

# SAFE STREETS

Adapting Portland's Streets for Restarting Public Life

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MAY 2020



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

## PORTLAND CITY COUNCIL

**Ted Wheeler**, Mayor  
**Chloe Eudaly**, Commissioner in Charge  
**Amanda Fritz**  
**Jo Ann Hardesty**

## CONTRIBUTING TEAMS

Many people contributed to the creation of this document under the direction of **Commissioner Chloe Eudaly**, and the leadership of **Director Chris Warner**. Key PBOT teams contributing this report include:

**Policy, Planning & Projects** led by Art Pearce

**Active Transportation and Safety**  
led by Catherine Ciarlo

**Transportation Planning** led by Kristin Hull

**Equity & Inclusion Program** led by Irene Marion

**Communications and Public Involvement**  
led by John Brady

**Maintenance Operations** led by Tara Wasiak

**Right of Way Management & Permitting**  
led by Amber Clayton

**Parking Operations** led by Chris Armes

**City Traffic Engineer** Wendy Cawley

**Engineering Supervisor** Carl Snyder

## PROJECT TEAM

**Mauricio Leclerc**  
Supervising Planner, Area and Project Planning

**Nick Falbo**  
Project Lead

**Karla Kingsley**  
**Mike Serritella**  
**Shane Valle**  
**Gena Gastaldi**  
Planning Team

The Safe Streets Initiative is a bureau-wide effort that will reflect the work of innumerable people across all parts of the Portland Bureau of Transportation. Thanks goes to all who have contributed so far and to all who will continue to carry this effort forward.

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**To obtain a copy of this document or more information about this project, please visit:**

**[www.safestreetspdx.com](http://www.safestreetspdx.com)**

Portland Bureau of Transportation  
1120 SW Fifth Avenue, Suite 1331  
Portland, OR 97204  
Phone: 503-823-6152

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# SAFE STREETS

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Reflections on an unprecedented moment

*PBOT will follow current public health guidance in all COVID-19 response initiatives. These actions are designed to support public safety and health. As state regulation and public health guidance changes, our programs will adapt in response as necessary to prioritize safety for all Portlanders.*



## The Safe Streets Initiative

supports the health, safety, and resiliency of our communities

**The coronavirus pandemic (COVID-19) is changing Portlanders' daily lives and causing unprecedented challenges in our communities.**

**Just as states have had to step up into a leadership role in responding to this crisis, so have cities.** The Portland Bureau of Transportation (PBOT) has a responsibility to keep our communities safe and healthy during this time.

The **Safe Streets Initiative** will make changes to our streets to make it **easier and safer for Portlanders to practice physical distancing** as the city adapts and recovers from this public health crisis.

*"PBOT is carefully considering how transportation behavior has changed and how it needs to change, not just as we recover from this crisis, but to support a sustainable future."*

*"Our Safe Streets Initiative will provide the space Portlanders need to move around our city safely, and improve how we share our right-of-way. Our streets belong to all of us, and these improvements will allow us to safely walk, bike, and roll through the city."*



**- Commissioner  
Chloe Eudaly**

**Our ongoing priority in this crisis is to provide the essential transportation services that Portlanders need and, most importantly, to prioritize the needs of our community members most impacted by this crisis.** As a bureau we rapidly adapted our operations to comply with physical distancing guidelines and continue to serve the people of our city. Our early initiatives emphasized working with partner agencies like the Bureau of Emergency Management, Portland Parks & Recreation, and Portland Public Schools to support urgent actions to address food insecurity, childhood education resources, the needs of social service providers to support Portlanders experiencing houselessness, and overcrowding in our parks.

**By following Governor Brown's Stay at Home Executive Order, Portlanders have made progress in flattening the curve and have played their part in avoiding the worst case scenario of this crisis.** With caution and optimism, the state has introduced a phased reopening plan for Oregon and is slowly restarting public life and business.

**To transition away from the Stay at Home order, we need to be prepared. The transition will be gradual, and it may last longer than anyone expects.** While there are actions we are taking now to support the health and wellbeing of Portlanders, there are opportunities for us to observe and anticipate the challenges that lie ahead. We have a moment to fully mobilize our bureau and adapt to changing conditions in ways that center equity, reduce our transportation-related carbon emissions, and best serve Portland's diverse communities now and in the future.

**As Portland transitions towards reopening and adapting to COVID-19, we anticipate facing many challenges ahead of us:**

- **Our main streets and small business community will be struggling.** It is impossible to fully grasp the potential economic struggles that lie ahead, and we need to do what we can to help businesses prosper and get Portlanders back to work.
- **Community members most impacted by this crisis were already struggling before, and will be in even more vulnerable positions.** Low-wage workers will bear the brunt of the economic downturn, which will only exasperate existing racial and economic inequalities. We need to provide affordable transportation and access to opportunity.
- **Transit will face real and perceived concerns about health and safety.** Public transit is one of the city's most affordable and equitable solutions for urban mobility and we need to support the health and safety of Portlanders who depend on transit throughout all phases of this crisis.
- **Physical distancing will continue on streets and sidewalks that are not built for it.** We need to ensure that Portlanders can move around in safe and healthy ways. To do this our streets will need to rapidly adapt to this unprecedented challenge.

**Throughout these changing conditions we must center on equity and support people in their time of need.** The Safe Streets Initiative explores a range of both near-term and long-term strategies and actions to address these challenges head on.

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives and/or solutions.	To obtain public feedback on analysis, alternatives and/or decision.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

*Public engagement for individual actions will be guided by the IAP2 spectrum of public participation (pictured above)*

## Public Engagement Strategy

**In the first weeks of the crisis and in support of the Stay at Home order, PBOT took actions and dedicated resources to support the public health and wellbeing of Portlanders.** These efforts were fast-tracked out of a need to respond to the crisis using the best available data and a national scan of best practices. This timeline did not leave an opportunity for significant opportunities for public engagement to inform and shape these initial actions. As we look to the challenges ahead, we commit to involve Portlanders in the decisions that influence their lives.

**The Safe Streets Initiative is intended to be a highly responsive, ongoing engagement opportunity for Portlanders** to share feedback with PBOT about what they need from their streets during the public health crisis and subsequent economic recovery, and shape how various programs and installations are working to meet those needs. To support this work, PBOT will engage with community members, businesses and community leaders, transportation advocates, non-profit organizations, mutual aid associations, and neighborhood groups to collect input on how our streets can best serve all Portlanders both during and after this public health crisis.

### ENGAGEMENT GOALS INCLUDE:

- Share concepts for how PBOT can use streets, rights-of-way and permitting programs to support community adaptation to living in a world with COVID-19, including long-term physical distancing.
- Gather feedback on which strategies and tools are most important to advance in different community contexts.
- For physical changes to streets, use materials that are easily adapted to respond to community input.
- Understand community concerns about and risks of strategies and tools.

Given the evolving nature of the COVID-19 pandemic and response, PBOT will continue to modify installations and programs to respond to community feedback and changing public health directives.

## Supporting Community Needs

The COVID-19 public health crisis disproportionately impacts communities already most burdened by health disparities. The Centers for Disease Control and Prevention (CDC) confirms that current emerging national data reflects “a disproportionate burden of illness and death among racial and ethnic minority groups.” PBOT is committed to meet community needs in a way that centers equity and supports community resilience.

The strategies outlined in this document create a foundation from which to be responsive to local community stakeholders and adapt to align with emerging national best practices from public health and transportation sectors. The strategies will align with **PBOT’s 2019-2022 Strategic Plan**, led by a transportation justice framework to center freedom, access, and connection for communities most impacted by disparities.

## Emergency Coordination Center Equity Toolkit

Portland City Council adopted the City of Portland Equity Toolkit for COVID-19 Community Response and Recovery Efforts. Portland’s Emergency Coordination Center (ECC) - a centralized, secure location to coordinate emergency response and recovery activities - authored the Equity Toolkit to provide guidance to the City in the development of policy, practices, and procedures related to COVID-19 response. PBOT staff consulted the draft Equity Toolkit throughout inception of this initiative and will continue to utilize it throughout the life of this initiative when developing and deploying changes on our streets.

The Equity Toolkit sets forth principles which asks practitioners to consider:

- **Inequities that were in place before this public health crisis have only been exacerbated during this crisis.** Communities that were previously struggling due to systemic inequities are even more impacted now. Our response needs to focus on these populations.
- **Involving the most impacted communities in decision making around crisis response is vital.** At the same time, these communities have plenty of reasons to be distrustful of the government and public health systems and engagement must be responsive to this dynamic.
- **Equity is our priority.** If equity is only a priority of times of ease and surplus, then it was never really a priority.
- **Set equitable outcomes** (What are our desired outcomes, and who will benefit and who will be burdened by our decisions?), **understand context** (Does our historical relationship with impacted communities suggest they might distrust us?), **engage those most impacted** (are those who are deeply impacted represented in and informed of this effort?), and **implement and monitor impact.**
- **The top priorities for the most vulnerable communities include securing food, personal protective equipment, translated information, and support for trusted community-based organizations.** PBOT’s first and ongoing COVID-19 response actions were to support city and community-based organizations to provide for these top needs.

# Path to a Better Future

Our framework imagines a series of overlapping strategies that respond and adapt to the challenges and opportunities ahead.

## Encouraging People to “Stay Home and Save Lives”

Governor Kate Brown’s Executive Order 20-12 compels Portlanders to stay home and close non-essential businesses to limit the spread of COVID-19. However, people still need to make essential trips and get to their jobs. This is true for frontline workers, people providing emergency services, and all other workers in critical industries who are not able to work-from-home. This work focuses on using our right of way to create safe ways for these community members to travel.

### STRATEGIES

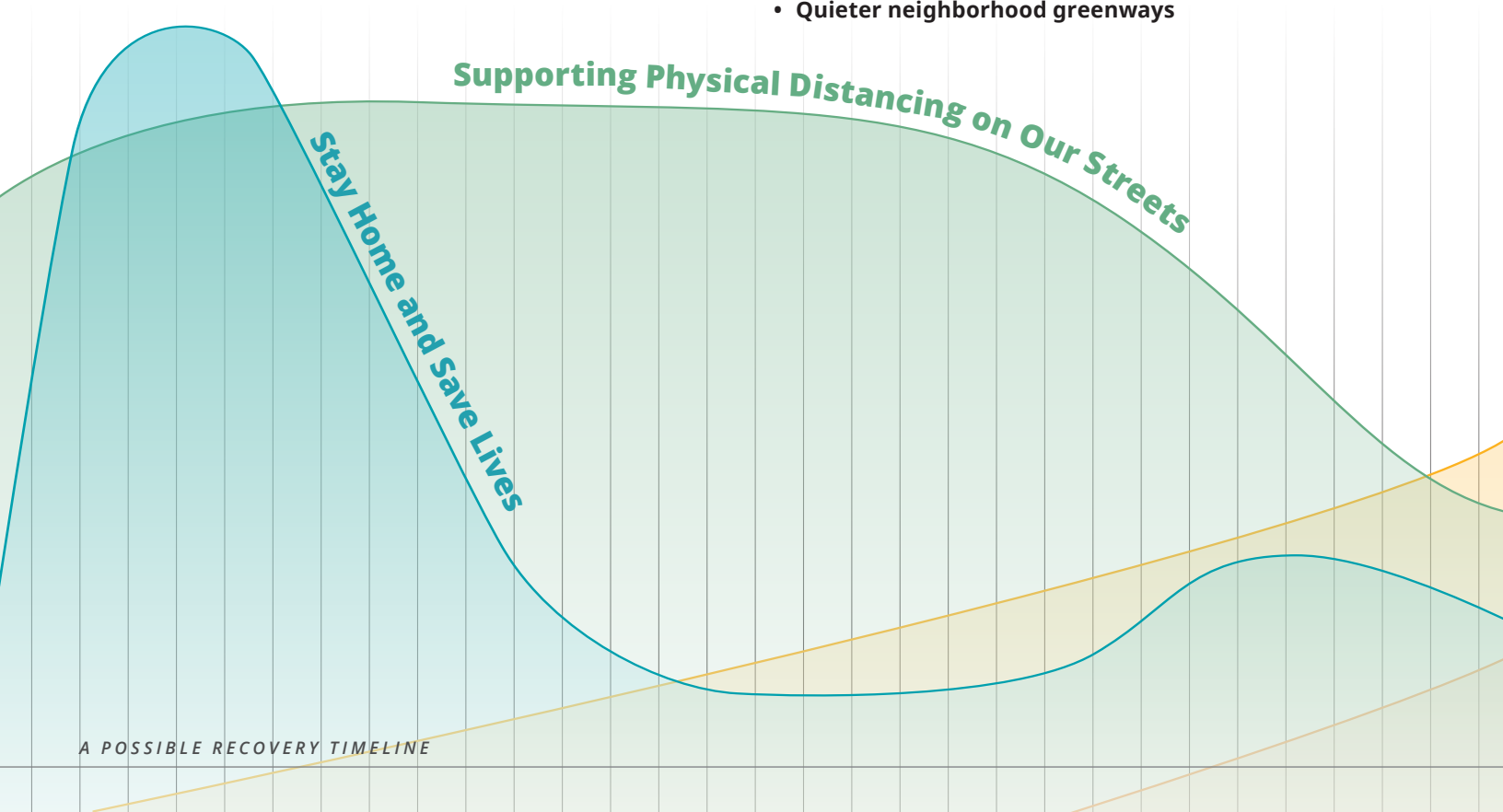
- Support basic mobility needs
- Support agency partners
- Support physical distancing guidelines on transportation systems

## Supporting Physical Distancing on Our Streets

Throughout the Stay at Home order and beyond, Portlanders and businesses will be expected to maintain physical distancing in daily operations and when interacting with others. This can be challenging on streets and sidewalks not designed for physical distancing. PBOT actions emphasize creating space for people to walk, travel, and do business on our streets, all while staying safe and healthy.

### STRATEGIES

- Public communications
- Support safe and healthy mobility options
- Programs and engagement
- Safer busy streets
- Healthy businesses
- Quieter neighborhood greenways



## Supporting Economic Recovery & Reinvestment

It is too early to comprehend the full economic impact of the COVID-19 crisis. Portland is likely to see main streets with closed businesses and residents experiencing economic hardships now and into the future. We will be tasked with re-instituting trust in public transit with clean, reliable, and frequent service. PBOT actions will prepare for anticipated stimulus funding and reinvestment in our communities, neighborhoods, and business districts. These investments should expand access to low-cost transportation options serving our most impacted communities.

### STRATEGIES

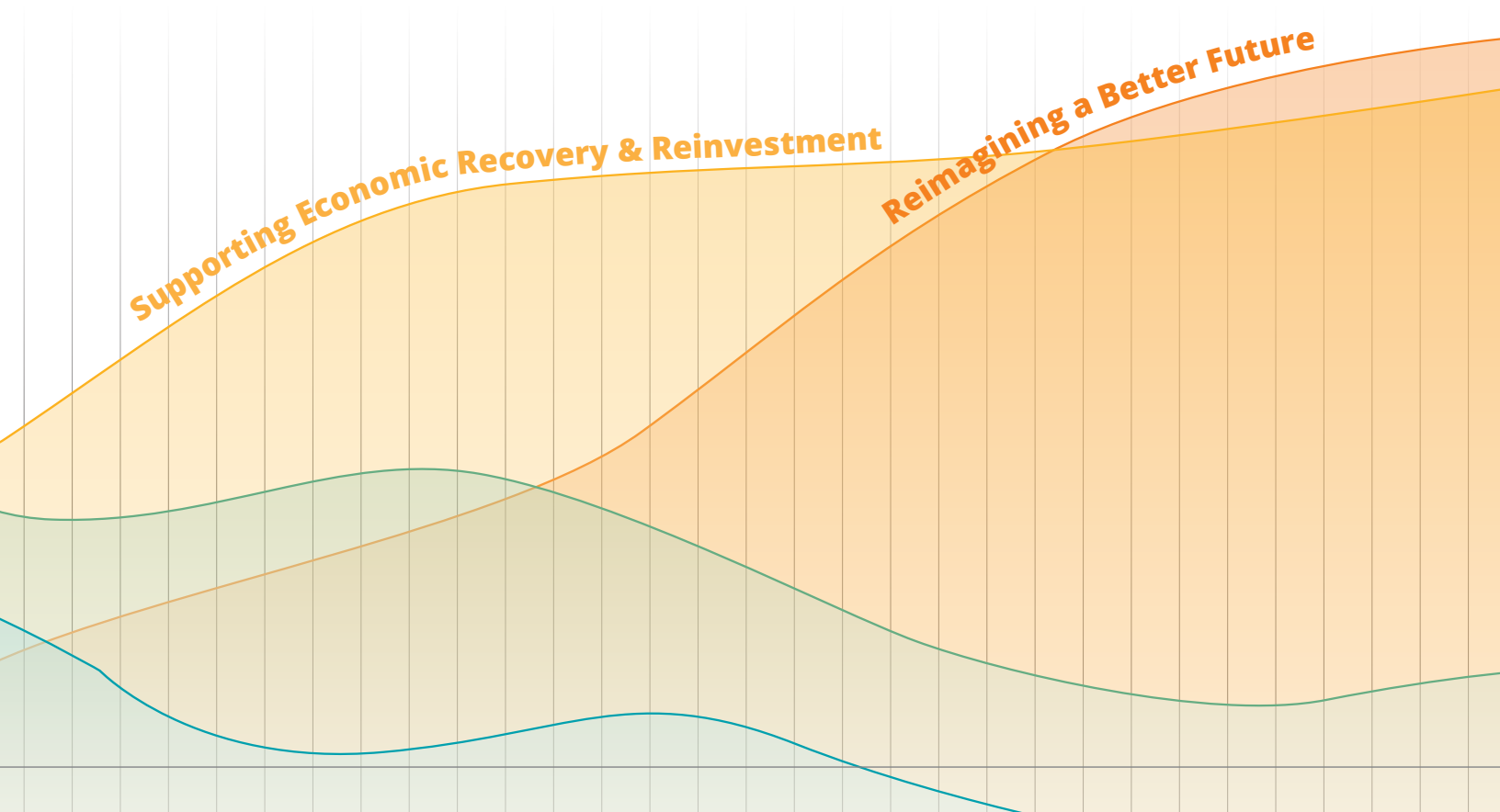
- Connect communities through transportation investments
- Programs and engagement

## Reimagining a Better Future

Portlanders are strong supporters of advancing goals related to climate change and moving toward a more resilient, sustainable, and equitable future. Increases in walking, bicycling, working from home, and return to transit are all essential in helping our city realize a low-carbon future. Our efforts to adapt and respond to the immediate COVID-19 crisis and to address the residual economic impacts should support these long-term goals.

### STRATEGIES

- Long range planning
- Public involvement





# Encouraging People to Stay Home and Save Lives Strategies

## ENCOURAGING PEOPLE TO STAY HOME AND SAVE LIVES

### Support Basic Mobility Needs

Expand transportation access and reduce costs and barriers to transportation services

KEY ACTIONS	IMPLEMENTATION LEAD
Support reduced-fare e-scooter partnerships to support increased access for essential travel.	PBOT Policy
Implement reduced-fare BIKETOWN bike-share access to support increased access for essential travel.	BIKETOWN Bike-Share
Discount SmartPark Garage rates to support access to downtown jobs and essential services.	PBOT Parking

## ENCOURAGING PEOPLE TO STAY HOME AND SAVE LIVES

## Support Agency Partners

Work with partners and the Emergency Coordination Center to meet urgent community needs

KEY ACTIONS	IMPLEMENTATION LEAD
Offer traffic support of technology and food distribution within our communities by managing traffic and curb zone access.	PBOT Maintenance Operations, DPT UCI Temporary Traffic Control
Ensure proper safety and access to Portland Parks & Recreation facilities through access management to park-streets.	PBOT Maintenance Operations, DPT UCI Temporary Traffic Control
Support the deployment of hygiene stations throughout the community so that everyone has access to this critical health tool.	Portland Bureau of Emergency Management, PBOT Maintenance Operations, PBOT Portland in the Streets

## ENCOURAGING PEOPLE TO STAY HOME AND SAVE LIVES

## Support Physical Distancing Guidelines on Transportation Systems

Support physical distancing and sanitation on public transportation services

KEY ACTIONS	IMPLEMENTATION LEAD
Modify Portland Streetcar operations to encourage physical distancing while riding.	PBOT Streetcar Division Manager
Modify Aerial Tram operations to encourage physical distancing while riding.	OHSU, PBOT Tram Manager
Enact enhanced BIKETOWN bike-share sanitation protocols to increase frequency of cleaning “high-contact” surfaces on BIKETOWN bicycles and stations.	BIKETOWN Bike-Share
Partner with e-scooter operators to increase frequency of cleaning “high-contact” surfaces on e-scooters.	PBOT Policy



# Supporting Physical Distancing on Our Streets Strategies

Actions to support physical distancing on our streets are divided into the six following strategies:

- **Support Safe and Healthy Mobility Options**  
Deploy rapid implementation of projects to support safe, physically distant mobility as Portland begins to reopen and restart public life
- **Public Communications**  
Work with the public to inform how and where we are implementing these actions
- **Programs and Engagement**  
Connect with Portlanders to hear what they need, get input on how street changes are working, and share public health information
- **Safer Busy Streets**  
Provide space for physical distancing on busy streets with narrow or missing sidewalks
- **Healthy Businesses**  
Helping local businesses adapt to physical distancing guidelines
- **Quieter Neighborhood Greenways**  
Keep low-traffic streets, known as neighborhood greenways, slow and safe with messaging and advisory interventions



## SUPPORTING PHYSICAL DISTANCING ON OUR STREETS

# Support Safe & Healthy Mobility Options

Deploy rapid implementation of projects to support safe, physically distant mobility as Portland begins to reopen and restart public life

KEY ACTIONS	IMPLEMENTATION LEAD
Encourage and incentivize active transportation for people rethinking how to get around as Portland begins to gradually reopen.	PBOT Active Transportation & Safety, PBOT Communications
Identify and rapidly implement interim bikeway connections to businesses and downtown. Enhance facilities and fill gaps in the bikeway network as identified in prior and ongoing planning efforts, such as Central City in Motion and the Portland Bicycle Plan for 2030.	PBOT Planning , PBOT Capital Delivery
Identify near-term locations where additional space may be needed for people to safely wait at transit stops due to narrow sidewalks, busy storefronts and services, increased ridership, or other factors that constrain the ability of people to adhere to physical distancing guidelines.	PBOT Planning, TriMet
Continue to collaborate with agency partners to support safe transit access and queuing at busy transit stops.	PBOT Planning, TriMet
Use pilot projects as a public engagement approach to learn more about impacts and gather community feedback.	PBOT Planning



## SUPPORTING PHYSICAL DISTANCING ON OUR STREETS

# Public Communications

Work with the public to inform how and where we are implementing these actions

KEY ACTIONS	IMPLEMENTATION LEAD
Develop and deploy multilingual public messaging and communication about PBOT interventions designed to support physical distancing.	PBOT Communications, PBOT Active Transportation & Safety
Activate internal public sector networks across the region, building off of existing social capital to coordinate public engagement approaches and share resource opportunities.	PBOT Equity & Inclusion Program
Engage existing external networks to adapt to community needs, where feasible, within the scope of PBOT actions related to physical distancing.	PBOT Communications
Establish an ongoing accessible feedback loop for community members to share feedback. Capture qualitative and quantitative data about the project. Track all adaptations.	PBOT Planning, PBOT Active Transportation & Safety, PBOT Portland in the Streets
Incorporate relevant emerging best practices and technology platforms to enhance public engagement tools compatible with physical distancing guidelines.	PBOT Planning

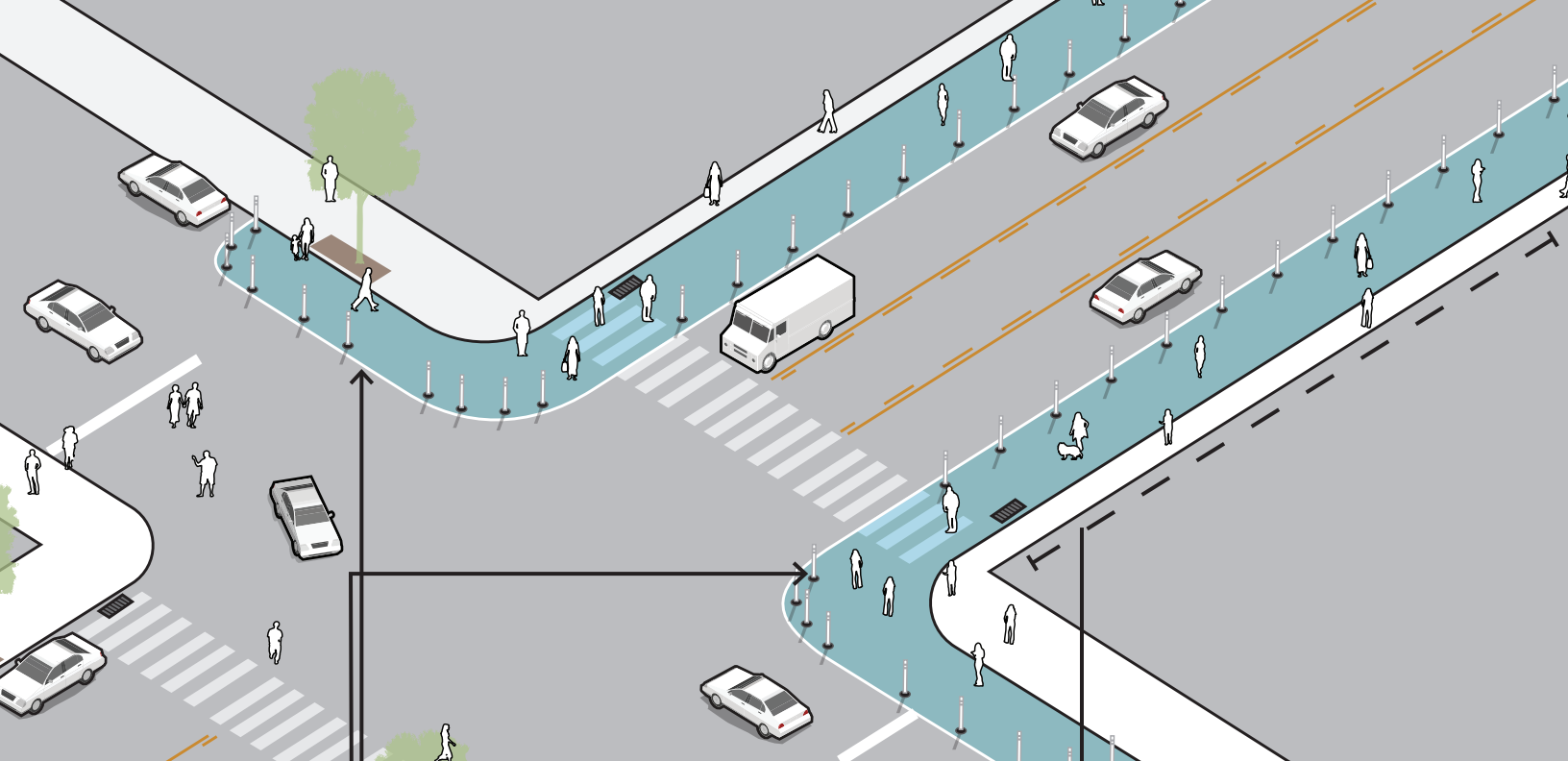


## SUPPORTING PHYSICAL DISTANCING ON OUR STREETS

# Programs and Engagement

Connect with Portlanders to hear what they need, get input on how street changes are working, and share public health information

KEY ACTIONS	IMPLEMENTATION LEAD
Deploy remote 2020 Sunday Parkways programming initiatives in alignment with physically distant Neighborhood Greenway network activation strategies.	PBOT Active Transportation & Safety
Create a public health communications campaign to share messages about distancing and safety in public space.	PBOT Communications
Provide information, education, and tools so that Portlanders can use and enjoy slow streets using active modes especially those who are faced with more barriers to transportation options and green space.	PBOT Active Transportation & Safety
Develop a strategy with culturally-specific organizations to support families in using active transportation to increase health benefits and access to services.	PBOT Safe Routes to School
Adapt PBOT Block Party and Play Street programs to be compatible with physical distancing guidelines.	PBOT Portland in the Streets
Support the Office of Community and Civic Life / Emergency Coordination Center's <i>Social Isolation Mitigation Project</i> with community-oriented activities in the street, such as <i>Chalk the Walk</i> and mini vehicle parades.	Office of Community and Civic Life



Repurposed space for walking and queuing while maintaining a safe physical distance

Priority will be given to busy streets with narrow or incomplete sidewalks

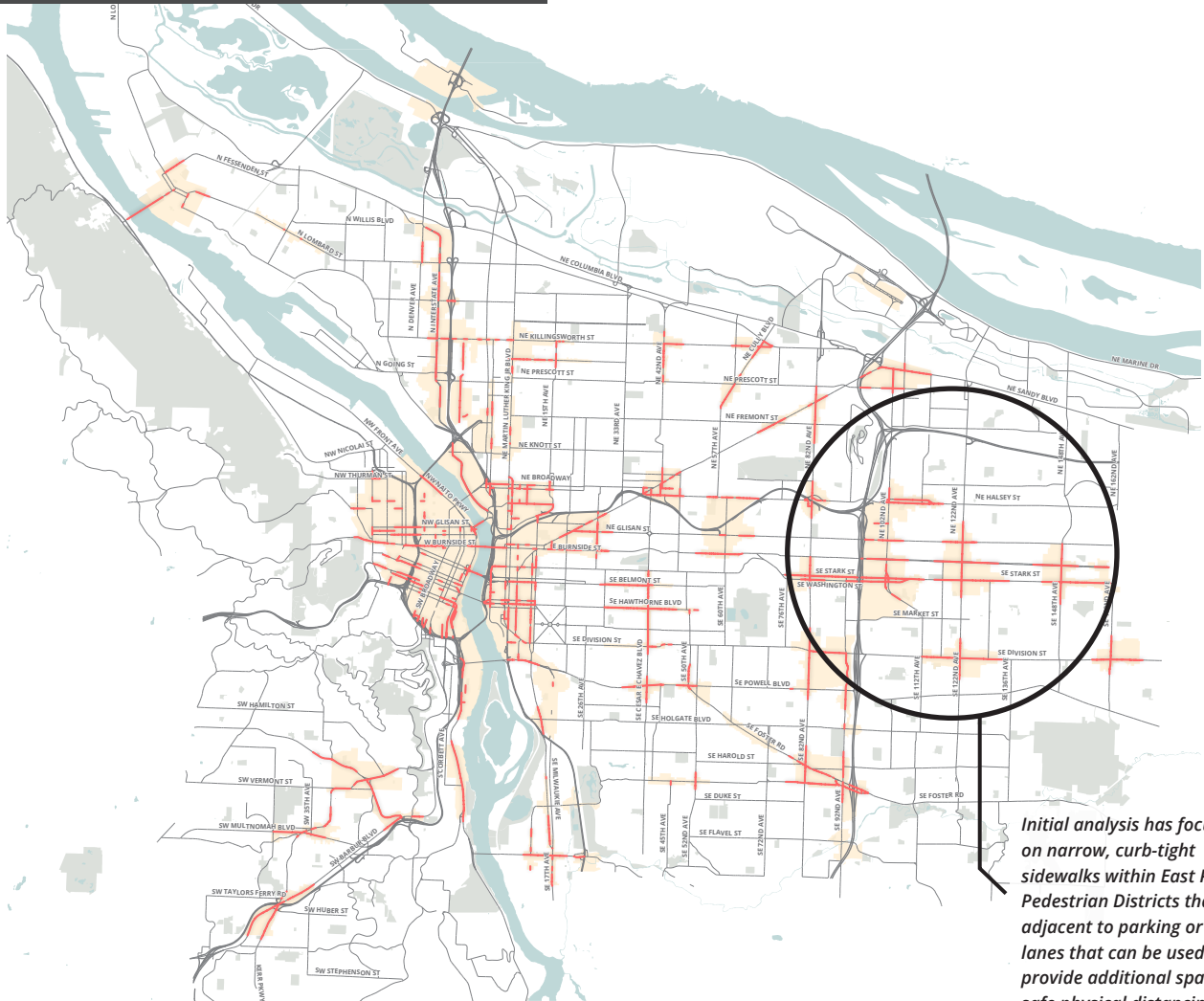
## SUPPORTING PHYSICAL DISTANCING ON OUR STREETS

# Safer Busy Streets

Provide space for physical distancing on busy streets with narrow or missing sidewalks

KEY ACTIONS	IMPLEMENTATION LEAD
Expand pedestrian space to support physical distancing on sidewalks where there is insufficient space. This includes along narrow sidewalks, areas with lots of pedestrians, and at corners where people must wait to cross the street.	PBOT Planning, PBOT Capital Delivery
Work with partner agencies to expand pedestrian space to support physical distancing on roadways, bridges, and freeway crossings not managed by PBOT.	PBOT Planning, PBOT Capital Delivery
Expand pedestrian space at transit stops where there is limited space to practice physical distancing.	PBOT Planning , PBOT Capital Delivery, TriMet
Activate school zone beacons during school lunch hours to support school lunch program.	PBOT Signals & Street Lighting

# BUSY STREETS IN PEDESTRIAN DISTRICTS



**Our Busy Street network is made up of major traffic corridors that usually serve transit and connect community and commercial destinations.** These streets are also likely a part of our Vision Zero High Crash Network. The Safe Streets focus is on providing more room for pedestrians where sidewalk conditions make physical distancing difficult. The initial focus will be within Pedestrian Districts, areas of the city with the most walking demand and walking destinations. Early priority will be given to needs within Pedestrian Districts in East Portland, where there are many narrow, curb-tight sidewalks along busy arterial streets. Upon addressing needs within these areas, other sidewalk needs will be considered throughout the city. Considerations for implementation on these streets include missing or narrow sidewalks, transit demand, and availability of roadway space.

## BUSY STREETS

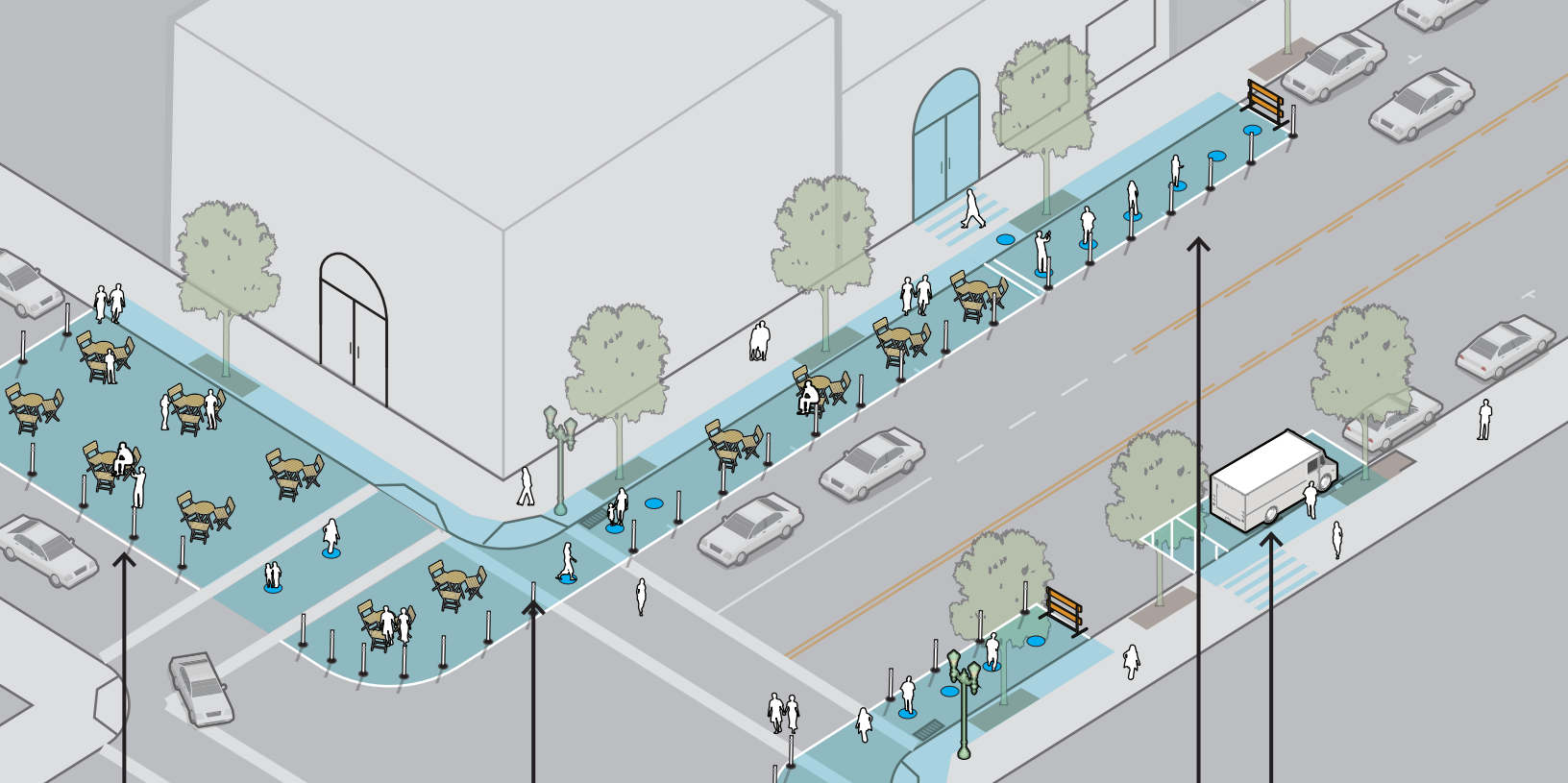
*In pedestrian districts with missing or constrained sidewalks*



## PEDESTRIAN DISTRICTS



## PARKS / OPEN SPACES



Interim “Mini-Plazas” to help provide space for physically distant dining

Designated space for waiting at busy intersections

Designated space for queuing to access busy storefronts, such as groceries and markets

Loading zones for delivery, & pickup

## SUPPORTING PHYSICAL DISTANCING ON OUR STREETS

# Healthy Businesses

Helping local businesses adapt to physical distancing guidelines

KEY ACTIONS	IMPLEMENTATION LEAD
Distribute a Business Toolkit to help businesses and organizations use the right-of-way to adapt to changing physical distancing guidelines.	PBOT Portland in the Streets
Implement loading zones for delivery and pickup, in partnership with businesses.	PBOT Portland in the Streets, PBOT Parking
Offer streamlined permitting for business and organization use of the right-of-way that is compatible with physical distancing guidelines.	PBOT Portland in the Streets
Leverage communications resources and events such as Sunday Parkways to support “shop local” messaging.	PBOT Communications

## ON THE GROUND TODAY



**Our neighborhood main streets are the walkable business and commercial districts in our neighborhoods.** These streets concentrate neighborhood businesses and restaurants, many of which are closed or have adapted operations to meet the state Stay at Home order.

Many of our city's businesses have done their best to rapidly adapt to physical distancing guidelines. We believe PBOT can play an important role in guiding and permitting new uses of the right-of-way to support these businesses in this challenging time. The Safe Streets focus for healthy businesses will work directly with businesses to support social distancing among customers to facilitate increased commerce, while maintaining health and safety.

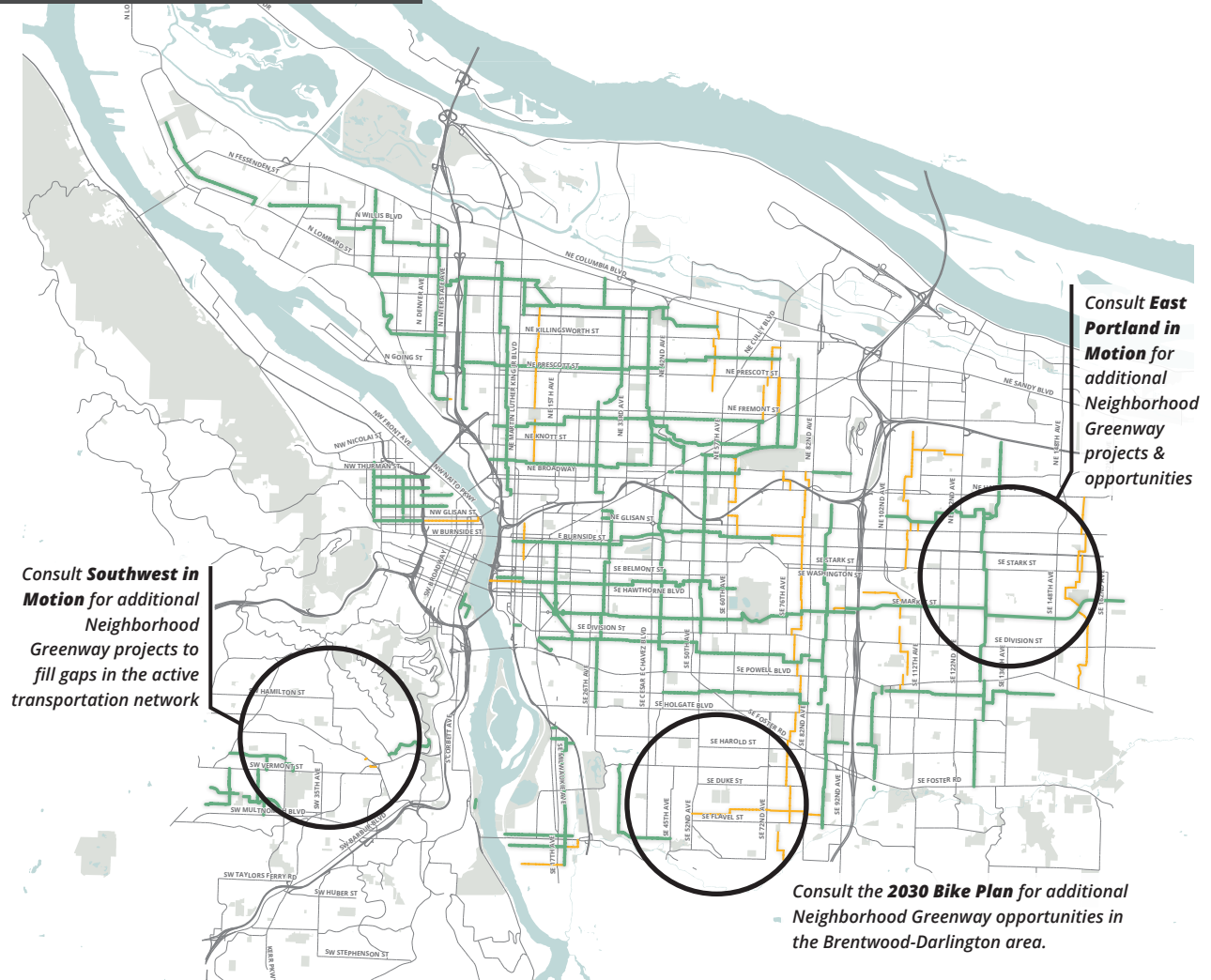
*Our main streets and business districts have lots of pedestrians crowded onto streets that were never designed to for physical distancing.*

*Some of the major challenges this initiative addresses include:*

- 1. a need for additional space for walking*
- 2. a need for wider sidewalks*
- 3. transit stops without space to safely wait for the next bus*
- 4. a need to reinforce physical distancing guidance to support local businesses*



## NEIGHBORHOOD GREENWAYS



**Our Neighborhood Greenway network is a collection of streets enhanced as preferred routes for people walking, biking, and rolling.** The existing Neighborhood Greenway network is well established, and recent neighborhood planning has confirmed future routes.

The Safe Streets focus is to protect these neighborhood assets from increased traffic volumes and to set expectations for future investments. Additional considerations for implementation include presence or lack of sidewalks, proximity to parks and natural areas, and ability to serve multifamily housing.

**EXISTING NEIGHBORHOOD GREENWAYS**

**PLANNED / FUNDED NEIGHBORHOOD GREENWAYS**

.....



**PARKS / OPEN SPACES**

## SUPPORTING PHYSICAL DISTANCING ON OUR STREETS

# Project Identification & Prioritization

The Safe Streets Initiative will make changes to our streets to make it easier and safer for Portlanders to practice physical distancing as the city reopens and broader public life begins again. These temporary interventions will only be applied where necessary to support health and safety, and will be prioritized to serve communities most in need.

## Street Identification Criteria

*PBOT will identify streets and locations for possible interventions by looking at:*

**Places where additional right-of-way space is required to maintain state-mandated physical distancing guidelines:**

- Neighborhood Greenways
- Busy streets with constrained or missing sidewalks
- Main streets and commercial corridors

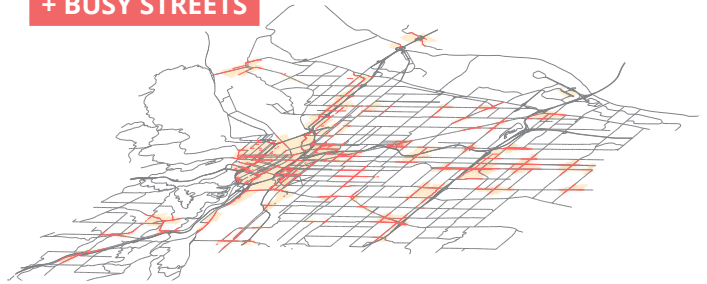
**Places where the number of pedestrians makes it harder to practice safe physical distancing:**

- Transit stops with high ridership or constrained space
- Essential businesses
- Schools, government buildings, and hospitals
- Social service providers
- Scenic areas and major public spaces
- Pedestrian districts or other areas of high pedestrian demand

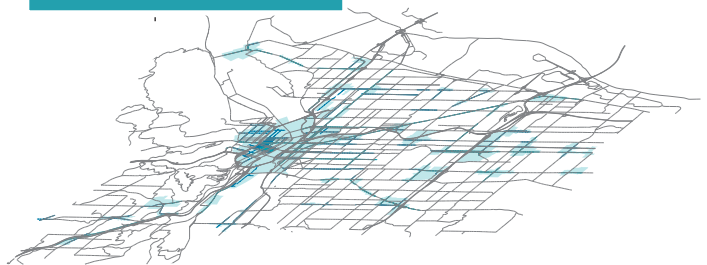
**Additional places where physical and social infrastructure is lacking, including:**

- Places without access to parks or public spaces
- Places without access to community centers, places of worship, or other places of congregation

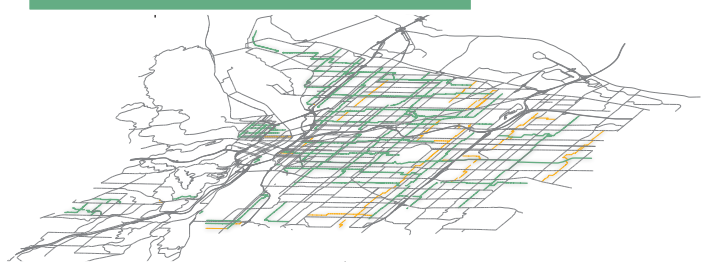
### + BUSY STREETS



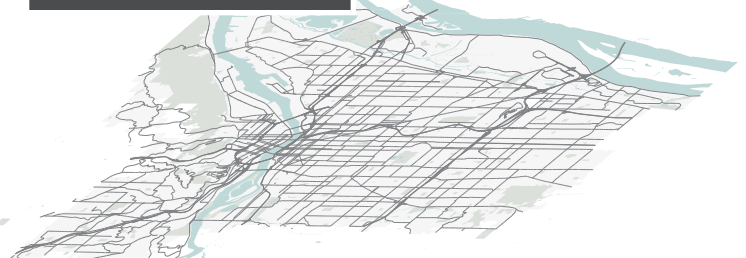
### + BUSINESS DISTRICTS

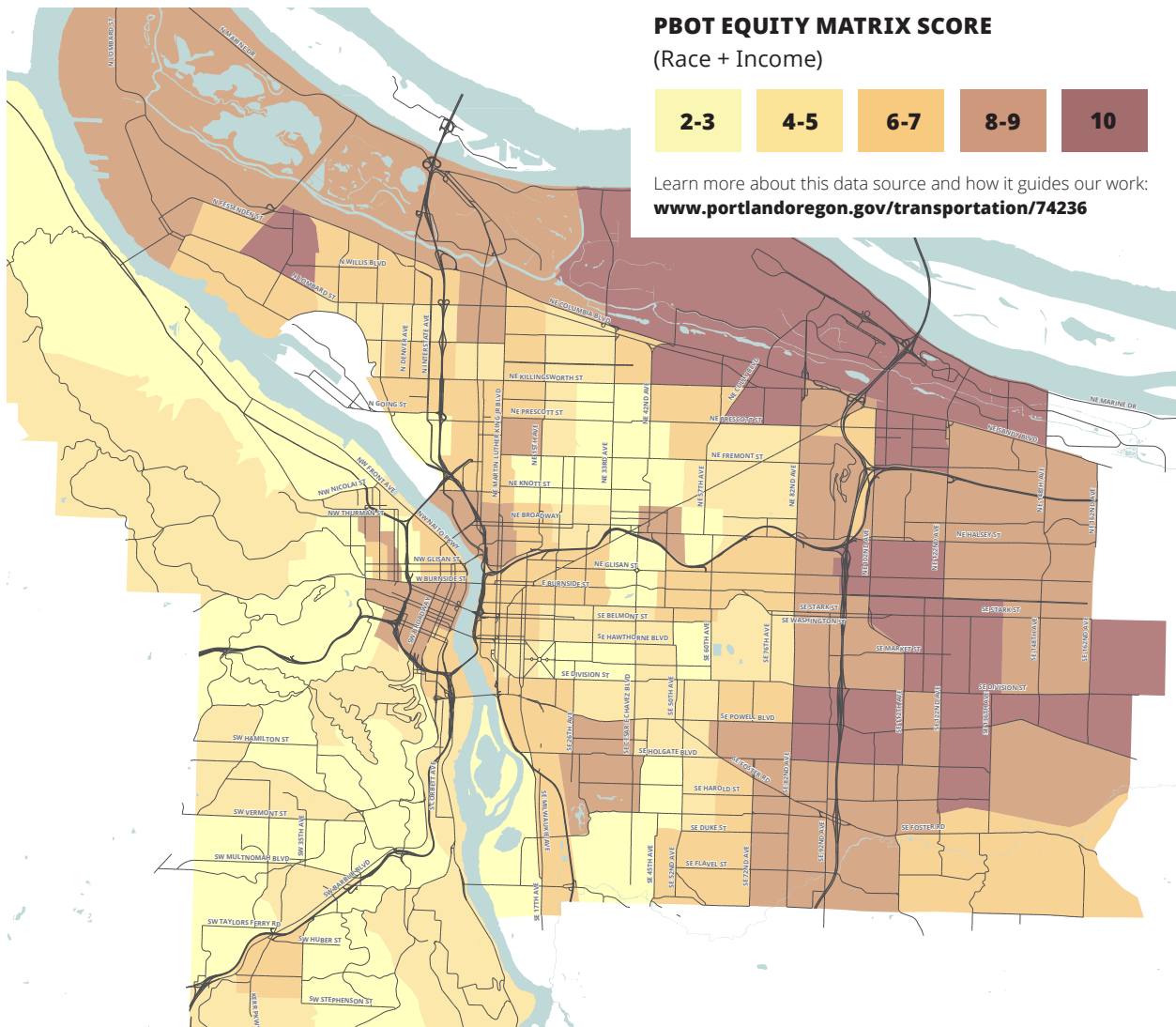


### + NEIGHBORHOOD GREENWAYS



### = CITY WIDE STRATEGY





## Implementation Prioritization Criteria

PBOT will use an equity-focused approach to prioritize interventions in a way that will elevate the needs of our most impacted residents and workers while also considering areas of growing pedestrian, transit, and cycling activity. Successful implementation will rely on consultation with other bureaus, other government agencies, our non-profit and advocacy partners, as well as the general public. We will use available data to understand geographic concentration of populations with these conditions to inform implementation (see Portland's Equity Toolkit for additional guidance).

*Some of the criteria that may be used to prioritize an equitable implementation may include identifying areas with high concentrations of:*

- Residents identifying as a person of color
- Households with lower incomes
- Older adults
- People experiencing homelessness
- People with disabilities



# Supporting Economic Recovery & Reinvestment Strategies

## SUPPORTING ECONOMIC RECOVERY AND REINVESTMENT

### Programs and Engagement

Support community building and social connections and the rethinking of travel choices

KEY ACTIONS	IMPLEMENTATION LEAD
Develop a set of strategies and communications to support employers and employees getting to work, such as encouraging work-from-home schedules and using active modes of transportation.	PBOT Active Transportation & Safety
Expand “light individual transport options” with electric bike-share and e-scooters.	BIKETOWN Bike-Share
Deploy “traffic playgrounds” to support students and families in learning about traffic safety together.	PBOT Active Transportation & Safety, PBOT Safe Routes to School

## SUPPORTING ECONOMIC RECOVERY AND REINVESTMENT

## Connect Communities through Transportation Investments

Fund projects during the recovery period that maximize outcomes and minimize disruption

KEY ACTIONS	IMPLEMENTATION LEAD
Aggressively seek federal, state, and local funding sources to invest in the economy and in our projects.	PBOT Planning
Implement planned projects identified in recently adopted or in-progress area plans. This includes Central City in Motion, Southwest in Motion, and Northwest in Motion.	PBOT Capital Delivery, PBOT Planning
Implement council-adopted transportation system initiatives, including the Rose Lane Project and Vision Zero safety projects.	PBOT Capital Delivery, PBOT Planning
Implement the Economic Stabilization and Recovery Framework including increased communications with community-based organizations and individual firms, as well as evaluate and strengthen internal practices to support firms disadvantaged, minority, women, emerging small business and service disabled veteran business enterprise (D/M/W/ESB/SDVBE) firms.	PBOT Contracting
Conduct project development, as needed, to be responsive to future funding opportunities and maximize community reinvestment efforts.	PBOT Planning
Use pilot projects as a public involvement approach to learn more about impacts and gather community feedback.	PBOT Planning



# Reimagining a Better Future Strategies

## REIMAGINING A BETTER FUTURE

### Long-Range Planning

Advance long-range planning for projects

KEY ACTIONS	IMPLEMENTATION LEAD
Evaluate the impact of the COVID-19 crisis on meeting city goals and incorporate reflections and lessons into our long-range planning.	PBOT Planning
Evaluate the potential of adapting or making quick-build, interim, and temporary projects and programs permanent.	PBOT Planning
Continue long-range planning for new major projects while responding to new considerations and travel trends emerging from the COVID-19 crisis.	PBOT Planning
Plan for how revenue sources may need to adapt in response to the COVID-19 crisis, and be restructured for more resilience in the future.	PBOT Planning
Develop a transportation resiliency plan for Portland to support rapid responses to future disruptions.	PBOT Planning



## REIMAGINING A BETTER FUTURE

# Public Involvement

Expand tools and approaches for engaging with and involving communities

KEY ACTIONS	IMPLEMENTATION LEAD
Formalize new virtual engagement methods, as approved by Portland Bureau of Technology Services and City Attorney's Office for collaborating with Portland's diverse communities.	PBOT Communications, PBOT Equity & Inclusion Program, PBOT Active Transportation & Safety
Use online tools to expand and streamline the public engagement toolbox with a continuous quality improvement approach informed by community feedback, both qualitative and quantitative evaluation.	PBOT Equity & Inclusion Program, PBOT Active Transportation & Safety
Identify how to expedite funding for public engagement via contracts, stipends and incentive directly to communities and community-based organizations.	PBOT Equity & Inclusion Program, PBOT Active Transportation & Safety, PBOT Safe Routes to School, PBOT Portland in the Streets

# Toward a More Resilient and Sustainable Future

**A city's streets are among its most valuable public spaces.** Depending on the neighborhood, streets make up between 20-40% of the total land mass within the city of Portland. Taken together, our streets comprise a large network of publicly managed spaces that connect people and places. At all times – and especially in times of crisis – PBOT is obligated to make sure that our streets support the health, safety, wellbeing, and shared prosperity of Portlanders.

**The COVID-19 public health crisis lays bare the inequities and deficiencies of Portland's transportation system.** Wide swaths of the city have streets without safe places to walk or ride a bike. Every year too many people in our city are seriously injured or killed while using our streets and sidewalks. And many Portlanders rely on a transit system that is often stuck in traffic on streets with ever-increasing congestion. These conditions describe the status quo that we left behind, but not necessarily the one we must return to.

**The changes we make now can address today's challenges and set us on a path toward a more resilient and sustainable future.** Many of the changes proposed here are temporary, but the spirit and ideas of these changes align with Portland's vision of the future. As the crisis abates, some of these features may remain as permanent interventions. These decisions will be guided by community discussion and feedback.

## A moment to step back and rethink our transportation choices

**Governor Brown's Stay at Home order required all Oregonians to rapidly adjust to a new unprecedented reality.** Our efforts to flatten the curve are paying off and it appears that we are avoiding the worst-case scenarios of COVID-19 related impacts. However, the current moment has reinforced economic inequities and has brought heightened uncertainty into the lives of many Portlanders. Given this sudden, new reality we find ourselves in, PBOT is committed to playing our part in realizing a future of shared economic prosperity.

**During this time of crisis we have seen traffic and air pollution plummet, providing a glimpse at what a low-carbon future might look like.** Our neighborhood streets are calmer and quieter, inviting all people to walk and ride. And reduced traffic on the regional highway system paints a picture of what a better managed highway system could mean for solving congestion. However, all of these current conditions exist alongside the tragedy of this crisis. A crisis which has caused extreme health impacts and economic disruptions in our communities and only exasperated existing inequities along the lines of race and class. **Our challenge is to reimagine our transportation system and achieve our city's long-term goals around a sustainable, low-carbon, and equitable transportation system.**



## An opportunity to build the future we want

**We can learn from this experience, and our collective actions can support a more resilient and sustainable future.** The COVID-19 public health crisis has created a significant disruption in the patterns of daily life for all Portlanders. This challenge offers the chance to step back and reevaluate our transportation habits and investment priorities.

**Looking to cities around the world that are further along the curve than Portland, we are seeing notable trends and shifts in transportation behavior as governments begin to open up society again.** Every time we ask, Portlanders tell us they want a low-carbon, equitable transportation system. They want quiet neighborhood streets, reliable and rapid transit, safe bicycling conditions, and more reliable vehicle travel.

**As we rally to meet the needs of today, we owe it to ourselves to make sure our actions also support our city's vision of the future.** A future with less people relying on private cars is essential to meeting PBOT's strategic plan goals of managing our transportation assets, providing sustainable mobility choices, and eliminating serious injuries and death from our roadways. All of this means a more resilient, better-connected, and equitable future for Portland.



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION