



**City of
Portland, Oregon**
Bureau of Development Services
FROM CONCEPT TO CONSTRUCTION

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Briefing

DISCUSSION MEMO

Date: January 21, 2021
To: Portland Design Commission
From: Hannah Bryant, Design / Historic Review Team
(503) 865-6520, hannah.bryant@portlandoregon.gov
Re: Pedestrian Design Guide
Briefing Memo – January 28, 2021

This memo is regarding the upcoming Briefing on January 28, 2021 for the PBOT Pedestrian Design Guide. The following supporting documents are available as follows:

- Memo from Michelle Marx (PBOT)
- Summary notes from Historic Landmarks Commission Briefing, dated 12/28/20
- Existing Pedestrian Design Guide from 1998 (<https://www.portlandoregon.gov/article/437808>)
- Ped PDX (<https://www.portlandoregon.gov/transportation/72504>)
- Memo includes two draft slides showing typical and proposed pedestrian zone dimensions.

I. OVERVIEW

The Portland Bureau of Transportation is updating the existing Pedestrian Design Guide to determine design standards that will achieve the goals of the PedPDX Plan. The Pedestrian Design Guide will update sidewalk width requirements for each of the three zones of the sidewalk: furnishing zone (street trees, transit shelters, utilities, newspaper boxes and garbage receptacles, bike parking), pedestrian through zone (unimpeded path for pedestrians to move), and building frontage zone (café seating, planters and other private elements related to adjacent ground level commercial).

We held a briefing with the Historic Landmarks Commission on 12/7/20. The summary notes from that discussion are attached.

II. RECOMMENDED BRIEFING DISCUSSION TOPICS

The PedPDX plan and the existing Pedestrian Guide both focus on a wider sidewalk corridor to enhance the efficiency of walking as a transportation mode. Sidewalk widths vary throughout the city, reflecting historic development patterns, cultural preferences, era of development and primary local transportation mode.

- Character Statements - In light of recent briefings on neighborhood Character Statements, staff encourages the Commission to consider how unique qualities of the right-of-way might impact the character of a neighborhood. How do we balance these unique qualities while ensuring that all neighborhoods benefit from a comfortable pedestrian environment?
- Equity – This Commission strives to consider the needs of Portland’s diverse community, particularly those historically marginalized by public planning processes. Experience has provided this Commission with a unique perspective on the needs of our houseless neighbors, people with disabilities, multi-generational users, and other vulnerable populations. Does this Commission have guidance to ensure the sidewalk corridor standards support all Portlanders?
- Historic Resources – PBOT seeks feedback on how to codify some variation within the guide. For example, new development may trigger a dedication to provide for a wider sidewalk corridor. Where the new development is adjacent to a Historic Landmark, this may result in a permanently staggered building edge along the block. Staff suggests reviewing the Summary Notes for the Historic Landmarks Commission briefing on this topic to prompt creative solutions.

Attachments:

Draft diagrams of Pedestrian Zones

Anatomy of a Sidewalk



4' Furnishing Zone 6' Pedestrian Through Zone 1.5' Building Frontage Zone



Street Design Classification	Frontage Zone <i>minimum width</i>	Pedestrian Zone <i>minimum width</i>	Landscape/Furniture Zone <i>minimum width</i>	Total <i>minimum width</i>
Civic Main Street	2.5'	8'	4'	15'
Neighborhood Main Street	2.5'	8'	4'	15'
Civic Corridor	0.5'	6'	5'	12'
Neighborhood Corridor	1.5'	6'	4'	12'
Community Corridor	1.5'	6'	4'	12'
Regional Corridor	0.5'	6'	5'	12'
Industrial Road	0.5'	6'	5'	12'
Local Street	0.5'	6'	4'	11'

6" Curb