

**IMPACT STATEMENT**

**Legislation title:** Direct the Portland Bureau of Transportation to adopt administrative rules for the safe accommodation of pedestrians and bicyclists in and around work zones (Resolution)

**Contact name:** Faith Winegarden

**Contact phone:** 3- 7077

**Presenter name:** Faith Winegarden

**Purpose of proposed legislation and background information:**

The Bureau of Transportation must ensure that when development occurs construction work zones have safe accommodation for pedestrian and bicyclists needing to travel past construction activities. To that end, PBOT has developed guidelines for providing space for cyclists and pedestrians around work zones based upon its authority in Portland City Code Titles 16 and 17.

These guidelines have been drafted as an administrative rule to govern the requirements for safe accommodation and enforcement of this rule. Upon enactment of the resolution, PBOT will utilize its current process for the adoption of administrative rules to formally adopt the rule.

**Financial and budgetary impacts:**

There is no impact to PBOT revenues or expenses – all costs for providing safe accommodation for pedestrians and bicyclists will be the responsibility of the applicant.

**Community impacts and community involvement:**

Many community and advisory groups have responded favorably to the Bureau of Transportation's proposal to evaluate and propose recommendations for the safe accommodations for pedestrians and bicyclists around work zones policy. Conversations with representatives from Oregon Walks and the Bicycle Transportation Alliance have supported the movement to implement this policy. This policy has been presented to the construction community which is working to assimilate the change in the city's position regarding this use of the right of way. PBOT plans to continue its public involvement through outreach to the construction community and more broadly to the citizens of Portland if council accepts this recommendation.

**Budgetary Impact Worksheet**

**Does this action change appropriations?**

☐ **YES:** Please complete the information below.

☒ **NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 5-25-16



**P**eople in Portland are nationally known for embracing walking and biking as a daily mode of travel. Consistent with the City of Portland's adopted Vision Zero resolution, the City has new guidelines to ensure that people can safely and conveniently walk, bike and use mobility devices through work zones.

Under the new guidelines, temporary detours out of direction or across the street, for people walking, biking and using mobility devices can be considered only after exhausting other options.

Companies and people working in the public right of way will be responsible for carrying out these guidelines. The goal is to provide access through work zones for people walking, biking and using mobility devices, that is at least as safe and comfortable as the conditions in place prior to construction.

## Road user vulnerability

As a Vision Zero city, Portland has committed to eliminating traffic-related deaths and serious injuries. People traveling outside of motor vehicles are especially vulnerable to serious injuries and death because they are not buffered from the impact of collisions.

Vision Zero recognizes that safe choices should also be convenient. Detours for people walking, biking and using mobility devices are undesirable because they result in lower compliance. By forcing people to deviate from

their path, detours increase the likelihood that people will travel in a way that increases their risk of death or serious injury.

## Providing direct, safe passage for walking, biking and mobility devices may require:

- Temporary motor vehicle parking removal
- Temporary motor vehicle lane closures
- On-site work plans that are more expensive for contractors to implement relative to previous plans and may add to the length of the job.

## Next steps: Adoption, education and enforcement

The City of Portland gives the director of the Portland Bureau of Transportation broad authority to protect the safety of travelers in the public right of way. The Street Use Permitting and Transportation Team have already begun working with contractors to help them adjust their work plans to align with these guidelines. Conversations with contractors begin by examining options to keep sidewalks and bike routes open throughout construction.

Moving forward, the City of Portland is planning to adopt official guidelines in the summer and initiate education and enforcement campaigns. Contractors will be asked to demonstrate "safe accommodation," defined as a "safe and convenient route for pedestrians and bicyclists that ensures an accommodation through or around a work zone that is equal to the accommodation that was provided to pedestrians/bicyclists before the blockage." PBOT expects to fully incorporate the official guidelines into the building permit process for new projects by the 2017 construction season.

For more information about the guidelines, refer to the draft Administrative Rule for Safe Accommodation for Pedestrians and Bicyclists In and Around Work Zones available online at [portlandoregon.gov/transportation](http://portlandoregon.gov/transportation). PBOT began developing this rule in 2014 in response to community concerns.

In addition to prioritizing safety for people walking, biking and using mobility devices, PBOT's guidelines will, to the extent possible, respond to the needs of business owners and contractors.

## Examples: Guidelines in use at Portland work sites

These three examples highlight Portland sites that meet elements of the new guidelines.



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### SE Belmont

Pavement markings help people walk and bike alongside a construction site. Temporary motor vehicle parking removal was necessary at this location. (Note: Barricade designs continue to evolve.)



### SW Columbia & 2nd

A ramp allows people who use mobility devices to access a temporary walkway.



### SW Montgomery & Broadway

Barricades provide extra space for people walking at a construction site near Portland State University. In this case, it was not possible to make space for walking adjacent to the jobsite.



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