Portland Bureau of Transportation

Project Decisions & Performance Measures

Reimagining South Sheridan Street

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Goals

Working with the key stakeholder, the International School of Portland, we have identified **four goals with objectives** for this project.

Goal 1: Improve **safety** for pedestrians and bicycles.

- Objective A: Reduce **conflict points** between modes of transportation;
- Objective B: Improve **visibility** of pedestrians and bicyclists;
- Objective C: Address **modal equity** regarding facility availability and quality.

Goal 2: Improve the **flow** of pedestrians, bicycles, and vehicles.

- Objective A: Align the project with the **school's traffic easement plans**;
- Objective B: Address **bottlenecks** at Water/Sheridan, Water/Caruthers, and/or Water/Sherman.

Goal 3: Create a **calm** and **beautiful** street.

- Objective A: Develop **intuitive wayfinding** for all modes;
- Objective B: Support **speed reduction** on Water and Sheridan streets;

- Objective C: Incorporate **nature and art** into designs.

Goal 4: **Reconnect** communities divided by highways.

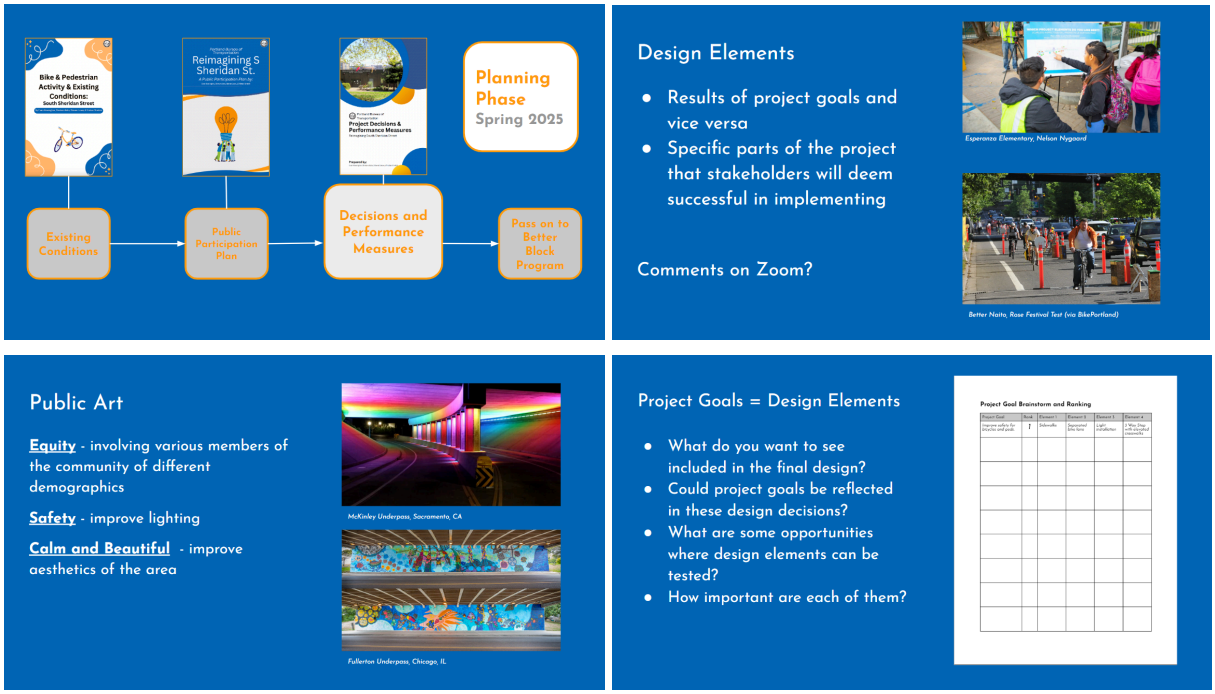
- Objective A: Restore and create new **multimodal connections** between Lair Hill, South Waterfront, and Corbett neighborhoods;
- Objective B: Create opportunities for **neighboring communities to cross and mix** at the street level;
- Objective C: Address **historical burdens** placed on the neighborhood through freeway expansion and urban renewal.

Goal Making Process

To finalize our project goals, we met with the main sponsor of the project, the International School of Portland. Below is a sample of a worksheet that was created to help unfamiliar stakeholders understand the correlation between project goals and design elements.

Goals	Rank	Element 1	Element 2
Improve Safety for peds. & bikes	1	Build sidewalks and crosswalks	Induce traffic calming measures
Improve and separate flow for all modes	3	Build sidewalks and separated bike lanes	Divide modes with natural features (native plants)
Calm and beautify the area.	2	Incorporate public art	Creative solution to reduce noise.
Improve neighborhood connectivity	4	Build sidewalks and connect to pedestrian/bike network	Comfortable access between South Waterfront and Lair Hill

Keep in mind that the goals, rankings, and elements above were a draft to lead the meeting.



Accompanying the chart was a slide presentation, reassuring the project sponsor of the timeline, educating them on the specific objectives of the meeting, and asking questions that gave insight into the answers that we are looking to formulate. Overall, the meeting was successful in pointing out missing components in our drafted project goals and clarified much of the process to the sponsor to enable them for future developments.

Design Ideas

1. Separated Bike Lanes: Provides a safer area for families, students, and community members to **bike** through the South Waterfront.
2. Complete Sidewalks: Ensure that all **sidewalks are completed** so pedestrians can safely reach their destinations without needing to navigate oncoming traffic.
3. Build Crosswalks: Ensure that pedestrians have the **correct infrastructure to safely cross the street.**
4. Beautify Area: **Makes the area more desirable** when passing through. Can incorporate art or natural plants.
5. Traffic Calming Measures: **Limit parking or build a roundabout** at Water and Sheridan streets to slow traffic, improve safety, and keep larger vehicles out of the area.

Decision Matrix

This section calculates a rating index of 1-5 to evaluate and finalize the four designs based on 4 criteria:

- School: Considering the extent to which it meets the need of school
- Cost: Cost of construction and installation
- Time: Construction and installation time
- Accessibility: Various people & different mode users can enjoy its changes

Design	Goals	School 1: Least 5: Best	Cost 1: $$$$ 5: $	Time 1: Slow 5: Fast	Accessibility 1: Exclusive 5: Inclusive	Total
Separated Bike Lanes	Goal 1, Obj A 1-B,1-C,2-A, 3-A,4-A,4-B	3	2	2	1	8
Complete Sidewalks	1-A ,1-B, 1-C, 2-A, 3-A, 4-A 4-B	4	1	3	4	12
Build Crosswalks	1-A, 1-B, 1-C 2-B, 3-A, 3-B, 4-A, 4-B	5	4	5	5	19
Beautify Area	1-A 1-B, 2-A, 3-A, 3-B, 3-C	2	3	4	2	11
Traffic Calming Measures	1-A, 1-C, 2-B 3-A,	1	5	1	3	10

Recommendations

Based on our decision matrix, we would recommend **building a crosswalk** and **completing the sidewalks.**

Build Crosswalks

We selected this design idea because it will provide safety for pedestrians going to or from the South Waterfront. Additionally, regarding safety, drivers will have added visuals that pedestrians will be crossing. The implementation of a crosswalk will also be relatively quick and inexpensive to build.

Performance Metrics

Safety

After about 3-6 months after the implementation of the crosswalk, follow up with the community asking them if they feel safer crossing the street than they did previously.

Usage

Once the crosswalk has been implemented, conduct a line count of pedestrians utilizing the crosswalk and compare it to the data found from the existing conditions study.

Complete Sidewalks

We selected this design despite the cost and time to build because of the depth of impact complete sidewalks can have on addressing all four identified goals.

Performance Metrics

Accessibility

Survey parents at the International School and residents of neighboring residences about journeys they take on foot. 6 months after the completion of the sidewalk, resurvey those parents and residents to determine if they have made any modal shifts or have improved accessibility because of the presence of the sidewalk.

Usage and adherence

Once the sidewalk has been implemented, conduct a line count of pedestrians utilizing the sidewalk and compare it to the number of pedestrians walking in the street or otherwise not using the sidewalk.