

## 10.320.4 PEDESTRIAN SYSTEM

### SUMMARY OF FINDINGS

Ensuring adequate pedestrian circulation is an objective of the city's comprehensive plan. While motor vehicles represent the dominant form of transportation in the community, accommodating pedestrian circulation creates travel options and enhances the area's livability. Good access to activity centers such as the downtown commercial core and the light rail transit stations will increase pedestrian activity in these areas which will increase both ridership on the light rail transit system and patronage of downtown businesses.

The City of Gresham has taken an active role in the development of pedestrian facilities. The Transportation System Plan and the 1996 Gresham Trails Master Plan contains a comprehensive review of topics including ways to reduce accidents and improve pedestrian circulation. The Transportation System Plan will be the primary tool to implement the pedestrian facilities within the City. In addition, the Gresham Parks and Recreation Plan proposes a network of pedestrian trails through the city. The proposed 40-Mile Loop trail, traveling through Portland, Milwaukie, Gresham, Troutdale, and unincorporated portions of Multnomah County, comprises an element of this local network. These facilities provide an alternative to conventional, energy-consuming modes of transportation and also serve recreational functions. Much of the proposed trails network will be located on existing rights-of-way. However, on-going development activities could interfere with continuous linkage of a system through the city unless means are available to obtain easements through segments of private property.

The city has scheduled a set of pedestrian improvement projects which will be financed from the 1% state gas tax set aside revenues which are reserved for the development of bicycle and pedestrian facilities.

**Policy 1: Provide a pedestrian network that is easy to use, continuous, attractive, accessible for all users, and equitable.**

### Action Measures

#### Equity

1. Ensure pedestrian infrastructure is accessible and addresses the needs of everyone who uses it, including youth, seniors, and people of all abilities, races, ethnicities and incomes.
2. Increase mobility and accessibility for underserved communities by ensuring the pedestrian network is improved through equitable investments in infrastructure and programs.
3. Design and build sidewalks, pathways and crossings that are free of hazards and minimize conflicts with external factors such as noise, vehicular traffic and protruding architectural elements.

#### Infrastructure

4. Prioritize sidewalk infill and safe street crossings close to transit, schools, healthy food stores, local centers and locations with high numbers of pedestrians. Identify and prioritize these projects in the Transportation and Footpaths sections of the Capital Improvement Program.
5. Prioritize pedestrian access to multi-use paths

6. Develop a program for interim and alternative pedestrian facilities on substandard arterial and collector streets not scheduled for construction.
7. Implement design options that reduce traffic speed, while providing pedestrian facilities as part of local street improvement and neighborhood traffic control projects.
8. Develop consistent design standards for pedestrian crossings on arterial and collector streets.
9. Design pedestrian facilities using regional and national best practice guidance, such as Metro's Designing Livable Streets and Trails and NACTO's Urban Street Design Guide.

#### Coordination

10. Develop pedestrian facilities that connect to the City of Gresham Parks and Recreation Trails and Natural Areas Master Plan.
11. Work with utility and other agencies to remove obstructions to clear walk zones.
12. Ensure that the needs of pedestrians are considered in the timing plans of all traffic signals.
13. Implement projects in a cost-effective manner, for example leveraging grant funds or partnering with existing development activity.

### **Policy 2: Improve pedestrian access to important destinations, such as stores that sell healthy food, jobs, schools, parks, natural areas, commercial areas and transit stops.**

#### **Action Measures**

1. Prioritize pedestrian projects that improve access to and within the Gresham Regional Center and Rockwood Town Center.
2. Require pedestrian connections and facilities in areas with planned high levels of pedestrian activity such as mixed-use, high-density districts, school zones, commercial districts, and areas adjacent to transit corridors.
3. Adopt site design and street standards supporting internal and external pedestrian circulation and transit accessibility for residential, commercial, industrial, and institutional developments.
4. Identify needed connections for direct walking routes. Require dedication of right-of-way and pedestrian/bicycle access way improvements with development of adjoining property.

### **Policy 3: Increase pedestrian safety on the pedestrian network through infrastructure improvements and safety programs.**

#### **Action Measures**

##### Infrastructure

1. Prioritize safety improvements on arterials and collectors where the most crashes involving pedestrians occur. Identify and prioritize these projects in the Transportation and Footpaths Capital Improvement Programs.
2. Facilitate safe crossings of arterial and collector streets by constructing enhanced crossings that make pedestrians more visible to vehicles.
3. Coordinate with public and private utilities to remove obstacles from sidewalks and to provide an alternative location for utilities within the right-of-way or easements.

##### Programs

5. Coordinate with Metro and non-profit partners to develop pedestrian-focused educational programs and events for Gresham residents.
6. Work with partner jurisdictions and School Districts to increase Safe Routes to School infrastructure installations and programming at schools, including pedestrian safety programs and other local events that promote pedestrian safety.

**Policy 4. Create a walking network that encourages physical and mental health.**

**Action Measures**

1. Promote health through connections to healthy food stores and programmatic opportunities for physical activity, social connections, and positive interactions among people.
2. Educate all users of Gresham's transportation systems about the health benefits of walking.
3. Coordinate with the Parks department to identify and incorporate in the path and trail system any special or unique sites for nature trails, scenic walkways, exercise circuits, or other special purpose trails.