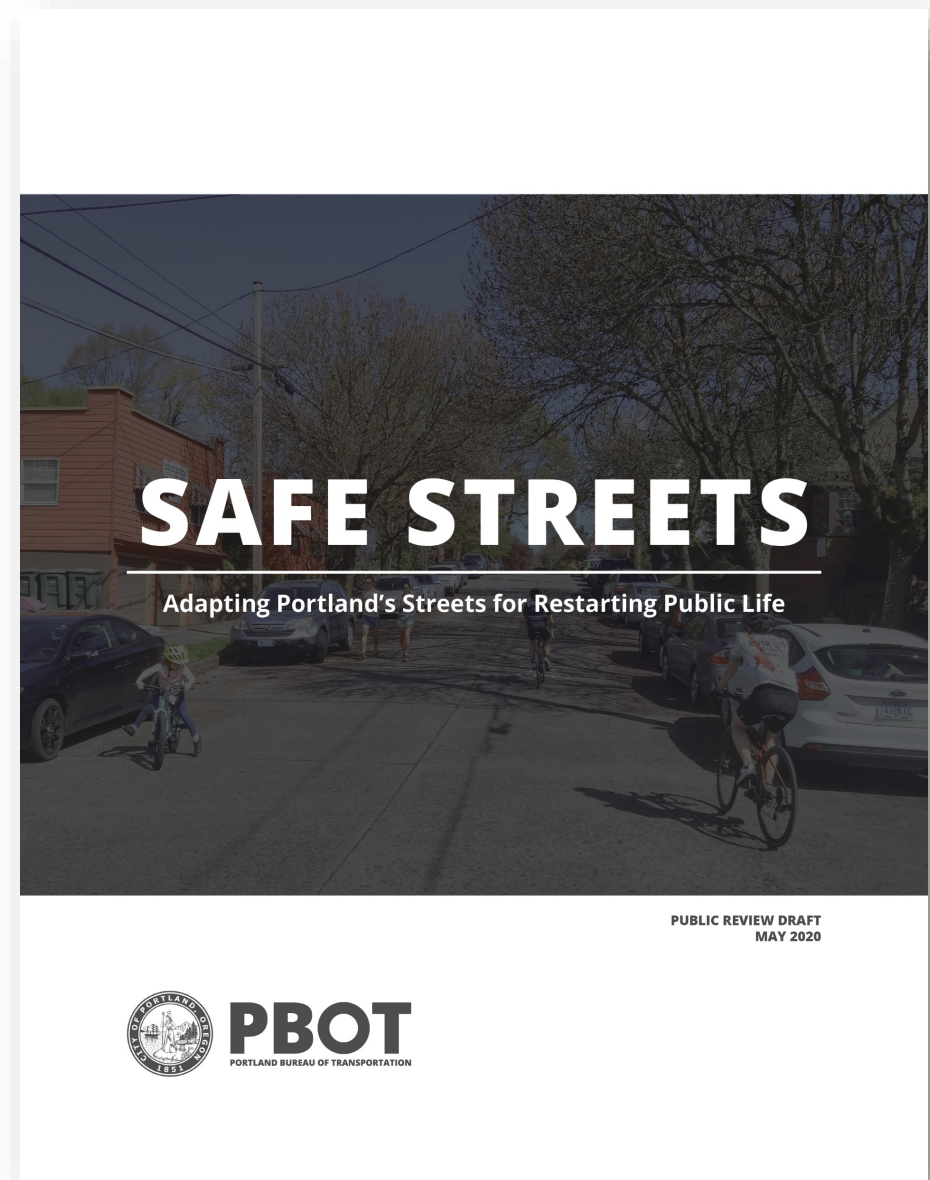


SAFE STREETS INITIATIVE

A quick overview of the Safe Streets Initiative, a **strategy for adapting Portland's streets for restarting public life.**

05.28.20 – YPT Portland & Seattle Presentation



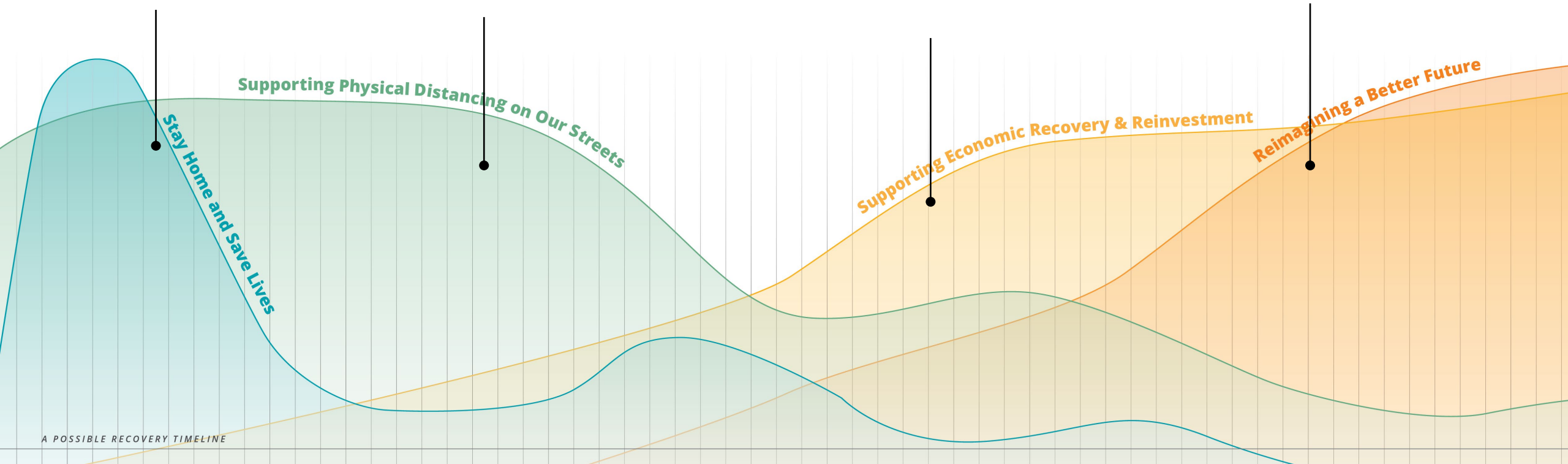
Path to a Better Future

Stay Home,
Save Lives

Supporting
Physical
Distancing

Economic
Recovery &
Reinvestment

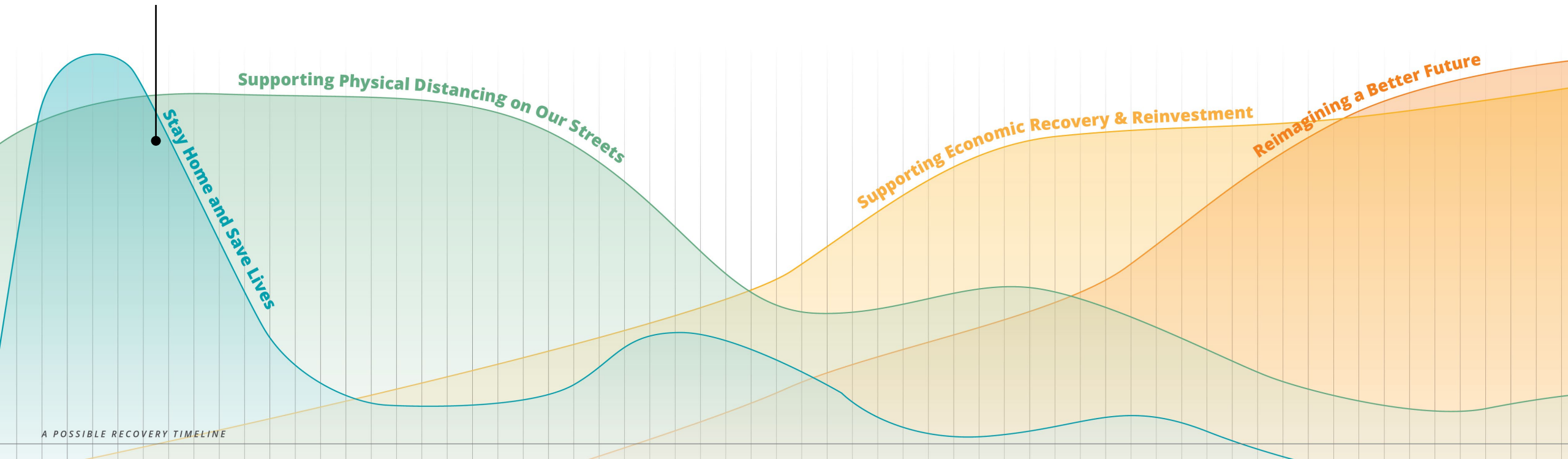
Reimagining a
Better Future



Path to a Better Future

Stay Home, Save Lives

Can we use our
streets to **help
people meet
urgent needs?**



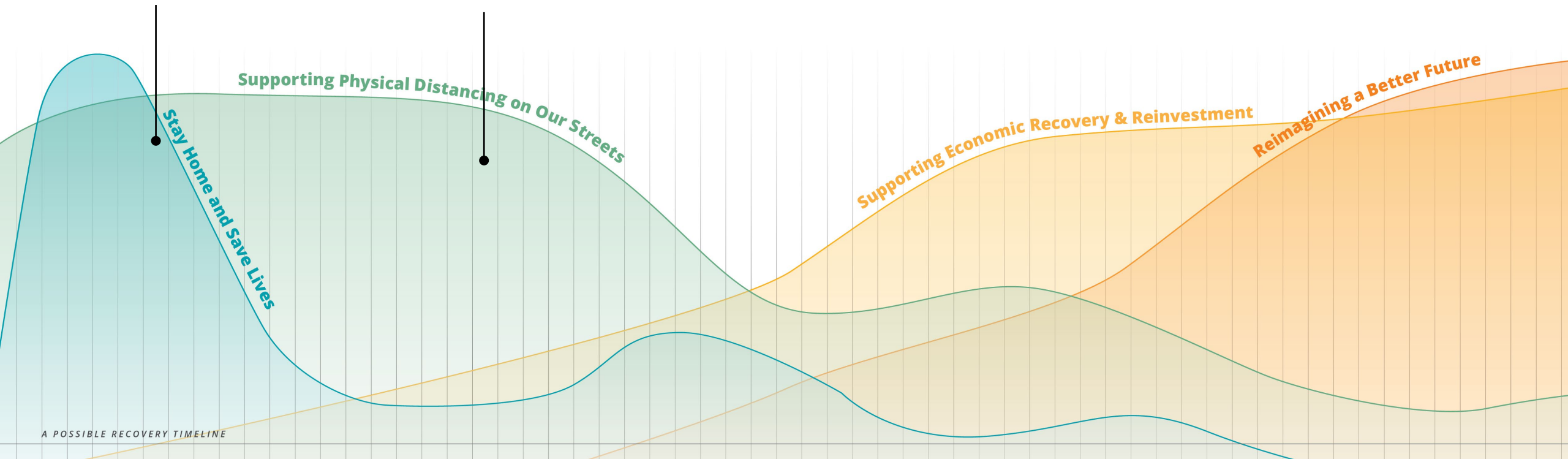
Path to a Better Future

Stay Home, Save Lives

Can we use our streets to **help people meet urgent needs?**

Supporting Physical Distancing

Can we use our streets to **help people stay safe and healthy?**



Path to a Better Future

Stay Home, Save Lives

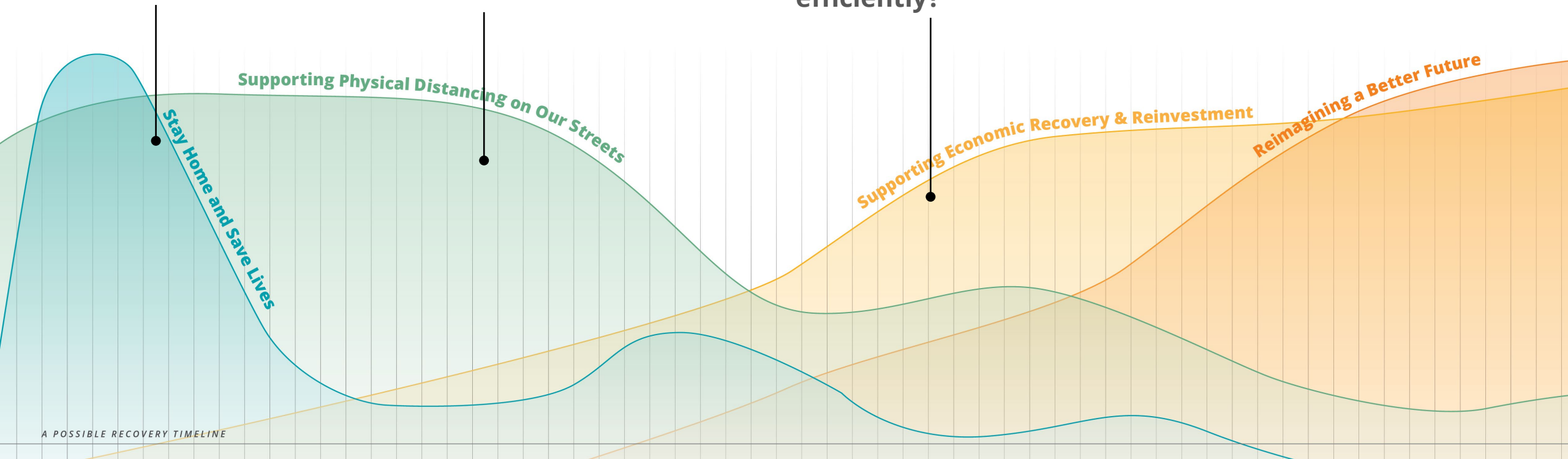
Can we use our streets to **help people meet urgent needs**?

Supporting Physical Distancing

Can we use our streets to **help people stay safe and healthy**?

Economic Recovery & Reinvestment

Can we invest in our streets to **help people get around safely and efficiently**?



Path to a Better Future

Stay Home, Save Lives

Can we use our streets to **help people meet urgent needs**?

Supporting Physical Distancing

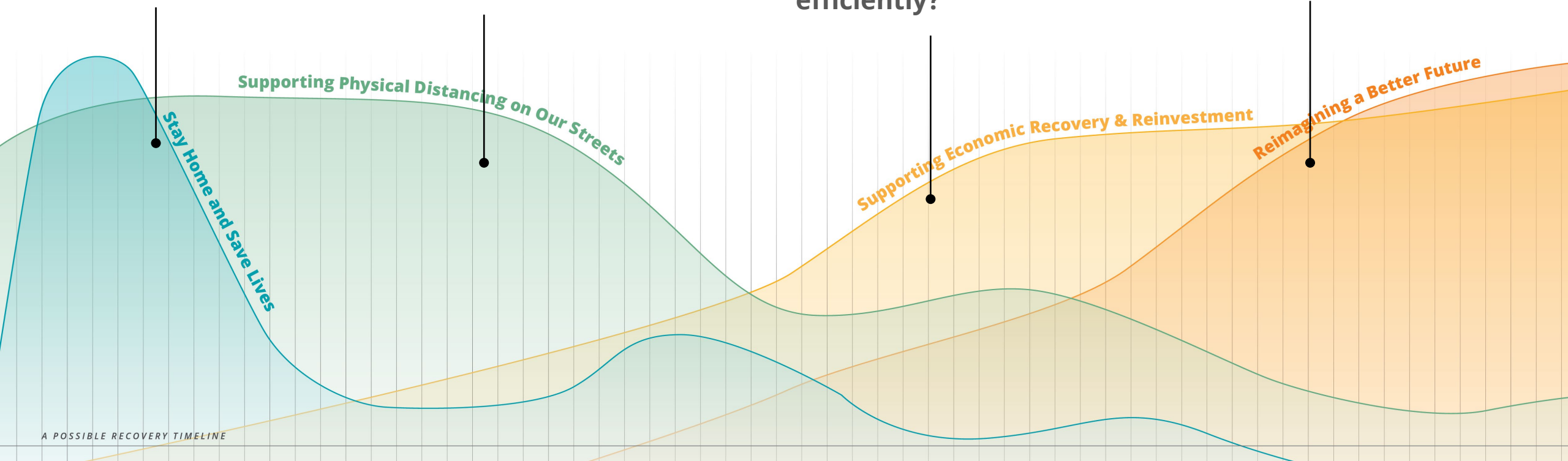
Can we use our streets to **help people stay safe and healthy**?

Economic Recovery & Reinvestment

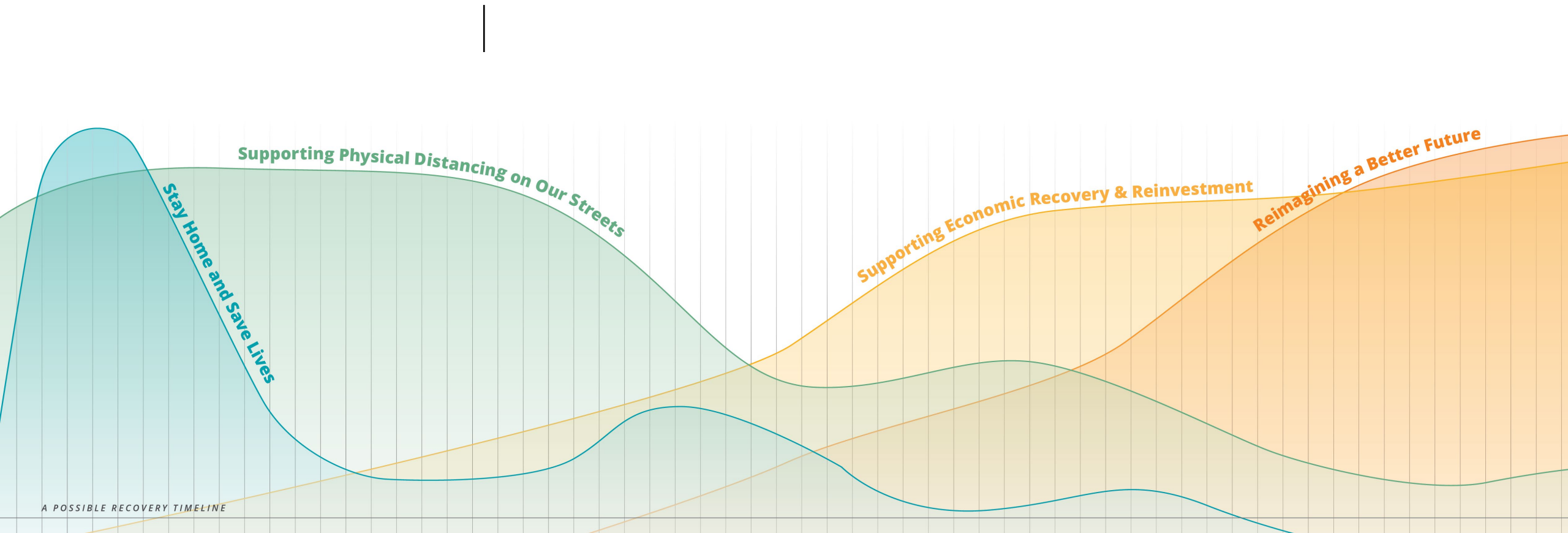
Can we invest in our streets to **help people get around safely and efficiently**?

Reimagining a Better Future

Can we emerge from this experience **more resilient, equitable & sustainable**?



Supporting Physical Distancing on our Streets

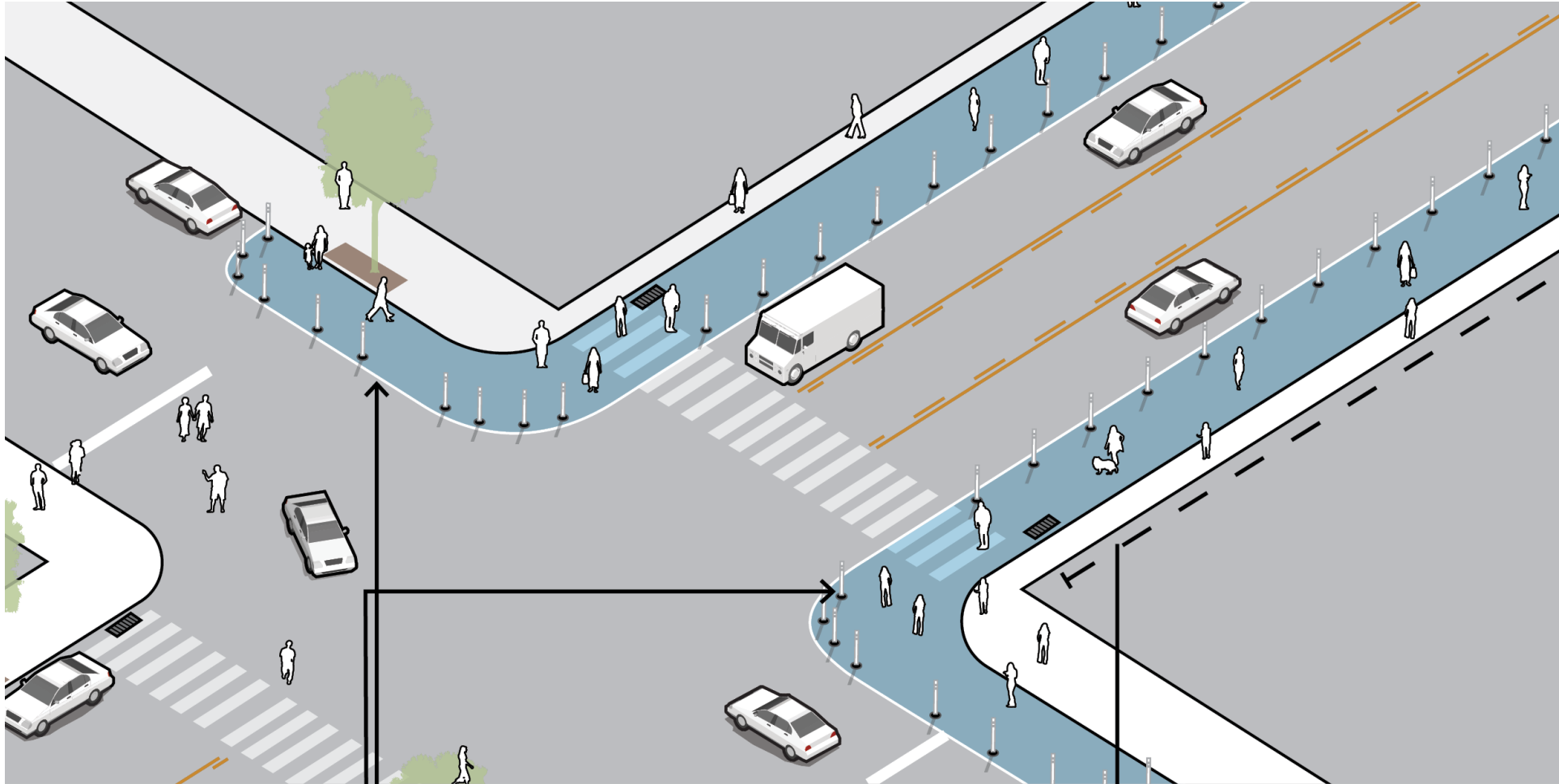


Supporting Physical Distancing on our Streets

- **Safer Busy Streets**
- **Healthy Businesses**
- **Slow Streets**
- **Support Mobility Options**
- **Programs and Engagement**
- **Public Communications**

Safer Busy Streets

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



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

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

Safer Busy Streets | Provide space for physical distancing on busy streets with narrow or missing sidewalks

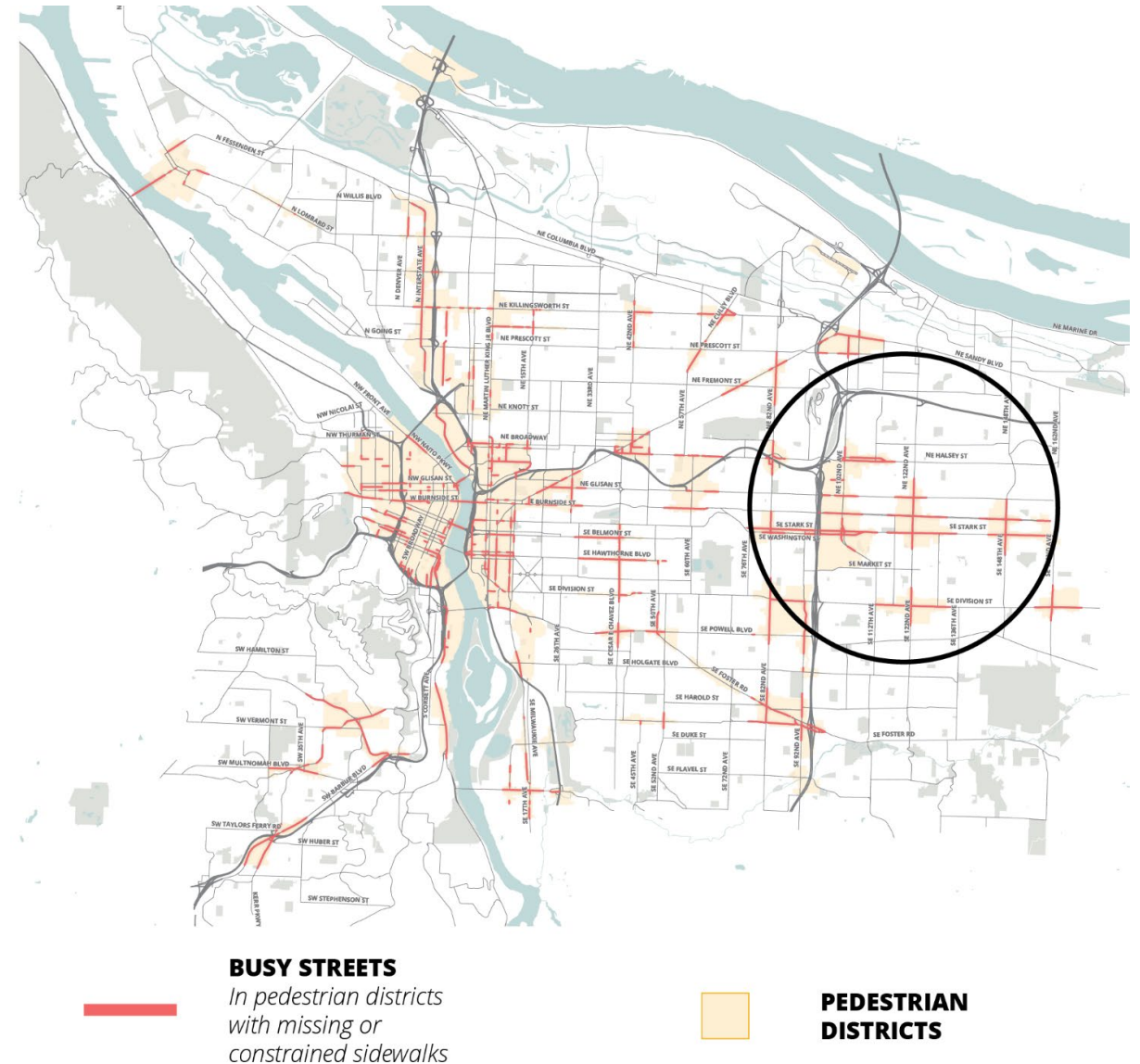
Where should we [temporarily] expand sidewalks and corners first?



Safer Busy Streets | Leading with Equity & Demand

Within East Portland Pedestrian Districts:

1. Narrow curb-tight sidewalks on arterials/collectors
2. Adjacent to ROW that can be quickly claimed for temporary space for walking
3. Priority on mixed-use locations within Ped Districts over single-family streets



Safer Busy Streets | Protected bike/ped zone (shared)

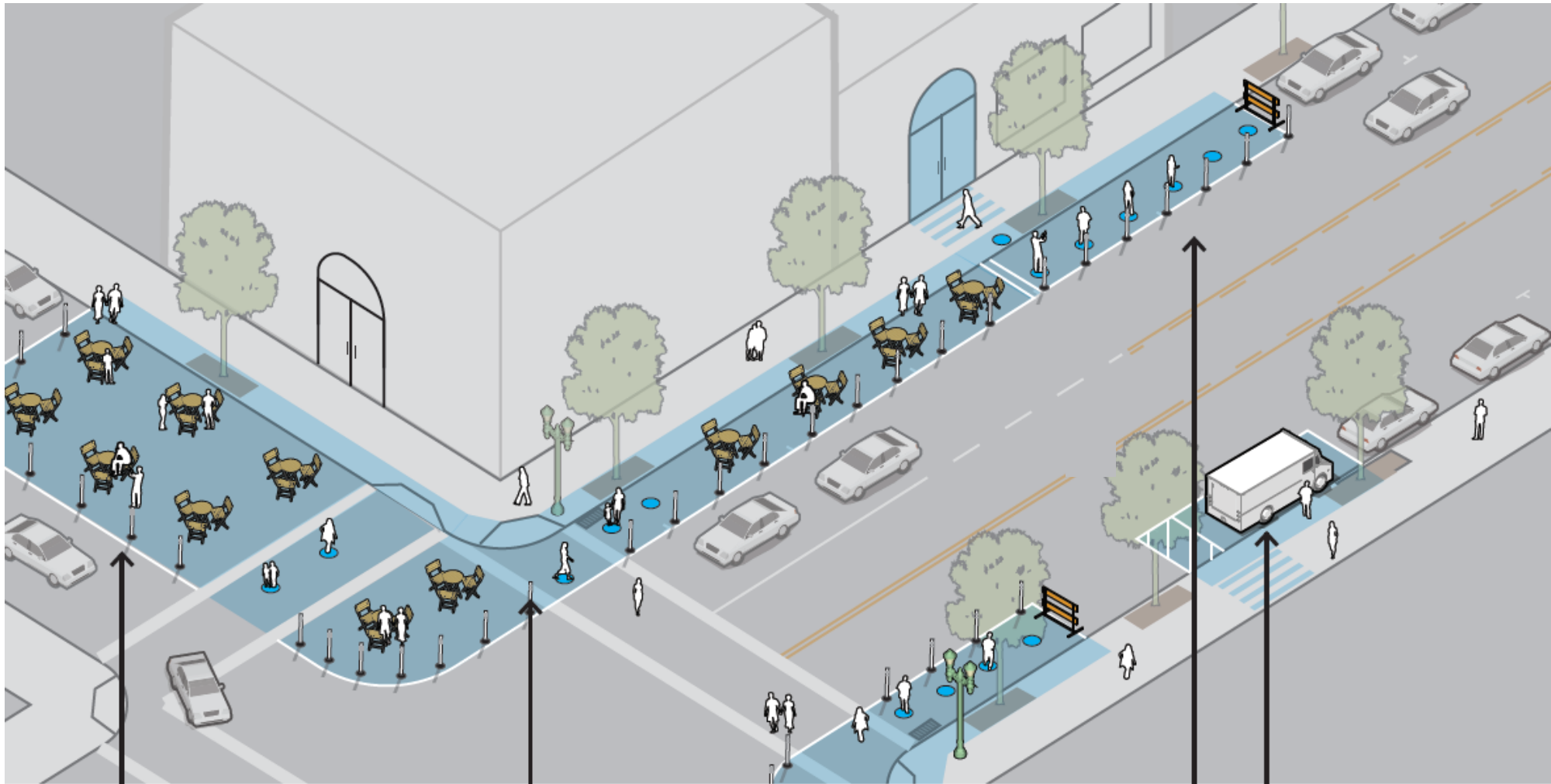


Safer Busy Streets | Expanded Corners for Queuing



Healthy Businesses |

Helping local businesses adapt to physical distancing guidelines



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

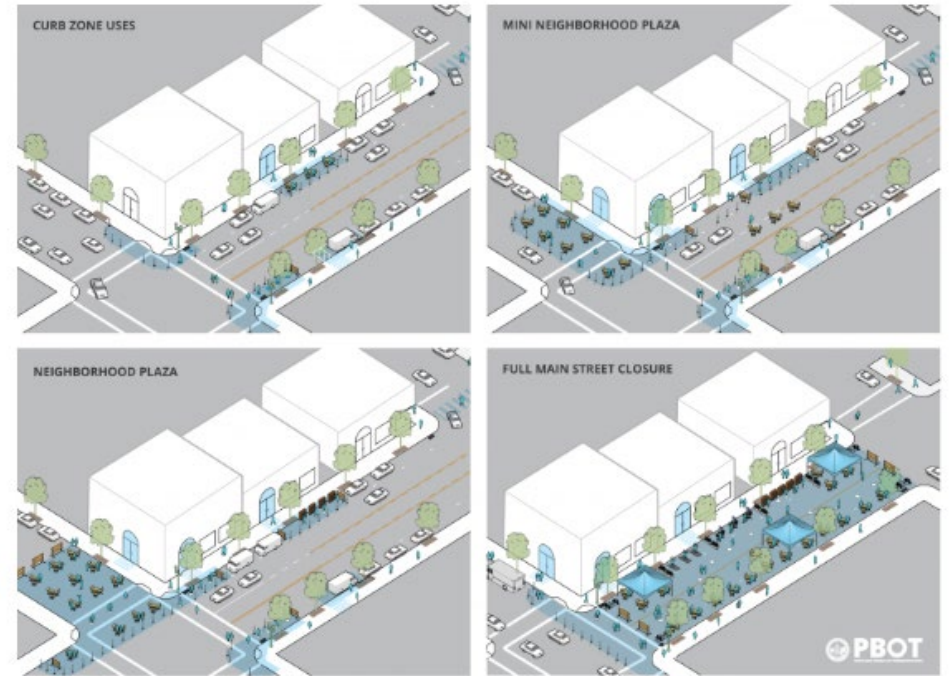
Healthy Businesses |

Helping local businesses adapt to physical distancing guidelines

Business Toolkit

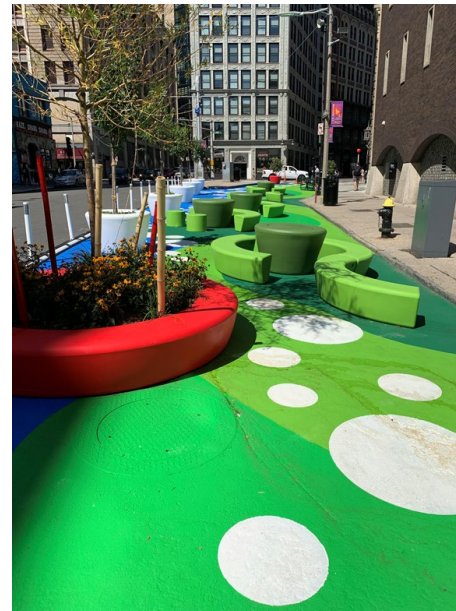
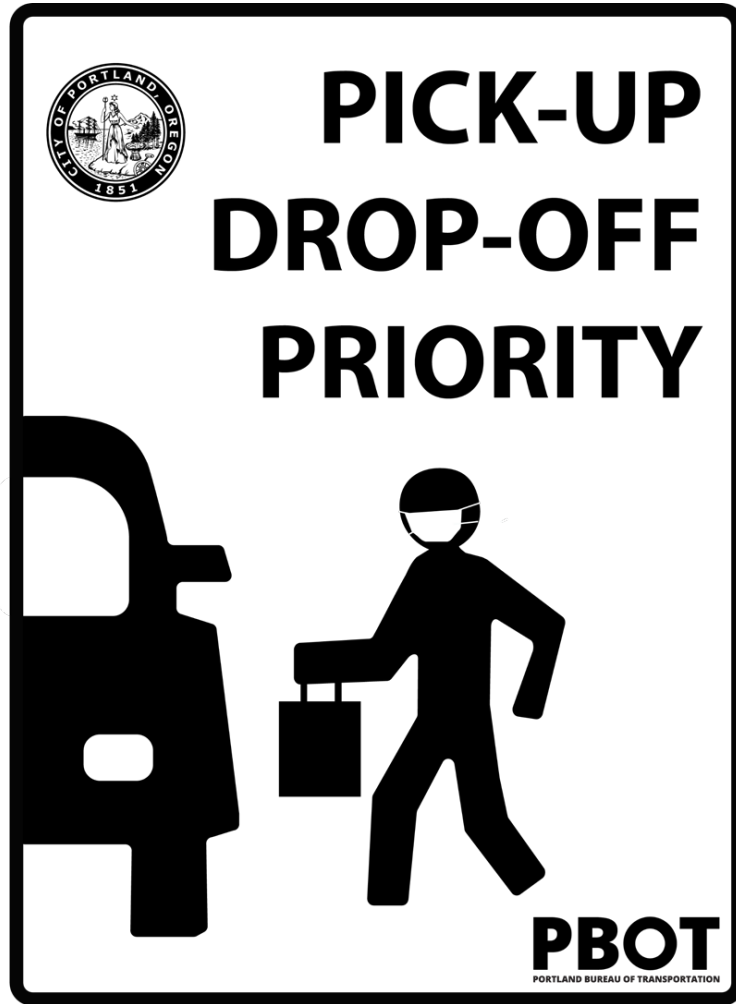
This toolkit is intended to support businesses and organizations adapting to physical distancing requirements to limit the spread of Covid-19.

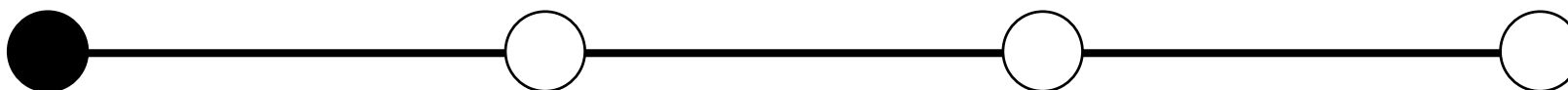
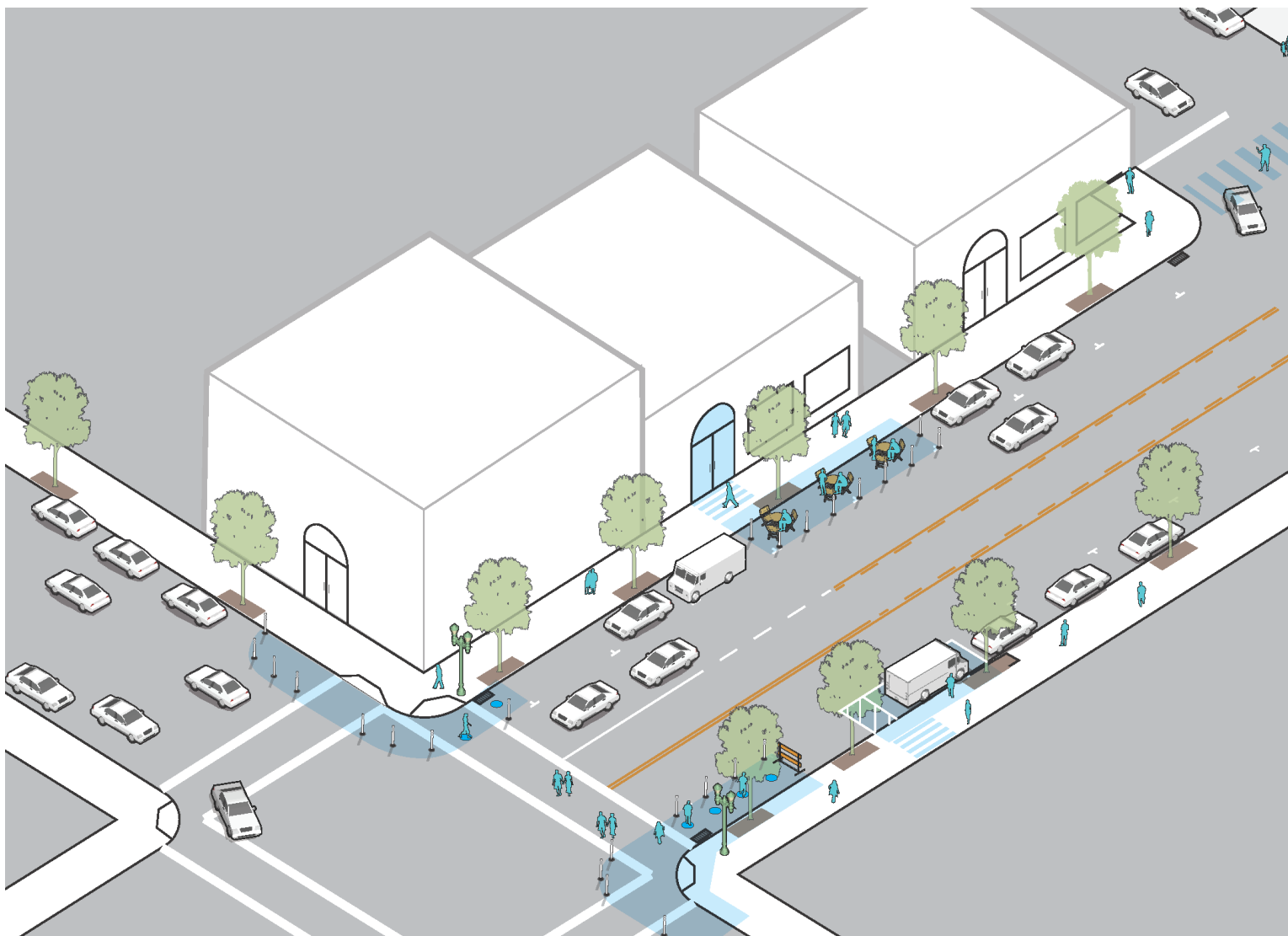
SAFE STREETS HEALTHY BUSINESSES

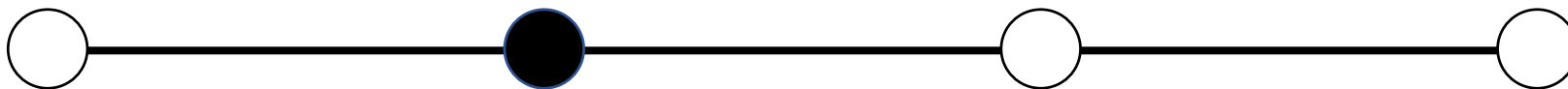
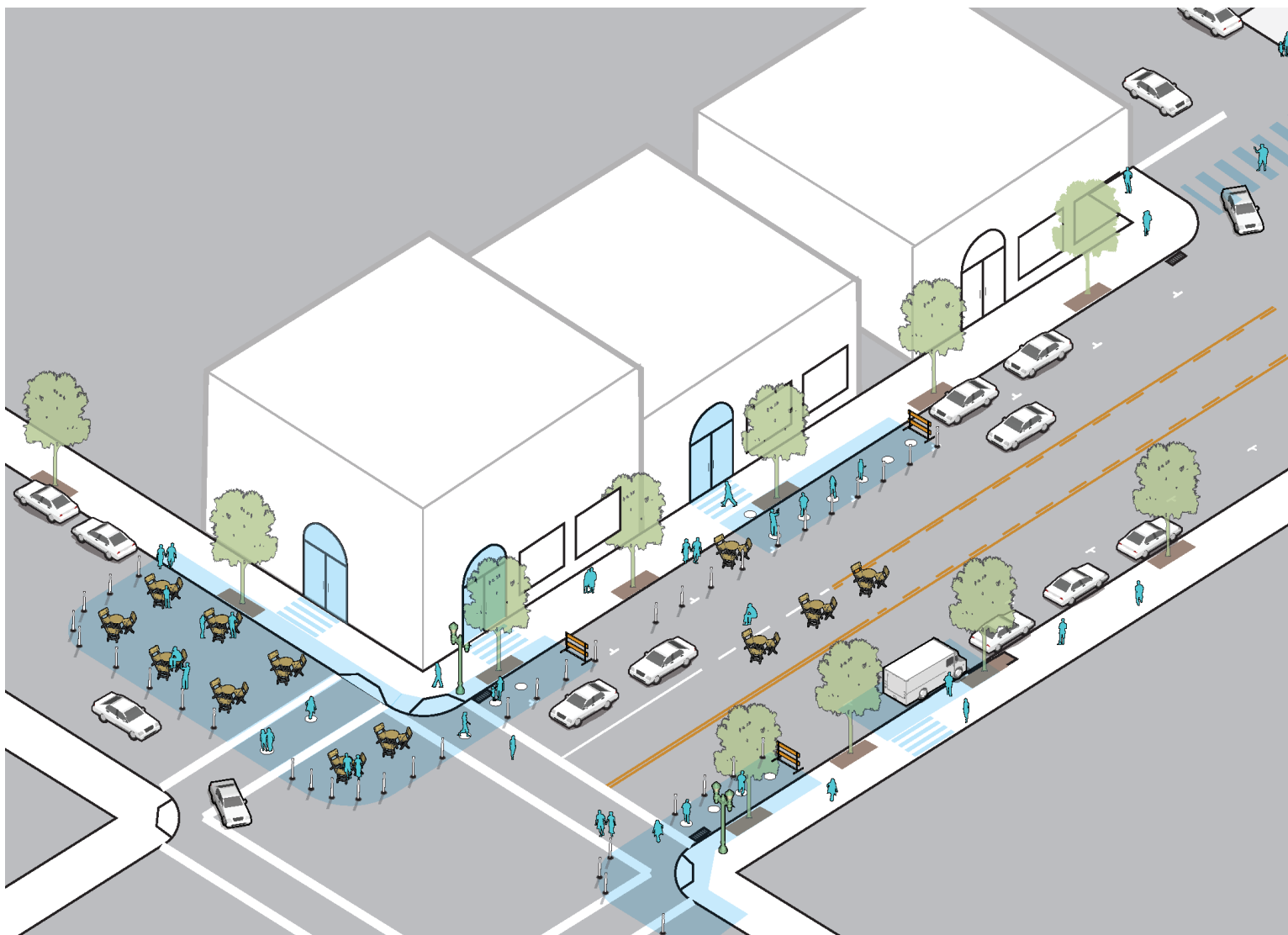


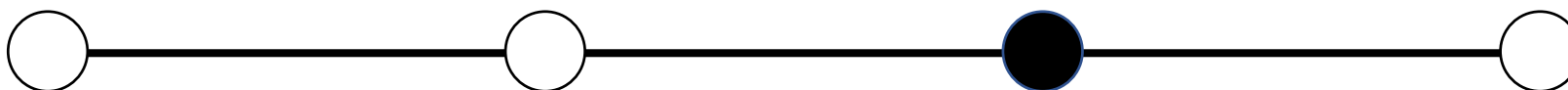
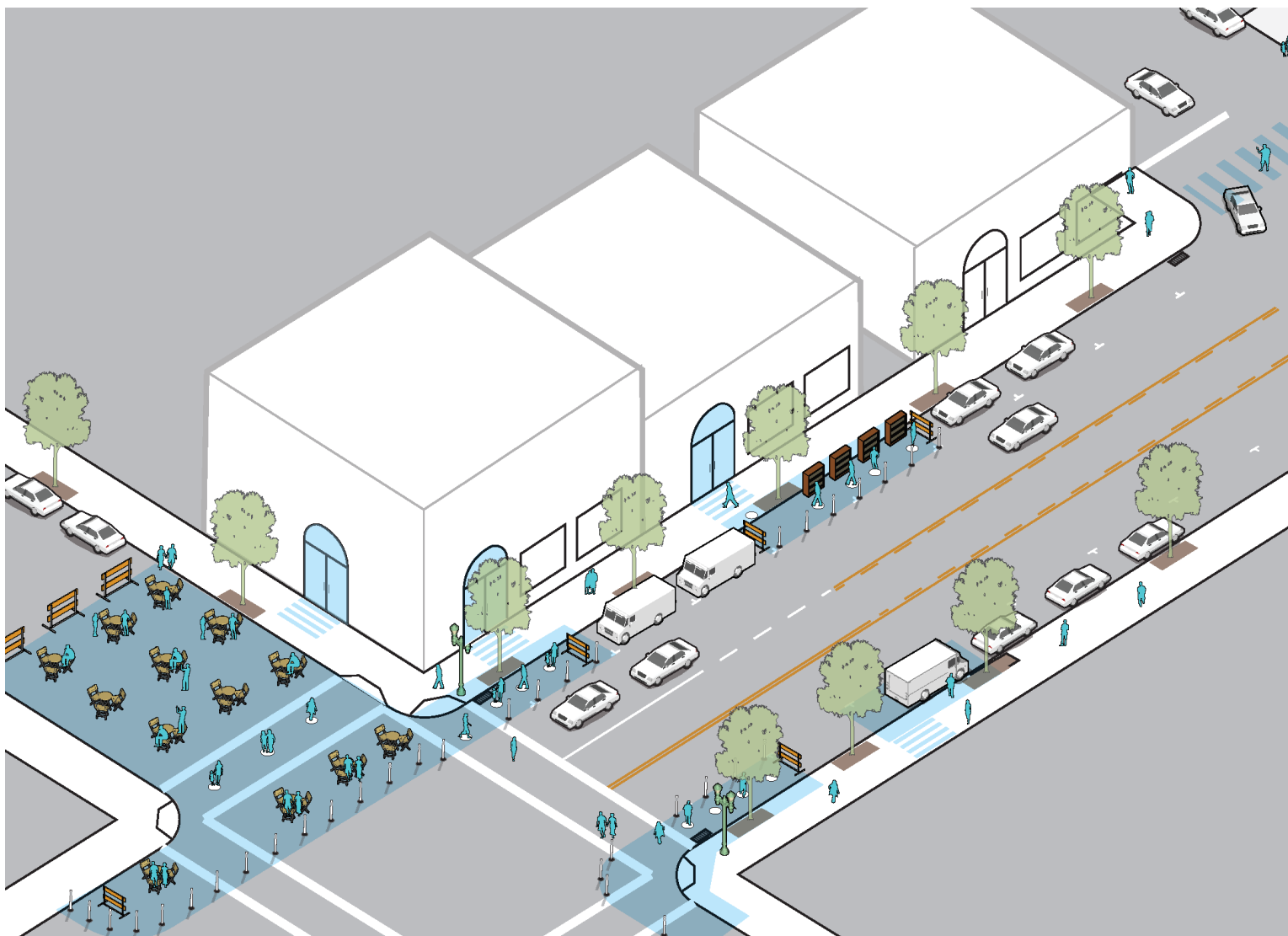
Healthy Businesses |

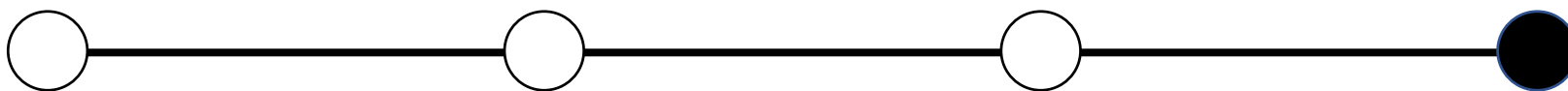
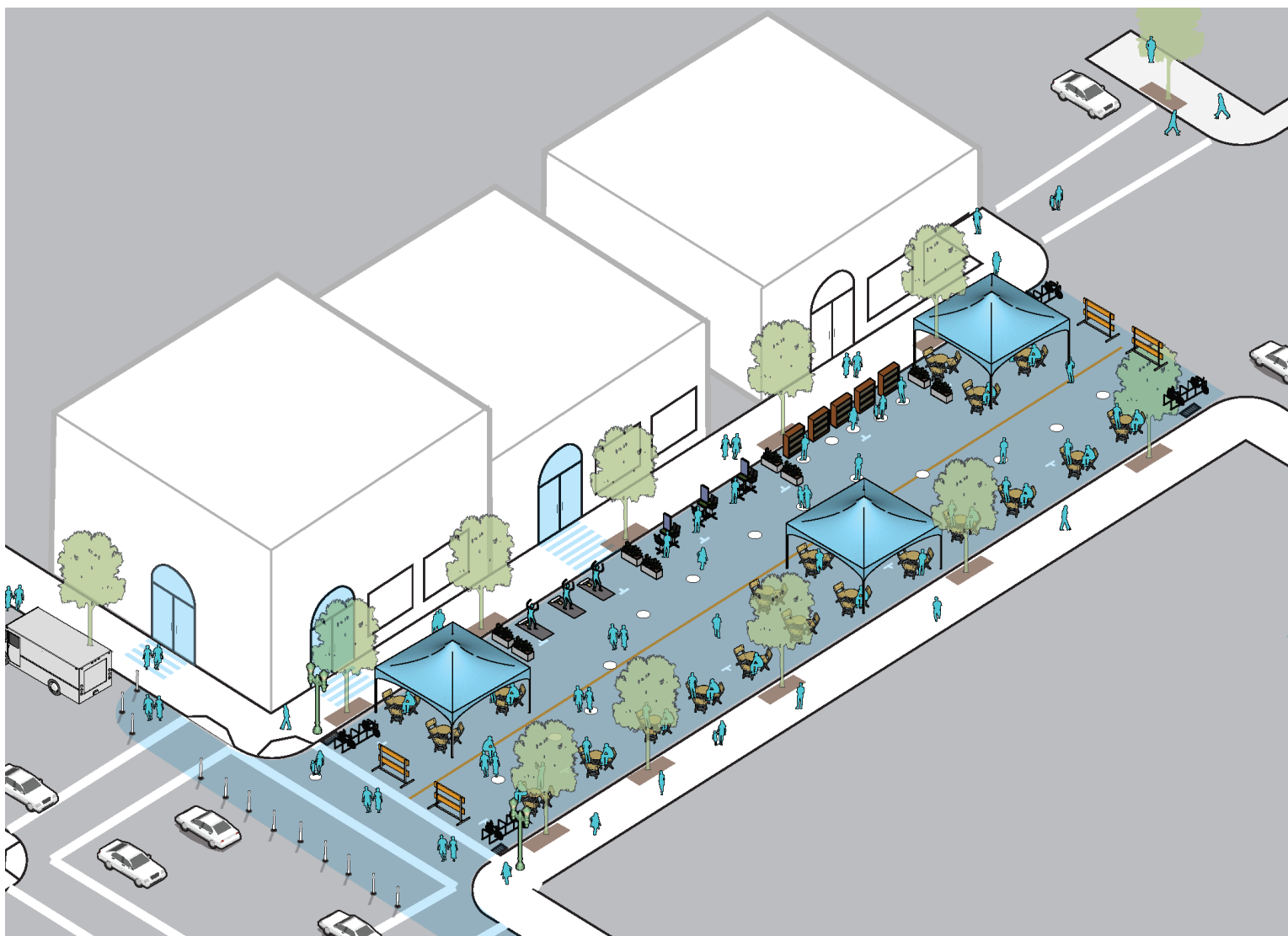
Helping local businesses adapt to physical distancing guidelines











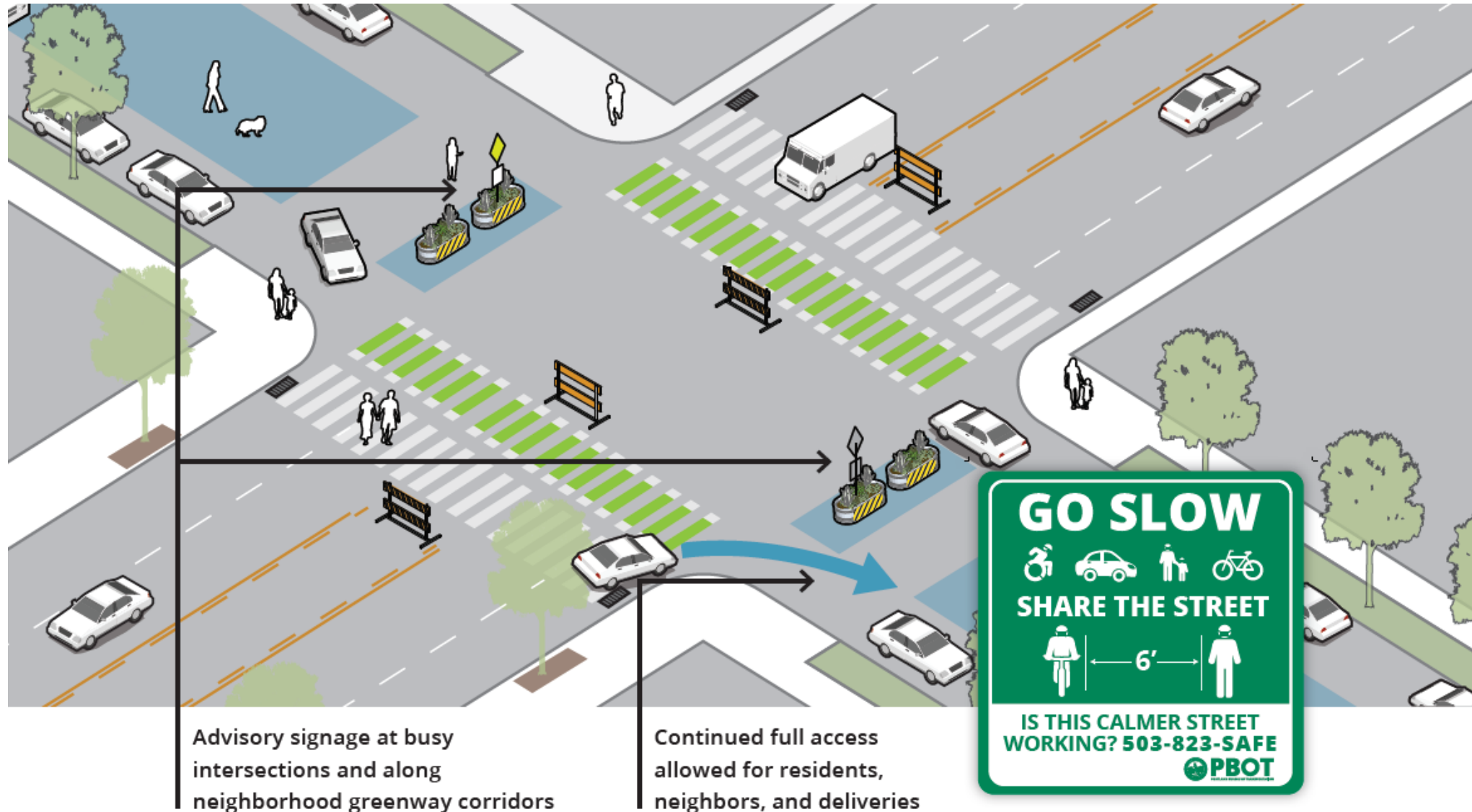
Healthy Businesses

Outreach & Engagement

- Meet businesses where they are
- Focus & prioritize on BIPOC owned businesses
- Provide adaptive and flexible solutions
- Continually engage with communities, collecting and applying feedback

Slow Streets |

Keep local street connections slow and safe with messaging and advisory interventions



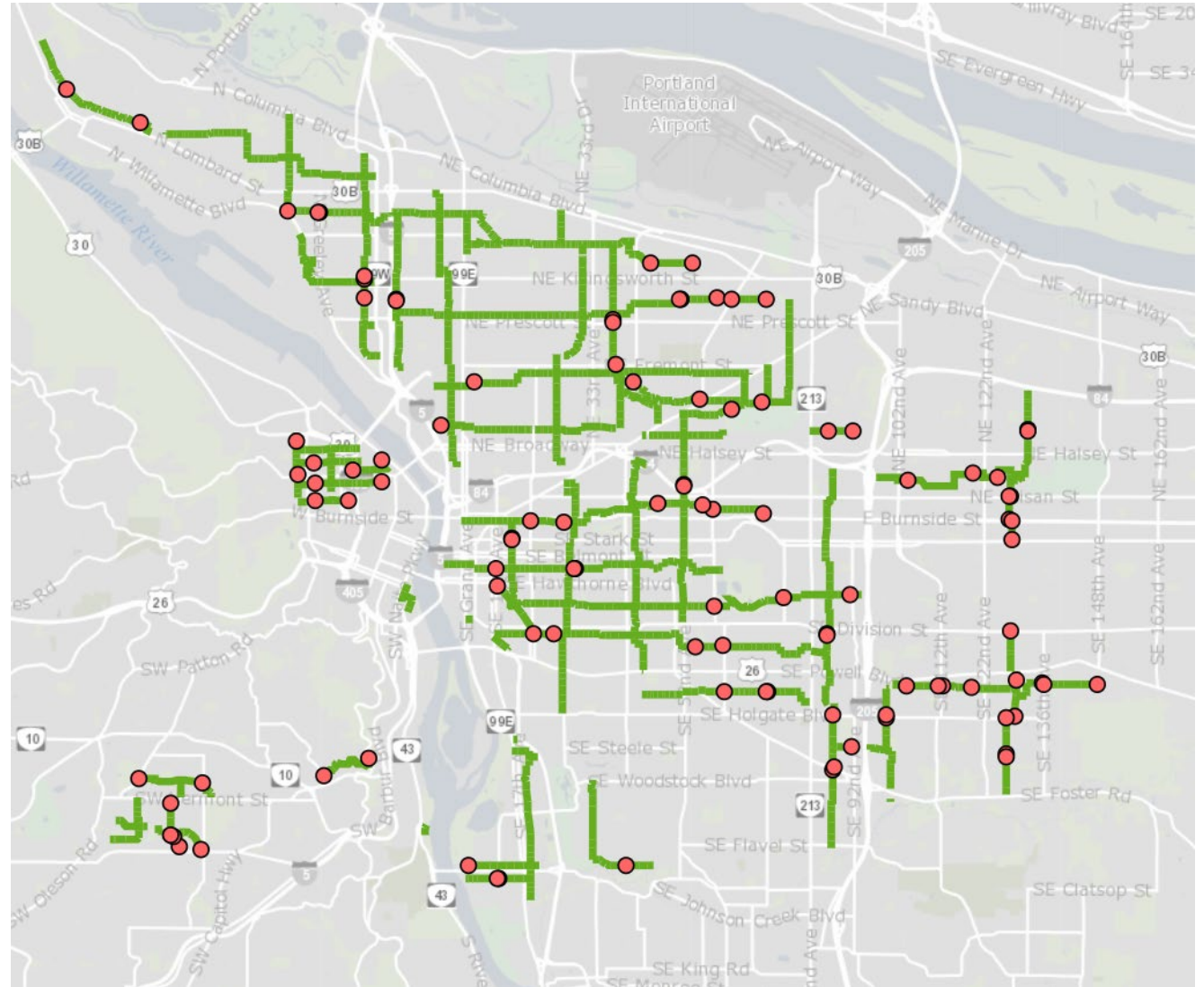
Slow Streets | Keep local street connections slow and safe with messaging and advisory interventions

Keep local street connections slow and safe with messaging and advisory interventions



Criteria for Round 1:

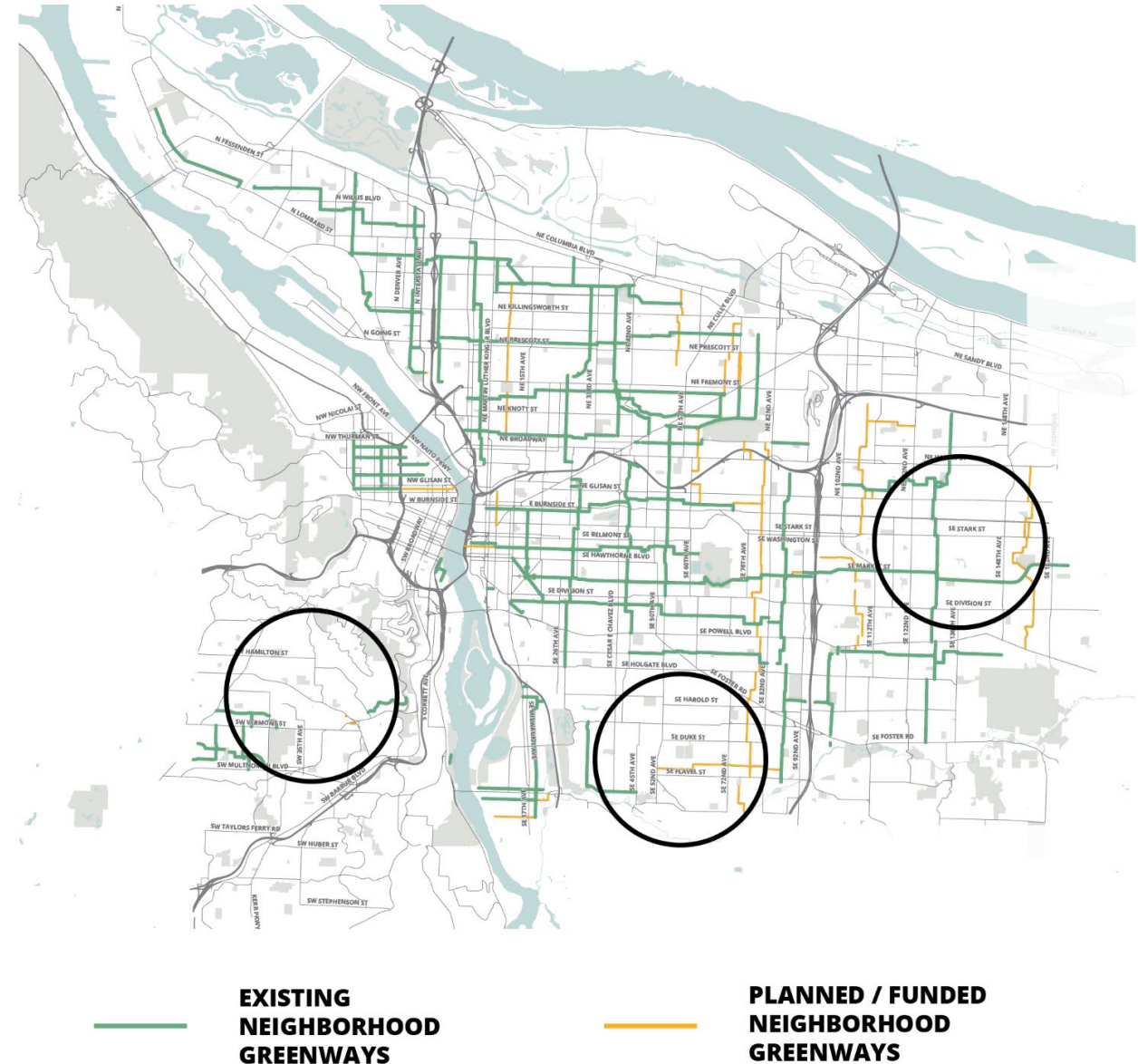
- Existing neighborhood greenway
- Greenways without sidewalks
- Greenways nearby or intersecting with multifamily housing
- Greenways more than ¼ mile from parks and open space
- Greenways with too much auto traffic to safely encourage physical distancing.



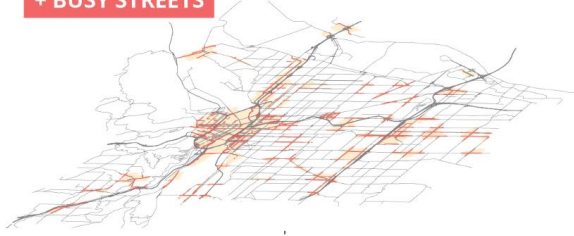
Slow Streets | Future Opportunities

Expanding access to a low-stress network

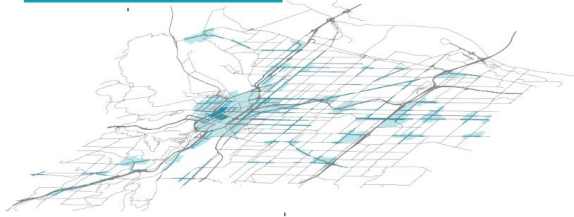
1. Planned future neighborhood greenways
2. Additional opportunities for rapid-implementation



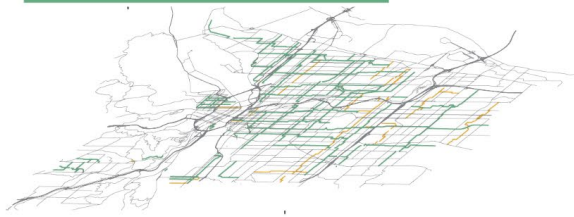
+ BUSY STREETS



+ BUSINESS DISTRICTS



+ NEIGHBORHOOD GREENWAYS



= CITY WIDE STRATEGY



Safe Streets Initiative Citywide Strategy

PORTLAND BUREAU OF TRANSPORTATION

PBOT EQUITY MATRIX SCORE

(Race + Income)

2-3

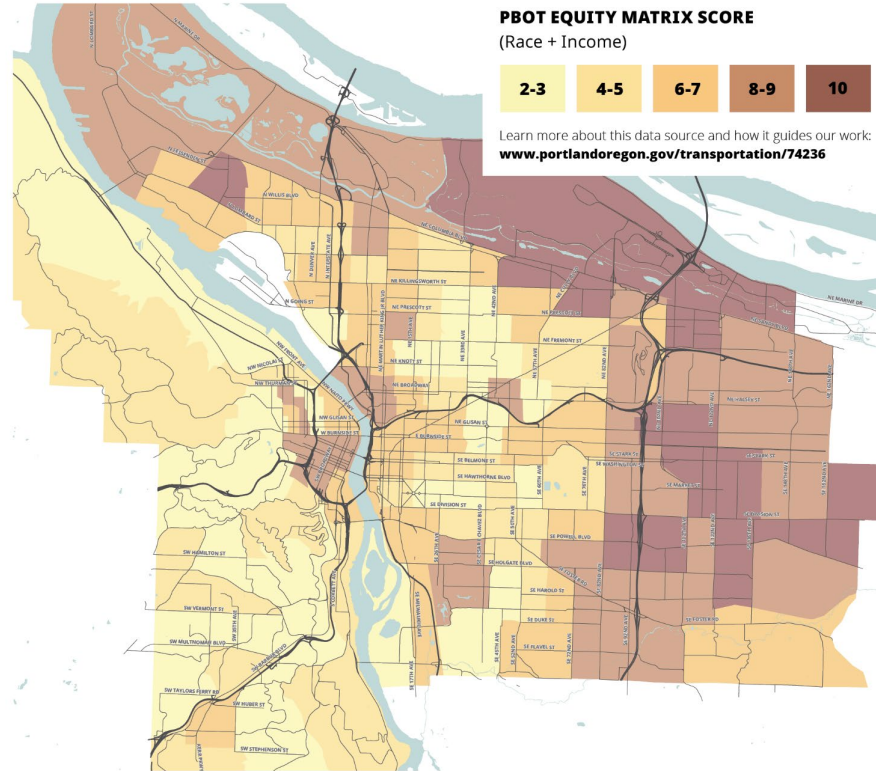
4-5

6-7

8-9

10

Learn more about this data source and how it guides our work:
www.portlandoregon.gov/transportation/74236



THANK YOU.

more info at:
safestreetspdx.com



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MAY 2020



PBOT
PORTLAND BUREAU OF TRANSPORTATION