Southwest in Motion

A SHORT-TERM ACTION PLAN FOR WALKING AND BIKING IN SOUTHWEST PORTLAND

PBOT
PORTLAND BUREAU OF TRANSPORTATION

SOUTHWEST IN MOTION
AUGUST 2019
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# Southwest in Motion

## A SHORT-TERM ACTION PLAN FOR ACTIVE TRANSPORTATION

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**Appendixes**

- Appendix A: Project Details & Descriptions
- Appendix B: Relationship to the Transportation System Plan
- Appendix C: Amendments to the Transportation System Plan
Welcome to Southwest in Motion

What is Southwest in Motion?

Southwest In Motion is a short-term refinement, prioritization and implementation action plan for walking and biking access and safety projects in Southwest Portland. The plan identifies a realistic active transportation network to provide basic walking and bicycling connectivity where they are needed most.

Southwest in Motion presents a two-step plan for rapidly build a foundational network for people walking and biking in Southwest.

- **Top tier projects** are centered on strengthening existing walking and biking routes and closing gaps to create a connected active transportation network.

- **Second tier projects** expands the foundational network, makes new connections to high-capacity transit investments, and continues to expand the set of treatments and designs PBOT can use to efficiently and effectively provide options for people walking and biking.

How Southwest in Motion works with citywide planning efforts

Southwest in Motion works hand in hand with other city plans and initiatives. The recommendations here are designed to align with long-term planning priorities in PedPDX, and support future investments in major projects identified in the Transportation System Plan.

- **PedPDX, Portland’s citywide pedestrian master plan**, has analyzed and documented all of the sidewalk and crossing-spacing gaps on Southwest Portland arterial streets, and recommends an implementation priority for those gaps. Through continual investment, these gaps and deficiencies will methodically be addressed. Where possible, Southwest in Motion projects align with PedPDX needs addressing key pedestrian gaps in a permanent or interim fashion.

- The **Transportation System Plan** is Portland’s 20 year plan for major transportation investments in Portland. Some TSP projects are included in the Southwest in Motion projects list, often appearing as refined or reduced-cost versions of the full-cost major project. Southwest in Motion projects are designed to be compatible with the full investment as funding becomes available.

While these two major citywide system plans detailed above provide a long-term road map for public investments, Southwest in Motion recommends a short term to do list.
The community role in Southwest in Motion

There is limited direct funding to implement the Southwest in Motion project list, and continued community advocacy will be required to see these recommendations fully implemented. This plan gives community members the data and information necessary to advocate effectively for individual projects.

How this plan can be used:

NEIGHBORHOOD ADVOCATES:

Southwest in Motion memorializes years of hard work and advocacy by Southwest Portlanders who recognize the urgent need for improved walking and biking conditions in their community. This plan provides advocates a collection of recommended projects, potential new roadway enhancement program areas and policies all focused on improving active transportation options in Southwest Portland. In this plan and the accompanying appendix, advocates will be able to locate initially scoped projects in their neighborhood and find and share accessible information about these projects to build awareness with neighbors and other interested parties in their community.

PORTLAND BUREAU OF TRANSPORTATION

The breadth of projects identified in Southwest in Motion provides PBOT planners and project managers an invaluable resource to strategically seek funding sources for implementation as opportunities become available. As each of these projects are grounded in a public participation process and reflect an initial design concept, the bureau is able to move forward more efficiently when funding is available. Additionally, the interim and innovative roadway treatments recommended in Southwest in Motion provide a toolkit of lower-cost, context-sensitive treatments that can make limited resources stretch further than would be the case with more traditional designs.
The Future of Southwest

Southwest Portland deserves a great transportation future. What could that future look like if fully realized?

With continued population growth in the City of Portland, Southwest Portlanders can play a major role making the City’s vision for a safe and sustainable transportation system a reality. In fact, today’s transportation trends suggest we are in the midst of a major transformation of how people meet their mobility needs in Southwest Portland.

Recent trends suggest that more and more people in Southwest Portland are choosing to get out of their cars and walk, bike, roll, or take transit instead. With the potential for major transportation investments on the horizon, what would it look like for Southwest Portland to be a place where every resident had a wide range of transportation options?

*Southwest in Motion* plays a foundational role in strengthening the active transportation network in Southwest Portland. The following pages illustrate a possible future for transportation in Southwest Portland.

**VISION STATEMENT FOR THE PORTLAND BUREAU OF TRANSPORTATION**

The Portland Bureau of Transportation envisions a safe and reliable transportation system that acts as a catalyst for a prosperous Portland defined by its high quality of life, enriched and connected community, and low-carbon impact.

To achieve this future, we need to invest in a built environment that makes walking, biking, and using transit the simplest, most efficient, and easiest decision for people traveling in and through Southwest Portland.
Over the past decade, the share of Southwest Portlanders meeting their mobility needs without using an automobile has grown tremendously, promising an exciting new trend for the future.

Southwest Portlanders already play an important role in helping to manage growth by choosing to walk, bike, take transit or work from home. Since 2010, non-automobile trips in Southwest have kept congestion at bay. Of roughly 3,400 new work trips added in that time, almost all of them have been absorbed through increases in active transportation and working from home. Driving in Southwest has plateaued, and the other travel options have picked up the slack.

The City of Portland’s Transportation System Plan sets an ambitious target of 70% of city-wide commute trips being made without using a vehicle by the year 2035. But what could this look like in Southwest Portland? The graphic below situates Southwest in Motion within a possible future where major innovations and investments in transportation allow Southwest Portlanders to continue to choose alternative modes of transportation to help the City of Portland meet its ambitious mobility targets and goals.

2000-2017: A remarkable shift in transportation habits emerged in Southwest Portland. Despite adding over 3,000 new commuters during this time period, the number of people commuting using an automobile remained largely static. All new trips added are absorbed by the substantial increases in people walking, biking, riding transit and working from home.

2019-2026: Southwest in Motion Tier 1 Projects Implementation.

2019-2026: Southwest in Motion Tier 1 Projects Implementation.

2021: Major innovations in electric micro-mobility technologies allows for wide-spread adoption. These new e-bikes and other mobility devices allow a greater share of Southwest Portlanders to overcome barriers such as hilly terrain and longer distances.

2028-2035: Continued and strategic investment in housing & development focused on SW Corridor station areas and the established Comprehensive Plan centers makes active travel the safest, most convenient, and most reliable transportation choice for a growing Southwest Portland.

2027: SW Corridor MAX opens, connecting Southwest Portland to a regional high-capacity light rail transit network. Alongside Station area improvements make it easy for people to walk and bike to the new light rail stations, a new major investment in family friendly bicycling infrastructure along SW Barbur Blvd give residents a low-stress biking and micro-mobility option into the Central City.
Big changes are on the horizon for Southwest Portland.

The population of Southwest Portland is expected to continue to grow over the next twenty years. In order to absorb this growth in a way that allows for a range of realistic transportation options, much of this growth will need to be carefully targeted towards existing town and neighborhood centers in Southwest Portland.

The Southwest Corridor Light Rail Project would be a transformational investment that could re-imagine how people move within and through Southwest. The historic urban fabric of Southwest Portland formed within walking distance around the stops of the historic Oregon Electric Railway. Although rail service on this line has long since ceased, vestiges of this development pattern of walkable station areas survives today. With Southwest Corridor Light Rail, development around future MAX stations would echo these historical patterns and help organize and absorb new growth into a walking and biking friendly station areas. Major bicycle and pedestrian investments along a transformed Barbur Blvd serve as a world class connection linking Southwest neighbors to jobs, services, and entertainment in the Central City.

As part of planning for the Southwest Corridor Light Rail Project, Metro and local jurisdictions identified a series of “station access improvement options” designed to improve access to planned transit stations*. Most of the station access improvement options are included in the Southwest in Motion project list in some form. Implementation of these connections will help maximize the ridership on the new transit line.

Building for the Future

The purpose of this section is not to predict or presume a defined future, but rather paint a picture of what could be possible in Southwest Portland. Much is unknown and uncertain, but a safer, more efficient, and more sustainable transportation future for Southwest Portland is possible. By establishing a foundational active transportation network, Southwest in Motion charts a course for a future Southwest Portland where residents have a range of safe, comfortable, and reliable transportation choices.

*Metro. 2018. SW Corridor Light Rail Project Appendix A: Detailed Maps and Descriptions of Light Rail Alternatives.
Existing Conditions

Southwest began development as a district of transit-oriented walkable neighborhood centers, but years of auto-oriented street and land use development have grown the area into an auto-dependent place where walking and biking facilities are disconnected or non-present.

Study Area

The Southwest In Motion study area is defined by the Southwest Neighborhoods, Inc (SWNI) neighborhood coalition boundaries. The study area includes 18 formal neighborhood associations in their entirety, portions of two overlapping northwest district neighborhoods, and two large natural/open space areas non affiliated with any specific neighborhood association. This geography includes the majority of all areas of Southwest Portland, excluding Central City neighborhoods* and neighborhoods north of Forest Park.

Southwest Portland is unique among other areas within the City of Portland. The dispersed development pattern, hilly terrain, and natural geographic features of this area set it apart from other neighborhoods. These defining characteristics present unique challenges for people walking, biking or accessing transit. With these considerations in mind, Southwest in Motion utilizes an opportunistic and creative approach to project and policy implementation to expand transportation options in this part of Portland.

* Central City neighborhoods are included in the Central City in Motion plan, available at https://www.portlandoregon.gov/transportation/71158
The foundational patterns of development of what is today known as Southwest Portland formed as walkable communities clustered near station areas of the Oregon Electric Railway. These historical patterns laid the foundation for contemporary town centers in Hillsdale and Macadam. However, with the rise of automobility in the mid-twentieth century, increased suburban development enveloped this prior urban fabric into a low-density, automobile dependent urban form.

Beginning in the post-war era, the City of Portland expanded by annexing unincorporated land from Multnomah County in what is today known as Southwest Portland. Much of the annexed area had already seen significant level of residential and commercial development prior to annexation. Multnomah County did not require that sidewalks or bike facilities be constructed when new development occurred. As a result, many of these annexed areas were built with unimproved or under improved streets. While the City of Portland has slowly built new sidewalks on key arterial corridors, the pace of construction has done little to fully address these widespread deficiencies.
Study Area Demographics & Equity Considerations

The Southwest in Motion study area is home to roughly one in eight Portlanders and has a population of just over 76,000 people.

As compared to the City of Portland as a whole, the residents of the study area have higher median household incomes and are less racially diverse. These key demographic statistics are especially relevant to this plan as the Portland Bureau of Transportation Equity Matrix places a large emphasis on race and income data at the census tract level to guide its equity-focused investment strategy. While the Equity Matrix is an invaluable tool to guide investments at the citywide level, the larger geographic framework can miss smaller pockets of equity priority groups present in Southwest Portland.

The averaging effects of census tract data can obscure the reality of who lives in Southwest Portland and who we are serving with our investments. The SW Corridor Equity and Housing Needs Assessment*, focused on the area around SW Barbur Blvd, provides a more nuanced understanding of the communities in Southwest Portland. In the SW Corridor walkshed area:

- Communities of color make up 21 percent of the population and is increasing 2.5 percent per year between 2000 and 2015,

- There are over 8,300 renters and 4,400 low-income homeowners who make less than 80% of the median family income (MFI). Over 70 percent of these households are paying more than 30 percent of their income on housing

- Of the 3,000 projected new households moving into the corridor over the next ten years, 75 percent are estimated be lower-income households.

These data reveal a complexity to who lives in Southwest Portland and shows us that this area has more diversity and need than our high-level planning tools may indicate.

As Southwest in Motion focuses on how to guide investments within Southwest, this plan utilizes a refined, more granular look at equity indicators. This approach is explained in more detail in Chapter 4: Project List Development.

*SBS. 2018. Appendix 1 - SW Corridor Equity and Housing Needs Assessment.

<table>
<thead>
<tr>
<th>Attribute</th>
<th>Study Area</th>
<th>City of Portland</th>
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<tbody>
<tr>
<td>Total Population</td>
<td>76,075</td>
<td>627,885</td>
</tr>
<tr>
<td>Percent Person of Color</td>
<td>15.0%</td>
<td>26.9%</td>
</tr>
<tr>
<td>Median Household Income</td>
<td>$89,578</td>
<td>$61,118</td>
</tr>
<tr>
<td>Percent Renters</td>
<td>32.2%</td>
<td>44.3%</td>
</tr>
<tr>
<td>Percent Living in Poverty</td>
<td>9.6%</td>
<td>17.2%</td>
</tr>
<tr>
<td>Percent 17 and Under</td>
<td>18.2%</td>
<td>17.5%</td>
</tr>
<tr>
<td>Percent 65 and Older</td>
<td>13.8%</td>
<td>11.4%</td>
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Walkways
Southwest Portland has major gaps and deficiencies in walking infrastructure. While some neighborhoods such as South Portland have a largely complete network of traditional sidewalks, the vast majority of Southwest Portland streets contain no dedicated pedestrian infrastructure.

In the Southwest in Motion study area, over 65% of arterial and collector streets lack sidewalk coverage. Busy traffic conditions on these streets make traveling on foot stressful and unsafe. Without connected sidewalks and walkways, community members use a network of formal and informal routes. This supplemental pedestrian network fills major gaps in the otherwise sparse pedestrian network. This network consists of paved and gravel shoulders, stairs, and informal trail connections.

### SIDEWALK COVERAGE BY NEIGHBORHOOD COALITION

<table>
<thead>
<tr>
<th>Neighborhood Coalition</th>
<th>% of All Streets Sidewalk Coverage</th>
<th>% of Arterial Sidewalk Coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwest Neighborhoods Inc. (SWNI)</td>
<td>25.3%</td>
<td>33.9%</td>
</tr>
<tr>
<td>East Portland Neighborhood Office (EPNO)</td>
<td>52.1%</td>
<td>60.2%</td>
</tr>
<tr>
<td>Neighbors West/Northwest (NWNW)</td>
<td>60.3%</td>
<td>67.5%</td>
</tr>
<tr>
<td>Central Neighbors Northeast (CNN)</td>
<td>61.8%</td>
<td>71.4%</td>
</tr>
<tr>
<td>North Portland Neighborhood Services (NPNS)</td>
<td>74.7%</td>
<td>68.6%</td>
</tr>
<tr>
<td>Southeast Uplift (SEUL)</td>
<td>77.9%</td>
<td>89.6%</td>
</tr>
<tr>
<td>Northeast Coalition of Neighborhoods (NECN)</td>
<td>87.8%</td>
<td>87.5%</td>
</tr>
</tbody>
</table>


Bikeways
There are over 30 miles of bike facilities in Southwest Portland. These tend to follow major roads and are unevenly distributed throughout this section of the city. The existing bike network offers connections to major employment and commercial areas, but also relies heavily on striped bike lanes on major collector and arterial streets. This overlap between the bike network and the area’s busiest streets translate to stressful riding conditions.

Large swaths of Southwest Portland contain no bicycling infrastructure at all. Major gaps in the network and missing infrastructure make biking a high-stress experience that can present a barrier to less experienced or more risk adverse riders. Further, Southwest Portland has a limited network of neighborhood greenways. These intentionally calm, low-stress streets are great places to ride and can provide alternate routes to major traffic streets.
Travel Behavior

Compared to the City as a whole, a smaller share of Southwest Portland residents use active transportation or transit to get to school or work. Over 65% of Southwest Portland residents drive to work alone, compared with 57% citywide.

While the automobile remains the most common method of transportation for many, over the past generation major shifts have occurred in the personal mobility choices of people living in Southwest Portland. The share of people biking has increased dramatically in recent decades, and an increasing number of Southwest have opted to stay in their community and work remotely. Along with notable increases in walking and transit, a functional range of mobility choices have played a major role in absorbing the increasing number of trips taken by a growing population.
There are many adopted policies and projects informing the Southwest in Motion planning process. In addition, there are ongoing projects, policies, and programs that coincide with the Southwest in Motion planning process and objectives. These adopted policies inform and, in some cases, serve as the origin for the projects outlined in this plan. Some of the most important policies and plans affecting Southwest Portland include:

- **Pedestrian Master Plan (1998)**
  The Pedestrian Master Plan established a 20-year framework for improvements and investments to enhance the pedestrian environment and increase opportunities to choose walking as a mode of transportation. This plan laid the groundwork for filling gaps in the Southwest pedestrian network and is in the process of being updated with PedPDX.

- **Southwest Urban Trails Plan (2000)**
  In 1996, a group of neighbors convened to help address a need for safe and convenient walking routes in Southwest Portland. This effort led to a collaborative effort between neighbors and the City of Portland to recognize the value of priority trail routes.

- **Climate Action Plan (2009)**
  The Climate Action Plan identifies objectives and actions to put Portland on a path to reduce carbon emissions by 80 percent of 1990 levels by 2050. Specifically outlined in this plan are goals to reduce automobile dependency and increase walking and biking mode-splits.

- **Portland Bicycle Plan for 2030 (2010)**
  The 2030 Bike Plan identifies a comprehensive bicycle network for the entire City of Portland. Recognizing the unique context of both East and Southwest Portland, the plan calls for community-driven context-specific implementation plans for each ‘quadrant’. This plan also pointed out the need for, “[f]unding and developing a Southwest Portland Bicycle Infrastructure Implementation Action Plan” that helped prioritize funding for Southwest in Motion.

- **Barbur Concept Plan (2010)**
  The Barbur Concept Plan set forth a strategy and vision to achieve community aspirations for a more walkable, vibrant Barbur Boulevard and guide transformation to a Civic Corridor that is a destination for people to live, work, play and learn.

- **East Portland in Motion (2012)**
  East Portland in Motion (EPIM) was the first near-term, quadrant specific, community driven implementation plan for active transportation investments. EPIM served as a catalyst for future implementation plans, including Southwest in Motion.

- **Tryon-Stephens Headwaters Neighborhood Street Plan (2015)**
  The Tryon-Stephens plan is the first collaboration between PBOT and BES at the neighborhood scale. The recommendations lays the foundation for cross-bureau collaboration and for creative thinking about street and stormwater infrastructure.
Local Transportation Infrastructure Charge (LTIC) (2016)
This program places a charge on new infill development occurring on streets within single-dwelling residential zones. The LTIC provides a more predictable and simple option for developers to meet their obligations.

Fixing Our Streets (2016)
This program uses revenue from Measure 26-173 and the Heavy Vehicle Use Tax to generate money for investing in street improvements and safety project across the entire city. Fixing Our Streets helps PBOT expand preventative street maintenance that saves money and prevents potholes. It will also support investments that make it safer for children to walk to school. Investments through this program include sidewalks, traffic signals, street lights, and bike lanes.

This action plan takes an equitable and data-driven approach to eliminate deaths and serious injuries on Portland’s streets by 2025. Streets on the Motor Vehicle High Crash Network in Southwest include SW Barbur Blvd and SW Beaverton-Hillsdale Hwy. Streets on the Bicycle High Crash Network include SW Terwilliger Blvd and SW Capitol Hwy. There are no streets in Southwest on the Pedestrian High Crash Network, but safety is intertwined as a core mission of PBOT and uses a data-driven approach lends itself to improving pedestrian safety in Southwest.

Comprehensive and Transportation System Plan (2016-2018)
City Council adopts the 2035 Comprehensive Plan and Transportation System Plan and sets ambitious targets to increase and prioritize walking, biking, and transit trips throughout the City of Portland.

Safe Routes to School (2018)
Safe Routes to School (SRTS) is a partnership between the City of Portland, schools, neighborhoods, community organizations and agencies that advocate for and implement programs that make walking and biking around our neighborhoods and schools fun, easy, safe and healthy for all students and families while reducing congestion around schools. The most recent project list adopted by City Council will bring walkway and crossing projects to Southwest in the next three years.

PedPDX, Portland’s Citywide Pedestrian Plan (2019)
PedPDX is Portland’s citywide pedestrian plan. It prioritizes sidewalk and crossing improvements and other investments to make walking safer and more comfortable across the city. The plan identifies key strategies and tools to help make Portland a great walking city for everyone. Community priorities from PedPDX were paired with those from Southwest in Motion to prioritize projects.

Southwest Corridor Plan (Ongoing)
Plans for a new 12-mile MAX line from downtown Portland to Tualatin. This proposal identifies roadway, bicycle, and pedestrian projects to help people get to transit, as well as a strategy to promote equitable development in the corridor when light rail is constructed. As part of the planning, Metro proposes a series of unfunded station access improvement projects to maximize bicycle and pedestrian access to the new station areas.
Public Involvement

By involving neighbors in Southwest in Motion, the project team incorporated previous work, identified community support, and refined project needs to design a plan that’s context-specific.

Public Involvement Summary

PBOT used multiple strategies to reach both established neighborhood voices and under-represented community members. Some important components of the public involvement process included:

- **Building upon previous planning efforts** and respecting past public involvement work. The foundational policies and projects for Southwest in Motion have been before City Council and included important community engagement efforts worth recognizing.

- **Assembling a Stakeholder Working Group** that met 11 times during the planning process. This group advised the project team and served as a sounding board for reviewing and reflecting on project recommendations.

- **Gathering feedback using online mapping tools.** Using online tools allowed community members to map their active transportation needs, express support for projects, and submit their priorities. It also allowed the project team to expand and verify the list of planned projects with respect for community needs and desires.

- **Facilitating community focus groups** to connect staff with diverse voices and to better understand community priorities regarding public investment.

- **Consulting with advisory committees** and utilizing their professional knowledge. Groups consulted for Southwest in Motion included the Portland Committee on Disability (PCOD), Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), and the Southwest Neighborhood, Inc. Transportation Committee.

- **Hosting an in-person and online open house** event to share the draft project list and recommendations with the public and receive feedback from community members.
Stakeholder Working Group

To build strong ties with community groups, PBOT invited neighborhood associations to participate as members of the Stakeholder Working Group. This group included representatives from many neighborhood associations within Southwest Neighborhoods, Inc (SWNI) neighborhood coalition. Members of the Stakeholder Working Group participated in regular meetings, attended and supported public engagement activities, and helped to think critically about the systems and networks at play in Southwest.

Early in the planning process the Stakeholder Working Group provided feedback on criteria and measures used to prioritize the project candidates. At the first meeting the Stakeholder Working Group was asked to finish the sentence, “The best, first projects are ones that (fill in the blank).” The results from this activity identified a list of priorities that were then ranked through different forms of outreach.

To support a broad outreach effort, staff invited Stakeholder Working Group members and community members to help populate a list of stakeholder groups to include as part of the engagement process. Using these suggestions the project team reached out and held focus groups with some of the people and organizations that aren’t always included in City planning processes.

Throughout the project, the Stakeholder Working Group provided oversight and consulted the project team through multiple iterations of the project list. Their localized knowledge helped fine-tune projects, and provided staff with a greater level of familiarity with area and their neighborhood needs and interests.
Focus Groups & Online Engagement

In the early stages of the project staff gathered feedback on prioritization criteria and project candidates using a combination of public outreach methods. Marketing for this phase of the project involved an editorial article (SW News), printed and Facebook advertising, a news story on KATU, outreach at OHSU, and targeted mailings. Public involvement for this phase reached over 1,300 people. Key public involvement methods included:

Citywide Advisory Groups
Presentations to advisory bodies early in the process helped understand citywide interests and set project evaluation criteria.

- Portland Commission on Disability (01.12.18)
- Bicycle Advisory Committee (03.13.18)
- Pedestrian Advisory Committee (03.20.18)

Community Focus Groups
Community focus groups let staff connect on a deeper level with community organizations, individuals, and stakeholders.

- SWNI Transportation Committee (01.17.18)
- Kesser Israel (01.30.18)
- Markham Elementary School Somali Family Meeting “Sharing with Shawn” (02.16.18)
- OHSU Campus Outreach (02.20.18)
- SW Trails (02.22.18)
- PCC International Student Focus Group (02.26.18)
- Stephens Creek Crossing (03.15.18)
- Terwilliger Plaza Retirement Community (03.24.18)

Online Mapping and Survey Tool,
Used by over 1,000 people, the online mapping tool provided a broad snapshot of community priorities and needs across Southwest Portland.

PUBLIC INVOLVEMENT AND IDENTIFICATION OF TOP COMMUNITY PRIORITIES

Community focus groups and online surveys asked Southwest Portland residents about what priorities we should emphasize when selecting projects for implementation.

The resulting tally showed shared interests related to Connectivity and Filling Gaps, Safety, Equity, and Future Use.
Southwest in Motion Open House

PBOT hosted a public open house for Southwest Portlanders to learn more about the Southwest in Motion plan and draft projects recommendations. The in-person Open House was held at Jackson Middle School on November 29, 2018. An online version of the Open House ran throughout much of December to allow for additional input from community members.

The Open House shared background information on the Southwest in Motion plan, discussed the facilities types recommended by the plan, presented a draft project list for walking and biking projects, shared major project priorities for future study, and provided information about other upcoming transportation projects in Southwest Portland.

The vast majority of event participants approved of the recommended list of projects and categorization tiers. However, some folks recommended further study, refinement, or categorization on a small number of projects. PBOT staff considered and incorporated these ideas into the final Southwest in Motion project list and plan.

How people participated:

- 133 In-Person Open House
- 155 Online Open House

95% of respondents live in SW Portland.
 Project List Development

The needs in Southwest Portland are so great, and the costs are so high, PBOT’s implementation strategy looks for opportunities to meet multiple goals when identifying our priority project list. The result is from a data-driven analysis informed and refined by community engagement.

Project identification and selection
Southwest in Motion is built upon the plans that came before it and is designed to conform to the recommendations and framework of the Transportation System Plan, a part of the 2035 Comprehensive Plan. Staff followed a multi-step process to identify the project list.

1. Project List Synthesis
Staff documented and encoded active transportation projects identified in previous planning efforts. Online and in person public engagement augmented this list of needs.

2. Project and Network Prioritization
Staff worked with the Stakeholder Working Group to identify core evaluation criteria and the supporting data used to evaluate the projects. The result identified the top priority projects and street segments.

3. Partnership Opportunity Assessment
Staff collaborated with colleagues from other agencies to identify shared interests that could take advantage of opportunities, maximize the usefulness of a project, and reduce the costs of implementation.

4. Funding Opportunity Assessment
Staff revised or refined projects for compatibility with new and ongoing funding sources. In particular, staff identified lower-cost projects suitable for interim implementation or quick build funding.

Throughout: Refinement and Community Involvement
Staff shared the resulting list with the Stakeholder Working Group throughout the process, to hear feedback and verify the results of the evaluation criteria. Staff shared materials for public feedback.

RELATIONSHIP TO PEDPDX
PedPDX is Portland’s Citywide Pedestrian Master Plan. It prioritizes sidewalk gaps and crossing improvements, along with other investments to make walking safer and more comfortable across the city. The plan identifies the key strategies and tools we will use to make Portland a great walking city for everyone.

Southwest in Motion is an implementing plan for both PedPDX and the Bicycle Plan for 2030. It identifies short-term, neighborhood-scale actions designed to advance these citywide plans. Key developments from PedPDX informed the Southwest in Motion work:

Pedestrian Functional Classification
PedPDX proposed a new framework for classifying Portland streets. These classifications were used to support Southwest in Motion project prioritization.

Alternative Pedestrian Walkways
PedPDX formalized a new set of tools to encourage lower-cost walkway implementation using shared streets and safer shoulders. These tools are used in Southwest in Motion where appropriate and feasible as a cost-savings measure.

PedPDX Prioritization
PedPDX prioritized all sidewalk and crossing gaps on arterial and collector streets across Southwest and the City. These priorities reinforces those in Southwest in Motion. Shared priorities have more funding opportunities.
The stakeholder working group and public surveys informed the selection of four prioritization criteria to guide the recommended network and project list.

**Safety: Our projects should improve safety on our most dangerous streets. The safety criteria identify those streets with a documented safety concern.**

**Technical Measures:** This criteria includes streets on the Portland Vision Zero High Crash Network, Streets with a recorded crash history, and streets identified by agencies as hazardous or dangerous links on our walking and biking network.

In Southwest Portland, many streets lack a crash history because conditions are so hostile, few people walk or bike. These streets may not show a notable crash history due to low usage levels, but are still safety concerns for the community and were included in the analysis.

**Future Use: Our projects should serve areas with high concentrations of homes, destinations, and activities. The demand criteria identifies those areas and streets likely to see higher usage levels in the future if a facility is provided.**

**Technical Measures:** The Bureau of Planning and Sustainability (BPS) “complete neighborhood” analysis identifies areas with high levels of potential use. Completeness takes into consideration the proximity to various amenities, such as grocery stores, parks and recreation facilities, commercial services, elementary schools, pedestrian and bicycle infrastructure, and transit. Inspired by the idea of a 20- minute neighborhood, this measure measures completeness by the accessibility of amenities within a mile or less of homes.
Equity: Our projects should serve areas where there are under-served populations, using PBOT’s Equity Matrix as a basis for analysis.

Technical Measures: The bureau’s Equity Matrix calculates areas with high concentrations of nonwhite populations and low-income populations.

The Stakeholder Working Group encouraged staff to consider additional measures to refine this criteria for use in Southwest Portland. The project’s analysis also included proportion of renters, people with ambulatory or vision disabilities, and apportioned the results within the small-scale concentrations of population density within each census tract.

Connectivity: Our project list should support important streets on the regional and city bicycle networks.

Technical Measures: The pedestrian network analysis is a combination of the PedPDX Pedestrian Priority Network and designations from the Regional Active Transportation Plan. Classifications from PedPDX highlight streets that are intended to improve the connectivity of the pedestrian network, fill critical gaps, and improve safety for pedestrians.

The bicycle network analysis is a combination of classifications from the Portland Bicycle Plan for 2030 and Regional Active Transportation plan.

Regional classifications augment the city network to emphasize connectivity into neighboring communities.
Prioritization Results
After analyzing each project against the prioritization measures and combining the individual scores, the results highlighted those projects and streets that had the best potential for meeting our multiple community priorities of Safety, Demand, Equity, and Connectivity.

Conversation with the Stakeholder Working Group helped refined the results and make adjustments to rankings where the analysis didn’t align with community experiences.

These priority projects were concentrated in town center and other high activity areas. When combined with each other and with existing facilities, these projects and street segments formed an interconnected network of priority links designed to connect our town centers and neighborhoods.

Bureau Partnership Opportunities
The City of Portland strives for coordination and cooperation between bureaus. As agencies that work in the public right of way, the Bureau of Transportation and the Bureau of Environmental Services are committed to meeting shared needs and operate efficiently together. Agency planners evaluated the project candidate list against these bureau needs to identify projects with potential shared interests. This step further refined the results of the prioritization to orient our project list toward cost-sharing opportunities. Some projects were refined and adjusted to be more eligible for shared implementation. In some cases, shared interests could identify the preferred route between multiple parallel routes.

Funding Opportunity Assessment
Transportation funding sources are limited to specific uses, project types, and other constraints, and some projects are more eligible for funding than others. In particular, the availability of the new Quick Build Network Completion funding source provides a potential flexible funding source available in the short term. This fund is most appropriate for restriping projects using paint, signs, and delineator posts.

This step further refined the results of the prioritization to promote compatibility with funding sources. Staff refined project descriptions to make projects more eligible for funding, and removed some projects that were unlikely to align with short term funding sources.

Throughout: Community engagement and Project Refinement
Staff worked closely with the community to evaluate the results of the data-driven analysis, resulting priority network, and individual project description. The Stakeholder Working Group helped staff verify the results at multiple steps along the way, and supported efforts to make projects more useful, more connected, and to better serve community needs.
Project Recommendations

Southwest in Motion is building a network of routes to walk and bike, designed to connect our town centers and neighborhood centers with basic walking and biking facilities.

**Project Categories**

Southwest in Motion projects are categorized by the scale and type of project implementation. Project numbering are based on geographic location and do not imply an implementation order, priority or ranking.

- **Bicycle/Pedestrian (BP)**
  Construction Projects:
  Construction projects involved roadway widening, sidewalk construction, and other medium-high cost construction

- **Restriping Projects (RP):**
  Restriping projects are meant to be low-cost, marking-only changes designed to improve conditions for walking and biking.

- **Safer Shoulder (SS) Pilot Projects:**
  Safer shoulder projects provide a shoulder space for walking and biking. These projects are designed to address transportation and stormwater needs in collaboration with the Bureau of Environmental Services.

- **Crossing (C) Projects:**
  Crossing projects create new or enhanced crosswalks and crossings for people walking and biking on the Southwest in Motion network.

**Implementation Priorities**

Top tier projects establish a foundational and connected network for walking and biking. These projects will open up access in new neighborhoods and give more people more ways to get around. Recommended facility types respond to traffic conditions, geographic constraints, and funding opportunities.

Second tier projects expand the network and make new connections to transit investments. Projects on this list include connections to the future light rail, experimental treatments in need of more analysis, or rely upon projects established in the top tier.

**Relationship to the Transportation System Plan**

Southwest in Motion projects are designed to identify lower-cost, short-term implementation opportunities. These projects are not intended to supersede or replace major projects in the Transportation System Plan (TSP). In many cases, Southwest in Motion projects are interim or partial implementation of larger TSP projects designed to incrementally build on our streets. These projects should be implemented to be compatible with associated future TSP projects.
Building the Southwest in Motion
Walking & Biking Network

Building an interconnected network of routes will strengthen connections between neighborhoods and Town Centers and provide improved access to transit. The Southwest in Motion project list recommends build out of this network with basic walking and biking facilities. While these projects will vary in terms of level of separation and complete street features, this network is intended to support incremental upgrade of facilities over time.

Building on a Network Effect

The Southwest in Motion recommendations will lay a solid foundation for the future active transportation network in Southwest. In some cases, the recommended short-term projects are interim or partial implementation of long-term major projects. This groundwork can be built upon, expanded, and enhanced over time to provide a more comfortable experience as funding and opportunities arise. Experiences from other cities show us the dramatic power of the “network effect”, where building interconnected links can enable more walking and biking than the isolated effects of each individual project.
Types of Recommended Facilities

Southwest in Motion expands the toolbox beyond the traditional facility types of sidewalks and bike lanes to embrace alternative pedestrian walkways and innovative bikeway designs as a strategy to build more facilities with less funding. These designs include expanded and protected roadway shoulders, shared streets where pedestrians walk in the roadway, and neighborhood greenways to create calmer conditions on local residential streets. Preliminary cost estimates indicate these facilities may be implemented at a fraction of the cost of traditional sidewalk and bike lane construction.

Facility Types

Southwest in Motion recommend a variety of facility types to implement the walking and biking network. In many cases these facility types are combined together into a unified project on the same street.

• A pedestrian shared street is designed to serve pedestrians, bicyclists, and motor vehicle traffic in a shared low-speed travel area.

• A Safer Shoulder provides a separated place to walk on a roadway, out of the path of moving traffic. This is an emerging treatment and all installations are considered pilot projects.

• Neighborhood Greenways are family-friendly streets that are designed for slow travel speed and low vehicle volumes.

• Bike Lanes provide a clear, exclusive space for people biking on busy streets. This includes protected bike lanes.

• Sidewalk infill projects fill gaps or establish new pedestrian connections by providing a physically separated place to walk along a busy roadway.

Other Project Types

Southwest in Motion recommends one “Enhanced Transit” project to study bus priority features in Hillsdale Town Center.

Southwest in Motion includes additional project types for future consideration including Advisory Shoulders, Collector Traffic Calming and Gravel Street Service. Outside of specific pilot project proposals, the specific application of these tools has yet to be determined. These opportunities are discussed in more depth in Chapter 6: Road Enhancement Opportunities.

Innovating with Caution

Some facilities may be experimental or new to Southwest Portland, and require ongoing study, trials, and learning. These facilities may be subject to additional engineering approval and additional public engagement before funds can be committed for implementation. Residents and working group members encouraged staff to carefully select locations for pilot installations of experimental designs, and to thoughtfully implement these designs with a robust public involvement and education campaign.
A pedestrian shared street is designed to serve pedestrians, bicyclists, and motor vehicle traffic in a shared low-speed travel area.

Why this design treatment?
On very low volume and low speed streets, pedestrians and bicyclists are comfortable using the roadway with the occasional vehicle. No sidewalks are necessary.

Where traffic volumes are too high, traffic pattern changes may be necessary to create and maintain low traffic volumes. Because people will be walking in the roadway with people driving, sufficient street lighting must be installed as a part of pedestrian shared streets.

This treatment works best on streets with:
• very low traffic volumes.
• extra narrow travel area.
• traffic calming for 15mph.
• sufficient sight distance.
• sufficient street lighting.

Where does SOUTHWEST IN MOTION recommend this facility type?
A low-stress walking and biking connection from SW 30th Ave to SW Beaverton-Hillsdale Hwy.

Implement a pedestrian shared street and neighborhood greenway to complete a link in the Red Electric Trail. Use markings, signs, speed humps, and other traffic calming tools to create low-speed pedestrian priority street conditions. Create a clear connection to the Red Electric Trail bridge. Consider the use of volume management tools to maintain low volumes appropriate for shared streets.

Which SOUTHWEST IN MOTION projects include this facility type?

TOP TIER PROJECTS

**BP-15 Bertha Shared Street**
A low-stress walking and biking connection from SW 30th Ave to SW Beaverton-Hillsdale Hwy. This completes one segment of the Red Electric Trail.

**BP-18 Nevada Neighborhood Sidewalks & Greenway**
A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.

**BP-29 Brugger Neighborhood Greenway**
A low-stress walking and biking connection from SW 65th Ave to SW 48th Ave.

SECOND TIER PROJECTS

**BP-04 Hewett Shared Street**
A low-stress walking and biking connection from SW Humphrey Blvd to SW Patton Rd.

**BP-51 Galebrum Safe Routes to School**
A low-stress walking and biking connection from SW Capitol Hwy to Jackson Middle School.

Refer to the plan appendix to view description sheets for each project for a more detailed look at the Southwest in Motion recommendations.
FACILITY TYPES
SAFER SHOULDER

A Safer Shoulder provides a separated place to walk and bike on a roadway, out of the path of moving traffic.

Why this design treatment?
On local streets with traffic calming, a painted-only shoulder may be sufficient to separate people walking from moving traffic. In areas with higher speeds and volumes, a shoulder with physical separation can provide a secure place to walk or bike. In both cases, this can be a cost effective, interim investments can provide a safer, more comfortable place to walk.

On streets with significant slopes, safer shoulders should be provided on the uphill side.

This treatment works best on streets with:
• shoulders that see significant pedestrian demand.
• excess paved space that can be reconfigured.
• the need for shoulder widening as important interim step toward full sidewalk construction.
• adequate street lighting.

Where does SOUTHWEST IN MOTION recommend this facility type?
FEATURED PROJECT: SS-03
Marquam Hill Safer Shoulder

A walkway from SW Fairmount Blvd to SW 11th Ave.

Widen the roadway and construct a safer shoulder walkway/bikeway in the uphill direction to improve safety and separation for all modes. Where possible, delineate separate spaces for people walking and biking. Mark with shared lane markings in the downhill direction. This is an interim treatment until permanent facilities can be provided.

Which SOUTHWEST IN MOTION projects include this facility type?

TOP TIER PROJECTS

BP-05 Patton/Talbot Walkway and Bikeway: A safer walking and biking connection from Hewitt Blvd to Fairmount Blvd.

BP-12 Beaverton-Hillsdale Walkway Infill: A safer walkway from City Limits to SW Capitol Hwy.

BP-14 30th Walkway: A walkway connection from SW Beaverton-Hillsdale Hwy to SW Vermont St.

BP-21 SW Canby Troy Neighborhood Greenway: A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.

BP-40 Boones Ferry Walkway: A walkway connection from SW Orchard Hill Rd to City Limits.

RP-08 Hoot Owl Corner Connections: A walkway on SW Capitol Hwy from Kesser Israel to SW Texas St.

RP-09 Inner Capitol Walkway: A walkway from SW Sunset Blvd to SW Terwilliger Blvd.

RP-10 SW Maplewood Rd Slow Safer Shoulder Pilot: A safer low-stress walking and biking connection from SW 52nd to SW 45th Ave.

RP-11 Multnomah Walkway: A safer walkway and bikeway from SW 45th Ave to SW Capitol Hwy.

RP-19 SW Talbot Advisory Shoulder: An experimental shoulder treatment connecting the Fairmount Blvd loop.

RP-20 Boones Ferry to Tyron: Connector: A protected safer shoulder connection from SW Arnold St to Tryon Creek State Park entrance.

RP-02 Dosch Safer Shoulder: A walkway from SW Patton Rd to SW Beaverton-Hillsdale Hwy.

RP-03 Marquam Hill Safer Shoulder: A walkway from SW Fairmount Blvd to SW 11th Ave.

SECOND TIER PROJECTS

RP-18 SW Cameron Traffic Calming.

BP-06 Lower Fairmount Slow Safer Shoulders Concept

BP-53 SW 35th Safer Shoulder Walkway

BP-55 SW 35th Safer Shoulder Walkway

BP-58 SW 52nd Walkway

RP-21 Patton Protected Shoulder

SS-01 Shattuck Safer Shoulders

SS-04 Vermont Safe Shoulder

Refer to the plan appendix to view description sheets for each project for a more detailed look at the Southwest in Motion recommendations.
FACILITY TYPES

NEIGHBORHOOD GREENWAY

Neighborhood greenways are family-friendly streets that are designed for slow travel speed and low vehicle volumes.

Why this design treatment?
Utilizing a range of traffic calming strategies, Neighborhood greenways expand options for walking and biking by providing a network of streets with low vehicle speeds and volumes, where people driving and biking share the street.

Where traffic volumes are too high, traffic pattern changes may be necessary to create and maintain low traffic volumes, and speed bumps may be necessary to create and maintain low traffic speeds.

This treatment works best on streets with:
- traffic calming for speeds below 20mph.
- low motor vehicle volumes.
- connections to key destinations such as schools, commercial centers, and parks.

Where does SOUTHWEST IN MOTION recommend this facility type?
A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.

Design and implement a neighborhood greenway and pedestrian walkway along SW Canby and SW Troy Street. Neighborhood greenway design elements include a narrowed travel area, speed humps for traffic calming and marking and signing of the neighborhood greenway route.

Which SOUTHWEST IN MOTION projects include this facility type?

**TOP TIER PROJECTS**

**BP-15 Bertha Shared Street**: A low-stress walking and biking connection from SW 30th Ave to SW Beaverton-Hillsdale Hwy. This completes one segment of the Red Electric Trail.

**BP-18 Nevada Neighborhood Sidewalks & Greenway**: A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.

**BP-29 Brugger Neighborhood Greenway**
A low-stress walking and biking connection from SW 65th Ave to SW 48th Ave.

**BP-05 Patton/Talbot Walkway and Bikeway**
A safer walking and biking connection from Hewitt Blvd to Fairmount Blvd.

**BP-21 SW Canby Troy Neighborhood Greenway**
A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.

**BP-25 Dolph Bikeway and Sidewalk**: A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.

**BP-32 Ridge Neighborhood Greenway**
A low-stress biking connection from SW 35th Ave to SW Taylors Ferry Rd. Hwy to Capitol Hill Rd.

**RP-26 Upper Montgomery Neighborhood Greenway Wayfinding**: Navigation markings and wayfinding signs from SW Vista to SW Talbot Rd.

**SECOND TIER PROJECTS**

**BP-01 Lower Montgomery Neighborhood Greenway**

**BP-03 SW 1st Bikeway**

**BP-04 Hewett Shared Street**

**BP-30 50’s Neighborhood Greenway**

**BP-33 50’s Palatine/Primrose Neighborhood Greenway**

**BP-34 Pomona Neighborhood Greenway**

**BP-37 SW 53rd Neighborhood Greenway**

**BP-50 Canby Neighborhood Greenway**

Refer to the plan appendix to view description sheets for each project for a more detailed look at the Southwest in Motion recommendations.
FACILITY TYPES

BICYCLE LANES

Bike Lanes provide a clear, exclusive space for people biking on busy streets. On very busy or very wide streets, protected bike lanes provide a safer and more comfortable experience.

Why this design treatment?
An expanded network of striped bike lanes closes gaps and provides legible routes for people biking along major corridors and to key destinations. Wider bike lanes, buffer striping and physical protection can provide an additional level of comfort for less experienced riders.

Where there is no sidewalk present, pedestrians may walk within the roadway, including within bike lanes.

This treatment works best on streets with:
• moderate-to-high motor vehicle volumes.
• moderate-to-high vehicle speeds, depending on the level of physical separation.
• extra paved roadway space or available roadside space.

*WHERE SPACE IS LIMITED, BICYCLISTS MAY OPERATE IN THE ROADWAY IN THE DOWNHILL DIRECTION.

USE OF BUFFER WHERE POSSIBLE

SPACE FOR BICYCLISTS AWAY FROM MOTOR VEHICLE TRAFFIC

Where does SOUTHWEST IN MOTION recommend this facility type?
Bike Lanes on SW 35th Ave from SW Ridge St to SE Arnold.

Restrripe 35th Ave to provide bike lanes connecting Jackson Middle School to SW Huber St. Implement as buffered or protected bike lanes where possible. This reorganization may remove the center turn lane and/or parking lane.

Which SOUTHWEST IN MOTION Projects include this facility type?

TOP TIER PROJECTS

- **RP-17 SW 35th Ave Bike Lanes**: A bike lane connection from SW Ridge Dr to SW Arnold St. *(funding secured)*
- **RP-07 SW 45th Ave Bike Lanes**: A bike lane connection from SW Pendleton to SW Nevada St. *(funding secured)*
- **BP-02 SW 6th Portal to Central City**: A safer biking connection from SW Broadway to SW College St.
- **BP-08 Terwilliger Bike Lane Gap at Sam Jackson Rd**: Filling a bike lane gap on the approach to Sam Jackson Park Rd
- **BP-09 Campus Accessibility & Safety Improvements**: Walking and biking connection approaching Terwilliger Blvd.
- **BP-14 SW 30th Walkway**: A walkway connection from SW Beaverton-Hillsdale Hwy to SW Vermont St.
- **BP-16 Terwilliger Bike Gap at Near SW Capitol Hwy**: Filling a bike lane gap approaching Capitol Hwy.
- **BP-19 Capitol Hill Sidewalk Infill and Uphill Bike Lane**: A safer connection from Custer Park to SW Barbur Blvd.
- **BP-20 Terwilliger Bike Lane Gap Near SW 7th Ave**: Filling a bike lane gap on Terwilliger Blvd near SW 7th Ave.
- **BP-23 SW 45th Walkway**: A sidewalk and bike lane from SW Multnomah to SW Garden Home Rd.

SECOND TIER PROJECTS

- **BP-03 SW 1st Ave Bikeway**
- **BP-11 Hamilton Sidewalks & Bikeway**
- **BP-27 Spring Garden Bike Lane Gaps**
- **BP-28 Inner Taylors Ferry Sidewalk & Bike Lane Gaps**
- **BP-39 Boones Ferry Rd Bike Lanes**
- **BP-48 Pomona Walkway and Bikeway (II)**
- **BP-31 Outer Taylors Ferry Sidewalk and Bikeway**: A safer connection from SW 49th Ave to SW Capitol Hwy.
- **BP-35 64th/Pomona Sidewalk and Bikeway**: A sidewalk and bike lane connection from SW Barbur Blvd to SW 61st Ave
- **BP-38 Pomona Walkway & Bikeway**: A low-stress walking and biking connection from Capitol Hwy to 35th Ave.
- **BP-42 Garden Home Bikeway Connections**: A sidewalk and bike lane from SW 45th to SW Capitol Hwy.
- **BP-45 Capitol Highway Bikeway Connections**: Safer bike crossings at Capitol Hwy & Bertha Blvd & BH Hwy.
- **RP-01 Park Bridge Connector**: A bikeway connection from SW Park Ave to SW Broadway.
- **RP-02 Terwilliger Trail to 4th Connector**: Biking connection from SW Terwilliger & SW 6th to SW 4th & Broadway.
- **RP-25 Canyon Ct Bike Lane Transition**: A safer bike lane on the eastbound approach to SW Knights Blvd.
- **RP-14 SW 19th Ave Bike Lanes**: A bike lane connection on the approach to Barbur Blvd.
- **BP-49 Taylors Ferry Bike Lane Connection**
- **BP-56 Multnomah Protected Bike Lane**
- **BP-59 Sunset Blvd Bike Lane**
- **RP-12 Bertha Protected Bike Lane**
- **RP-24 Garden Home Uphill Bike Lanes**
- **RP-27 SW 60th/Lesser Bike Lane**

Refer to the plan appendix to view description sheets for each project for a more detailed look at the Southwest in Motion recommendations.
FACILITY TYPES
SIDEWALK INFILL

Sidewalk infill projects fill gaps or establish new pedestrian connections by providing a physically separated place to walk.

Why this design treatment?
There are major gaps in the pedestrian network throughout Southwest Portland. While building sidewalks in many areas can be prohibitively expensive due to topographical or environmental challenges, there are strategic investments that can be made to close gaps and increase the connectivity or people walking. Sidewalk infill provides a familiar, comfortable space for people walking.

This treatment works best on streets with:
• high levels of pedestrian demand.
• small gaps in an otherwise connected corridor.
• favorable topographical and environmental conditions.

Where does SOUTHWEST IN MOTION recommend this facility type?
A sidewalk and bike lane connection from SW 49th Ave to SW Capitol Hwy.

Construct a sidewalk and widen the roadway to provide bicycle lanes on SW Taylors Ferry Rd between SW Capitol Hwy and SW 49th Ave. Retaining walls may be needed to address grades, maintain access to properties and provide necessary width for these improvements.

Which SOUTHWEST IN MOTION projects include this facility type?

**TOP TIER PROJECTS**

- **BP-07 Gibbs Sidewalk**: A sidewalk connection from SW Marquam Hill Rd to SW 11th Ave.
- **BP-09 Campus Accessibility & Safety Improvements**: Walking and biking connection approaching Terwilliger Blvd.
- **BP-12 Beaverton-Hillsdale Walkway Infill**: A safer walkway from City Limits to SW Capitol Hwy.
- **BP-13 Shattuck Sidewalk Gaps**: A sidewalk connection from SW 53rd Ave to SW Boundary St.
- **BP-19 Capitol Hill Sidewalk Infill and Uphill Bike Lane**: A walking connection from Custer Park to SW Barbur Blvd.
- **BP-21 SW Canby Troy Neighborhood Greenway**: A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.
- **BP-22 Garden Home Walkway**: A walking connection from SW 57th Ave to SW 45th Ave.
- **BP-23 SW 45th Walkway**: A sidewalk and bike lane from SW Multnomah to SW Garden Home Rd.
- **BP-24 SW 30th/Hume/31st Sidewalk**: A safer connection from SW 49th Ave to SW Capitol Hwy.
- **BP-31 Outer Taylors Ferry Sidewalk and Bikeway**: A sidewalk and bike lane connection from SW Barbur Blvd to SW 61st Ave.
- **BP-35 64th/Pomona Sidewalk and Bikeway**: A sidewalk and bike lane connection from SW Capitol Hwy to SW 35th Ave.
- **BP-38 Pomona Walkway & Bikeway (I)**: A low-stress walking and biking connection from Capitol Hwy to 35th Ave.
- **BP-41 SW 35th Sidewalk Infill**: Filling sidewalk gaps near SW Huber St.
- **BP-42 Garden Home Bikeway Connections**: A sidewalk and bike lane from SW 45th to SW Capitol Hwy.
- **BP-43 Hamilton Sidewalk Infill**: A sidewalk from SW 48th to SW 45th Ave.
- **BP-46 Capitol Hill Sidewalk Connection**: A sidewalk from SW 21st Ave to Raz-Baack Crossing.
- **BP-47 Dosch Sidewalk Infill**: A sidewalk connection from SW Flower Terrace to SW Beaverton-Hillsdale Hwy.

**SECOND TIER PROJECTS**

- **BP-11 Hamilton Sidewalks & Bikeway**
- **BP-28 Inner Taylors Ferry Sidewalk & Bike Lane Gaps**
- **BP-37 SW 53rd Neighborhood Greenway**
- **BP-48 Pomona Walkway and Bikeway (II)**
- **BP-51 Galeburn Safe Routes to School**
- **BP-52 Troy St Sidewalk Infill**
- **BP-57 Cheltenham-Westwood Walkway Connection**

Refer to the plan appendix to view description sheets for each project for a more detailed look at the Southwest in Motion recommendations.
TOP TIER PROJECTS

**Active/Upcoming Projects**
*Active and upcoming projects are funded and scheduled for construction in the near term.*

- A-02  SW Custer Sidewalk Infill
- A-03  SW 24th/25th Ave Sidewalk and Bike Lane
- A-04  SW 26th Ave Sidewalk and Bike Lane
- A-05  SW Capitol Hwy Complete Street
- A-06  SW Capitol Hwy Reorganization: Huber to Kerr
- A-01  Red Electric Trail Bridge
- A-07  SW Stephenson Walkway Infill

**Construction Projects**
*Construction projects involved roadway widening, sidewalk construction, and other medium-high cost construction.*

- BP-02  6th Portal to Central City
- BP-05  Patton/Talbot Sidewalk/Bikeway
- BP-07  Gibbs Sidewalk
- BP-08  Terwilliger Gaps 01
- BP-09  Campus Accessibility and Safety Improvements
- BP-10  Whitaker Trail Enhancements
- BP-12  Beaverton-Hillsdale Walkway Infill
- BP-13  Shattuck Sidewalk Gaps
- BP-14  30th Safer Shoulder Walkway
- BP-15  Bertha Blvd Shared Street and Neighborhood Greenway
- BP-16  Terwilliger Bike Lane Gap Approaching Capitol Hwy
- BP-17  SW Canby/Troy Neighborhood Greenway
- BP-18  Nevada Neighborhood Sidewalks and Greenway
- BP-19  Capitol Hill Sidewalk Infill
- BP-20  Terwilliger Bike Lane Gap Near SW 7th Ave
- BP-21  SW Canby/Troy Neighborhood Greenway
- BP-22  Garden Home Safer Shoulder Walkway
- BP-23  SW 45th Walkway
- BP-25  Dolph Bikeway and Sidewalk
- BP-29  Brugger Neighborhood Greenway
- BP-31  Outer Taylors Ferry Sidewalk and Bikeway
- BP-32  Ridge Neighborhood Greenway
- BP-35  64th/Pomona Sidewalk and Bikeway
- BP-38  Pomona Walkway and Bikeway
- BP-40  Boones Ferry Safer Shoulder Walkway
- BP-41  35th Sidewalk Infill
- BP-42  Garden Home Sidewalk Infill
- BP-43  Hamilton Sidewalk Infill
- BP-44  25th Connector
- BP-45  Capitol Hwy Bikeway Connections
- BP-46  Capitol Hill Safer Shoulder Walkway
- BP-47  Dosch Sidewalk Infill

**Restriping Projects**
*Restriping projects are meant to be low-cost, marking-only changes designed to improve conditions for walking and biking.*

- RP-01  Park Bridge Connector
- RP-02  Terwilliger Trail to 4th Connector
- RP-03  Condor Connection
- RP-05  Virginia to Laview Connector
- RP-07  45th Bike Lanes
- RP-08  Hoot Owl Corner Connections
- RP-09  Inner Capitol Walkway
- RP-10  SW Maplewood Road Slow Safer Shoulder Pilot
- RP-11  Multnomah Walkway
- RP-14  SW 19th Bike Lanes
- RP-17  SW 35th Protected Bike Lanes
- RP-18  SW Cameron/45th Advisory Shoulders Pilot
- RP-19  SW Talbot Advisory Shoulders Pilot
- RP-20  Boones Ferry to Tryon Connector
- RP-25  Canyon Ct Bike Lane Safety Enhancements
- RP-26  Upper Montgomery Greenway Wayfinding

**Safer Shoulder Projects**
*Safer shoulder projects provide a shoulder space for walking and biking. These shoulders should have physical protection where possible.*

- SS-02  Dosch Safer Shoulder
- SS-03  Marquam Hill Safer Shoulder

**Other Project Types**

- T-01  Capitol Hwy Enhanced Transit

Refer to the plan appendix to view description sheets for each project for a more detailed look at the Southwest in Motion recommendations.
SECOND TIER PROJECTS

Second tier projects are designed to further expand the walking and biking network, building upon top tier projects. Projects on this list include connections to the future light rail, experimental treatments in need of more analysis, or rely upon projects established in the top tier. Categorization into the second tier does not exclude a project from early implementation if funding or other opportunities arise.

Construction Projects
Construction projects involved roadway widening, sidewalk construction, and other medium-high cost construction.

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<thead>
<tr>
<th>Project Code</th>
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<tbody>
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<td>BP-01</td>
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<td>Pomona Walkway and Bikeway</td>
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<td>1st Bikeway</td>
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<td>Taylors Ferry Bike Lane Connection</td>
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<tr>
<td>BP-06</td>
<td>Lower Fairmount Slow Safer Shoulders Concept</td>
<td>BP-51</td>
<td>Galeburn Safe Routes to School</td>
</tr>
<tr>
<td>BP-11</td>
<td>Hamilton Sidewalks and Bikeway</td>
<td>BP-52</td>
<td>Troy St Sidewalk Infill</td>
</tr>
<tr>
<td>BP-24</td>
<td>SW 30th/Hume/31st Sidewalk</td>
<td>BP-53</td>
<td>SW 35th Safer Shoulder Walkway</td>
</tr>
<tr>
<td>BP-27</td>
<td>Spring Garden Bike Lane Gaps</td>
<td>BP-54</td>
<td>Upper Fairmount Dr. Traffic Calming and Safety</td>
</tr>
<tr>
<td>BP-28</td>
<td>Inner Taylors Ferry Sidewalk and Bike Lane</td>
<td>BP-55</td>
<td>Broadway Dr Walkway</td>
</tr>
<tr>
<td>BP-30</td>
<td>50s Neighborhood Greenway</td>
<td>BP-56</td>
<td>Multnomah Protected Bike Lane</td>
</tr>
<tr>
<td>BP-33</td>
<td>Palatine/Primrose Neighborhood Greenway</td>
<td>BP-57</td>
<td>Cheltenham-Westwood Walkway Connection</td>
</tr>
<tr>
<td>BP-34</td>
<td>Pomona Neighborhood Greenway</td>
<td>BP-58</td>
<td>SW 52nd Walkway</td>
</tr>
<tr>
<td>BP-39</td>
<td>Boones Ferry Rd Bike Lanes</td>
<td>BP-59</td>
<td>Sunset Bikeway</td>
</tr>
</tbody>
</table>

Restripping Projects
Restripping projects are meant to be low-cost, marking-only changes designed to improve conditions for walking and biking.

<table>
<thead>
<tr>
<th>Project Code</th>
<th>Project Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>RP-12</td>
<td>Bertha Protected Bike Lane</td>
</tr>
<tr>
<td>RP-18</td>
<td>SW Cameron Traffic Calming</td>
</tr>
<tr>
<td>RP-21</td>
<td>Patton Protected Shoulder</td>
</tr>
<tr>
<td>RP-24</td>
<td>Garden Home Uphill Bike Lanes</td>
</tr>
<tr>
<td>RP-27</td>
<td>60th/Lesser Bike Lane</td>
</tr>
<tr>
<td>RP-28</td>
<td>Capitol Hill Rd Advisory Bike Lane Pilot</td>
</tr>
</tbody>
</table>

Safer Shoulder Projects
Safer shoulder projects provide a shoulder space for walking and biking. These shoulders should have physical protection where possible. These projects are potential opportunities to partner with BES.

<table>
<thead>
<tr>
<th>Project Code</th>
<th>Project Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>SS-01</td>
<td>Shattuck Safer Shoulders</td>
</tr>
<tr>
<td>SS-04</td>
<td>Vermont Safer Shoulder</td>
</tr>
</tbody>
</table>

Refer to the plan appendix to view description sheets for each project for a more detailed look at the Southwest in Motion recommendations.
SOUTHWEST IN MOTION CROSSING ENHANCEMENTS

PBOT wants to make it easier to cross the street at locations across Southwest Portland by enhancing crossing locations with designs appropriate for the traffic conditions.

Active/Upcoming Crossing Projects

These crossing enhancements are slated for construction as a part of ongoing safety programs or as part of delivery of other capital construction projects.

<table>
<thead>
<tr>
<th>Code</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-01</td>
<td>SW Whitaker St at SW Naito</td>
</tr>
<tr>
<td>A-02</td>
<td>SW Naito Pkwy at SW Barbur Blvd</td>
</tr>
<tr>
<td>A-03</td>
<td>SW 47th Ave &amp; SW 47th Dr</td>
</tr>
<tr>
<td>A-04</td>
<td>SW Shattuck at SW Pedestrian Trail</td>
</tr>
<tr>
<td>A-05</td>
<td>SW Beaverton Hillsdale Hwy and 36th Ave</td>
</tr>
<tr>
<td>A-06</td>
<td>SW Capitol Hwy and SW Dickinson St</td>
</tr>
<tr>
<td>A-07</td>
<td>SW Capitol Hwy and SW Pomona St</td>
</tr>
<tr>
<td>A-08</td>
<td>SW Pomona St and 35th Ave</td>
</tr>
<tr>
<td>A-09</td>
<td>SW Stephenson and 35th</td>
</tr>
<tr>
<td>A-10</td>
<td>SW Stephenson St at 31st Ave</td>
</tr>
<tr>
<td>A-11</td>
<td>SW Garden Home Rd and SW Multnomah Blvd</td>
</tr>
</tbody>
</table>

Recommended Crossing Enhancements

The Southwest in Motion plan commits initial funding for crossing enhancements. Additional project engineering will be required to fully assess appropriate design treatments and to finalize project costs. The results of the engineering assessment may impact project feasibility.

<table>
<thead>
<tr>
<th>Code</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-02</td>
<td>SW Arnold at SW Lancaster</td>
</tr>
<tr>
<td>C-03</td>
<td>SW Terwilliger at Westwood Dr</td>
</tr>
<tr>
<td>C-08</td>
<td>SW Capitol Hwy and Idaho St</td>
</tr>
<tr>
<td>C-09</td>
<td>SW 45th Ave and SW Urban Trail #3</td>
</tr>
<tr>
<td>C-10</td>
<td>Bike Transition: SW B-Hillsdale Hwy &amp; Bertha Blvd</td>
</tr>
<tr>
<td>C-11</td>
<td>Bike Transition: SW Terwilliger Blvd and I-5 Ramp</td>
</tr>
<tr>
<td>C-12</td>
<td>SW Vista Ave and Montgomery Dr</td>
</tr>
<tr>
<td>C-14</td>
<td>SW Shattuck Rd at SW Boundary</td>
</tr>
<tr>
<td>C-15</td>
<td>SW 45th at SW Pendleton</td>
</tr>
<tr>
<td>C-16</td>
<td>SW 45th at SW Illinois</td>
</tr>
<tr>
<td>C-17</td>
<td>SW Patton Rd at SW Greenway and SW Talbot Rd</td>
</tr>
<tr>
<td>C-19</td>
<td>SW Garden Home Road at SW 45th</td>
</tr>
<tr>
<td>C-20</td>
<td>SW Capitol Hwy at SW Vermont &amp; 30th</td>
</tr>
<tr>
<td>C-21</td>
<td>SW Terwilliger Blvd at SW 7th</td>
</tr>
<tr>
<td>C-22</td>
<td>SW 30th at SW Bertha Blvd</td>
</tr>
</tbody>
</table>

Additional Crossing Priorities

These projects are proposed for design assessment and construction as funding becomes available.

<table>
<thead>
<tr>
<th>Code</th>
<th>Location Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-18</td>
<td>I-5 NB/Barbur Ramp at SW 60th</td>
</tr>
<tr>
<td>C-23</td>
<td>SW Capitol Hill Rd at SW Bertha Blvd</td>
</tr>
<tr>
<td>C-24</td>
<td>SW Terwilliger at Primrose</td>
</tr>
<tr>
<td>C-25</td>
<td>Marigold Trail crossing of SW 45th Dr</td>
</tr>
<tr>
<td>C-26</td>
<td>SW Taylors Ferry and 62nd Ave</td>
</tr>
<tr>
<td>C-28</td>
<td>SW Terwilliger at SW Chestnut</td>
</tr>
<tr>
<td>C-29</td>
<td>SW Shattuck Rd and Pendleton Ct</td>
</tr>
<tr>
<td>C-30</td>
<td>SW Taylors Ferry Rd and 55th Ave</td>
</tr>
<tr>
<td>C-31</td>
<td>SW Taylors Ferry Rd and 18th Pl</td>
</tr>
<tr>
<td>C-32</td>
<td>SW Beaverton Hillsdale Hwy at SW Shattuck Rd</td>
</tr>
<tr>
<td>C-33</td>
<td>SW Hamilton, just west of SW 45th Ave</td>
</tr>
<tr>
<td>C-34</td>
<td>SW Hamilton at SW 63rd</td>
</tr>
<tr>
<td>C-35</td>
<td>SW Hamilton at SW Selling Ct</td>
</tr>
<tr>
<td>C-36</td>
<td>SW Hamilton at SW 41st Ave</td>
</tr>
<tr>
<td>C-37</td>
<td>SW Terwilliger Blvd at SW Boones Ferry Rd</td>
</tr>
<tr>
<td>C-38</td>
<td>SW Capitol Highway at SW Huber</td>
</tr>
<tr>
<td>C-39</td>
<td>I-5 Off-ramp at SW Taylors Ferry Rd</td>
</tr>
<tr>
<td>C-40</td>
<td>SW Barbur Blvd Highway at SW 64th</td>
</tr>
<tr>
<td>C-42</td>
<td>SW Stephenson at SW 27th Ave/SW 27th Pl</td>
</tr>
<tr>
<td>C-43</td>
<td>SW Garden Home Road at SW 47th</td>
</tr>
<tr>
<td>C-44</td>
<td>SW Garden Home Road at SW Orchard Lane</td>
</tr>
<tr>
<td>C-45</td>
<td>SW Custer at SW Maplewood Rd</td>
</tr>
<tr>
<td>C-47</td>
<td>SW Barbur Blvd at SW Terwilliger Blvd</td>
</tr>
<tr>
<td>C-48</td>
<td>SW Cheltenham St at SW Cheltenham Ct</td>
</tr>
<tr>
<td>C-50</td>
<td>SW Capitol Highway at SW Texas St</td>
</tr>
<tr>
<td>C-51</td>
<td>I-5/Terwilliger off-ramp at SW Terwilliger Blvd</td>
</tr>
<tr>
<td>C-52</td>
<td>SW Capitol Hill Rd at SW Nevada Ct</td>
</tr>
<tr>
<td>C-53</td>
<td>SW 20th at SW Spring Garden</td>
</tr>
<tr>
<td>C-54</td>
<td>SW Taylors Ferry at SW 11th</td>
</tr>
</tbody>
</table>

Refer to the plan appendix to view individual descriptions for a more detailed look at each of the Southwest in Motion funded crossing enhancements.
In addition to the Southwest In Motion project list, there are other opportunities for changes to improve connectivity and safety of our transportation system.

Road enhancement opportunities

Road enhancement opportunities are most applicable on collector roads or moderate volume local roads that serve lower density residential areas, where standard streetscape improvements are unlikely or infeasible in the short term. These road enhancement opportunities are new tools for PBOT and there may not be an existing program for implementation. These opportunities will be advanced through pilot efforts designed to learn how and where to apply these new tools.

Road Enhancement Tools

In addition to the Southwest in Motion project list, there are potential tools available to improve safety on the street system all across Southwest Portland.

- **Safer Shoulder** provides a separated place to walk on a roadway, out of the path of moving traffic. A small number of safer shoulder projects are recommended in the Southwest in Motion project list. Successful installations will allow for more widespread application.

- **Collector Traffic Calming** can reduce illegal speeding on neighborhood collector streets. On streets without sidewalks, this can improve safety for people walking and biking in the roadway.

- **Advisory Shoulders** are an experimental facility which can provide more priority for people walking and bicycling and encourage slower speeds where there isn't room or opportunity to widen roadways.

- **Gravel Street Service** is a new program to maintain an improved gravel surface on unimproved local streets.
ROAD ENHANCEMENT OPPORTUNITY: SAFER SHOULDERS

Safer shoulders are walkable spaces on the edge of the roadway designed to be used by people walking and bicycling.

In many locations safer shoulder construction can be done at a fraction of the cost of full sidewalk construction. This is particularly true on streets where excess pavement can be reallocated to provide more space for walking and biking.

In Southwest Portland these projects are also an opportunity for collaboration with the Bureau of Environmental Services to address unmet stormwater quality and conveyance needs.

Shared interests between bureaus is not a requirement for implementation, and there are other opportunities for safer shoulder walkways beyond those identified on this map.

Next Steps for Implementation
Southwest in Motion recommends continued collaboration and innovation between PBOT and BES to deliver important safety needs in conjunction with stormwater management needs. Innovative tools such as subsurface conveyance, permeable pavement, and boardwalk walkways should be explored as bureaus find solutions that meet shared needs. These opportunities will require further analysis, engagement and advocacy to advance implementation of candidate streets.

The routes on this map show streets where the Bureau of Environmental Services has expressed interest in implementing water quality work on the roadside, and where PBOT has identified sidewalk gaps in our pedestrian network. Street identification on this map does not represent a commitment or timeline for implementation.
ROAD ENHANCEMENT OPPORTUNITY: ADVISORY SHOULDERS

Many streets in Southwest are paved with a narrow roadway surface and are bound by constrained topography. These streets lack facilities for walking and biking and the costs of road widening are prohibitive and limiting. Advisory shoulders (also known as advisory bike lanes) are an experimental road marking design with the potential to improve pedestrian and bicyclist comfort on some constrained roadways.

An Advisory shoulder creates usable space for pedestrians and bicyclists on a roadway that is otherwise too narrow to accommodate separate facilities. The shoulder is delineated by broken white pavement markings. Motorists may only enter the shoulder when no pedestrians or bicyclists are present and must overtake these users with caution due to potential oncoming traffic.

Next Steps for Implementation
PBOT plans to participate in an experimentation and analysis process to conduct pilot project implementation to learn more about where this facility type works best. Southwest Portland has much to gain from successful implementation of advisory shoulders and the inclusion of this design into the PBOT road safety toolbox.

Upon successful pilot installation, PBOT should conduct a citywide analysis of potential streets and contexts appropriate for Advisory shoulder implementation. This study should identify appropriate criteria or mitigation for southwest specific concerns related to sight distance, lighting, and operating speed.

As an emerging treatment, advisory shoulder projects would require additional neighborhood engagement and education prior to implementation.

The routes on this map were identified in the Bike Plan for 2030 as Advisory Bike Lanes or Enhanced Shared Roadways, or were identified as advisory shoulder candidates as a part of Southwest In Motion. Street identification on this map does not represent a commitment or timeline for implementation.
ROAD ENHANCEMENT OPPORTUNITY:
COLLECTOR TRAFFIC CALMING

Neighborhood collector streets are often the only reliable street connection between neighborhoods in Southwest Portland. Many lack sidewalks or other pedestrian facilities which limits mobility and decreases safety.

Collector streets in Southwest Portland often coincide with Emergency Response (ER) Routes. Emergency Response routes may be eligible for the use of speed cushions to reduce illegal speeding, decrease the severity of crashes, and increase the safety and comfort for people walking, biking and driving on the road.

**Speed Cushion Eligibility**

Basic criteria for speed cushion installation on Emergency Response routes:

- Neighborhood Collector classification
- Secondary Emergency Response route
- Prevailing speeds below 40 mph
- Grades below 8%
- Consideration for crests and curves
- No more than two travel lanes (excluding turn lanes, parking lanes, bike lanes)

Major Emergency Response Streets that also have a Neighborhood Collector traffic classification are eligible for speed cushions, subject to the approval of Portland Fire & Rescue.

**Next Steps for Implementation**

Collector traffic calming is a new approach for PBOT and is currently implemented on a case-by-case basis. Collector streets on the Safe Routes to School priority network may be eligible for future Safe Routes to School program funding.

All neighborhood collector traffic calming candidates require additional analysis by PBOT, TriMet and Portland Fire & Rescue to assess project feasibility. **All collector traffic calming would require additional bureau approval, neighborhood engagement and a demonstration of community support.**

![COLLECTOR TRAFFIC CALMING CANDIDATES](image)

Speed cushions support effective emergency response while slowing passenger vehicles and enhancing neighborhood livability and safety.

**Neighborhood Collectors Lacking Sidewalks**

- Major Emergency Response
  (Requires Portland Fire & Rescue approval)
- Secondary Emergency Response
- Secondary Emergency Response (Local Street)
Southwest Portland has around 15 miles of unpaved, unmaintained streets. These streets are not maintained by the city. As a result, there are many streets that are in bad shape with large potholes and ruts.

For many years, community members have asked PBOT and the City of Portland to do something about these streets. Paving these streets is very expensive. We estimate that it costs $6.3 million per mile to pave a gravel street. Finding the funding to pay for paving the gravel and other under-improved streets in Portland is a long-term project.

But that doesn’t mean we can’t do something in the meantime. The Gravel Street Service will improve the condition of gravel streets across the city. Crews will fill in the ruts and potholes and smooth the surface of eligible gravel streets. The result will be smoother streets that will make neighborhood travel and access easier.

Currently property owners who live on gravel streets are responsible for maintaining a portion of the street that is in front of their property to the middle of the street. The Gravel Streets Service does not change this responsibility. PBOT will provide the service once every three years. After we provide the service, property owners will be responsible for the on-going maintenance of the street in front of their property.

**Next Steps for Implementation**

The Gravel Street Service is ongoing and automatic, and no action is necessary for participation. **Southwest Portland is scheduled for gravel street service in 2020-2021.**

Learn more about PBOT’s gravel street service https://www.portlandoregon.gov/transportation/76912
PBOT offers new program areas to support community-led projects, and may advance policies and programs to support walking and biking in Southwest Portland.

Community Partnerships

Collaborating with community partners creates opportunities for more people to shape their city, and to do so in a way that strengthens communities. While the walking and biking projects identified in this plan will designed and built by the City, there are many opportunities for new and improved connections and enhancements to be led by community groups with the City in a support role. Community-initiated projects take advantage of community interest, knowledge, resources, and passion, while providing a useful connection at a fraction of the cost and time of a city-initiated effort.

The new Portland in the Streets program provides an avenue for community participation in shaping the use and function of public streets. Block Parties, public spaces, and street redesigns can be implemented and designed by community members themselves.

The Portland Pathways program Lets communities go farther, creating whole new connections to give people more access to and through their neighborhoods.

These efforts are designed to encourage community organizing, collaboration and implementation of a shared vision for the future of neighborhood streets.

COMMUNITY INVOLVEMENT

Portland benefits when community members are meaningfully involved in planning and investment decisions. No one knows their community as much as the people that live, work and play in the area. Local knowledge should inform and shape the work that needs to be done. Guided by the public involvement goals of the 2035 Comprehensive Plan, PBOT strives to engage with a broad array of stakeholders on projects, including:

- Individual community members;
- Communities of color;
- District coalitions, neighborhood associations, business associations;
- Businesses, unions, employees;
- Community-based, faith-based, artistic and cultural, and interest-based organizations and groups;
- People experiencing disabilities;
- Institutions, governments, and Sovereign tribes
While *Southwest In Motion* does not identify any specific community-led project opportunities, the plan recognizes the vital role community-led efforts have had in shaping the landscape of walking and biking in Southwest Portland. The Portland in the Streets program offers a framework for community members and organizations to change their relationship with their streets and open their minds to new ways using streets for placemaking or for travel.

**Portland in the Streets**

While *Southwest In Motion* does not identify any specific community-led project opportunities, the plan recognizes the vital role community-led efforts have had in shaping the landscape of walking and biking in Southwest Portland. The Portland in the Streets program offers a framework for community members and organizations to change their relationship with their streets and open their minds to new ways using streets for placemaking or for travel.

**Portland in the Streets permit program**

Through the Portland in the Streets permit program, you can activate public spaces (streets, sidewalks, under-utilized spaces) for small and large community gatherings and places. Portland in the Streets encourages people to get creative and re-imagine their streets, parking spaces, plazas, and alleys as places to enjoy and engage the surrounding community.

**Portland in the Streets Project Types**

A variety Portland in the Streets project types are available for community members interested in community-use of public streets and spaces. Program staff are available to work with community members to identify the right project type for their effort. The sample of project types on the following page can be used by neighbors and business to advance development of new walking and biking routes, amenities, and awareness among their community.

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**INTERESTED TO GET STARTED? CONTACT PORTLAND IN THE STREETS TODAY!**

Do you have a project or event that you want to organize and complete in your community? Not sure what type of permit you need? Email portlandinthestreets@portlandoregon.gov, we’ll work with you to get your idea through the permitting process.

Learn more on the Portland in the Streets website at https://www.portlandoregon.gov/transportation/66077


PORTLAND IN THE STREETS PROJECT TYPES

**Street Painting** projects install large-scale paintings right on the road. They can be found at residential intersections and mid-block on quiet residential streets. These projects feature community-designed and implemented paintings with a process that builds relationships between neighbors and increases residents’ ownership of place.

**Pedestrian Plazas** are long-term community placemaking projects within the right-of-way to create open space on underutilized streets, alleys, or other roadways for the public to use and activate. Pedestrian plazas may occur on any street type that is adjacent to or close proximity to a partnering business or organization.

**Creative Crosswalk** projects enhance existing painted crosswalks in your neighborhood with a whimsical, artistic design. These projects give you and your community an opportunity to collaborate on an enduring design for the community to appreciate.

**Spaces to Places** projects turn an underutilized or underdeveloped space of public right-of-way into places where people want to gather and return. Spaces to Places projects beautify, re-purpose, and energize public spaces into socially and culturally important site.

**Street Prototyping** projects are short- or long-term temporary projects that test a new street or intersection design concept. Information and results obtained from such projects inform future design decisions.

**Park(ing) Day!** is a world-wide event held in September designed to gives people the opportunity to re-envision how we use our public on-street parking spaces. These projects are designed to strengthen community connections, and increase awareness about the importance of walkable, livable, and healthy cities.

**Street Seats** projects allows businesses or non-profit organizations to convert on-street parking into other public uses, such as café seating or a mini-park, also called a parklet. The program enhances street vitality and benefits local businesses.

**Play Streets** projects make neighborhood streets available to kids and adults for play, socializing and physical activity on a frequent and recurring basis. Play streets open the right of way for everyone to come and play and are a great way to create a fun active space, especially when recreational areas are scarce.

**Portland Pathways** projects are permitted path connections for walking and biking through otherwise undeveloped or impassable street connections. More information about Portland Pathways is available on the following pages.
Portland Pathways

The Portland Pathways program supports community initiated, built and maintained trail improvements within the public rights-of-way, or within a public pedestrian easement.

Portland Pathways is a PBOT program for community groups to propose walking and biking trails through public easements with the bureau's support. The goal of the program is to provide a streamlined process for transforming resident requests to develop trails citywide.

These trails can support our walking network by formalizing important pedestrian connections, and can support bicycling with off-road cycling pathways.

A Southwest Portland Innovation
Southwest Portland neighbors have led by example for how to construct community-initiated trail connections. The Portland Pathways program has learned from this foundational community effort.

PBOT Values Trails
Portland has several undeveloped rights-of-way across the city that offer opportunities for valuable, community-supported, and currently unmet pedestrian and bicycle connections.

Urban trails are a way to help people reach their destinations while offering low-cost and quick improvements that improve walkability and bikeability across the city.

PBOT recognizes the importance of community-initiated trails through the Portland Pathways program as a way to build community and to collaboratively work between neighbors, non-profits, and PBOT.

PORTLAND PATHWAY PERMITS IN SOUTHWEST PORTLAND

The locations on this map show streets where PBOT has formal permit applications for trail segments. It does not show the many existing community-led informal trail installations.
The program supports the desires of neighbors to build community by improving trails that facilitate connections to nearby destinations. Adjacent property owners, who take maintenance responsibility and have liability until an improvement is made, would be given a voice and have an opportunity to express their support or objection to the trail.

**How do I identify a public right of way?**
- Go to PortlandMaps.com
- Type in the address where the trail ends or begins, OR the cross-streets
- All the areas outlined in white are City right-of-way.

**What kind of trails are perfect for this program?**
The City is looking for community supported trails that:

- Serve as important walking and biking connections to parks, transit, schools, and other destinations
- Are gravel or dirt areas located in underdeveloped low-volume streets, alleyways, and urban pathways.

**Portland Pathway Applications**
As of June 2019, Portland Pathways has received applications for 26 individual trail segments in Southwest Portland. These connections increase options and help make walking a more attractive way to get around.

**GET STARTED ON YOUR OWN PORTLAND PATHWAY!**
Email portlandinthestreets@portlandoregon.gov, we’ll work with you to get your idea through the permitting process.

Visit the program website for more information:
https://www.portlandoregon.gov/transportation/66082

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**CASE STUDY: SW URBAN TRAILS PLAN**
(PBOT, 2000)

A foundational active transportation plan in Southwest Portland, the Southwest Urban Trails Plan’s guiding principle was “where do Southwest neighbors want to walk?”

Born out of community organizing within the Southwest Neighborhoods Inc (SWNI) district coalition, the plan embraced community involvement to guide the identification of 7 numbered trail routes across Southwest.

The Southwest Urban Trails network has been incorporated and refined into PedPDX, the city’s Pedestrian Master Plan and the pedestrian functional classifications of the Transportation System Plan.

The plan embraced community volunteers for plan implementation, and this community-led philosophy continues today.

Most recently, implementation of the Southwest Urban Trails Plan is supported by the Portland Pathways permit for community-uses of the right of way.
Policy Recommendations

Southwest Portland needs more than short-term construction projects to advance a culture of active transportation within the community. Progress on innovative design tools and new efforts at education and communication are an important part of promoting walking and biking.

The following list of policy and programmatic recommendations were developed during the Southwest In Motion planning process to identify short-term project implementation actions but are either outside the scope of this plan or require further analysis to resolve. These recommendations and tasks are intended to provide guidance to the PBOT and related agencies for future study.

**Top priority: don’t miss opportunities**
Regardless of the individual project priorities identified in this plan, PBOT should work to implement the Transportation System Plan and other plans when project opportunities arise. PBOT should prepare itself with appropriate funding to respond productively to development proposals, repaving projects, shared opportunities and partner bureau projects.

- Repaving projects may be opportunities for enhanced road striping and/or reorganizing travel lanes more effectively. Internal coordination can identify shared interests.
- Agency partners doing major work in the Right of Way may be an opportunity to incorporate street enhancements for people walking and biking.
- Property development is required to upgrade lot frontages to meet city standards. Frontage requirements can help fill gap and set community expectations for future development.
Street Design and Innovation

As part of the Streets 2035 right-of-way project, clarify how to reconcile frontage requirements as a part of development review in response to the context of specific streets in Southwest Portland. Redevelopment sites can implement frontage improvements and supplement future capital projects. Technical design challenges due to slope, and lack of stormwater infrastructure may limit the City’s ability to require improvements in Southwest Portland through the development review process.

Identify the collector streets in Southwest Portland which are most severely constrained due to topography, natural features or drainage necessitating a special design beyond what is covered by PBOT’s typical right of way standards. Conduct technical analysis to define the effective width of the right-of-way and establish a feasible street cross-section that can be built as part of either a capital project or required with private development. Document the decision-making process for determining design exceptions on a given street based on its unique constraints.

Perform a citywide pedestrian shared street analysis to identify candidate streets capable of meeting volume and speed criteria for shared streets.
A simple analysis approach can evaluate local streets for retrofit opportunities involving low cost treatments such as edge line striping, markings, speed limit signs and speed humps. Once formalized, these streets may be considered “complete” in their ability to serve pedestrians and would no longer be considered a gap in the pedestrian walkway network.

Perform a citywide advisory bike lane analysis to identify candidate streets and appropriate contexts for advisory bike lane/advisory shoulder implementation.
To support further implementation on southwest streets, this study should identify appropriate criteria or mitigation for southwest specific concerns related to sight distance, lighting, and operating speed.

Explore best practice and research findings related to the role e-bikes can play in our active transportation future. E-bikes may help overcome geographic barriers and compensate for hilly geography. Consider ways this emerging technology can be supported within our infrastructure projects through refined design details, facility width, and user amenities.

Programs

Integrate Southwest in Motion project priorities with PBOT’s new Quick Build project delivery process.
In many cases, small projects can make a big difference to the safety and functionality of our streets. These projects don’t need long-involved planning or public engagement processes, but they do need to be a part of the process for staff focused on delivering small projects.

Develop a traffic calming program that is responsive to neighborhood traffic calming needs and considers collector traffic calming opportunities. Explore establishment of a traffic calming fund that allows for implementation of traffic calming on eligible arterial and collector streets where separated pedestrian and/or bicycles facilities are not available.

Develop the Alternative Street Design TSP Program to work collaboratively with BES on roadside improvements on collector streets lacking sidewalks.
PBOT continues to pilot Safer Shoulders and other treatments and should create a pipeline for broader implementation across the city to apply the lessons learned.

Explore opportunities to bring shared electric micro-mobility options in Southwest Portland.
Southwest should be considered for future service area expansion for fleets of electric bikes and scooters. Explore the potential for encouraging deployment of shared vehicles in Southwest. This expansion/deployment area should be centered around town centers and SW Corridor station areas where these services can be used for last mile connections to transit.
Agency Collaboration

Streamline and strengthen the lines of communication within and between City agencies and other jurisdictions related to Southwest Portland projects.

Multiple city agencies do work in Southwest Portland and it can be challenging for all teams to be aware of the work of the other, and for community members to learn more about upcoming work. This should include coordination between the Bureau of Planning and Sustainability District Liaison, PBOT Capital Project Delivery team, PBOT Safe Routes to School, the Bureau of Environmental Services, and Bureau of Parks & Recreation.

Similar relationship building should be done with jurisdictional partners including Multnomah County, Washington County and the Oregon Department of Transportation.

Continue the strong coordination and collaboration between PBOT and Parks & Recreation to foster trail implementation.

Long-term trail projects require focused attention to coordinate the multiple stakeholders necessary for design, funding and implementation. In Southwest, the Red Electric Trail, 4T trail, Regional trails and local Southwest Trails have been advanced over the years through close coordination. This strong collaboration should continue to build on this work and advance these projects with urgency.

Education

As part of project delivery, education adjacent property owners about the maintenance responsibilities for new sidewalks and street trees. As sidewalks go in, adjacent property owners are responsible for clearing and maintaining the walkway. This is a change from what they may be used to, and PBOT should provide outreach and educational materials to property owners about these new obligations.

Maintenance and operations

Implement the operations and maintenance recommendations of the Bicycle Plan for 2030 and PedPDX:

- Maintain roadway shoulders in areas currently lacking other bicycle and pedestrian facilities.
- Maintain roadside vegetation and drainage facilities such as ditches and swales to forestall hazards for bicyclists and pedestrians.
- Create educational materials to inform property owners of their responsibilities to maintain vegetation and gravel driveways on their property.
- Give priority to streets with bicycle facilities when recovering gravel following snow and ice events.
- Leverage paving projects for pedestrian improvements, including refreshed roadway striping, and new or improved corner curb ramps.

Promotion and Marketing

Promote the great walking routes and opportunities Southwest Portland has today to a citywide audience.

The southwest neighborhoods have a wonderful collection of walking routes, many of which are unknown to even locals. Working with community partners, support community and agency driven outreach campaigns aimed at raising awareness of these routes. This may include community-initiated way-finding, promotion of routes in media, and featuring major trail routes such as a the 4T Trail on citywide communications materials.
CHAPTER 8

Implementation & Monitoring Success

The Southwest in Motion project list is designed to align with existing and future funding sources and implementation opportunities. Future transportation funding is required to make this plan a reality. The prospects for future funding are promising, but uncertain. Details and descriptions for each project is included in Appendix A of this report.

A Blueprint for Future Funding

Southwest in Motion attempts to reconcile the immense need in Southwest Portland with the limited funding opportunities available by embracing interim implementation, alternative designs, and lower-cost tools. By matching these projects with ongoing and future funding sources, PBOT can maximize funding opportunities and streamline investment decision making.

Active Project Implementation

PBOT continues to advance major project implementation in Southwest Portland. Key upcoming projects include:

- Garden Home Rd & Multnomah Blvd Intersection
- Red Electric Trail Bridge
- Capitol Highway Complete Street - Multnomah Village to West Portland
- Capitol Highway Reorganization - Huber to PCC
- SW 26th Ave Bike Lanes and Walkway
- Stephenson Safer Shoulders

These projects expand today’s walking and biking network, and the Southwest in Motion projects will build upon them.

Early Implementation of Southwest in Motion

The Southwest in Motion plan allocates a small amount of Fixing our Streets funds. The scale of this seed funding is limited, and the few projects selected for implementation reflects this limited scale.

Ongoing implementation

All project recommended in this plan are matched with potential eligible funding sources or implementation opportunities. These sources include:

Short term funding sources
These funding sources include ongoing programmatic funding, funds from development charges, and other discretionary funding sources

Agency partnerships
Partnership funding may be available for projects with shared interests between multiple bureaus.

Potential future funding sources
New funding for larger projects, competitive grant opportunities, and expansion of existing funding sources is necessary to complete the plan recommendations, and to implement other major projects within our Transportation System Plan.

Community Advocacy

Continued community advocacy for projects will be instrumental to the success of this plan. The Southwest in Motion project descriptions in Appendix A are designed to provide the critical information necessary for neighborhood advocacy of local priority projects. Effective advocacy with the bureau and with local elected officials will provide continued urgency to addressing the real infrastructure deficiencies of Southwest Portland.
Funding sources available in the short-term

The Portland Bureau of Transportation relies upon a variety of internal and external funding sources to pay for project implementation. These funding sources each come with their own limitations, priorities, and timelines; full plan implementation and a precise timeline for construction will depend on funding availability and grant award success. The sources listed below are citywide funding sources, we’ve identified planning-level estimates of funding eligibility in Southwest Portland.

**Fixing our Streets**
The voter approved work plan for Fixing Our Streets (measure 26-173) includes funding for design and construction of some of the bike lanes and crossing enhancements recommended by the Southwest in Motion plan. This funding source is also implementing recent and ongoing projects in Southwest.

**Dedicated Funding:** $185,000 for bicycle lanes; $550,000 for crossing enhancements.

**Transportation System Development Charges (TSDC)**
Whenever a new building is constructed in Portland, including a home, store, office, etc., the developer pays Transportation System Development Charges (TSDC). The fee covers part of the cost of building transportation facilities to serve development—things like roads, sidewalks and other facilities that get people to where they need to go. Funding is limited to projects included on the TSDC project list and generally pay for only a portion of the full project cost.

**Eligible Funding:** Generally, up to 30% of project costs, only applicable to “TSDC Eligible” projects.

**Local Transportation Improvement Charge (LTIC) Funding**
In Spring 2016, the City adopted the Local Transportation Infrastructure Charge (LTIC), a charge on new infill development occurring on these streets in single-dwelling residential zones.

**Eligible Funding:** Total amount varies upon collection rate. LTIC funds may be spent in the Tryon-Stephens plan area of Southwest.

**Ongoing Quick Build Network Completion funding:**
Three program areas now receive ongoing funding for completing walking and biking transportation links. These programs include Neighborhood Greenways; Bikeway Network Completion; and Pedestrian Network Completion. Ongoing funding can support small-scale restriping projects for new crosswalks, bike lanes, and other minor enhancements. This funding sources is inadequate to cover road-widening or significant sidewalk construction

**Funding Available:** Approximately $200,000 annually.
Agency partners and coordination

Other agency partners often have interests in PBOT projects, and PBOT is obligated to address other bureau requirements. For example, street widening to add bike lanes or sidewalks must also meet requirements of the Portland BES Stormwater Management Manual. Similarly, investments in the stormwater system involve work in the right-of-way that may expand opportunities for transportation access improvements, or require investments in transportation infrastructure to meet regulations such as the Americans with Disabilities Act. Collaboration on projects with shared interests can minimize individual bureau costs and deliver a more complete project.

BES Matching Funds and Collaboration

BES has committed funds for cost-sharing with PBOT on projects to help both bureaus get more from our projects. This includes coordinated right-of-way improvements to address PBOT transportation needs with BES’s stormwater system improvement needs. These project opportunities also include water quality improvements by converting high-priority City maintained roadside ditches to swales to slow, partially detain, and treat stormwater before it reaches streams. Work on the road edge may bring opportunities to enhance a street to improve conditions for people walking and biking.

Potential future funding sources

Future funding sources are uncertain and fluctuate in response to political and economic trends. These funds may be subject to a local or regional vote; federal funding availability; and future legislative commitments.

Potential renewal of local gas tax

Renewal of Portland’s Fixing our Streets measure would continue to fund important maintenance, system expansion, and safety needs. These funds are highly flexible, and can be used to fully fund moderate scale projects or as a match for larger scale projects.

Metro 2020 Transportation Investment Measure

A region-wide transportation funding measure that could fund part of the proposed SW Corridor MAX line is expected to be on ballots in November 2020. This is likely to fund other high-priority regional transportation projects.

Metro Regional Flexible Funds

Oregon Metro offers regular grant opportunities to fund transportation projects across the region. Projects must address the grant criteria, be of regional significance, and compete against other project applications.

Metro Parks and Nature Bond

Four times during the last two decades, voters across greater Portland have approved investment in a network of regional parks, trails and natural areas. A future parks and nature bonds could fund projects that improve parks and natural areas and support community projects.

Oregon Carbon Tax

The Oregon legislature is exploring a future carbon cap-and-trade system to regulate greenhouse gas emissions. Revenue collected would be invested in programs designed to help Oregon adapt to climate change and transition to a low-carbon economy. The outcome of these discussions is uncertain, including eligibility related to transportation investments.

Other financing mechanism

Other funding mechanisms are available for highly motivated community members interested in investing directly into the streets in their neighborhood. These strategies are particularly useful for local streets, special projects or other needs not met by traditional funding sources.

Local Improvement Districts (LID’s)

LID’s are used by cities or private property owners to fund and construct local projects such as streets, bike infrastructure, sidewalks and stormwater Management features. Using the LID process, area property owners share the cost of transportation improvements.

Public Private Partnerships (PPP)

Direct community funding can also help contribute to project financing. A recent example of a successful PPP project is the Footbridge over Burnside project in NW Portland. Community crowd-funding helped complete the funding necessary to complete the Portland Parks Foundation led project.
Monitoring Progress and Tracking Success

Effectively evaluating the successful implementation of Southwest in Motion is very important. Establishing performance measures will help track progress toward plan implementation, and documentation of the positive outcomes of these investments will help support future investments in walking and bicycling in Southwest Portland.

On a biennial basis PBOT should track and report the progress made toward implementation of the recommended projects, policy initiatives and featured programs in Southwest in Motion. The purpose of this reporting would be to inform the public of plan implementation. It should be presented in an brief, easy-to-read format, and shared on the Southwest in Motion project website. Reporting should be done at least every two years through 2028.

**PERFORMANCE MEASURES: SIGNS OF SUCCESS FOR SOUTHWEST IN MOTION**

**Project Recommendations**

*Track the implementation of Top Tier and Second Tier projects from the Southwest in Motion project list. Potential performance measures include:*  
- Percentage of projects completed  
- Miles of sidewalk infill completed  
- Miles of bike lanes and protected bike lanes completed  
- Miles of neighborhood greenways completed  
- Number of crossing projects completed

*Track and Report on implementation of PedPDX alternative pedestrian walkways and recommended experimental/pilot projects in Southwest Portland. Reporting should include:*  
- Summary of PBOT’s pilot and experimental initiatives as it relates to Southwest in Motion.  
- Length of implementation of Alternative Pedestrian Walkways and experimental pilot projects.  
- Documentation of public reception of these facilities after they are implemented and in use.

**Transportation System Plan Goals**

*As part of citywide progress tracking efforts, report on measurable Transportation System Plan goals related to safety, mobility, mode share and emissions. Highlight Southwest Portland relative to other neighborhood areas.*

**Policy & Programs**

*In collaboration with the Portland in the Streets team, report on the uptake of community-initiated projects through the Portland in the Streets program areas. In particular, report on:*  
- Block Parties: Number and location of block party permits  
- Portland Pathways: Number of formally permitted trails.  
- Portland in the Streets: Level of participation in other Portland in the Streets permit areas.