PORTLAND 2045

TRANSPORTATION SYSTEM PLAN

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Vision, Goals, and Objectives* and Public Involvement Summary
January 2026

*As a living framework, the Vision, Goals, and Objectives for the 2045 Transportation System Plan are maintained online, with the most current version available on the project webpage.

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Questions?

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Purpose

The 2045 Transportation System Plan (TSP) is the 20-year plan to guide transportation policies and investments in Portland.

This report outlines the processes, public involvement, and initial outcomes of developing the plan's Vision, Goals, and Objectives to-date. This is an iterative process. The current version of the Vision, Goals, and Objectives is maintained on the project webpage, incorporating the most up to date revisions.

Introduction

Through planning, a city defines the needs of its transportation system and addresses them in ways that should reflect community priorities. Priorities include transportation goals which, in turn, are reflected in a unifying vision for the system. Goals provide direction for where a community would like to go. They provide a framework for shaping transportation policies and are how a city formulates performance measures and targets. Through this process, a city defines gaps and deficiencies in the system as well as the criteria for determining which transportation projects, programs, pilots, and studies best meet a community's needs.

Scope

Portland's 2045 TSP is being developed in three phases:

1) Groundwork
2) Development
3) Refinement

The scope of tasks in each phase requires about a year to complete. This includes technical analysis and thorough engagement with the project team's Technical Advisory Committee, Community Advisory Committee, the general public, and city leadership.

During the Groundwork phase (2025), staff focused on gathering information about our transportation system to guide the project and ensure compliance with state transportation planning rules. In the current Development phase (2026), staff put the Vision, Goals, and Objectives to work. They identify key tasks for refining and filling in gaps in the policies from the 2035 TSP. They also shape the evaluation, packaging, and prioritization of projects for the Major Capital Projects List.

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Of note, the draft Vision, Goals, and Objectives are part of an ongoing, iterative, and legislative process. As the 2045 TSP advances, additional engagement and technical review refine the framework and ensure it responds to evolving community needs, policy requirements, and the realities of implementation.

Figure 1: Phases, key work tasks, and public involvement opportunities in the 2045 TSP work plan.

Definitions

In the context of the TSP, a vision broadly describes the intended outcome from implementing the plan in general terms.

Example:

"Portland is a prosperous, healthy, equitable and resilient city where everyone has access to opportunity and is engaged in shaping decisions that affect their lives."

- Portland 2035 Comprehensive Plan vision statement

Goals are about achieving a specific outcome that helps realizing the vision.

Example:

"City planning and investment decision-making processes are clear, open, and documented…"

- Goal 2.D Transparency and accountability, Portland 2035 Comprehensive Plan

Objectives are specific, actionable ways that the goal should support the transportation system to ideally function towards that goal.

Example:

"Upgrade the most critical infrastructure to withstand earthquakes."

- Draft 2045 TSP objective for the Resilience goal

Developing Visions, Goals, and Objectives

Overview

The project team is following a three-part structured, iterative process balancing technical rigor with community values and priorities. This includes developing an initial framework, integrating public feedback, and working with the plan's advisory and legislative bodies.

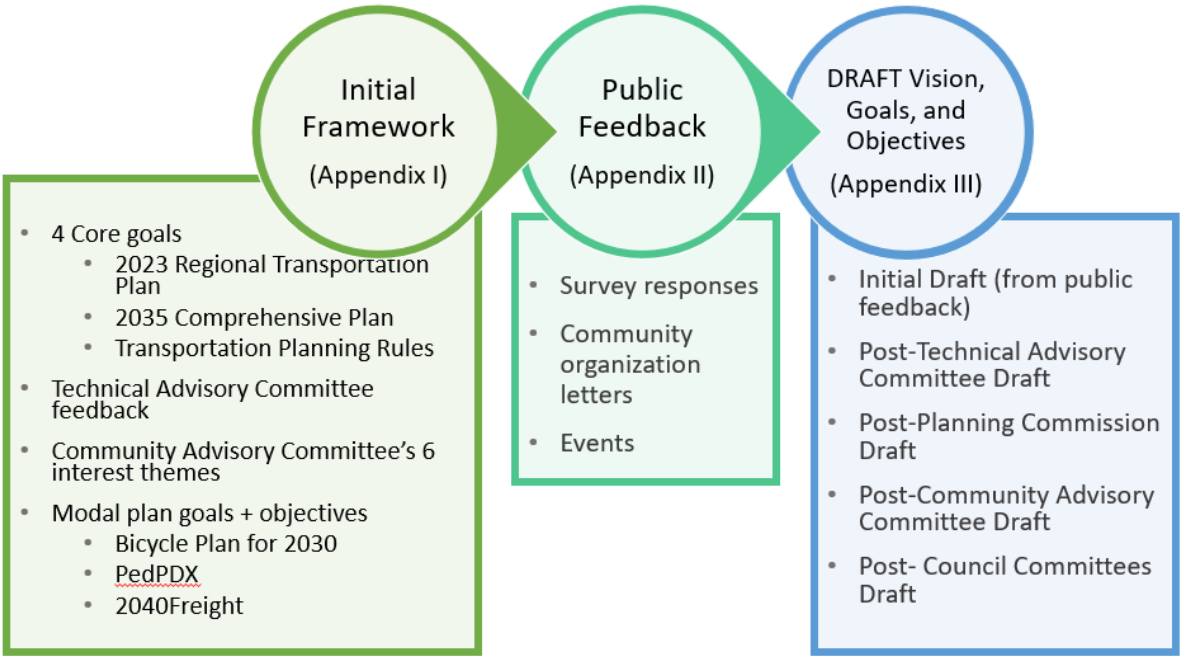

Figure 2: A process diagram of the vision, goals, and objectives development.

Building the framework

The Vision, Goals, and Objectives of the 2045 TSP must be consistent with the 2023 Regional Transportation Plan, the 2035 Comprehensive Plan, and Oregon Administrative Rule 660-012-0155 (3, 5, and 6) from the state's Transportation Planning Rules. The project team compared these to find four goals that cut across all the requirements: Access, Safety, Climate, and Equity. The project team refers to these as the "four core goals." (Appendix I-A)

Based on feedback from the city's Bicycle Advisory, Pedestrian Advisory, and Portland Freight committees (together called the "modal committees"), and to maintain consistency, staff integrated additional goals and objectives from the city's three council-adopted modal plans:

- Portland Bicycle Plan for 2030 (2010)
- PedPDX: Portland's Citywide Pedestrian Plan (2019)
- 2040 Portland Freight Plan (2023)

Refer to Appendix I-C for a full breakdown the modal plans' goals and objectives.

Committee input

Feedback from the Technical Advisory and Community Advisory committees further refined this framework.

The Technical Advisory Committee provided quality assurance and quality control to ensure consistency with state and regional transportation policies, technical feasibility, and responsiveness to current and emerging needs and challenges. This included integrating perspective from complementary plans and policies (e.g. climate action, asset management, intelligent transportation systems). (Appendix I-B)

Figure 3. 2045 TSP Technical Advisory Committee

Meanwhile, the Community Advisory Committee helped the staff develop six key themes representing community priorities:

- Safety and accessibility for everyone
- Safer, faster, smoother options
- Supporting community and neighborhood development
- A healthy climate and environment for future generations
- Maintaining our assets
- Big moves

See Appendix I-D for more on these priorities.

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Figure 4: Image of a wish wall with colorful paper all over it. Each piece of paper includes a wish from a Community Advisory Committee member.

Public feedback

Public feedback was the next stage. This included surveys, letters from organizations, and district-wide events. Emphasizing best practices for equitable public involvement, staff's in-person outreach at events ensured they were getting feedback from people and communities underrepresented in the surveys. Together, staff collected over 3,000 community wishes for the future of Portland's transportation system.

Developing a draft

Staff used A.I. tools (Microsoft Copilot) to synthesize anonymized public feedback. For quality control, staff shared this feedback with the Technical Advisory Committee to validate findings, identify gaps, and verify consistency across requirements.

This rigorous review helped take diverse public input and turn that into a draft for further public involvement and refinement. Staff submitted the draft Vision, Goals, and Objectives to the Portland Planning Commission for feedback on Oct. 28, 2025. At their November 2025 meeting, the Community Advisory Committee also provided robust feedback. After incorporating this feedback, PBOT created a final working draft in early 2026 maintained on the project webpage.

Public involvement

The intent of the public involvement to-date for Portland's 2045 TSP is to establish a foundation for the city's transportation priorities over the next 20 years that is community driven. Community input during this phase directly informed development of the Vision, Goals, and

Objectives, and served as the guiding framework for subsequent planning and investment decisions. By actively involving a diverse cross-section of the population, this process helps create a transportation system that not only meets current needs but anticipates and adapts to future challenges and opportunities.

Public involvement goals

- Gather meaningful, broad public feedback to refine draft vision, goals, and objectives for the planning process.
- Increase participation in underserved and underrepresented communities through focused outreach at events.
- Offer ways for community and technical advisory committee members to integrate their experience, knowledge, and expertise into evaluation criteria.
- Offer ways for more community groups to provide feedback such as local organizations, neighborhood associations, and schools.

Appreciative inquiry model

Staff use an appreciative inquiry model in public involvement. This approach amplifies what works well within our transportation system rather than fixating on what is wrong.

In practice, staff invite Portlanders to start by naming positive experiences getting around Portland or related to our transportation system. Naming such experiences helps people reflect on what they value most deeply, then consider what they most wish for the future of Portland's transportation system.

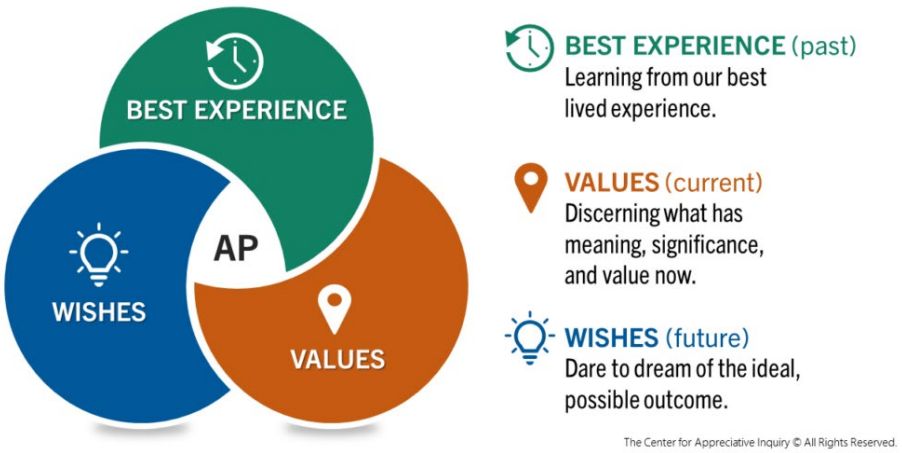

Figure 5 The Appreciative Inquiry Model focuses on best experiences, values, and wishes

Public engagement by the numbers

- 860 people completed online surveys (2,504 wishes)
- 13 organizations and advisory groups sent letters (42 wishes)
- 11 in-person community events were held (480 wishes)

Collectively, staff gathered 3,026 wishes from these approaches.

Outreach strategy

To reach a broad cross-section of Portlanders and ensure the Groundwork phase reflected community priorities, the team's outreach campaign used multiple channels of communication and public involvement strategies. This was designed to balance visibility citywide with targeted outreach to communities historically underrepresented in planning processes:

- A city webpage for the survey
- A social media blast across PBOT and partner channels
- A Transportation System Plan (TSP) newsletter, sent to roughly 9,000 subscribers
- Direct email outreach to local organizations, neighborhood associations, and transportation advocacy groups
- Tabling at community events and handing out flyers, intentionally reaching diverse neighborhoods and demographic groups.

Figure 6: Spanish-language and English version of the TSP Vision and Goals flyer

Together, these strategies helped the project team capture a wide range of voices and perspectives.

Online survey

Overview

Following initial engagement with the Technical and Community advisory committees, the program team launched a Three Wishes Vision and Goals Online Survey July 28, 2025 in both English and Spanish. The survey was open for nine weeks, until Oct. 1, 2025.

Figure 7. The TSP Vision and Goals survey webpage

Who we heard from

In total, 860 community members answered at least one survey question. Collectively, they shared 2,501 “wishes” for the future of Portland’s transportation system.

Respondents were distributed across all four geographic districts of Portland, with the largest share coming from District 3 (35%), followed by District 2 (25%) and District 4 (25%). District 1 responses accounted for roughly 7% of the total, and about 8% of respondents lived outside of Portland but reported regularly working, studying, or recreating in the city.

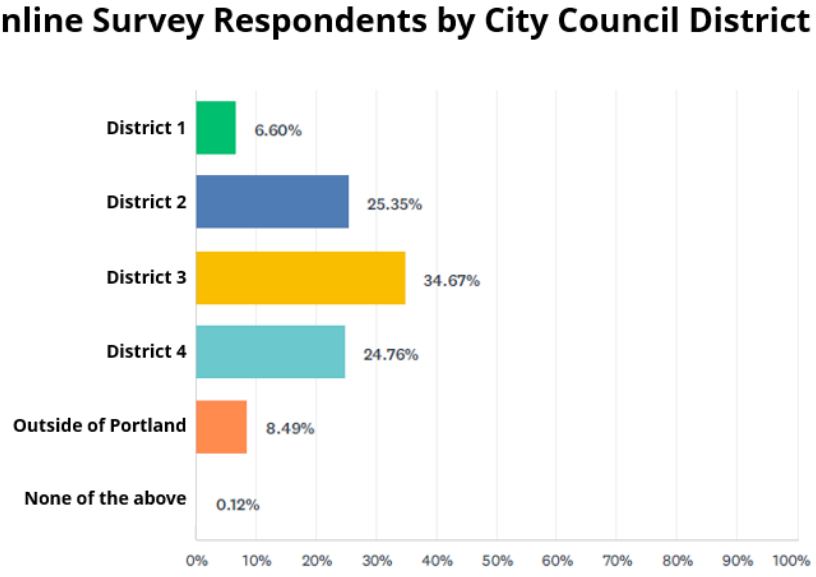

Figure 8: Geographic data from online survey

Demographically, most respondents identified as white (88%), with smaller representation from Asian (6%), Latine (6%), Black or African American (3%), and American Indian or Alaska Native

(2%) communities. Roughly 2% of respondents identified as enrolled members or descendants of a federally or state-recognized Tribe.

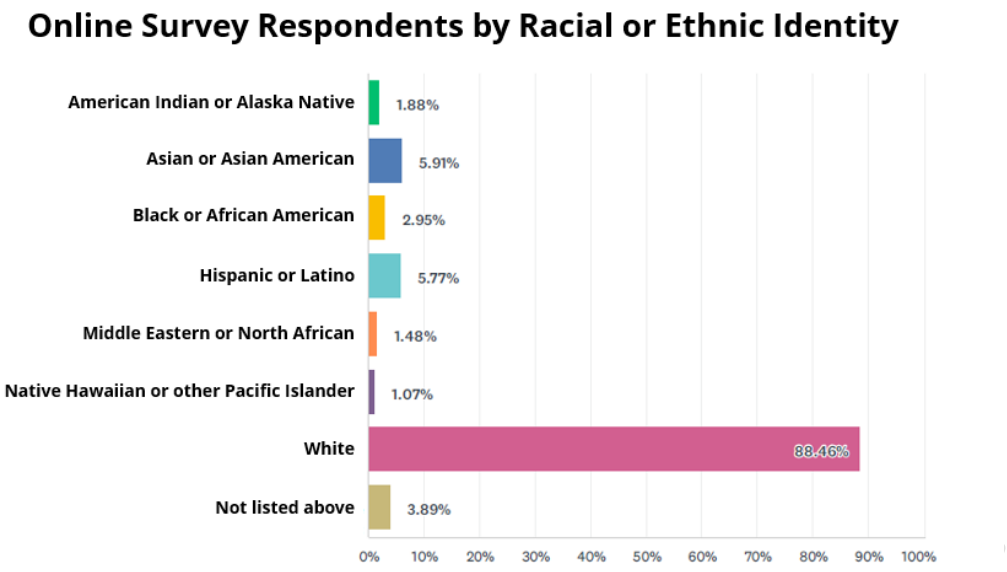

Figure 9: Race/ethnicity data from online survey

Household income levels varied widely. The majority reported moderate-to-high incomes. Of survey respondents, 30% earned more than $160,000 annually. Twelve percent earned less than $40,000. The age distribution ranged broadly, reflecting a mix of younger adults, working-age residents, and older adults.

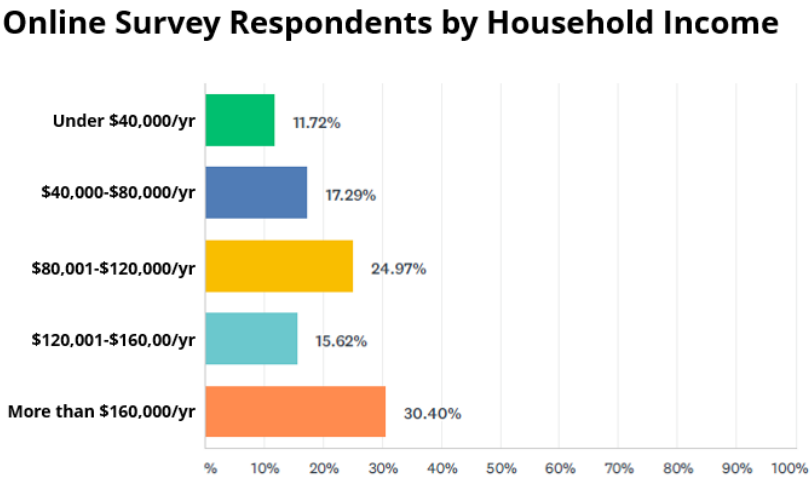

Figure 10: Household income data from online survey

One in five respondents (21%) identified as living with a disability. These respondents identified most as having mobility or physical disabilities (33%) and mental health conditions (33%), followed by invisible disabilities (27%), then intellectual or cognitive disabilities (18%).

Recognizing notable gaps in participation from District 1, people living on a low income, and communities of color, the project team worked to address these disparities with in-person engagement outlined below.

Note: For a more comprehensive breakdown of statistics from the online survey, please refer to Appendix II-C.

In-person engagement

For outreach during in-person events, the team distributed multilingual flyers and set up a sticky-note board where attendees could easily share their input and/or wish. This was a low-barrier, interactive way for community members to contribute feedback without requiring much time or preparation. When possible, we also had Spanish-speaking staff on hand for interpretation.

To address the gap in representation from District 1, the team held four additional events in the district. They also conducted focused outreach at several District 2 events. Although a quarter of survey participants were from District 2, the in-person events let the team reach communities still underrepresented online, including houseless residents at Delta Park and residents of affordable housing at Magnolia.

Some events attracted a citywide audience, but helped the team reach those demographics underrepresented in the online survey, including Central City Concern's Imani Wellness Fair and with Latine community members attending El Grito Portland.

In total, the project team participated in 10 events, collecting 480 wishes and distributed flyers to encourage more survey participation:

District 1 events:

Event	Intended Audiences	Wishes
D1 People's Picnic	District 1 residents, people living on a low-income, and communities of color	22
Multicultural Kids Fest	District 1 residents, youth, people living on a low-income, and Slavic communities	125
Parkrose High School Lunch Engagement	District 1 residents, youth, and people living on a low-income	20
Mill City Park Grand Opening	District 1 residents, people living on a low-income, and communities of color	57
	Total	226

District 2 events:

Event	Intended Audiences	Wishes
For the Love of Cully	People living on a low-income and communities of color	Flyers only
Vision Zero event at Magnolia Apartments	People living on a low income and residents of affordable housing	25
Cully Fest	People living on a low-income and communities of color	106
Delta Park Houseless Engagement	People living on a low income and the houseless	19
	Total	150

Citywide events

Event	Intended Audiences	Wishes
Sunday Parkways	All residents	Flyers only
El Grito	Latine residents	94
Central City Concern: Imani Wellness Fair	People living on a low-income and communities of color	9
	Total	104

District 1 events

D1 People's Picnic (Aug. 24, 2025)

Staff members attended the District 1 People's Picnic hosted by Councilor Candace Avalos on a Sunday afternoon at Parklane Park. Attended by PBOT and other agencies, along with neighborhood associations, the event was about sharing community resources and ways to engage with city government. PBOT staff spoke with about 22 people. Themes that came up were reducing vehicle speed, personal safety walking, biking, and taking public transportation, as well as street and sidewalk improvements.

Figure 11. Promotional material for the D1 People's Picnic.

Multicultural Kids Festival (Sept. 7, 2025)

This all-day, family-friendly community event, hosted by the Slavic Community Center of NW, celebrates the rich cultural diversity of East Portland. It featured traditional music and dance performances, interactive cultural exhibits, children's activities, food vendors, and resource booths. PBOT staff spoke with about 43 people, many of whom were of multicultural background. The team got 125 wishes on sticky notes, the most from any event they participated in.

Figure 12. Poster for the Multicultural Kids Festival

Parkrose High School Lunch Engagement (Sept. 24, 2025)

The team hosted a lunch-time event at Parkrose High School to connect directly with students, especially those from historically underserved communities. This way, the team got to hear their transportation wishes, needs, and ideas. Parkrose serves about 1,011 students in grades 9–12. The student body is significantly diverse: approximately 29–30% Hispanic/Latino, about 15–18% Black or African American, and 15–18% Asian. The engagement team spoke with about 30 students, collecting 20 wishes.

Figure 13. Staff Tabling at Parkrose High School

Mill City Park Grand Opening (Sept. 25, 2025)

PBOT staff tabled at the grand opening of Mill City Park, hosted by Portland Parks and Recreation. They talked to about 20 community members about transportation projects and the survey. Spanish-speaking staff helped translate community members' wishes onto the wish board.

Figure 14. Mill City Park

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District 2 events

For the Love of Cully (Aug. 17, 2025)

PBOT staff were on hand to greet and talk to community members at the event in Cully Park, both about the TSP updates and related topics. Participants took the online survey and ask questions about the plan. Staff talked about many projects and programs, highlighting the survey with promotional flyers or a white board for people to write their wishes. Staff talked to about 21 people, their input was compiled into District 2 feedback.

Figure 15. PBOT staff member talks with event participants at the PBOT booth.

Vision Zero at Magnolia Apartments (Sept. 16, 2025)

PBOT staff hosted a community workshop about Vision Zero at the affordable housing complex Magnolia Apartments. Staff talked to residents living on a low income, providing information about the TSP updates and related topics. As with other events, staff handed out flyers for the survey and had a sticky-note wall for people to contribute wishes which were compiled into District 2 feedback. In total, staff spoke to about 25 people about their wishes.

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Cully Fest (Sept. 13, 2025)

This well-attended, all-day event, held at Cully 5 Corners in Northeast, provided a great opportunity to connect with District 2 residents, families, and community groups in a culturally rich, neighborhood setting. Staff spoke to attendees about TSP updates and related topics, handing out flyers for the survey and sticky notes to add their wishes. PBOT staff talked with about 135 attendees, many of whom were of Latine and Indigenous backgrounds.

Figure 16. PBOT staff tabling at Cully Fest, providing PBOT resources and engagement materials.

Delta Park Houselessness Engagement (Sept. 23, 2025)

This outreach event at the Delta Park Community Center focused on people experiencing houselessness. This was a great opportunity for staff to hear from voices often marginalized in planning discussions. This perspective and input helps ensure the transportation system's vision and goals reflect the lived experience of unhoused Portlanders, including barriers of mobility.

Figure 17. Delta Park Community Center

Citywide events

Downtown Sunday Parkways (Sept. 9, 2025)

At the large downtown event, hosted by PBOT and presented by Kaiser Permanente, staff talked with parents, bike advocates, downtown neighbors, and other community members along with handing out flyers for the survey and encouraging people to get the word out to others. Although held in District 4, Sunday Parkways attracts attendees from all over the Portland metro region. Feedback staff collected from about 50 attendees, many of whom were Portland residents, were classified as citywide.

Figure 18. PBOT staff engaged with attendees about the TSP 3 wishes survey at Sunday Parkways.

El Grito Portland (Sept. 9 and 15, 2025)

One of the region's largest free cultural celebrations honoring Latin American independence, heritage, and community, El Grito Portland draws thousands, especially those from Portland's Latine, Hispanic, and Spanish-speaking communities. The event features music, dance, food, art, and community resource booths.

Figure 19. A flyer for El Grito Portland detailing the event

PBOT staff tabled at the event, offering a bridge into communities often underrepresented in civic engagement, helping ensure that Latine voices were incorporated into Portland's 2045 Transportation System Plan. Although held in District 2, El Grito Portland attracts residents throughout the Portland metro region. Feedback staff collected from about 94 attendees about their wishes were classified as citywide.

Imani Center Wellness Fair (Sept. 26, 2025)

PBOT staff tabled at the Imani Center Wellness Fair. Organized by Central City Concern, the event offered health resources, wellness programming, and community connection for residents in North and Northeast Portland. At the event, staff were able to talk about transportation priorities with about eight attendees, many of whom were Black or from other communities of color. This included older adults and individuals experiencing housing instability. Held in District 3, the event attracts residents from all over the city, so feedback was classified as citywide.

Letters from organizations

As part of the public involvement process, the project team invited local organizations to submit written testimony representing their three wishes for the plan's vision and goals. Letters from 13 organizations are included in Appendix II-A. They were categorized based on the neighborhoods and geographic areas they represent.

Despite extensive outreach citywide, the team was not successful in getting responses specific to Districts 1 or 2. To ensure the perspectives of these areas were still reflected in the process, the team did additional in-person outreach.

District 3

Participating organizations included:

- Brooklyn Action Committee
- Foster-Powell Neighborhood Association
- Reed Neighborhood Association
- SE Uplift

Collectively, these organizations emphasized the need for safe, connected multimodal routes that make walking, biking, and transit viable and appealing. Across neighborhoods like Brooklyn, Reed, and Foster-Powell, there was a shared desire for continuous pedestrian and bicycle connectivity both within Southeast and to the larger city network.

Other key themes:

- Transforming state-controlled corridors ("orphan highways") into urban, human-scaled streets
- Addressing barriers created by freight rail lines
- Ensuring that traffic safety and lighting are prioritized along major corridors.

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SE Uplift's perspective reinforced the desire for a complete, citywide network of neighborhood greenways safe for all pedestrians and people biking, regardless of age, disability, or biking skill.

Overall, feedback from District 3 describes the community's vision of an interconnected, safe, and people-centered transportation system that balances livability, accessibility, and safety for everyone.

District 4

Participating organizations:

- Arnold Creek Neighborhood Association
- Ashcreek-Crestwood Neighborhood Association
- Hayhurst Neighborhood Association
- Linnton Neighborhood Association
- West Portland Park Neighborhood Association

Feedback from organizations in District 4 centered on basic infrastructure, accessibility, and maintenance. People in these neighborhoods consistently identified the need for sidewalks, safe crossings, and trails, especially where there are no bus stops or pedestrian routes to school. Their wishes reflected strong support for improving transit service so residents could meet their daily needs without relying on cars.

People in District 4 also called for better maintenance of existing walkways and bikeways, emphasized the need to gather more community input on project plans and priorities, and urged more coordination between bureaus (e.g., PBOT, Portland Fire & Rescue, and the Portland Police Bureau) when it comes to safety issues.

A recurring theme in Southwest neighborhoods was frustration with incomplete infrastructure and lack of safe walking routes. In Northwest (Linnton), feedback was focused more on safety improvements along U.S. Highway 30, including separated paths and speed enforcement.

Overall, people's vision for District 4 is a complete, well-maintained multimodal network that better serves existing neighborhoods while ensuring equitable access in areas likely to see growth in the future.

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Citywide

Participating organizations included:

- Bicycle Advisory Committee
- Neighbors for Clean Air
- Portland Industrial Districts:
    - Columbia Corridor Association
    - Northwest Industrial Business Association
    - Swan Island Business Association
    - Working Waterfront Coaliton
- Portland Neighbors Welcome
- Sunrise PDX

Citywide organizations and advocacy groups presented broad visions that align with the city's around climate action, equity, and shifting people's mode of travel. Groups like Sunrise PDX, Neighbors for Clean Air, and Portland Neighbors Welcome emphasized transitioning to a low-car, climate-friendly transportation system that reduces emissions, improves air quality, and supports dense, mixed-use development.

They called for investments in walking, biking, rolling, and public transit, free or low-cost transit options, and car-free zones or "superblocks" that prioritize community space over space for cars driving through.

Representatives from industrial districts, meanwhile, urged the city to prioritize freight mobility, fund more maintenance, and ensure that freight-dependent corridors remain efficient and reliable.

Results of all public involvement

Participation in the Three Wishes visioning process came from Portland's four council districts, with the highest response rates from Districts 2 and 3. People in District 3 shared the most input, conveying 870 total wishes through surveys and letters. District 2 followed closely with 775 total wishes. Districts 4 and 1 contributed 632 and 416 wishes respectively. In total the project team gathered 3,026 wishes (Appendix II-B).

Another 329 wishes came from people outside Portland or who did not identify a specific location. These results indicate strong citywide participation, with particularly high engagement in the eastern and central parts of Portland where staff concentrated the most community events and outreach.

Wishes by council district and citywide

District	Online	Letters	Events	Total
District 1	190	0	226	416
District 2	625	0	150	775
District 3	858	12	0	870
District 4	618	15	0	633
Citywide	213	15	104	332
Totals	**2504**	**42**	**480**	3,026

Public feedback analysis and findings

The 2045 Transportation System Plan team used Microsoft CoPilot, a large language model, to analyze the breadth of qualitative data from surveys, in-person engagement, and letters received. The tool helped the team synthesize and categorize extensive narrative feedback quickly. Recognizing valid concerns over the use of artificial intelligence for analysis, the team did a rigorous review to ensure the privacy of survey respondents in addition to quality assurance and quality control. This was done through internal verification and and review by the Technical Advisory Committee to ensure the accuracy, transparency, and integrity of the findings. In line with City of Portland data privacy requirements, staff performed a manual scan to remove any personally identifying information including names, phone numbers, and addresses before entering any input into Microsoft CoPilot.

Key similarities across all districts

1. Desire for safer, more accessible streets
    - Respondents across all districts emphasized the need for protected bike lanes, well-maintained sidewalks, and safer pedestrian crossings.

- Vision Zero goals (to eliminate traffic deaths) were widely supported.

2. Strong support for public transit improvements
    - Calls for more frequent, reliable, and affordable transit service.
    - Many want 24/7 service, better east-west and north-south connections, and real-time arrival information.
    - Fareless transit was a recurring theme.
3. Environmental and climate concerns
    - Broad support for zero-emission vehicles, electric buses, and reduction of diesel emissions.
    - Many respondents want more trees, green infrastructure, and car-free zones to reduce pollution and urban heat.
4. Equity and accessibility
    - Emphasis on infrastructure that complies with the Americans with Disabilities Act (ADA), safe routes for children and seniors, and transportation options for low-income residents.
    - Calls for investment in underserved areas, especially East Portland.
5. Desire for innovation
    - Interest in MAX tunnels, high-speed rail, and bike highways.
    - Suggestions for smart traffic signals, congestion pricing, and better integration of modes (e.g., biking and transit).

Key differences by district

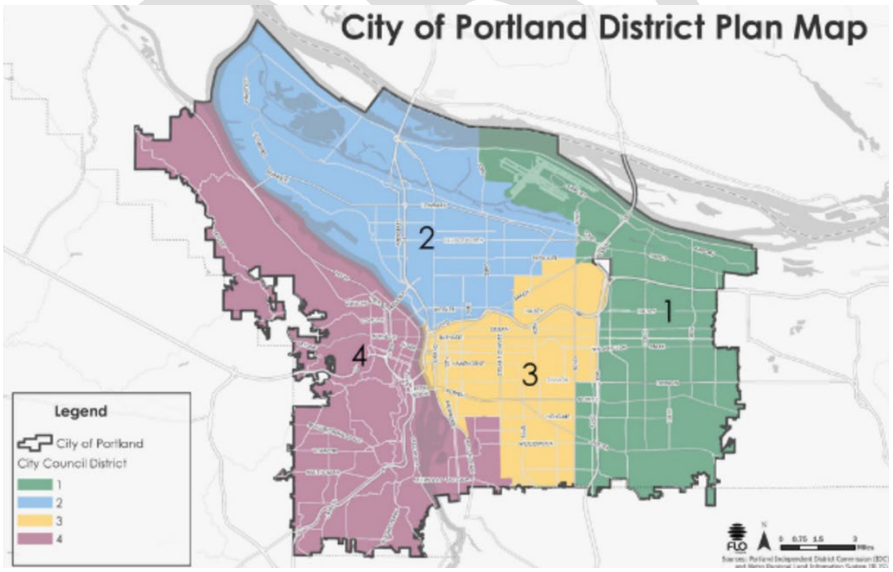

Figure 20. A map of Portland's four City Council Districts

District 1

- Top priorities: Sidewalks, street paving, and basic infrastructure.
- Unique concerns: Gravel roads, lack of bike infrastructure, and poor transit access.
- Tone: Practical and equity-focused; many feel left behind in citywide investments.

District 2

- Top priorities: Connectivity to downtown and the airport, safer bike routes.
- Unique concerns: Isolation of neighborhoods like Kenton and St. Johns.
- Tone: Aspirational, but frustrated with current gaps in service.

District 3

- Top priorities: Protected bike lanes, MAX tunnel, pedestrian plazas.
- Unique concerns: Traffic calming, car-free streets, and climate resilience.
- Tone: Visionary and progressive; many want Portland to lead nationally.

District 4

- Top priorities: Transit expansion (especially to Southwest), safer crossings, and MAX access.
- Unique concerns: Hilly terrain, lack of sidewalks, and poor east-west connections.
- Tone: Focused on connectivity and equity with a strong emphasis on infrastructure gaps.

Non-district specific

- Top priorities: System-wide improvements, climate action, and regional rail.
- Unique concerns: Big-picture ideas like removing freeways, superblocks, and urban design.
- Tone: Strategic and systems-oriented; often from professionals or advocates.

Draft Vision, Goals, and Objectives: iterative development

Using the initial framework and public feedback, staff developed the first draft of the Vision, Goals, and Objectives with support from Microsoft Co-Pilot (Appendix III-B). The project team reviewed the draft, then facilitated small breakout discussions with the Technical Advisory Committee Oct. 7, 2025 to evaluate each goal and its associated objectives.

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Figure 21. TAC World Café-Style feedback session.

Staff then revised the draft (Appendix III-C) and presented it to the Portland Planning Commission later that month, on Oct. 28, 2025. As part of this briefing, the project team provided an overview of the 2045 Transportation System Plan update process, including the funding landscape, the capital investments completed since the 2035 update, and key findings from public involvement. This context helped situate how community input and technical evaluation informed the development of the Vision, Goals, and Objectives.

Commissioners were asked to consider how well the Vision, Goals, and Objectives reflected Portland's long-term transportation priorities, the community's needs, and the gaps in the system identified. General feedback from the commission included:

- Desire for continued engagement: Commissioners expressed interest in being involved in the development phase, not just at the legislative stage in 2027. They suggested a follow-up update during the development phase, especially if funding scenarios change.
- Equity and basic infrastructure concerns: District 1 covering East Portland was highlighted as having basic infrastructure needs (e.g., sidewalks, street paving), while other districts focused on more visionary goals. Commissioners emphasized the importance of prioritizing basic services in underserved areas before pursuing more aspirational projects elsewhere. One commissioner noted: "District 1 is asking for what many take for granted as bare bones infrastructure."
- Maintenance and asset management: Commissioners expressed concern about ongoing maintenance of existing infrastructure, especially when projects are completed but not fully functional due to wear, or lack of follow-up. A commissioner shared a personal example from Brentwood-Darlington where a neighborhood greenway was compromised by poor pavement. Commissioners urged PBOT to integrate asset management more deeply into the Transportation System Plan, not just focus on new projects.

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- **Climate and resilience**: Commissioners asked the plan to address seismic resilience and emergency response infrastructure more clearly. There was a call to make resilience goals more visible in the documentation and presentations.
- **Funding challenges**: Concerns were raised about the sustainability of funding, especially with the decline in gas tax revenue due to electric vehicles. Commissioners discussed the need for new funding mechanisms and public support for maintenance-focused bonds.

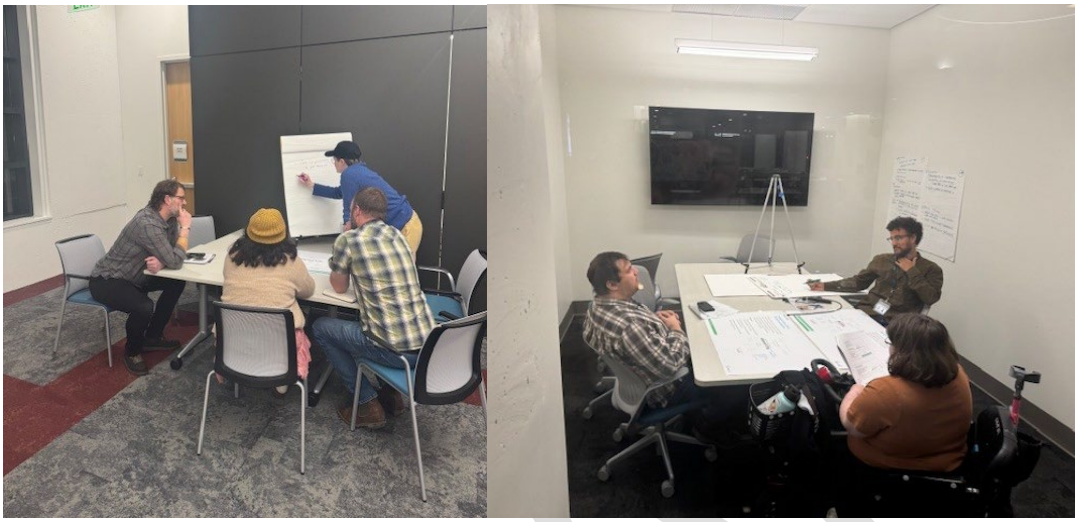

Figure 22 The Community Advisory Committee's World Café-Style feedback activity.

After incorporating Planning Commission feedback (Appendix III-D), the Community Advisory Committee participated in small-group discussions in their November meeting similar to those conducted with the Technical Advisory Committee. Members reviewed each goal and objective with attention to community priorities, clarity, and alignment with lived experiences in Portland's transportation system. Both advisory bodies provided guidance on shaping Vision, Goals, and Objectives that serve not only as statements of intent but as practical tools for evaluation, prioritization, and future analysis in later phases of the plan.

Conclusion

This public involvement phase of the 2045 Transportation System Plan establishes a strong, community-informed foundation for Portland's future transportation priorities. Through surveys, letters, input from multiple advisory bodies, and targeted in-person outreach, the project team gathered more than 3,000 wishes to shape the draft Vision, Goals, and Objectives. In these inputs staff found consistent themes across the city, including safety, access, climate resilience, maintenance, and equity.

The plan will move into the Development and Refinement phases next, but the Vision, Goals, and Objectives will continue to evolve with more technical analysis and community feedback, and any emerging needs. This framework is designed as a living document that will be updated, strengthened, and clarified as Portland's transportation priorities, conditions, and community perspectives continue to grow and change. In such, the Vision, Goals, and Objectives for the 2045 Transportation System Plan are maintained online, with the most current version available on the project webpage.

Appendix

Use links below for appendices:

I. Initial Framework
II. Public Feedback
III. Draft Vision, Goals, and Objectives

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