OFFICE OF MAYOR
TED WHEELER

City of Portland

IN THE MATTER OF THE	)	**Emergency Declaration to Protect**
LOCAL EMERGENCY	)	**Vulnerable Populations Traversing Key**
WITHIN THE CITY OF PORTLAND	)	**Routes to Schools and Camping in High**
DECLARED ON APRIL 26, 2023	)	**Crash Transportation Corridors**

WHEREAS, to prevent injury, death and general danger, an initial version of this Emergency Declaration, declared on February 4, 2022, moved vulnerable Portlanders experiencing houseless camping along specified High Crash Corridors; and

WHEREAS, with the pending start of the new school year, this version of that Emergency Declaration adds K-12 students as another vulnerable population as they traverse to and from schools; and

School-Age Children

WHEREAS, in 2016, Portland voters approved Measure 26-173, a ten-cent gas tax. It serves as an $8 million funding source to address dangerous locations with transportation safety improvements in every high school cluster across Portland; and

WHEREAS, over 1,200 street safety projects were identified to create a network of "Primary Investment Routes" connecting schools in every high school cluster across Portland; and

WHEREAS, the "Primary Investment Routes" designated routes that have been evaluated for equity, safety, and student-route density:

(https://www.portland.gov/transportation/safe-routes-school/fixing-our-stree conts and https://pdx.maps.arcgis.com/apps/Cascade/index.html?appid=f63985bf53974691bbe895a0e8e9e5c0&utm_medium=email&utm_source=govdelivery); and

WHEREAS, school-age children, especially those in elementary and middle schools, are particularly vulnerable to environmental and community hazards due to their age, stature, and level of maturity; and

WHEREAS, school-age children walk, bike, and ride in cars and buses to get to and from schools along routes that can contain potentially dangerous hazards as a result of encampments, including trash, tents in the right of way, biohazards, hypodermic needles, etc.; and

WHEREAS, encampments producing negative public safety and health impacts can cause disruptions to high-traffic routes due to potential hazards that can be especially dangerous for vulnerable, school-age populations; and

WHEREAS, the City's vision is to enable all students and families to choose active transportation and safe, convenient, accessible, and desirable options for getting to and from school and around their neighborhoods; and

WHEREAS, the Primary Investment Routes, identified in 2016 through the Fixing Our Streets Initiative as streets likely to have a high density of students walking along them to access schools, per a computer model for data analysis and community input; and

WHEREAS, further coordination and resource investment is needed to ensure the Primary Investment Routes, as vulnerable thoroughfares, are prioritized for increased signage, education, and clean-up services; and

High Crash Corridors

WHEREAS, 70 percent (19 out of 27) of pedestrian traffic deaths in 2021 were of houseless individuals, according to the 2021 Vision Zero Traffic Crash Report (https://www.portland.gov/sites/default/files/2022/traffic-crash-report-2021.pdf); and

WHEREAS, some people experiencing houselessness live in tents, make-shift structures, vehicles and place their encampment near high crash corridors, including state freeways and highways; and

WHEREAS, it is inherently dangerous for people to camp along high crash corridors because many sites do not offer safe pedestrian crossings across what are often higher-speed traffic; and

WHEREAS, it is inherently dangerous for people to camp along high crash corridors because many sites do not have a safety buffer around them, leaving it possible at some sites for a vehicle to crash into a campsite; and

WHEREAS, according to the 2022 Point in Time Count, 3,057 people were unsheltered and living outside; and

WHEREAS, the City relies on the Impact Reduction Program (IRP) and other city bureaus to help coordinate interventions for encampments on City owned properties, rights-of-way within the City of Portland, and state freeways through an Intergovernmental Agreement with the Oregon Department of Transportation (ODOT); and

WHEREAS, under Ordinance 190478, the Office of Management and Finance, through its IRP, has authority to prioritize and undertake cleanup of unauthorized camping at City owned and other governmental properties; and

WHEREAS, federal and state rules prohibit camping of any kind on freeways (23 CFR 1.23); in Portland, the federal and state system includes Hwy 26, I-84, I-205, I-405 and I-5; and

WHEREAS, to offer a safer alternative to camping in dangerous, high crash transportation corridors, and to help prevent the need for campers to set up other unsanctioned camps in new locations, with support of Multnomah County, the Joint Office of Homeless Services (JOHS), as COVID-related shelter occupancy restrictions are lifted, has agreed to work with service providers to set aside up to 100 shelter beds per day; and

WHEREAS, for the reasons stated herein, the emergency continues to impact our community in unprecedented ways justifying the extension of the City's Declaration of Emergency; and

THEREFORE, pursuant to my authority under the Portland City Charter, City Code, and any other applicable law, I hereby Order as follows:

1. **State of Emergency.** A State of Emergency exists throughout the entire City of Portland under Portland City Code Section 15.04 to decrease human suffering and prevent loss of life and injury to people.

2. **Inherently Dangerous Camping Locations.** Effective immediately and for the duration of this State of Emergency, no camping of any kind is allowed along Primary Investment Routes and within 150 feet in proximity to school buildings, as determined by IRP, or within a dangerous proximity, as determined by IRP, of any state or federal highway in Portland or any "High Crash Network Streets and Intersections," noted on Page 3 of the 2021 Vision Zero Traffic Crash Report. Encampments located at these locations shall be prioritized by IRP for immediate campsite removal.

3. **Notice**. When notifying individuals that they must vacate the campsite, IRP will continue to follow City and State notification and removal protocols, and IRP will endeavor to offer persons impacted by a campsite removal information on available shelter options.

4. **Mayor's Designee**. IRP will consult with the Mayor's designee on alternative shelter, supportive housing and housing referral options. The Mayoral designee may direct potential relocation to other City sites that offer safer temporary sheltering locations.

5. **Other Provisions.**

    a. In addition to any other power that may lawfully be exercised by local government, the powers listed in PCC 15.08.020.B are vested in the Mayor.

    b. For the duration of this emergency, unless otherwise specified by the Mayor, the current bureau assignments to the members of the City Council shall remain in effect as delegated authority under PCC 15.08.020.A.

    c. This State of Emergency shall remain in effect through 5:00 p.m. on May 10, 2023, unless otherwise extended, modified, or terminated.

6. **Severability:** If any provision of the Declaration of Emergency, or any Emergency Orders, directives, commands, or other orders issued under the authority of the Declaration, or their application to any person or circumstance is held to be invalid, then the remainder of the duly exercised authority, including the application of such part or provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of the Declaration of Emergency, or any Emergency Orders, directives, commands, or other orders issued under the authority of the Declaration, are severable.

IT IS SO ORDERED:

Dated this 26th day of April 2023

City of Portland, Oregon

By: _____

Ted Wheeler, Mayor

APPROVED AS TO FORM:
Robert Taylor, City Attorney
For Portland, Oregon