

SOUTHWEST IN MOTION

Southwest in Motion Implementation Survey Summary

OCTOBER 2023

Background

Southwest In Motion is a prioritization, refinement, and implementation strategy for active transportation investments in Southwest Portland. The final plan was adopted by Portland City Council in December 2019. View the final plan and more information about Southwest in Motion at [portland.gov/ southwest-motion](https://portland.gov/southwest-motion)

From May 22 - June 25, 2023, Portland Bureau of Transportation (PBOT) planning staff sought public feedback through the Southwest in Motion Implementation Survey. The survey included background information about Southwest in Motion and the [2023 Southwest in Motion Progress Report](#).

The purpose of the survey was to:

- Gather community feedback to inform the **next round of projects** eligible for funding through the Fixing Our Streets ten-cent gas tax. Staff expect to construct a subset of these projects in 2024 and 2025.
- Ask community members questions about **two specific projects from the last round of funded projects** to inform PBOT's next steps. Those two projects are:
 - Bicycle crossing at Beaverton Hillsdale Highway and SW Bertha Boulevard
 - Bicycle crossing at SW Terwilliger Boulevard and the I-5 ramp

POTENTIAL PROJECTS HIGHLIGHTED IN THE SURVEY

Bicycle and pedestrian construction projects (e.g., widening roads, constructing sidewalk, and other construction that's medium- to high-cost):

- **SW Boones Ferry Road:** Walkway from Orchard Hill Road to city limits
- **SW Ridge Drive:** Neighborhood Greenway from 35th Avenue to Taylors Ferry Road

Restriping projects (typically low-cost changes using various markings and delineators):

- **SW 19th Avenue:** Bike lanes from Barbur Boulevard to Spring Garden Street
- **SW Boones Ferry Road:** Connecting Arnold Street to Tryon Creek State Park
- **SW Capitol Highway:** Safer shoulder and walkway between Sunset and Terwilliger boulevards
- **SW Condor Lane:** Walkway between Terwilliger Boulevard and Condor Avenue
- **SW Park Avenue to Broadway:** Bikeway connection on Clifton and Lincoln streets
- **SW Taylors Ferry Road:** Connection from Virginia Avenue to Laview Drive

PROJECT SELECTION CRITERIA

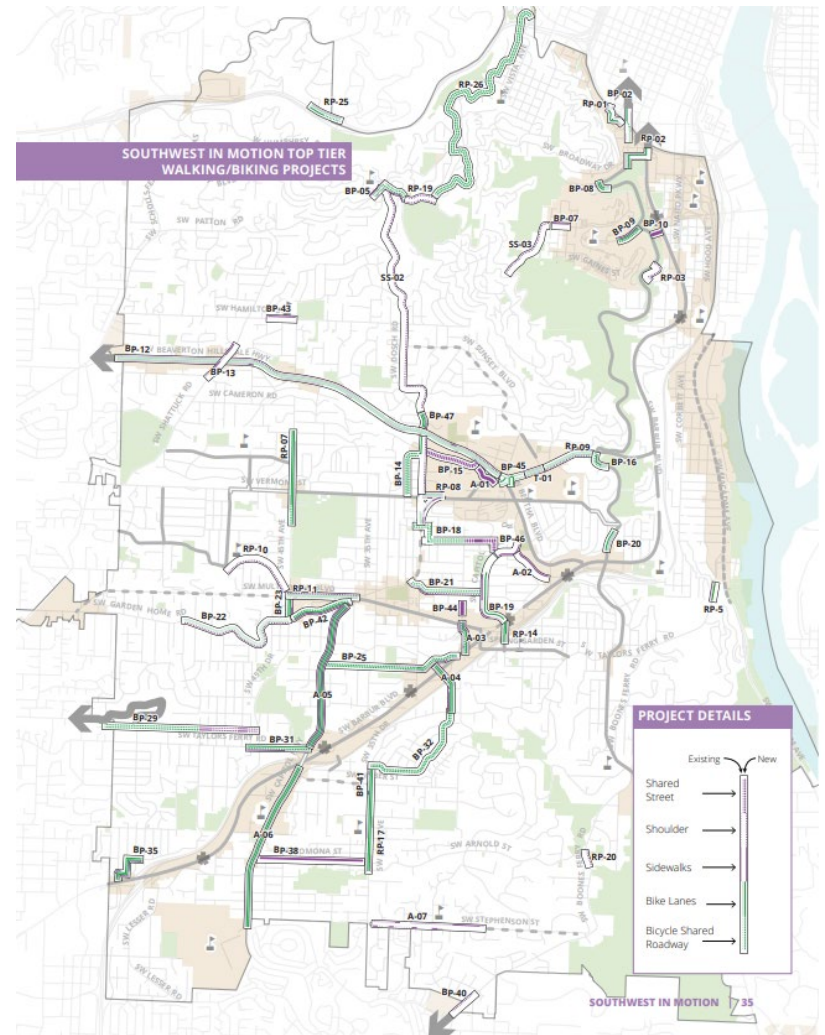
Cost

For this plan, we have about \$500,000 to spend from the second round of the 10-cent gas tax known as Fixing Our Streets. PBOT is still updating project cost estimates from the 2019 plan. We know we can only move forward with some of what we planned. PBOT's project team recommends "quick build" projects. These are smaller projects that are generally under \$500,000. Often these projects are delivered by PBOT Maintenance Operations rather than contractors to reduce costs.

Priority

PBOT heard a great deal from the community during the planning phase of Southwest in Motion. This feedback, along with our extensive analysis, helped us categorize potential projects. The plan identifies Tier 1 and Tier 2 projects. Projects in Tier 1 are foundational connections to the pedestrian and bike network. Projects in Tier 2 are not as foundational. They expand the network.

The projects recommended in the survey are all Tier 1 projects that are expected to be under \$500,000.



A map from the 2019 Southwest in Motion Plan shows top tier walking and biking projects throughout Southwest Portland.

Survey Participation

The survey was promoted through the Southwest in Motion email list, which has over 2,800 subscribers. Staff shared the survey and latest progress report at the Southwest Land Use and Transportation Forum hosted by the Office of Community & Civic Life on May 22, 2023. Staff also distributed flyers promoting the survey at the June SW Strolls walking event hosted by PBOT in partnership with community organizations.

SURVEY PARTICIPATION

147 survey responses

105 from Southwest Portland residents

7 from nearby jurisdictions (Lake Oswego, Beaverton, Washington County)

4 from areas of Portland outside of Southwest Portland

31 survey participants did not provide their zip code

Survey Results

QUESTION 1: OUR APPROACH TO ALLOCATING FUNDS

The project team asked community members to give guidance on how to approach the allocation of funds. Survey participants used a slider tool to share their feedback as shown below.

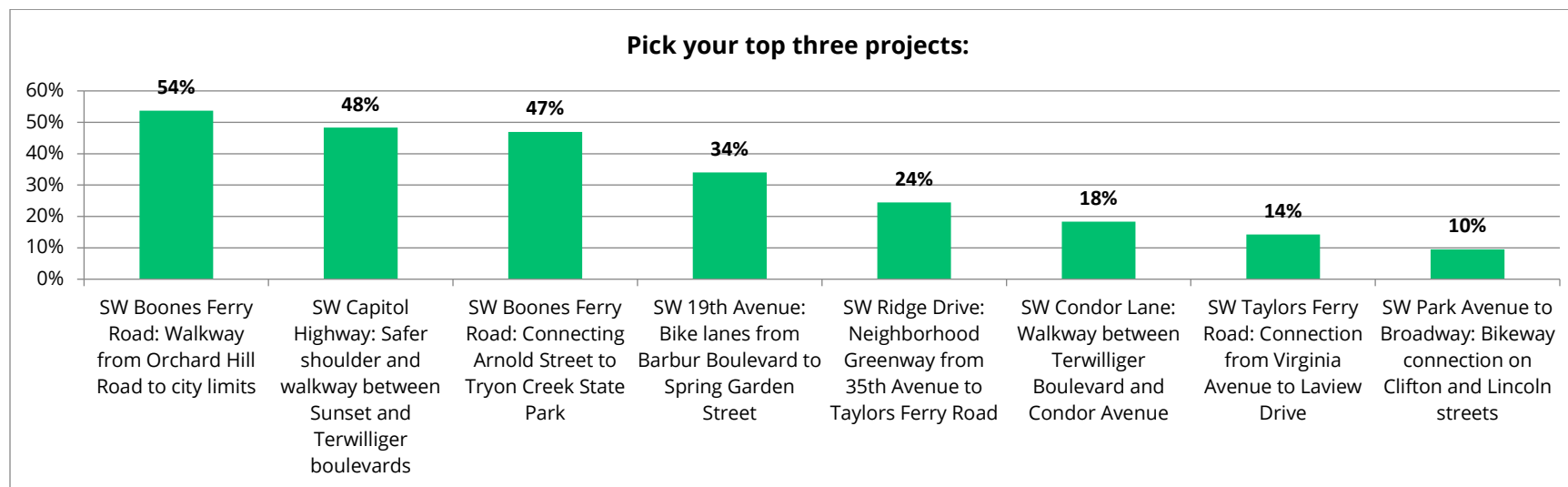
Southwest Portland has unique geography. This sometimes requires more engineering which can drive up project costs. Knowing this, should PBOT build multiple low-cost projects or 1-2 higher-cost projects (\$250,000 and up):

Multiple low-cost projects  **1-2 higher cost projects**

The majority of survey participants (58%) who responded indicated that PBOT should fund multiple low-cost projects while 42% of participants indicated that PBOT should fund 1-2 higher cost projects. About a third of survey participants skipped this question.

QUESTION 2: TOP PRIORITY PROJECTS

The survey included the list of potential projects with links to learn more about each project. Participants were asked to pick their top three projects.



Top projects	Responses	
BP-40 SW Boones Ferry Road: Walkway from Orchard Hill Road to city limits	54%	79
RP-09 SW Capitol Highway: Safer shoulder and walkway between Sunset and Terwilliger boulevards	48%	71
RP-20 SW Boones Ferry Road: Connecting Arnold Street to Tryon Creek State Park	47%	69
RP-14 SW 19th Avenue: Bike lanes from Barbur Boulevard to Spring Garden Street	34%	50
BP-32 SW Ridge Drive: Neighborhood Greenway from 35th Avenue to Taylors Ferry Road	24%	36
RP-03 SW Condor Lane: Walkway between Terwilliger Boulevard and Condor Avenue	18%	27
RP-05 SW Taylors Ferry Road: Connection from Virginia Avenue to Laview Drive	14%	21
RP-01 SW Park Avenue to Broadway: Bikeway connection on Clifton and Lincoln streets	10%	14
Number of survey participants who answered this question		147

SOUTHWEST PORTLAND RESIDENT RESPONSES

Planning staff verified the priorities for survey participants who provided their zip code and reside in Southwest Portland. Overall, the priorities are very similar for Southwest Portland residents compared to all survey participants.

Top projects for SW Portland residents (based on zip code)	Responses	
RP-20 SW Boones Ferry Road: Connecting Arnold Street to Tryon Creek State Park	51%	54
RP-09 SW Capitol Highway: Safer shoulder and walkway between Sunset and Terwilliger boulevards	50%	53
BP-40 SW Boones Ferry Road: Walkway from Orchard Hill Road to city limits	50%	53
RP-14 SW 19th Avenue: Bike lanes from Barbur Boulevard to Spring Garden Street	39%	41
BP-32 SW Ridge Drive: Neighborhood Greenway from 35th Avenue to Taylors Ferry Road	24%	25
RP-03 SW Condor Lane: Walkway between Terwilliger Boulevard and Condor Avenue	18%	19
RP-05 SW Taylors Ferry Road: Connection from Virginia Avenue to Laview Drive	13%	14
RP-01 SW Park Avenue to Broadway: Bikeway connection on Clifton and Lincoln streets	11%	12
Number of survey participants who answered this question		105

QUESTION 3: OPEN-ENDED RESPONSES

PBOT staff provided space for comments with the question: **What else would you like PBOT staff to know about the neighborhoods and areas around these projects. Do these projects address your needs?**

Eighty-nine survey participants provided open-ended comments. The most common response was additional support for their top projects. Some participants said that the projects in the survey do not do enough to meet the active transportation needs of Southwest Portland. Others specifically mentioned projects that they would like to see added to the list or that are preferred above those currently on the list for funding consideration. Below is a list summarizing the project needs and ideas raised by survey participants:

- Better connections between downtown from Southwest Portland
- SW Terwilliger Boulevard
 - Bike lanes between Capitol Highway and Barbur Boulevard
 - SW Primrose Street intersection needs improvement
- SW Pomona Street from Capitol Highway to 35th Avenue walkway
- SW Dosch Road
 - Crossings at Boundary Street and Flower Terrace
 - Climbing bike lane up Dosch Road or Patton Road
 - Safer walkway and speed bumps near Bridemile and Gray schools
- Marshall Park improvements for people biking
 - SW Lancaster Road, SW 18th Place, and SW Taylors Ferry Road are challenging streets
- SW Barbur Boulevard needs improvement overall
- SW Miles Street from Barbur Boulevard to Fulton Park Community Center sidewalk
- SW 28th Avenue between Multnomah Village and Barbur Boulevard improvements for people walking and biking
- Ashcreek bicycle and pedestrian infrastructure especially on SW Taylors Ferry Road, SW Garden Home Road, and SW 45th Avenue

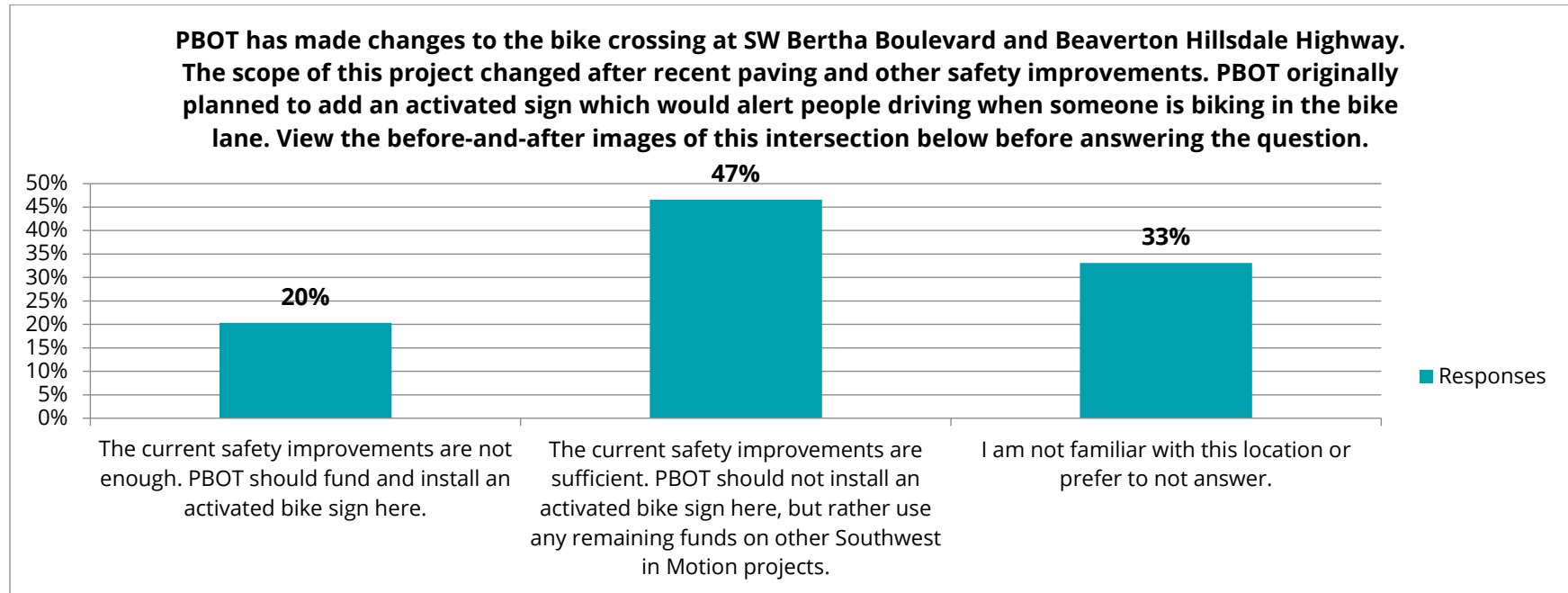
- Traffic calming in Hayhurst neighborhood on SW Vermont Street, SW 45th Avenue, SW Cameron Road, and SW Shattuck Road and bike lane connection on SW Vermont Street from 55th going west
- OHSU area
 - Pedestrian access on SW Marquam Hill Road and SW Sam Jackson Park Road
- I-5 ramp barrier between Multnomah and Terwilliger
- SW 35th Avenue, SW Arnold Street, and SW Stephenson Street sidewalk
- SW Taylors Ferry Road crossing at Beth Israel Cemetery
- Capitol Hill Road sidewalk infill
- SW Garden Home Road traffic calming, pedestrian walkways, and bicycle lanes
- Pedestrian and bicycle improvements on SW 45th Ave between SW Multnomah Boulevard and SW Vermont Street
- Pedestrian and bicycle improvements on SW Multnomah Blvd from SW 35th Avenue to SW 52nd Avenue to accommodate more riders
- Sidewalks along SW 30th Avenue from SW Vermont Street to Beaverton Hillsdale Highway
- SW Capitol Highway sidewalks from SW 53rd Avenue to SW 49th Avenue
- SW Capitol Highway crossing at Vermont near Hoot Owl Grocery

Additionally, some participants expressed the need to extend two of the projects: RP-03 SW Condor Lane and BP-40 SW Boones Ferry Walkway.

All the open-ended comments are listed in **Appendix A** at the end of this document.

QUESTION 4: BIKE CROSSING ON BEAVERTON HILLSDALE HWY AT BERTHA BLVD

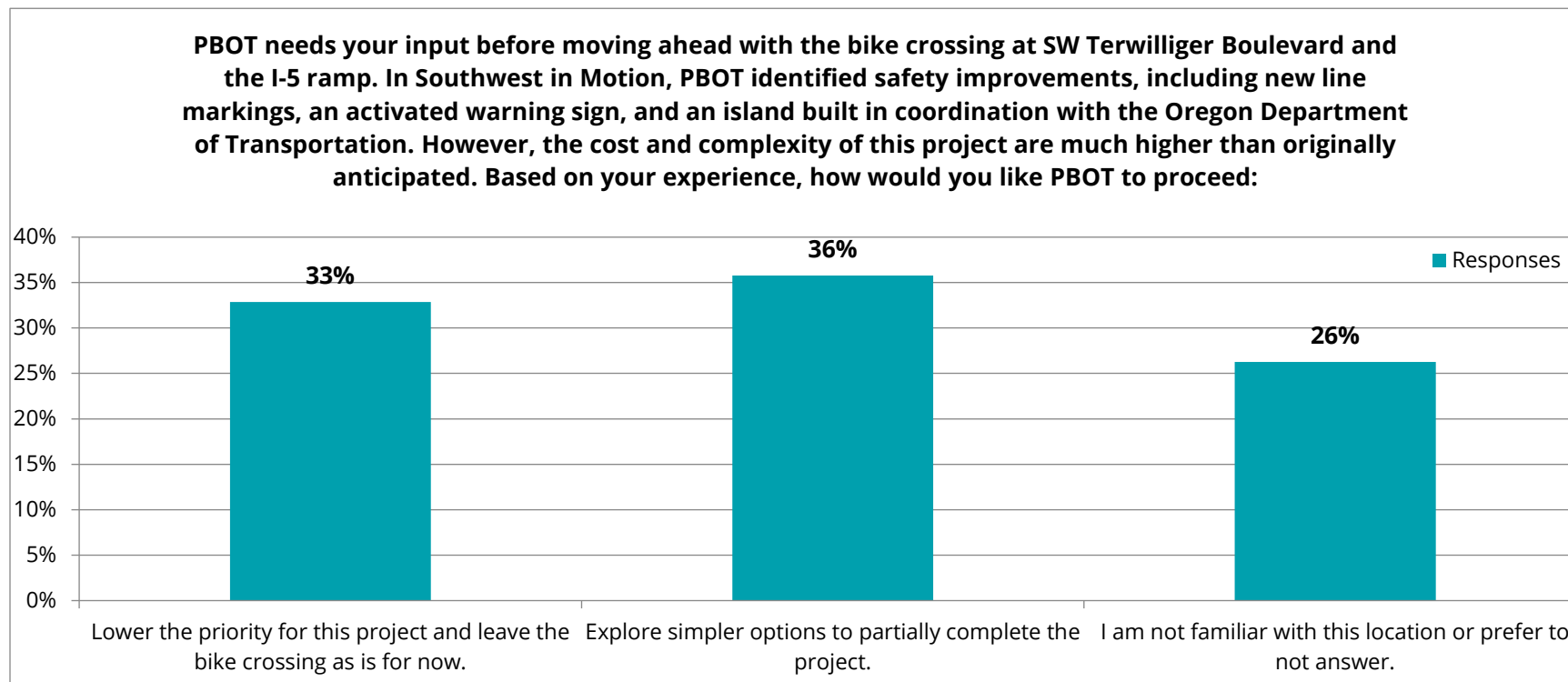
Questions 4 and 5 of the survey asked about two Southwest in Motion projects that were part of the first round of funding through the Fixing Our Streets gas tax. For Question 4, participants were asked to weigh in on the safety improvements made to the intersection of SW Bertha Boulevard and Beaverton Hillsdale Highway. The majority of survey participants recommended that PBOT keep the current safety improvements as they are today.



Answer Choices	Responses	
The current safety improvements are not enough. PBOT should fund and install an activated bike sign here.	20%	27
The current safety improvements are sufficient. PBOT should not install an activated bike sign here, but rather use any remaining funds on other Southwest in Motion projects.	47%	62
I am not familiar with this location or prefer to not answer.	33%	44
Number of survey participants who answered this question		133

QUESTION 5: BIKE CROSSING ALONG TERWILLIGER BLVD AT I-5 RAMP

For Question 5, PBOT staff wanted to learn about community recommendations for a planned bike crossing at SW Terwilliger Boulevard and the I-5 ramp. A narrow majority of participants recommended that PBOT staff explore simpler options to partially complete the project.



Answer Choices	Responses	
Lower the priority for this project and leave the bike crossing as is for now.	33%	45
Explore simpler options to partially complete the project.	36%	49
I am not familiar with this location or prefer to not answer.	26%	36
Number of survey participants who answered this question		130

Open ended comments for Question 5: Bike Crossing Along Terwilliger Blvd At I-5 Ramp

This is right at the bottom of a hill, so whatever solution is made for bicycles, it shouldn't involve a lot of turning, as there would likely be many cyclists prioritizing speed and behave erratically to not slow down there.

Hey! What happened to "Other (please specify)" on the previous #4? I can't tick lower or explore because someone will be killed here long before you present a solution choice.

Explore options to improve safety along multnomah blvd that leads to this intersection

Cars heading for the ramp cross over the bike path here so safety is a big concern. At least do the new line markings, that can't be very expensive.

Why not fix the other gaps on Terwilliger like between Chestnut and 7th and the 6th (continuation of NB Terwilliger) into downtown? Cyclists obviously prefer this route in spite of the gaps. Why not focus on the routes people are most likely to use?

I disagree with the options for this and the previous question. Crossing Bertha on BHH is still VERY dangerous for bikes. Bikers cannot guarantee they are seen or will be safe. There needs to be a safe way to make this crossing that is car free. Flashing beacons just add to the confusion. This intersection is a disaster! PBOT simpler solutions are almost always a big safety compromise for active transportation. Many of the SWIM plans involve painting stripes and using humans in auto lanes to slow cars down. I've been nearly hit so often lately, I'm lucky to be alive! I'm sure other walkers and bikers will tell you the same thing. Cars are ever driving faster, they drive blind around poorly designed roadways and the amount of confusing signage and inconsistent designs make it impossible for anyone except car drivers to feel remotely safe,

I am concerned about being hit from behind every time I ride this section. Please come up with some improvement options.

In general it seems like the "improvements" often inconvenience people outside of cars more than those inside them so the cynic in me says to leave it as is while we wait for civilization to collapse and people to have to walk everywhere anyway.

this isn't really a good enough explanation of the project to be able to intelligently answer....

Next Steps

PBOT staff will use the community feedback from the survey to guide the order in which the projects are implemented. Community input is especially important because all the projects eligible for funding have the same level of priority in the Southwest in Motion plan.

In addition to community feedback, PBOT will gather more information on project costs, options, and feasibility to inform next steps. The goal is to implement all the projects, but due to limited funding staff expect that only a subset will be funded through this round of the Fixing Our Streets gas tax funds. PBOT staff will continue to look for additional funding opportunities to implement Southwest in Motion projects.

PBOT staff will provide updates on the Southwest in Motion web page when new information about these projects is available. Staff will also notify Southwest in Motion email list followers when early design work is complete and ready for community review.

Appendix A: Open-ended comments

Open ended comments for Question 2: What else would you like PBOT staff to know about the neighborhoods and areas around these projects. Do these projects address your needs?

These neighborhoods need a lot more investment than just a few of these projects, there needs to be more connectivity of infrastructure to make them useful.

Walkway/shoulder/bike path needed from Safeway on SW Barbur Blvd to connect to sidewalk that starts/ends above Goodwill Donation Center by Fred Meyer also on same side as Safeway on SW Barbur Blvd. Also, near where Beaverton/Tigard/Portland meet in Garden Home on Garden Home Road by the Trader Joes and Shari's restaurant there is a nice crossing that BADLY needs lighting. It really sucks in the dark of the winter months....cars have a tough time seeing peds and bikers crossing.

The priority for our neighborhood (Hayhurst) is to improve pedestrian crossing safety and slow traffic on SW Vermont, SW 45th Ave, SW Cameron, and SW Shattuck. Stop signs at several intersections on these streets would be very helpful.

SW Condor Lane walkway is really needed before there is a fatality.

These projects seem to skirt more important projects. The bike lane that drops on Terwilliger between Capitol Hwy and Barbur Blvd is more prominent and consequential than anything listed above. Just as important as projects like this is maintaining gains from past ones. The bike lane on Capitol Hwy heading west toward Terwilliger from the offramp on Barbur is functionally gone less than a year after the pilot phase was first installed and it's now necessary to ride in the rose lane unless being poked by dozens of blackberries isn't enough of a deterrent. On question 4 there needs to be a better mechanism for people turning from Bertha as I keep being cut off or blocked when riding through this intersection by drivers who can't seem to drive legally.

Better bike passage over 405 on SW 5th Ave

The pedestrian access at OHSU, especially on Marquam Hill Rd and on Sam Jackson near the park really needs to be addressed! There are lots of pedestrians and it is unsafe at present.

I have walked or biked the selected routes for years, always with some trepidation. They provide good connectivity to the Terwilliger Parkway bike route and pathway for both commuters and recreational users.

Not enough! There are so many streets in SW without safe space to walk, even in neighborhood streets.

item 1 A safe Barbur into downtown would unlock a lot of bike transportation in SW. You already know that. item 2 The new Cap Hwy Multnomah to Barbur allows me to ride to PCC Sylvania. Thank you. Students ride bikes. item 3 I've ridden bikes for 70 years, but I'm scared now. I'd trade all the wands and stripes for any small amount of traffic enforcement.

Condor Ln could be utilized by hundreds of neighbors and OHSU/VA employees if there was a safe walking path here. Please consider making SW Condor Ln a one-way street to allow room for a safe bike lane and safe pedestrian path. This road is narrow for two vehicles to pass safely, but great for adding 2 other transportation modes if changes to one way.

Walkway on Pomona from Capitol to 35th should be on the list.

I would really like to see some attention paid to my neighborhood, north of Beaverton Hillsdale. I live right on Dosch Road within a quarter-mile north of the Beaverton-Hillsdale intersection. Please consider low-cost pavement striping for pedestrians across Dosch Road at Boundary and Flower Terrace. So many kids/people walk along Dosch and across it to access schools, churches, bus routes and the dog park. Compared to other areas in SW this area received far fewer projects within the SW in Motion plan.

BOONES FERRY ROAD IMPROVEMENTS HAVE BEEN IGNORED TOO LONG. PLEASE INSTALL PHOTO RADAR!

Ashcreek is woefully supported by bike/ped infrastructure. There's no safe route to bike or walk as it's bounded by Taylors Ferry Road, Garden Home Road, and 45th— none of which have sidewalks or bike lanes. Also, getting from multnomah to the Terwilliger intersection is very dicey as it crosses I5 exit/entrance ramp up to the intersection.

Yes, I don't drive and I'm a frequent pedestrian. I used to bicycle and strongly support bicycle lanes.

This pathway will save lives. I walk it most every day in fear of being hit by speeding cars, and I worry about the kids walking along here as there is no other access to shop area!!

It would improve the walkability and livability of our neighborhood if there was a safe walking space from Stephenson St to Orchard Hill (and then to the shopping center). There are some sidewalks but there are still too many areas without them making it dangerous for the pedestrian and the driver.

Students should have a sidewalk to go from Stevenson Street, down 35th to Jackson Middle School.

While your safer shoulders designs are nice on paper, in practice they are problematic. I wish PBOT would conduct more on the ground testing and followup. As an example, SW Stephenson St between 34th and 35th: The vertical wands are placed WITHIN the travel path when it is narrow so it becomes a barrier to pedestrians, especially those who need more space (with a stroller, using a mobility device). If PBOT actually looked at the result they would see that the result did not meet the goal, actually caused problems. In addition, although PBOT has been told about it, the crosswalk and curbcut at Stephenson and 34th is continually inundated with water and mud as it is in a low area near failed stormwater swales (another situation the City should observe rather than building and abandoning) rendering the curbcut unusable. So while PBOT's ideas seem nice, I am skeptical of any of them based on this experience. What really needs to be addressed and is not on this list is a very short section on SW 35th on the hill between approx SW Palatine and Buddington. With zero shoulders on a blind hill, this little stretch becomes an inaccessible barrier for pedestrians between the improvements at Jackson MS and SW Stephenson. Please make this a priority otherwise the prior improvements are routes to nowhere. Thank you

Sidewalk safety and safe walking corridors should be our collective priority

There are several areas along SW Boones Ferry that are unusable solely due to a lack of maintenance trimming and sweeping of bushes and debris along sidewalks and shoulders. This relatively low cost investment will provide better access and return on existing improvements.

Please focus on walkability and increase sidewalks. Please focus less on bike lanes. Many more people walk than bike.

I would like to see a safe pedestrian access along (SW) Boones Ferry Rd from Orchard Hill to Terwilliger Blvd. This stretch of road is major thoroughfare with only intermittent sidewalks, and stretches where there are no shoulders for pedestrians to use - a very dangerous situation where cars frequently drive well over the posted speed limit.

The path along SW 35th heading south from Jackson Middle School towards Stephenson is dangerously narrow for students to and from home and school. For that matter ALL pedestrians. Why is it not under consideration other than being expensive to solve?

My wife and I walk this portion of Boones Ferry several times a week and the proposed improvements would be greatly appreciated!

All neighbors, adults and children alike use the pathway to connect from Orchard Hill to the various stores in Mt Park. It is EXTREMELY dangerous to walk on Boones Ferry Rd due to hi-speed traffic. A safe walkway is needed badly.

there is no shoulder for people walking to the grocery store and other businesses close by, very dangerous for everyone but especially children

Consider more safe walkways along 35th from arnold to stephenson and stephenson from 35th to boones. More study needs done to determine the best but this is critical for this neighborhood

Add walking/biking sidewalk on Arnold Street between Boones Ferry Rd and SW 35th.

The Boones Ferry Orchard Hill Rd to city limits route is used by many people each day. It can be dangerous since the area to walk is narrow. There used to be a path that people would use to cut through to the back of the shopping center, but the owner of the house in the front where the path is decided to cut it off to the public. Now many more people are using the road including children. I believe that adding a sidewalk or safe walking path along this busy road would be a great investment...and make a lot of people happy who live in the Orchard Hill area.

People walk along Arnold St with little or no shoulder on the road.

Walkways are more important in SW neighborhoods since many do not bike on the hills and narrow side roads.

We have the pedestrians, the schools, the parks, but few sidewalks to connect them.

Many homes in the Arnold creek/Orchard Hill neighborhood are within an easy walking distance to Mountain Park shopping center (New Seasons) but have no safe walking route. Please consider the Boones Ferry rd/Orchard Hill safe walkway a priority.

Side walk from stephenson elementary to Jackson middle school. Not safe for kids and other pedestrians to walk. Especially the hill on 35th.

Yes

It would be fantastic if the SW Boones Ferry Road Walkway could be expanded north from Orchard Hill for another block. Thank you for asking for community input!

We walk Boones Ferry Rd from Orchard Hill to city limits every few days and it is dangerous. This project would be great! It would be even better if it could be expanded slightly--just two lots east of Orchard Hill Road. That extra 250 feet or so would provide safe pedestrian access to at least 60 additional houses who join Boones Ferry at 19th: residents of Clara, 19th, Joshua St and 18th, and probably others from south of Boones Ferry. Thank you for asking!

On behalf of the 50 homeowners in the SW Oak Creek HOA, many of us frequently use Boones Ferry Road to access the Towne Center shopping area by bike and on foot. It is the closest accessible shopping area for many of us. This project will make that journey much safer for all the residents and their children.

I would like to add sidewalks to those areas on SW Stephenson Street that currently do not have any. Then, remove the speed bumps which serve as an unsatisfactory speed safety factor.

The Arnold Creek Neighborhood hasn't been able to get this important safety project for many years. The route to the shopping center is the only walking access. Many senior residents who live in the neighborhood walk rather than drive. Access to the only bus serving the neighborhood is via Boones Ferry.

A safe walking route to connect neighborhoods around Stephenson and Orchard Hill would enhance the healthy activity of walking. More importantly, children would be able to access this important route, and parents would be comforted in allowing them the opportunity to safely walk to get a haircut or get a few things for dinner from the grocery store

Projects should be prioritized based on increased Safety; and the number of people who would benefit. We have few sidewalks in SW Portland - we desperately need safe ways to walk.

The newly approved 52-bed residential care facility on Boones Ferry and Clara Lane will greatly benefit from pedestrian improvements along Boones Ferry Road.

The lack of a sidewalk or dedicated walkway on SW Boones Ferry between Orchard Hill and city limits is concerning. This is a stretch that multiple people, including children and elderly, traverse daily. What makes this particular stretch unique is the lack of any alternative route, and the presence of safe sidewalks leading up to this area and then again once you get to the city limits. It's as if pedestrians are coaxed into thinking it's a safe passage, only to find a sketchy and somewhat scary journey.

Need walking paths from SW Stephenson intersection along SW 35th towards Jackson middle school until sidewalks start

Yes! We need safer ways to get to shopping centers and the park! Especially for kids and pets.

SW Primrose across Terwilliger needs to be addressed!

Biking to Jackson Middle school safely is almost impossible.

It would be nice if you would just take care of the horrible potholes throughout the southwest!!!

They are most beneficial for my neighborhood connecting with projects that are underway or are already completed.

Projects don't do anything within Marshall Park to improve bicycling - there are no bike paths or even safe shoulders on main through roads: SW Lancaster and SW 18th Pl. and SW Taylors Ferry Rd is a horror story - potholes along the shoulders and no shoulders in places.

Not very well. They're generally peculiar because they avoid the routes that have higher bike/ped volumes and chronic gaps. For example, why must Terwilliger bike lane gaps continue to be avoided for decades? Going to question #4, PBOT has spent lots of money on BH Hwy, which has only a small fraction of the bike traffic as Terwilliger.

I tried to submit with none of your 3 top picks. These are not the correct projects to pick from. You won't take my input without something so I'm just selecting a random project! NO, I would prefer other projects to make the non-auto network in SW Portland work. Most critical is a safe Barbur and this never makes the list since it is ODOT owned but is CRITICAL to SW Portland non-auto transportation. If it were safe to travel on Barbur, there would be many more people choosing to leave their cars behind. The SWIM projects are mostly bandaides and compromise what really needs to be done so much that they aren't worth spending money on. It is sad that so little is being done to help us move away from cars! PBOT choosing this subset based on no community input to prioritize the projects shows the lack of interest PBOT has in working with the community! This is a tiny drop in a gigantic bucket at it doesn't add up to anything!

We need a sidewalk from Barbur and Miles to the Community Center on Miles.

The added bike lanes in place of lanes was an absolute complete waste of money!!! PBOT needs to focus on repaving our streets that are damaging our vehicles instead of forcing residents to have bike lanes that are rarely used...

none of these projects address my needs. I have been asking for sidewalks in the main street around Maplewood elementary. that area is a disaster waiting to happend during peak dropp off and pick up times. A lot of kids walk to school and there are no sidewalks anywhere in the neighborhood not to mention the immediate school area. The visibility is low with the conjestion that happens during peak ours. Please please please put sidewalks in that area (that is flat so hopefully no crazy engineering is required) so that no kid gets hurt.

no-garden home needs low cost treatments to reduce speeds and formalize the gravel/dirt paths for peds, narrow striping with bike lanes, etc.

The bottom of SW Taylors Ferry Rd is a critical gap between the Westside path (particularly the improvements that came with the Sellwood Bridge) and SW Portland. Laview is not the greatest route because of its extreme grade, but it's the best we have until the city makes a serious commitment to build a comfortable and safe connection with either a well-protected path along Taylors Ferry (by taking out the unnecessary climbing lane) or (preferably) by rethinking the River View natural area to allow a paved path from the Sellwood Bridge to Palatine Hill Rd.

Safer places to bike and walk

The SW Condor Lane improvement is so needed! However, much more is needed than is shown in the conceptual illustration. I live on Condor Lane further to the east (downhill) from the proposed improvement, I walk this segment every day and bike it frequently, and I know a lot about this area. I'm sure PBOT is aware that this is major cut through for commuters to OHSU, on the order of 12-15 cars per minute in the AM and the PM peaks. The Homestead Neighborhood worked with PBOT (Wendy Cawley) around 2006 to address the issues of volume and speeding on SW Condor. My husband and I personally walked the petition around to gain the necessary signatures. What we got was two ineffective speed humps. Volumes and speeds have only gotten worse over the intervening years. Furthermore, the route is now used by construction workers accessing their jobs on the hill. (I'm not talking about the construction equipment vehicles such as concrete delivery —Michael Harrison at OHSU does a good job of directing construction traffic to nonresidential streets, per the Marquam Hill Plan.) Besides large, noisy diesel trucks and loads of commuters, we are also apparently now a preferred route for emergency response vehicles. Relatedly, during this year's ice storm SW Condor Ave was plowed, contrary to city policy, to make way for emergency response vehicles (I presume). Drivers act very entitled, are usually driving as a second activity (second to checking their devices) and are hostile to anything that gets in their way. All this is to say that the sidewalk is very needed but much more protection is needed than a depressed side area, as shown in the rendering, which I understand is conceptual. Something more like the "Safer Shoulder" on page 26 of the SWIM adopted plan. It should be wide enough for bikers and walkers moving in both directions. Furthermore, this Safer Shoulder treatment should be applied to the one-block segment of SW Lane Street between Condor Ave and SW Barbur Blvd (north side). There is no sidewalk there either, and it is very dangerous to walk and bike on because the northbound commuters make high-speed, wide left turns off of SW Barbur as they gain speed to rush up the hill. Yes, there is a stop sign at the top of Lane but no one "sees" it. SW Condor Lane is very narrow, and while the protected walking and biking area is desperately needed, I fear that the perception that the driving area has been narrowed will only make drivers more angry and reckless. The number of commuters using this street needs to be reduced though a larger network solution. Enforcement of the speed limit might help to change commuters' careless attitude toward our neighborhood. The physical improvements are one step, but like the speed humps and the pedestrian refuge on SW Barbur at SW Lane Street, they are likely to lose their traffic calming effect quickly. A comprehensive solution is needed, and it should include not only a separated place for walking and biking; it should address driver behavior and the number of commuters cutting through.

Sw 28th is missing from your planning!!! This is a crucial connection between the village / barbur. Drivers are too fast. Many pedestrians, cyclists! It's dark it's unsafe

Would like a climbing lane up dosch or Payton for bikes.

Better walk to school improvements around Hayhurst school

I do not travel in those areas.

No. Much like the disastrous Beaverton-Hillsdale Hwy. bike lane "remodel" (who's getting the kickbacks from the company that makes white plastic poles?), most of these projects will serve just a handful of people at unjustifiable expense.

None of the completed projects have any effect on where most people bike and walk in the area and were a waste of funds and time when other much more important projects were in line for early completion such as BP-21. Few of the completed projects scored as high on equity, usage and need as BP-21. The 3 projects chosen above were done so just to move forward with this survey.

Safer walking and biking on SW Taylors ferry RD from 35th. There are many unsafe areas with no shoulder for walking or biking. This would be more impactful to safety than a sw ridge greenway because the ridge neighborhood is already only local traffic with few cars and is quite safe for pedestrians as is.

The Orchard Hill/Boones Ferry project is strongly needed. There isn't a safe way for the hundreds of people who walk from Orchard Hill, Oak Creek, Woodlee Heights, and other neighborhoods to the shopping center to get there. I have to walk with my very young children on the shoulder while cars blow by very fast. This is a short stretch of road that Would have a major impact on a lot of people. Especially children.

Repair striping and flasher beacons at existing pedestrian crossing La on B-H Highway.

I picked three random projects, because none of the list of projects impact me. But I want to comment on future projects. In my neighborhood I'm very excited to see the red electric trail completed to cross Shattuck. For future projects, it would be great to see some sort of shoulder or sidewalk along Shattuck from Vermont to Beaverton in Hillsdale Highway.

BP-23 SW 45th from Multnomah to Garden Home is a short section of the network that would make a big difference to the walk ability of the Maplewood school neighborhood walkshed. Maybe consider adding it to the list of priority projects. It would allow a portion of the network to actually function now and it's within the safe routes buffer. Thanks!

No. We need a safety shoulder on Dosch. Students walk up and down Dosch for both Bridlemile and Gray schools. With no shoulder or sidewalk or safety. And we need speed bumps on Dosch. The sped at which driver travel is SO unsafe. Dosch needs attention if someone is going to hit a kid walking to school while speeding. Please address Dosch.

We need a way to cross Taylors Ferry heading SW to get to cemetery.

I'd really like to see Capitol Hill Rd sidewalk infill on this list. It is really a foundational project to safely connect a large neighborhood to important urban amenities and transit networks

Why are new developments not required to build paved streets and sidewalks as they build these? We keep getting higher densities without sidewalks and paved streets.

I chose these because they seem like three of the most uncomfortable, high-speed, dangerous roadways where people might be likely to walk. Both Boones Ferry projects fit these criteria for me, but I could only pick 3 projects total. The others

are admittedly desirable but seem to involve slower car speeds and/or less traffic so not quite as high a priority. Still, I must point out that we are willing to waste billions of dollars on overbuilt freeway projects that only make congestion worse, so it seems ridiculous that we have to choose between a few simple thousand-dollar projects that would make a huge difference to lots of people and make our city stronger and more resilient.

SW 45th AVE between Multnomah Blvd and Vermont needs a raised walk/bike path. 100+ new apartments are going in on SW 45th. Tri-Met does not serve the area on weekends and during the week it is limited to a few hours in the am then a few hours in the pm. The hill up Vermont is a tough grade so folks may want to go to the Multnomah Village via Multnomah Blvd. Multnomah Blvd from 35th to SW 52nd could use a raised walk/bike path too. There are more e-bike riders and families walking on shoulders of roads as infill happens to create density in housing.

Please prioritize projects that will make it safer to walk, roll and bike in SW Portland. Projects that are mostly paint are not safe enough to encourage people to get out of their cars.

We need more sidewalks particularly on SW 30th between Vermont and BHH.

The Capital Highway Sunset to Terwilliger project would make it much safer for school kids. There are two schools at one end of this project.

Sidewalks along SW Capitol HWY between SW 53 Ave & SW 49th would greatly improve walkability of the neighborhood and safe access for the FAR Southwest Neighborhood and Markham ES school populations

Crosswalk needed at SW Capitol Hwy and Vermont across from Hoot Owl grocery

We need traffic calming on SW Vermont west of 50th Ave. We need a continuation of the bike lane on Vermont from 55th west to Oleson.

Hayhurst neighborhood needs significant traffic calming, especially Cameron road which is a safer schools route.

Do not prioritize cars in any new projects that you do. That means much narrower lanes, much wider walk and bike lanes, and using permanent diverters wherever alternative routes for cars are possible.

We need a connected low-stress bikeway network and these projects won't get us there while you keep prioritizing car use by Beaverton and Lake Oswego drivers with yellow centerline striping and high posted speeds. This was supposed to be a five year plan and your traffic engineers continue to slow-walk anything that would get people out of cars. If we're out of money, let's be out of car streets. Flashing lights is not what BH Hwy needs at Bertha, try steel posts and concrete barriers, narrower car lanes.

The rose lanes in Hillsdale makes the SW Capitol Hwy much safer, but there is still occasional conflicts between bike and pedestrians.