

Strategy 1: Address gaps in the Pedestrian Priority Network

| Action | Measure of Success | Status (January 2020) |
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| ACTION 1.1: Fund and construct high priority crossing and sidewalk needs identified through PedPDX. | Decrease in the percentage of the Pedestrian Priority Network with sidewalk gaps Decrease in the percentage of the Pedestrian Priority Network with crossing gaps Number of sidewalk miles constructed Number of crossings constructed | PedPDX infrastructure reporting to be conducted bi-annually. First reporting period will be 2019-2020 (anticipated release early 2021). |
| ACTION 1.2: Apply new marked crossing spacing guidelines as part of PBOT capital projects. | Decrease in the percentage of the Pedestrian Priority Network with crossing gaps | See above |
| ACTION 1.3: Explore options to enable and encourage off-site pedestrian improvements by private development. | Evaluation conducted for new mechanisms encouraging off-site pedestrian improvements by private development | PBOT is currently working to update how it evaluates the local impacts of land development on the transportation system (quantifying multi-modal/pedestrian impacts of development is a necessary first step to requiring mitigations). The project kicked off in October 2019 and is anticipated to take approximately 18-24 months. |

Strategy 2: Improve visibility of pedestrians at crossings

| Action | Measure of Success | Status |
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| ACTION 2.1: Implement vision clearance guidelines at uncontrolled crossings in conjunction with PBOT capital projects, development review, and paving projects. | Process in place for ensuring PBOT capital projects, development review, and paving projects consistently implement vision clearance guidelines | PBOT City Traffic Engineer issued directive January 2020 implementing new parking setback guidelines at approaches to uncontrolled intersections along most arterial/collector streets. Guideline is now being implemented by all new capital projects and PBOT paving projects. |
| ACTION 2.2: Identify key intersections for retroactive vision clearance improvements by Safe Routes to School, Neighborhood Greenways, Vision Zero, and Pedestrian Network Completion programs. | Analysis conducted and parking removed accordingly | SRTS - Retroactive analysis is not a priority at this time for limited SRTS funds. We are looking at parking setbacks with project implementation – but have not completed a system wide analysis. In the near term our focus is in on completing the capital projects. Greenways- Not yet pursued Vision Zero - |
| ACTION 2.3: Evaluate the need for vision clearance guidelines at controlled crossings and on local streets. | Analysis conducted for vision clearance guidelines addressing controlled crossings and local streets | Pending onboarding of new City Traffic Engineer |
| ACTION 2.4: Provide high visibility crosswalks at all marked crossings when restriping or providing new crosswalks. | Updated design guidelines in the Traffic Design Manual indicating continental crosswalks as citywide practice | 2019 directive from the City Traffic Engineer made high-visibility markings the new standard for marked crossings in Portland. This is one of the first actions PBOT has taken since Portland City Council adopted PedPDX. New design guidance will be incorporated into Traffic Design Manual when updated. |
| ACTION 2.5: Clarify design guidance for tree location within the right-of-way. | Existing city code language regarding tree location within the right-of-way updated | In-progress (part of the Streets 2035 process) |
| ACTION 2.6: Update PBOT design guidance to maximize the use of curb extensions, floating curb extensions, and interim painted curb extensions within the Pedestrian Priority Network at both controlled and uncontrolled crossings. | Developed design guidance for curb extensions, painted curb extensions, and floating curb extensions in the Pedestrian Design Guide | Updated standard drawings for floating curb extensions and standard curb extensions pending (awaiting Traffic Design review and approval). Will be integrated into future Phase 2 of Pedestrian Design Guide ("corners and crossings") |

Strategy 3: Reduce turning movement conflicts at intersections

| Action | Measure of Success | Status |
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| ACTION 3 .1: Develop guidelines and practices for separating permissive left turns concurrent with pedestrian walks and incorporate signal timing analysis into capital project scopes. | Developed new guidelines for separating vehicle turning phases concurrent with pedestrian walks, implemented as a directive from the City Traffic Engineer or update to the Traffic Design Manual | In-progress. Pending onboarding of new City Traffic Engineer. |
| ACTION 3.2: Develop a pilot to study prohibiting “turn-on-red” within Pedestrian Districts and at High Pedestrian Crash Intersections. | Pilot study conducted examining prohibiting turn-on-red | In Progress. Pending onboarding of new City Traffic Engineer. |
| ACTION 3.3: Reduce uncontrolled left turn conflicts at arterial/non-arterial intersections along Major City Walkways, City Walkways, and High Crash Corridors in conjunction with capital projects. | Decrease in pedestrian crashes overall Zero pedestrian crashes resulting in death or serious injury <i>If data is available, decrease in pedestrian crashes walking along the Pedestrian Priority Network and High Crash Network</i> | To be implemented and evaluated as part of Outer Division Multimodal Safety Project |
| ACTION 3.4: Identify and fund key intersections for signal timing improvements to separate pedestrian crossing and vehicle turning movements, prioritizing High Crash Intersections. | Intersections identified and projects funded for signal timing improvements at High Crash Intersections | In Progress: SSL is in the process of evaluating permissive dual turns citywide. These will be addressed by either eliminating the dual turn and converting to single turn, or separating the ped movement fully or partially through an LPI. Several planned CCIM projects will eliminate dual turns. We have not yet evaluated all of our pedestrian High Crash Intersections for LPIs and protected left turns (though PBOT has made improvements at nearly all of them within the past 2 years). SSL will have implemented 50 LPIs as of Jan 18, 2020. Of these, 34 (69%) are part of the HCN. Going forward I plan to evaluate signals on High Crash Corridors, particularly in areas with lower socio-economic status. We/SSL just added LPIs to four signals on Division east of I-205 (119th, 125th, 136th, 168th) for pedestrians crossing Division. |
| ACTION 3.5: Use raised crosswalks to slow automobile turning movements at arterial/non-arterial intersections. | New design guidelines for raised crosswalks adopted into Traffic Design Manual and PBOT Standard Specifications | To be pursued as part of Phase 2 of Pedestrian Design Guide (corners and crossings) |

Strategy 4: Improve pedestrian safety and comfort at crossings

| Action | Measure of Success | Status |
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| ACTION 4.1: Continue to test passive pedestrian detection technology. | Tests conducted as new passive pedestrian technologies are introduced | Per Peter Koonce - We have installed GridSmart at SW 4th & Harrison and it is being installed at N Going and Greeley. Flir is installed at SE Cesar Chavez Blvd/Lincoln (although this was just for bike detection). We just put out a job description for Engineering Trainees that would continue the work in this area (including testing for pedestrian detection accuracy) |

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| ACTION 4.2: Evaluate the need to update crosswalk design guidelines at uncontrolled multi-lane crossings. | Evaluation conducted pertaining to crosswalk designs at uncontrolled multi-lane crossings and, if warranted, update to crosswalk design guidelines | Not yet pursued |
| ACTION 4.3: Develop City guidance for transit station platforms that maximize safety and comfort for people walking, biking, and taking transit. | Design guidance created detailing transit station platform design elements and order of preference for station types | To be included in 2020 Phase 1 Pedestrian Design Guide scope (sidewalk corridors). |

Strategy 5: Seek cost-effective and creative solutions to provide pedestrian improvements

| Action | Measure of Success | Status |
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| ACTION 5.1: Provide lower-cost pedestrian walkways. | Design guidance for alternative walkways incorporated into memorandum from City Traffic Engineer (interim) and in design guidance provided in the Pedestrian Design Guide and City Standard Specifications Miles of alternative pedestrian walkways constructed (not standard sidewalks) | Detailed design guidance for alternative walkways will be included in Phase I of Pedestrian Design Guide Update. Two pilot projects are currently in design: NE 60th in Cully will provide an asphalt walkway protected with traffic separators. SE 60th in Brentwood Darlington (funded by SRTS) will provide a similar design. The Pedestrian Coordinator is developing evaluation criteria and will monitor outcomes of both projects in report (e.g. user satisfaction, changes to ped demand, project cost, etc.) |
| ACTION 5.2: Provide interim pedestrian improvements. | Designs for painted curb extensions and refuge islands added to Traffic Design Manual Miles of alternative pedestrian walkways constructed (not standard sidewalks) | In progress. Interim curb extensions to be provided at SW 12th/Market. Standard designs still forthcoming. |
| ACTION 5.3: Leverage paving projects for pedestrian improvements. | Implemented formal process for evaluating paving projects for pedestrian improvements | In progress. PBOT Complete Streets staff reviews all Maintenance Paving projects to identify potential bicycle and pedestrian leverage opportunities. |
| ACTION 5.4: Convert existing fire signals to pedestrian crossings to help meet crossing spacing guidelines. | Number of fire signals converted to pedestrian crossings | Not yet evaluated. |
| ACTION 5.5: Leverage bicycle infrastructure to also serve pedestrians, including neighborhood greenways. | Updated practices for scoping neighborhood greenway and bikeway improvements | Changes in approach to Greenways projects not yet pursued. In progress of developing standard drawings for floating pedestrian refuges when protected bicycle infrastructure is provided. |
| ACTION 5.6: Improve unimproved rights-of-way for pedestrian travel. | Updated frontage improvement requirements for private development in the Pedestrian Design Guide and in Creating Public Streets and Pedestrian Connections through the Land Use and Building Permit Process (the "Blue Book") | Currently underway - LID project on unimproved ROW on N John Ave (St Johns), including connecting N John to N Edison via stairs. |

Strategy 6: Provide adequate street lighting for pedestrians

| Action | Measure of Success | Status |
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| ACTION 6.1: Implement new lighting level guidelines in conjunction with capital projects and private development. | Number of street light improvements citywide Decrease in pedestrian crashes after dark | In Progress |
| ACTION 6.2: Strategically improve street lighting conditions to increase visibility of (and for) pedestrians on our streets, focusing | Number of street light improvements on High Crash Corridors, Pedestrian Priority Streets, and in underserved areas | In progress. Staff is currently developing a funding proposal to address lighting needs on High Crash Corridors. |

investment on High Crash Corridors and locations, Pedestrian Priority Streets, and underserved areas.

Decrease in pedestrian crashes after dark

ACTION 6.3:
Address locations where street lighting is blocked by tree canopy.

Improved process in place for responding to resident complaints regarding tree trimming
Not yet pursued
Decrease in pedestrian crashes after dark

Strategy 7: Manage vehicle speeds and improve driver awareness

| Action | Measure of Success | Status |
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| <p>ACTION 7.1: Set safe speeds on arterials and collectors.</p> | <p>PBOT gains local authority for setting speed limits on City of Portland streets Decrease in pedestrian crashes involving speeding vehicles Miles of roadway with speed limits lowered</p> | <p>In 2019 PBOT reduced speed limits on 57 miles of arterial or collector street (representing segments of 36 streets). We have requests pending for speed limit reductions on approximately 30 additional streets, and are continuing to identify streets for which lower speed limits would be appropriate. ODOT has proposed new rules for statewide speed limit setting. PBOT generally supports the proposed rules because they offer more flexibility in how speed limits can be set, including consideration of contextual factors such as the presence of pedestrian and bicycle facilities. PBOT submitted comments at an ODOT hearing on the proposed rules on January 17th.</p> |
| <p>ACTION 7.2: Expand automated enforcement activities.</p> | <p>Number of speed cameras and red light cameras in place Decrease in pedestrian crashes involving speeding vehicles Decrease in pedestrian crashes involving vehicles disregarding traffic control devices</p> | <p>Photo Enforcement RFP (#1342) posted in BuySpeed https://procure.portlandoregon.gov/ on Friday, December 13, 2019. (This competitive solicitation seeks proposals through the month of January.) This is the contract that will allow for expansion of both red light and fixed speed cameras.</p> |
| <p>ACTION 7.3: Identify opportunities to retrofit signal timing along the High Crash Network to manage vehicle speeds.</p> | <p>Decrease in pedestrian crashes involving speeding vehicles on High Crash Network</p> | <p>We have not yet evaluated all of our pedestrian High Crash Intersections for LPIS and protected left turns (though PBOT has made improvements at nearly all of them within the past 2 years). SSL will have implemented 50 LPIs as of Jan 18, 2020. Of these, 34 (69%) are part of the HCN. Going forward I plan to evaluate signals on High Crash Corridors, particularly in areas with lower socio-economic status. We/SSL just added LPIs to four signals on Division east of I-205 (119th, 125th, 136th, 168th) for pedestrians crossing Division.</p> |
| <p>ACTION 7.4: Expand crosswalk enforcement and education activities.</p> | <p>Number of crosswalk education and enforcement actions per year Number of street team events held per year Decrease in pedestrian crashes due to driver failing to yield to pedestrian</p> | <p>Number of crosswalk education and enforcement actions per year •PBOT Vision Zero and Portland Police Bureau collaborated to conduct six (6) pedestrian safety crosswalk education and enforcement actions in 2019. As of October 2019, the crosswalk education and enforcement action has been suspended to provide space to examine whether the program has disparate impacts on community members and to determine how any changes should be made before restarting the crosswalk education and enforcement action program. Number of street team events held per year •PBOT Vision Zero conducted 12 street team events in collaboration with community volunteers, non-profit organizations, and PBOT staff.</p> |
| <p>ACTION 7.5: Pursue traffic citation policy and structural changes to address inequities of fines and fees on people with lower-incomes</p> | <p>New system in place addressing inequities of fines and fees on people with lower incomes</p> | <p>Not yet pursued. Next full legislative session is 2021.</p> |

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| ACTION 7.6: Expand safety education/outreach efforts focusing on people driving. | Campaigns focusing on safety for people driving Number of pedestrian/driver safety trainings per year Decrease in pedestrian crashes overall | In Progress: Good Driving, Good Neighbors billboard campaign |
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| ACTION 7.7: Establish a program to provide traffic calming on neighborhood streets. | Program established to provide traffic calming on local streets | Not yet pursued |
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Strategy 8: Construct and maintain obstruction-free sidewalks

| Action | Measure of Success | Status |
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| ACTION 8.1: Identify financing strategies to help low-income households and other property owners address sidewalk repair. | Financing strategies identified and initiated for low-income households to address sidewalk repair | In progress. PBOT Utilities, Construction and Inspection is currently developing a pro-active sidewalk inspection program, and working with the Commissioner's Office, Pedestrian Coordinator, and Equity Manager to concurrently develop equity strategies and financing/cost reduction strategies. Program development expected to continue through 2020. |
| ACTION 8.2: Address sidewalk repair needs along City-owned properties. | Square footage of sidewalk fronting City-owned properties that have been repaired | In progress. PBOT Asset Management has received budget approval to evaluate sidewalk condition along City-owned properties. Timing of evaluation pending. |
| ACTION 8.3: Explore a proactive sidewalk inspection program. | Evaluation of establishing a proactive sidewalk repair program completed | In progress. PBOT Utilities, Construction and Inspection is currently developing a pro-active sidewalk inspection program, and working with the Commissioner's Office, Pedestrian Coordinator, and Equity Manager to concurrently develop equity strategies and financing/cost reduction strategies. Program development expected to continue through 2020. |
| ACTION 8.4: Update coordination practices with Urban Forestry when trees are uplifting sidewalks and develop joint practices for addressing tree/sidewalk conflicts. | Joint PBOT and Urban Forestry practices regarding tree roots uplifting sidewalk have been updated and are in place | In progress in conjunction with updates to Sidewalk Repair Program. |
| ACTION 8.5: Expand property owner education regarding responsibility for maintaining sidewalks. | Number of communications educating public about sidewalk maintenance | Not yet pursued. Outreach and communications materials to be updated upon launch of new proactive sidewalk inspection program. |
| ACTION 8.6: Update right-of-way design guidelines to provide sufficient room for trees. | Right-of-way design guidelines updated in the Pedestrian Design Guide | To be included in 2020 Phase 1 Pedestrian Design Guide scope (sidewalk corridors) as well as Streets 2035. |
| ACTION 8.7: Address utility poles creating obstructions in the through zone of the sidewalk. | Citywide evaluation of locations where utility poles obstruct pedestrian through zone Evaluation of potential utility pole obstructions of minimum required pedestrian through zone integrated into Complete Streets Checklist | In progress. |
| ACTION 8.8: Update clear zone requirements for outdoor dining and A-board signage based on new PedPDX pedestrian classifications. | Requirements for café seating and A-board signage evaluated and updated | Clear zone requirements regarding sidewalk cafes to be evaluated as part of 2020 Phase 1 Pedestrian Design Guide scope. |
| ACTION 8.9: Locate utility vaults outside of pedestrian clear zones. | New Administrative Rule for vault lids created and in practice | Draft of new Administrative Rule to be released approx February for public comment. |

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| ACTION 8.10: Coordinate with street cleaners to help ensure that pedestrian facilities including curb ramps and crossings are debris-free. | Coordination and best practices developed for street cleaning regarding pedestrian facilities Secure dedicated funding to expand the street cleaning activities to include curb ramps and crossings | Not yet pursued Not yet pursued |
| ACTION 8.11: Improve enforcement and implementation of pedestrian access requirements around work zones, and establish a system for notifying residents of construction-related changes to pedestrian access. | Public facing construction mapping system in place as a resource to residents | Not yet pursued |
| ACTION 8.12: Educate about parking violations at driveways and crossings. | Educational materials created and distributed regarding clearance requirements | Not yet pursued |
| ACTION 8.13: Work with the disability community to develop trip planning assistance. | Trip planning map or app developed for people with disabilities | Not yet pursued |
| ACTION 8.14: Develop a public reporting system and a process for addressing drainage issues at curb ramps with pooling water. | Category for curb ramp concerns integrated into PDX Reporter Dedicated funding to address reported curb ramp concerns secured | Not yet pursued |

Strategy 9: Proactively leverage, manage, design for, and set policies for new and emerging technologies

| Action | Measure of Success | Status |
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| ACTION 9.1: Articulate desired outcomes for pedestrians in the New Mobility Action Plan. | Outcomes for pedestrians articulated in New Mobility Action Plan | Plan is in progress, though pedestrian element has not yet been addressed (forthcoming) |
| ACTION 9.2: Develop regular pedestrian counting systems and practices. | Standard practices for manually and/or automatically counting pedestrians in place | Not yet pursued |
| ACTION 9.3: Test new technologies and establish methods to collect better pedestrian data in Portland. | Research paper written summarizing experience with new technology to collect pedestrian data | Currently testing Replica, and bluetooth sensors on SE Division, Hawthorne, and 122nd. |

Strategy 10: Provide opportunities for an interesting and enjoyable pedestrian experience

| Action | Measure of Success | Status |
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| ACTION 10.1: Establish a program for community implementation of "creative crosswalks". | Creative crosswalks program implemented Number of creative crosswalks and number of painted curb extensions installed through community creative crosswalks program | There have been two creative curb extension projects installed (SE 21st/SE Clackamas and SW 12th/SW Main) with one project including art on the sidewalk. There are projects similar to that currently in design phase with plans to be installed this year. The policies and program is still new and being fully flushed out, but as we proceed with more |
| ACTION 10.2: Encourage seating in the right-of-way | Number of encroachment permits for seating in the right-of-way, including TriMet and private development | Not yet pursued |
| ACTION 10.3: Work with partners to update the City's pedestrian wayfinding system. | Study conducted to determine feasibility of updating pedestrian wayfinding system | With partners (Travel Portland and Portland Business Alliance), hired consultant Applied Wayfinding to conduct a feasibility analysis of a new citywide pedestrian wayfinding program. PBOT is currently in discussion with partners on how to move the proposal forward. |
| ACTION 10.4: | Number of open streets events per year | In progress |

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| Encourage more programs, events, and projects that create a car-free environment. | Number of car-free streets (temporarily or permanently closed to cars) | |
| ACTION 10.5: Integrate public art into capital improvement projects. | Number of public art projects installed through PBOT Capital Delivery Division and through permits | Not yet pursued |
| ACTION 10.6: Engage and work with community partners to co-promote walking events that help people take ownership over investments and use new infrastructure. | Number of walking events held in conjunction with capital projects | Irene |

Strategy 11: Work with developers, residents, and property owners to provide pedestrian improvements

| Action | Measure of Success | Status |
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| ACTION 11.1: Update the 1998 pedestrian design guidelines to guide future frontage improvements made in conjunction with private development. | Updated Pedestrian Design Guidelines | In Progress: PBOT has selected a consultant for this and is currently in the contracting phase. Work to begin Feb 2020. |
| ACTION 11.2: Explore a fee program for development activity on arterial and collector streets as an alternative to building required sidewalk improvements where individual frontage improvements may not be practicable. | Evaluation of establishing a fee program for properties on arterial and collector streets conducted | Not yet pursued |
| ACTION 11.3: Update our approach to local improvement districts and waivers of remonstrance. | Number of LIDs approved by City Council | Not yet pursued |
| ACTION 11.4: Provide a pathway for residents, property owners, and businesses to self-fund pedestrian improvements not prioritized for City investment. | Program in place allowing private property owners to self-fund pedestrian improvements, including dedicated funding and staff support | Not yet pursued |
| ACTION 11.5: Update design guidelines to require pedestrian improvements on unimproved rights-of-way as part of the development review process. | Pedestrian Design Guide and Creating Public Streets and Pedestrian Connections through the Land Use and Building Permit Process ("Blue Book") updated requiring pedestrian improvements on unimproved rights of ways | Berkow/Kreuger |

Strategy 12: Address public safety and security concerns for people walking on City sidewalks

| Action | Measure of Success | Status |
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| ACTION 12.1: Increase lighting per new street lighting level guidelines, focusing investment in underserved communities. | Decrease in pedestrian crashes at night in areas identified through PBOT's Equity Matrix as having high concentrations of communities of concern Number of street light improvements in total and in areas of concern | In Progress |
| ACTION 12.2: Partner with other agencies and City bureaus to advance the well-being and personal security of vulnerable communities as they use Portland transportation infrastructure. | Partnerships formed with other agencies to address personal safety concerns in the right of way | Irene |

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| ACTION 12.3: Continue research on racial bias and driving behavior. | Collaboration with universities to research racial bias in transportation behavior | Irene |
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Strategy 13: Use education and outreach to help Portlanders keep themselves safe while walking

| Action | Measure of Success | Status |
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| ACTION 13.1: Expand safety education/outreach focusing on people walking. | Number of events attended and communication materials developed promoting walking and pedestrian safety | In 2019, PBOT Vision Zero conducted 8 classroom pedestrian/driver safety trainings for diverse community members representing various ethnicities, language groups, ages, and incomes. We also participated in 9 tabling events sharing Vision Zero transportation safety information, 22 tabling events focused on distributing and applying retro-reflective safety stickers to coats, backpacks, stroller, helmets, etc. of diverse community members, and partnered with 6 organizations to distribute retro-reflective stickers directly to their clients. |
| ACTION 13.2: Expand pedestrian safety education programs targeted to seniors. | Decrease in pedestrian crashes for older adults Number of events attended and communication materials developed promoting walking and pedestrian safety for seniors | In 2019 PBOT Vision Zero conducted 8 classroom safety trainings for diverse community members representing various ages with 5 of the trainings involving senior community members. PBOT also lead 1 Senior Walking Challenge event in collaboration with participants of the IRCO Seniors Program. |
| ACTION 13.3: Expand pedestrian safety education programs targeted to school children. | Decrease in pedestrian crashes involving school aged children Increase in percentage of kids walking to school | Safe Routes to School joined the Hayhurst NA for a Safety event on Monday January 6th during morning commute times. At SW 45th and Vermont, neighbors held up signs saying "Please drive slowly." The event was held this week to remind people that school is back in session The team has been working expanding our successful middle school health units and adding new 7th grade content. The classes focus on review of active transportation and traffic laws, climate action and its connection to transportation, and active by-stander training for youth. Lale and Xao are helping to convene conversations with SRTS National Partnership regarding personal safety in the right of way. |