

PedPDX

PORTLAND'S CITYWIDE PEDESTRIAN PLAN





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ACKNOWLEDGMENTS

PedPDX Community Advisory Committee

North Portland:

Peggy Alter
Ryan Misjan
Dylan McDermott Boroczi

East Portland:

Eugenia (Jenya) Andreev
Silvia Gomez
Robert Schultz

Inner Northeast:

Matthew Steven Cramer
Alex Saro Youssefian
Shelly Garteiz

Downtown/ S. Waterfront:

Matthew Denney
Traci Chenette
David Loftus

Northwest:

Jennifer Chi
Jennifer Loferski
Stephen Sverre Gunvalson

Southwest:

Janet C. Hawkins
Beth Omansky
Lucy Brehm

Liaisons:

Meesa Long, BBAC
Eve Nilenders, PAC
Claire Vlach, Oregon Walks

Pedestrian Advisory Committee

Anthony Buczek (Co-Chair)
Roger Averbeck (Co-Chair)
Arlene Kimura

Brenda Martin

Brian Landoe

Chase Ballew

David Crout

Doug Klotz

Elaine O'Keefe

Eve Nilenders

Mark Person

Rebecca Hamilton

Rod Merrick

Scott Kocher

Project Team

Michelle Marx, Pedestrian Coordinator
PBOT

Francesca Patricolo
PBOT

Taylor Phillips
PBOT

Kevin Donohue
PBOT

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Overview

About PedPDX

PedPDX is Portland's citywide pedestrian plan. It will prioritize sidewalk and crossing improvements and other investments to make walking safer and more comfortable across the city. The plan will identify the key strategies and tools we will use to make Portland a truly great walking city.

PedPDX is an update of the 1998 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. The 1998 Pedestrian Master Plan developed pedestrian policies and projects that have guided investment over the past 18 years.

However, there is more we can do to make Portland a great walking city. Despite consistent investment in the pedestrian network, significant gaps and deficiencies 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 Portland and Southwest Portland that present environmental challenges and right-of-way constraints.

PedPDX will reflect changes to pedestrian policy and design best practices that have emerged since the original Pedestrian Master Plan was adopted, including an emerging understanding of transportation equity and a Vision Zero approach to pedestrian safety. The updated plan will ensure that the City continues to lead the way in walkability, and will allow Portland to absorb growth in a sustainable way that encourages residents to walk, whether for commuting, shopping, going to school, or recreation.



Online Survey Advertisement

The Walking Priorities Survey

A key piece of the PedPDX public involvement strategy is the community-wide survey asking Portlanders to tell us their priorities for making Portland a more walkable city. Community responses to the public survey will help the project team understand 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.

The project team will use this feedback to identify pedestrian-

related needs and to develop a method for prioritizing pedestrian improvements across the city. Additionally, responses to these questions will be used to help develop implementing strategies and actions for improving walking conditions in Portland.

This survey identifying barriers and priorities for walking improvements is one of three major PedPDX outreach efforts. Additional public engagement, both in person and online, will occur throughout the course of the project.

Distribution + Engagement

Online Survey

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, 1/4 sheet flyer 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, and pencils.

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. As they walked, volunteers handed out PedPDX logoed flash light carabiners and 1/4 sheet flyers advertising the

Walking Priorities survey to hundreds of bystanders and encouraged them to take the online survey.

To increase public visibility and awareness of PedPDX, members of the PedPDX Community Advisory Committee (CAC), Pedestrian Advisory Committee, and PBOT Bureau and Budget Advisory Committee were also given PedPDX t-shirts, flashlight carabiners and 1/4 sheet flyers to help distribute to the public.

Public Event Activity

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.

To encourage Friends of PedPDX volunteers to assist with public event activities, those who filled shifts were given PedPDX t-shirts. To promote public participation in the activity, participants were given PedPDX logoed flashlight carabiners.

The in-person outreach events included:

- 9 Safe Routes to School open houses
- 2 Fixing Our Streets open houses,
- 3 Sunday Parkways events

- Rosewood National Night Out
- Multnomah Days
- Division Midway Festival of Nations

Youth Engagement Activity

In an effort to reach 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.



Above: Members of the PedPDX Community Advisory Committee and other “Friends of PedPDX” participated in the Grand Floral Walk in June 2017, handing out PedPDX flyers advertising the walking priorities survey to hundreds of bystanders.

Who We Heard From

First Impressions

The online and hard copy surveys elicited 4,855 total responses in 5 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.



Above: A young girl participating in the interactive survey activity at Sunday Parkways.

To evaluate whether the project team heard from a representative sample of Portlanders, we compared survey responses to the racial and geographic distribution of the city's population as a whole. Staff used this analysis on a rolling basis throughout the survey period to help drive public outreach, targeting outreach towards 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 in order to help ensure the survey represents the full spectrum of Portland's residents.

Targeted outreach efforts resulted in increased survey response numbers from people of color and East Portland residents.

5405

TOTAL PEOPLE SURVEYED

136

PAPER SURVEYS

4697

ONLINE SURVEYS

22

IN YOUTH WORKSHOP

550

PUBLIC EVENT SURVEYS

2088

WRITTEN COMMENTS

79 ONLINE

31 PAPER

63 ONLINE

39 PAPER

110 RUSSIAN

102 CHINESE

5

LANGUAGES

110 VIETNAMESE

110 SPANISH

67 ONLINE

43 PAPER

87 ONLINE

23 PAPER



Above: PedPDX CAC Members doing outreach at Sunday Parkways

RACE/ETHNICITY DISTRIBUTION

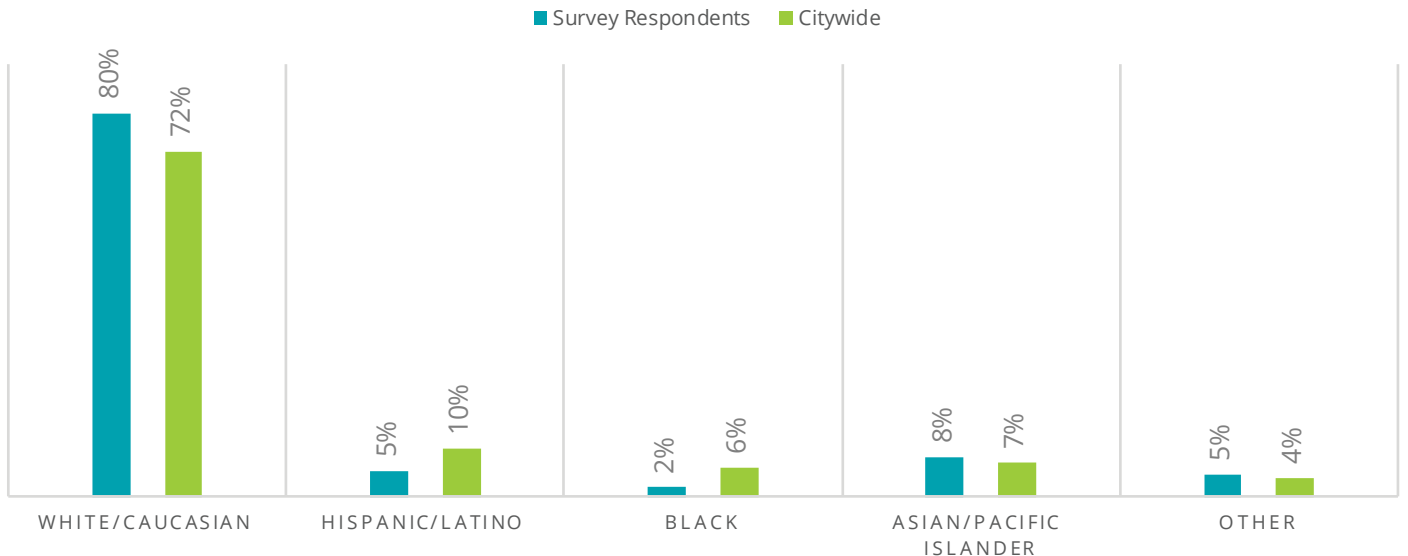


Figure 1: Race/Ethnicity Distribution of Survey Respondents (figure is described in text below)

Race/Ethnicity Distribution

Figure 1 illustrates the total number of survey responses received by race, compared to the total city population (per the 2011-2015 American Community Survey). The figure shows that we heard from a slightly higher number of white Portlanders (80% of survey responses) than their proportion of the city's population (72%). The number of survey responses received from Asian/Pacific Islanders (8% of respondents) and "Other" races (5% of respondents) generally matches these groups' proportion of the city's population (7% and 4%, respectively). The total number of responses received from Hispanic/Latinos (5% of respondents) and from Black/ African American Portlanders (2% of respondents) was lower than their overall proportion of the City's population (10% and 6%, respectively).

In recognition of the low response rate from Black/ African American Portlanders in the *Walking Priorities* survey, the project team is organizing *Walking While Black* focus groups to better listen to and understand the walking priorities, barriers to walking, and other concerns about walking, directly from Black and African American community members. These focus groups will be facilitated by Black and African American public involvement staff at PBOT who are interested in this subject, and connected with Portland's Black and African American communities through Africa House, the Urban League of Portland, and other organizations that focus on supporting Black and African American Portlanders.

GEOGRAPHIC DISTRIBUTION

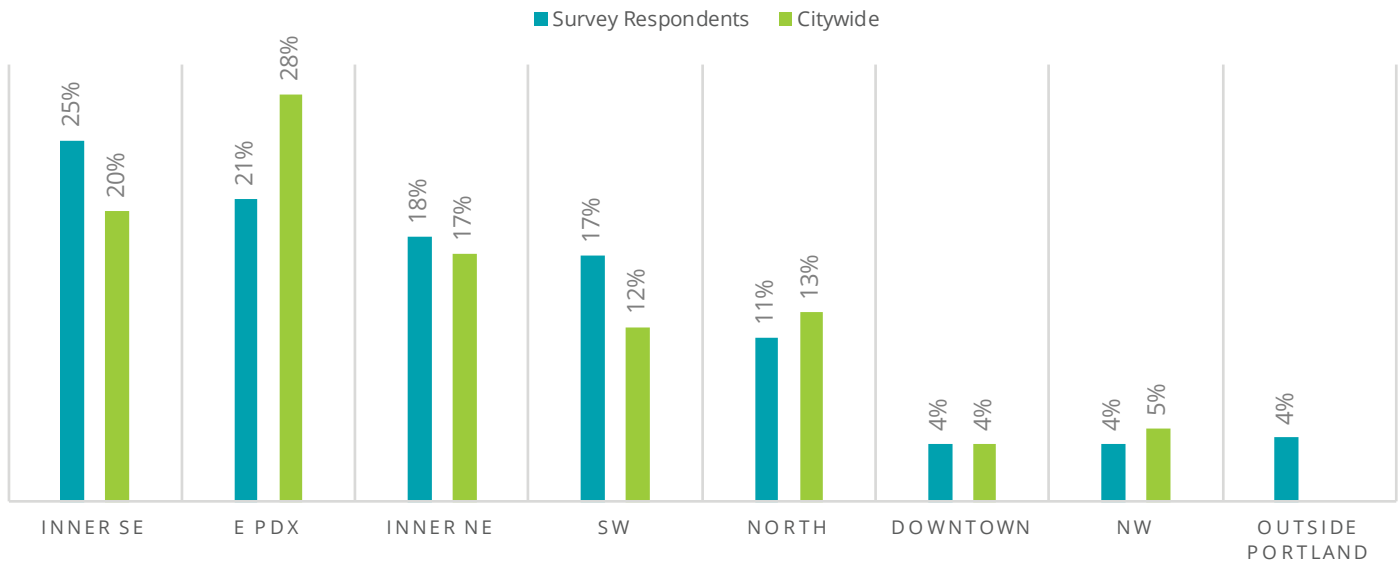


Figure 2: Geographic Distribution of Survey Respondents (figure is described in text below)

Geographic Distribution

Figure 2 illustrates the total number of survey responses received by district, as compared to the city's overall population distribution. The figure illustrates high survey response rates from Southwest Portland (17% of survey responses) and inner Southeast Portland (25% of survey responses) compared to the population of these districts (12% and 20% of the citywide population, respectively).

The figure also illustrates a need for even more focused outreach in East Portland moving forward. While East Portland residents make up 28% of the city's population, only 21% of survey responses were from East Portland residents (though targeted outreach efforts throughout the course of the survey period increased the East Portland response rate by approximately seven

percentage points). Survey response rates for other districts were generally in line with their proportion of the population.

The survey also asked respondents if they live with a disability, to which 12% of respondents reported some form of disability.



Above: People participating in the Grand Floral Walk

What We Heard



Above: Teen youth participate in the youth walking priorities engagement activity, standing next to easels with numbered priorities posted on them.

Question #1: Barriers to Walking

The PedPDX Walking Priorities survey asked two main questions about walking in Portland. The first question asked “what makes walking difficult in Portland?” and prompted respondents to rate a variety of potential barriers from one (1) to six (6), with one (1) indicating “not a problem” and six (6) indicating an “absolute barrier to walking.”

Citywide responses to question one are tabulated in Figure 3, presented by weighted average for each answer option (with a score value ranging from one to six).

Citywide, the barrier to walking that received the highest ranking was “Sidewalks/walking paths missing on busy streets” (4.66 weighted average).

This was followed by “Not enough safe places to cross busy streets” (4.46), “People driving too fast on residential streets (4.44), and “Drivers not stopping for pedestrians crossing the street” (4.44).

What makes walking difficult in PDX?

	Citywide
Sidewalks/ walking paths missing on BUSY streets	4.66
Not enough safe places to cross busy streets	4.46
People driving too fast on RESIDENTIAL streets	4.44
People driving too fast on BUSY streets	4.29
Drivers not stopping for pedestrians crossing the street	4.29
Sidewalks/ walking paths missing on RESIDENTIAL streets	3.95
Poor lighting	3.62
Buckled/ cracked/ uplifted sidewalks, or other tripping hazards	3.46
Missing curb ramps at intersections	3.22
Not enough time to cross the street	3.08

Figure 3: Barriers to Walking - Citywide Average Point Values (from 1-6). The figure shows that the top barriers to walking identified by survey respondents citywide are “Missing sidewalks on busy streets,” “Not enough safe places to cross busy streets,” “People driving too fast on residential streets,” and “People driving too fast on busy streets.”

In addition to tallying survey responses citywide, the project team also analyzed survey responses according to district, in recognition of the variety of walking barriers experienced across various neighborhoods of Portland. Figure 4 (page 12) illustrates the top three barriers to walking identified by respondents from Southwest Portland, Northwest, Downtown/ South Waterfront, North Portland, Inner Northeast, Inner Southeast, and East Portland.

Residents from almost every district of the city identified the same top three issues, though at times in somewhat different orders:

- Sidewalks/walking paths missing on busy streets
- Not enough safe places to cross busy streets

- People driving too fast on residential streets (though residents of Downtown/South Waterfront and Northwest identified “People driving too fast on busy streets” as a barrier instead)

These responses are consistent with citywide responses. The exception to this pattern is Downtown/South Waterfront residents, who did not identify missing sidewalks or crossings as a barrier, but whose top barriers focused on behavior rather than infrastructure. Staff believe this is likely due to the quality of the infrastructure in place in these areas.

For the full table of responses by area of residence, see appendix A.

WHAT MAKES WALKING DIFFICULT IN PORTLAND?

TOP 3 ANSWERS BY GEOGRAPHY

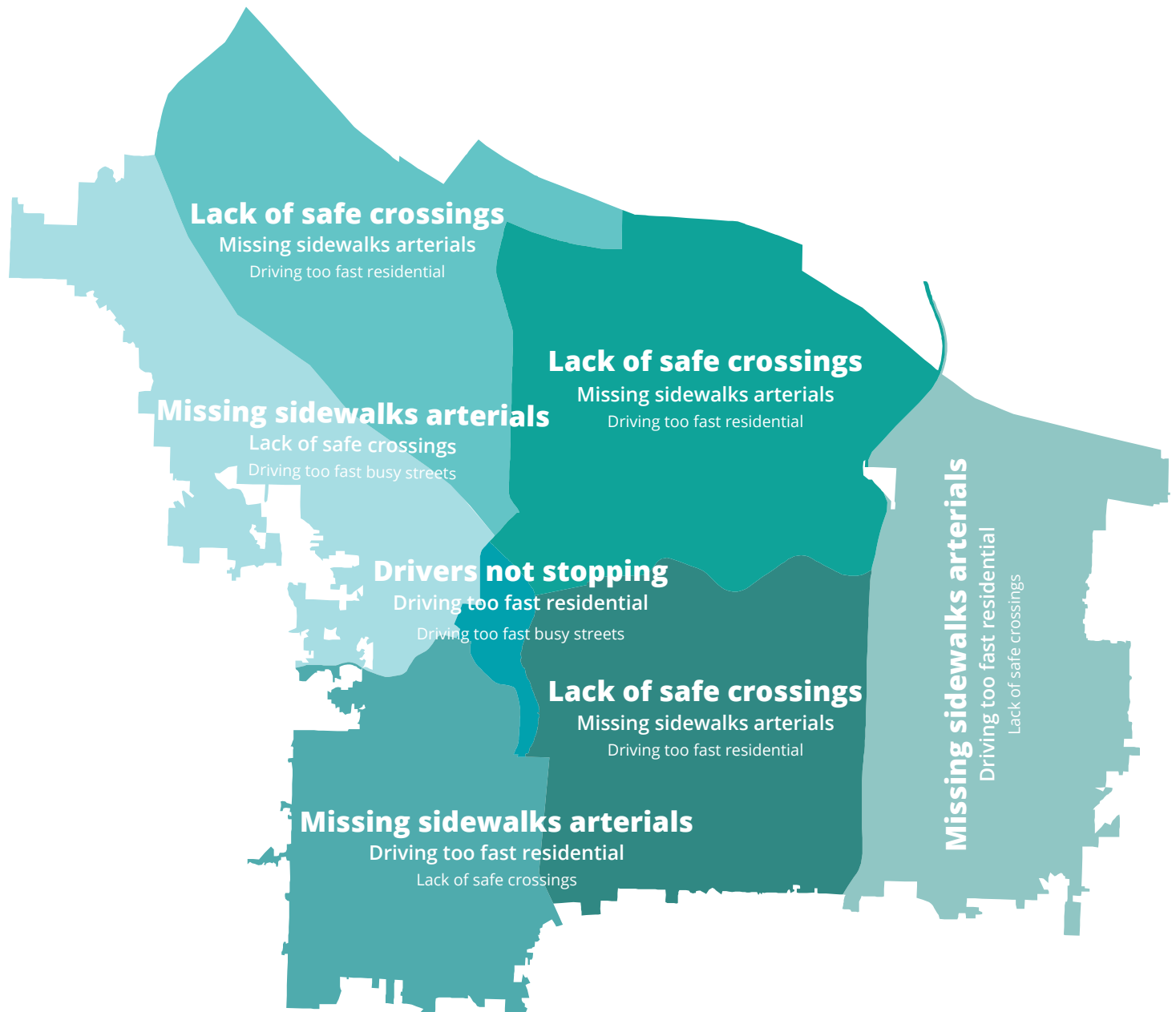


Figure 4: Top 3 Barriers to Walking, by Geography (figure and responses described on page 11)

WHAT MAKES WALKING DIFFICULT IN PORTLAND?

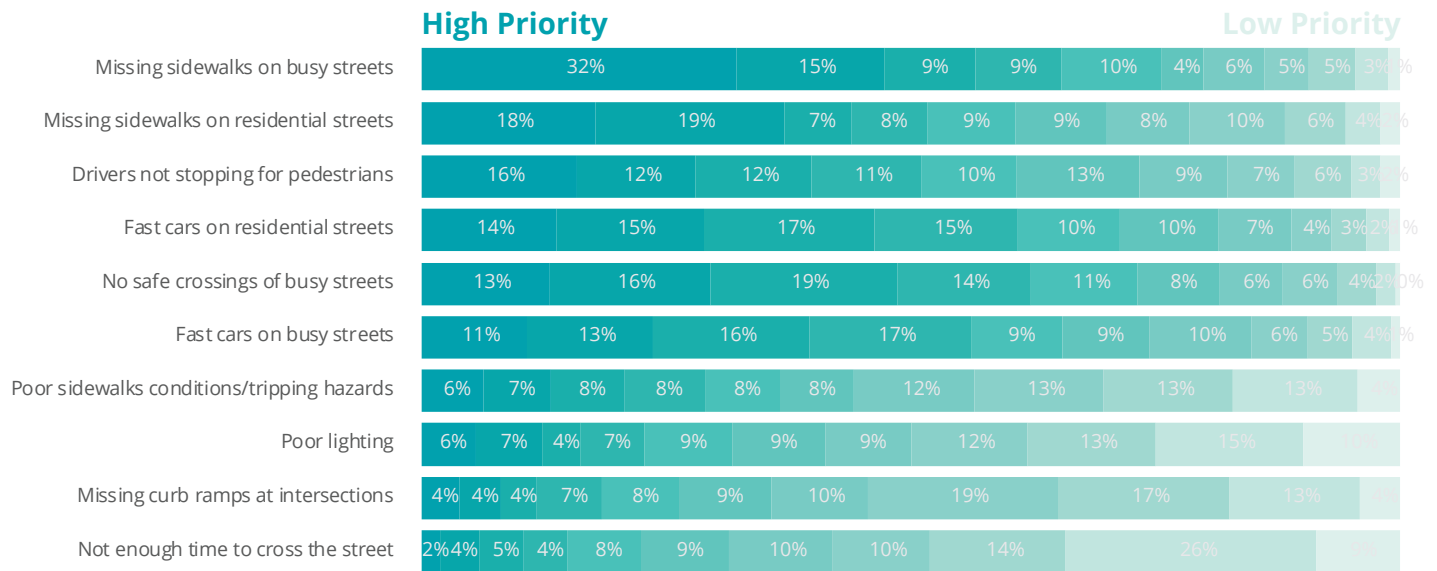


Figure 5: Barriers to Walking - Open House Exercise Results. The figure shows that the top three barriers to walking identified by open house participants are “Missing sidewalks on busy streets,” “Missing sidewalks on residential streets,” and “Drivers not stopping for pedestrians.”

In addition to the digital and paper surveys, the project team also asked attendees at various public events to engage in an interactive prioritization exercise, ranking these same answer options to help identify important barriers to walking. Participants were asked to rank each barrier from first priority to eleventh priority. Staff received a total of 550 responses to this interactive exercise. The results are shown in Figure 5, above. The answer options are presented in order of rank, with those barriers receiving the most number of first priority votes at the top.

The walking barrier that received the most high priority votes was “missing sidewalks on busy streets,” followed by “missing sidewalks on residential streets,” “drivers not stopping for pedestrians,” and “fast cars on residential streets.” While the most important priority identified in the

interactive exercise reflects the feedback heard from the citywide digital and paper surveys, there is some variation in these responses, particularly in the identification of missing sidewalks on residential streets as a priority barrier. This may be explained by the format of the exercise. A large proportion of the interactive surveys were received from participants attending Safe Routes to School open houses, for whom protected walking routes on residential streets may be a greater priority than for survey respondents as a whole.

Responses to this question about barriers to walking helps the PedPDX project team understand Portlanders’ priorities regarding the types of walking improvements that are most important. PedPDX will incorporate this feedback into the plan’s prioritization process and toolbox.

Which kinds of places are the most important to improve for walking in Portland?



Figure 6: Places to Improve - Citywide Average Point Values (from 1-6). The figure shows that the top priorities identified by respondents citywide are "Areas that serve people who need to rely on walking the most," "Streets where people walking have been killed or injured," and "Streets connecting people to transit/bus stops."

Question #2: Priority Locations for Walking Improvements

Question 2 asked, "which kinds of places are the most important to improve for walking in Portland?" Respondents were asked to rate various places from one (1) to six (6) again, with one (1) indicating "not very important" and six (6), indicating "extremely important." Citywide responses to question 2 are shown in Figure 6, in order of point value.

Answers to question 2 indicated an overall preference for improving areas that serve people who need to rely on walking the most (5.11 average point value), streets where pedestrians have been killed or injured (5.08), and transit connections (5.06).

Figure 7 illustrates the top three priorities for improvement identified by area of residence. **Residents from**

almost every district identified the same top three issues, though at times in somewhat different orders, which is consistent with citywide responses:

- Places where people rely on walking
- Streets where people walking have been killed or injured
- Transit connections

For Downtown/South Waterfront and Northwest Portland, connections to transit were a more highly rated option than they were in the rest of the city, likely due to higher density of transit lines in the downtown area. Another statistic of note was SW Portland's preference for better school connections, compared to the rest of the city.

For the full table of responses by area of residence, see appendix A.

WHAT KINDS OF PLACES ARE MOST IMPORTANT TO IMPROVE FOR WALKING IN PORTLAND?

TOP 3 ANSWERS BY GEOGRAPHY



Figure 7: Places to Improve by Geography (figure and responses described on page 14)

WHAT KINDS OF PLACES ARE MOST IMPORTANT TO IMPROVE?

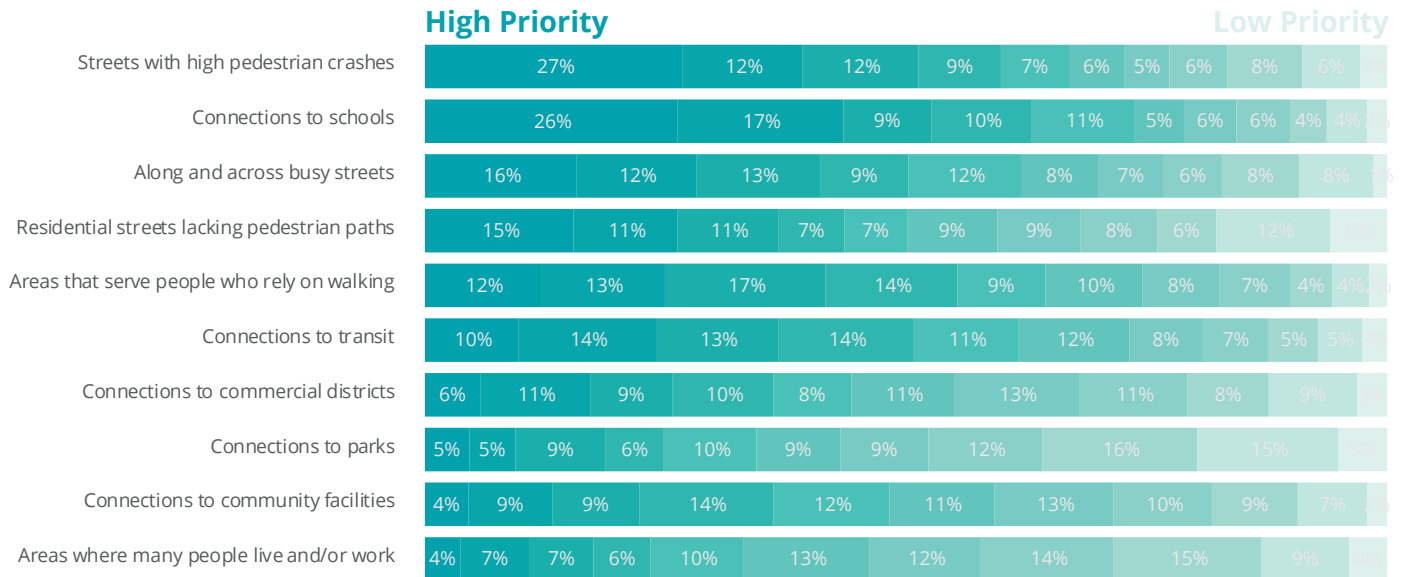


Figure 8: Places to Improve - Open House Exercise Results. The figure shows that the top three priority locations identified by open house participants are “Streets with high pedestrian crashes,” “Connections to schools,” and “Along and across busy streets.”

Question 2 was also asked of public event attendees, in the same format as previously described. Results of this exercise are shown in Figure 8, above. The answer options are presented in order of rank, with those barriers receiving the most number of first priority votes at the top.

The highest priorities from the interactive survey exercise were “streets with high pedestrian crashes,” “connections to schools,” and “along and across busy streets.” It is again important to note that most of the public events where this survey was conducted were Safe Routes to School open houses, which may explain the higher priority on school connections and routes along busy streets in this exercise compared to the online survey results.

Responses to the question about types of places Portlanders would like to see improved helps the PedPDX project team understand Portlanders’ priorities regarding the types of locations where walking improvements are most important. PedPDX will incorporate this feedback into the plan’s prioritization process and toolbox.

Open-Ended Questions

The survey also included two open-ended questions, asking respondents if 1) there was anything else that was a barrier to walking and 2) if there were any other places that were important to improve for walking in Portland. Staff received 2,088 written comments in response to these two questions.

Themes that emerged from the open-ended question, “what makes walking difficult in Portland?” included, in no particular order;

- Lack of sidewalks
- Homelessness
- Conflicts between cyclists and pedestrians
- People driving unsafely/speeding
- Poor drainage causing flooding
- ADA non-compliance
- Construction projects not re-routing pedestrian pathways
- Sidewalks impeded with vegetation and/or garbage
- Equity concerns
- Transit access
- Pedestrian conflict with turning vehicles at intersections
- Poor lighting
- Need for wider sidewalks
- Signal timing conflict causing excessive wait times for pedestrians
- Lack of destinations within walking distance

Similar themes emerged in the open ended responses to the question, “which kinds of places are the most important to improve for walking in Portland. These responses included themes such as;

- Places without sidewalks (residential and busy streets)
- Unimproved roads
- Places where bikes and pedestrians share space
- East Portland (various locations)
- SW Portland
- At rail crossings
- Near medical facilities
- Streets with higher speed limits
- Connections to industrial areas
- Near on/off ramps and freeway crossings
- Places where homeless population makes people feel unsafe
- Connections to grocery stores

Next Steps



Above: A pedestrian crosses the street at a newly painted crosswalk at NE Burnside.

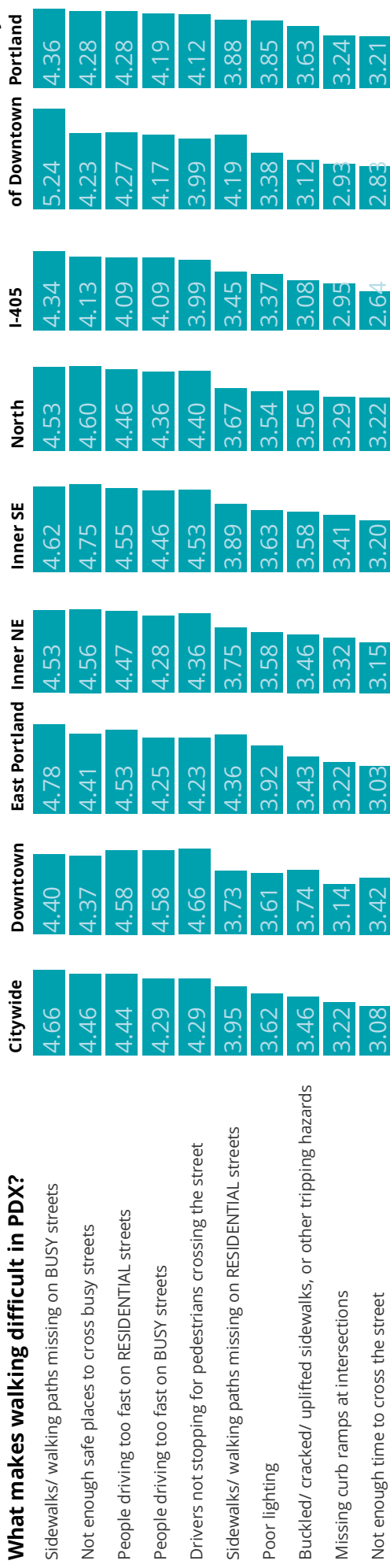
The results of this survey will be used to help identify walking needs and priorities, and will be used to inform the Plan's prioritization methodology and recommended strategies. Additional public outreach demonstrating how this feedback was applied will be conducted in early 2018.

To be included on the project email list and keep up with the latest PedPDX news, please visit www.pedpdx.com.

Appendix A: Survey Results by Geography

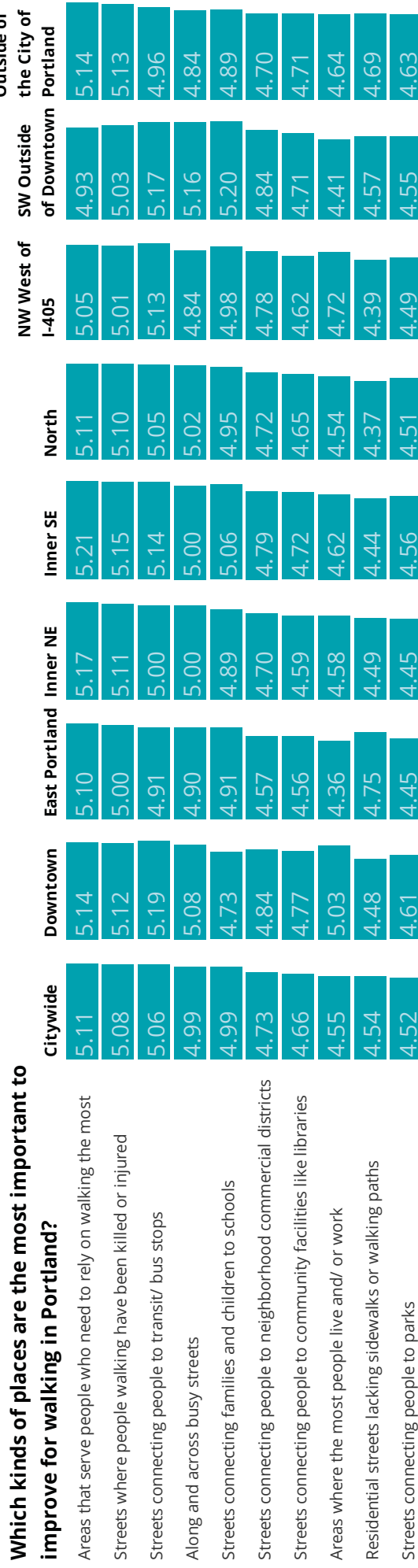


What makes walking difficult in PDX?



Barriers to Walking - Average Point Value (from 1-6)

Which kinds of places are the most important to improve for walking in Portland?



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

Appendix B: Survey Questions



[PedPDX.com/survey](https://pedpdx.com/survey)

Tell us your priorities for making Portland a more walkable city!

PedPDX will prioritize sidewalks, crossing improvements, and other investments that will make walking safer, more comfortable, and more accessible in Portland. We want to ensure that we are directing funding to locations with the greatest needs first. To help with this, **we need your input!** Your response to this survey will help us understand the types of walking improvements that are **most important** and the general locations where they are needed most.

The survey should take no more than 3 minutes. At the end, you will have an opportunity to enter for a chance to win one of several prizes, including a Fitbit Charge 2!

Question 1: What makes walking difficult in Portland?

Please rank each of the following **CONDITIONS** that can make it difficult or unpleasant for people to walk. Please try to think of the city as a whole in your response.

Poor lighting

1 = Not a problem 6 = Absolute barrier to walking

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Sidewalks/ walking paths missing on BUSY streets

1 = Not a problem 6 = Absolute barrier to walking

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Sidewalks/ walking paths missing on RESIDENTIAL streets

1 = Not a problem 6 = Absolute barrier to walking

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

People driving too fast on BUSY streets

1 = Not a problem 6 = Absolute barrier to walking

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

People driving too fast on RESIDENTIAL street

1 = Not a problem 6 = Absolute barrier to walking

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Drivers not stopping for pedestrians crossing the street

1 = Not a problem 6 = Absolute barrier to walking

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Not enough safe places to cross busy streets

1 = Not a problem 6 = Absolute barrier to walking

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Missing curb ramps at intersections

1 = Not a problem 6 = Absolute barrier to walking

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Buckled/ cracked/ uplifted sidewalks, or other tripping hazards

1 = Not a problem 6 = Absolute barrier to walking

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Not enough time to cross the street

1 = Not a problem 6 = Absolute barrier to walking

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Optional

Did we miss a barrier? Please write-in another type of barrier to walking and then rank it: _____.

Please rank your write-in barrier from above or just skip this if you left it blank.

1 = Not a problem 6 = Absolute barrier to walking

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Question 2: Which kinds of places are the most important to improve for walking in Portland?

Please rank how important each of the following **LOCATIONS** are for walking improvements. Try to think of the city as a whole in your response.

Streets connecting families and children to schools

1 = Not very important 6 = Extremely important

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Streets connecting people to transit/ bus stops

1 = Not very important 6 = Extremely important

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Areas that serve people who need to rely on walking the most (for example, low-income and transit-dependent residents)

1 = Not very important 6 = Extremely important

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Streets where people walking have been killed or injured

1 = Not very important 6 = Extremely important

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Streets connecting people to neighborhood commercial districts

(neighborhood shops and services)

1 = Not very important 6 = Extremely important

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Areas where the most people live and/ or work

1 = Not very important 6 = Extremely important

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Streets connecting people to parks

1 = Not very important 6 = Extremely important

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Streets connecting people to libraries, community centers, and other community facilities

1 = Not very important 6 = Extremely important

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Along and across busy streets

1 = Not very important 6 = Extremely important

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1	2	3	4	5	6

Residential streets lacking sidewalks or walking paths

1 = Not very important 6 = Extremely important

1 **2** **3** **4** **5** **6**

Optional

Did we miss a type of location? Please write-in another type of location to walking and then rank it: _____.

Please rank your write-in location from above or just skip this if you left it blank.

1 = Not very important 6 = Extremely important

1 **2** **3** **4** **5** **6**

In which area of the city do you live?

- North Portland
- East Portland (E of 82nd)
- Inner NE (W of 82nd)
- Downtown/ S. Waterfront/ Pearl Dist./ PSU
- NW (W of I-405)
- SW (Outside of Downtown/ S. Waterfront/ PSU)
- Inner SE (W of 82nd)
- I live outside the City of Portland

In which area of the city do you work or go to school?

- North Portland
- East Portland (E of 82nd)
- Inner NE (W of 82nd)
- Downtown/ S. Waterfront/ Pearl Dist./ PSU
- NW (W of I-405)
- SW (Outside of Downtown/ S. Waterfront/ PSU)
- Inner SE (W of 82nd)
- I work or go to school outside the City of Portland
- I do not work or go to school

Optional: Tell us about you

The following demographic questions are optional and help our planning team to continually aim for more balanced and diverse involvement in our planning processes. By answering the questions, you are helping us to advance social and racial equity and inclusion. We will be able to monitor these statistics and determine whether we're hearing from a diverse representation of Portlanders and then make adjustments in our outreach and engagement as-needed. Thank you for your help.

What is your age?

- under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or more

What is your gender?

- Female
- Male
- Both/ transgender/ other/ none

What is your highest level of education?

- High school degree or less
- Some college/ technical/ community college/ 2-year degree
- College degree/ 4-year degree
- Post graduate

What is your race or ethnicity? Please select all that apply.

- African
- American Indian/ Native American/ Alaskan Native
- Asian or Pacific Islander
- Black/ African American
- Hispanic/ Latino
- Slavic
- White/ Caucasian
- Middle Eastern
- Other (please specify)

Do you live with a disability? Please select all that apply.

- No
- Yes, hearing-related
- Yes, vision-related
- Yes, mobility-related
- Yes, cognitively or intellectually-related
- Yes, other (please specify)

THANK YOU: Enter for the chance to win prizes!

Thank you for taking the time to help us shape PedPDX to make Portland a truly great walking city.