

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

PORTLAND CITY COUNCIL

Ted Wheeler, Mayor
Chloe Eudaly, Commissioner in Charge
Amanda Fritz
Nick Fish
Jo Ann Hardesty

STAKEHOLDER WORKING GROUP

Claire Carder
Maplewood Neighborhood

Dave Manville
SW Trails; Ash Creek Resident

Don Baack
Hillsdale Business Association

Eric Wilhelm
SW Bikes; Hillsdale Resident

Katherine Christensen
Multnomah Neighborhood

Kathryn Daly
Arnold Creek Neighborhood

Keith Liden
Bicycle Advisory Committee

Leah Safran
Jewish Community Liaison

Marianne Fitzgerald
Crestwood Neighborhood; SWNI Liaison

Mary Anne Cassin
Hayhurst Resident

Michael Harrison
Homestead Neighborhood; South
Portland Neighborhood; Oregon Health &
Science University

Rob Wilcox
Southwest Hills Residential League

Roger Averbeck
Pedestrian Advisory Committee

Ryan Bass
Bridlemile Neighborhood

Scott Richman
South Burlingame

Special thanks to Tony Villagran and
Stephens Creek Crossing for hosting
Southwest in Motion working group
meetings throughout the process.

PROJECT TEAM

Mauricio Leclerc
Supervising Transportation Planner
Area & Project Planning Group

Denver Igarta, PBOT
Supervising Transportation Planner
Complete Streets Group

Nick Falbo
Project Lead

Francesca Patricolo
Public Involvement Specialist

Naomi Tsurumi, BES
BES Liaison

Wendy Cawley, PBOT
Linda Williams, PBOT
Traffic Design and Civil Design

Kevin Donohue
Mike Serritella
Shane Valle
Corrine Montana
Qingyang Xie
Plan Production

Mark Lear, PBOT
Zef Wagner, PBOT
Funding and Implementation
Advisors

To obtain a copy of this document or more information about this project, please contact:

Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 800
Portland, OR 97204
Phone: 503-823-6152

Website:
www.portlandoregon.gov/transportation/SWIM

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Southwest in Motion

A SHORT-TERM ACTION PLAN FOR ACTIVE TRANSPORTATION

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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:

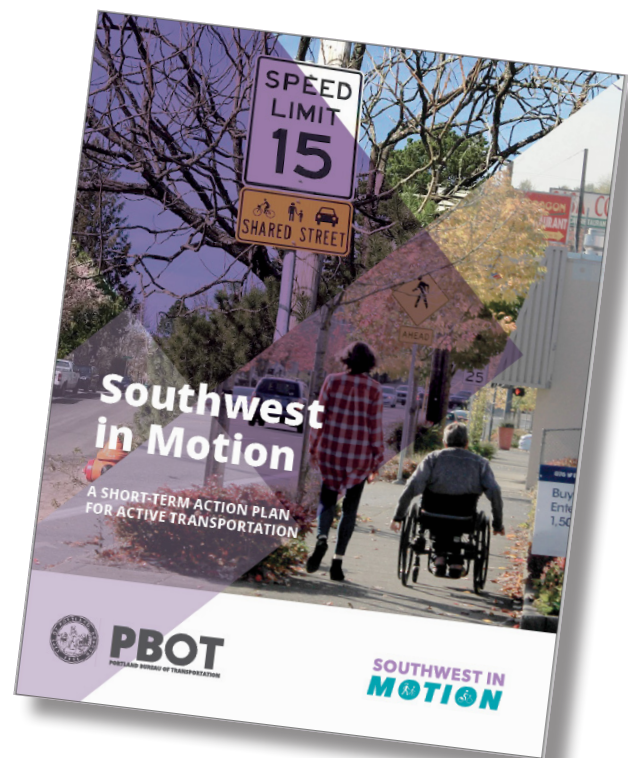
NEIGHBORHOOD ADVOCATES:

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 SOUTHWEST IN MOTION PLAN





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

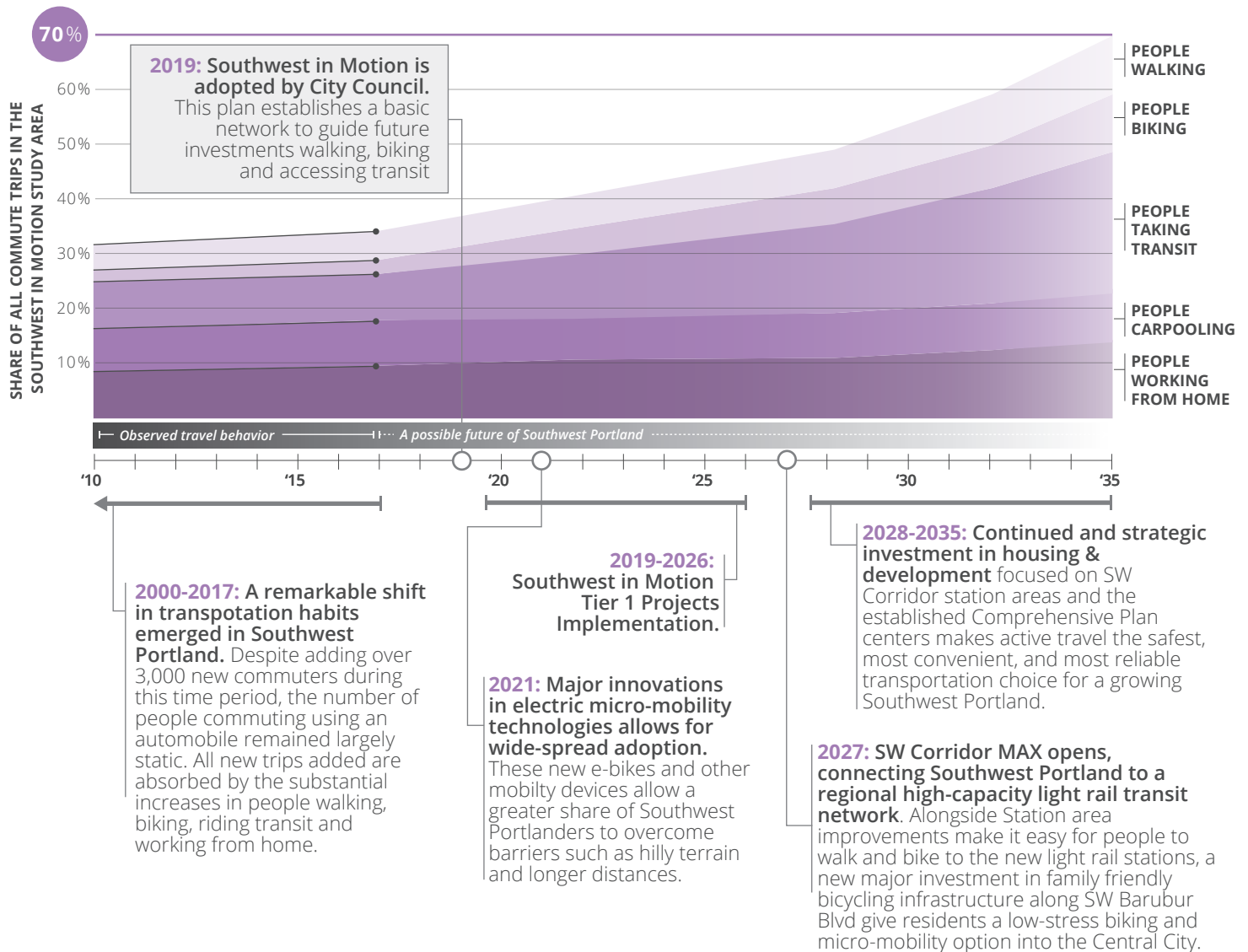
The Portland Bureau of Transportation envisions a **safe and reliable transportation system** that acts as a catalyst for a prosperous Portland defined by its **high quality of life, enriched and connected community, and low-carbon impact**.

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.



Big changes are on the horizon for Southwest Portland.

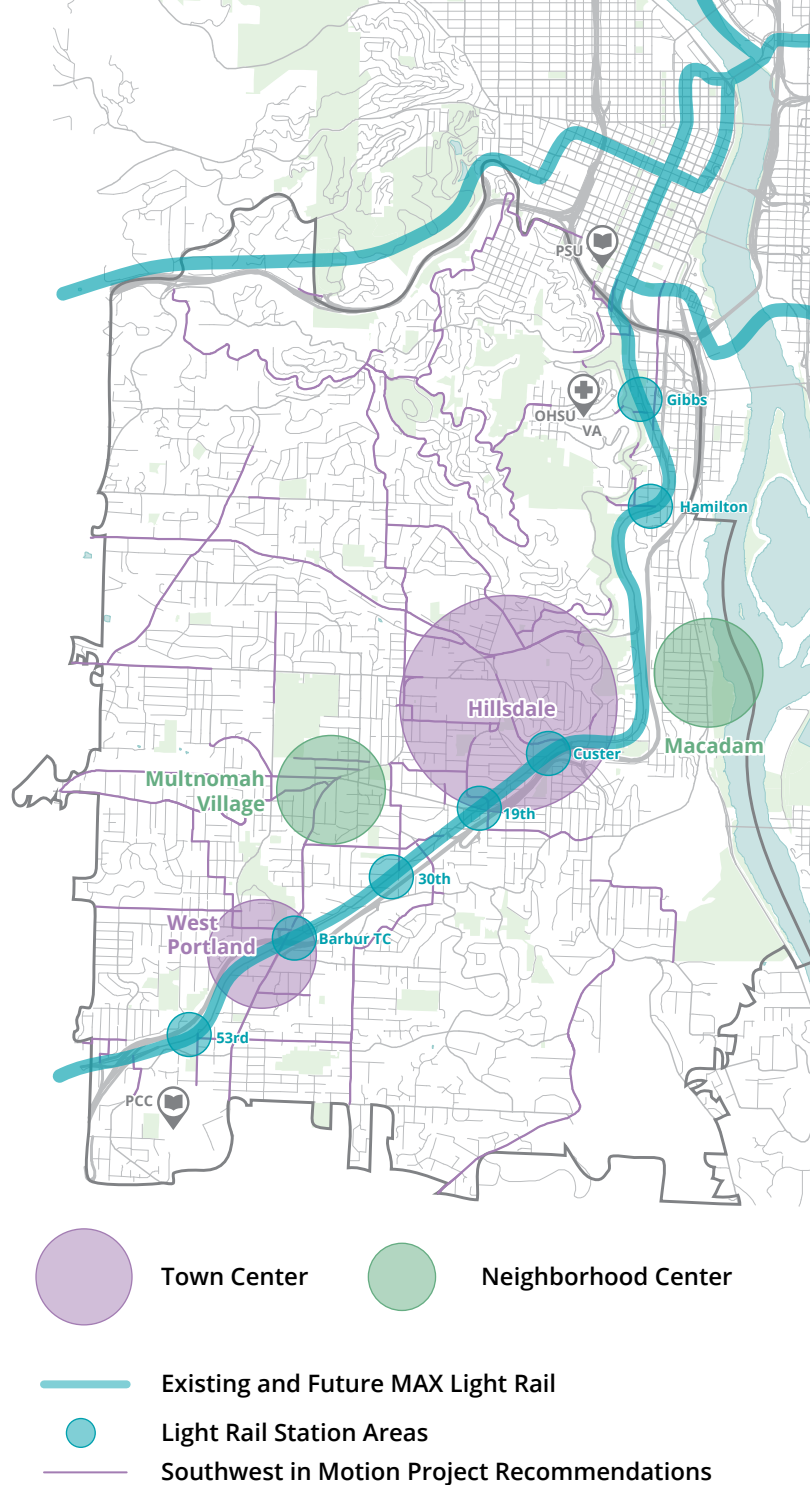
The population of Southwest Portland is expected to continue to grow over the next twenty years. In order to absorb this growth in a way that allows for a range of realistic transportation options, much of this growth will need to be carefully targeted towards existing town and neighborhood centers in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

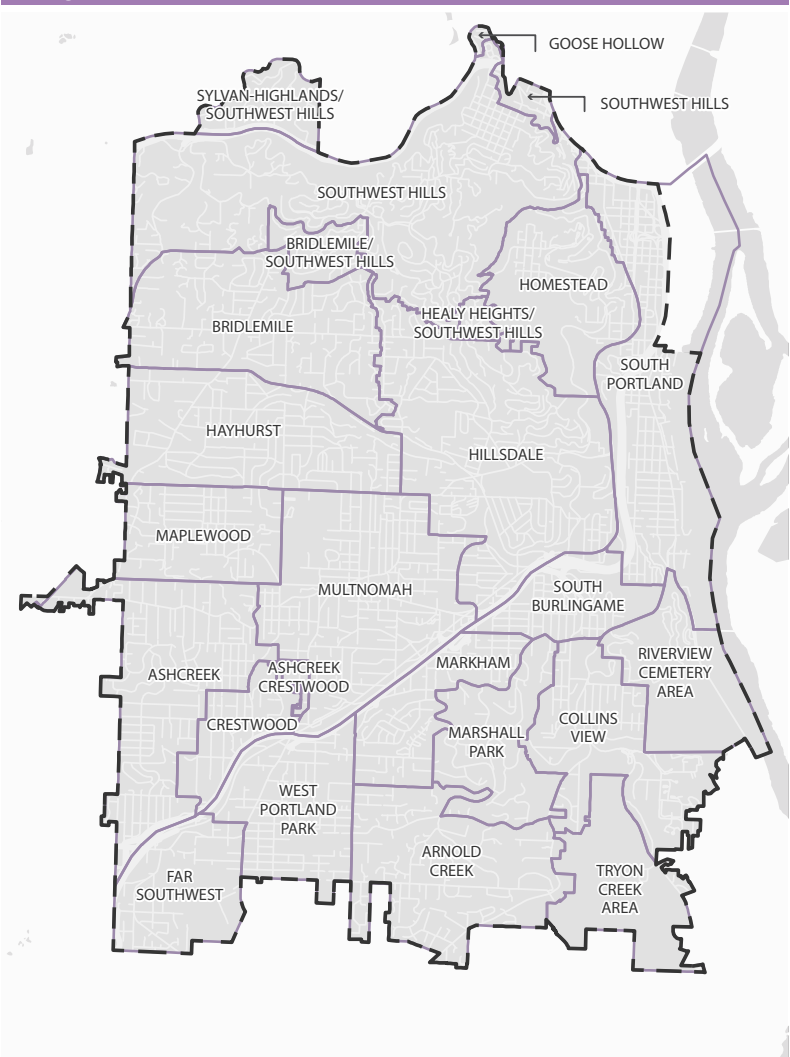
Study Area

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.

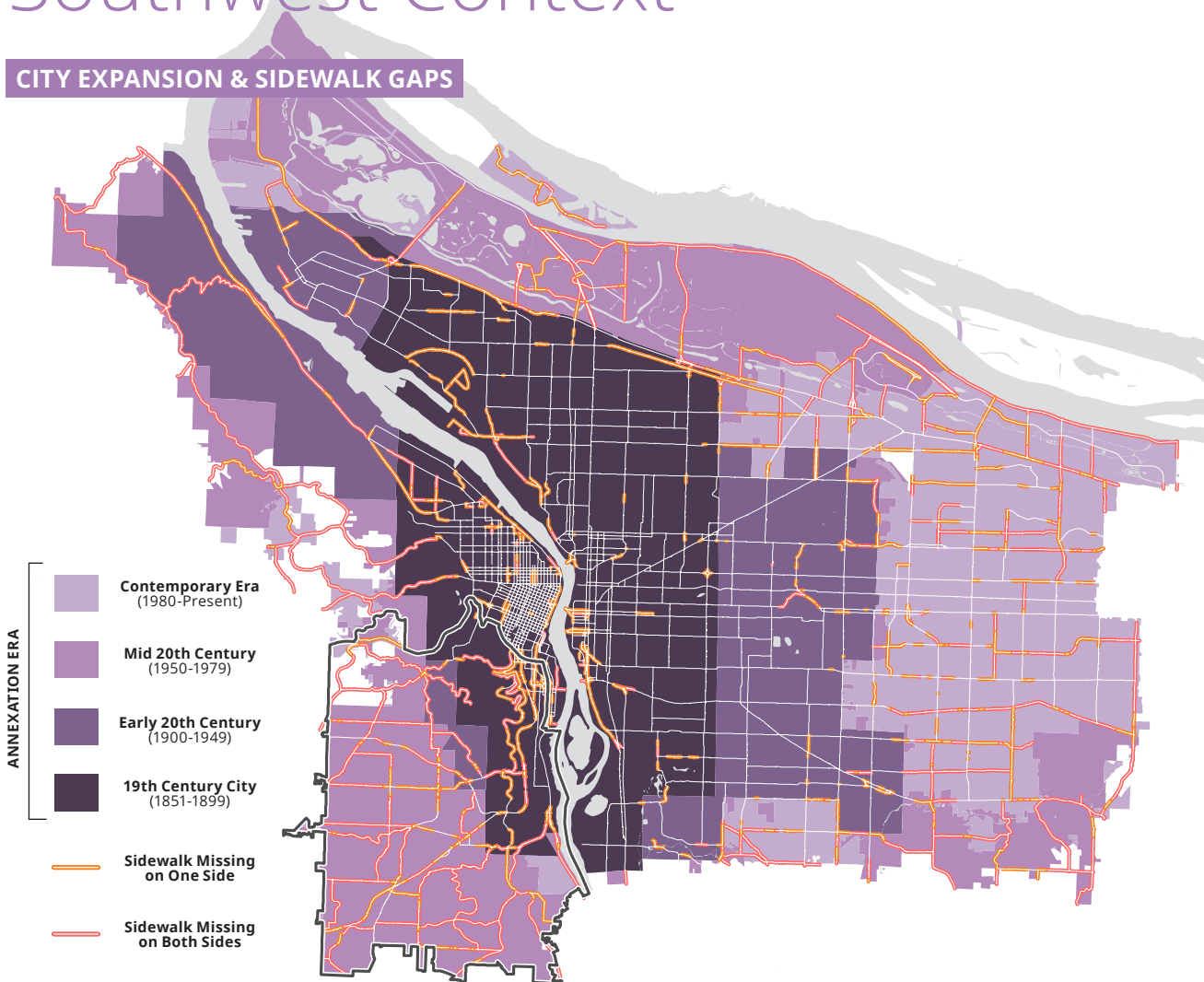
PROJECT AREA AND NEIGHBORHOOD ASSOCIATIONS



* Central City neighborhoods are included in the Central City in Motion plan, available at <https://www.portlandoregon.gov/transportation/71158>

Southwest Context

CITY EXPANSION & SIDEWALK GAPS



20th Century Growth

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 wide spread 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.

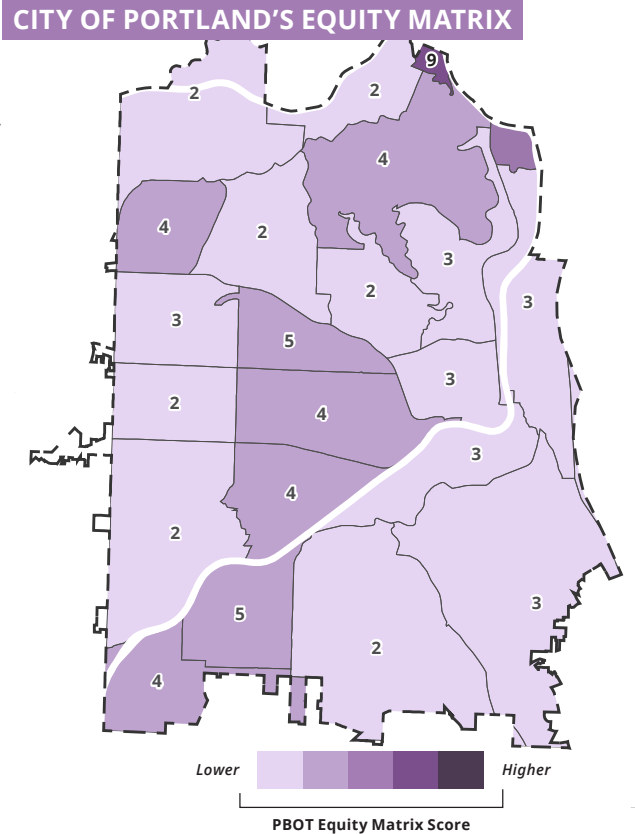
As compared to the City of Portland as a whole, the residents of the study area have higher median household incomes and are less racially diverse. These key demographic statistics are especially relevant to this plan as the Portland Bureau of Transportation Equity Matrix places a large emphasis on race 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.**



PBOT's equity matrix assigns a numerical value from 2 to 10 summarizing key demographic indicators, allowing for broad comparisons between the wide range of neighborhoods throughout Portland. Higher scores indicate a higher share of low income and people of color.

SOUTHWEST PORTLAND DEMOGRAPHIC DATA

Attribute	Study Area	City of Portland
Total Population	76,075	627,885
Percent Person of Color	15.0%	26.9%
Median Household Income	\$89,578	\$61,118
Percent Renters	32.2%	44.3%
Percent Living in Poverty	9.6%	17.2%
Percent 17 and Under	18.2%	17.5%
Percent 65 and Older	13.8%	11.4%

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

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

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

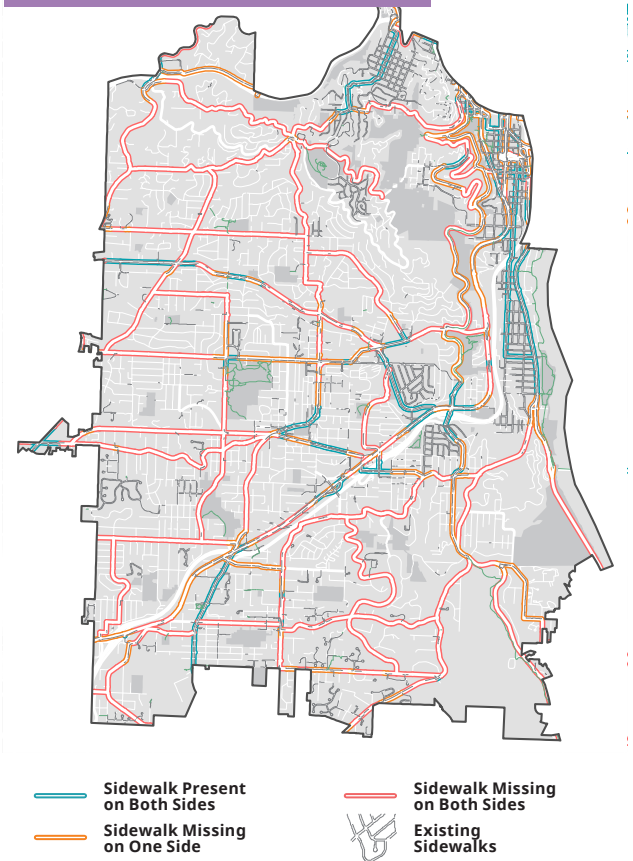
PBOT. 2018. *Portland Street Surfaces by Neighborhood.*

Bikeways

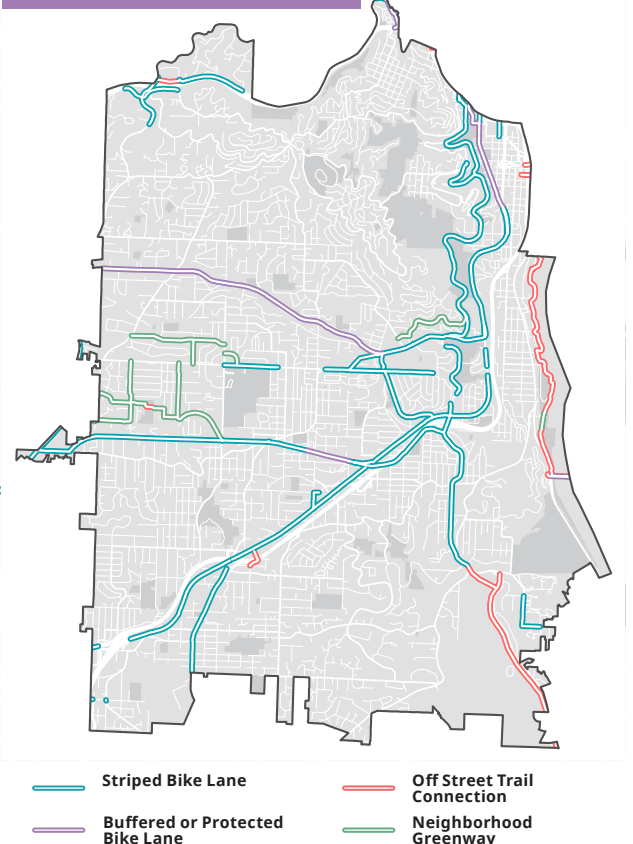
There are over 30 miles of bike facilities in Southwest Portland. These tend to follow major roads and are unevenly distributed throughout this section of the city. The existing bike network offers connections to major employment and commercial areas, but also relies heavily on striped bike lanes on 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.

EXISTING WALKING NETWORK



EXISTING BIKE NETWORK



Travel Behavior

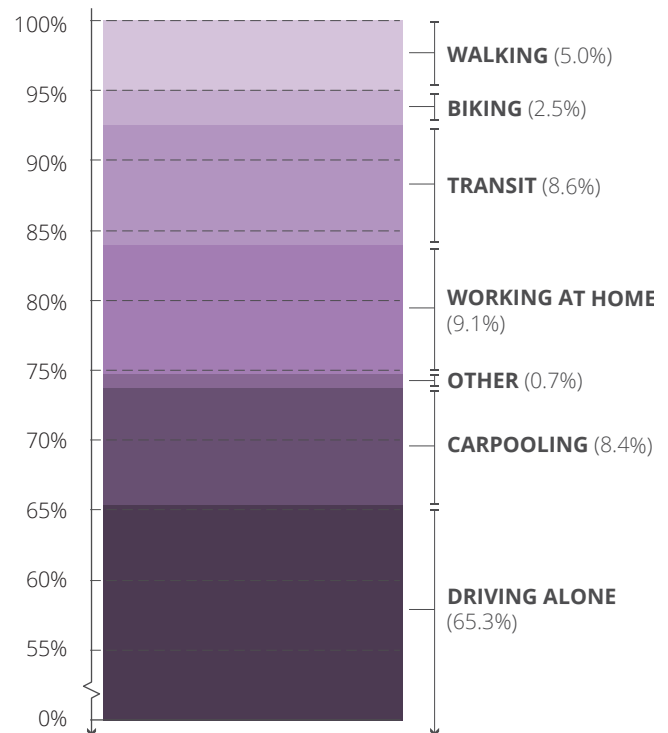
Compared to the City as a whole, a smaller share of Southwest Portland residents use active transportation or transit to get to school or work. Over 65% of Southwest Portland residents drive to work alone, compared with 57% citywide.

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.

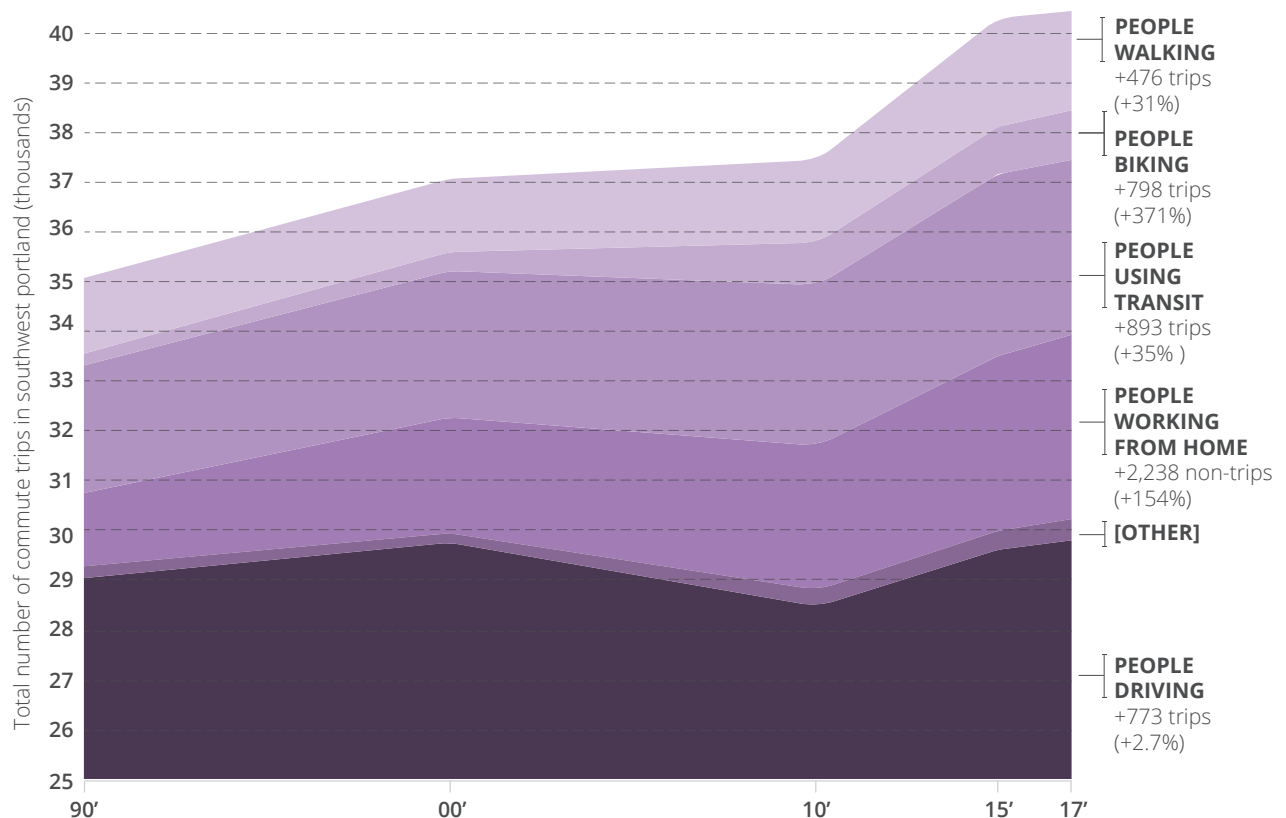
COMMUTE TRIPS BY TRAVEL MODE, SOUTHWEST

SOURCE: 2017 ACS 5-YEAR CENSUS DATA



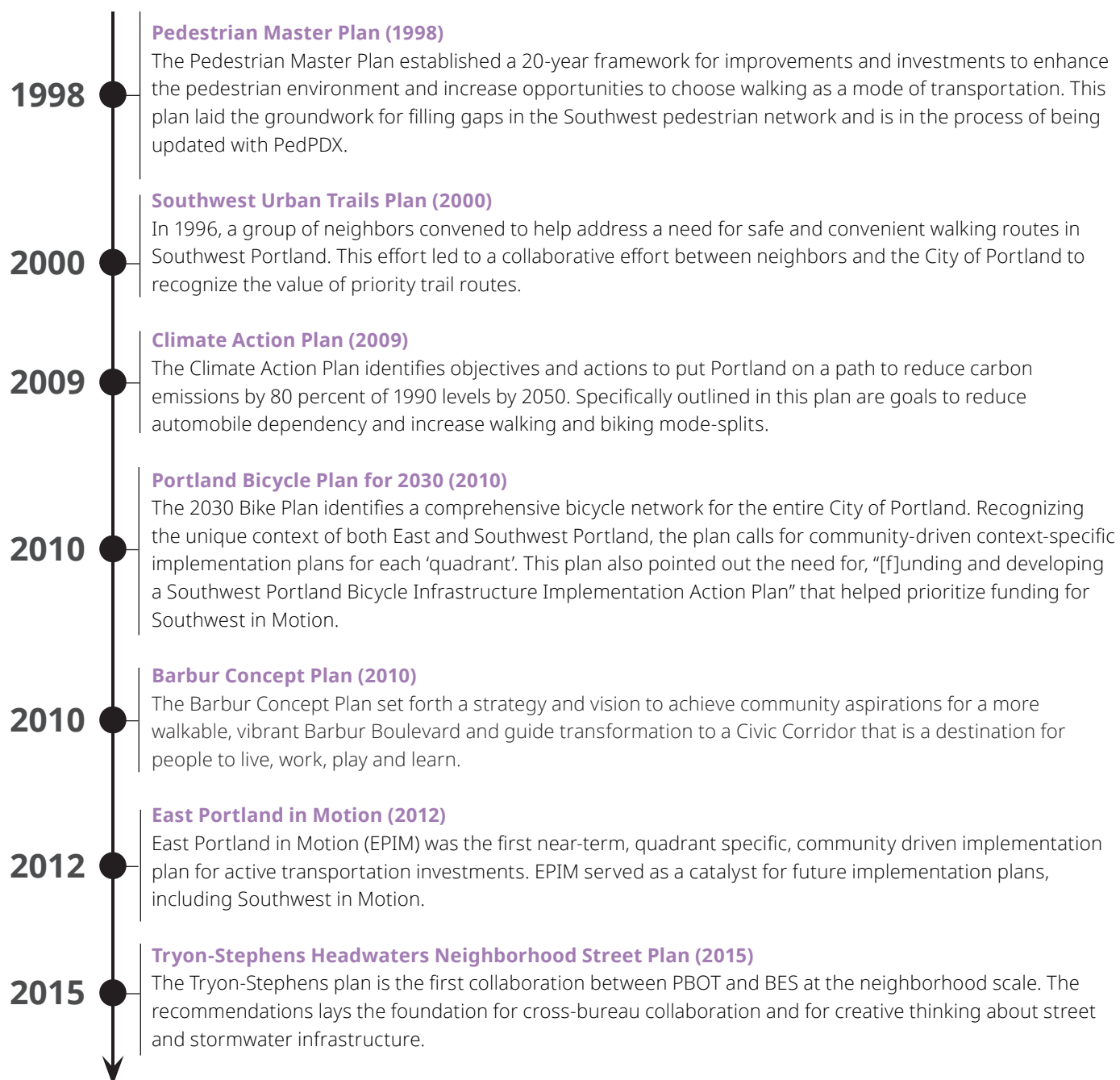
GROWTH IN NEW COMMUTE TRIPS: 1990-2017, SOUTHWEST PORTLAND

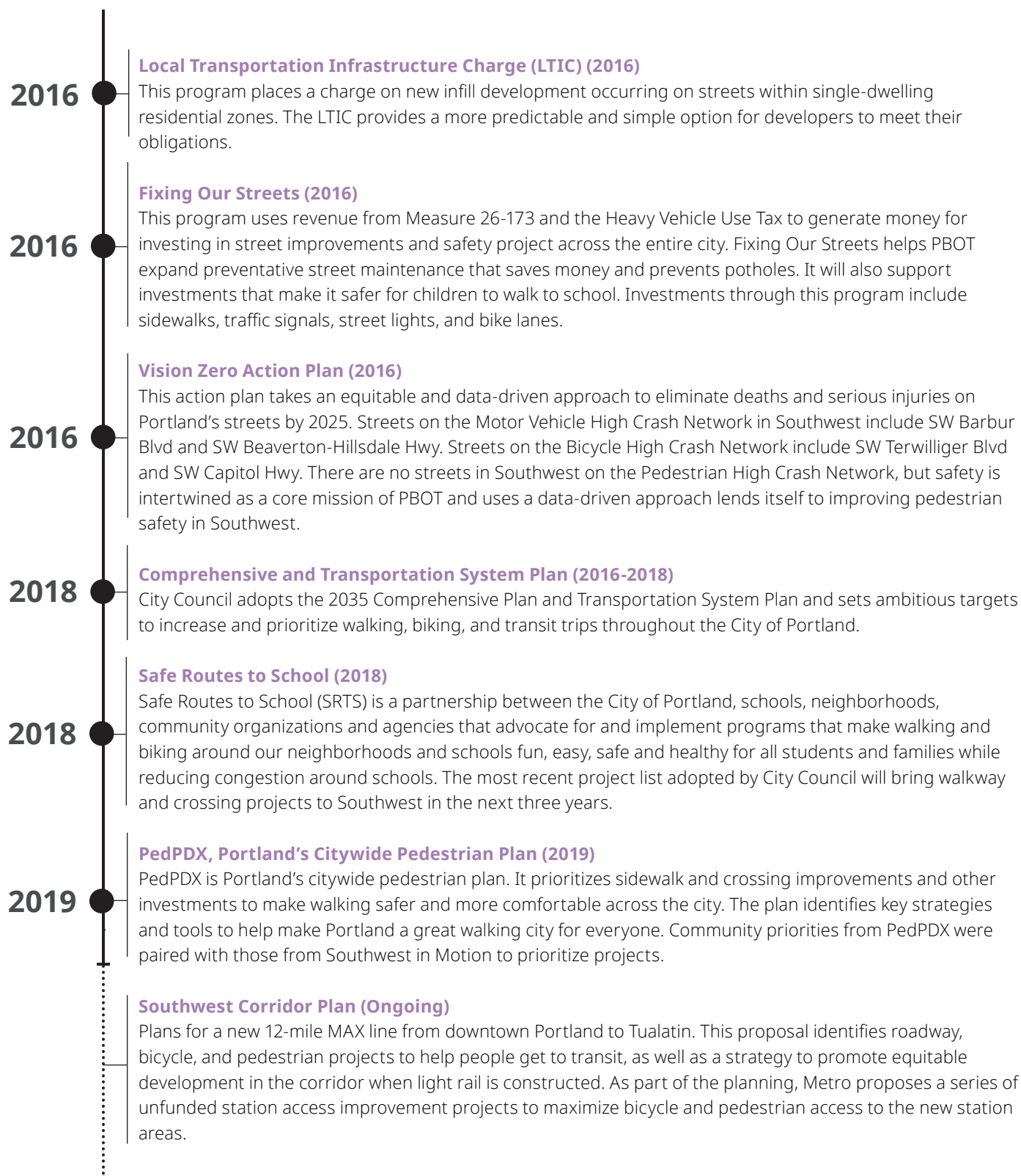
SOURCES: 1990, 2000, & 2010, US DECENNIAL CENSUS DATA; 2015 & 2017 ACS 5-YEAR CENSUS DATA



Planning Context

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 and programs affecting Southwest Portland include:







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.



Focus groups identified infrastructure needs unique to specific communities. A discussion with the Orthodox Jewish Community at Kesser Israel identified needs in the area near Mittleman Jewish Community Center.

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)

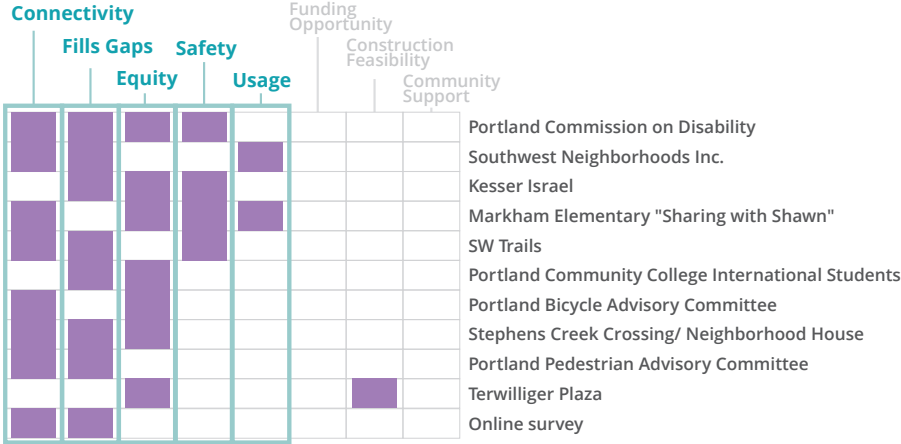
Online Mapping and Survey Tool,

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.





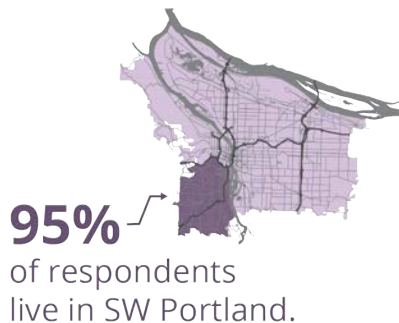
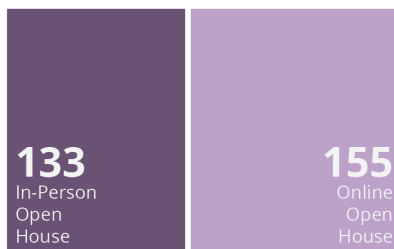
Southwest in Motion Open House

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:



1 in 10
open house
participants
reported
living with a
disability.



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.

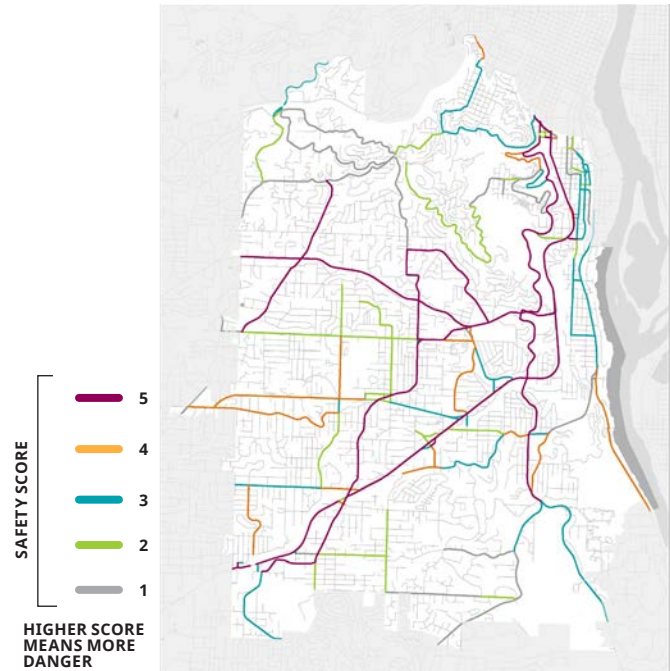
PRIORITIZATION CRITERIA

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.

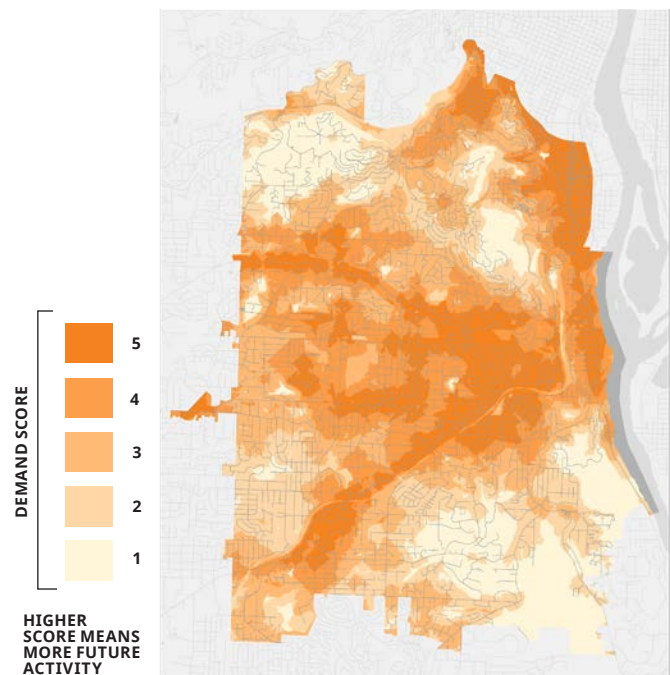
Technical Measures: This criteria includes streets on the Portland Vision Zero High Crash Network, Streets with a recorded crash history, and streets identified by agencies as hazardous or dangerous links on our walking and biking network.

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.

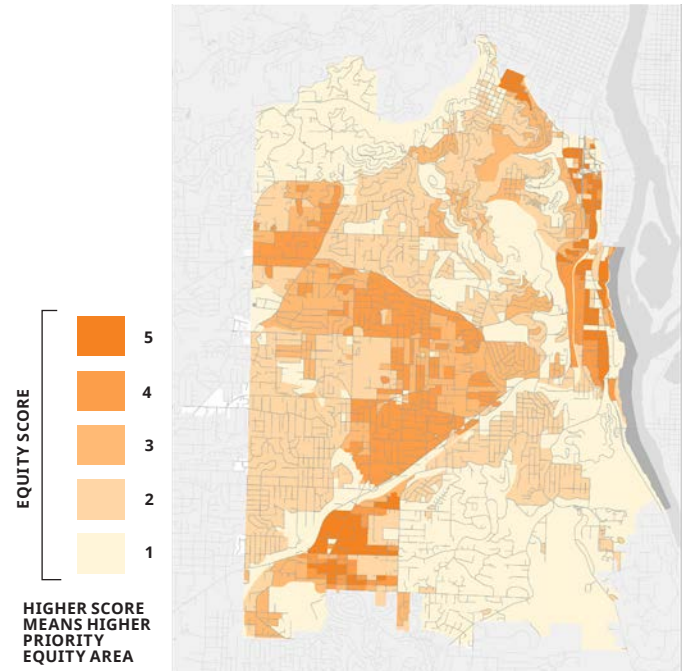
Technical Measures: The Bureau of Planning and Sustainability (BPS) "complete neighborhood" analysis identifies areas with high levels of potential use. Completeness takes into consideration the proximity to various amenities, such as grocery stores, parks and recreation facilities, commercial services, 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.

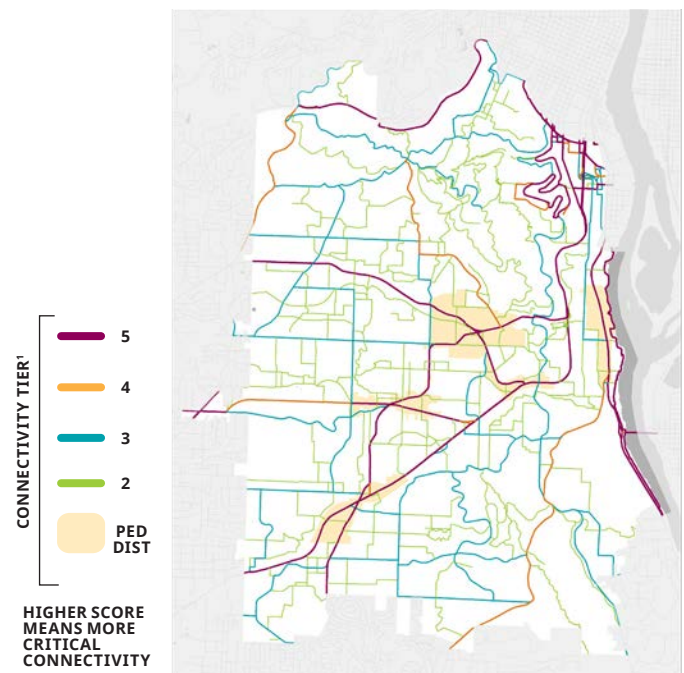


Connectivity: Our project list should support important streets on the regional and city bicycle networks.

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.

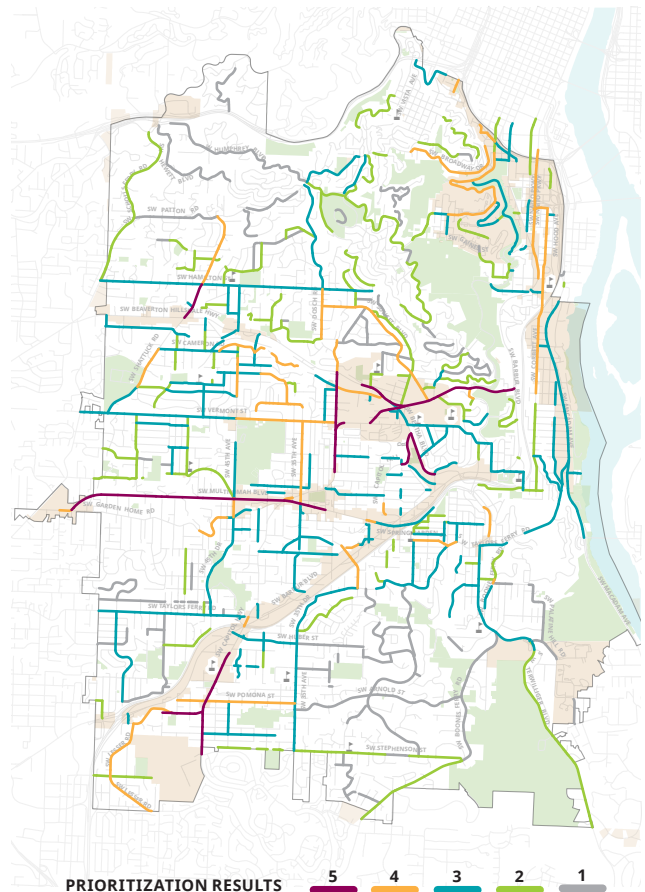
Funding Opportunity Assessment

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.



PRIORITIZATION RESULTS 5 4 3 2 1

Higher scores reflect a higher priority. Because of the overlap with the SW Corridor Light Rail, projects on Barbur Blvd projects were excluded from this analysis but remain a high priority for implementation.

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.

BP

Bicycle/Pedestrian (BP) Construction Projects:

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

RP

Restriping Projects (RP):

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

SS

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.

C

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.

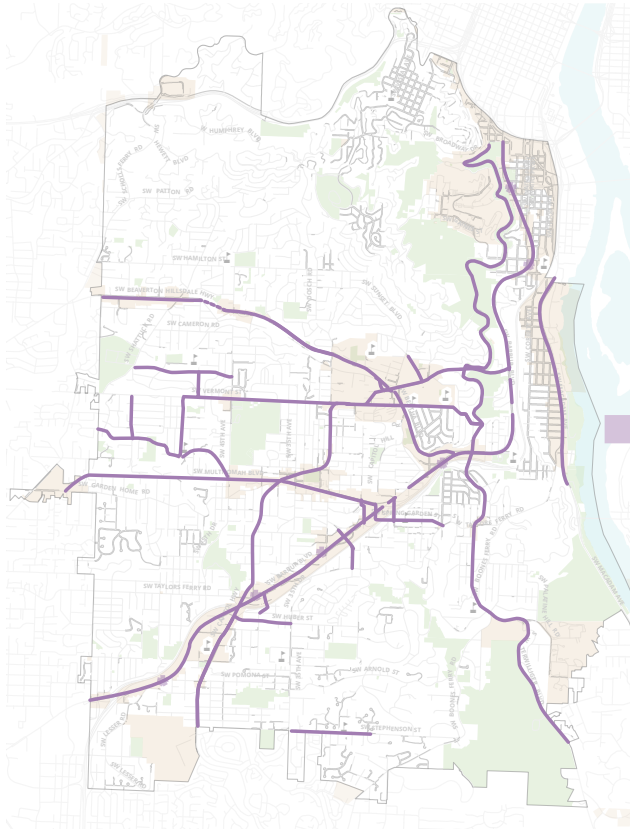
Second tier projects expand the network and make new connections to transit investments. Projects on this list include connections to the future light rail, experimental treatments in need of more analysis, or rely upon projects established in the top tier.

Relationship to the Transportation System Plan

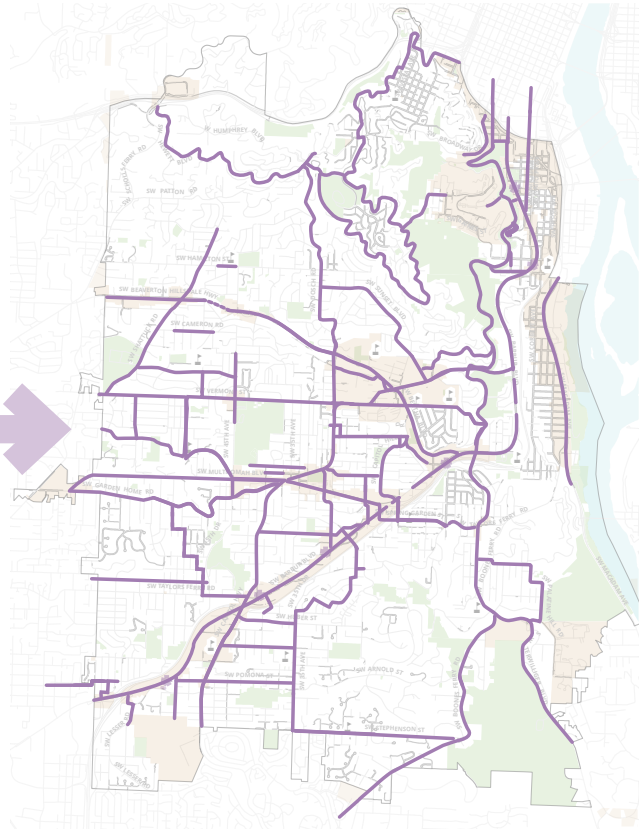
Southwest in Motion projects are designed to identify lower-cost, short-term implementation opportunities. These projects are not intended to supersede or replace major projects in the Transportation System Plan (TSP). In many cases, Southwest in Motion projects are interim or partial implementation 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

TODAY'S WALKING AND BIKING NETWORK



RECOMMENDED WALKING AND 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.

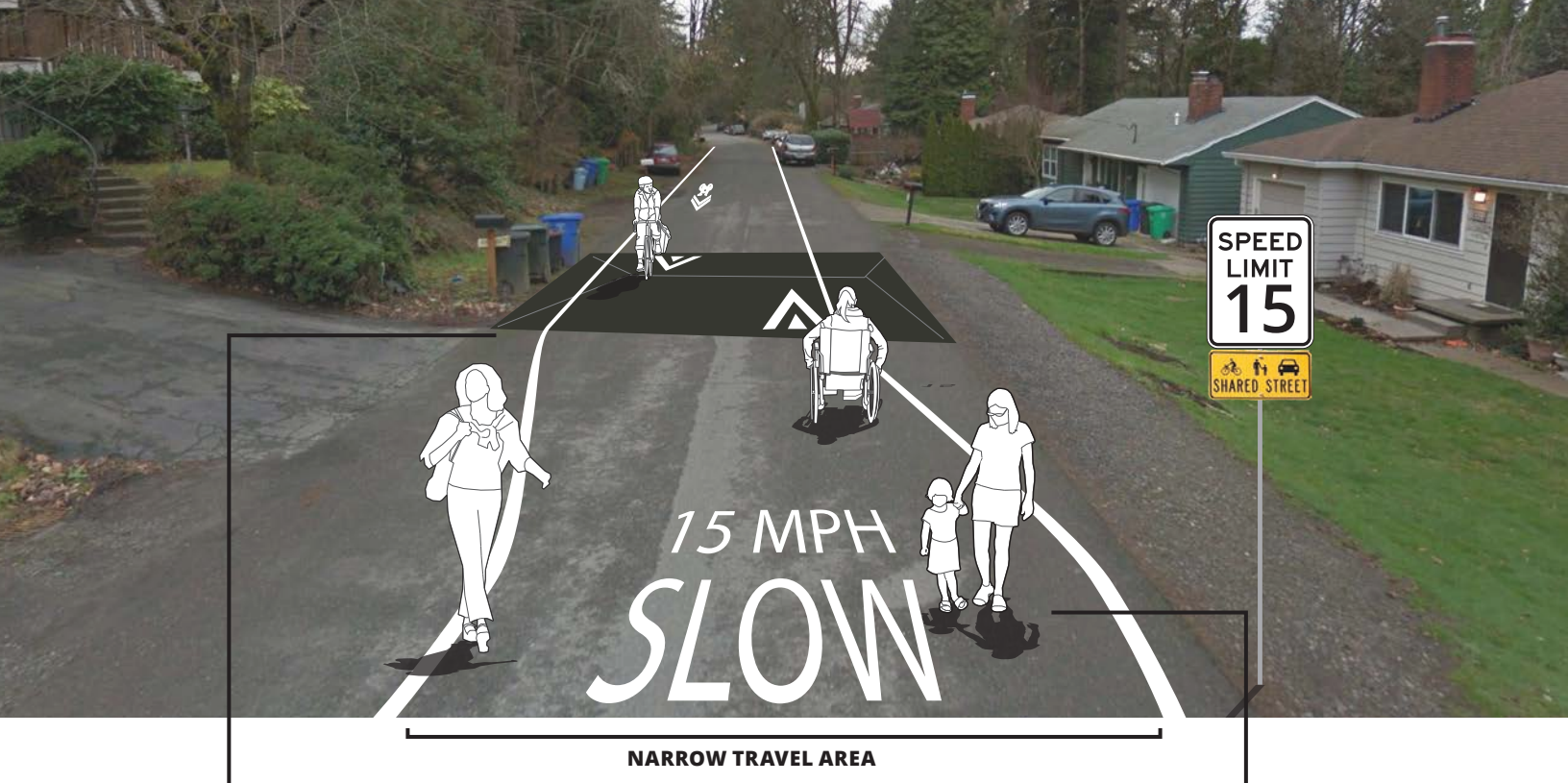
Other Project Types

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.



**TRAFFIC CALMING
TO 15 MPH**

**PEDESTRIAN AND BICYCLISTS
OPERATE IN STREET WITH CARS**

FACILITY TYPES

PEDESTRIAN SHARED STREET

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?

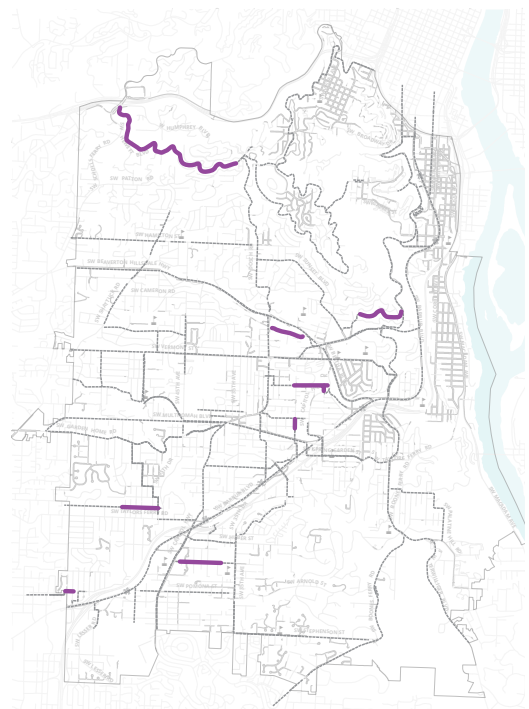
On very low volume and low speed streets, pedestrians and bicyclists are comfortable using the roadway with the occasional vehicle. No sidewalks are necessary.

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?

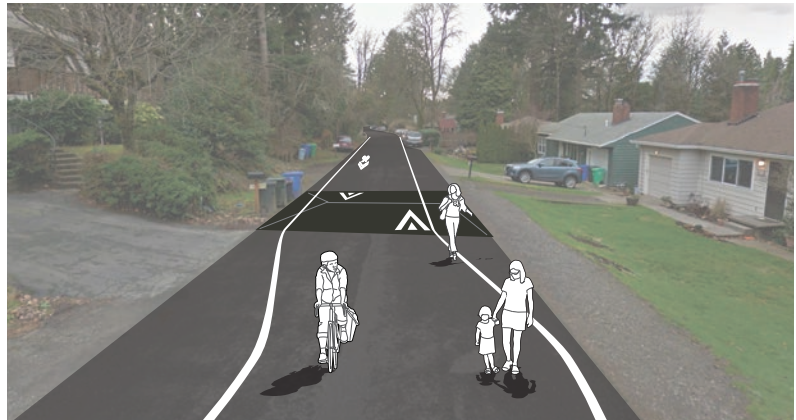


FEATURED PROJECT: BP-15

SW Bertha Pedestrian Shared Street & Neighborhood Greenway

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.



Pedestrian Shared Street

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.



**PHYSICAL BARRIER
ON BUSY STREETS**

EXCLUSIVE PLACE FOR WALKING

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?

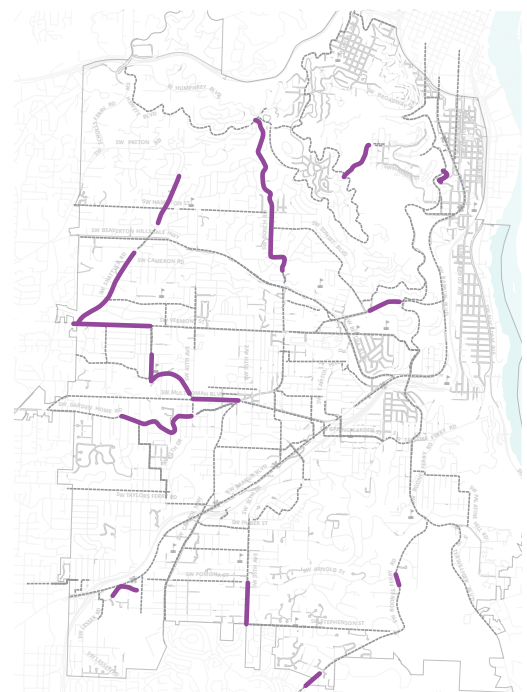
On local streets with traffic calming, a painted-only shoulder may be sufficient to separate people walking from moving traffic. In areas with higher speeds and volumes, a shoulder with physical separation can provide a secure place to walk or bike. In both cases, this can be a cost effective, interim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

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

SS-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.



SHARED TRAVEL AREA FOR ALL ROADWAY USERS

**TRAFFIC CALMING & CLEAR SIGNAGE
TO CREATE A LOW STRESS ENVIRONMENT**

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?

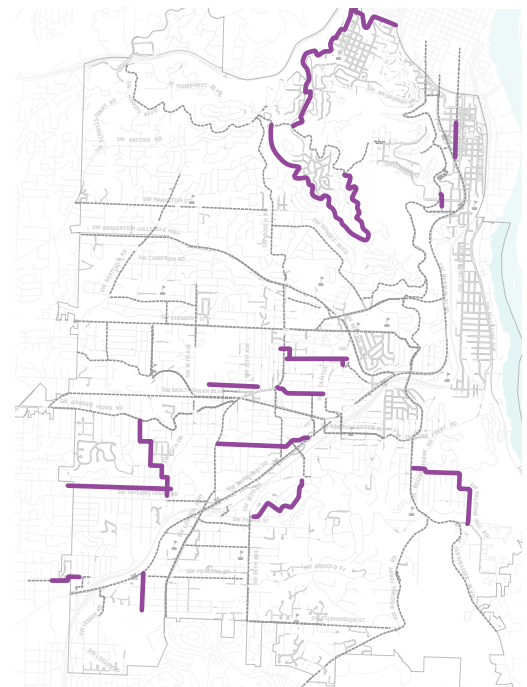
Utilizing a range of traffic calming strategies, Neighborhood greenways expand options for walking and biking by providing a network of streets with low vehicle speeds and volumes, where people driving and biking share the street.

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?



FEATURED PROJECT: BP-21

SW Canby/Troy Neighborhood Greenway

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.



Neighborhood
Greenway

Uphill Bike
Lane

Sidewalk

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.



***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

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?

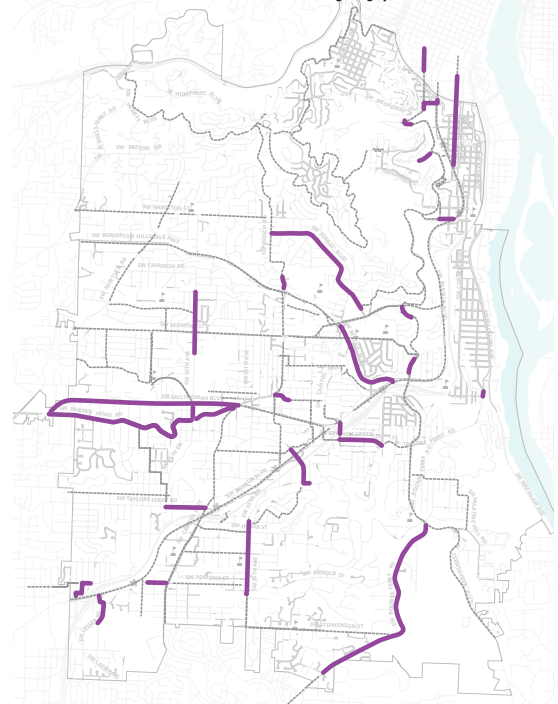
An expanded network of striped bike lanes closes gaps and provides legible routes for people biking along major corridors and to key destinations. Wider bike lanes, buffer striping and physical protection can provide an additional level of comfort for less experienced riders.

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 does **SOUTHWEST IN MOTION** recommend this facility type?



FEATURED PROJECT: RP-17

SW 35th Protected Bike Lanes

Bike Lanes on SW 35th Ave from SW Ridge St to SE Arnold.

Restripe 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.

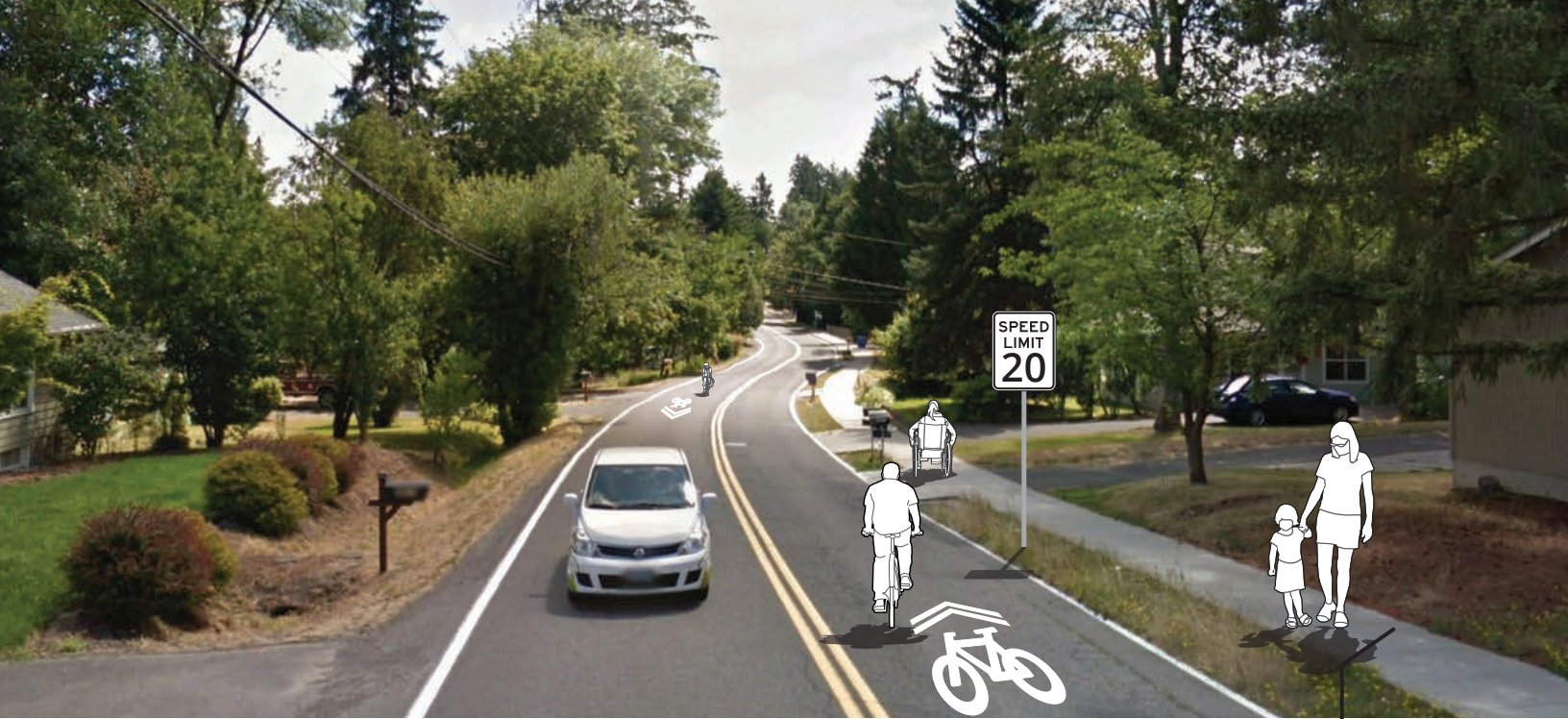
RP-02 Terwilliger Trail to 4th Connector: Biking connection from SW Terwilliger & SW 6th to SW 4th & Broadway.

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.



TRAFFIC CALMING & SHARED ROADWAY MARKING

SIDEWALK WITH A CURB OR SEPARATION FROM THE ROADWAY

FACILITY TYPES

SIDEWALK INFILL

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

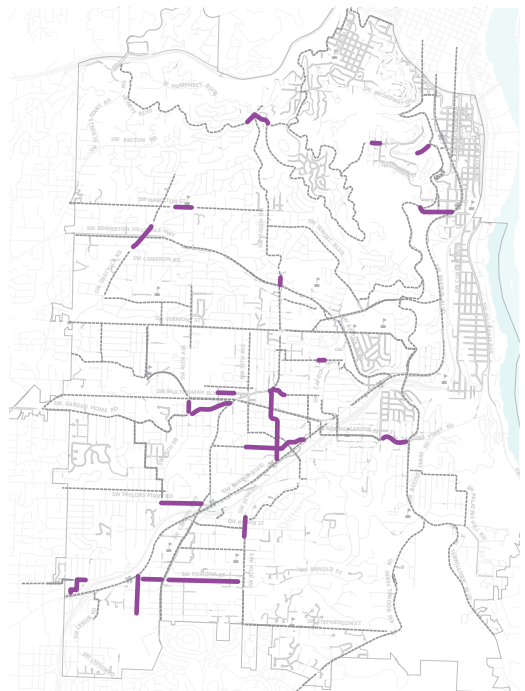
Why this design treatment?

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 of 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?

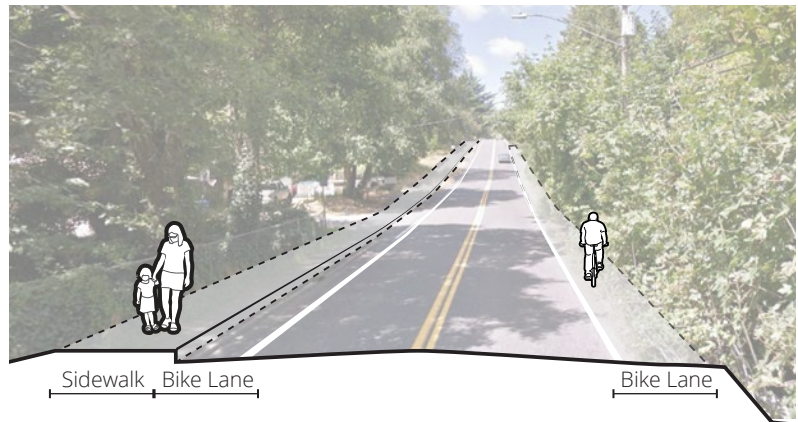


FEATURED PROJECT: BP-31

Outer Taylors Ferry Sidewalk and Bikeway

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

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 (I): A low-stress walking and biking connection from Capitol Hwy to 35th Ave.

BP-41 SW 35th Sidewalk Infill: Filling sidewalk gaps near 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-24 SW 30th/Hume/31st Sidewalk

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

Top tier projects are designed to expand and connect the existing walking and biking network in Southwest Portland.

Active/Upcoming Projects

Active and upcoming projects are funded and scheduled for construction in the near term.

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

Construction Projects

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

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

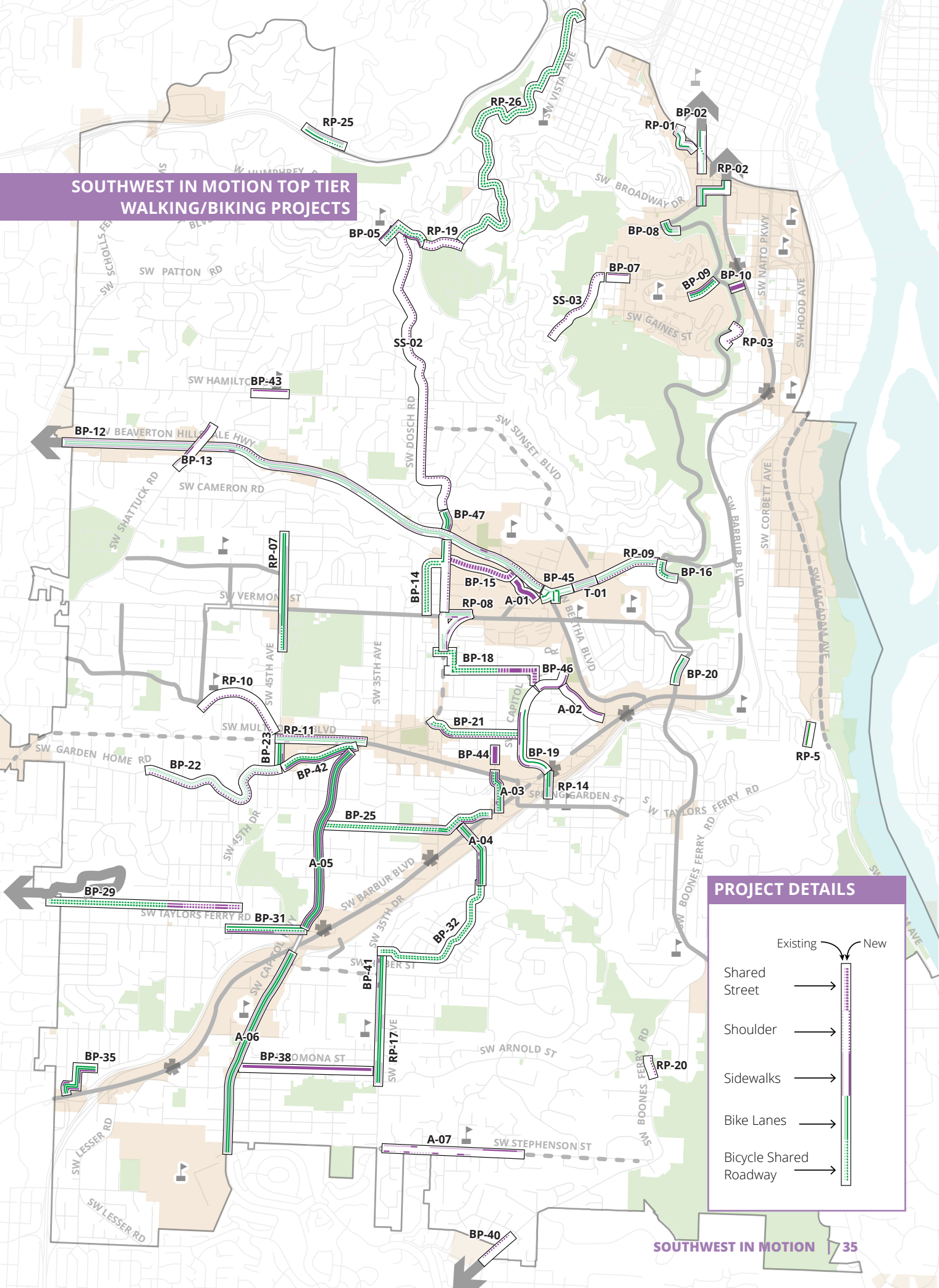
SS-02	Dosch Safer Shoulder
SS-03	Marquam Hill Safer Shoulder

Other Project Types

T-01	Capitol Hwy Enhanced Transit
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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 TOP TIER WALKING/BIKING PROJECTS



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.

BP-01	Lower Montgomery Neighborhood Greenway	BP-48	Pomona Walkway and Bikeway
BP-03	1st Bikeway	BP-49	Taylors Ferry Bike Lane Connection
BP-04	Hewett Shared Street	BP-50	Canby Neighborhood Greenway
BP-06	Lower Fairmount Slow Safer Shoulders Concept	BP-51	Galeburn Safe Routes to School
BP-11	Hamilton Sidewalks and Bikeway	BP-52	Troy St Sidewalk Infill
BP-24	SW 30th/Hume/31st Sidewalk	BP-53	SW 35th Safer Shoulder Walkway
BP-27	Spring Garden Bike Lane Gaps	BP-54	Upper Fairmount Dr. Traffic Calming and Safety Enhancements
BP-28	Inner Taylors Ferry Sidewalk and Bike Lane	BP-55	Broadway Dr Walkway
BP-30	50s Neighborhood Greenway	BP-56	Multnomah Protected Bike Lane
BP-33	Palatine/Primrose Neighborhood Greenway	BP-57	Cheltenham-Westwood Walkway Connection
BP-34	Pomona Neighborhood Greenway	BP-58	SW 52nd Walkway
BP-37	SW 53rd Neighborhood Greenway	BP-59	Sunset Bikeway
BP-39	Boones Ferry Rd Bike Lanes		

Restriping Projects

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

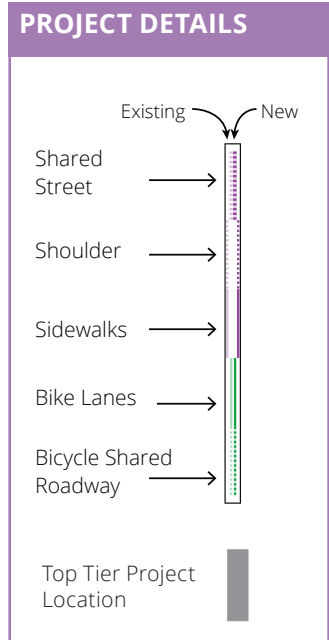
RP-12	Bertha Protected Bike Lane	RP-24	Garden Home Uphill Bike Lanes
RP-18	SW Cameron Traffic Calming	RP-27	60th/Lesser Bike Lane
RP-21	Patton Protected Shoulder	RP-28	Capitol Hill Rd Advisory Bike Lane Pilot

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.

SS-01	Shattuck Safer Shoulders
SS-04	Vermont Safer Shoulder

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



A detailed map of the Southwest In Motion area, specifically focusing on second-tier walking and biking projects. The map shows a network of streets, including major thoroughfares like SW Beaverton Hillsdale Hwy and SW Sunset Blvd, as well as local roads like SW Patton Rd and SW Garden Rd. Various project locations are marked with labels such as BP-01, BP-03, BP-04, BP-06, BP-11, BP-21, BP-24, BP-27, BP-28, BP-30, BP-33, BP-34, BP-36, BP-37, BP-39, BP-48, BP-49, BP-50, BP-51, BP-52, BP-53, BP-54, BP-55, BP-57, BP-58, BP-59, RP-12, RP-18, RP-24, RP-28, SS-01, SS-04, and SS-01. Some projects are highlighted with green dashed lines, while others are indicated by small black squares or dots. The map also shows topographical features like hills and water bodies, and includes a legend in the bottom right corner indicating "SOUTHWEST IN MOTION | 37".

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.

A-01	SW Whitaker St at SW Naito	A-07	SW Capitol Hwy and SW Pomona St
A-02	SW Naito Pkwy at SW Barbur Blvd	A-08	SW Pomona St and 35th Ave
A-03	SW 47th Ave & SW 47th Dr	A-09	SW Stephenson and 35th
A-04	SW Shattuck at SW Pedestrian Trail	A-10	SW Stephenson St at 31st Ave
A-05	SW Beaverton Hillsdale Hwy and 36th Ave	A-11	SW Garden Home Rd and SW Multnomah Blvd
A-06	SW Capitol Hwy and SW Dickinson St		

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.

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

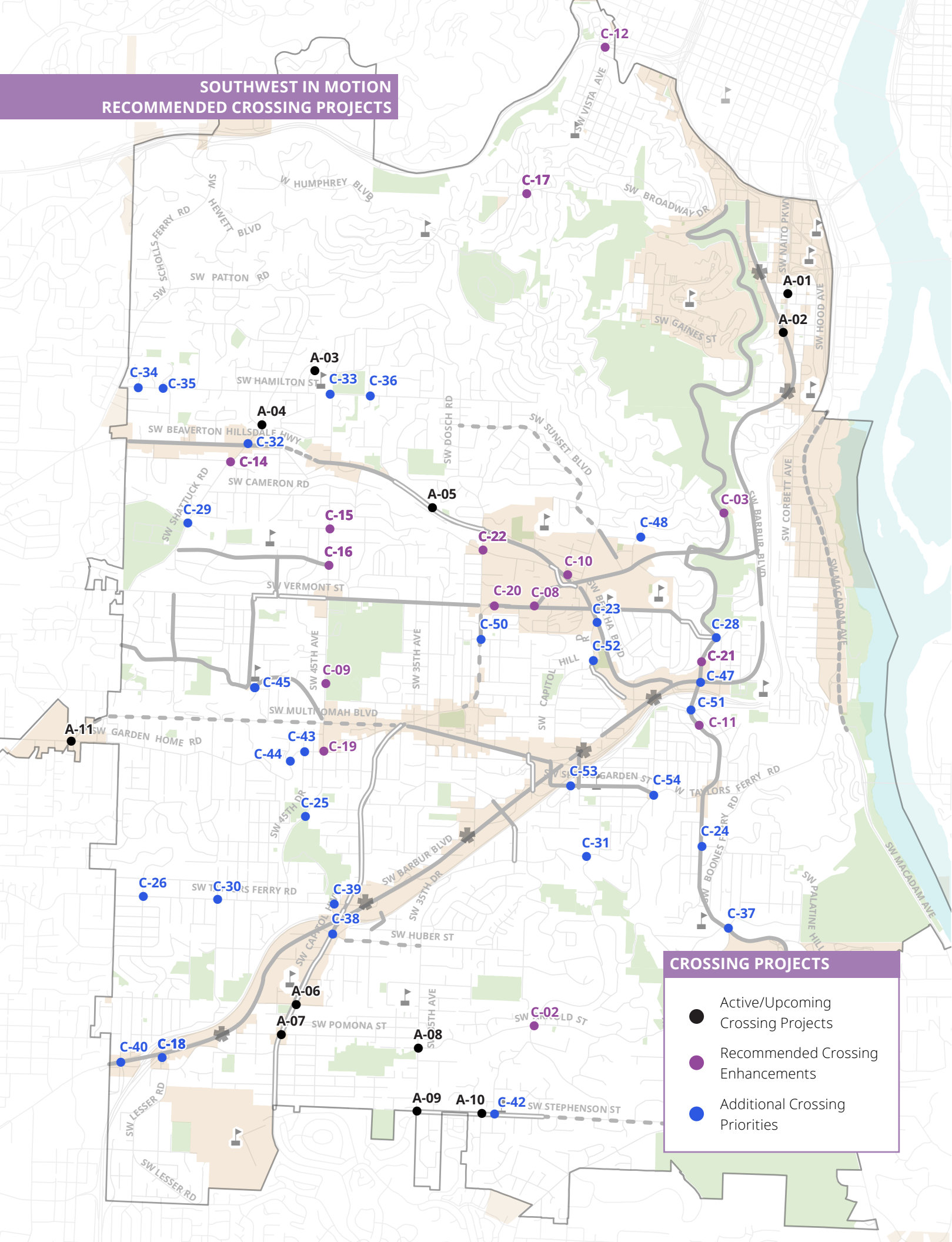
Additional Crossing Priorities

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

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

Refer to the plan appendix to view individual descriptions for a more detailed look at each of the *Southwest in Motion* funded crossing enhancements.

SOUTHWEST IN MOTION RECOMMENDED CROSSING PROJECTS





Road Enhancement Opportunities

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.

- A **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.

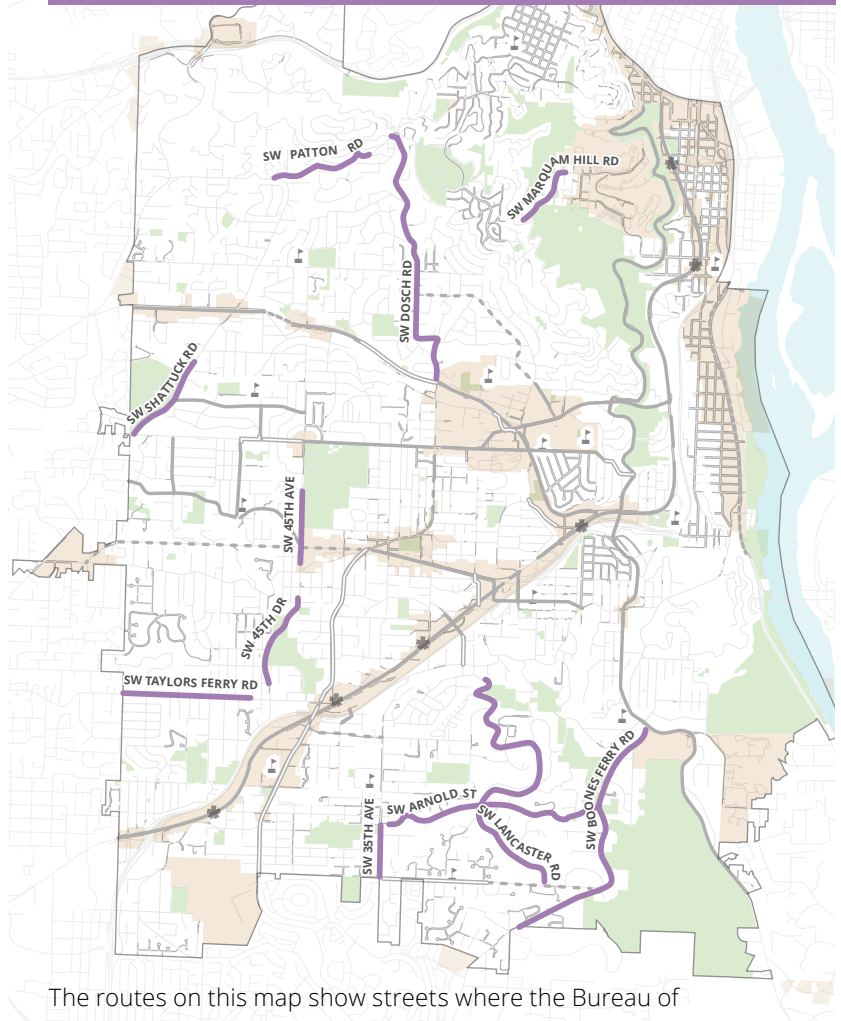
Shared interests between bureaus is not a requirement for implementation, and there are other opportunities for safer shoulder walkways beyond those identified on this map.

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.**



SAFER SHOULDER OPPORTUNITY CANDIDATES



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.

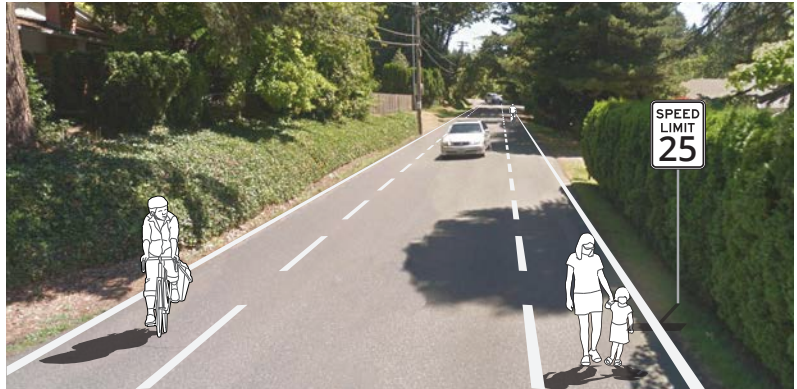
An Advisory shoulder creates usable space for pedestrians and bicyclists on a roadway that is otherwise too narrow to accommodate separate facilities. The shoulder is delineated by broken white pavement markings. Motorists may only enter the shoulder when no pedestrians or bicyclists are present and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

Next Steps for Implementation

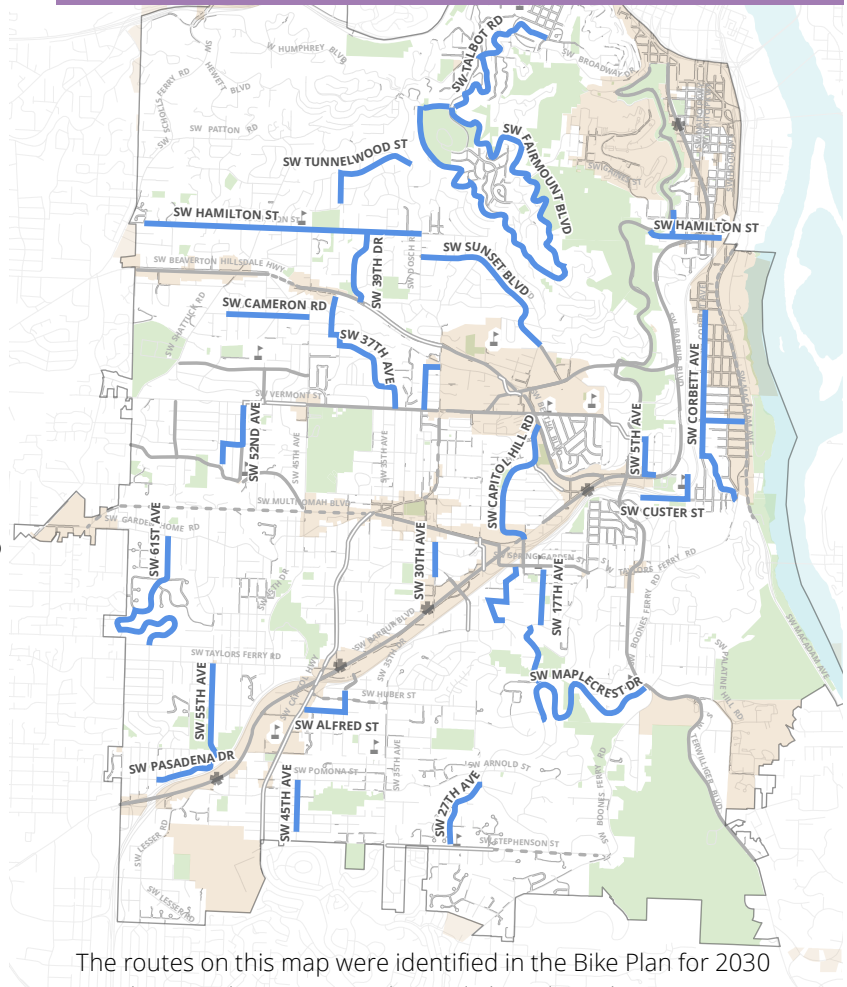
PBOT plans to participate in an experimentation and analysis process to conduct pilot project implementation to learn more about where this facility type works best. Southwest Portland has much to gain from successful implementation of advisory shoulders and the inclusion of this design into the PBOT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



ADVISORY SHOULDER/BIKE LANE ANALYSIS CANDIDATES



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

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)

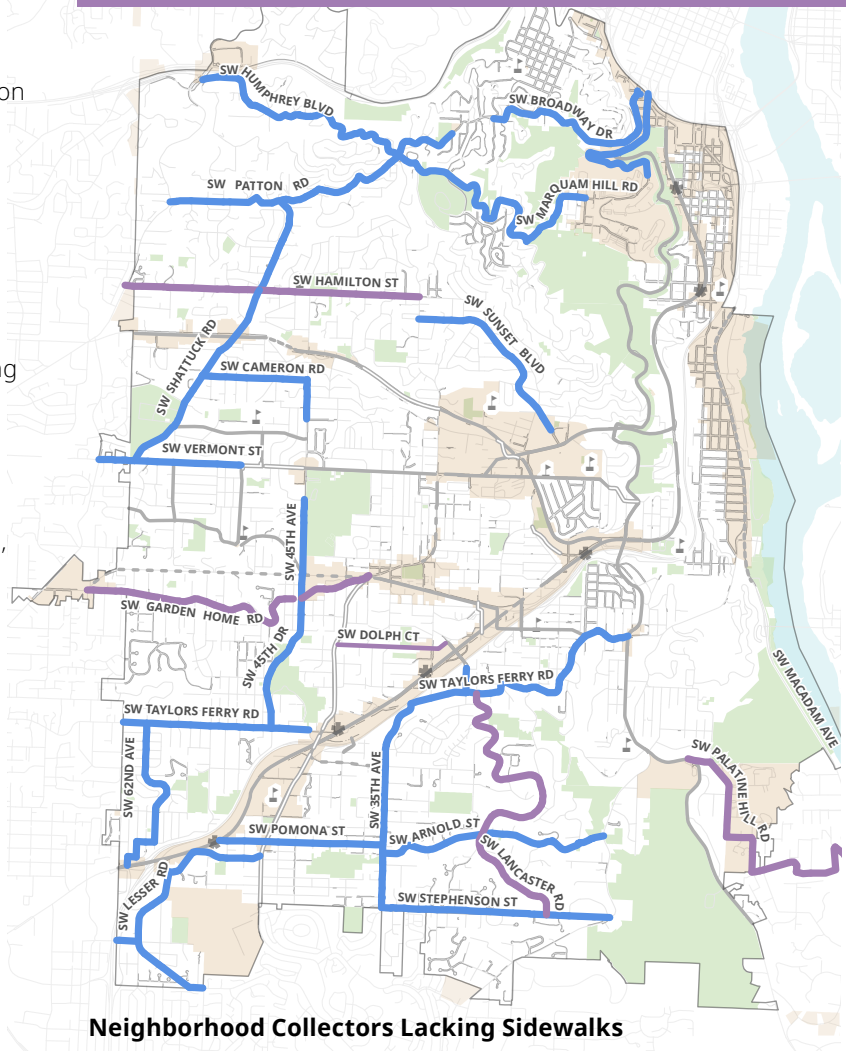
Major Emergency Response Streets that also have a Neighborhood Collector traffic classification are eligible for speed cushions, subject to the approval of Portland Fire & Rescue.

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



Neighborhood Collectors Lacking Sidewalks

- Major Emergency Response (Requires Portland Fire & Rescue approval)
- Secondary Emergency Response
- Secondary Emergency Response (Local Street)

ROAD ENHANCEMENT OPPORTUNITY: **GRAVEL STREET SERVICE**



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>



Partnerships, Programs & Policies

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 the strengthens communities. While the walking and biking projects identified in this plan will be 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



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 of 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.

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 give 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 allow 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

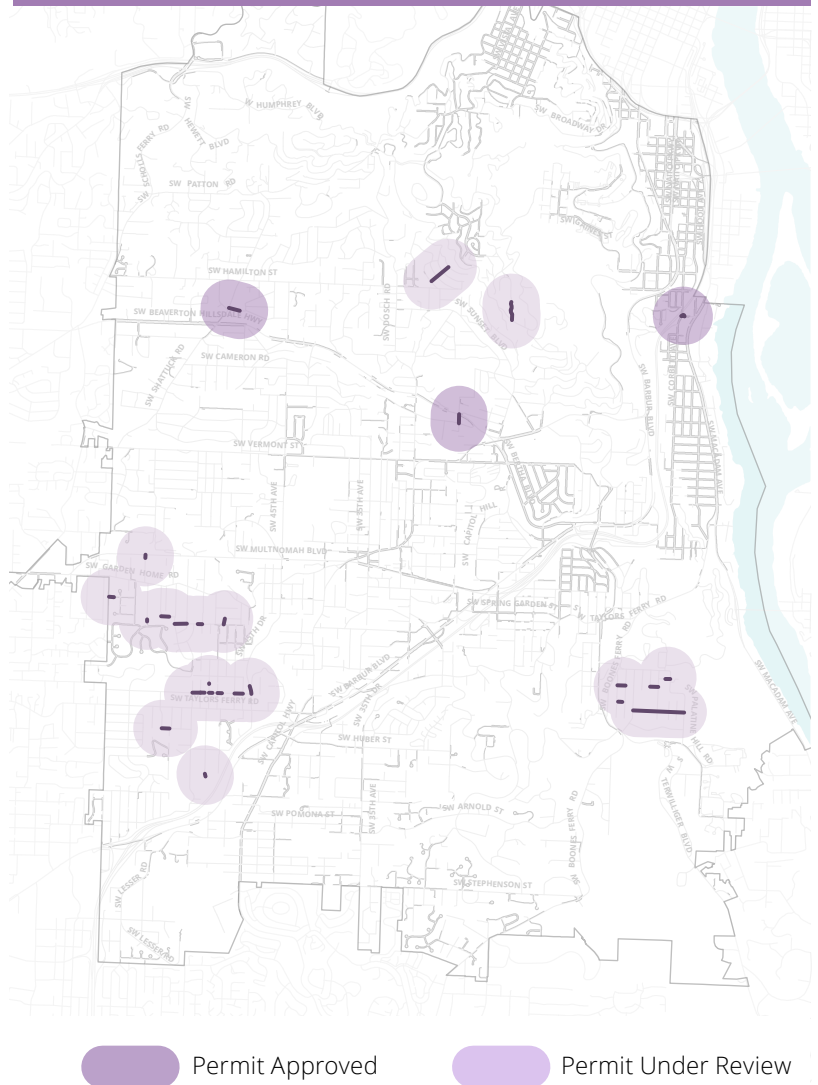
Portland has several undeveloped rights-of-way across the city that offer opportunities for valuable, community-supported, and currently unmet pedestrian and bicycle connections.

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.

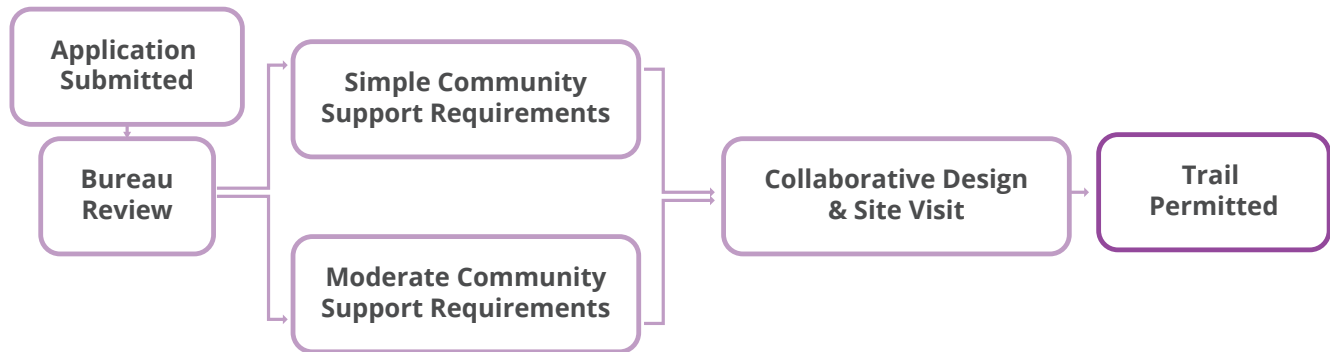


PORTLAND PATHWAY PERMITS IN SOUTHWEST PORTLAND



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.

Portland Pathways Permitting Process



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>

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 the 4T Trail on citywide communications materials.

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 time lines; full plan implementation and a precise time line 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: \$185,00 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.

