

# PedPDX

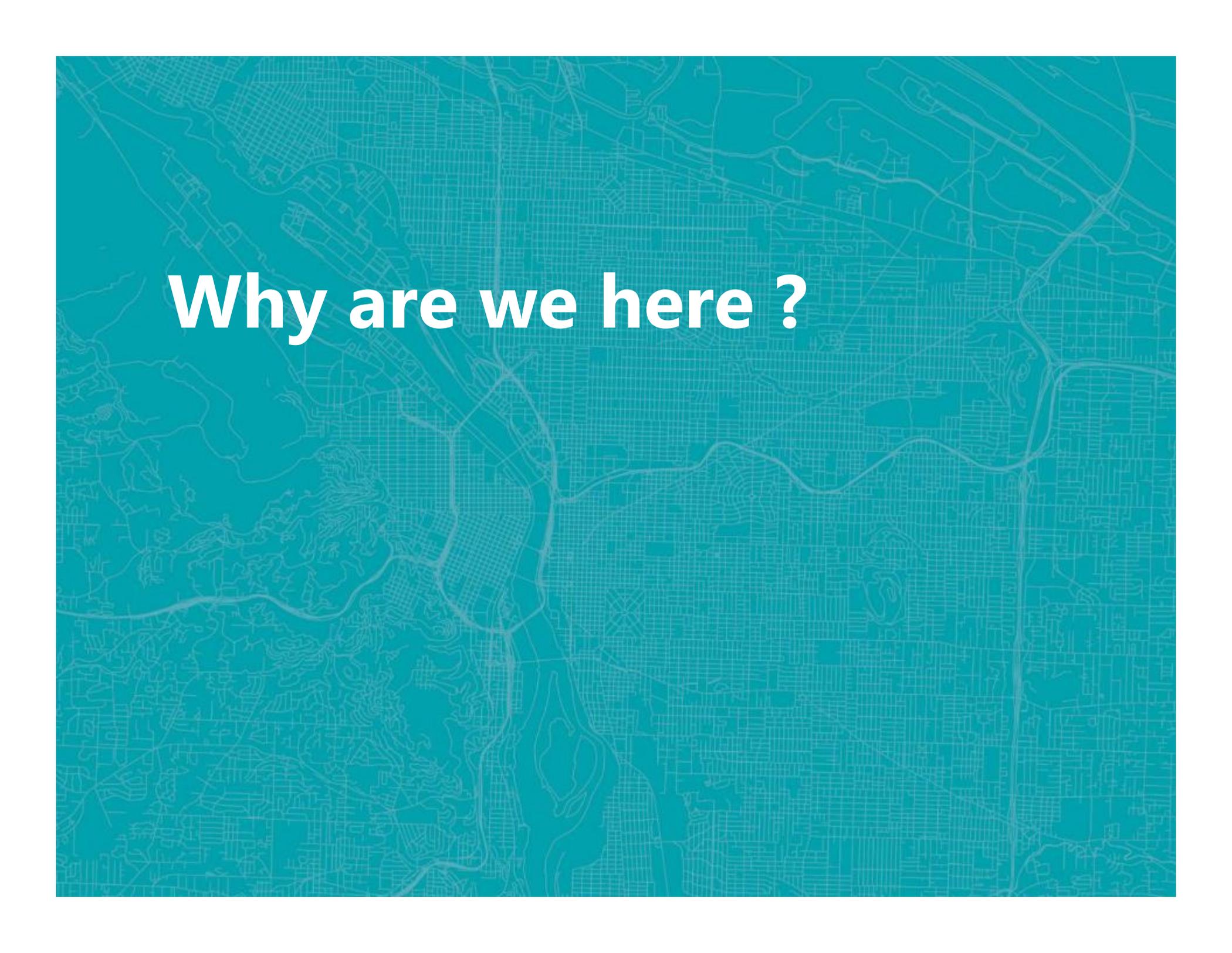
PORTLAND'S CITYWIDE PEDESTRIAN PLAN



**PLANNING AND SUSTAINABILITY COMMISSION**

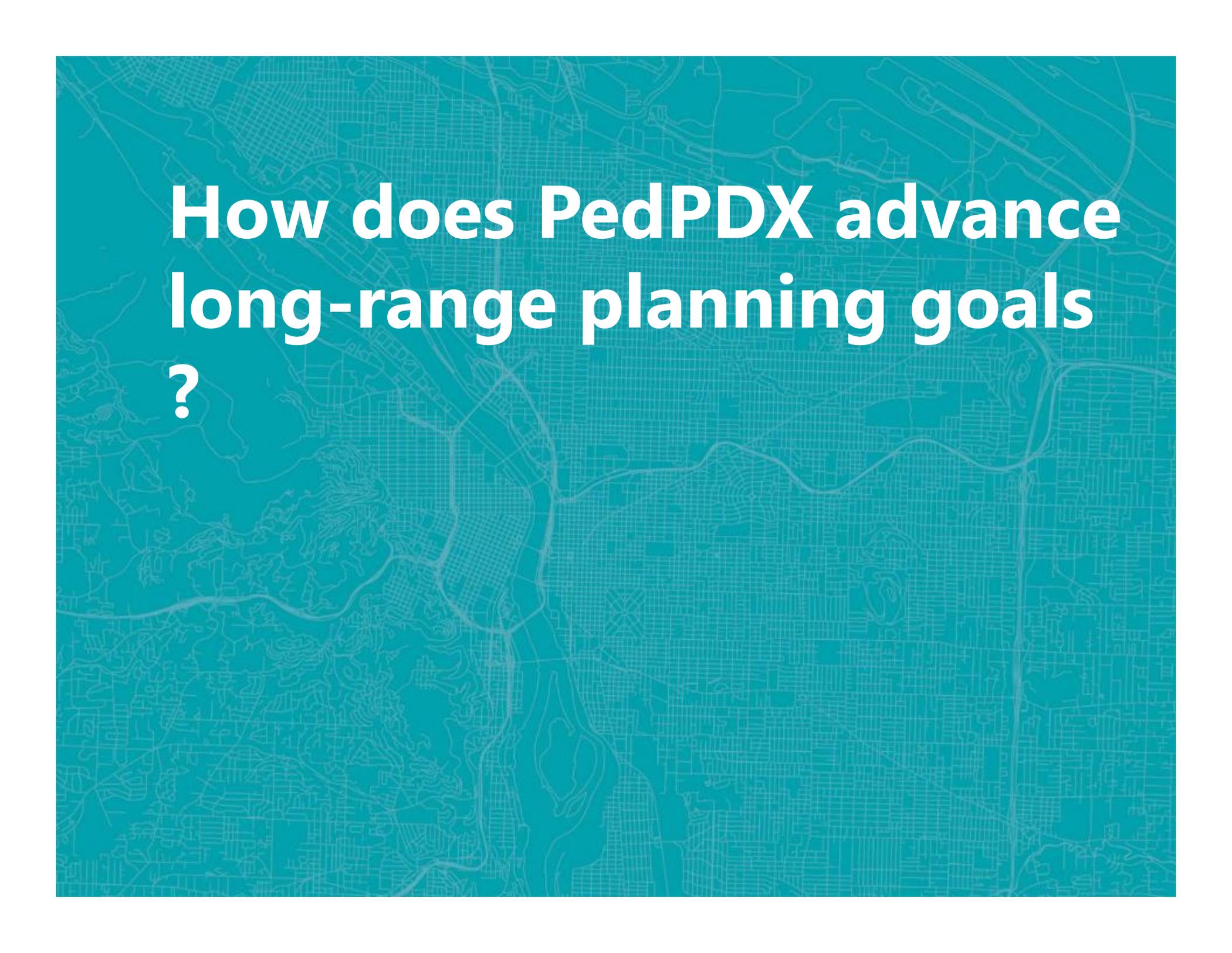
JANUARY 8, 2019

**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION



**Why are we here ?**

Plan Elements	Included in PedPDX?	Amendment to TSP/Comp Plan needed?
Policies (Comp Plan policy language, goals, policies, TSP sub-policies)	<b>No</b> ; no new policies introduced; PedPDX implements recently adopted TSP/Comp Plan goals and policies.	No
Classifications	Yes	Yes
Project list	<b>No</b> ; PedPDX results in prioritized needs, but does not propose changes to the TSP Major Projects List	No
Investment Strategy	Yes	No
Action Plan	Yes	No
Programs	PedPDX reinforces programs for education and outreach to Portlanders. The Plan does not change existing TSP programs but does provide investment priorities for existing programs	No
Funding Plan	PedPDX does not identify new funding sources, but does provide implementation priorities to address as funding becomes available.	No
Design Guidelines (Alternative Walkway)	<b>No</b> (deferred to Streets 2035)	No



**How does PedPDX advance  
long-range planning goals  
?**

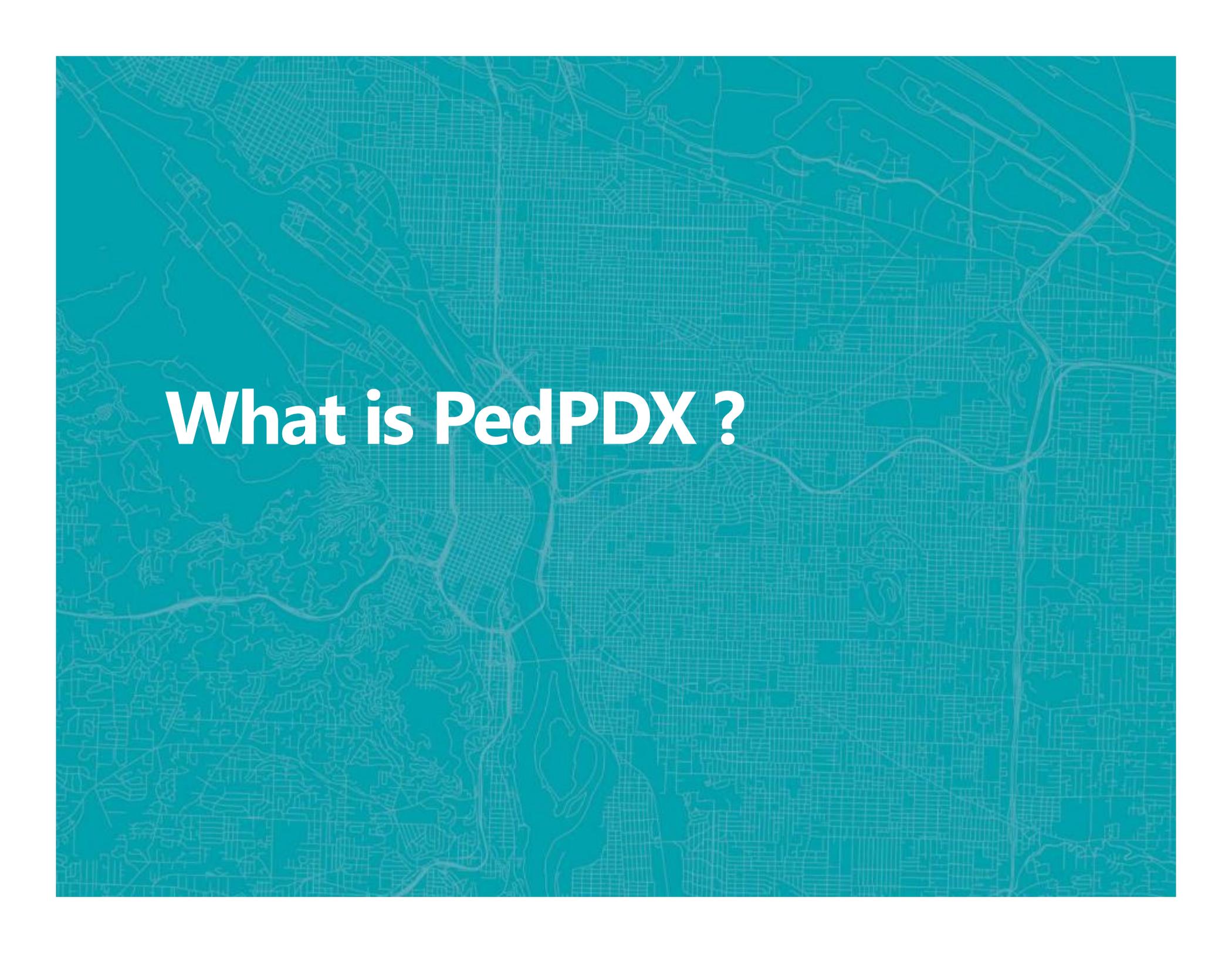
# PedPDX implements 2035 Comp Plan

- Strong focus on transportation equity
- Increasing ped activity to improve health, climate, and manage growth and congestion
- PedPDX classifications are based on Comp Plan centers and corridors



# Portland's transportation hierarchy





# What is PedPDX ?

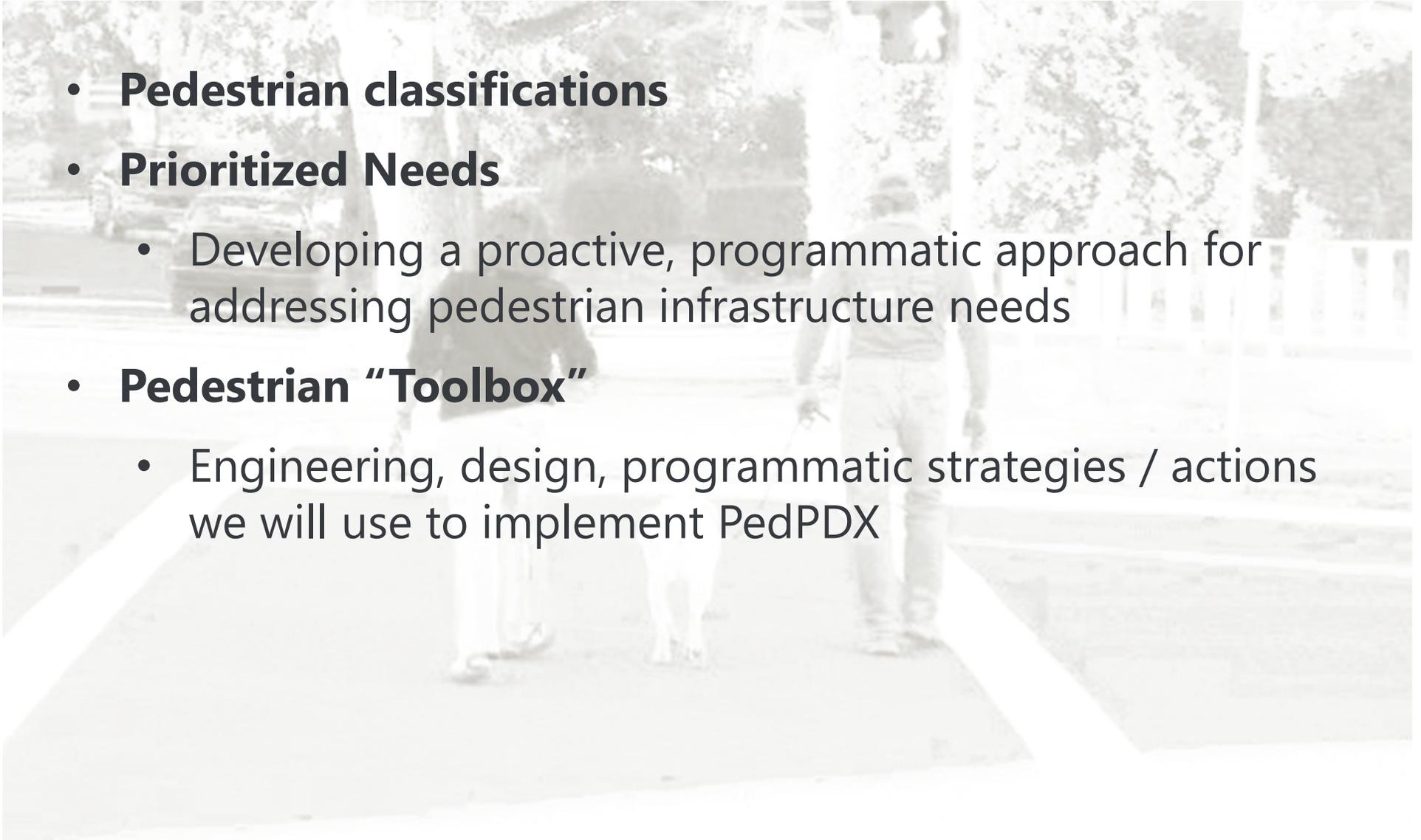
# The PedPDX mission

Through PedPDX, the City of Portland affirms walking as a fundamental human right and the most fundamental means of transportation.

PedPDX ensures walking is a safe, accessible, and attractive experience for everyone in Portland by putting pedestrians at the forefront of City policy, investments, and design.

# Key elements of PedPDX

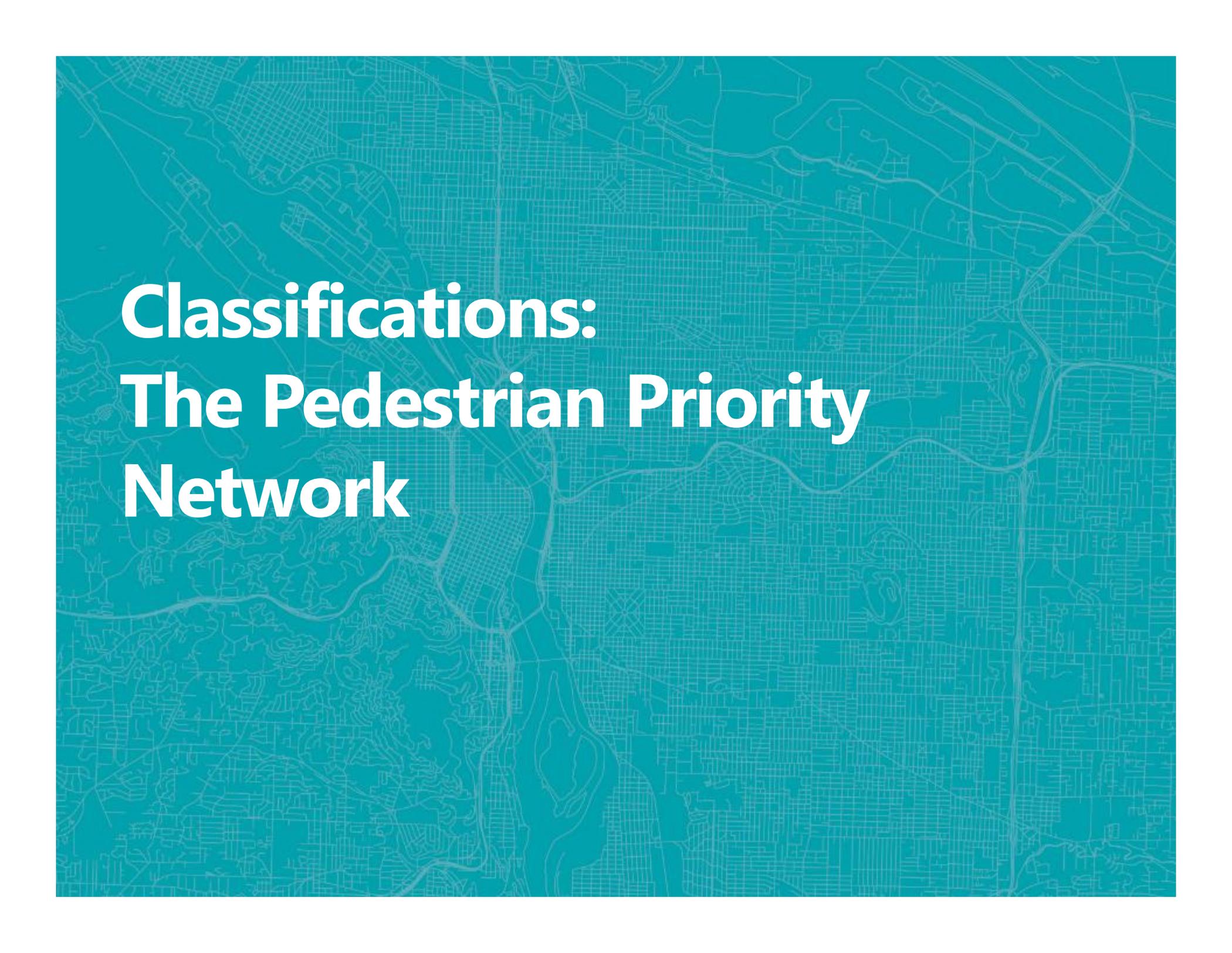
- **Pedestrian classifications**
- **Prioritized Needs**
  - Developing a proactive, programmatic approach for addressing pedestrian infrastructure needs
- **Pedestrian “Toolbox”**
  - Engineering, design, programmatic strategies / actions we will use to implement PedPDX



# Public Involvement

- Community Advisory Committee
- Portland Pedestrian Stories
- Walking Priorities Survey
- “Walking While Black” focus groups
- Disability Workshop
- District Coalitions
- Pedestrian Advisory Committee

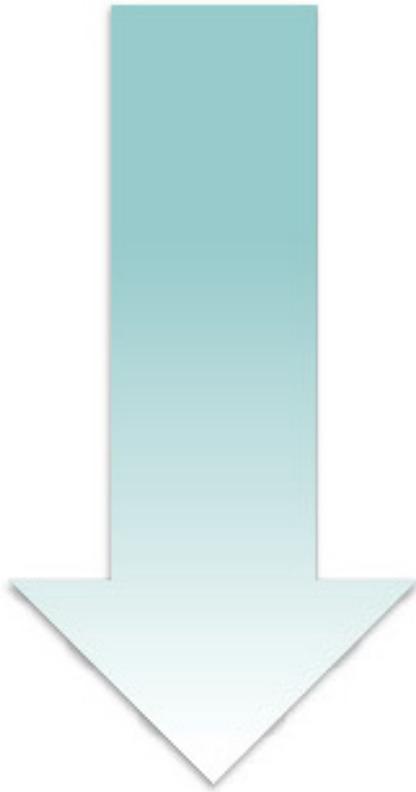




# **Classifications: The Pedestrian Priority Network**

# “Pedestrian Priority Network” = Demand structure

## Pedestrian Demand



### Pedestrian Districts

- Land use demand: Includes all Comprehensive plan “centers”
- Transit demand: ¼ mile walksheds to major transit stations

### Major City Walkways

- Land use demand: Comp plan “corridors” and “main streets”
- Transit demand: Frequent transit streets
- High-demand regional trails

### City Walkways

- Transit demand: Non-frequent transit streets
- All other arterials/collectors
- Moderate-demand trails

### Neighborhood Walkways

- SRTS (local streets)
- Neighborhood Greenways (existing and funded)
- Neighborhood trails

## Which kinds of places are the most important to improve for walking in Portland?

**EQUITY**

**SAFETY**

**DEMAND**

**SAFETY**

**DEMAND**

**DEMAND**

Areas that serve people who need to rely on walking the most

Streets where people walking have been killed or injured

Streets connecting people to transit/ bus stops

Along and across busy streets

Streets connecting families and children to schools

Streets connecting people to neighborhood commercial districts

Streets connecting people to community facilities like libraries

Areas where the most people live and/ or work

Residential streets lacking sidewalks or walking paths

Streets connecting people to parks

Citywide

5.11

5.08

5.06

4.99

4.99

4.73

4.66

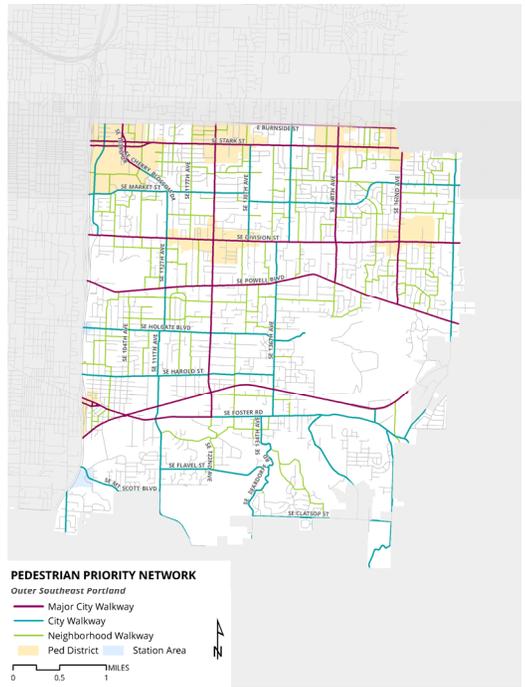
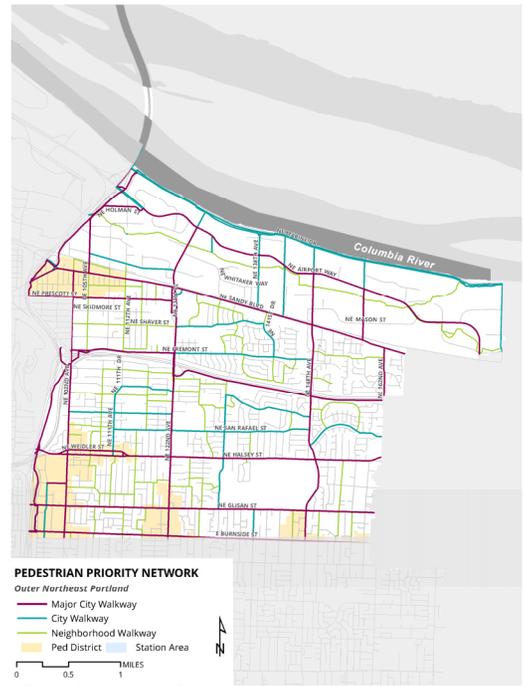
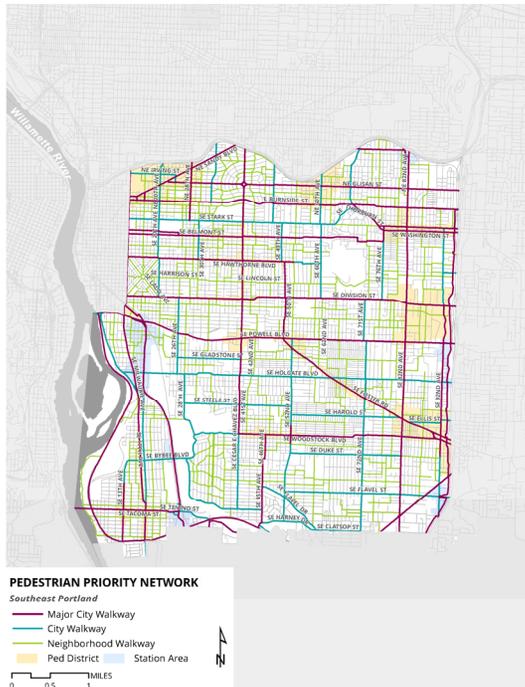
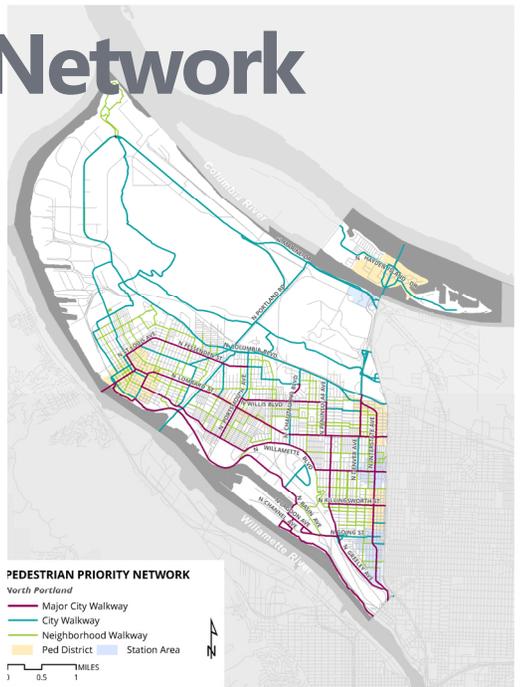
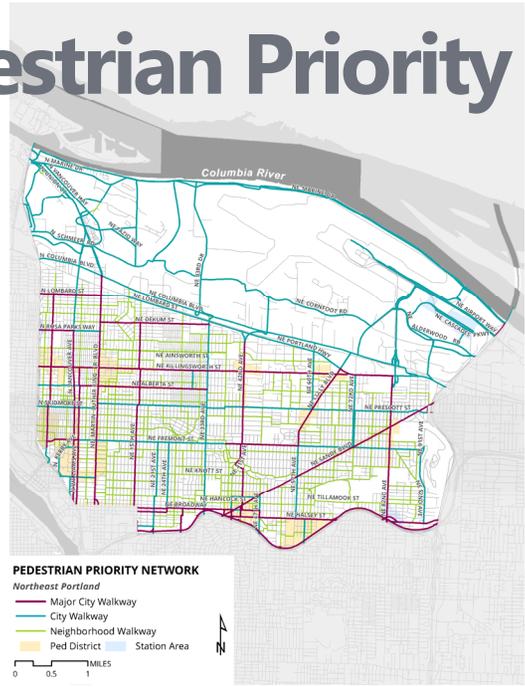
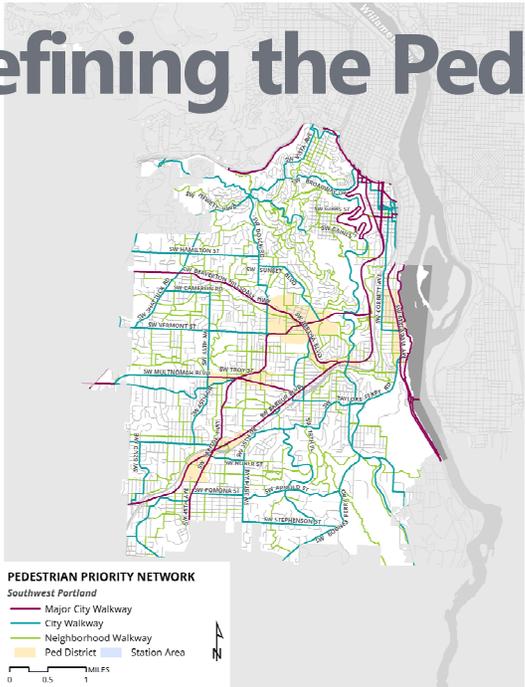
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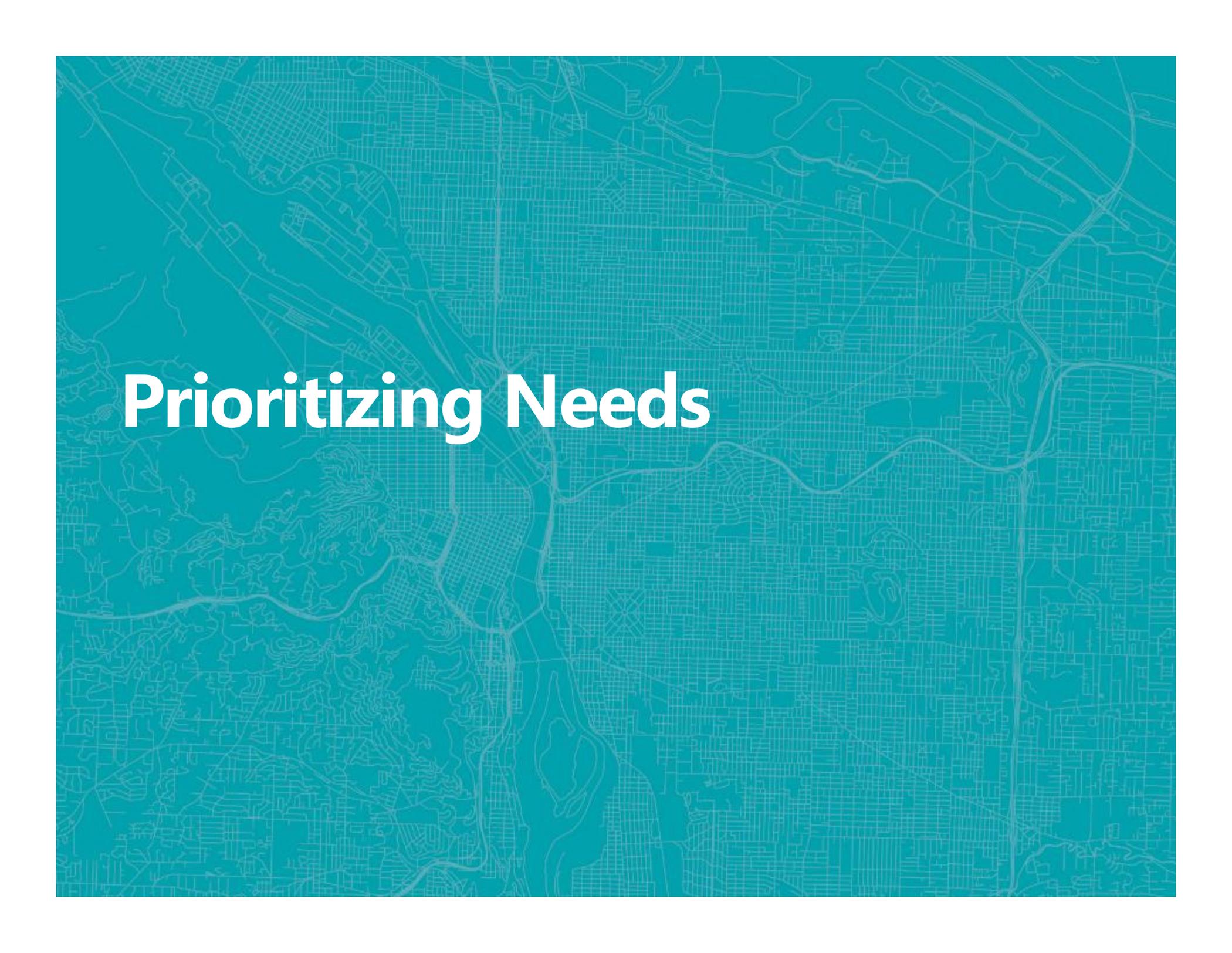
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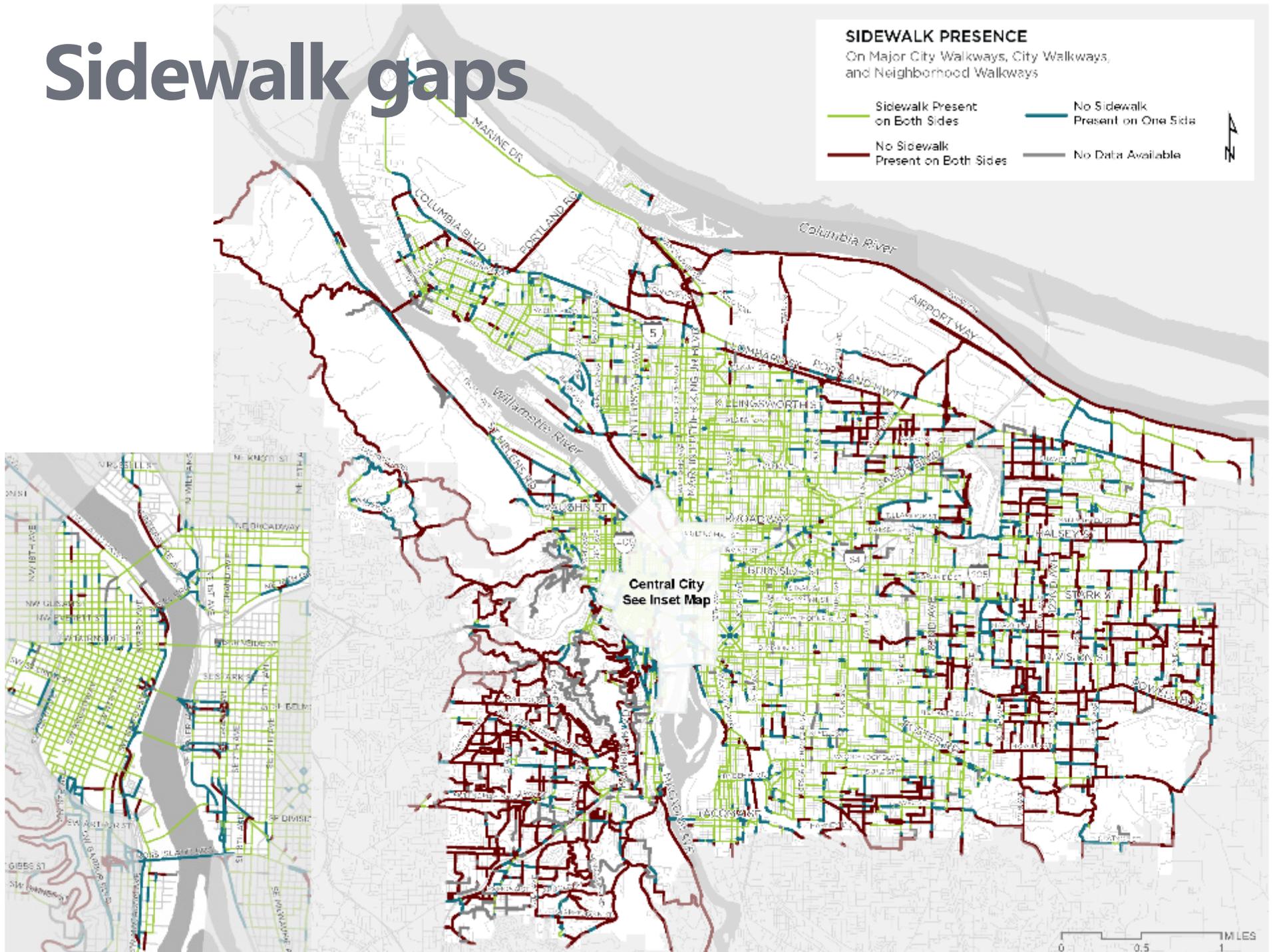
# Refining the Pedestrian Priority Network



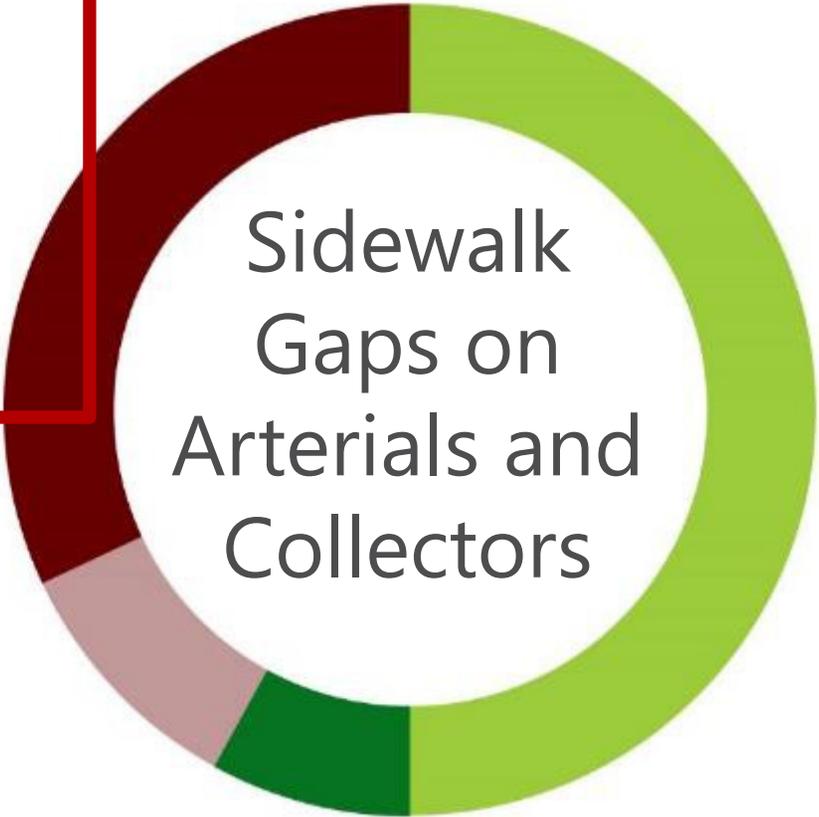


# Prioritizing Needs

# Sidewalk gaps



**32%**  
Walkway  
missing on  
both sides of  
roadway



**50%**  
Walkway present  
on both sides of  
roadway

**10%**  
Gap on one side

**8%**  
Gap on one side, may meet  
draft criteria for walkway on  
one side

**Approximately 350 miles  
of missing sidewalk on  
arterials/collectors**

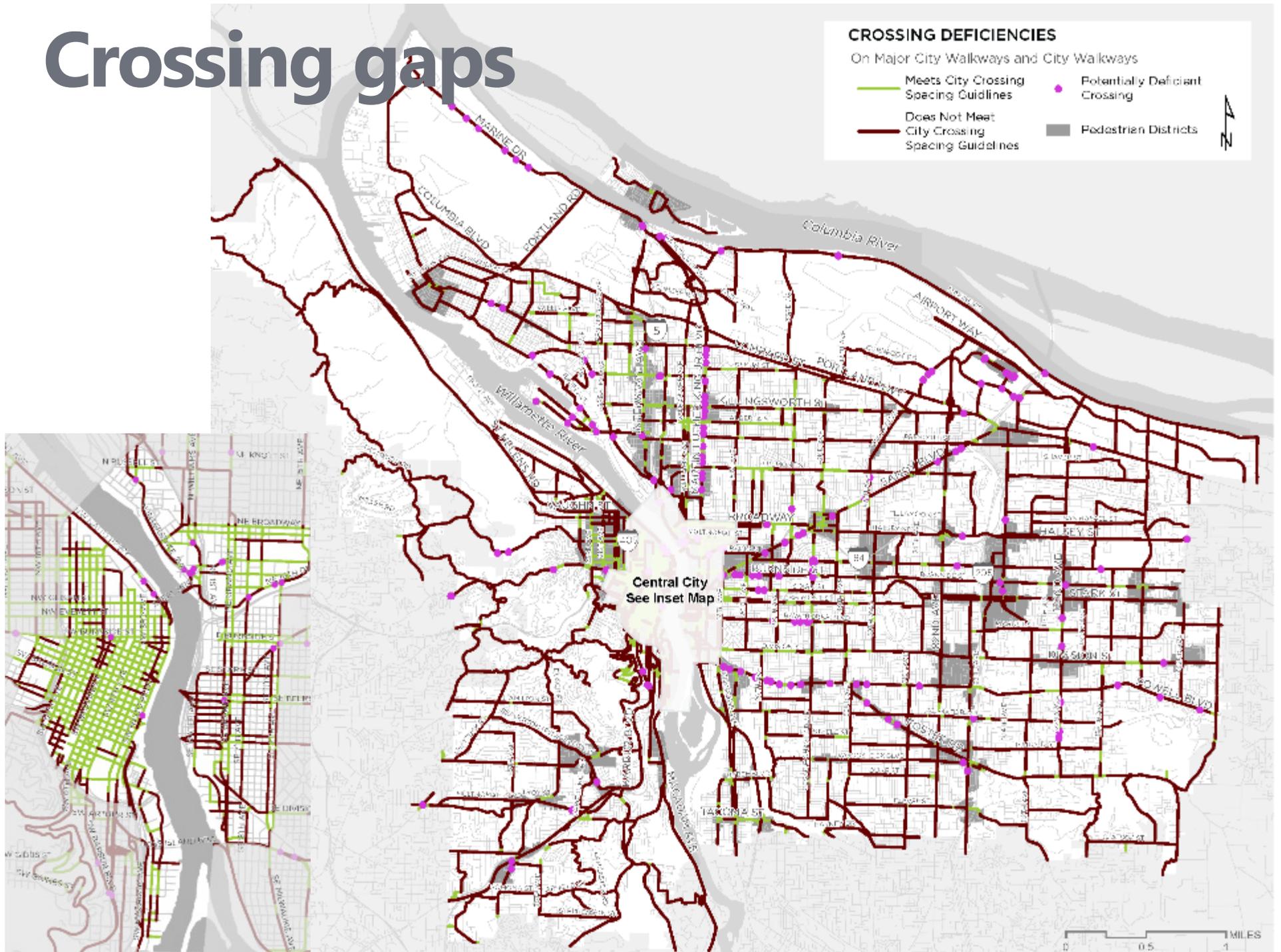
350 miles X \$4m/mile = **\$1.4b**  
(\$70m/year)

# Crossing gaps

## CROSSING DEFICIENCIES

On Major City Walkways and City Walkways

- Meets City Crossing Spacing Guidelines
- Does Not Meet City Crossing Spacing Guidelines
- Potentially Deficient Crossing
- Pedestrian Districts



**Approximately 3,500  
marked crossing gaps on  
arterial/collector  
network**

# Why a data-based approach?

- Make sure we are directing limited resources to the greatest needs first
- Help ensure we provide improvements in an equitable manner across the city (not complaint-based)
- Aligns spending with adopted City goals/objectives



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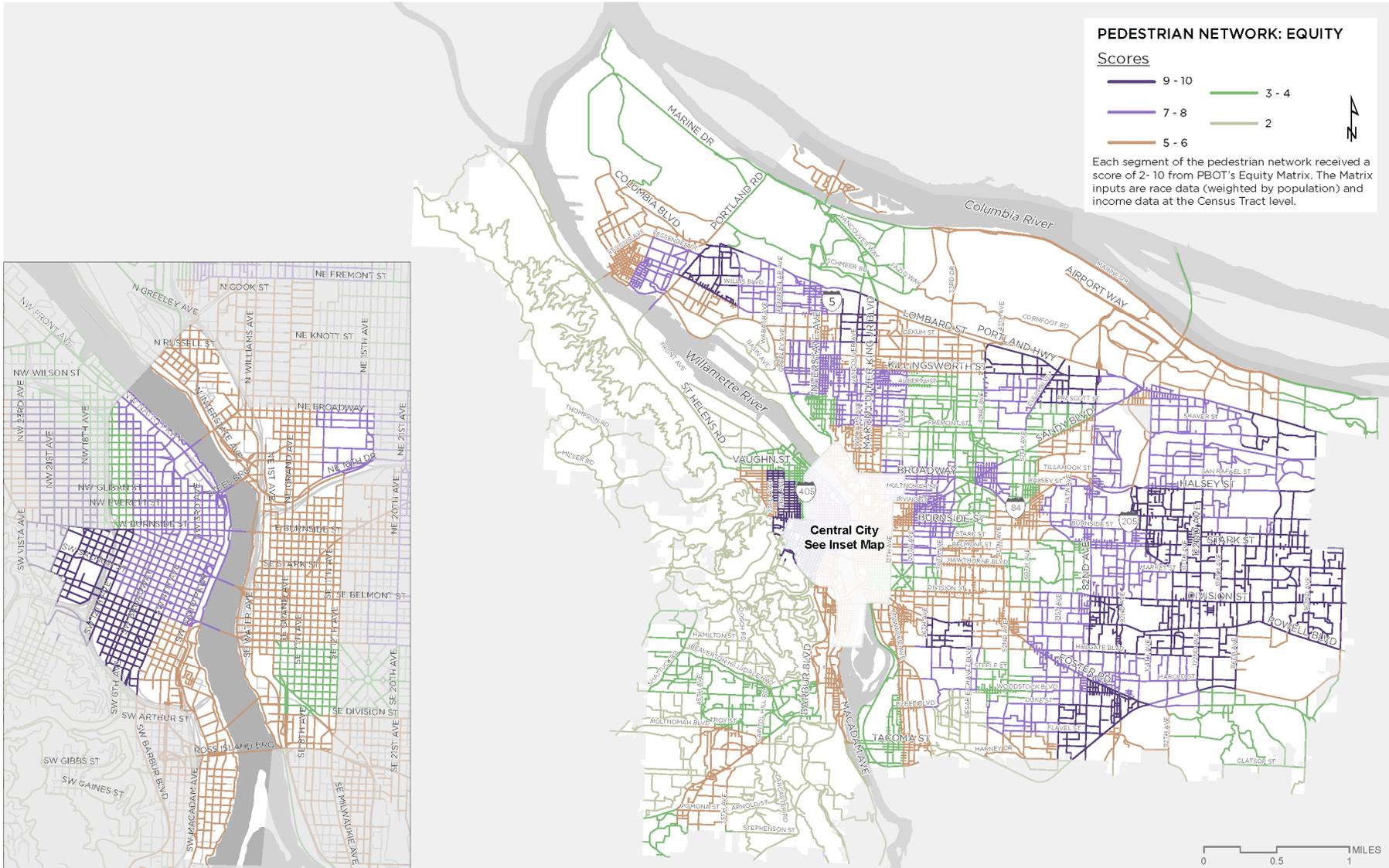
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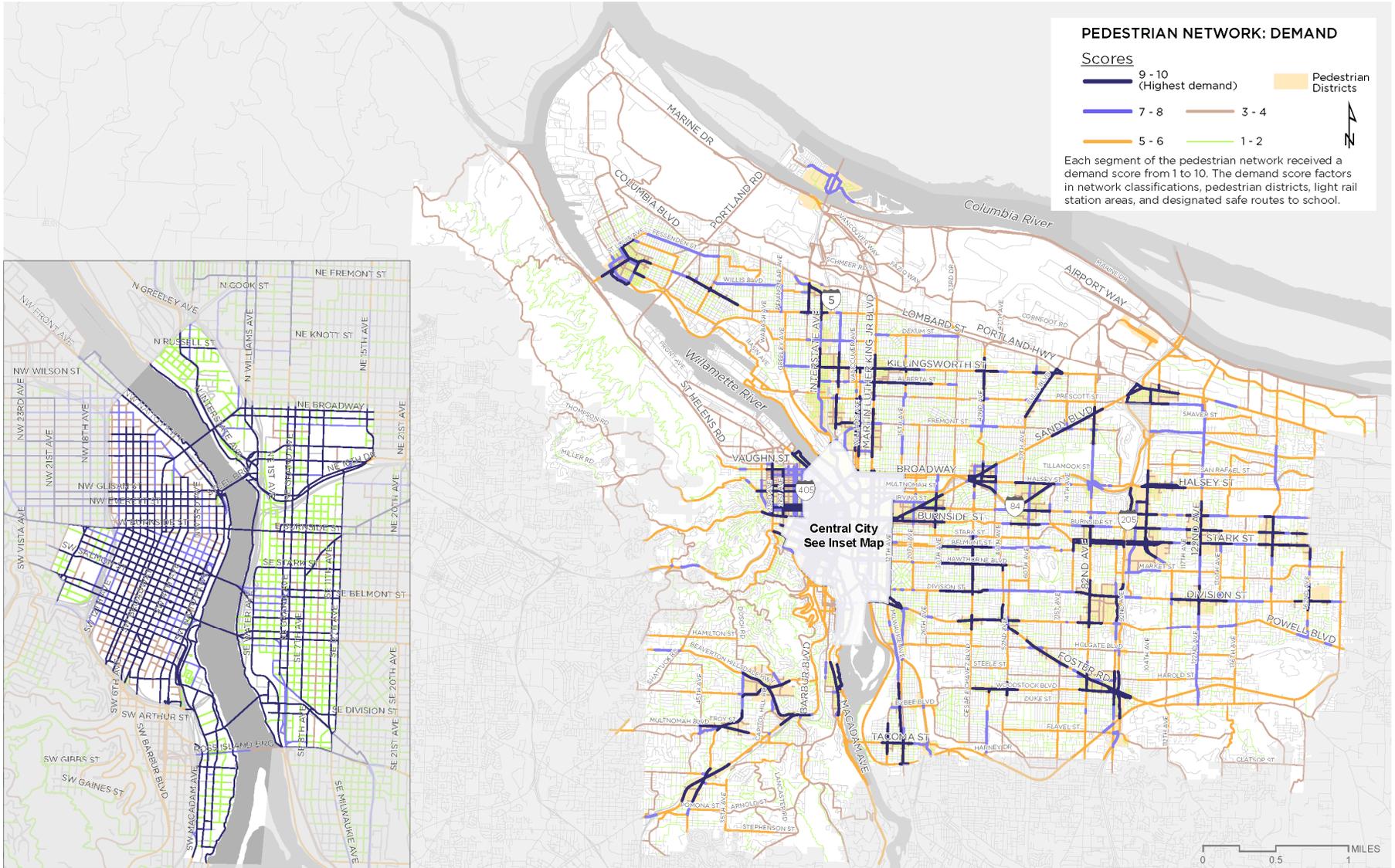
# Equity

Factor	Equity Score
<b>Race</b> (by census tract per ACS, weighted by tract population)	1 to 5
<b>Income</b> (by census tract per ACS)	1 to 5
<b>Overall Equity Score</b>	Sum (2 to 10)

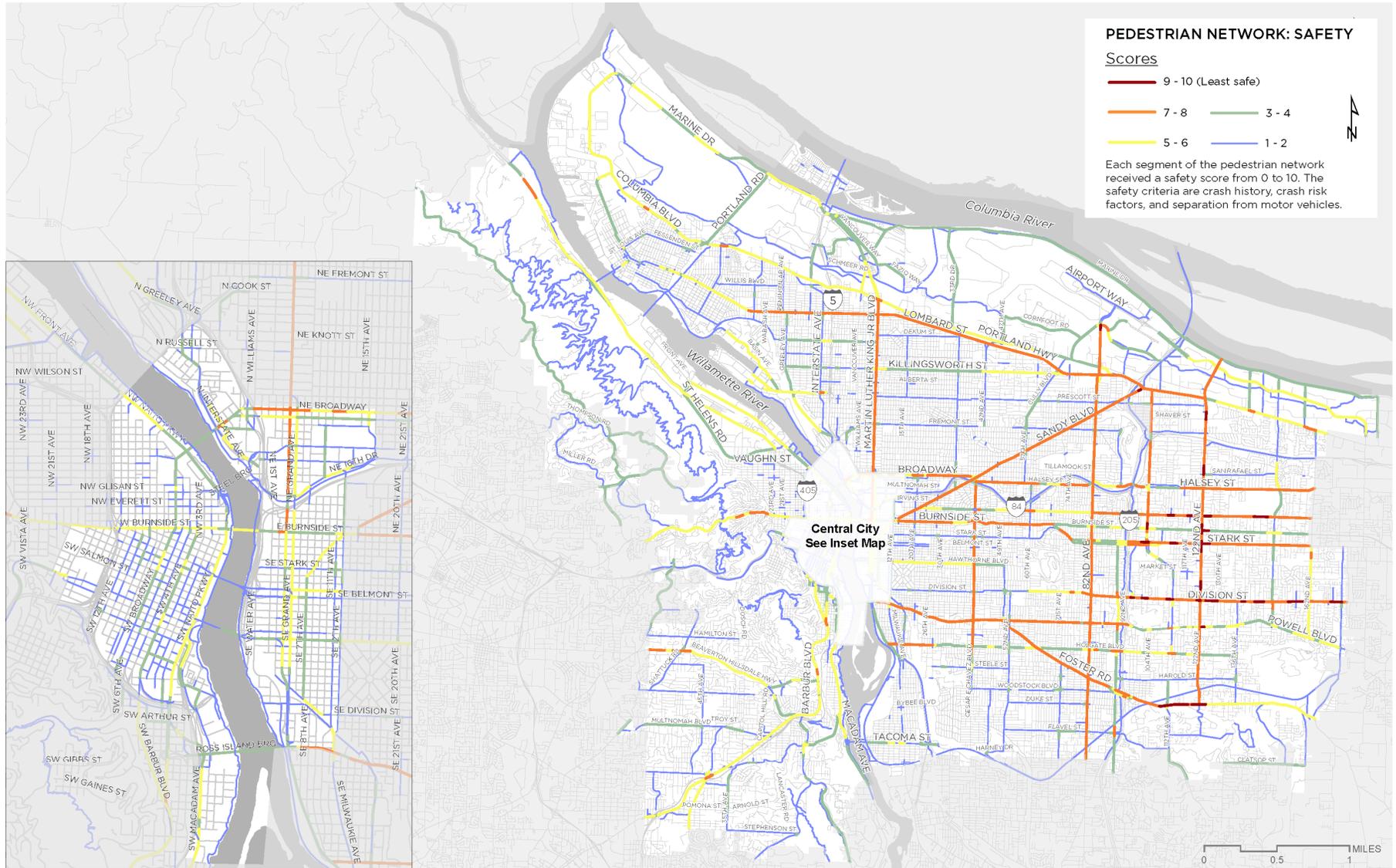


# Demand

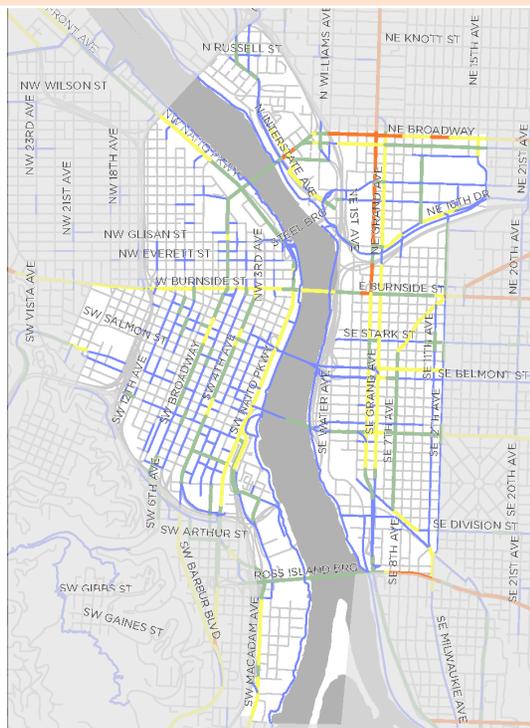
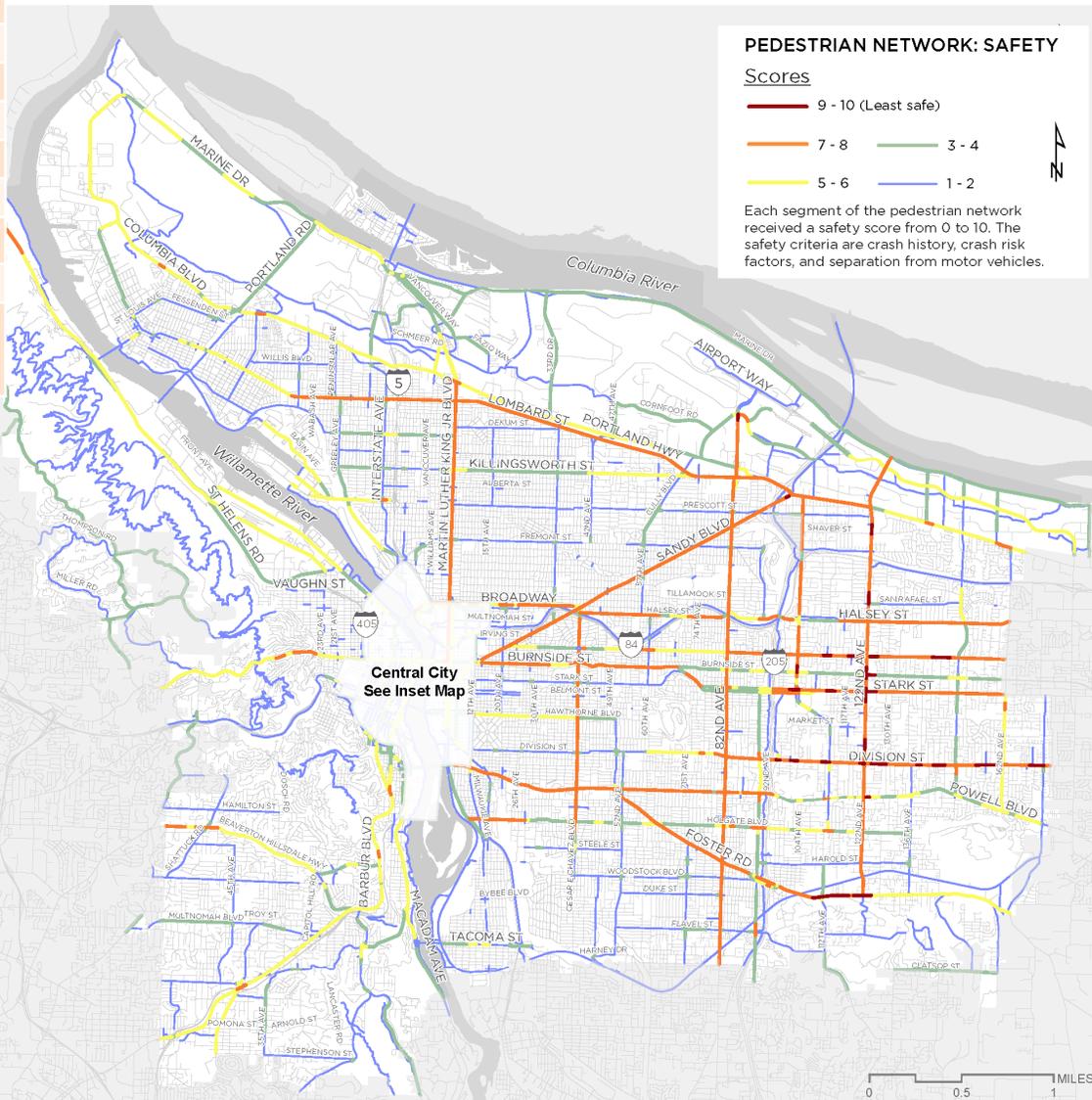
Network Classification	Pedestrian Districts	LRT Station Areas	SRTS	Outside of Districts
Major City Walkway	10	8	8	6
City Walkway	8	6	6	4
N'hood Walkway	4	2	1	1
Local Streets	2	1	N/A	N/A



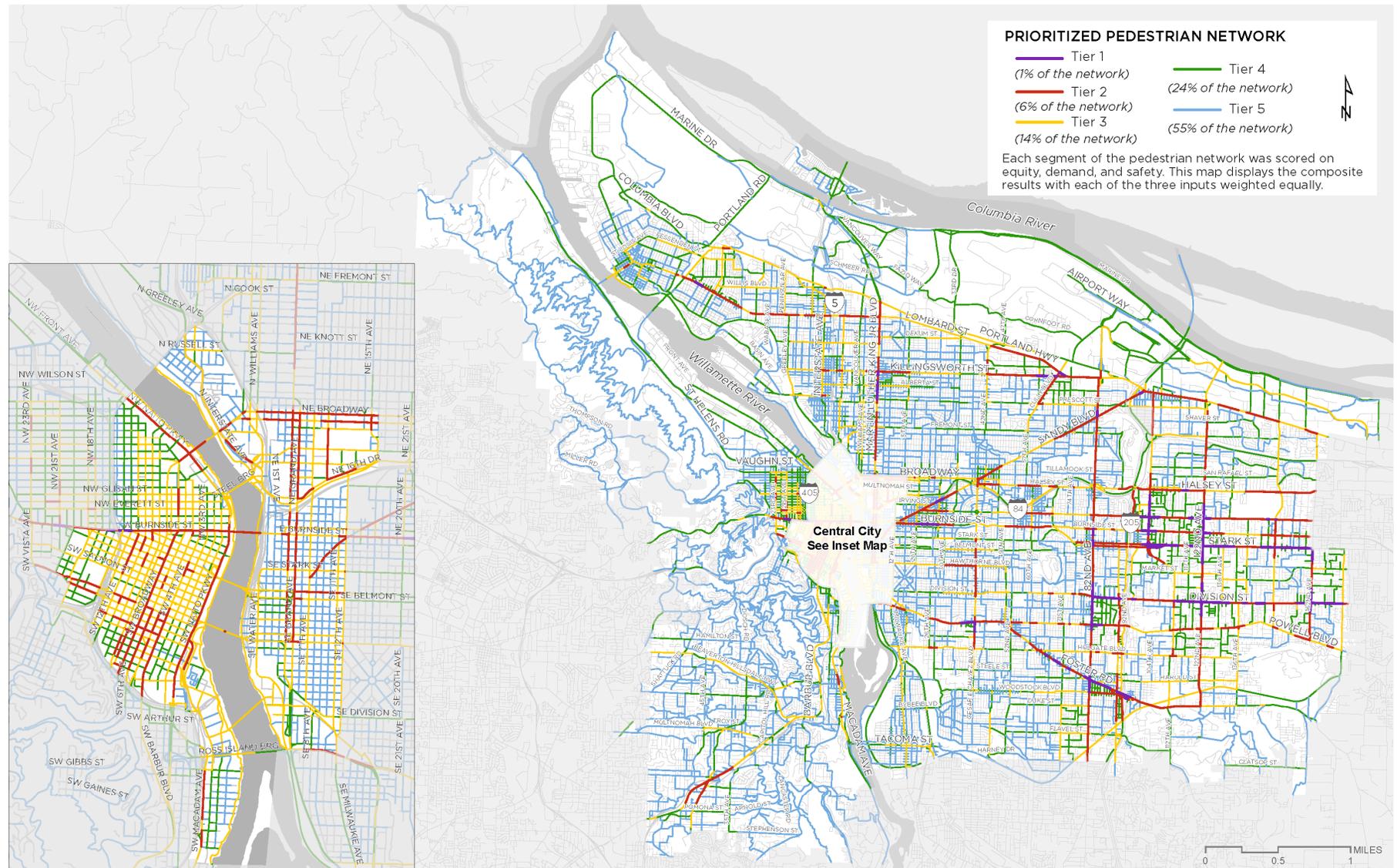
# Safety



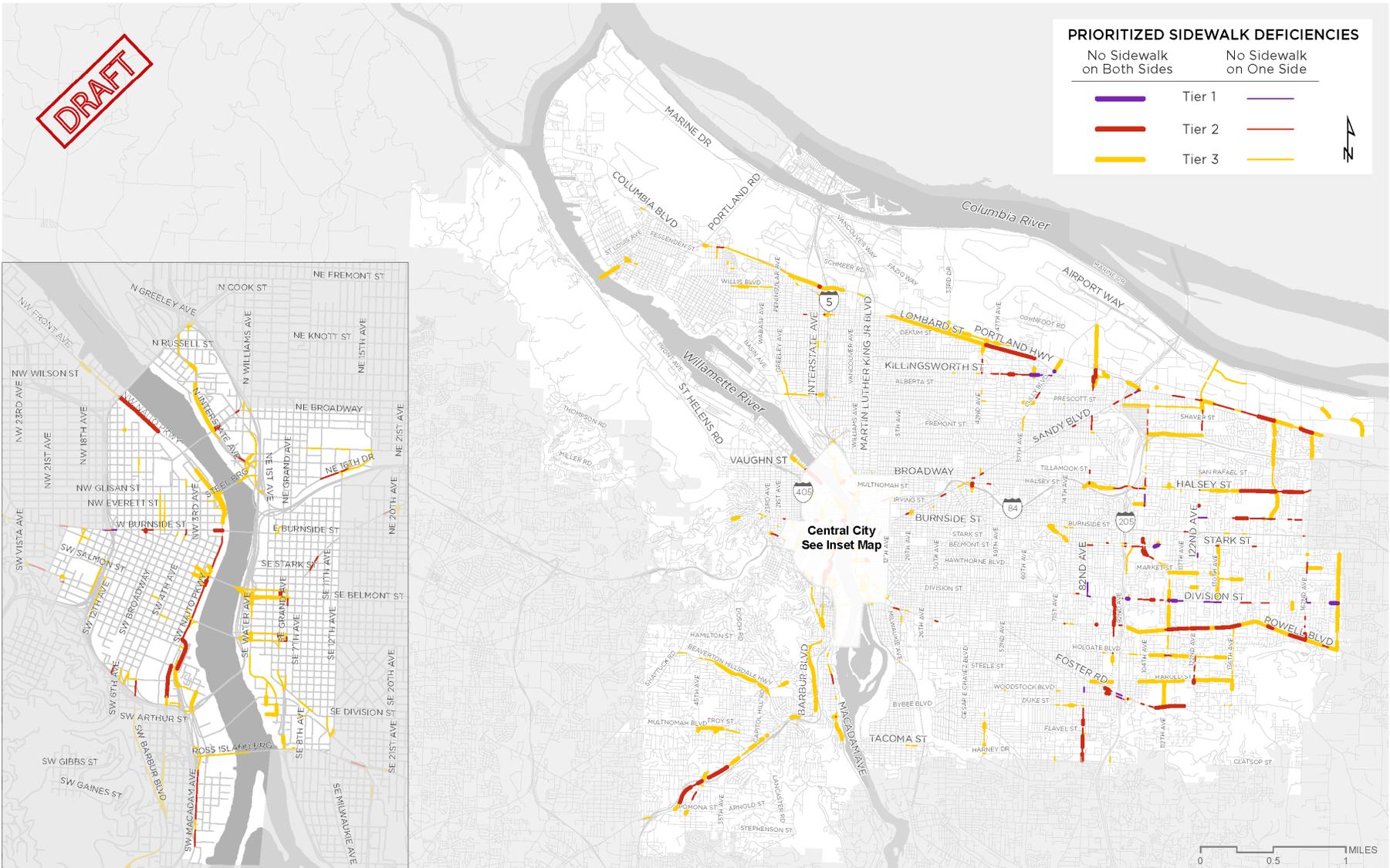
Condition	Safety Score
<b>Collision-based Factors</b>	
Pedestrian High Crash Network	2
Street segments with <b>one</b> KSI pedestrian collision	1
Street segments with <b>multiple</b> KSI pedestrian collision	2
<b>Risk Factors</b>	
Streets with three travel lanes (two-way street)	1
Streets with three 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
<b>Off-Street Factor</b>	
Trail segments separated from motor vehicles	2
<b>Overall Safety Score</b>	<b>Sum Total (0-10)</b>



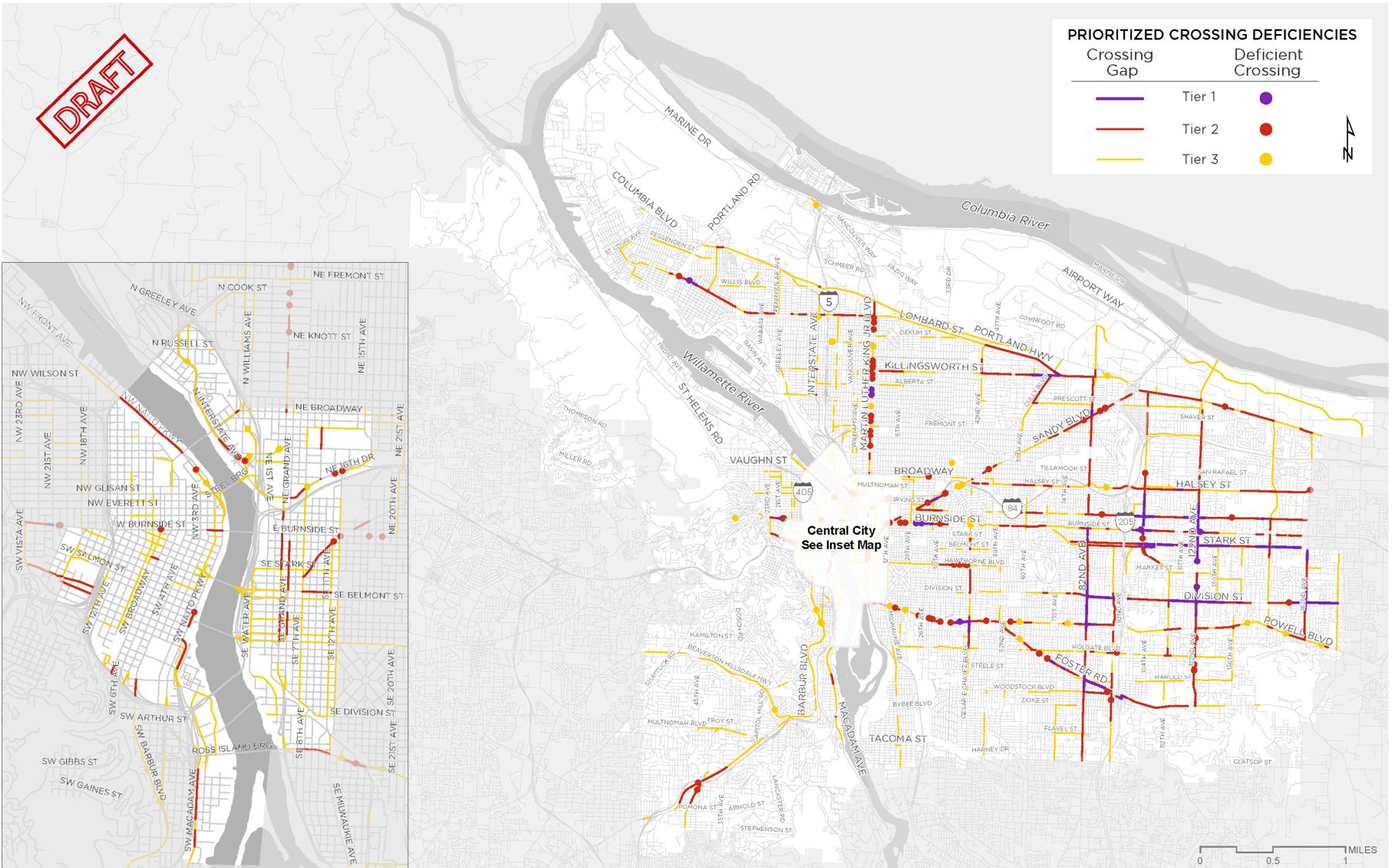
# Safety + Equity + Demand



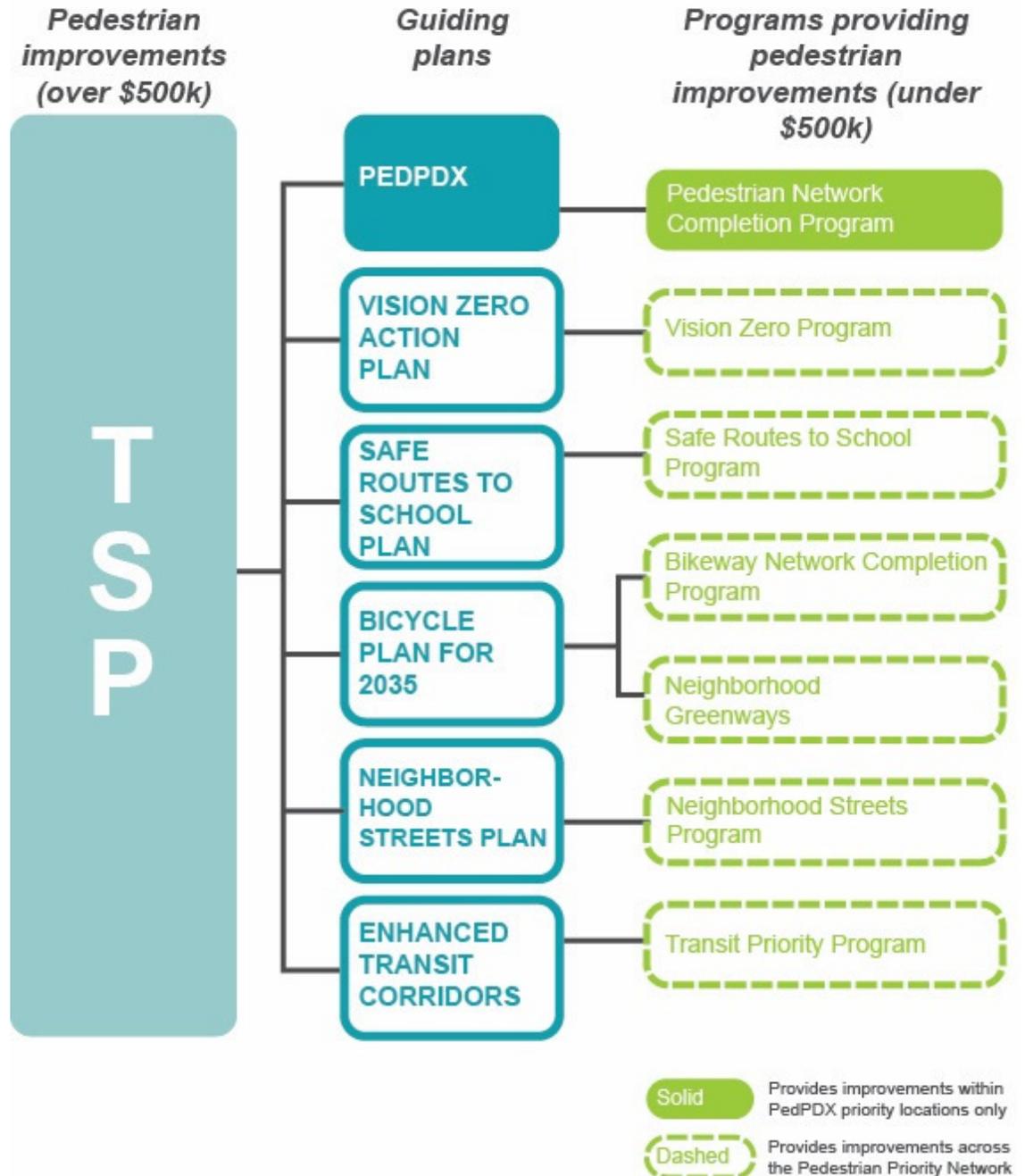
# Sidewalk investment priorities



# Crossing investment priorities

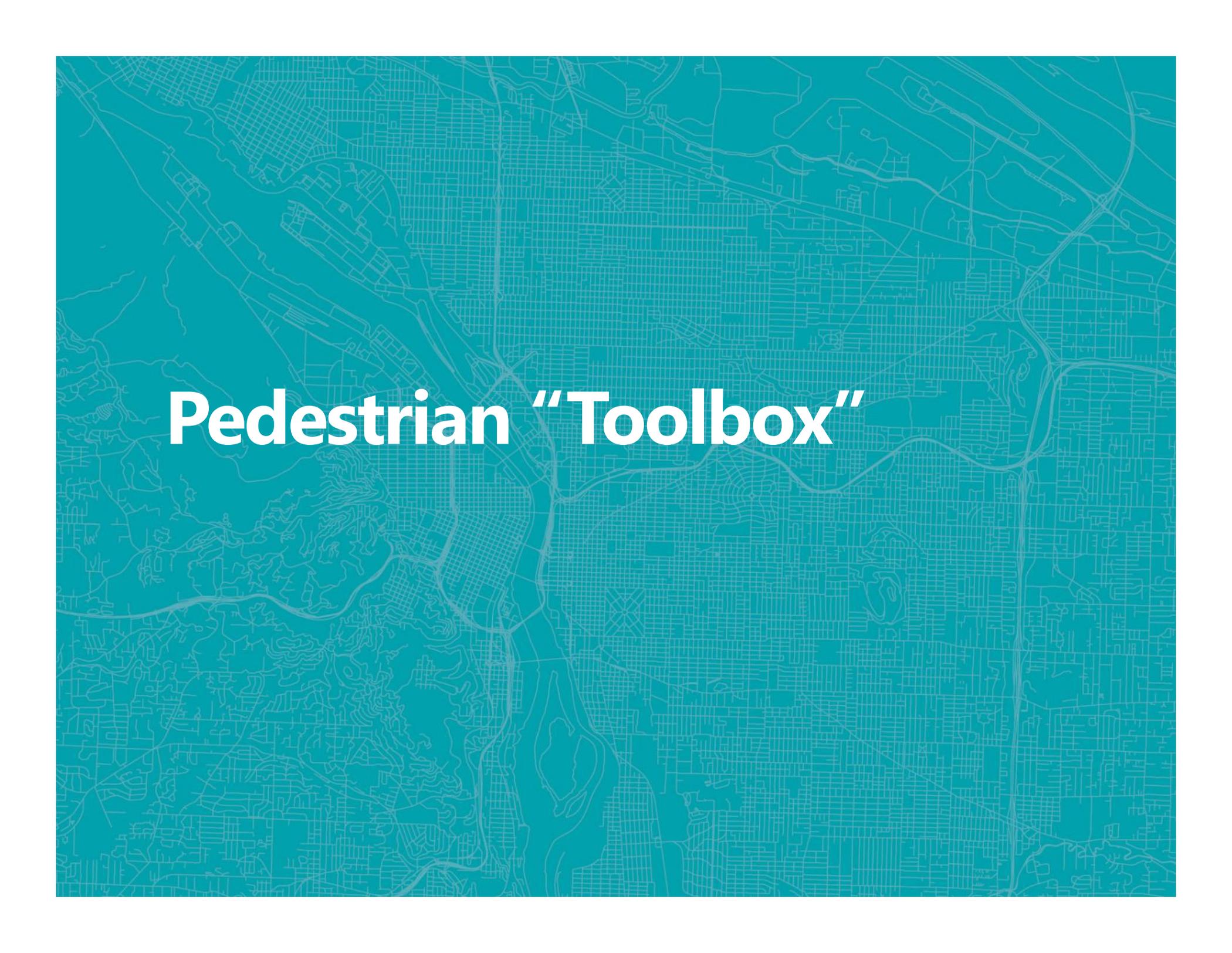


# PedPDX and PBOT pedestrian programs



# Implementing PedPDX priorities

- PedPDX Implementation Plan to be developed bi-annually
- Allows us to regularly update our safety and equity data (keeps the Plan relevant)
- Safety + Equity + Demand will yield tiered program priorities, though other factors will also be considered, including
  - Project readiness/feasibility
  - Funding availability
  - Leverage opportunities
  - Key destinations/generators (e.g., affordable housing locations, parks, community centers, etc.)

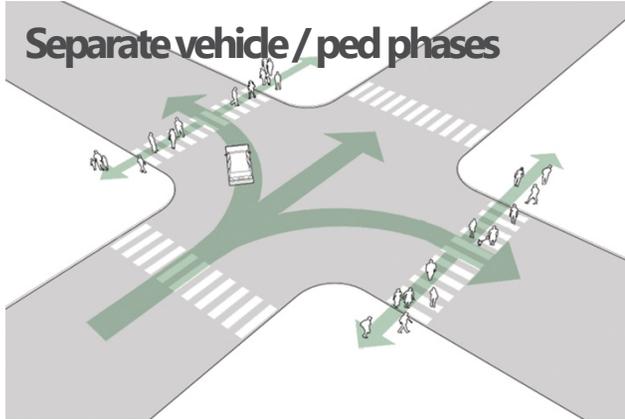


# Pedestrian “Toolbox”

Provide more marked crossings



Separate vehicle / ped phases



Better address tree / sidewalk conflicts



High visibility crosswalks



Provide interim infrastructure



Set back parking at crossings



Bike infrastructure that serves peds



More street / sidewalk lighting



More car free experiences



# Next steps

- Public review draft March 2019
- City Council late Spring 2019



[www.pedpdx.com](http://www.pedpdx.com)

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