

Commentary is for information only.
 Proposed new language is double-underlined;
 Proposed deleted language is ~~stricken~~.

DRAFT CB XX-XX

ORDINANCE NO. XX

**AMENDMENTS TO VOLUME 2, POLICIES AND VOLUME 4,
 TRANSPORTATION SYSTEM PLAN OF THE GRESHAM COMMUNITY
 DEVELOPMENT PLAN, REGARDING INTEGRATION OF THE ACTIVE
 TRANSPORTATION PLAN**

THE CITY OF GRESHAM DOES ORDAIN AS FOLLOWS:

Section 1. Volume 2, Policies, Section 10.320.3 Bicycle System is amended as follows:

Proposed Text Amendment	<i>Commentary</i>
<p><u>10.320.3 Bicycle System</u></p>	<p><i>Section 10.320.3 Bicycle System is repealed in its entirety and replaced with Attachment 1, 10.320.3 Bicycle System. Amendments incorporate policy changes and additions from the Transportation System Plan.</i></p>

Section 2. Volume 2, Policies, Section 10.320.4 Pedestrian System is amended as follows:

Proposed Text Amendment	<i>Commentary</i>
<p><u>10.320.4 Pedestrian System</u></p>	<p><i>Section 10.320.4 Pedestrian System is repealed in its entirety and replaced with Attachment 2, 10.320.4 Pedestrian System. Amendments incorporate policy changes and additions from the Transportation System Plan.</i></p>

Section 3. Volume 4, Transportation System Plan, Chapter 1: Guiding Tenants and Planning Framework is amended as follows:

Proposed Text Amendment	Commentary
<p>***</p> <p>Citizen Involvement</p> <p>***</p> <p>Social Media</p> <p>***</p> <p>Active Transportation Plan: <u>The City undertook its first Active Transportation Plan in 2016 and 2017. A summary of engagement follows.</u></p> <p><u>The Active Transportation Plan (ATP) used a mix of traditional engagement methods and a new approach with Community Liaisons. Traditional engagement such as a Stakeholder Advisory Committee, outreach at community events, and maps and questionnaires posted online, all gathered significant input as detailed in the ATP.</u></p> <p><u>Community Liaisons: The ATP used a new approach to engagement, by hiring local community members as Community Liaisons to plan outreach events and talk to their communities about walking and biking. Multnomah County’s REACH grant enabled Gresham to fund this new approach and receive input from communities that are hard to reach with traditional engagement methods. This approach also shifted the dynamic from being an effort led by the City to one led by community members.</u></p> <p><u>Six Community Liaisons participated in weekly training sessions led by the consulting firm Design + Culture Lab at the community-based organization Rosewood Initiative. After learning about transportation planning issues, community based participatory practices, and leadership skills, liaisons were able to apply those skills by planning community events and gathering community input.</u></p> <p><u>Over three months, the Community Liaisons:</u></p> <ul style="list-style-type: none"> • <u>Led 3 neighborhood walks</u> • <u>Conducted surveys</u> • <u>Talked with 161 community members door-to-door</u> • <u>Organized 3 community events, including the ATP Youth Jam</u> • <u>Created a short documentary film about residents’ transportation experiences</u> • <u>Conducted 77 interviews</u> 	<p><i>Addition of Active Transportation Plan engagement efforts.</i></p>

The 77 interviews were conducted over two sessions. The results highlighted the following. Most people walked, biked, or rolled in Gresham to reach:

- Recreation
- Food
- Transit

The greatest barriers people experienced to walking or biking in Gresham were:

- Lack of safe pedestrian crossings
- Personal safety due to traffic
- Missing or inadequate sidewalks

One overarching theme from ATP Community Liaison engagement is the need to pair bike infrastructure with education programs to correctly and safely use the new infrastructure. This is especially needed for residents new to the United States who are learning the English language.

Section 4. Volume 4, Transportation System Plan, Chapter 2: Existing Conditions is amended as follows:

4. Demographics and Socioeconomic Conditions

Gresham has evolved from a small agricultural community to the Portland Metro region’s second largest city and Oregon’s fourth largest city. It has experienced rapid population growth over the past four decades, growing from 33,005 residents in 1980 to ~~105,594 in 2010~~—a ~~210% increase~~ 109,379 in 2019- a 230% increase. Gresham’s population by race is shown in Table 1.

Table 1: Population by Race, American Community Survey 2019

City of Gresham	Race Percent of Total Population
White/Caucasian	76% 63%
Black/African American	3.5% 4.8%
American Indian/Alaskan Native	1.3% 1.3%
Asian	4.3% 4.6%
Native Hawaiian/Pacific Islander	0.7% 0.8%
Two or more races	4.5% 6.1%

Updates to demographic data.

Hispanic or Latino all races	18.9% 21.3%	<p><i>Inclusion of equity principles from the Active Transportation Plan and description of how equity was used in pedestrian and bicycle planning.</i></p>
<p>Environmental Justice ***</p> <p><u>Equity</u> <u>Equity is the distribution of resources to ensure that all people receive what they need to thrive. Instead of distributing resources equally, where everyone gets the same amount, equitable distribution determines who has the greatest disparities and gives people enough resources to bring them to the same level as everyone else. Good transportation is vital for access to activities and essential services that are needed for daily life, such as jobs, recreation, and food. In automobile-dependent communities, such as Gresham, those who do not have the ability to drive or do not have access to vehicles are at an economic and social disadvantage. People of color, those with low incomes, and younger and older residents often do not have access to vehicles and face the greatest transportation disparities. A lack of transportation options, such as challenges getting to health care appointments, the grocery store or outdoor recreation, can lead to poor health outcomes. Already chronic diseases such as diabetes disproportionately impact communities of color. For example, in Multnomah County the African American/Black community has a diabetes rate double that of Whites (13.6% vs. 6.2%). Walking and biking provide transportation options and are an effective way of increasing physical activity and preventing or managing chronic disease.</u></p> <p><u>Equity and the Active Transportation Plan</u> <u>The Active Transportation Plan was Gresham’s first plan to include equity in its creation and was developed specifically with an equity focus to address health concerns that lead to chronic illness. Equity was a focus during engagement and in the prioritization of walking and biking projects.</u> <u>Equity in transportation was assessed with the following questions:</u></p> <ul style="list-style-type: none"> • <u>What is the proximity of minority, low income, youth and elderly populations to local destinations such as schools, parks, healthcare providers, and healthy food?</u> • <u>What is the proximity of minority, low income, youth and elderly populations to walking and biking infrastructure, which allows commute options, recreation options and access to daily needs without a vehicle?</u> 		

Equity Focus Areas Map

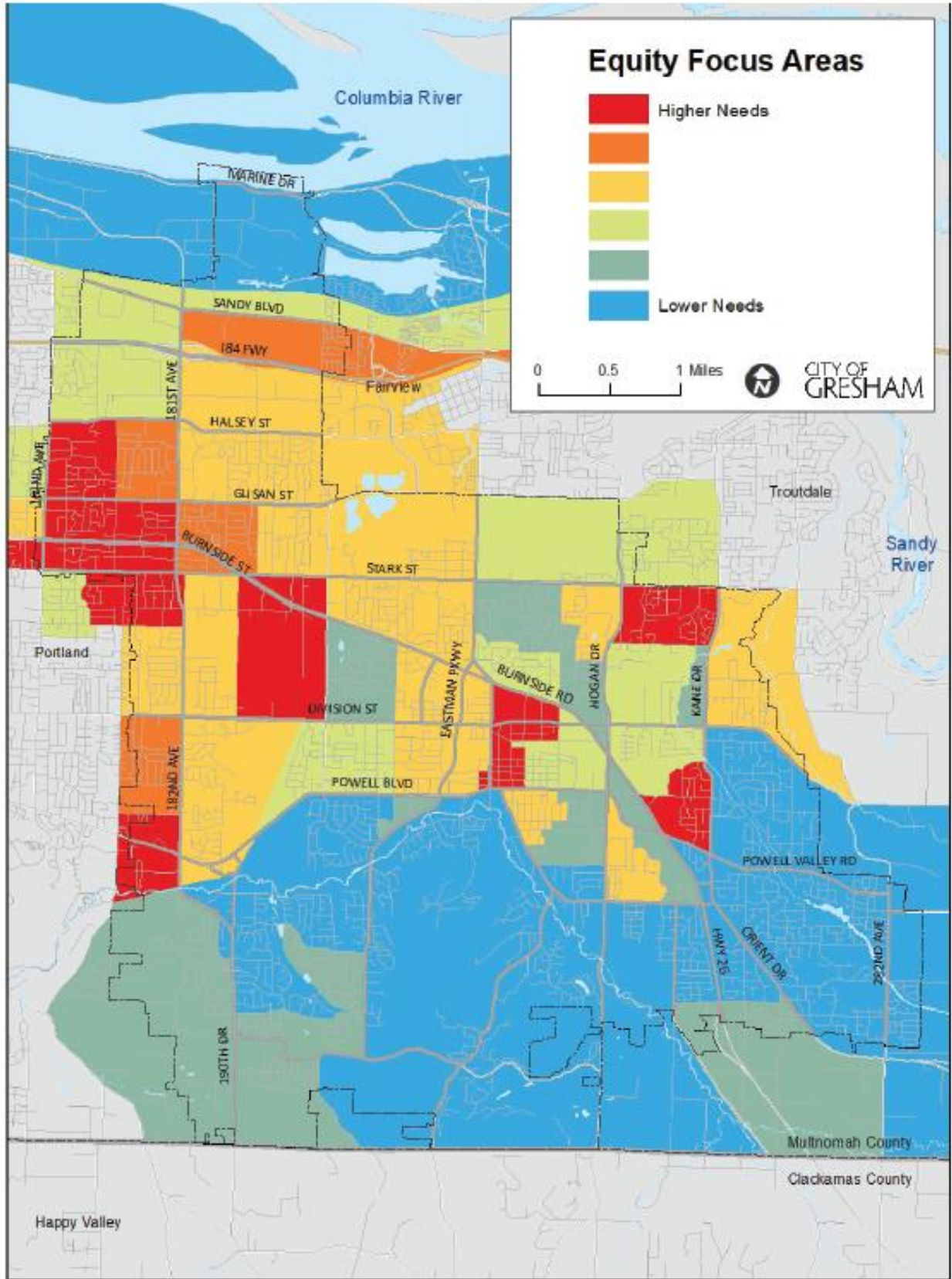
An equity map was created to show populations most likely to experience disparities in transportation. Map 6 shows a combination of three factors that are equally weighted: Non-White populations, Median Household Income, and the Youth (Under 18) & Seniors (Over 65) population. Areas in red on the map have the highest numbers of people with low incomes, people of color, and youth and seniors. Further analysis from the Active Transportation Plan shows a greater proportion of missing sidewalks in the areas in red.

Focusing active transportation investments in locations of the most need will have the most impact on expanding travel options for people who do not have access to an automobile or who are at greatest risk of chronic disease.

Map 6. Equity Focus Areas

Inclusion of Equity Focus Areas map from the Active Transportation Plan.

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Section 5. Volume 4, Transportation System Plan, Chapter 2: Existing Conditions is amended as follows:

Proposed Text Amendment	Commentary
<p>*** 5. Commute Sheds *** 7. Pedestrian System *** 8. Bicycle System ***</p>	<p><i>Section 5. Commute Sheds is repealed in its entirety and replaced with Attachment 3, Commute Sheds. Amendments update the data to the most current year.</i></p> <p><i>Section 7. Pedestrian System and Section 8. Bicycle System are repealed in their entirety and replaced with Attachment 8, Existing Pedestrian System and Bicycle System. Amendments add the crash maps and update the narrative text to the current year.</i></p>

Section 6. Volume 4, Transportation System Plan, Chapter 4: Policies is amended as follows:

Proposed Text Amendment	Commentary
<p>*** Bicycle System *** Pedestrian System ***</p>	<p><i>Bicycle System and Pedestrian Systems sections are repealed in their entirety and replaced with Attachment 4, Bicycle and Pedestrian Systems. Amendments incorporate policies from the Active Transportation Plan, including equity and health.</i></p>

Section 7. Volume 4, Transportation System Plan, Chapter 5: System Plans is amended as follows:

Proposed Text Amendment	Commentary
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1. Functional Classification

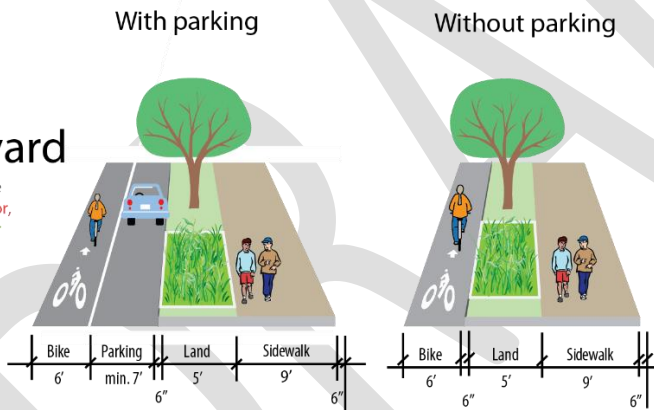
~~Functional Classification Map~~

Functional Classification Map is repealed and replaced in its entirety with Attachment 5, Functional Classification Map. The amendments correct map drawing errors for the boulevard classification around the Downtown Plan Area.

Boulevards and Multi-Use Path Design

Boulevard

These options are available for Major, Standard or Minor arterials



Replaces graphic of Boulevard options to correct error in graphic describing land and sidewalk width. Land width of 5-feet and sidewalk width of 9-feet previously adopted by Council 10/16/2018.

~~2. Pedestrian System Plan~~

~~3. Bicycle System Plan~~

Section 2. Pedestrian System Plan is repealed in its entirety and replaced with Attachment 6, 2. Pedestrian System Plan. Section updates pedestrian system elements and Map 22: Pedestrian System Plan.

Section 3. Bicycle System Plan is repealed in its entirety and replaced with Attachment 6, 3. Bicycle System Plan. Section updates

	<i>bicycle system elements and Map 23: Bicycle System Plan.</i>
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Section 8. Volume 4, Transportation System Plan, Chapter 6: Implementation is amended as follows:

Proposed Text Amendment	Commentary
<p>***</p> <p>20-Year and 50-Year Project Lists</p> <p>***</p> <p>Table 29: technology Solutions – Transportation Systems Management Operations/Intelligent Transportation Systems</p> <p>***</p> <p><u>Pedestrian and Bicycle Project Lists</u></p> <p>***</p>	<p><i>Pedestrian and Bicycle Project Lists section is added in its entirety with Attachment 7, Pedestrian and Bicycle Project Lists. This adds the prioritization criteria from the Active Transportation Plan and the priority projects and costs.</i></p>

Section 9. Volume 4, Transportation System Plan, Appendix 1: Springwater Plan Area Transportation System Plan is amended as follows:

Proposed Text Amendment	Commentary
<p>Appendix 1: Springwater Plan Area Transportation System Plan</p>	<p><i>Appendix 1 is repealed in its entirety. Elements of the Springwater TSP have been previously incorporated into the TSP.</i></p>

Section 10. Volume 4, Transportation System Plan, Appendix 2: Pleasant Valley plan area transportation system plan is amended as follows:

Proposed Text Amendment	Commentary
<p>Appendix 2: Pleasant Valley Plan Area Transportation System Plan</p>	<p><i>Appendix 2 is repealed in its entirety. Elements of the</i></p>

	<p><i>Pleasant Valley TSP have been previously incorporated into the TSP.</i></p>
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