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37705

Resolution

Direct Bureau of Transportation to construct and maintain sidewalks while addressing pavement maintenance deficiencies throughout Portland, improving safety and accessibility for all residents through the Sidewalk Improvement and Paving Program

Adopted

Amended by Council

WHEREAS, the City of Portland has critical need for improved infrastructure, particularly in underserved neighborhoods, to enhance safety, accessibility, and community development; and

WHEREAS, the City has determined that over half of busy streets in Portland are rated in “poor” or “very” poor condition and almost two-thirds of local streets are also rated “poor” to “very poor”; and

WHEREAS, of all streets lacking proper sidewalks or pedestrian access, over half of those streets are located in East Portland and Southwest Portland; and

WHEREAS, the Sidewalk Improvement and Paving Program (SIPP) aims to address sidewalk and pavement deficiencies, create safer pedestrian facilities, and improve roadway conditions; and

WHEREAS, the lack of active transportation investments presents a barrier for Portlanders to safely choose environmentally friendly modes of transportation, undermining the climate objectives of the city; and

WHEREAS, prioritizing investments in Districts 1 and 4 will ensure more equitable access to vital pedestrian pathways, enhanced climate resilience, and increased safer road conditions for all residents; and

WHEREAS, the sponsors of this resolution intend to seek funding for SIPP from a variety of sources including issuing bonds and allocating funds allocated to PBOT for sidewalk construction and improvements; federal funding from the Safe Streets for All (SS4A) program; funding from the Oregon Department of Transportation (ODOT); and funding from the Portland Clean Energy Community Benefits Fund (PCEF) as appropriate; and

Document number

2025-095

Introduced by

[Councilor Loretta Smith](#);
[Councilor Olivia Clark](#); [Councilor Mitch Green](#); [Councilor Eric Zimmerman](#)

City department

[Transportation](#)

Contact

Elijah Crawford

Chief of Staff

✉ elijah.crawford@portlandoregon.gov

Joel Corcoran

Policy Counsel

✉ joel.corcoran@portlandoregon.gov

Agenda Type

Regular

Date and Time Information

Meeting Date

May 7, 2025

Time Requested

1 hour

WHEREAS, SIPP will establish a system-wide effort that could serve as a model for similar construction and renovation projects across the City of Portland; and

WHEREAS, the anticipated benefits of the SIPP include:

1. Improved safety for pedestrians and motorists;
2. Environmental benefits from increased greenery and tree canopies (such as placing trees along sidewalks and walking paths), enhancing air quality, and reducing temperatures to provide cooling corridors in key locations throughout Districts 1 and 4;
3. Enhanced accessibility for residents, allowing better access to schools, businesses, and public spaces;
4. ADA compliant corner and midblock pedestrian ramps;
5. Economic growth through improved walkability, attracting local businesses;
6. Job creation through construction and skilled labor opportunities for residents and youth by increasing funding for SummerWorks programs and additional apprenticeships;
7. Increased independence for individuals with disabilities;
8. Reduced risks of falls and accidents, contributing to enhanced safety for children and transit users; and
9. Opportunities to demonstrate the use and effectiveness of new and emerging green technologies and sustainable materials in transportation networks such as solar sidewalks and green cement.

NOW, THEREFORE, BE IT RESOLVED that the Portland City Council directs the Portland Bureau of Transportation (PBOT) to evaluate a full suite of options available to effectively deliver the program objectives, ensuring flexibility to accommodate varying community characteristics across prioritized geographies and active transportation corridors.

BE IT FURTHER RESOLVED that the program objectives shall include: (1) constructing and maintaining sidewalks and alternative pathways while addressing pavement maintenance deficiencies throughout Portland, improving safety and accessibility for all residents; (2) prioritizing construction and maintenance projects in historically underserved areas of Portland or those areas most in need; and (3) that are most likely to provide some or all of the intended benefits of SIPP recited above.

BE IT FURTHER RESOLVED that PBOT shall engage in neighborhood-specific community engagement exercises to communicate program objectives clearly community input on localized projects—with a tiered approach based on the potential scale of changes.

BE IT FURTHER RESOLVED that PBOT will partner with small businesses, contractors, the National Association of Minority Contractors (NAMAC) and/or the Certification Office for Business Inclusion and Diversity (COBID).

BE IT FURTHER RESOLVED that PBOT is directed to develop a comprehensive 4-year project list and propose a project delivery framework, including scope, schedule, and budget for individual projects or clusters of projects, along with the recommended methodology for project delivery (in-house or through consultants).







BE IT FURTHER RESOLVED that PBOT staff shall utilize existing plans (e.g., PedPDX, area plans, 'In-Motion' plans, etc.), PBOT's Building Belonging Guide, and the PBOT Equity Matrix to inform project prioritization.

BE IT FURTHER RESOLVED that PBOT is directed to create a public-facing program website and dashboard that details individual project objectives, components, schedules for delivery, and points of contact for inquiries and concerns.

BE IT FURTHER RESOLVED that this initiative exemplifies the City of Portland's commitment to fostering urban equity, enhancing community safety, and building infrastructure that supports all residents in navigating their environment with dignity and ease.

BE IT FURTHER RESOLVED that a follow-up resolution is required to evaluate fiscal options for financing SIPP in consultation with the City Budget Office, and will be considered through the Finance Committee. The Climate, Resilience and Land Use Committee will review funding options related to the Portland Clean Energy Community Benefits Fund (PCEF).

Exhibits and Attachments

-  [Approved amendment - Councilor Clark \(April 16, 2025\)](#) 53.96 KB
-  [Approved and failed amendments - Councilor Avalos \(April 16, 2025\)](#) 65.53 KB
-  [Committee Staff Summary - Transportation and Infrastructure](#) 142.99 KB
-  [Approved amendments from Councilors Smith and Green \(March 24, 2025\)](#) 127.52 KB
-  [Presentation](#) 3.03 MB
-  [Testimony](#) 4.08 MB

Impact Statement

Purpose of Proposed Legislation and Background Information

Overall, the Sidewalk Improvement and Paving Program (SIPP) is a policy package designed as a system-wide approach to rectifying the lack of sidewalks and paved streets in underserved neighborhoods in Portland, particularly areas of Districts 1 and 4. The City has deferred maintenance on our streets and sidewalks for many years – and far too long. PBOT estimates that almost two-thirds of the City's local streets are in "poor" or "very poor" condition with well over half of busy streets in similarly decrepit conditions.

While Portland's central core benefits from walkable neighborhoods with good sidewalks, most streets in Districts 1 and 4 lack sidewalks entirely.

SIPP's adoption will rely on a few legislative components:

- An initial resolution describing the SIPP package intended to gain Committee, Council, and public support;
- A funding and budget ordinance describing the recommended sidewalk, pothole, and other paving and street improvement projects; and
- An ordinance creating a jobs pipeline connecting existing internship, apprenticeship, and other training and education programs to good jobs that SIPP will create.

The sponsors may also seek funding from PCEF for green technologies and sustainable materials that will provide renewable energy (such as solar sidewalks or electric roadways) or reduce the City's carbon footprint.

Each piece of legislation will be structured with a DEI lens to ensure the neighborhoods and communities most in need of safer streets will receive them. The sponsors also contemplate proactive efforts in line with the City's values and philosophies such as studies or assessments of why particular neighborhoods in Portland suffer more from a lack of sidewalks or have been repeatedly ignored through rounds of deferred maintenance.

PBOT's initial assessment of SIPP projected several benefits:

- **Improved Safety:** New sidewalks and pavement maintenance will create safer pedestrian facilities and improve roadway conditions for motorists and cyclists.
- **Enhanced Accessibility:** Residents will gain better access to schools, businesses, and public spaces, particularly in underserved neighborhoods.
- **Community Development:** Investment in infrastructure will promote economic growth by improving walkability, enhancing curb appeal and attracting local businesses.
- **Environmental Benefits:** Adding greenery, such as trees along sidewalks and in the curb zone, will enhance air quality, increase the tree canopy citywide and support temperature reduction/create cooling corridors in key locations throughout Districts 1 and 4.
- **Job Creation:** The project will generate construction and other skilled labor opportunities and apprenticeships for residents and youth entering the workforce.
- **Increased Independence:** Improved infrastructure will empower individuals with disabilities to navigate their communities with greater ease.
- **Safety Improvements:** Well-maintained sidewalks and roads will reduce risks of falls and accidents, particularly for those with mobility challenges. Improved sidewalk and roadway conditions will also

contribute to enhanced safety for children traveling to school and for persons using transit.

The Sidewalk Improvement and Paving Program represents a significant move towards equitable urban development in Portland, demonstrating a commitment to providing safe, functional infrastructure for all neighborhoods.

Based on current assessments, SIPP is expected to take about 4 years.

Financial and Budgetary Impacts

The sponsors are working with colleagues in PBOT and the City Budget Office to determine the particular number and range of sidewalk and paving construction projects that can be accomplished through SIPP and the best options for funding.

Economic and Real Estate Development Impacts

Good, safe streets and roads are essential to livable, walkable communities and a sound economy. Making streets better will make our communities better, and SIPP will target the communities who routinely fall behind in cycles of economic growth and improvement.

Community Impacts and Community Involvement

SIPP will target neighborhoods and communities most in need of help. Safe streets are essential to safe communities. Walkable neighborhoods need good walking paths, whether in the form of traditional sidewalks or specific alternatives.

SIPP will focus first on the needs of the community to identify the particular construction or renovation projects that will provide the greatest benefits to those communities. And the City will need to closely and directly involve those communities in discussions about SIPP to make those projects work well.

100% Renewable Goal

SIPP will accelerate the rate of active transportation infrastructure investments, which enables an increased rate of mode switch to low or zero emissions transportation.

Financial and Budget Analysis

Analysis provided by City Budget Office

This resolution directs the Portland Bureau of Transportation (PBOT) to establish the Sidewalk Improvement and Paving Program (SIPP), aimed at constructing and maintaining sidewalks and addressing pavement deficiencies citywide, with priority in underserved areas of Districts 1 and 4.

The fiscal impacts of this program depend on the specific projects and funding mechanisms identified for the program.

While relevant projects and capital costs are yet to be identified, PBOT would incur some immediate costs related to initial administrative expenses related to developing the comprehensive project plan, community engagement processes, and the public-facing program dashboard. These costs are expected to be absorbed within existing PBOT budgets and staffing levels but could require additional funding once construction and implementation begin. Actual construction and implementation would require substantial budgetary commitments over the projected 4-year program duration, contingent upon future appropriations and Council decisions.

Per PBOT estimates, investment needed to improve existing pavement assets to fair or better condition totals approximately \$460 million annually. The construction of additional new sidewalks and paved infrastructure to address deficiencies would substantially increase required investment. Precise estimates will be contingent on the SIPP's established project list.

While the resolution does not immediately allocate funds, preliminary sources identified for exploration include debt financing, federal and state grants, and the Portland Clean Energy Fund (PCEF). Any debt financing would require identifying a revenue stream to pay back the debt. PBOT's FY 2025-26 financial forecast details a 5-year, \$203.3 million General Transportation Revenue deficit that will limit immediate capacity for program development and administration and mean that additional obligations would require further tradeoffs.

Document History

Document number: 2025-095

President's referral: [Transportation and Infrastructure Committee](#)

Agenda	Council action
<div>March 24, 2025</div> <div>Regular Agenda</div> <div>Transportation and Infrastructure Committee</div>	<div>Referred to City Council as amended</div> <div>Motion to adopt the amendments to the Resolved statements for the Resolution, Document Number 2025-095: Moved by Smith and seconded by Green. (Aye (5): Smith, Koyama Lane, Green, Morillo, Clark)</div> <div>Motion to adopt the amendments to the Whereas statement, Resolved statement to include Councilor Morillo's proposed</div>

Agenda	Council action
	<p>edit, and the impact statement for the Resolution, Document Number 2025-095: Moved by Green and seconded by Smith. (Aye (5): Smith, Koyama Lane, Green, Morillo, Clark)</p> <p>Motion to send Resolution as amended, Document Number 2025-095 to the full Council with recommendation the resolution be adopted: Moved by Green and seconded by Koyama Lane. (Aye (5): Smith, Koyama Lane, Green, Morillo, Clark)</p>
April 16, 2025 Regular Agenda City Council	Rescheduled Rescheduled to April 23, 2025 at 10:00 a.m.
April 23, 2025 Regular Agenda City Council	Continued Continued to May 7, 2025 at 9:30 a.m.
May 7, 2025 Regular Agenda City Council	Adopted As Amended Motion to add "and alternative pathways" to the second Resolved Statement: Moved by Clark and seconded by Green. (Aye (12): Kanal, Ryan, Koyama Lane, Morillo, Novick, Clark, Green, Zimmerman, Avalos, Dunphy, Smith, Pirtle-Guiney) Motion to add "PBOT's Building Belonging Guide," to the sixth Resolved Statement: Moved by Avalos and seconded by Dunphy. (Aye (9): Kanal, Koyama Lane, Morillo, Novick, Clark, Green, Avalos, Dunphy, Pirtle-Guiney; Nay (3): Ryan,

Agenda	Council action
	<p>Zimmerman, Smith)</p> <p>Motion to table discussion of Avalos Amendment 1: Moved by Koyama Lane and seconded by Smith. (Aye (10): Ryan, Koyama Lane, Morillo, Novick, Clark, Green, Zimmerman, Dunphy, Smith, Pirtle-Guiney; Nay (2): Kanal, Avalos)</p> <p>Motion to remove references to Districts 1 and 4 in the sixth and ninth Whereas Statements: Moved by Avalos and seconded by Kanal. (Aye (2): Kanal, Avalos; Nay (10): Ryan, Koyama Lane, Morillo, Novick, Clark, Green, Zimmerman, Dunphy, Smith, Pirtle-Guiney). Motion failed to pass.</p> <p>Motion to call the question on Avalos Amendment 2: Moved by Clark and seconded by Smith. (Aye (9) Ryan, Koyama Lane, Morillo, Novick, Clark, Green, Zimmerman, Smith, Pirtle-Guiney; Nay (3) Kanal, Avalos, Dunphy)</p> <p>Motion to call the question on Avalos Amendment 1: Moved by Zimmerman and seconded by Clark. (Aye (8) Ryan, Koyama Lane, Morillo, Clark, Green, Zimmerman, Smith, Pirtle-Guiney; Nay (4) Kanal, Novick, Avalos, Dunphy)</p> <p>Motion to call the question on the Resolution as amended: Moved by Morillo and seconded by Clark. (Aye</p>

Agenda	Council action
	<p>(6) Ryan, Koyama Lane, Morillo, Clark, Smith, Pirtle-Guiney; Nay (6) Kanal, Novick, Green, Zimmerman, Avalos, Dunphy). Motion failed to pass.</p> <p>Motion to limit debate to the current queue: Moved by Kanal and seconded by Ryan. (Aye (9): Kanal, Ryan, Koyama Lane, Morillo, Novick, Clark, Green, Zimmerman, Dunphy, Smith, Pirtle-Guiney; Nay (3): Novick, Zimmerman, Avalos)</p> <p>Aye (11): Kanal, Ryan, Koyama Lane, Morillo, Clark, Green, Zimmerman, Avalos, Dunphy, Smith, Pirtle-Guiney Nay (1): Novick</p>