



## Portland Pedestrian Advisory Committee

1120 SW 5th Avenue Suite 800

Portland, OR 97204

### MEMBERS

#### Co-Chairs

Roger Averbeck

Rebecca Hamilton

#### Members-At-Large

Don Baack

Chase Ballew

Anthony Buczek

David Crout

Marianne Fitzgerald

Melissa Kaganovich

Arlene Kimura

Doug Klotz

Scott Kocher

Rod Merrick

Elizabeth Mros-O'Hara

Eve Nilenders

Suzanne Stahl

To: Portland Planning and Sustainability Commission

From: Pedestrian Advisory Committee

RE: TSP Project and Program Recommendations

Date: February 24, 2015

### Introduction

The Pedestrian Advisory Committee (PAC) consists of a cross-section of Portlanders, including walking and mobility advocates, neighborhood activists, and citizens-at-large, who are appointed to advise the City of Portland on matters that encourage and enhance walking as a means of transportation, recreation, and wellness.

The PAC discussed the Transportation System Plan (TSP) Project list that Portland Bureau of Transportation (PBOT) staff released on January 30<sup>th</sup>, 2015 and determined which projects are short-term priorities for the committee. This list is presented below. A discussion of the methodology used to select these projects is included as an Appendix to this letter.

### Project Priorities

The PAC recommends the following projects as its first tier priorities:

- **Project 20077:** Inner Eastside Pedestrian/Bicycle Bridge 7th/8th/9th Ave, NE (over I-84)
- **Project 30037:** N Lombard Corridor Improvements Lombard St, N (I-5 – Chautauqua)
- **Project 40013:** 82nd Ave Corridor Improvements 82nd Ave, NE/SE, (Killingsworth -Clatsop)
- **Project 50049:** 122nd Ave Corridor Improvements: 122nd Ave, NE/SE (Sandy – Foster)
- **Project 80015:** Outer Powell Blvd Corridor Improvements, Phase 1 Powell Blvd, SE (116th - 136th)
- **Project 80017:** Outer Stark Ped/Bike Improvements: Stark, SE (108th - City Limits)
- **Project 90016:** Inner Barbur Corridor Improvements: Barbur Blvd, SW (3rd – Terwilliger)
- **Project 90026:** Capitol Hwy Corridor Improvements: Capitol Hwy, SW (Multnomah Blvd - Taylors Ferry)
- **Project 101910:** Garden Home & Multnomah Intersection Improvements

The PAC's second tier priorities are as follows:

- **Project 40012:** NE 72nd Ave Pedestrian Improvements: 72nd Ave, NE (Emerson - Prescott)

- **Project 50028:** Outer Halsey Pedestrian Improvements: Halsey St, NE (122nd- 162nd)
- **Project 60024: Wildwood Trail Bridge:** Wildwood Trail & West Burnside
- **Project 90070: Capitol/Vermont/30th Intersection Improvements:** Capitol Hwy, SW (Vermont-30<sup>th</sup>)

## Support for Programs

The PAC also learned about PBOT Staff's proposal for Citywide programs and believes that well-funded programs can make a large impact on improving the City's pedestrian network. The PAC understands that the program "buckets" will hold many of the smaller projects that are not large enough to stand independently on the TSP Major Project and Programs list, but that are priorities for the PAC. Since completion of the pedestrian network will rely heavily on the presence and consistent funding of these programs, the PAC would like to emphasize their support for and requests to be considered as a stakeholder in the future investment prioritization of the following programs:

- Pedestrian Network Completion
- High Crash Corridors
- Safe Routes to School

## Additional Recommendations

The PAC expresses its strongest **support for the Vision Zero policy**. We believe that using these principles to guide transportation investments is fundamental to supporting our most fundamental priorities of safety and accessibility for all citizens of Portland.

The PAC also expresses support for **adoption of the Major City Bikeways and City Bikeways classification** into the TSP. However, we also urge the City to **update its 1998 Pedestrian Master Plan** with its own language prioritizing the needs of pedestrians for inclusion into the TSP update. Walking is the most fundamental mode of travel for all people. Consequently, pedestrian facilities must be included on all streets regardless of classification. **Appendix B discusses this issue in greater detail.**

Thank you for your consideration and the opportunity to provide our projects priorities and comments.

Sincerely,



Rebecca Hamilton  
PAC Chair

CC: Leah Treat (PBOT)  
Art Pearce (PBOT)  
Courtney Duke (PBOT)  
Peter Hurley (PBOT)  
Sara Schooley (PBOT)  
Eric Engstrom (BPS)

## Appendix A

### Methodology and Discussion

Before the meeting, PAC members were asked to vote for their top projects within the top 100 projects on the City's constrained list, as previously determined by using evaluation criteria developed by PBOT staff and the TSP Transportation Expert Group. Of the 100 projects, 55 received at least one vote from a member in the initial survey.

At the PAC meeting, attendees were given a list of these 55 projects and discussed the merits of projects in order to set up a second vote that would determine the PAC's priority projects. The PAC reviewed the following goals from the 1998 Pedestrian Master Plan:

- Complete the pedestrian network to promote short trips to Pedestrian Districts, neighborhood shopping, schools, and parks.
- Connect to transit.
- Increase pedestrian safety in high-collision locations.
- Encourage walking through educational programs and events.
- Explore a range of funding options for pedestrian improvements.

Following discussions, the following priorities emerged from the PAC:

- Safety improvements on **large arterials** and **urban freeways**, with an emphasis on crossings.
- **Investments in historically underserved areas of the City**, especially North Portland, Outer East Portland, to improve equitable access to safe walkways.
- Supporting the **"20-minute neighborhood"** concept through projects that connect to centers and corridors, especially in parts of the city where residents are more likely to be dependent on walking and transit.
- Members also expressed concern for the ability to partner and **leverage other agency funding**; to **initiate needed projects on other agencies facilities**; and to allow for review of whether specific projects are supportive of land use goals before they are approved by the City.

## Appendix B

### PAC Support for Adoption of the Major City Bikeways and City Bikeways Classifications

The Pedestrian Advisory Committee would like to express its support for adoption of the Major City Bikeways and City Bikeways classifications into the 2015 Transportation System Plan (TSP). The two-tiered functional classification for bikeways will help prioritize bicycle facilities within the city and is consistent with the adopted Bicycle Plan for 2030. We applaud the City for creating policies for better bicycle facilities.

At the same time, we are troubled that the City does not have an updated Pedestrian Plan with its own language prioritizing the needs of pedestrians for inclusion into the TSP update. Portland's Pedestrian Design Guide was adopted in 1998. Pedestrians represent the most fundamental mode of travel for all people. Consequently, pedestrian facilities must be included on all streets regardless of classification. Our support of the bicycle classification language is predicated on the assumption that pedestrians will also be accommodated on bikeway facilities. Pedestrians are the most vulnerable travelers, and all transit trips and bicycle trips start with a pedestrian trip.

We appreciate that the City convened a modal committee to help resolve potential conflicts between bicycle, freight, and pedestrian modes of travel. We encourage continued discussion of the hierarchy of modal accommodation. In upcoming discussions about the Transportation Hierarchy, we support looking at the Washington, DC model in addition to the Vancouver, BC model that staff has recommended thus far. The Washington, D.C. plan asserts that every non-local street (functional classification of collector or higher) must prioritize pedestrians, accommodate vehicles and local deliveries; and ideally, support one of the following: protected bicycle facilities, dedicated high-capacity transit lanes, designated freight route; or several modes in simpler levels of accommodation. We believe that this framework would be useful in helping to create functional modal networks throughout the City, while recognizing that every street must be safe and comfortable for pedestrians.