



1. WHAT IS PEDPDX?

PedPDX is Portland's Citywide Pedestrian Plan. It prioritizes sidewalk and crossing improvements, along with other investments to make walking safer and more comfortable across the city. The plan identifies the key strategies and tools we will use to make Portland a great walking city for everyone.

Plan Purpose

PedPDX is an update of Portland's Pedestrian Master Plan. Since 1998, the Pedestrian Master Plan has guided pedestrian-friendly design and policies in Portland and has served as a model across the country. However, there is more we can do to make Portland a great walking city. Despite consistent investment in the pedestrian network, significant gaps remain and new policy questions have emerged.

An incomplete pedestrian network limits the City's ability to absorb growth and meet the livability and access needs of residents, including safe walking access to public transit and essential services. The 1998 Pedestrian Master Plan has served inner Portland well, but has often struggled to provide adequate guidance for areas such as East and Southwest Portland that present environmental challenges and right-of-way constraints.

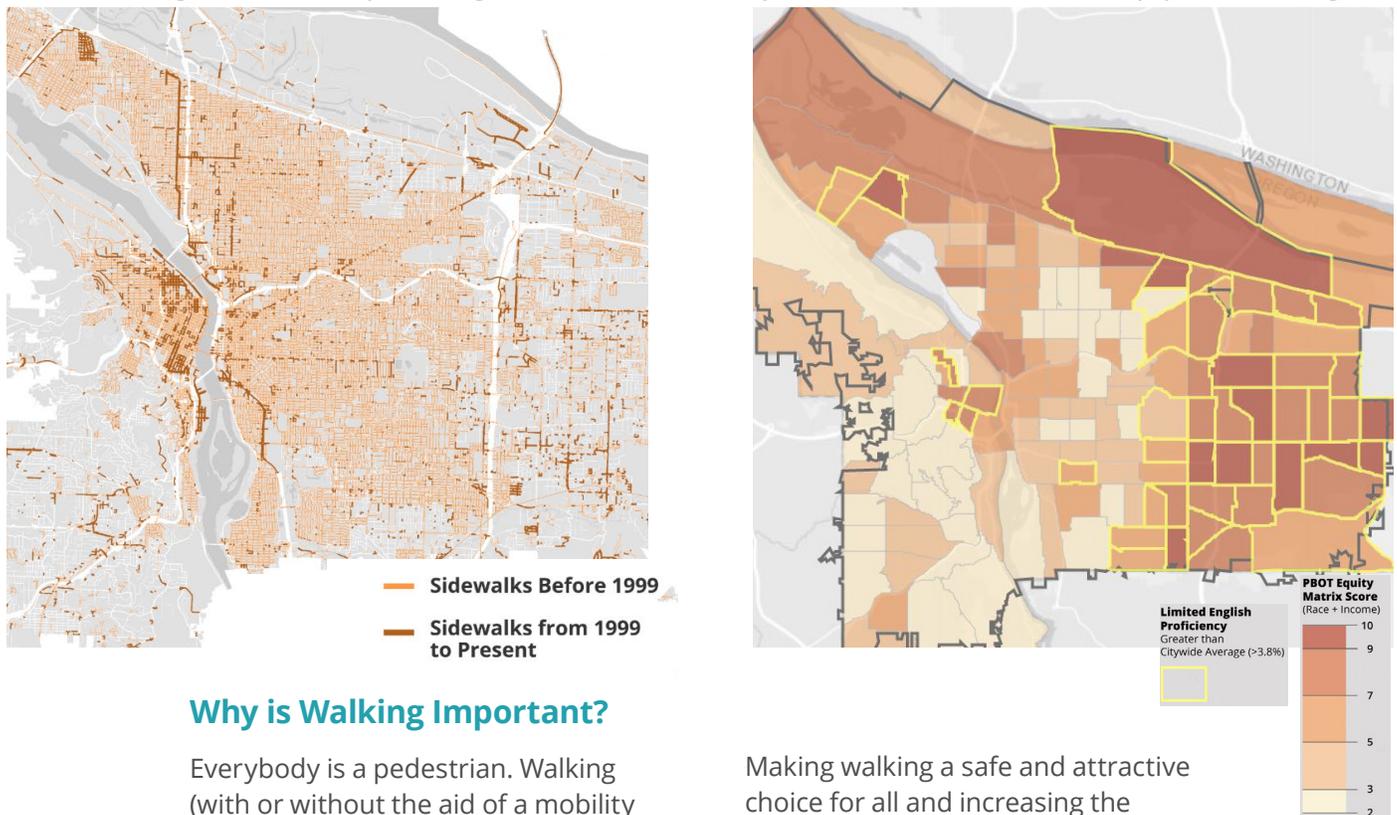
PedPDX reflects changes to pedestrian policy and design best practices that have emerged since the original 1998 Pedestrian

Master Plan was adopted, including an emerging understanding of transportation equity and a Vision Zero approach to pedestrian safety. **This Plan ensures that the City will continue to lead the way in walkability and will allow Portland to absorb growth in a sustainable way that encourages all people in Portland to walk whether for commuting, shopping, going to school, or recreation.** For the City of Portland, leading the way in walkability is paramount because of the impact that walking conditions have on our residents' daily lives.

Who is Included?

In one word, everybody. There are multiple ways that people can "walk." Pedestrians can move using their own two legs, a wheelchair, a walker, or a cane. PedPDX addresses the needs of all who use Portland's sidewalks and crossings, no matter how they move.

Figure 5: Comparing sidewalk presence (left) to PBOT's Equity Matrix (right) shows that many Portland neighborhoods lacking sidewalks are also areas with higher equity concerns. The orange lines in the map at the left show where sidewalks exist in Portland. The darker orange areas in the map on the right indicate areas of the City where low-income and non-white populations are highest.



Why is Walking Important?

Everybody is a pedestrian. Walking (with or without the aid of a mobility device) is part of each of our everyday lives, whether we think about it or not.

Walking is the most fundamental means of transportation and forms the beginning or ending point for many of our daily tasks. People are pedestrians when walking or rolling to the bus stop, taking their dog on a walk, walking to lunch during work, casually strolling with their kids to their neighborhood park on the weekend, walking along a popular shopping street, or even walking to or from your parked car. We are all pedestrians at some time during the day.

Designing a walking-friendly city means designing a people-friendly city, where residents equally share the opportunity to safely and comfortably walk to neighborhood destinations, meet their neighbors, enjoy positive health impacts, and contribute to the quality of the environment.

Making walking a safe and attractive choice for all and increasing the number of people walking in Portland can help us address many issues important to Portlanders:

EQUITY

Walking is the most accessible form of transportation available, requiring no fare, no license, and little equipment. Walking and transit are often the only option for the young, old, disabled, and poor, and others with limited transportation choices. Pedestrian infrastructure is key for those who rely on transit and need a safe way to reach transit.

Pedestrian safety and access is an equity issue. In Portland, inadequate pedestrian infrastructure and traffic safety concerns disproportionately impact low-income communities and people of color.

Figure 5 highlights how sidewalks are more often missing in areas with a higher equity concern, particularly in the outer neighborhoods of East Portland, while inner neighborhoods have good sidewalk coverage.

We walk everywhere. I've found with children it's incredibly fulfilling, it's very peaceful, it's an activity that lets them come into their bodies and be present and to know their environment.

Evelyn
PedPDX Walking Stories

HEALTH

There is a strong link between walking activity and an individual's health. Walking is one way to incorporate movement within daily activities to improve health and reduce the risk of chronic diseases and early death¹. Walking can positively impact the physical and mental health of people of all ages, from children to older adults. The Centers for Disease Control and Prevention (CDC) recommends thirty minutes of physical activity a day five days a week or 150 minutes per week. Much of this recommended physical activity can be attained through the simple act of walking, either for transportation or for recreation.

However, the presence and quality of public infrastructure plays a major role in one's ability to safely and comfortably walk, and as such greatly influences both public and individual health outcomes. Research shows that as the quality and presence of pedestrian infrastructure declines in

¹ <https://www.surgeongeneral.gov/library/calls/walking-and-walkable-communities/exec-summary.html>

Supportive Policies

The City of Portland's Transportation System Plan (or TSP) is the policy document that guides investment in the City's transportation system. Adopted TSP policies that support walking include:

- Prioritize walking over other modes (Policy 9.6)
- Create more complete pedestrian networks (Policy 9.18)
- Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities (Policy 9.19)
- Establish an interconnected, multimodal transportation system (Policy 9.47)
- Increase walk to work rate to 7.5% by 2025 (Policy 9.26.g)
- By 2035, increase the mode share of daily non-drive alone commute trips to 70 percent citywide (Policy 9.26.h)

People will not want to walk if their neighborhoods are trashed, and that's just because they are going to feel unsafe.

Eric
PedPDX Walking Stories

a given neighborhood, so do health outcomes².

A study by the Robert Wood Johnson Foundation found that high income neighborhoods are significantly more likely to have sidewalks on one or both sides of the street (89 percent of neighborhoods) compared to middle or low income neighborhoods (59 percent and 49 percent)³.

As cost-burdened Portlanders are increasingly forced into areas with poor pedestrian infrastructure, they may also be forced into neighborhoods that negatively impact health. Ensuring that all of Portland's neighborhoods are walkable is therefore critical in terms of improving the long-term health of all who live here, and ensuring that good health is equally attainable to all no matter where in the city you live.

² "Move this Way: Making Neighborhoods More Walkable and Bikable." ChangeLab Solutions. https://changelabsolutions.org/sites/default/files/MoveThisWay_FINAL-20130905.pdf

³ "Income Disparities in Street Features that Encourage Walking." Bridging the Gap. http://www.bridgingthegapresearch.org/_asset/02fpi3/btg_street_walkability_FINAL_03-09-12.pdf

ENVIRONMENT

Nearly 40% of all local carbon emissions come from transportation sources. Shifting our transportation patterns from driving to environmentally sustainable modes such as walking, biking, and public transit plays a major role in minimizing climate impacts. **Walking is the most sustainable form of transportation there is.**

The City of Portland's Climate Action Plan outlines the City's commitments to reduce greenhouse gas emissions and energy use citywide. The Climate Action Plan sets targets related to transportation. These include:

- Create vibrant neighborhoods where 80 percent of residents can easily walk or bicycle to meet all basic daily, non-work needs and have safe pedestrian or bicycle access to transit
- Reduce daily per capita vehicle miles traveled by 30 percent from 2008 levels

The Climate Action Plan supports these goals through funding targets

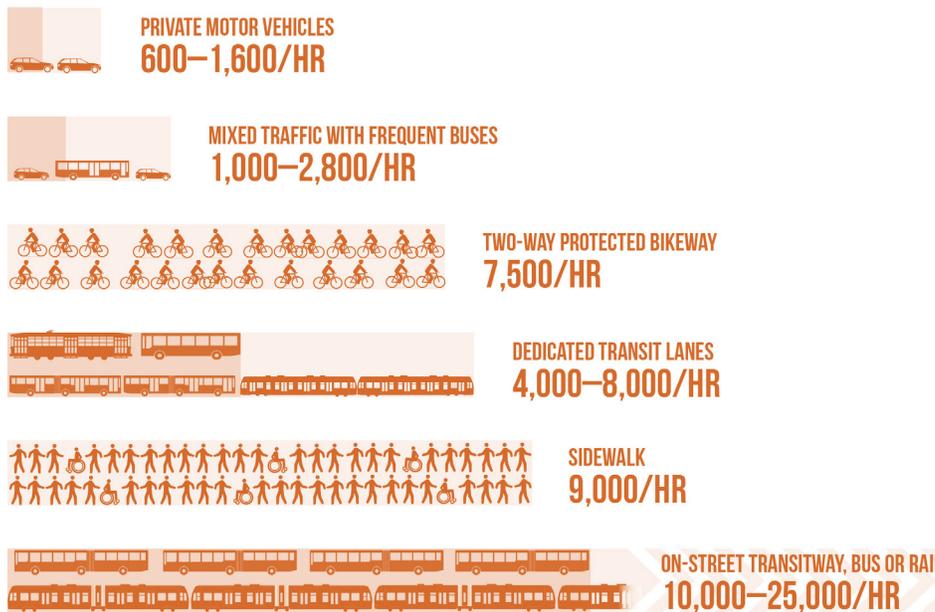


Figure 6: Potential Capacity of Differing Facilities and Modes (Source: NACTO)

to support transit and active transportation, recommendations to continue building these networks, and programs to help residents learn more about transportation options.

MANAGING GROWTH & CONGESTION

While the population and demands on our transportation system are growing, space within city streets is not. Because most of the city is already highly developed, there is typically no room to widen city rights-of-way. Successfully absorbing the city's growth therefore means moving more people in the same amount of space. To do this, it is necessary to facilitate and encourage more people to travel by walking, biking and transit.

Figure 6 illustrates the potential capacity of different transportation facilities and modes. Sidewalks have the capacity to move more people

than almost all other forms of transportation.

LIVABILITY

Walkable urbanism is the foundational element of great neighborhoods and great cities. Neighborhoods where people can easily walk to transit stops, schools, parks, shops, and neighborhood services help promote a sense of community, social activity, and allow residents to age in place.

Walking is more than just a mode of transportation; it provides a way for people to slow down, interact with neighbors, enjoy public art, and interact with the city in a different way. Extending the benefits of walkable neighborhoods to all Portlanders is critical.

PedPDX and Previous Plans

The City of Portland, Metro, and the State of Oregon all publish plans to guide investment and set priorities. These plans are created with public feedback to document what is important to Portlanders and residents throughout Oregon. Agencies work to implement their plans once they are completed. Some recommendations are quickly tackled after the plan is finished. Others may take a long time, such as 20 years or longer for complex projects. New or updated plans are created over time as transportation systems and communities change and as new technology and best practices evolve. Additionally, some agencies are federally required to produce certain types of plans.

Understanding how all these plans fit together helps planners make recommendations that are consistent with previous plans. The PedPDX team reviewed local, regional, and state level plans to learn more about how PedPDX strengthens and updates previous initiatives.

PORTLAND 2035 TRANSPORTATION SYSTEM PLAN

The Transportation System Plan (TSP) is the 20-year plan to guide transportation policies and investments in Portland by:

- Supporting the City's commitment to Vision Zero by saving lives and reducing injuries to all people using our transportation system
- Helping transit and freight vehicles to move more reliably
- Reducing, carbon emissions and promoting healthy lifestyles
- Keeping more money in the local economy, as we spend less on vehicles and fuel
- Creating great places

The 2035 TSP was adopted by City Council in 2018. It is a comprehensive transportation plan designed to help implement the City's 2035 Comprehensive Plan and the region's 2040 Growth Concept by supporting a transportation system that makes it more convenient for people to walk, bicycle, use transit,

and drive less to meet their daily needs. The TSP houses key goals and policies for the City’s transportation system, and provides a list of major transportation projects the City intends to implement over the next 20 years to help realize the vision of the Comprehensive Plan.

Transportation improvements over \$500,000 are listed individually as major projects within the TSP. These major projects are identified from individual planning processes such as modal plans (like PedPDX) or local area plans. Pedestrian-related projects in the TSP may include broad multi-modal “complete streets” corridor improvements that include pedestrian elements in their descriptions and cost estimates, or they may be specific large-scale projects with a pedestrian emphasis, such as pedestrian district improvements, large sidewalk or trail projects, or bicycle/ pedestrian bridges.

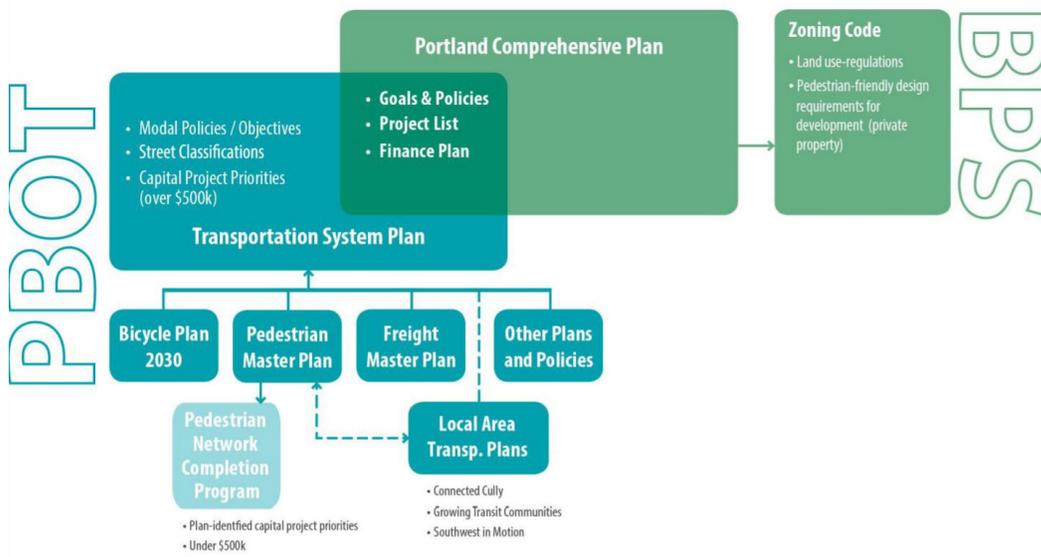
There are currently 427 Major Projects identified in the TSP. Of these, 241 projects include pedestrian elements.

In addition to identifying major capital project priorities, the TSP also creates a series of programs intended to deliver smaller-scaled transportation improvements, generally under \$500,000. One of these programs is the Pedestrian Network Completion Program. Citywide programs help the public and staff understand, track, and promote small-scale transportation investments.

Prioritized needs on the PedPDX Pedestrian Priority Network will be eligible for funding through the Pedestrian Network Completion program, which is directly charged with expanding the city’s network of sidewalks, walking paths, and crossings.

The TSP also provides goals and policies, as well as modal street classification and descriptions. Many of the goals and policies directly relate to the pedestrian experience (see Appendix E: “Policy Framework Review” for a detailed list of these pedestrian-specific TSP goals and policies). One of the key pedestrian-related policies included

Figure 7: Relationship Between City Agencies and Policies



in the 2035 TSP is Portland’s Policy 9.6: Strategy for People Movement, which prioritizes pedestrians over other modes and states “implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list:

1. Walking
2. Bicycling
3. Transit
4. Fleets of electric, fully automated, multiple passenger vehicles
5. Other shared vehicles
6. Low or no occupancy vehicles, fossil-fueled non-transit vehicles”

PedPDX will help us implement the newly adopted pedestrian-related goals and policies included in the 2035 TSP. The PedPDX prioritization framework as well as the strategies and actions within the PedPDX Implementation Toolkit directly reflect these newly adopted TSP goals and policies. Because the City’s Comprehensive Plan was recently updated (2018) and includes strong pedestrian policies, no changes to

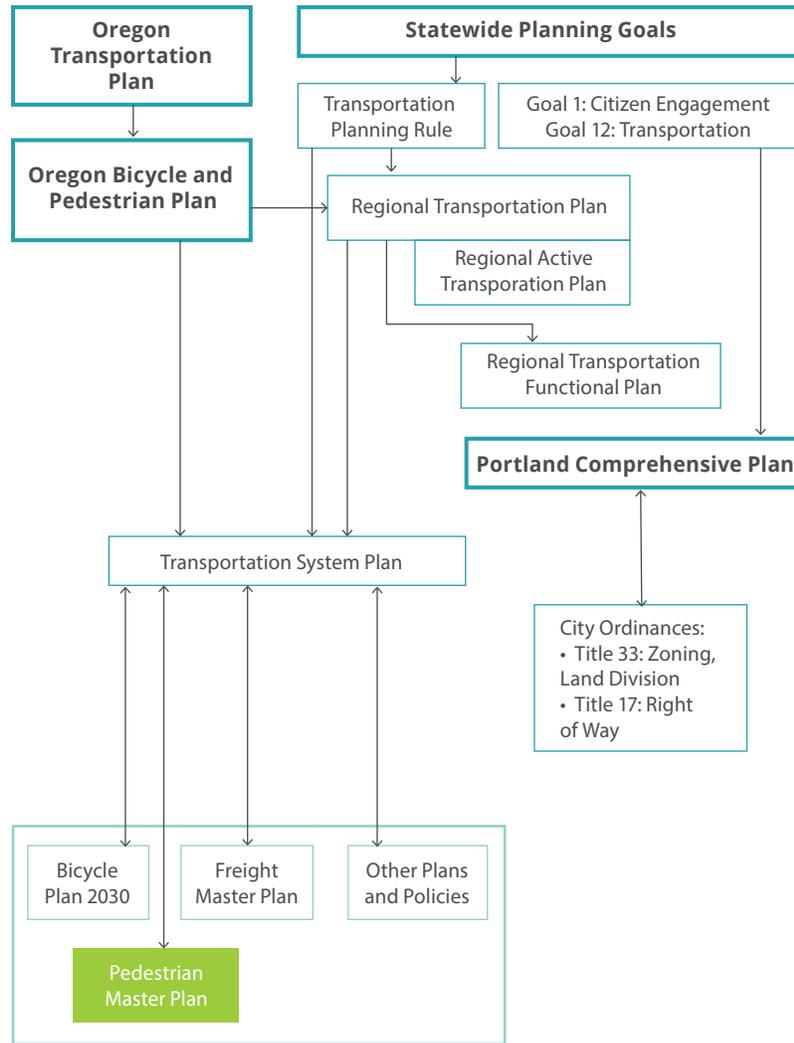
newly adopted TSP goals and policies are recommended at this time.

PedPDX will be adopted by City Council Resolution in 2019. City staff will subsequently update the pedestrian classifications within the TSP to reflect the PedPDX Pedestrian Priority Network. These updated pedestrian classifications will be proposed as amendments to the 2035 TSP.

State and Regional Planning Context

Figure 7 and Figure 8 show the relationships of state, regional, and local plans in terms of the flow of policy directives. State law establishes requirements for consistency at the state, regional and local levels. Metro’s Regional Transportation Plan, Active Transportation Plan, and Transportation Functional Plan must be consistent with Oregon Transportation Planning Rule (TPR) requirements, the Oregon Transportation Plan and state modal and topical plans. The City Comprehensive Plan, Transportation System Plan, and all local modal plans (including the PedPDX Portland Citywide Pedestrian Plan) conform to the requirements of the regional transportation plans. The

Figure 8: Plans and Policy Directives



process is not linear, however, as plan updates are staggered.

Though Portland has long held a strong set of policies supporting walking, regional and state plans have evolved in the past 20 years. PedPDX is an opportunity to update City policy to comply with new requirements and also incorporate recommended approaches to pedestrian planning. Specific changes to the policy context since 1998 include:

- Clearly defined directives around safety and equity in transportation
- Updates to the State Transportation Planning Rule and Metro Regional Transportation

Framework Plan, which serve as the main drivers of compliance requirements for local pedestrian planning

- Updates to the City Comprehensive Plan and Transportation System Plan, which serve as the local planning framework for the local pedestrian plan

Portland meets or exceeds all of the key requirements state plans outline for local jurisdictions. Among regional policy directives, the Regional Transportation Functional Plan’s guidance for developing a local pedestrian master plan and the Regional Active Transportation Plan’s guidance for prioritizing pedestrian needs inform specific products of PedPDX.

Who We Heard From

PedPDX Community Advisory Committee (CAC)

In the twenty days between March 28 and April 16, 2017, staff received over 260 applications citywide from members of the public wishing to serve on the PedPDX Community Advisory Committee (CAC).

Recognizing that one's walking experience in Portland varies greatly depending on area of the city and one's physical abilities, committee members were selected for their demographic and geographic diversity as well as their passion for making the city better for everyone. The Commissioner in Charge and staff ultimately accepted 26 members. Staff prioritized most of the positions for people who had not yet had an opportunity to engage with City processes in an advisory manner and additionally included liaisons from Oregon Walks, the City of Portland Pedestrian Advisory Committee (PAC), OPAL Environmental Justice/ Bus Riders Unite and the PBOT Bureau & Budget Advisory Committee (BBAC).

PedPDX CAC members served for the duration of the planning

process and provided feedback that was integrated into the plan. PedPDX CAC members were responsible for keeping their individual organizations, agencies, neighborhoods, and/or community and business groups up to speed on the progress of the Plan. Other responsibilities included reviewing and commenting on project materials, helping to distribute invitations to public feedback opportunities, providing regular updates to one's community on the project, and consulting with members of their community on how to best represent their views, concerns, and recommendations.

Citywide Survey

A key piece of the PedPDX public involvement strategy was a community-wide "Walking Priorities Survey" asking Portlanders to share their priorities for making Portland a more walkable city. Community responses to the public survey helped the project team understand



Community Advisory Committee Meeting

the types of improvements that are most important to help address barriers to walking in Portland, as well as the general locations where these improvements are most important to residents.

This feedback served to identify pedestrian-related needs and to develop a methodology for prioritizing pedestrian improvements across the city. Additionally, responses to the survey were used to help develop the Plan's strategies and actions for improving walking conditions in Portland.

The Walking Priorities Survey was posted online for approximately 17 weeks, spanning the summer season from June 8, 2017 to October 2, 2017. It was available online and in paper form in English, Spanish, Chinese, Vietnamese, and Russian -the top languages spoken citywide. Staff worked with Spanish, Chinese, Vietnamese, and Russian Community Engagement Liaisons (CELs), who helped advertise the online survey opportunity among these language-specific audiences, and gathered



translated paper "hard-copy" survey responses.

The survey was advertised and distributed using social media outlets, earned online media, targeted print advertising, quarter-sheet flier handouts, direct community engagement, and email distribution. Additionally, staff worked directly with community organizations to help spread the word about the PedPDX Walking Priorities Survey to their constituencies, and provided briefings to PBOT modal committees, neighborhood coalitions, local community groups and organizations throughout the city.

To incentivize participation in the survey, staff offered the chance to win a Fitbit Charge 2 as well as other prizes that included PedPDX t-shirts, walking tours donated by Slabtown Tours and Portland Walking Tours, water bottles, bumper stickers, umbrellas, pedometers, buttons, flashlights, carabiners, and pencils.

解答一个简短的问卷



你即有机会赢得一个fitbit 心率健身手环和其他超棒奖品!
你的反馈将帮助波特兰成为一个理想的步行城市。

点击这里

Почувствуйте в кратком опросе



чтобы получить шанс выиграть фитнес-браслет и другие удивительные призы!
Ваш отзыв поможет нам сделать Портленд отличным пешеходным городом.

кликните сюда

¡PARTICIPE EN UNA BREVE ENCUESTA!



para tener la oportunidad de ganarse un Fitbit y otros premios fabulosos!
Su opinión nos ayudará a hacer de Portland una gran ciudad para caminar.

haga clic aquí

HÃY THAM GIA MỘT THAM KHẢO Ý KIẾN NGẮN



cho một cơ hội trúng thưởng một Fitbit và những giải thưởng giá trị khác!
Đóng góp ý kiến của bạn sẽ giúp chúng tôi làm cho Portland là một thành phố tốt để đi bộ.

bấm vào đây

Materials for the PedPDX Walking Priorities Survey were translated into Spanish, Chinese, Vietnamese, and Russian - the top languages other than English spoken citywide

To kick-off PedPDX and the Walking Priorities Survey, staff provided 100 tickets to “Friends of PedPDX” public volunteers to walk in Portland’s Grand Floral Walk on June 10, 2017. Participant volunteers were given free PedPDX t-shirts to wear in the four-mile walk from the Memorial Coliseum to Downtown. Volunteers handed out PedPDX-branded flashlight carabiners and quarter-sheet flyers advertising the Walking Priorities Survey to hundreds of bystanders as they walked to encourage the public to take the online survey.

To evaluate whether the project team heard from a representative sample of Portlanders, staff compared survey responses to the racial and geographic distribution of the city’s population. Staff used this analysis on a rolling basis throughout the survey period to help drive public outreach, leveraging outreach to underrepresented respondent groups. Specifically, staff worked with community organizations to reach out to people of color and residents of East Portland to help

garner as many survey responses from these underrepresented groups as possible. Staff shared mid-course demographic and geographic data with the PedPDX CAC and acted on their feedback about strategic groups and organizations to reach out to help ensure the survey represents the full spectrum of Portland’s residents.

Subsequent outreach efforts resulted in increased survey responses from Hispanic/Latino and East Portland residents but had no impact on responses from Black/ African American residents.

The online and hard copy surveys elicited 5,405 total responses in five languages, including 2,088 comments to open-ended questions. We received 432 non-English language surveys between online and hard copies combined. In addition to the online and paper surveys, staff held an engagement activity with 22 youth and surveyed approximately 550 public event participants. A full version of the Walking Priorities Survey Report is available in Appendix C.



CAC Members Gathering Survey Responses at Sunday Parkways

PUBLIC EVENT ACTIVITIES

In addition to soliciting online and paper survey responses, the project team, CAC members, and Friends of PedPDX public volunteers administered the survey questions in person at public events across Portland via an interactive exercise. The activity asked participants to rank walking barriers and investment priorities by placing strips of paper into each of eleven buckets, indicating which issues were most (1) and least (11) important to them.

The in-person outreach events included:

- Nine Safe Routes to School open houses
- Two Fixing Our Streets open houses
- Three Sunday Parkways events
- Rosewood National Night Out
- Multnomah Days
- Division Midway Festival of Nations

YOUTH ENGAGEMENT ACTIVITY

In an effort to reach more young Portlanders, staff facilitated an engagement activity with 22 high school students participating in the City of Portland Teen Force program. As a physical manifestation of the online survey, staff asked students to stand next to signs numbered 1 through 6 to indicate their biggest barriers to walking, and the types of places that are most important to improve. After each prompt, students engaged in a brief discussion about why some of the students gave the responses they did. These responses were incorporated into the Walking Priorities Survey analysis.



Youth Engagement Activity

Walking While Black Focus Groups

Out of the 5,405 total respondents to the PedPDX Citywide Walking Priorities Survey, 2% identified as African or African American. However they represent 5.7% of Portland's overall population. In recognition of the low recorded¹ response rate from African and African American Portlanders in the Walking Priorities Survey, the project team hosted two focus groups to more intentionally elevate the voice of Black Portlanders in PedPDX. Facilitators provided a space for Black Portlanders to speak candidly about their Walking While Black experience in Portland, which the survey results show is different from the experience citywide (Figure 9).

Key elements that contributed to the success of these sessions included:

- PBOT staff worked with community partners from the Portland African American Leadership Forum (PAALF),

Black Parent Initiative (BPI) and Immigrant and Refugee Community Organization (IRCO) Africa House to host two focus groups

- An event title and promotional materials that were inviting to the Black community and emphasized interest in their specific experience
- Partnership with popular community organizations that could extend invitations to community members
- The focus groups being held at Black-owned/operated community spaces and dinner being provided by Black-owned catering businesses
- A pre-focus group survey that collected demographic information so that facilitators could have a deeper understanding of the diversity of experiences within the Black Portland community
- Seeking participant responses to and dialogue on the citywide survey, as well as additional discussion questions that sought

¹ Most of the Public Event Activities were held in racially diverse areas of North and East Portland, however demographic information was not captured because of the nature of passer-by, quick participation.

Figure 9: Citywide Versus “Walking While Black” Survey Responses

Places to Improve - Average Point Value (from 1-6)

WHAT MAKES WALKING DIFFICULT IN PORTLAND?	WALKING WHILE BLACK	CITYWIDE
Poor Lighting	5.00	3.62
Sidewalks / walking paths missing on BUSY streets	4.94	4.66
People driving too fast on BUSY streets	4.82	4.29
Not enough safe places to cross busy streets	4.78	4.46
People driving too fast on RESIDENTIAL streets	4.74	4.44
Sidewalks / walking paths missing on RESIDENTIAL streets	4.71	4.29
Drivers not stopping for pedestrians crossing the street	4.47	4.29
Buckled / cracked / uplifted sidewalks, or other tripping hazards	4.47	3.46
Missing curb ramps at intersections	4.00	3.22
Not enough time to cross the streets	3.91	3.08

more information on their pedestrian experience as Black Portlanders

- Participants were provided with \$25 gift cards for grocery stores and a local Black-owned restaurant in appreciation of their time and contributions. Partnering organizations received a small donation for their assistance with outreach.

Focus groups were held on November 28th, 2017 at the June Key Delta Community Center in North Portland, and on December 9th, 2017 at IRCO Africa House in East Portland. The original goal was for each focus group to have eight to twelve participants. Nearly 50 community members participated in these sessions.

The input received at these focus groups directly informed the strategies and actions in the PedPDX Toolbox. A full version of the Walking While Black Focus Group Summary Report is available in Appendix D.

District Coalitions

PedPDX includes new pedestrian street classifications across the city to reflect the PedPDX Pedestrian Priority Network. These proposed pedestrian classifications required careful review from community members to help ensure the classifications are correct and serving the right streets.

Prior to releasing the draft pedestrian classifications to the general public, PedPDX sought to meaningfully engage the City’s District Coalitions for a careful review of and refinements to the Pedestrian Priority Network and associated classifications. Throughout the summer of 2018, staff brought the draft Pedestrian Priority Network to each of the City’s seven District Coalitions.

Participants at the workshops learned about PedPDX and provided input on the proposed pedestrian classifications, drawing from their knowledge of their neighborhoods and recording how their proposed refinements meet the criteria of

I think in Portland it is difficult just being a woman walking while black. It can be troublesome because people will not respect you unless you demand your respect.

Anjeanette
PedPDX Walking Stories

the classification. For suggested changes to Neighborhood Walkways, for example, participants described how their proposed refinements would serve more than just the people who live on the adjacent street and serve as a key route to a community destination, especially for underserved or underrepresented members of their community.

Project staff subsequently reviewed every comment received by the District Coalitions and refined and revised the Pedestrian Priority Network and pedestrian classifications.

The following events were part of the Pedestrian Priority Network engagement:

- Southeast Uplift Neighborhood Coalition Land Use + Transportation Committee, 6/18/18
- Southwest Neighborhoods, Inc Transportation Committee, 7/16/18
- Northeast Coalition of Neighborhoods Land Use + Transportation Committee, 7/22/18

- North Portland Neighborhood Services North Portland Land Use Group, 7/26/18
- East Portland Neighborhood Office Land Use + Transportation Committee, 9/12/18
- Central Northeast Neighbors Land Use, Transportation + Open Space Committee, 9/13/18
- Neighbors West/ Northwest, 9/24/18

City of Portland Pedestrian Advisory Committee

Prior to launching PedPDX, City staff consulted the City of Portland Pedestrian Advisory Committee (PAC), who recommended establishing a Community Advisory Committee (CAC) for PedPDX to help guide the development of the plan. While not the principal advisory body for PedPDX, the PAC received periodic updates and feedback opportunities throughout the process. In particular, the PAC directly contributed to developing the PedPDX vision, mission, goals and objectives as well as the Toolbox of implementation strategies and actions.

City of Portland Commission on Disabilities

The City of Portland Commission on Disabilities (PCOD) provided early guidance about the Plan's key messaging regarding Portlanders with disabilities. Throughout the process, the Commission received periodic updates about the Plan, and in particular provided constructive feedback for the development of the Alternative Walkway Designs presented in the PedPDX Toolbox.

PCOD particularly supported the Pedestrian Stories series, which elevated understanding of the range and diversity of ways that people walk in Portland. They were interested to see additional Pedestrian Stories that shared the experiences of people who use wheelchairs or scooters. Together, PBOT and Office of Equity and Human Rights (OEHR) staff contributed resources to produce two additional Pedestrian Stories videos featuring two of PCOD's Commissioners.



Pedestrian Stories were made available on the project website.

Pedestrian Stories

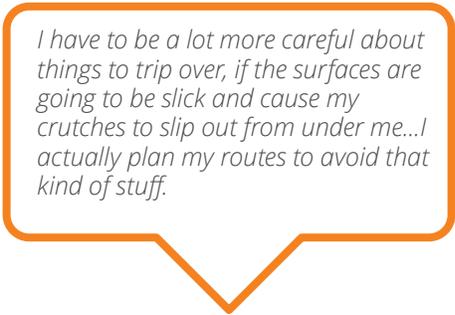
The Pedestrian Stories project was a partnership between PedPDX, the University of Oregon School of Journalism and Communications and the Agora Journalism Center, with financial support from America Walks and the American Planning Association’s Transportation Planning Division. Graduate student teams followed eight different people with different abilities, from different parts of the city as they narrated what walking means to them, the challenges they face walking in Portland, and their hopes for Portland as a great walking city for everyone. The goal was to elevate the range and diversity of needs that Portlanders have when it comes to walking.

The Pedestrian Stories were screened to the general public at the White Stag Building in Portland on March 20, 2018. Students, video subject participants, and members of the public participated in small group discussions about how the films

impacted them, as well as their own pedestrian stories.

The original eight Pedestrian Stories videos were shared through PBOT social media, on the PedPDX website and through the PedPDX email list. Together they were cumulatively viewed more than 25,000 times.

The PedPDX Pedestrian Stories help to demonstrate the range and diversity of reasons and ways that people walk in Portland. Quotes from the Pedestrian Stories are shared throughout this Plan.



I have to be a lot more careful about things to trip over, if the surfaces are going to be slick and cause my crutches to slip out from under me...I actually plan my routes to avoid that kind of stuff.

Matthew
PedPDX Walking Stories

Toolbox Workshop for People with Disabilities

A PedPDX CAC member with a disability asked for the opportunity to lead a Toolbox Workshop for people with disabilities. Together, staff partnered with the CAC member to provide a workshop for 15 participants with a range of disabilities and accommodations in November, 2018. Participants identified needs and brainstormed solutions to make walking safer and more pedestrian-friendly for everyone. The ideas generated during this workshop directly influenced the implementing strategies and actions in the PedPDX Toolbox.

PAGE INTENTIONALLY LEFT BLANK.