LIVING STREETS

A pathway toward inclusive, equitable, and accessible pedestrian streets.

A pedestrian street opens valuable urban public space for people by limiting motor vehicle access. The street is safe and comfortable for toddling, walking, toddling, using mobility devices, and more. Pedestrian streets provide inviting public spaces to intermingle, relax, and entertain.

This project creates tools and strategies to guide Portland's Bureau of Transportation (PBOT) in the prioritization of pedestrian streets that will serve the city's diverse and growing population.

RESEARCH METHODS

Background Research
Where have pedestrian streets succeeded? ...and failed?
We studied academic research, historical documents, and current developments to inform the project.

Stakeholder Interviews
How do we make streets accessible and comfortable?
How can streets meet the needs of diverse groups?
We conducted 26 interviews with experts on accessibility, aging, active transportation, business, race, and houselessness.

Intercept Surveys
What do people want in a pedestrian street?
We conducted 222 intercept surveys in three locations.

Technical Focus Group
What technical constraints must we conform to?
We convened public employees representing fire and rescue, transit, freight, parking, and more to discuss the opportunities and challenges of pedestrian streets.

Portland State UNIVERSITY

The Living Streets project team is:

Eavan Moore eavan.moore@gmail.com
Jason Nolin jason.nolin@gmail.com
Kate Wihtol kwihtol@gmail.com
Kevin Tracy ktracy89@gmail.com
Oscar Saucedo-Andrade oscar.saucedo@colorado.edu
Zoie Wesenberg zoie.wesenberg@wsp.com

Project advisors:

Dr. Marisa Zapata
Deborah Stein

PBOT
Portland Bureau of Transportation

Client:
Portland Bureau of Transportation

Nick Falbo
Mauricio Leclerc

LEARN MORE!
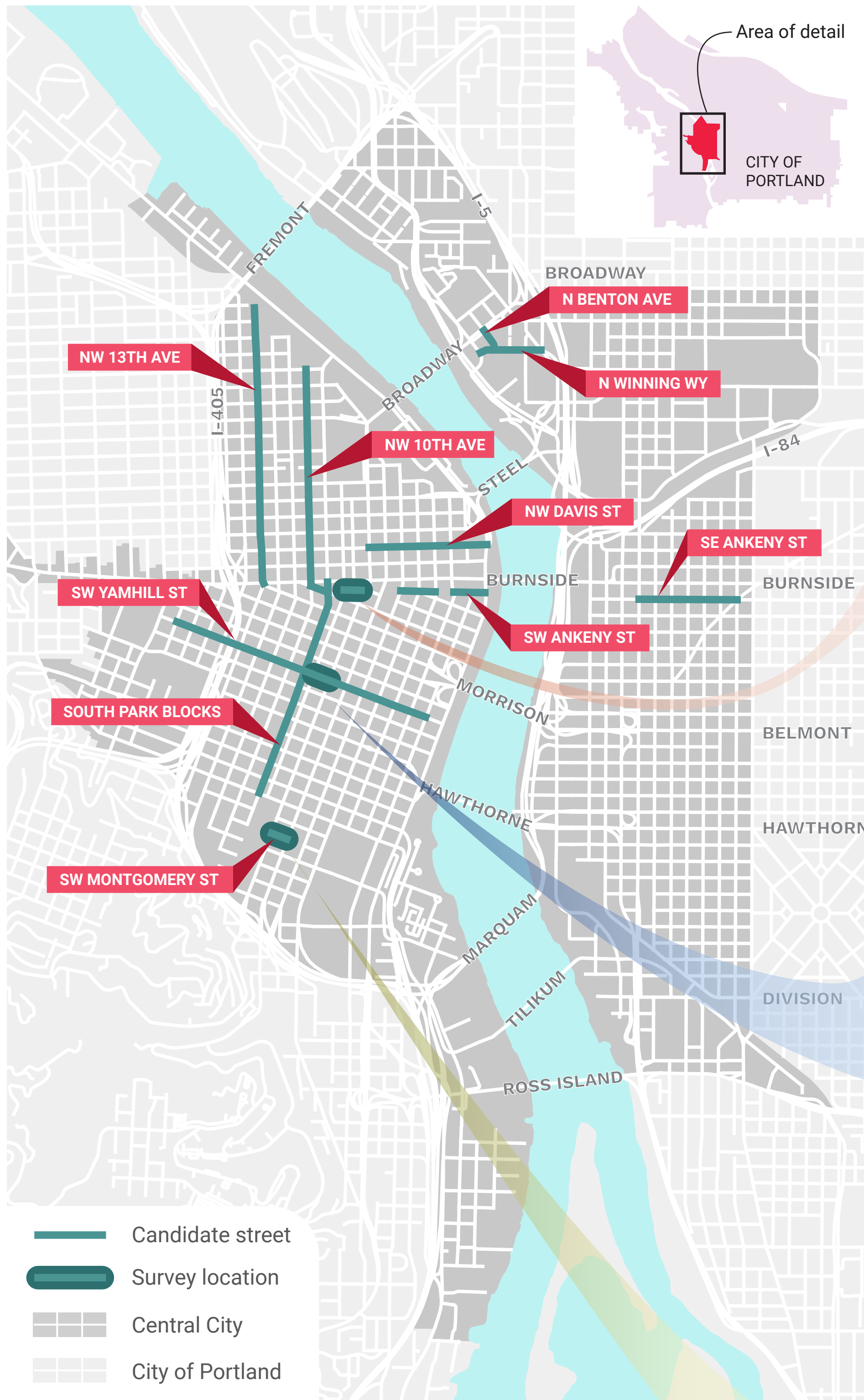https://bit.ly/2mbRwdR
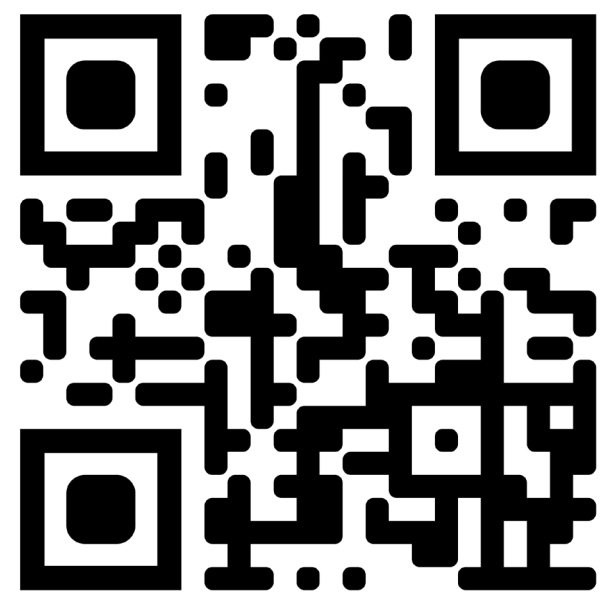
40% of the land in Portland's Central City is used for transportation.

How can we redesign streets to be **better for people?**

CANDIDATE STREETS

Area of detail

CITY OF PORTLAND

BROADWAY
N BENTON AVE
N WINNING WY
NW 13TH AVE
NW 10TH AVE
NW DAVIS ST
SE ANKENY ST
BURNSIDE
SW YAMHILL ST
SW ANKENY ST
SOUTH PARK BLOCKS
MORRISON
BELMONT
HAWTHORNE
SW MONTGOMERY ST
MARQUAM
TILIKUM
ROSS ISLAND
DIVISION

FREMONT
BROADWAY
STEEL
BURNSIDE
I-405
I-84

— Candidate street
— Survey location
▢ Central City
▢ City of Portland

We refined our list of Candidate Streets using our Evaluation Framework. From this list, we chose three streets to study:

» SW Ankeny
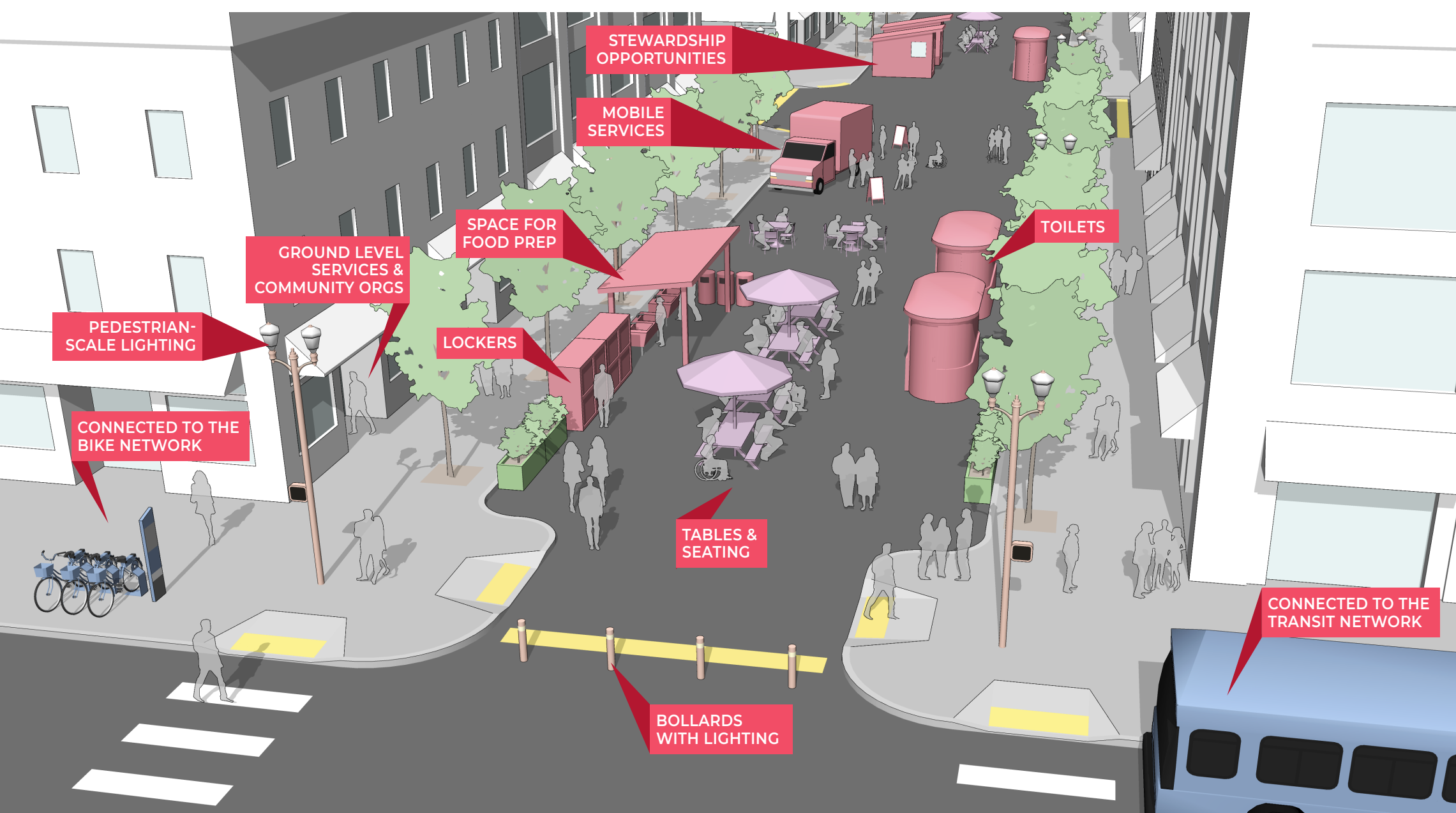» SW Montgomery
» SW Yamhill

SELECTED STREETS

Food carts coming soon!

SW Ankeny

A Market Street at Ankeny will help **activate** the street, provide amenities, and increase opportunities for small business owners.

Second demonstration project begins this fall!

SW Montgomery

Montgomery has strong momentum from a motivated **champion**: Portland State University. It could become a People-Powered Street or a Street to Stay and Play.

SW Yamhill

Yamhill could connect **anchor** destinations Director Park and Pioneer Square as a Bustling Commercial Street with transit. To move forward, Yamhill needs a motivated **champion**.

STREET TYPES

STEWARDSHIP OPPORTUNITIES
MOBILE SERVICES
SPACE FOR FOOD PREP
GROUND LEVEL SERVICES & COMMUNITY ORGS
TOILETS
PEDESTRIAN-SCALE LIGHTING
LOCKERS
CONNECTED TO THE BIKE NETWORK
TABLES & SEATING
BOLLARDS WITH LIGHTING
CONNECTED TO THE TRANSIT NETWORK

Sanctuary Street *Concept*

Market Street

Neighborhood Green Street

People-Powered Street

Street to Stay and Play

Bustling Commercial Street

EVALUATION FRAMEWORK

LAND USE
Transparency Places with more doors, windows, patios, and street connections are more transparent, whereas places with tall fences, windowless walls, or streets with otherwise poor visibility are less transparent.

Population Density Importance of residential population density to the area surrounding the street.

ANCHORS
Champions Champions are vital to pedestrian implementations by publicly and politically pushing for action.

Attractions Which attractions are best suited for each street type.

DESIGN
Building Form + Height Building form is often described in the way in which the building is used (retail, residential, etc). Building Height is simplified into "High-rise", "Mid-rise", or "Low-rise" categories

Building Density How tightly spaced are buildings on the street?

Landscaping Landscaping can include street trees, planter boxes, community gardens, and parks.

EQUITY
Accessibility & Mobility Addresses how people with disabilities or other limitations can access the space.

Human Health Needs How well does the design of the street incorporate drinking water, sanitation, and other human health needs?

Improving the Experience for POC & Low-Income People Does the space and programming offer opportunity for people of color and cultural groups to feel welcome, safe, and included? How does the street impact affordable housing?

BUSINESS
Industry & Ownership "What" is on the street - grocery stores, social services, cafes, bars, movie theaters. And "who" is providing it — a small local business, a regional business, a large conglomerate.

Frequency How often users of the street visit. Some retail offers more unique experiences that a user would visit monthly or less often, where other uses like a cafe or grocery store might be weekly or daily.

USERS
Primary Users Importance of the type of user(s) that street should serve. Neighborhood users come from the area immediately surrounding the street, regional users come from the broader city and metropolitan region, and "International / Tourism" users hail from parts outside of the Portland metro.

Permanent/Temporary Whether a street is better as a temporary or permanent implementation, or in some cases, both.

TRANSPORTATION
Street Classification Restrictions for pedestrian street types based on the City of Portland's Street Classification System.

Active Transportation Network Restrictions to street selection based on the City of Portland's 2035 Transportation System Plan Pedestrian and Bicycle Classification Definitions.

Transit Access Restrictions to street selection based on proximity to transit service routes and the City of Portland's 2035 System Plan Transit Classification Definitions.

Transit Presence Impact of transit running directly along the street.

Emergency Access Restrictions to street selection based on the City of Portland's 2035 Transportation System Plan Emergency Response Classification Definitions.

Freight Access Restrictions to street selection based on the City of Portland's 2035 Transportation System Plan Freight Classification Definitions.

Street Design Classification Restrictions to street selection based on the City of Portland's 2035 Transportation System Plan Street Design Classification Definitions.