



Spacing Guidelines for Marked Pedestrian Crossings

The City of Portland's spacing guidelines for marked pedestrian crossings will be established on an interim basis by the City Traffic Engineer in early 2018, and will be fully adopted with Council adoption of PedPDX in late 2018. Portland's Vision Zero Action Plan identified the need for such guidelines as a means of identifying gaps in the pedestrian network. The guidelines are intended to identify crossing gaps in Portland's pedestrian network.

Maximum desired distances between marked pedestrian crossings should generally not be exceeded, but the exact location of marked crossings should be context-driven, and will be determined based on pedestrian crossing demand, specific land use generators, sight distance needs, proximity to traffic signals, existing pedestrian crossings, and engineering judgment.

The PedPDX Pedestrian Network Needs Evaluation includes a mapping analysis of street segments and transit stops that do not comply with the interim spacing frequency standards.

Benefits:

- ✓ Easier to identify network gaps where crossing improvements are needed
- ✓ Better understanding of level of investment needed to fill the gaps
- ✓ Allows for proactive programmatic response to citywide crossing improvements



Inside Pedestrian Districts:

MAXIMUM SPACING OF

530 feet

between marked crossings



Outside of Pedestrian Districts:

MAXIMUM SPACING OF

800 feet

between marked crossings



At Transit stops:

WITHIN

100 ft



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Arterials and Collectors within designated Pedestrian Districts

DESIRED CROSSING FREQUENCY

530 ft

Pedestrian Districts are intended to give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, and near MAX stations.

On a street with standard 200-ft blocks, the 530-ft crossing frequency results in a marked pedestrian crossing on every other block, at a minimum.

Marked crossings may be provided at greater frequency, particularly in Pedestrian Districts located in the Central City, where traffic signals are provided at every block.



City Walkways and Major City Walkways outside of Pedestrian Districts

DESIRED CROSSING FREQUENCY

800 ft

City walkways:

- Provide safe, convenient, and attractive pedestrian access to activities along major streets and to recreation and institutions
- Provide connections between neighborhoods
- Provide access to transit
- Serve areas with dense zoning, commercial areas, and major destinations

On a street with standard 200-ft blocks, the 800-ft crossing frequency results in a marked and/or enhanced pedestrian crossing every three blocks, at minimum.



Transit Stops

DESIRED CROSSING WITHIN

100 ft

Marked and/or enhanced crossings should be provided at all transit stops, regardless of street classification.

Marked crossing requirements at transit stops may be implemented by providing new marked pedestrian crossings at existing transit stops, and/or by strategically relocating or consolidating transit stops such that they are located at existing marked crossings.

Transit stops will not be part of the street segment crossing spacing analysis, but the analysis will flag those stops not located within 100-ft of a crossing.