



Image by Hennebery Eddy Architects

STREETS FOR PEOPLE

THE GREEN LOOP, GREENWAYS AND POST-COVID ECONOMIC RESILIENCY
- DRAFT CONCEPT

FRIENDS OF GREEN LOOP

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Executive Summary

In a post-COVID economy, it will not be business as usual. New guidelines and recommendations for re-opening retail and restaurants have started to form and it's clear that our businesses will need more space and creative thinking to adapt. The streets and right of way are a natural place to look.

Friends of Green Loop has been working for over a year with the City of Portland and Portland Bureau of Transportation on an innovative use of the the right of way to accommodate food carts - The Culinary Corridor. Friends of Green Loop has already set up a permitting structure with PBOT, vendor relationships, operations staff and management procedures for the Culinary Corridor that can easily be scaled up, saving time.

As for streets, we can utilize The Green Loop - a six mile linear park around the City that is already in process - combined with existing Greenways and the new Slow Streets | Safe Streets introduced by Commissioner Eudaly and PBOT. Together, these streets will provide an eclectic inventory to choose from that includes all parts of Portland, not just the downtown core. It is important to look for opportunities to cluster businesses near where they are located.

By creating a street strategy where businesses can be clustered, we can also implement safety and hygiene practices that can shared amongst clustered businesses. Some of these could limit the amount of people in a block area with queue lines and procedures to gather information for contact tracing. Resources such as hand washing stations, safety signage and social distance enforcement could also be shared.

Finally, Portland's greenway network provides an opportunity to allow us to deliver products and food via bike delivery services like B-Line. By creating distribution centers at strategic locations, businesses can bring products to a central location when bike couriers can collect and deliver. This service will provide a safe and sustainable alternative to traveling in person for purchases and help us keep our crowd sizes down.

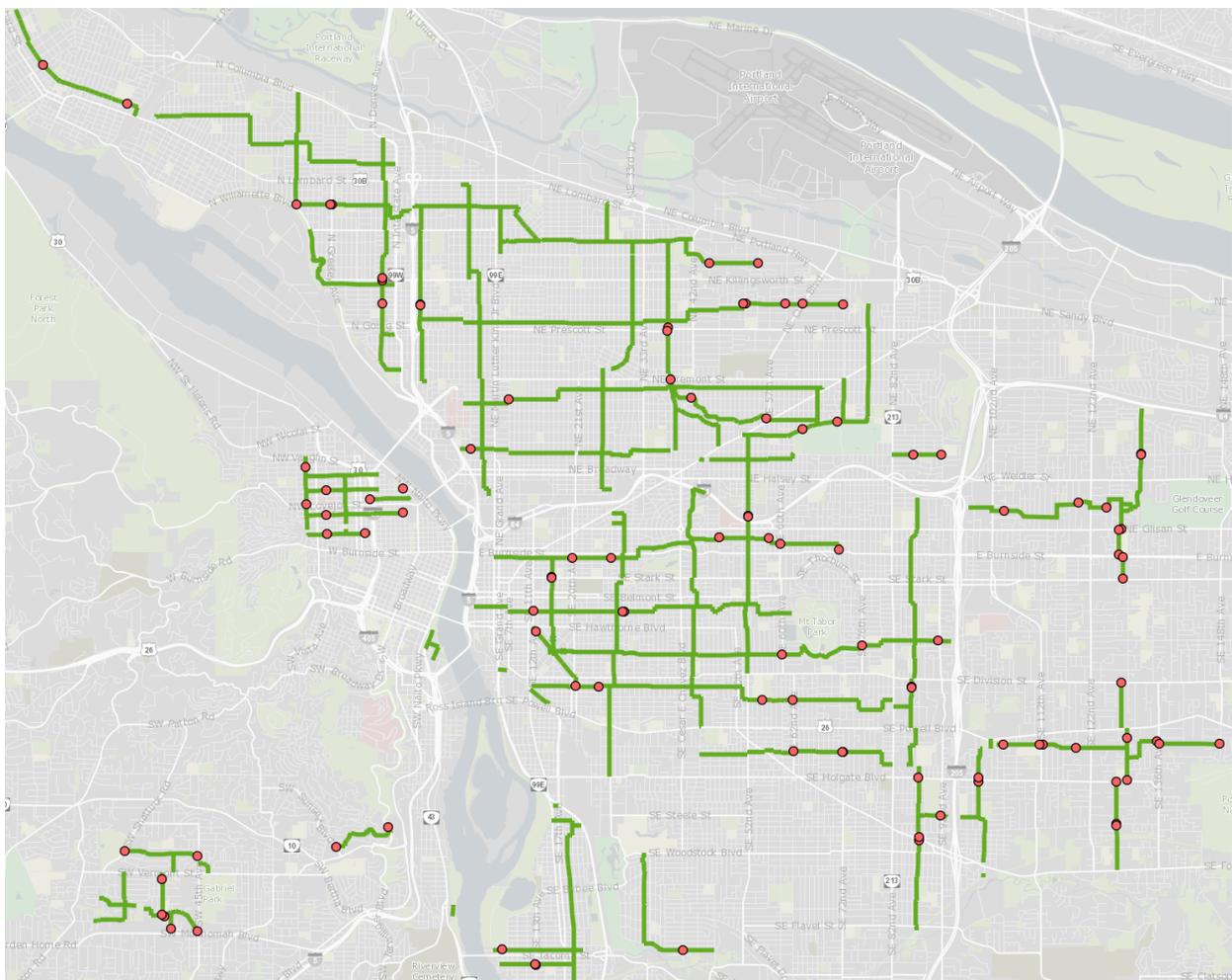
With car traffic down to a minimum, there is an opportunity to reclaim streets for people. It's better for the environment, it's better for our health, it's better for our economy.



Street Inventory

With the addition of Slow Streets | Safe Streets, Portland has a number of streets that could be utilized for small business use. The Green Loop connects the downtown core through the North, Central, and South Park Blocks on the West Side, then crosses the river at Tilikum Crossing and Broadway Bridge, through the Central Eastside on NE 6th and through the Lloyd on NE 7th. Green Loop also connects to other Greenways and opportunities for street closing.

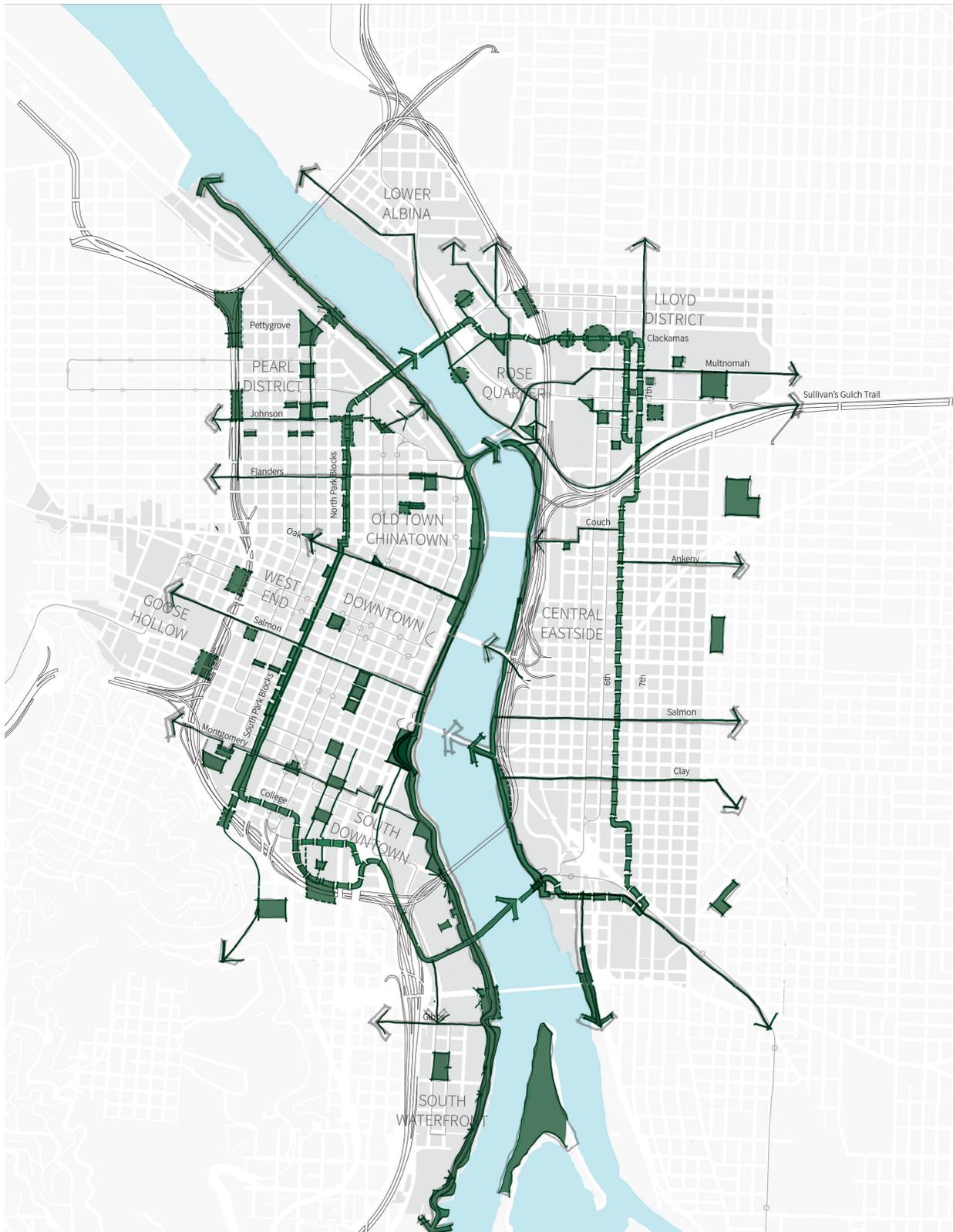
Portland Slow Streets | Safe Streets- Overview



Interactive map available at: <http://pdx.maps.arcgis.com/apps/webappviewer/index.html?id=08e3f719c5ec4be195f17c38cff8fce3>



Green Loop and Ancillary Greenways

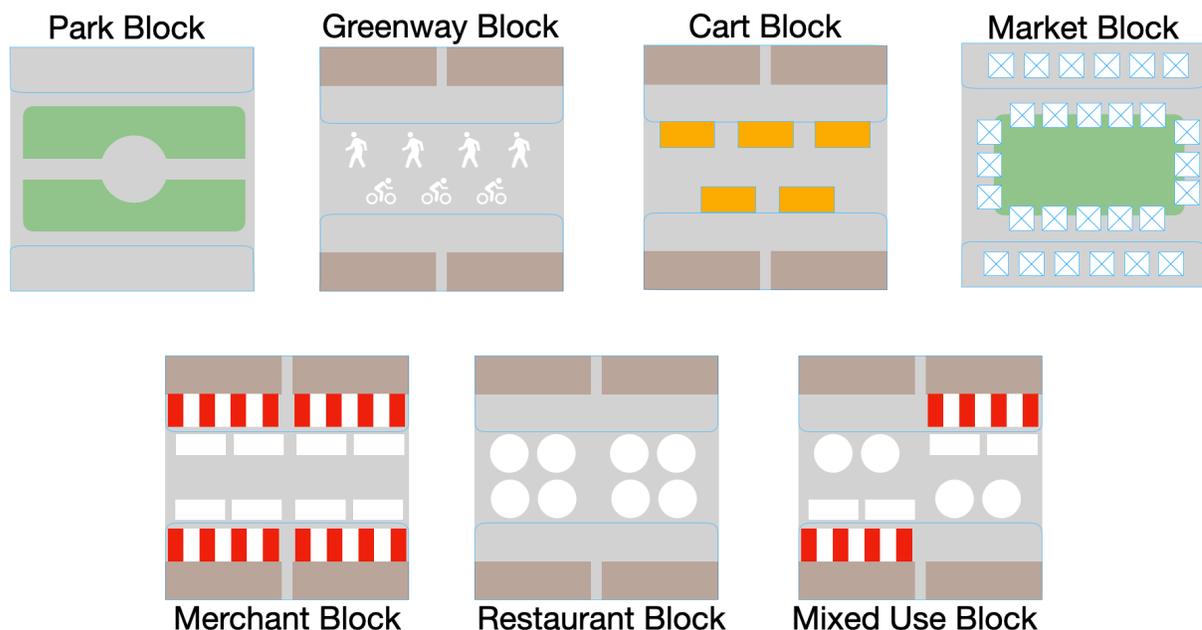




Block Types

Prior to the COVID outbreak, the Green Loop was developing concepts for block uses that could be used as building blocks for the Loop. These could be expanded to include restaurants and retail and give us a template for block closings. Possible block types could include:

- Park Block - on the west side, the South and North Park blocks may not be used for anything but their intended purpose - which is a park.
- Greenway Block - used primarily for transportation of bicycles and pedestrians.
- Cart Block - used for food carts and has special needs such as power, water, greywater disposal and vermin control.
- Market Block - used for tent based vendors such as the Portland Farmers Market and Portland Saturday Market
- Merchant Block - used for retail stores. Allows business to place inventory, staff and checkouts in the streets as an extension of their storefronts or as a remote location
- Restaurant Block - used for restaurant service, including seating and possibly preparation
- Mixed Use Block - used for a combination of businesses, primarily restaurants and retail.





These block types could be combined with existing PBOT Slow Streets | Safe Streets street types, primarily the Main Street type.

NEIGHBORHOOD GREENWAYS:
Space for safe walking while physical distancing

Advisory access restrictions that keep local streets quiet and safe for walking and biking while allowing auto access for deliveries and residents

SLOW STREETS | SAFE STREETS
A COVID-19 Response & Recovery Strategy from the Portland Bureau of Transportation

BUSY STREETS:
Space for safe walking, queueing, physical distancing

Temporary walkways to support physical distancing on busy streets with narrow sidewalks

SLOW STREETS | SAFE STREETS
A COVID-19 Response & Recovery Strategy from the Portland Bureau of Transportation

MAIN STREETS:
Dedicated space for loading and pick up

Dedicated loading zones for delivery vehicles for pick up orders on main streets and neighborhoods

SLOW STREETS | SAFE STREETS
A COVID-19 Response & Recovery Strategy from the Portland Bureau of Transportation



Permitting and Management

Friends of Green Loop already has a permitting relationship with PBOT. In the case of Culinary Corridor, PBOT preferred to hold a permit with a single entity who would be responsible for the site instead of individual businesses. As part of the permit requirements, Friends of Green Loop handles collecting payments for space from businesses, contracting services as needed, insurance, management and maintenance. Permits could also utilize Portland in the Streets and Street Seats to close off streets - however a single organization or business would need to be responsible for the permit. Permitting fees from the city include street closing fees and parking revenue reimbursement. The management company would charge a management fee that would include operational and staffing overhead.

Other organizations and programs could also permit locations. My People's Market, Portland Farmers Market and Portland Saturday Market could be leveraged or utilized to open different locations.

Services

As part of management, support services for street operation would need to be provided. Some of the services required for Culinary Corridor included:

- Electrical
- Trash
- Grease Disposal
- Recycling
- Graywater disposal
- Security

Friends of Green Loop has vendors contracted for all of these services.

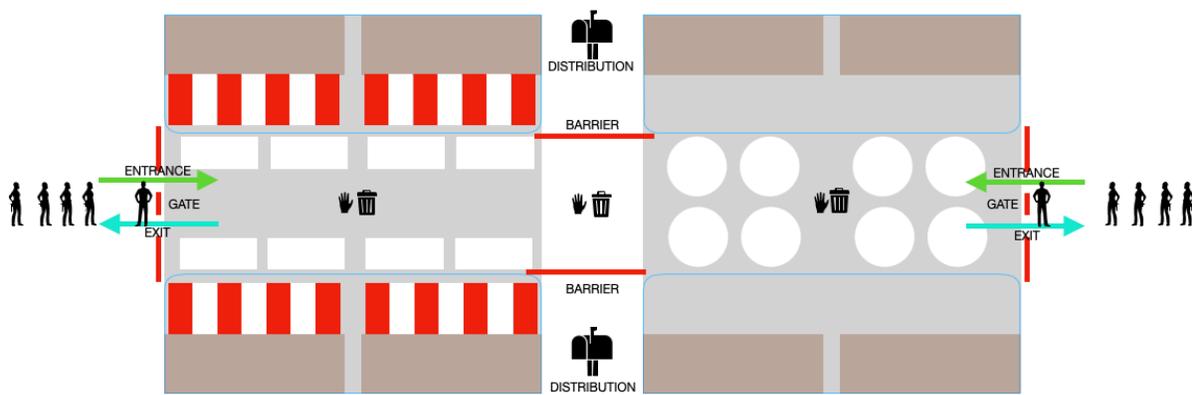
COVID Related Services

By clustering businesses, it may be possible to consolidate and share resources for some of the new requirements necessary to provide safe services in a post-COVID environment. Some of those services could include:

- **Occupancy control** - blocks or block sequences could create limited entrances and exits that would be staffed. Visitors would queue at entrances and staff would allow entrance based on exits. For example, for every one person exiting - one person may enter



- **Contact tracing** - at designated entrances, staff could also record visitor information - an app could be developed that would allow a person to register, sign in or use a QR code to indicate their visit. The app would provide the visitor with a QR code that would be scanned by businesses or at the block entrance only. This QR code could be reused over and over again and reduce data entry.
- **Social distancing enforcement** - As part of site staffing, social distance officers could make sure that crowds maintain proper distance.
- **Health checks** - health checks, such as temperature checks could be performed at the block entrance
- **Handwashing stations** - each block would have multiple hand washing stations that are maintained by staff
- **Safety signage** - standard signage indicating symptoms of COVID and resources could be made available on each block
- **Traffic control** - paint could be utilized creatively to indicate 6 feet of separation and pedestrian directional flow
- **Commissary Kitchens** - in some locations, such as Central Eastside, commissary kitchens could be utilized to prepare food to nearby blocks where outdoor seating is provided
- **Distribution hubs** - strategic locations would be determined to provide a place for food and retail businesses to bring their products that have been ordered online to a centralized location. Delivery services, such as B-Line or Cavier could pick up at this location - reducing the contact points and streamlining delivery.
- **Training** - Businesses who participate in the program would be given a safety procedures manual and participate in a training program that could be developed in conjunction with the Multnomah County Health Department (possible COVID Safe Certification?)





Potential Partners

- Prosper Portland
- ORLA
- Travel Portland
- Travel Oregon
- Portland Business Alliance
- Business for a Better Portland
- Better Block
- Street Trust
- Portland Farmers Market
- Portland Saturday Market
- Knight Foundation
- Multnomah County Health Department
- Axiom Events
- B-Line
- Cavier
- Grubhub