partnerships formed with other agencies to address personal safety concerns in the right of way</p>
<p>ACTION 12.3: Continue research on racial bias and driving behavior.</p>	<p>Education</p>	<p>Future Action</p>	<p>Collaboration with universities to research racial bias in transportation behavior</p>

Table 36: Strategy 13 - Use education and outreach to help Portlanders keep themselves safe while walking

ASSOCIATED ACTIONS	CATEGORY		MEASURES OF SUCCESS
ACTION 13.1: Expand safety education/ outreach focusing on people walking.	Education	Future Action	Number of events attended and communication materials developed promoting walking and pedestrian safety
ACTION 13.2: Expand pedestrian safety education programs targeted to seniors.	Education	Future Action	Decrease in pedestrian crashes for older adults Number of events attended and communication materials developed promoting walking and pedestrian safety for seniors
ACTION 13.3: Expand pedestrian safety education programs targeted to school children.	Education	Future Action	Decrease in pedestrian crashes involving school aged children Increase in percentage of kids walking to school

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