

**Date:** January 27, 2021

**To:** Board of Directors

**From:** Doug Kelsey

**Subject: RESOLUTION NO. 21-01-50 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING THE TRIMET PEDESTRIAN PLAN**

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**1. Purpose of Item**

This Resolution requests that the TriMet Board of Directors (Board) adopt the TriMet Pedestrian Plan.

**2. Type of Agenda Item**

- Initial Contract
- Contract Modification
- Other: Adoption of the TriMet Pedestrian Plan

**3. Reason for Board Action**

Board adoption of the Pedestrian Plan is necessary to authorize staff to implement the Plan’s recommendations, including coordinating with partner agencies within the transit district to apply for grants to improve pedestrian access to transit.

**4. Type of Action**

- Resolution
- Ordinance 1<sup>st</sup> Reading
- Ordinance 2<sup>nd</sup> Reading

**5. Background**

All transit riders, whether they walk or roll, are pedestrians at some point during their transit trip. The vast majority of TriMet’s riders – about 86% of them - report that they walk to their stop or station to begin their journey aboard transit.

The purpose of the Pedestrian Plan is to make walking and rolling to transit safer, more desirable and more comfortable. In partnership with representatives from community organizations and jurisdictions within the transit district, and guided by the values of safety, equity and demand, the Pedestrian Plan identifies the highest-priority locations for making pedestrian improvements throughout the district.

Improving opportunities for our riders to walk safely and comfortably to transit is included in TriMet’s broader effort to remove barriers to transit ridership. While the introduction of a Low-Income Fare in 2018 has reduced financial barriers to riding transit, we know that many riders -- particularly low-income riders, riders from historically underserved communities, and riders with disabilities -- still encounter barriers like missing sidewalks, insufficient lighting and dangerous crossings on their walk to transit.

In 2011, TriMet undertook a Pedestrian Network Analysis to investigate pedestrian conditions and offer recommendations for improvements in ten focus areas across the TriMet service district. The Pedestrian Plan is the first effort that analyzes pedestrian access to transit across the entire service area using new methods and data. The recommendations in the Plan:

- Provide a common resource for TriMet and its agency partners,
- Help prioritize investments in pedestrian infrastructure by road authorities within the transit district,
- Offer support for pedestrian-related funding requests and program development, and
- Create a dynamic tool for TriMet efforts and future collaboration with other agencies within the transit district.

The development of the Pedestrian Plan included the following public engagement:

- An online survey that received over 1300 responses
- An online open house that received 275 visitors and included an interactive map allowing visitors to identify specific locations where they encountered barriers in their walk or roll to transit.
- In-person open houses across the region in connection with Annual Service Plan proposals as well as SW Corridor Open Houses
- Presentations to the following groups:
  - East Multnomah County Transportation Committee (EMCTC)
  - East Multnomah County Transportation Committee Technical Advisory Committee (EMCTC TAC)
  - Transit Equity Advisory Committee (TEAC)
  - The Committee on Accessible Transportation (CAT)

The development of the Pedestrian Plan was guided by a Stakeholder Forum that consisted of: staff from cities and counties in TriMet's service district; representatives from community-based organizations serving communities of color, refugees, immigrants and limited English proficiency populations; members of pedestrian advocacy groups; representatives from large employers and community colleges; and members of TriMet's CAT and TEAC. The Stakeholder Forum identified the key components of safety, equity and demand that shaped and guided the plan. The group also provided advice and comments on the methodology, proposed plan actions, and the draft plan.

## **6. Diversity**

Nationwide studies have shown that seniors and people of color are overrepresented in pedestrian injuries and fatalities. In addition, transit-dependent individuals are more likely to belong to lower-income and historically underserved communities. The Plan promotes and guides investment that enhances safe and secure walking and rolling to transit, which helps our most vulnerable riders.

## **7. Financial/Budget Impact**

There is no specific financial or budgetary impact associated with the adoption of the Plan. However, the Plan assumes that TriMet will continue to commit staff time to coordinate with jurisdictions within the transit district to improve pedestrian access throughout the region.

**8. Impact if Not Approved**

The development of TriMet's Pedestrian Plan was funded through a Transportation Growth Management (TGM) grant from the Oregon Department of Transportation. TriMet has received two other TGM grants to date: one for the Bike Plan (completed), and the other for the TOD Inventory (underway). The TGM grant requires the preparation of a Pedestrian Plan that increases opportunities for walking, biking, and transit, and also requires the Plan to be adopted by the Board. Should the Board not approve the Pedestrian Plan Resolution, it would violate a condition of the grant and jeopardize TriMet's ability to obtain future TGM grants.

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TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING THE  
TRIMET PEDESTRIAN PLAN**

**WHEREAS**, TriMet has authority under ORS Chapter 267 to adopt and implement plans to coordinate with jurisdictions for the construction and improvement of transit-related facilities within the transit district; and

**WHEREAS**, the TriMet Pedestrian Plan provides a common resource for TriMet and its regional partners that encourages prioritization of investments in pedestrian infrastructure, and supports funding requests and local collaboration on regional development of pedestrian improvements; and

**WHEREAS**, the Pedestrian Plan encourages developments that enhance the safety and security of pedestrians who rely on the transit system, in particular seniors and the disabled, people of color, lower-income riders and other historically underserved communities; and

**WHEREAS**, the approval of the Pedestrian Plan by the TriMet Board of Directors (Board) is a condition of the Transportation Growth Management (TGM) grant award, will facilitate TriMet's collaboration with other local agencies in pedestrian-related transit facilities, will assist TriMet to acquire additional TGM grant awards that may be used to enhance pedestrian safety, security and access to transit facilities, and will encourage broader use of the transit system;

**NOW, THEREFORE, BE IT RESOLVED:**

That the Pedestrian Plan is hereby adopted by the Board.

Dated: January 27, 2021

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Presiding Officer

Attest:

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Recording Secretary

Approved as to Legal Sufficiency:

**Gregory E. Skillman**  
Legal Department