

DECEMBER

2020



# TriMet

## Pedestrian Plan Executive Summary

## SHAPING THE PLAN

The TriMet Pedestrian Plan identifies priorities for improving walking and rolling access to transit across the TriMet service area. The service area encompasses 26 cities in three counties in the Portland Metro region.

Mapping, analyses, and community and agency input guided the formation of a pedestrian project list and recommended strategies.

The Plan better enables TriMet and agency partners to work together to improve the safety and comfort of people walking and rolling to access transit, through a variety of different planning processes:



**Transportation Plans**



**Project Development and Implementation**



**Grant Applications**



**Policy and Program Development**



**Community Engagement**



Source: TriMet

## LISTENING TO THE COMMUNITY

The engagement process for the TriMet Pedestrian Plan had two objectives: understanding what issues exist for pedestrians accessing transit and hearing the community’s ideas about how those issues might be addressed.

TriMet offered multiple opportunities and formats for listening to both transit riders and community members, including stakeholder forums, agency partner working groups, an online survey, and an online open house.

The first Stakeholder Forum, held in September 2019, established key shared values and an initial framework for prioritizing pedestrian improvements throughout the TriMet Service District.



## MAPPING PEDESTRIAN ACCESS TO TRANSIT

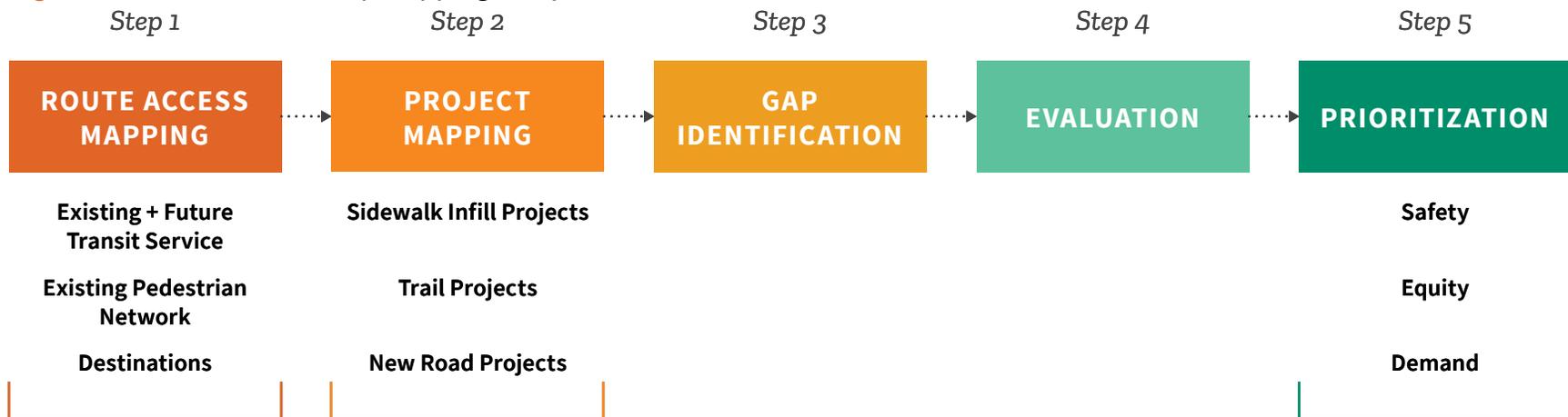
The TriMet Service District contains 26 municipal jurisdictions in three counties, each with their own planning processes or efforts in place to address safety and accessibility for people walking and rolling. The transit network mapping process integrated these efforts into one region-wide inventory of planned improvements that would expand transit walksheds.

For analysis purposes, this plan defined transit walksheds as the area around a transit stop or station that a person can reach by walking or rolling a quarter-mile. Data on existing and proposed networks were used to determine which projects would expand transit walksheds, allowing more pedestrians to access stops and stations.

Crossing improvements are critical to pedestrian access to transit in the TriMet service area. However, this project’s mapping analysis does not include crossing infrastructure or crossing gaps, because regionwide data do not currently exist for types of crossings. This means that only existing and proposed sidewalk and trail improvements are mapped, and that each of these linear projects must be scoped and funded to include crossing treatments.

See [Appendix G](#) for full-size maps from the five-step mapping analysis.

**Figure 1** The Plan’s Five-Step Mapping Analysis



## Map 1 Projects

### PROJECTS

TRIMET SERVICE AREA

TRIMET PEDESTRIAN PLAN

### PREVIOUSLY IDENTIFIED PROJECTS

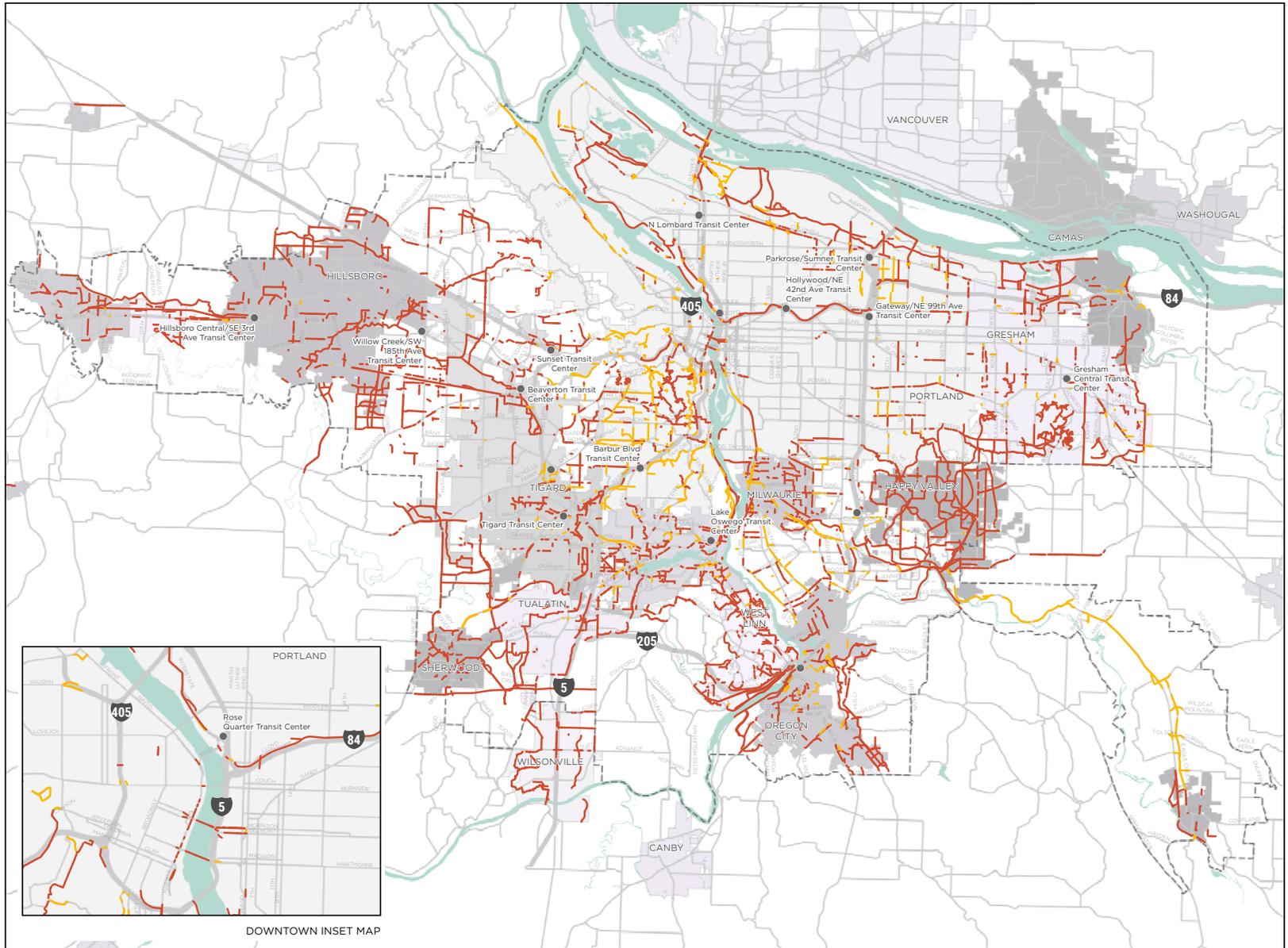
— Sidewalk infill, new roadways and new trails identified in existing plans

### IDENTIFIED GAPS

— Sidewalk gaps identified through the TriMet Pedestrian Plan

### FEATURES AND BOUNDARIES

- Transit Centers
- TriMet Boundary
- City Boundary (Various Shading)



0 0.5 1 Miles  
 TRI MET **elte**  
 Data provided by TriMet and RLIS  
 Date Saved: 7/10/2020 12:01:59 PM

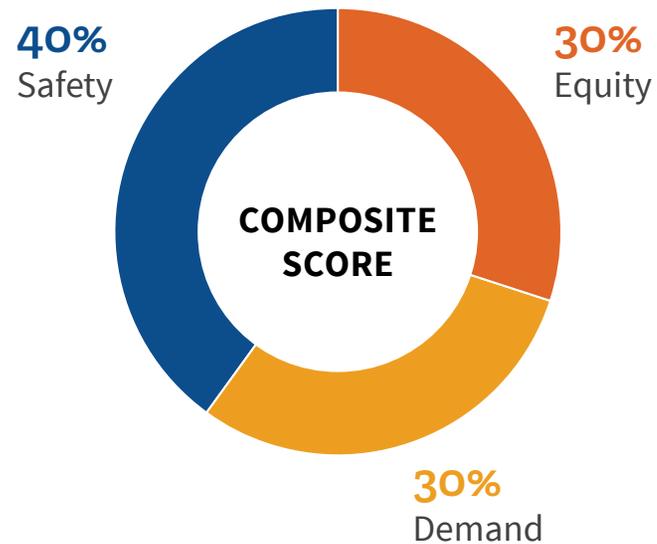
For the full 11.5" X 17" map, please refer to [Appendix G](#)



Source: Metro

## PRIORITIZING PEDESTRIAN GAPS

Based on community, stakeholder, and agency input, TriMet established three overarching prioritization criteria—safety, equity, and demand—to prioritize potential pedestrian infrastructure projects. The results of the online open house and the agency working groups indicated a need to slightly increase the weight of safety when measuring projects' priority level (as shown below).



## Map 2 High-Priority Pedestrian Projects

### HIGH-PRIORITY PROJECTS

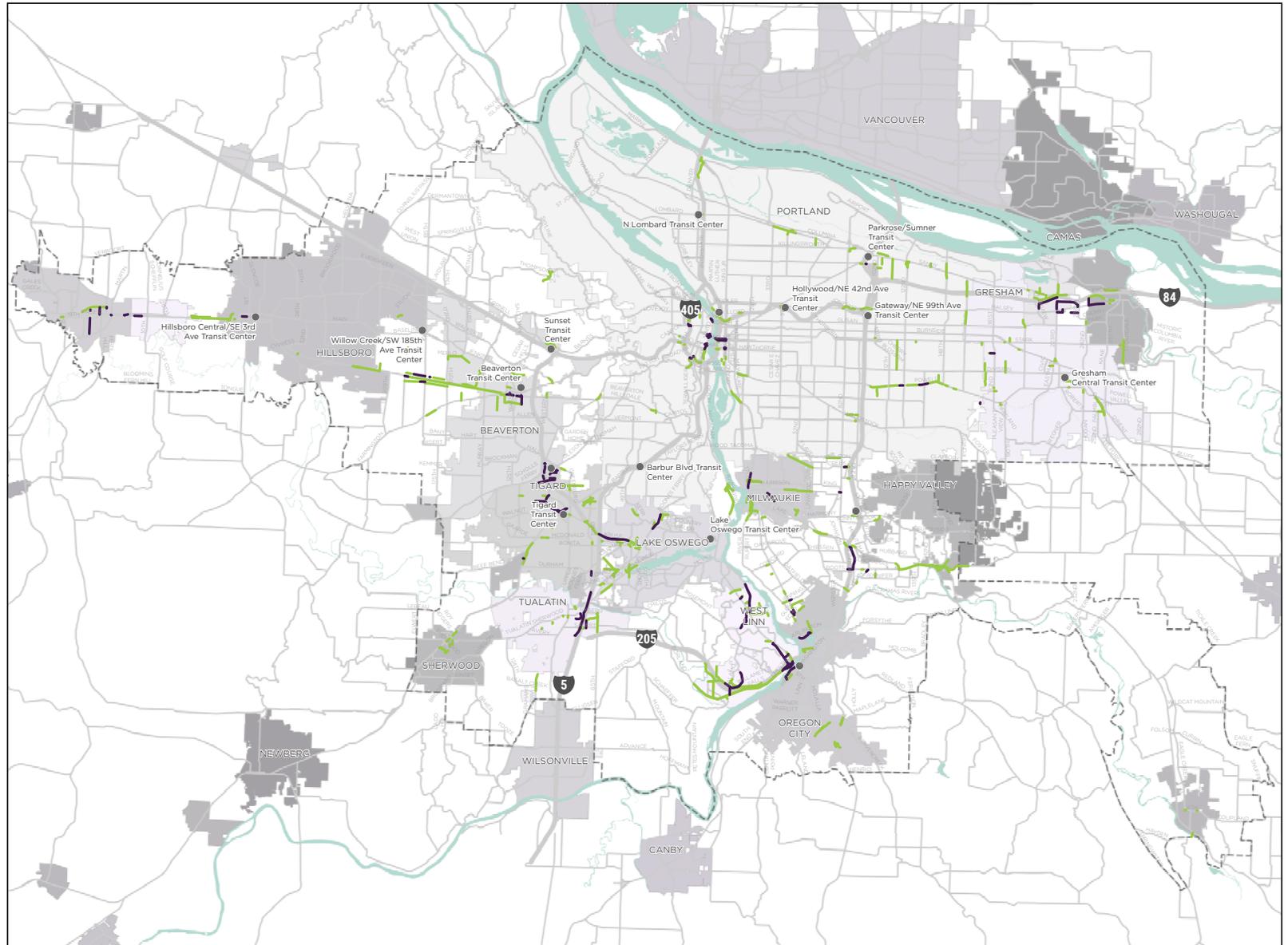
TRIMET SERVICE AREA  
TRIMET PEDESTRIAN PLAN

#### PROJECT PRIORITY

- 1 - Highest
- 2 - High

#### FEATURES AND BOUNDARIES

- Transit Centers
- TriMet Boundary
- City Boundary (Various Shading)



0 0.5 1 Miles  
 TRI MET **alta** **EA**  
 Data provided by  
 TriMet and RLIS  
 Date Saved:  
 9/1/2020 2:05:06 PM

For the full 11.5" X 17" map, please refer to [Appendix G](#)

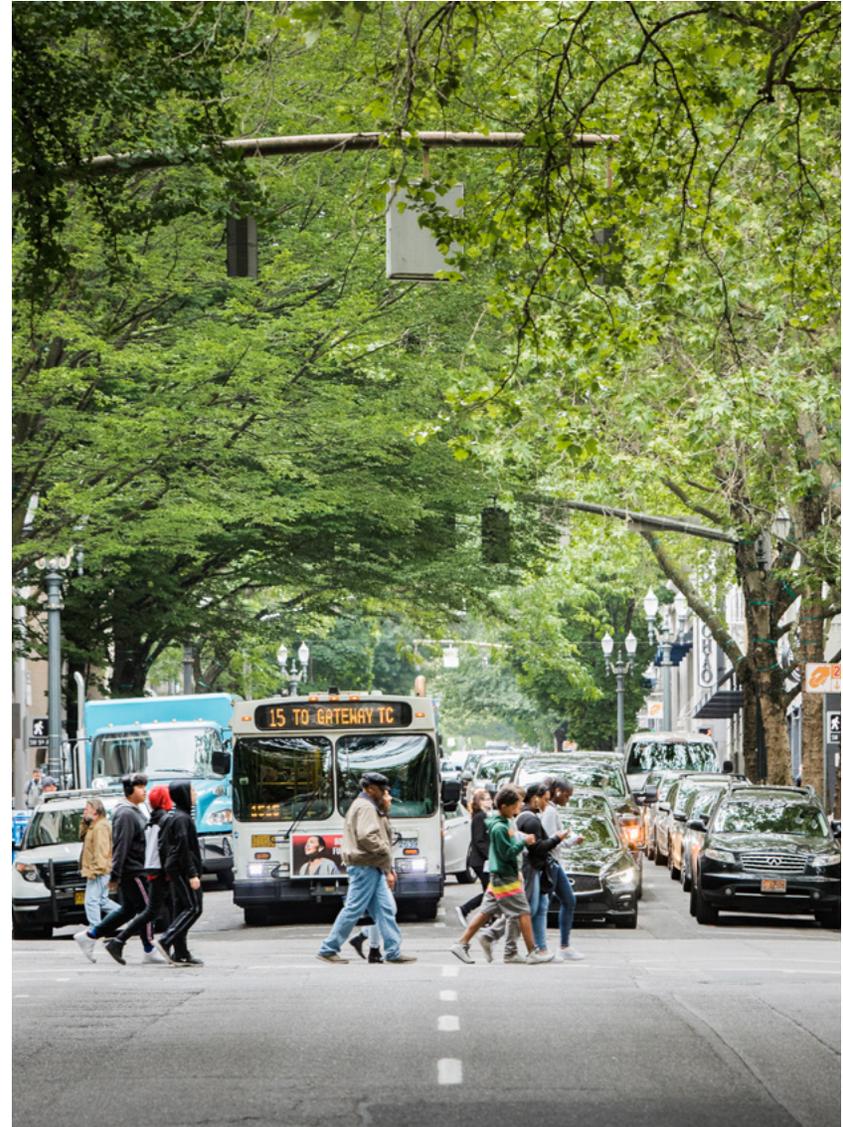
## PLAN PURPOSE

The TriMet Pedestrian Plan identifies priorities for improving walking and rolling access to transit across the TriMet service area.

The Plan's recommendations:

- Provide a common resource for TriMet and agency partners,
- Assist in prioritizing local roadway jurisdiction investments in pedestrian infrastructure,
- Support funding requests and program development, and
- Establish a dynamic tool for agency efforts and future collaboration.

As an agency, TriMet provides bus, light rail, commuter rail service, and paratransit service (LIFT). These transportation options connect people with their community, while easing traffic congestion and reducing air pollution. TriMet serves the greater Portland Metro region, which encompasses 26 cities. Portions of Clackamas, Multnomah, and Washington counties are included within the service area.



Source: Metro

This Plan focuses on making pedestrian trips to and from transit a better, safer, and more universally available option. A pedestrian is defined as anyone who walks and rolls (which includes people using mobility devices, strollers, skateboards, or scooters). When we refer to access to transit, we are referring to the physical ability of pedestrians to walk or roll to and from transit on safe, dedicated pedestrian infrastructure that includes complete sidewalks, accessibility for persons with mobility differences, pedestrian crossings, trails connections, lighting, and other streetscape improvements. The area within which a pedestrian is expected to access a transit stop/station is called the

“walkshed” or “access shed.” Ultimately, a successful transit system relies on the ability of people to reach it. While TriMet leads transit service planning, provision, and operations, their jurisdictional partners –the cities and counties that own and maintain the right-of-way- typically lead the planning and provision of street improvements that affect how a person travels to or from their nearest transit stop. The TriMet Pedestrian Plan provides guidance for how these different agencies can work together to create an effective and efficient region-wide transportation network that is accessible for pedestrians.



Source: TriMet

## PLAN RECOMMENDATIONS

As the Portland region's primary transit service provider, TriMet's influence over the physical environment generally begins and ends at a transit stop or station. Because partner agencies have more influence over how multi-modal transit riders access their stop or station, it is necessary to define clear roles and collaborate to achieve common goals across all project types.

Moving forward, TriMet and agency partners, including counties and local jurisdictions, should focus on the following strategies and actions to expand work already underway, increase resources, and improve outcomes:

- **Plan for greater investment in the needs of people walking and rolling to transit**
  - Incorporate the TriMet Pedestrian Plan priorities into Transportation System Plans and modal plans
  - Align infrastructure funding with priorities for pedestrian access to transit
  - Collaborate for regional investments in pedestrian access to transit
  - Track and evaluate improvements to pedestrian access to transit
- **Make more walking and rolling trips to transit possible**
  - Close sidewalk and trails gaps within transit walksheds
  - Prioritize adding marked and enhanced crossings within transit walksheds
  - Develop local guidance to implement policies regarding the co-location of crossings with transit stops and stations
  - Create universally accessible routes to transit
- **Make walking and rolling trips to transit safer and more comfortable**
  - Apply current best practices in pedestrian design
  - Include pedestrian-scale lighting within transit walksheds
  - Design for personal safety and security for people walking and rolling to transit
  - Improve the legibility of navigating on foot or by mobility device to and from transit stops
- **Better coordinate and communicate on pedestrian improvements**
  - Share technical resources for implementing this Plan
  - Engage each other as stakeholders in project delivery
  - Generate community awareness of the Plan