

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Portland Pedestrian Design Guide Update
February 2022

Summary of Substantive Changes to the Public Review Draft Based on Public Comment

Section A – Introduction

- Added a sidebar describing the City’s Low-Carbon Concrete Initiative, which notes that in 2022, the City will begin requiring low-carbon concrete mixes in City construction projects.
- Removed global requirements for formal design exceptions for City capital projects

Section B – Sidewalks and Walkways

- **B.1.2.b Purpose and Intent of Furnishing Zone Width Requirements**
 - Clarified that "Street trees are a highly desirable part of the pedestrian environment, especially large-canopied shade trees. Every effort should be made to provide enough room in the Sidewalk Corridor to accommodate trees in addition to pedestrian travel."
- **B.1.3 Required Sidewalk Corridor Widths by Street Design Classification**
 - Noted that the widths specified in Table B-3 are minimums, and wider furnishing zones are encouraged on all street types to provide space for large-form tree species.
 - Clarified that Civic and Neighborhood Main Streets outside of Pedestrian Districts are subject to 12-foot sidewalks, rather than 15-foot sidewalks
 - Added new provision that Main Streets within Historic Districts may be less than 15 feet in accordance with forthcoming PBOT/BDS Administrative Rule.
 - Clarified that "Extending the tree well into the curb zone shall be preferred to allowing tree wells to encroach into the Pedestrian Through Zone."
- **B.2.3 Design Requirements for the Furnishing Zone**
 - Simplified Table B-4 to more clearly require continuous planting strips on all Regional Corridors, Industrial Roads, and Local Streets (totaling nearly 1,700 miles of streets and 3,400 miles of frontage, approximately 80% of Portland streets...by far the vast majority of streets in Portland).
 - Due to technical challenges, removed provision requiring continuous planting strips on Main Streets and Neighborhood/Community Corridors where there is not on-street parking adjacent to the curb.



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- Included additional criteria/considerations for staff-approved exceptions to Table B-4, including for single-family residential uses on a Main Street/Corridor, and for commercial uses on a Local Street.
 - Changed allowance for hardscape within continuous planting strips from 50% to 25%.
- **B.3 Sidewalk Corridor Uses and Elements**
 - Included new language referring to existing E-Scooter parking requirements in PBOT administrative rules
 - Added language noting that "Encroachments such as driveways, vaults, hydrants, poles, and other elements should be consolidated as much as possible to minimize impacts to street tree placement."
 - Added electric vehicle charging infrastructure to Table B-5
 - Noted in Table B-5 that controller boxes, signal cabinets, and poles should not be located at back of walk within zones where zero-lot-line development is required or encouraged.
- **B.4 Sidewalk Level Bicycle Facilities**
 - Updated language to clarify that the preferred width for the sidewalk buffer furnishing zone and street furnishing zone is at least 4 feet in order to accommodate tree planting.
 - Changed the minimum width for the street buffer furnishing zone from 2 feet to 3 feet to better accommodate utility infrastructure.
 - Updated the "Multi-Use Paths" section to specify that furnishing zones in accordance with Table B-3 are required along all multi-use paths in order to accommodate street trees.
- **B.5.2 Curb-Tight Sidewalks**
 - Added language noting that if curb-tight sidewalks are permitted, alternate opportunities to provide street trees should be evaluated, including the possibility of providing street trees in the curb zone in accordance with Section B.5.3.
- **B.5.3 Extending the Furnishing Zone into the Curb Zone**
 - Updated figure B-29 to increase the width of curb-bump outs for trees from minimum 6 feet long to minimum 9 feet long (matching the length of the new minimum tree well length).
- **B.5.4 Alternative Pedestrian Walkways**
 - Added language clarifying that the intent of Table B-6 is to provide the operational criteria required in conjunction with each of the alternative walkway types. The table serves as guidance to PBOT staff regarding what posted speeds and vehicle volumes should be when applying these alternative walkway treatments. Lowering posted traffic speeds and/or providing diversion to reduce traffic volumes is considered part of the project when implementing an alternative walkway treatment on a given street, as needed.
 - Updated the Alternative Walkways table to include a footnote that with the exception of Pedestrian Shared Streets, Alternative Pedestrian Walkways approved by PBOT Development Review are not subject to the maximum speed and volume thresholds in Table B-7.
 - **B.5.4.a Sidewalk on One Side of the Roadway** – Added the stipulation that PBOT crossing spacing guidelines should be met along the corridor when providing this treatment.
 - **B.5.4.b Pedestrian/Bicycle Connection** – Updated dimensional requirements for path widths to align with those currently required in the Bluebook. Also added a

requirement for a buffer between the edge of path and the right-of-way line, per the Bluebook.

- **B.5.4.c Pedestrian Shared Street -**
 - Added sentence clarifying that “The width ordinarily used for vehicle travel can be narrowed to 18 feet or less with painted line(s), wands, planters, and other furniture as appropriate, with consideration for street-specific needs, and the passage of emergency response vehicles.”
 - Clarified that the application of the shared street typology does not depend on the existing travelway being 18 feet or less. Projects may restripe roadways to provide a travelway that is 18 feet or less meet this requirement.
- **B.5.4.d Slow Safer Shoulder –**
 - Changed the minimum clear zone width to 6 feet wide (removed references to 8 feet)
 - Added language clarifying that this treatment is not limited to reallocation of existing pavement, projects may add pavement at edge of roadway to accomplish this design.
- **B.5.4.e Protected Safer Shoulder-**
 - Added language clarifying that this treatment is not limited to reallocation of existing pavement, projects may add pavement at edge of roadway to accomplish this design.
 - Added language noting that paths narrower than 6 feet clear may be provided at constrained locations, and narrower walkway widths will be considered on a case-by-case basis.
- **Glossary / References** – included additional terms in the glossary and provided a new “References” section for plans/policies/documents referenced in the guide.