

Southwest in Motion

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



PBOT
PORTLAND BUREAU OF TRANSPORTATION

SOUTHWEST IN
MOTION
AUGUST 2019

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Southwest in Motion

A SHORT-TERM ACTION PLAN FOR ACTIVE TRANSPORTATION

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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:

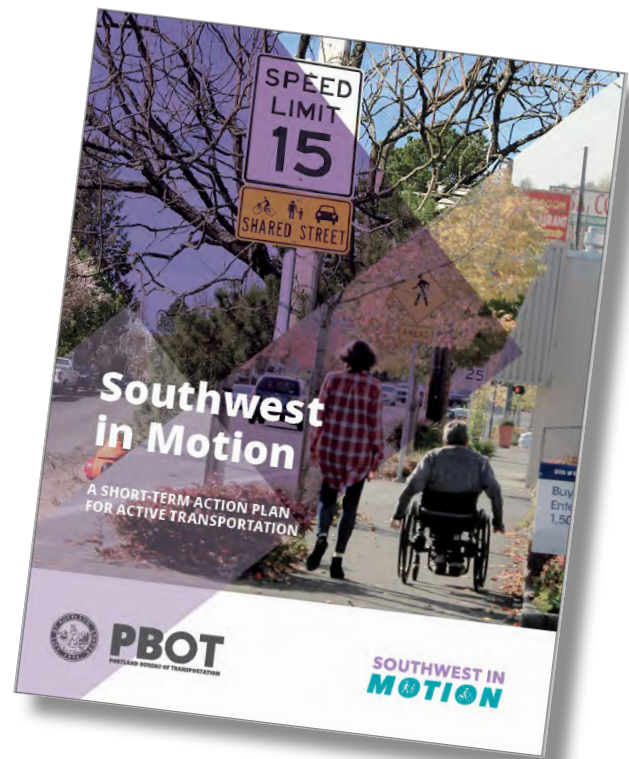
NEIGHBORHOOD ADVOCATES:

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

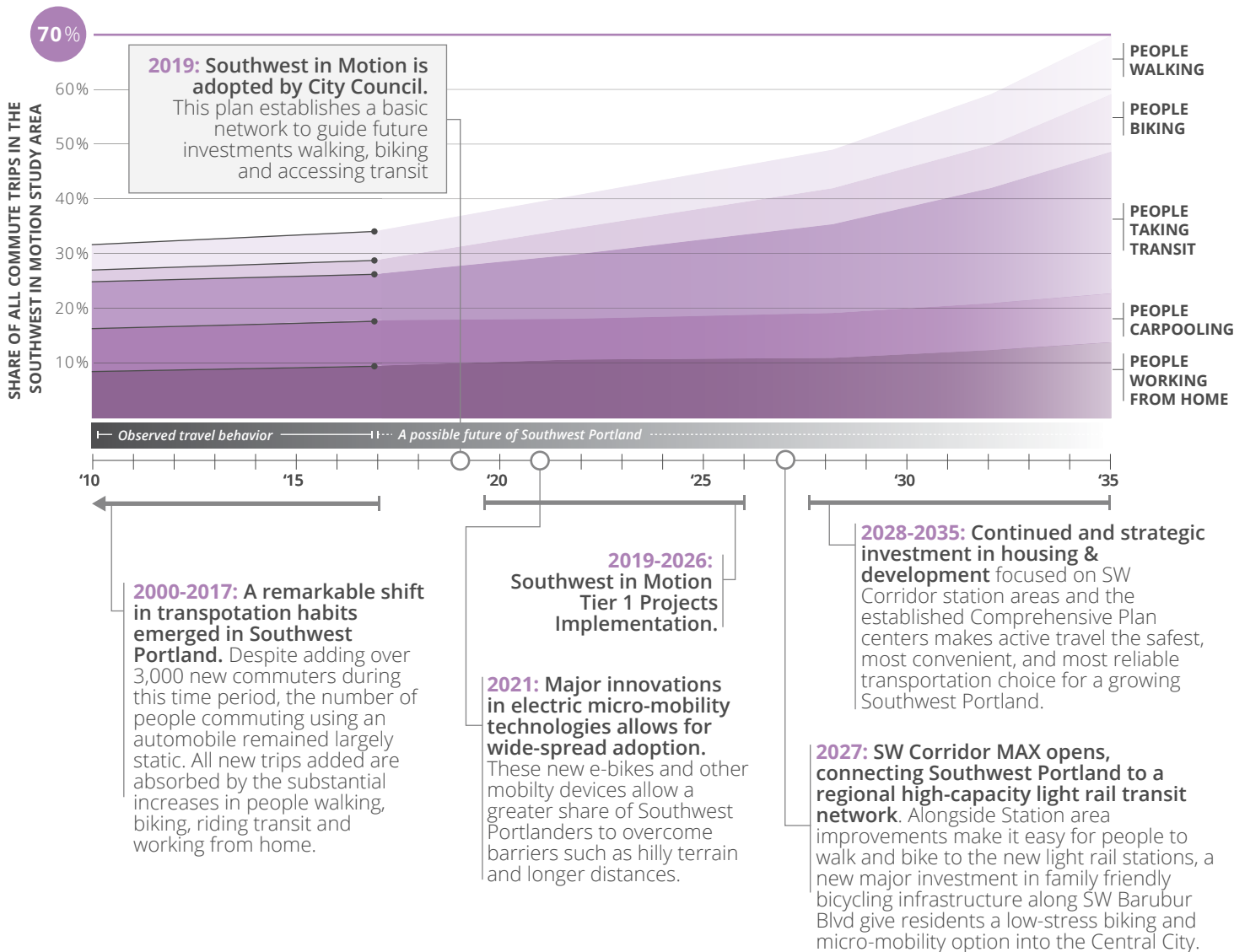
The Portland Bureau of Transportation envisions a **safe and reliable transportation system** that acts as a catalyst for a prosperous Portland defined by its **high quality of life, enriched and connected community, and low-carbon impact.**

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.

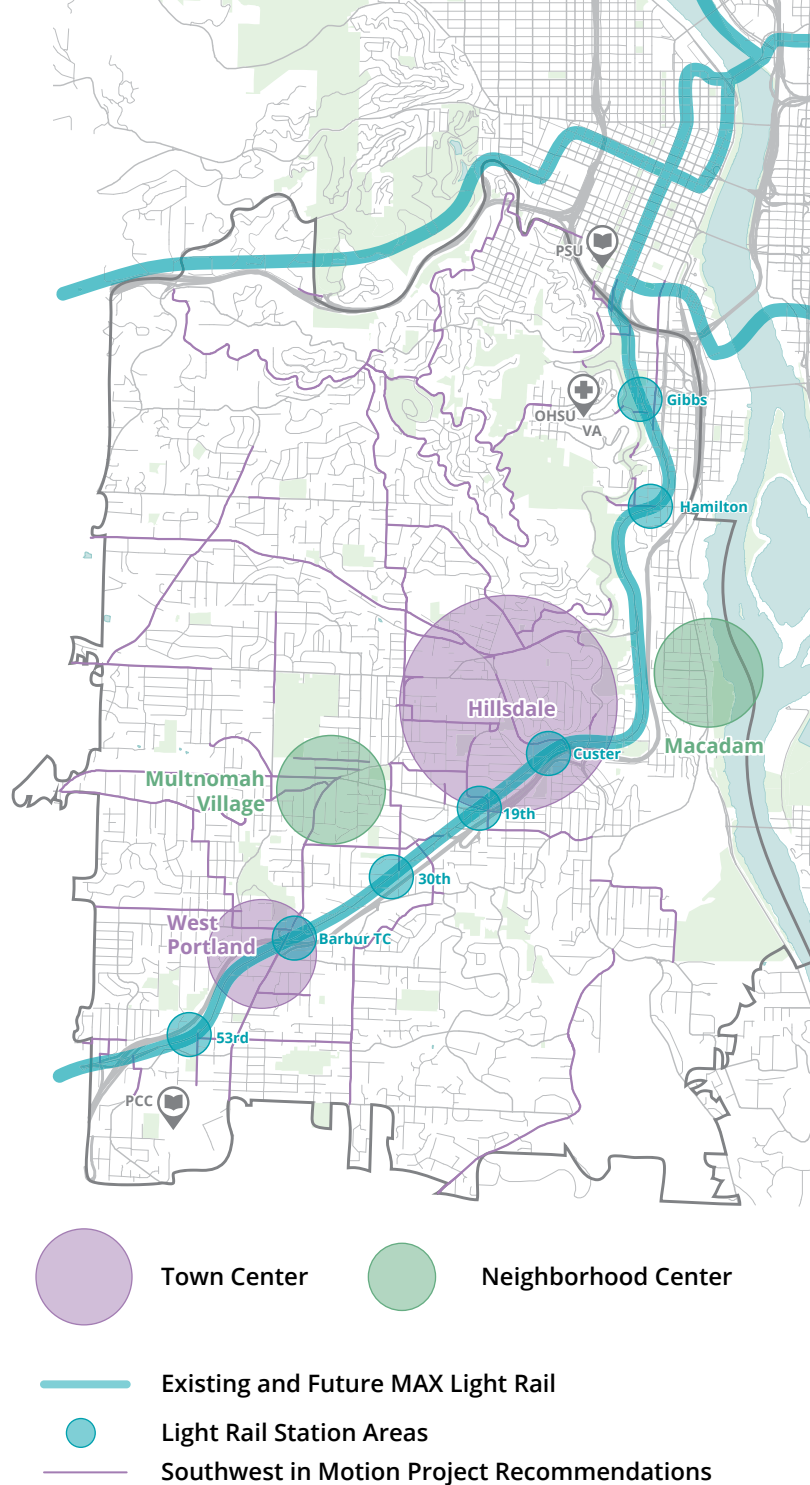
The Southwest Corridor Light Rail Project would be a transformational investment that could re-imagine how people move within and through Southwest. The historic urban fabric of Southwest Portland formed within walking distance around the stops of the historic Oregon Electric Railway. Although rail service 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

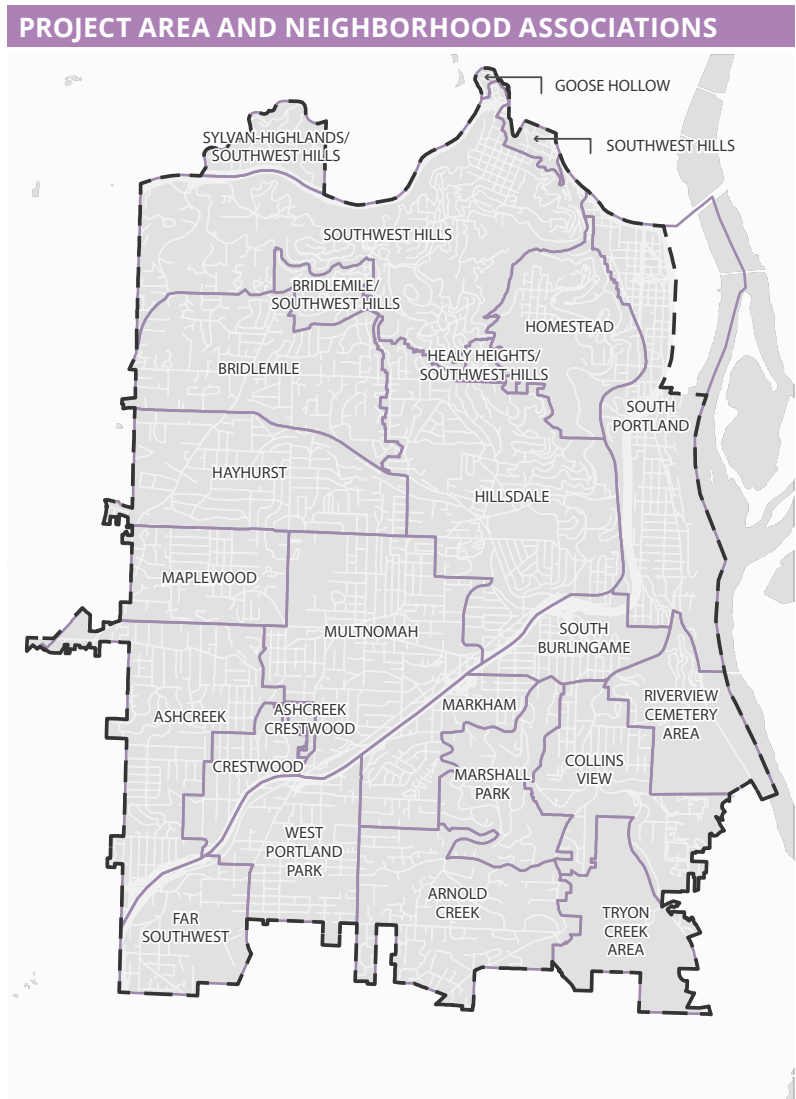
Southwest began development as a district of transit-oriented walkable neighborhood centers, but years of auto-oriented street and land use development have grown the area into an auto-dependent place where walking and biking facilities are disconnected or non-present.

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.

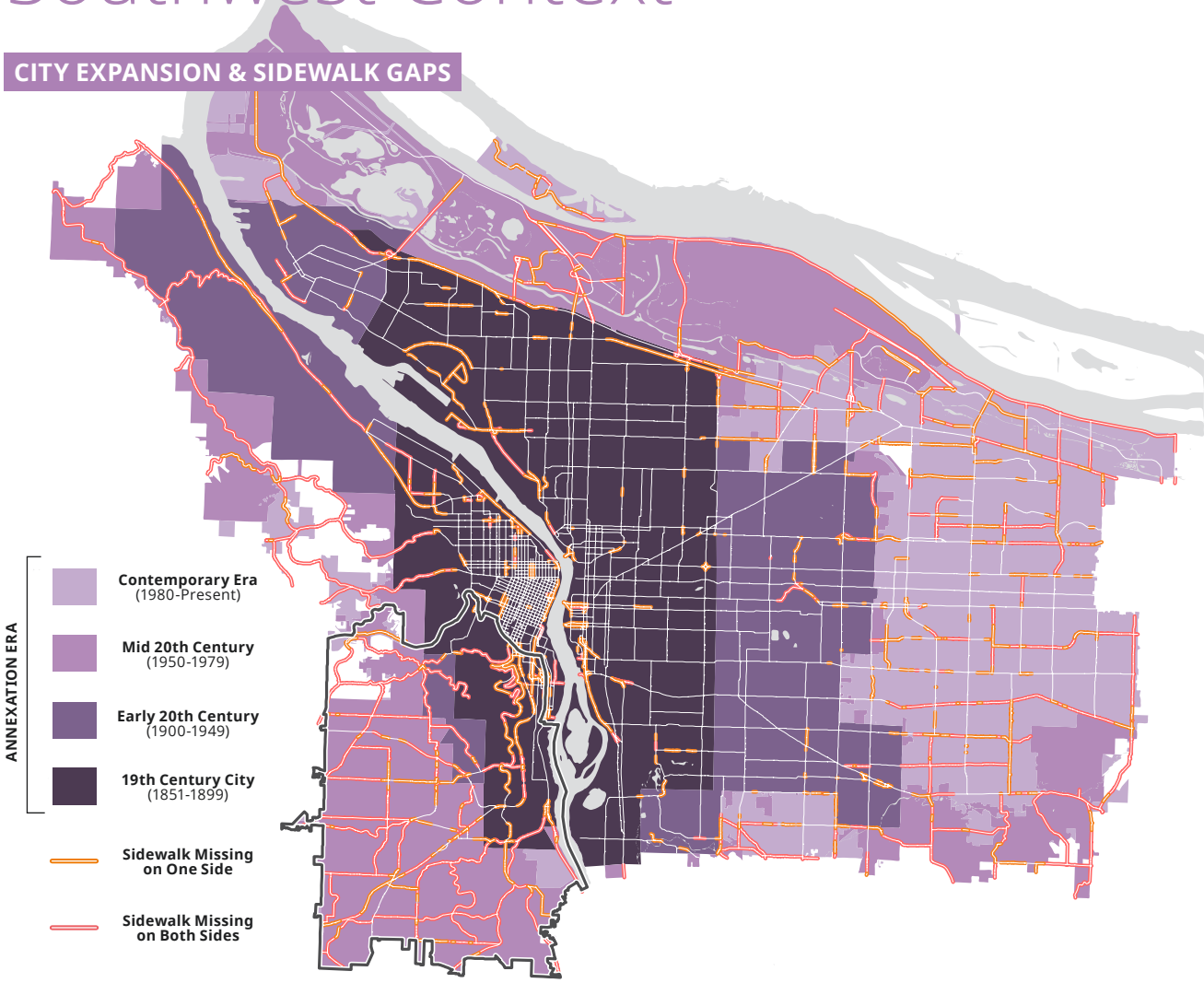
The dispersed development pattern, hilly terrain, and natural geographic features of this area set it apart from other neighborhoods. These defining characteristics present unique challenges for people walking, biking or accessing transit. With these considerations in mind, Southwest in Motion utilizes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



* 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.**

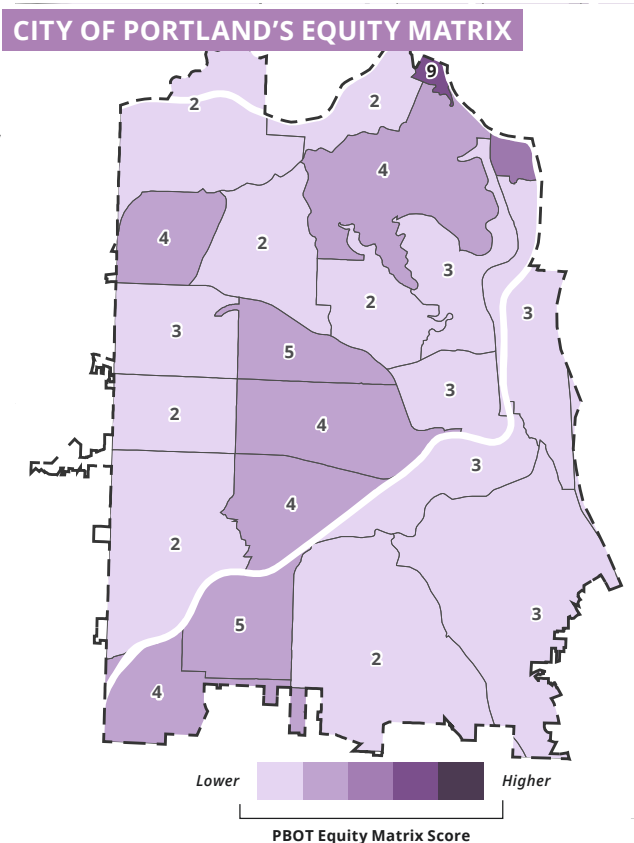
The averaging effects of census tract data can obscure the reality of who lives in Southwest Portland and who we are serving with our investments. The *SW Corridor Equity and Housing Needs Assessment**, focused on the area around SW Barbur Blvd, provides a more nuanced understanding of the communities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

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



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%

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%

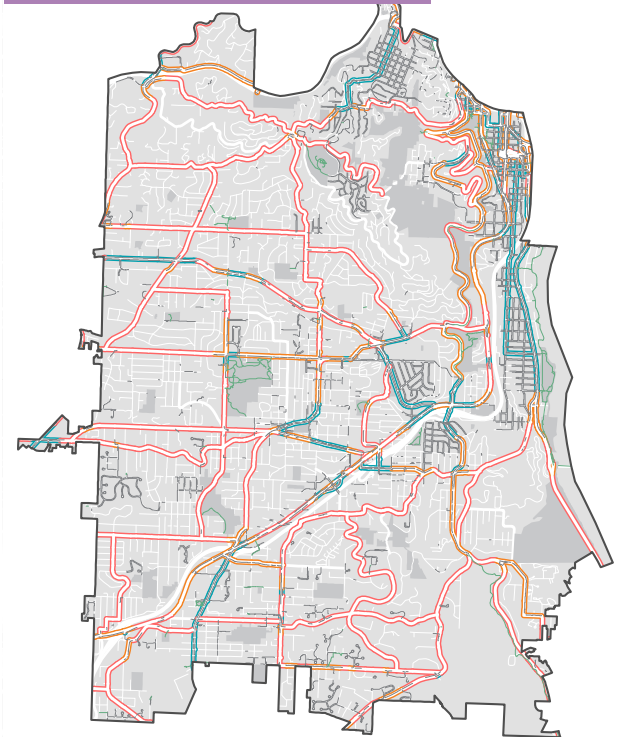
PBOT. 2018. *Portland Street Surfaces by Neighborhood.*

Bikeways

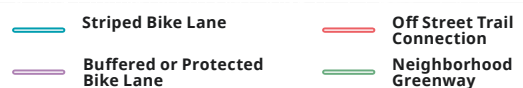
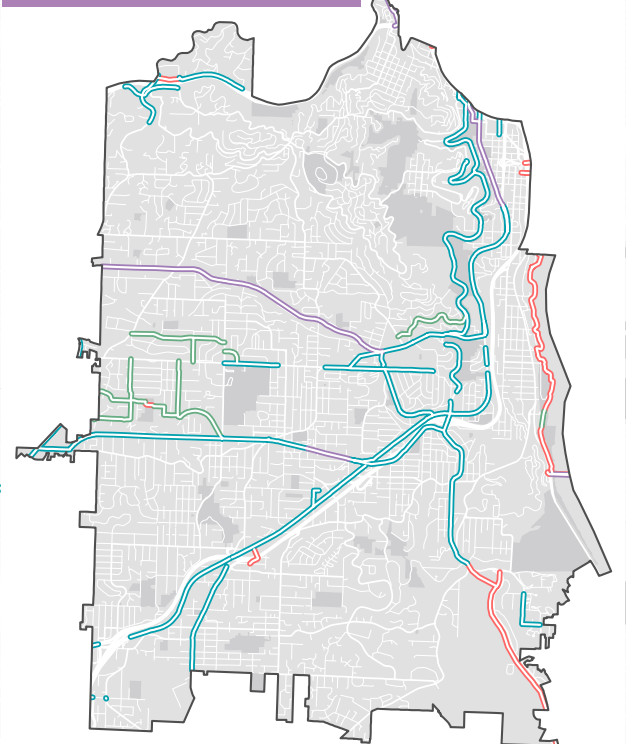
There are over 30 miles of bike facilities in Southwest Portland. These tend to follow major roads and are unevenly distributed throughout this section of the city. The existing bike network offers connections to major employment and commercial areas, but also relies heavily on striped bike lanes on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



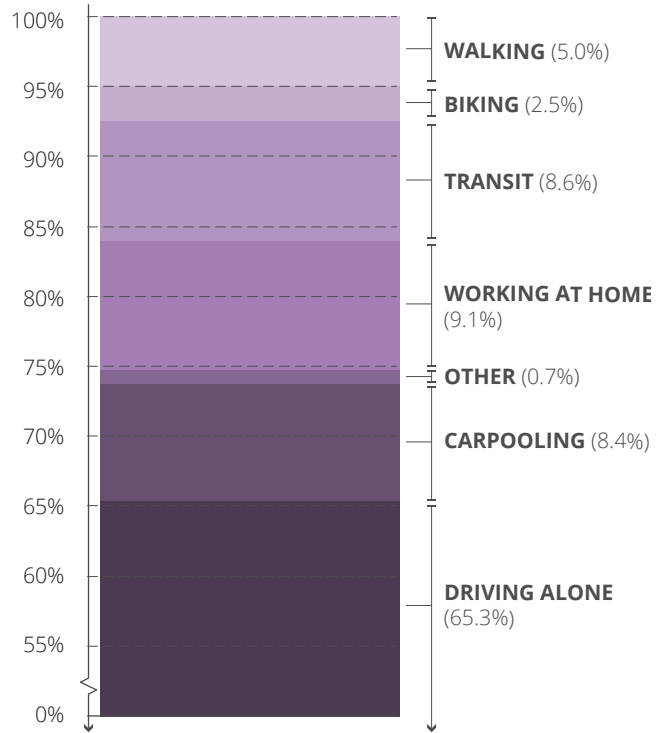
Travel Behavior

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.

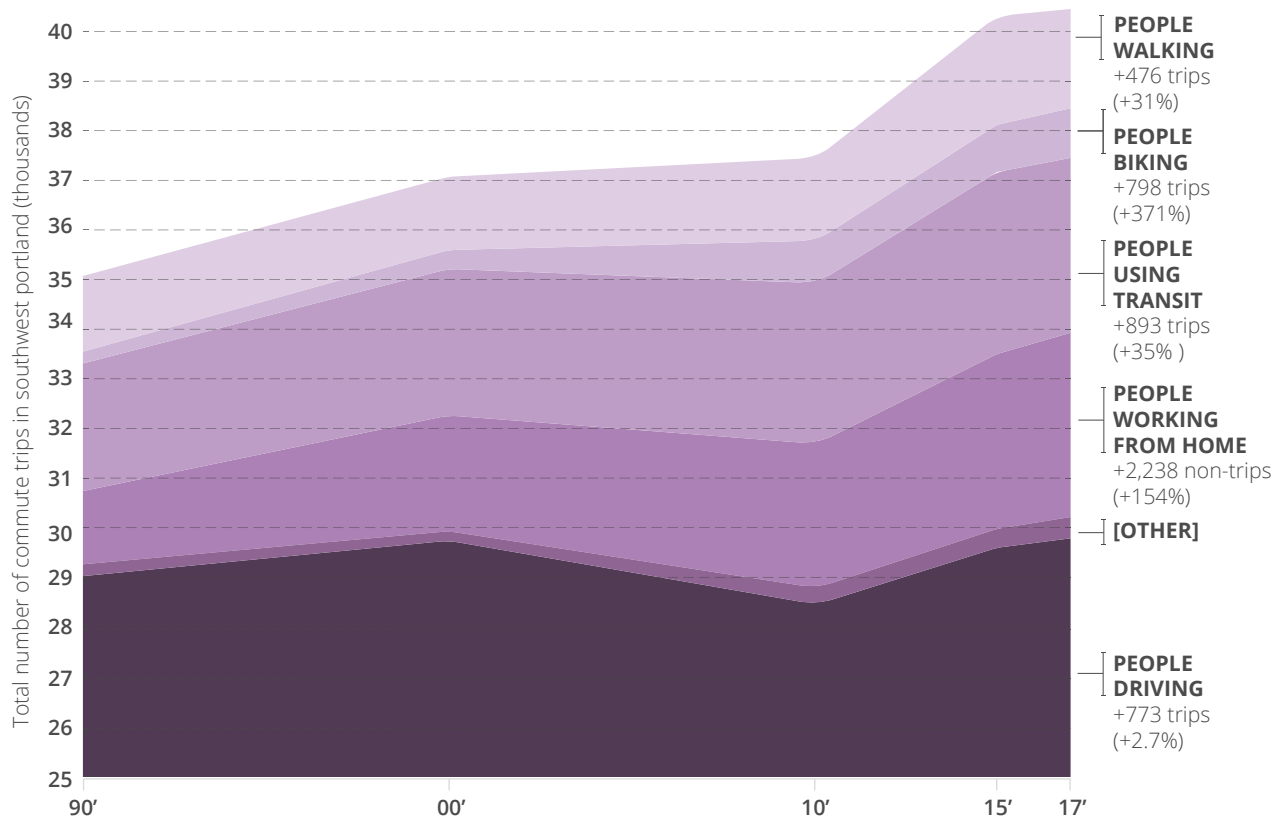
COMMUTE TRIPS BY TRAVEL MODE, SOUTHWEST

SOURCE: 2017 ACS 5-YEAR CENSUS DATA



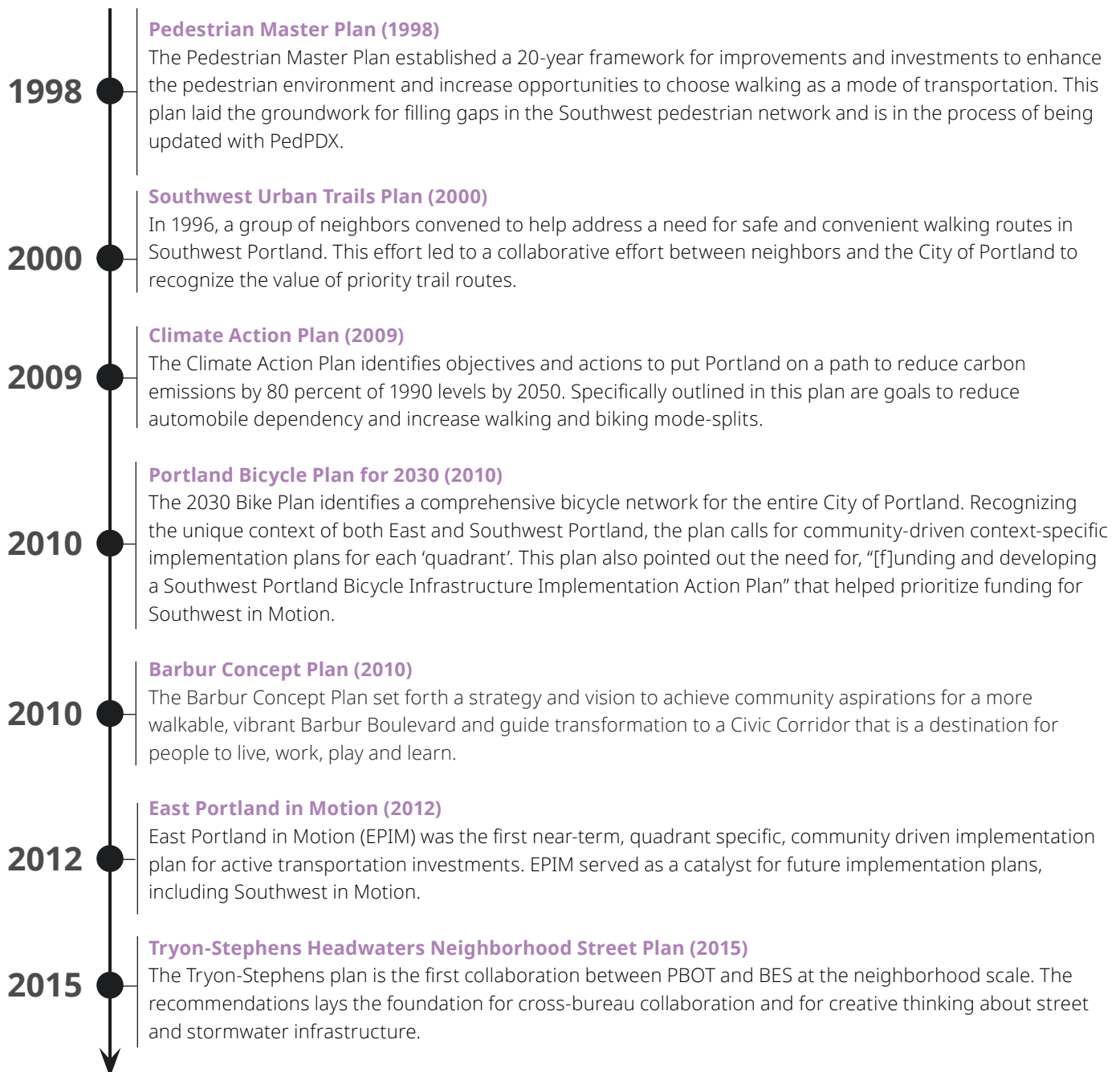
GROWTH IN NEW COMMUTE TRIPS: 1990-2017, SOUTHWEST PORTLAND

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)

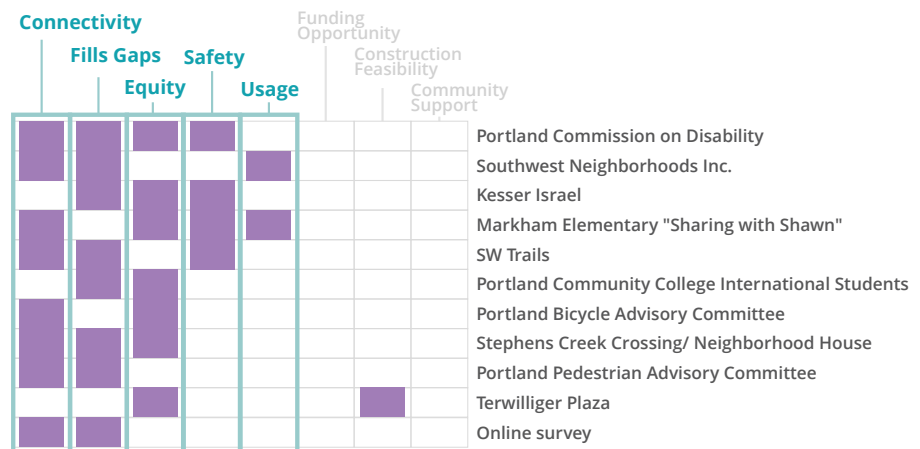
Online Mapping and Survey Tool,

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.





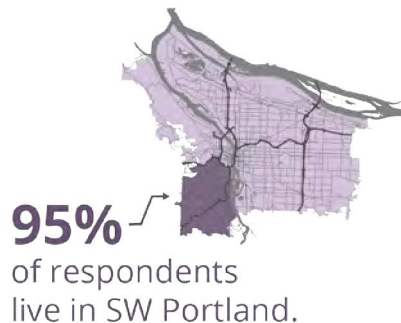
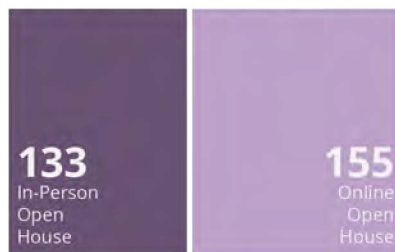
Southwest in Motion Open House

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.

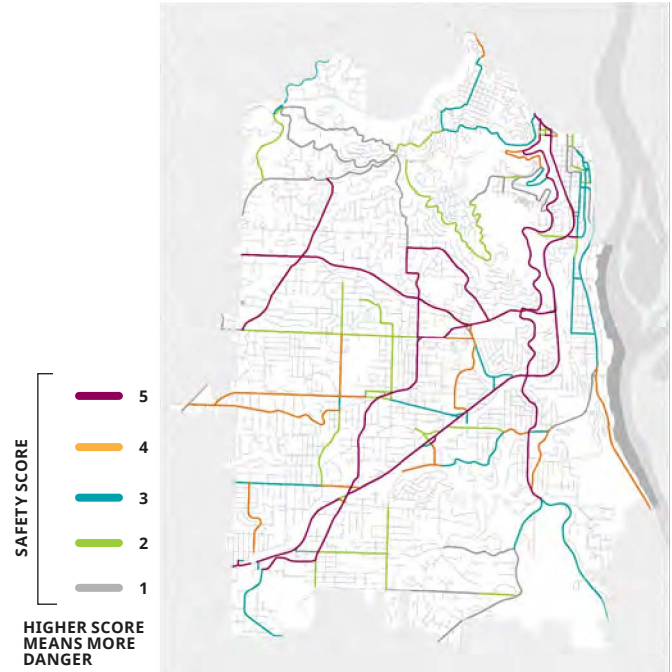
PRIORITIZATION CRITERIA

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.

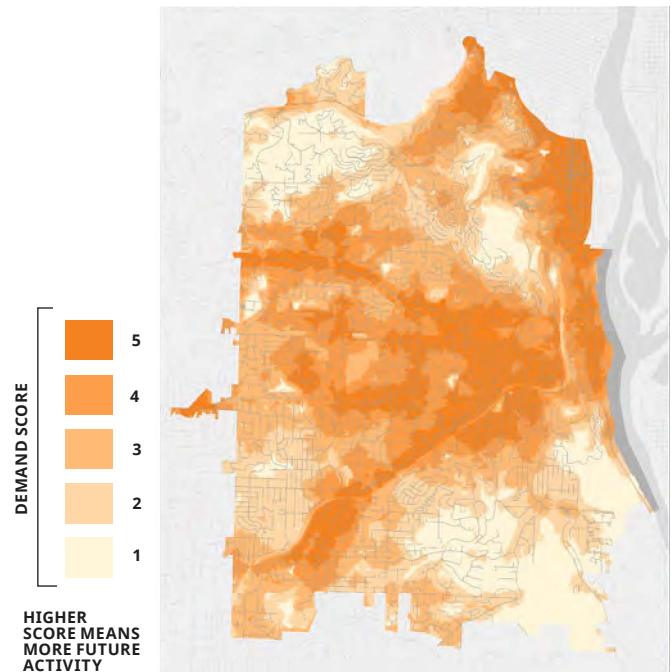
Technical Measures: This criteria includes streets on the Portland Vision Zero High Crash Network, Streets with a recorded crash history, and streets identified by agencies as hazardous or dangerous links on our walking and biking network.

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.

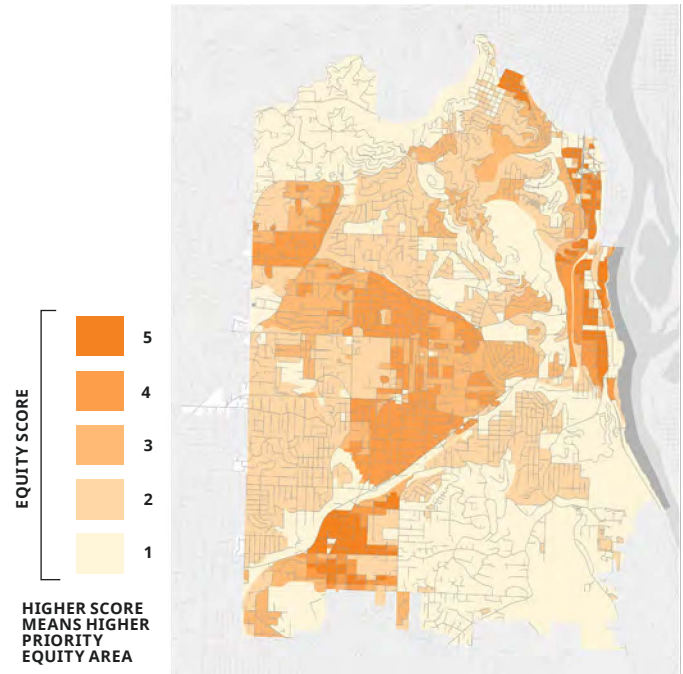
Technical Measures: The Bureau of Planning and Sustainability (BPS) “complete neighborhood” analysis identifies areas with high levels of potential use. Completeness takes into consideration the proximity to various amenities, such as grocery stores, parks and recreation facilities, commercial services,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

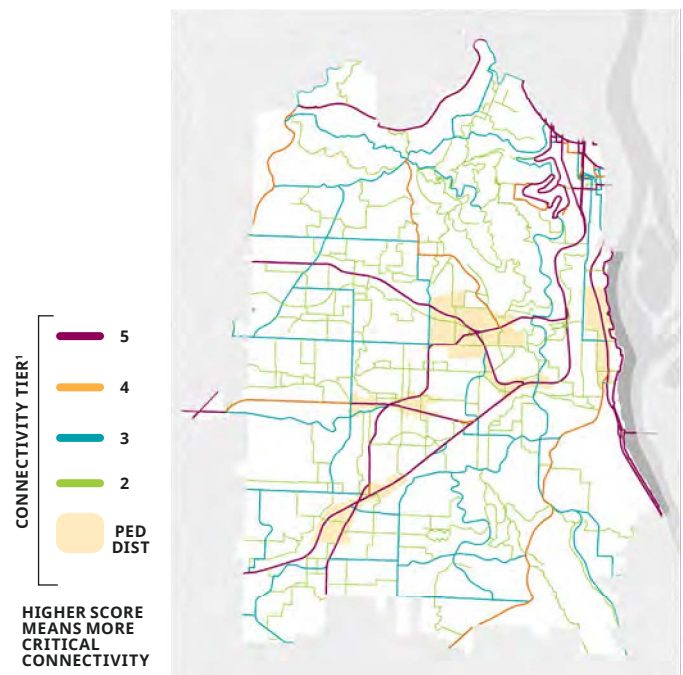


Connectivity: Our project list should support important streets on the regional and city bicycle networks.

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.

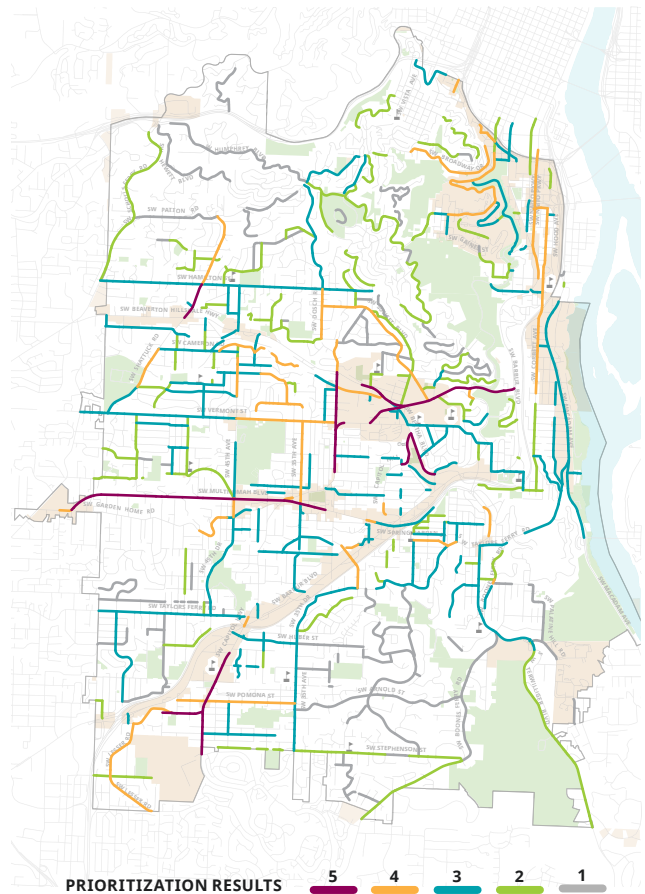
Funding Opportunity Assessment

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.



Bicycle/Pedestrian (BP) Construction Projects:

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



Restriping Projects (RP):

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



Safer Shoulder (SS) Pilot Projects:

Safer shoulder projects provide a shoulder space for walking and biking. These projects are designed to address transportation and stormwater needs in collaboration with the Bureau of Environmental Services.



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

Implementation Priorities

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

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

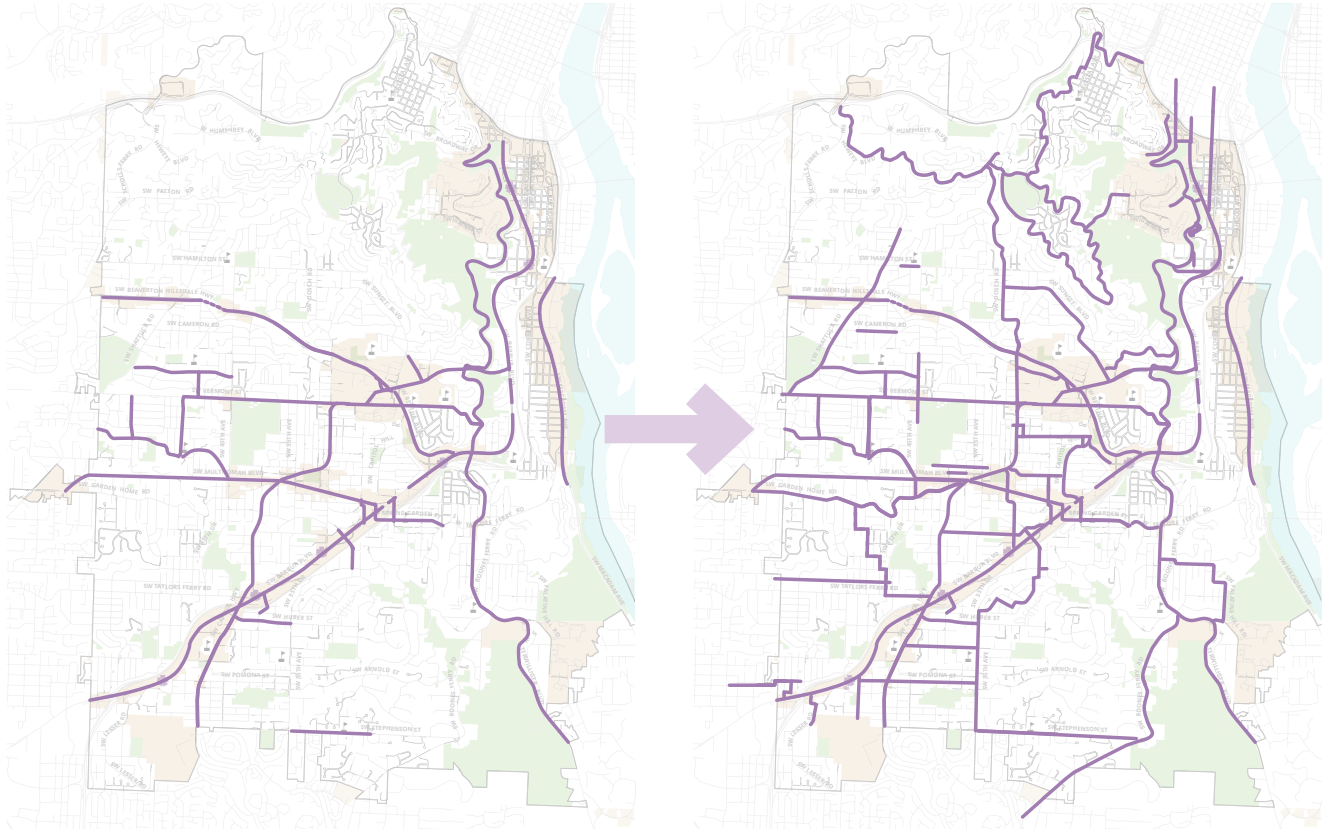
Relationship to the Transportation System Plan

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

Building the Southwest in Motion Walking & Biking Network

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?

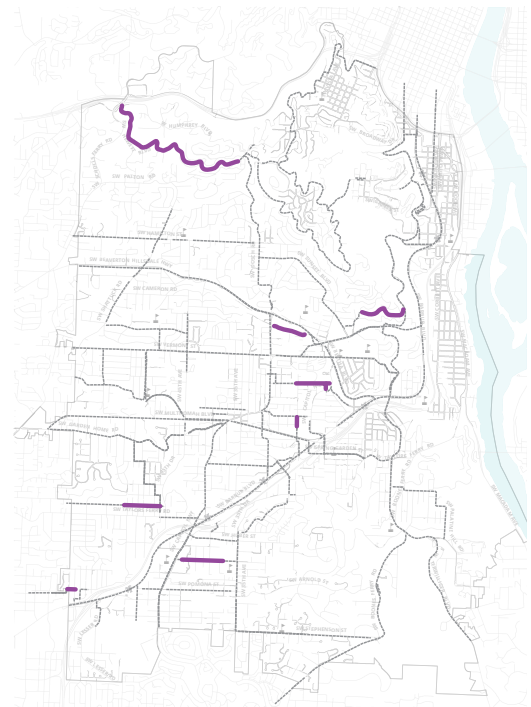
On very low volume and low speed streets, pedestrians and bicyclists are comfortable using the roadway with the occasional vehicle. No sidewalks are necessary.

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?

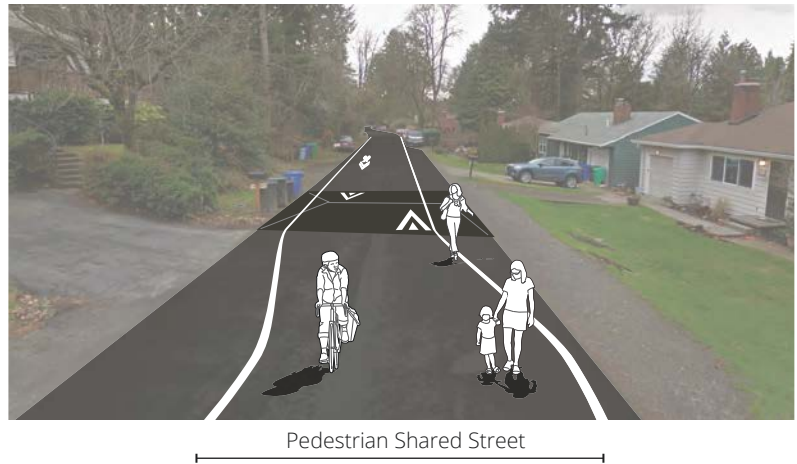


FEATURED PROJECT: BP-15

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.



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?

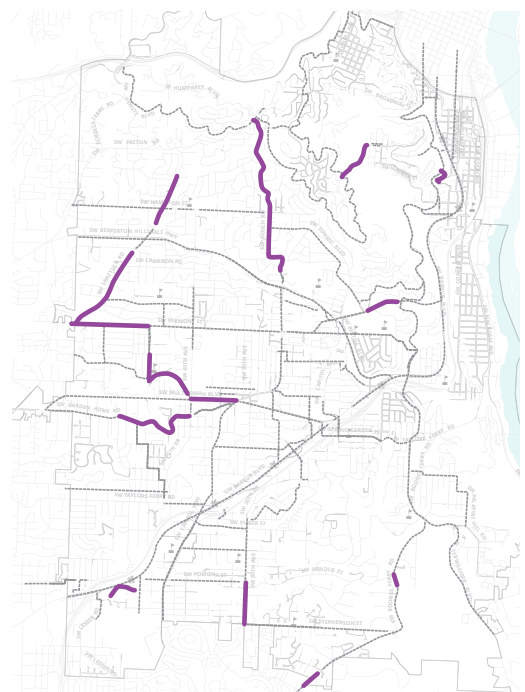
On local streets with traffic calming, a painted-only shoulder may be sufficient to separate people walking from moving traffic. In areas with higher speeds and volumes, a shoulder with physical separation can provide a secure place to walk or bike. In both cases, this can be a cost effective, interim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

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

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.

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?

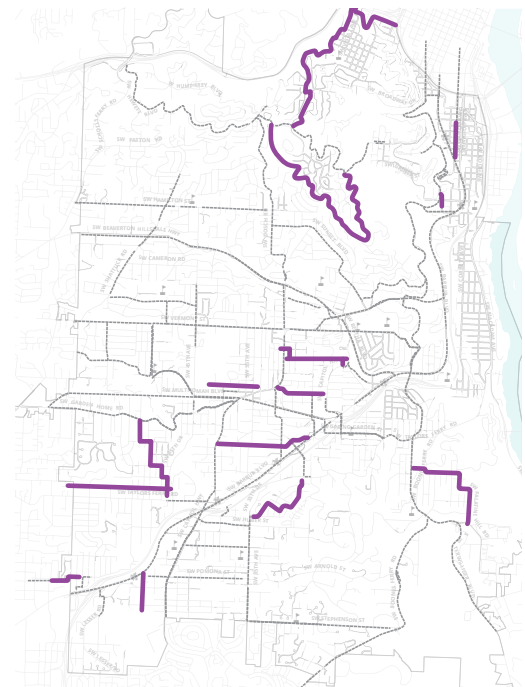
Utilizing a range of traffic calming strategies, Neighborhood greenways expand options for walking and biking by providing a network of streets with low vehicle speeds and volumes, where people driving and biking share the street.

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?

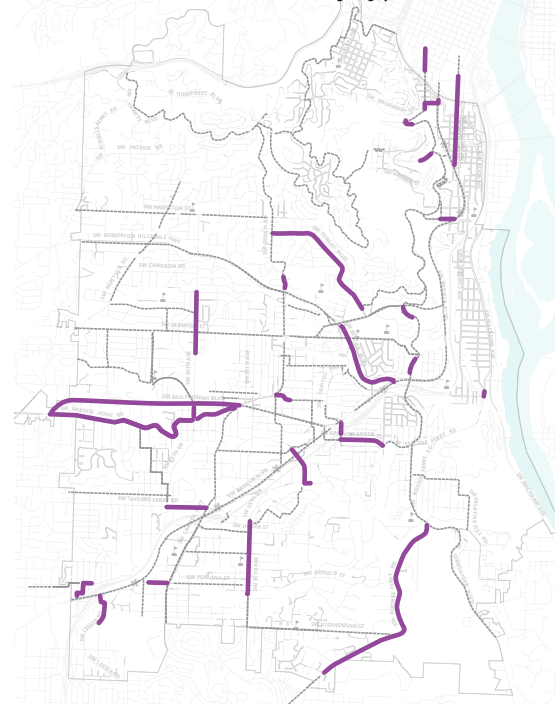
An expanded network of striped bike lanes closes gaps and provides legible routes for people biking along major corridors and to key destinations. Wider bike lanes, buffer striping and physical protection can provide an additional level of comfort for less experienced riders.

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.

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

Safer Shoulder Projects

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

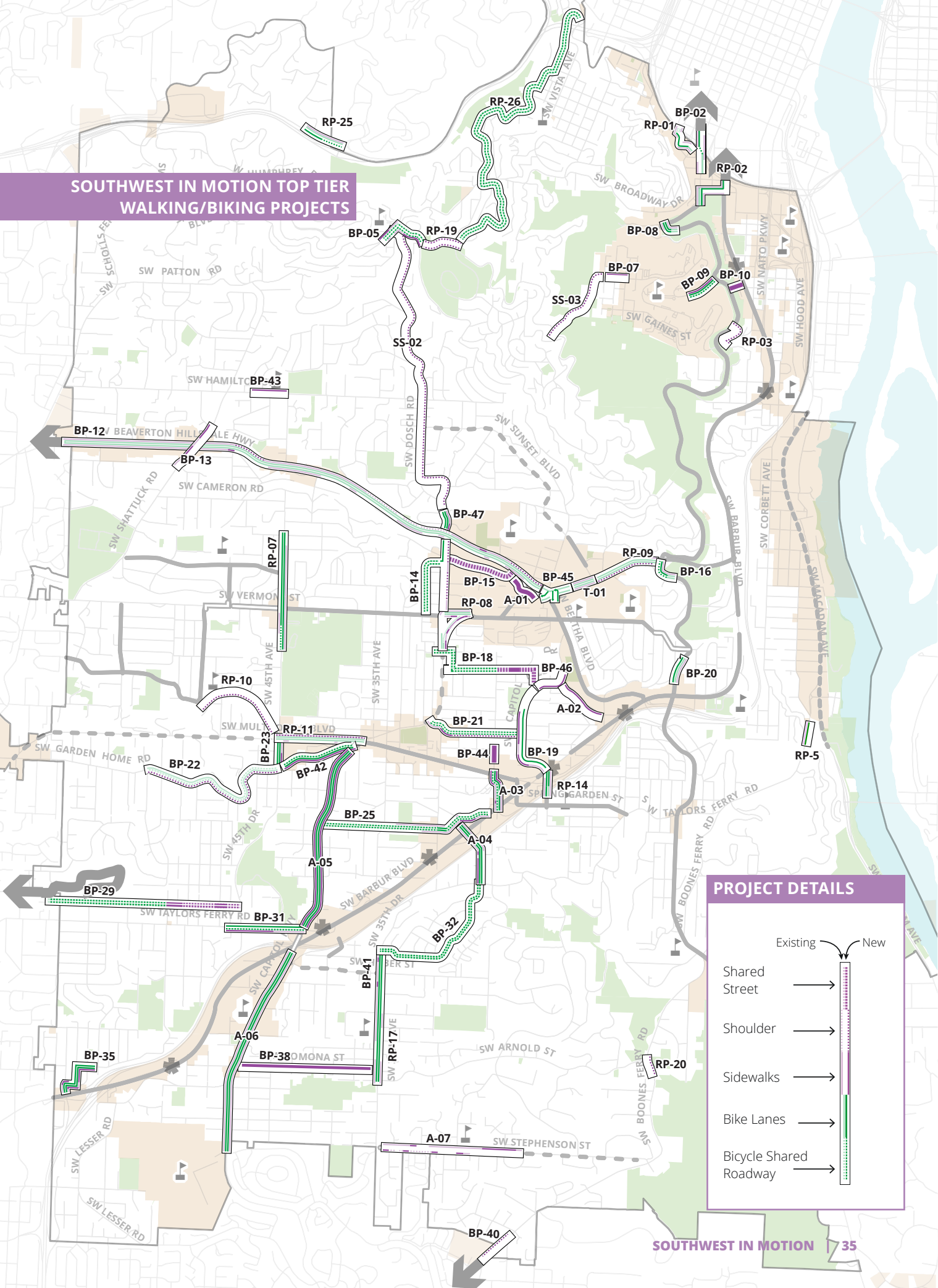
SS-02	Dosch Safer Shoulder
SS-03	Marquam Hill Safer Shoulder

Other Project Types

T-01	Capitol Hwy Enhanced Transit
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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



PROJECT DETAILS

	Existing	New
Shared Street	→	→
Shoulder	→	→
Sidewalks	→	→
Bike Lanes	→	→
Bicycle Shared Roadway	→	→

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.

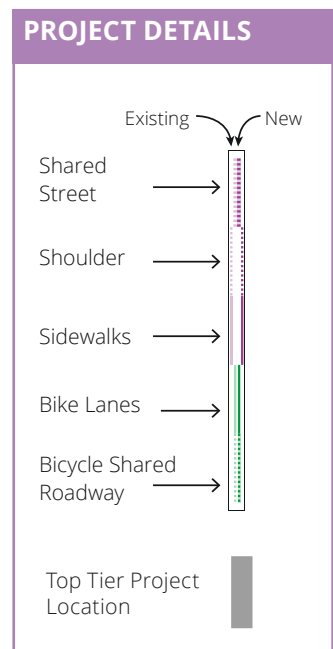
- | | |
|----------------------------------|--|
| RP-12 Bertha Protected Bike Lane | RP-24 Garden Home Uphill Bike Lanes |
| RP-18 SW Cameron Traffic Calming | RP-27 60th/Lesser Bike Lane |
| RP-21 Patton Protected Shoulder | RP-28 Capitol Hill Rd Advisory Bike Lane Pilot |

Safer Shoulder Projects

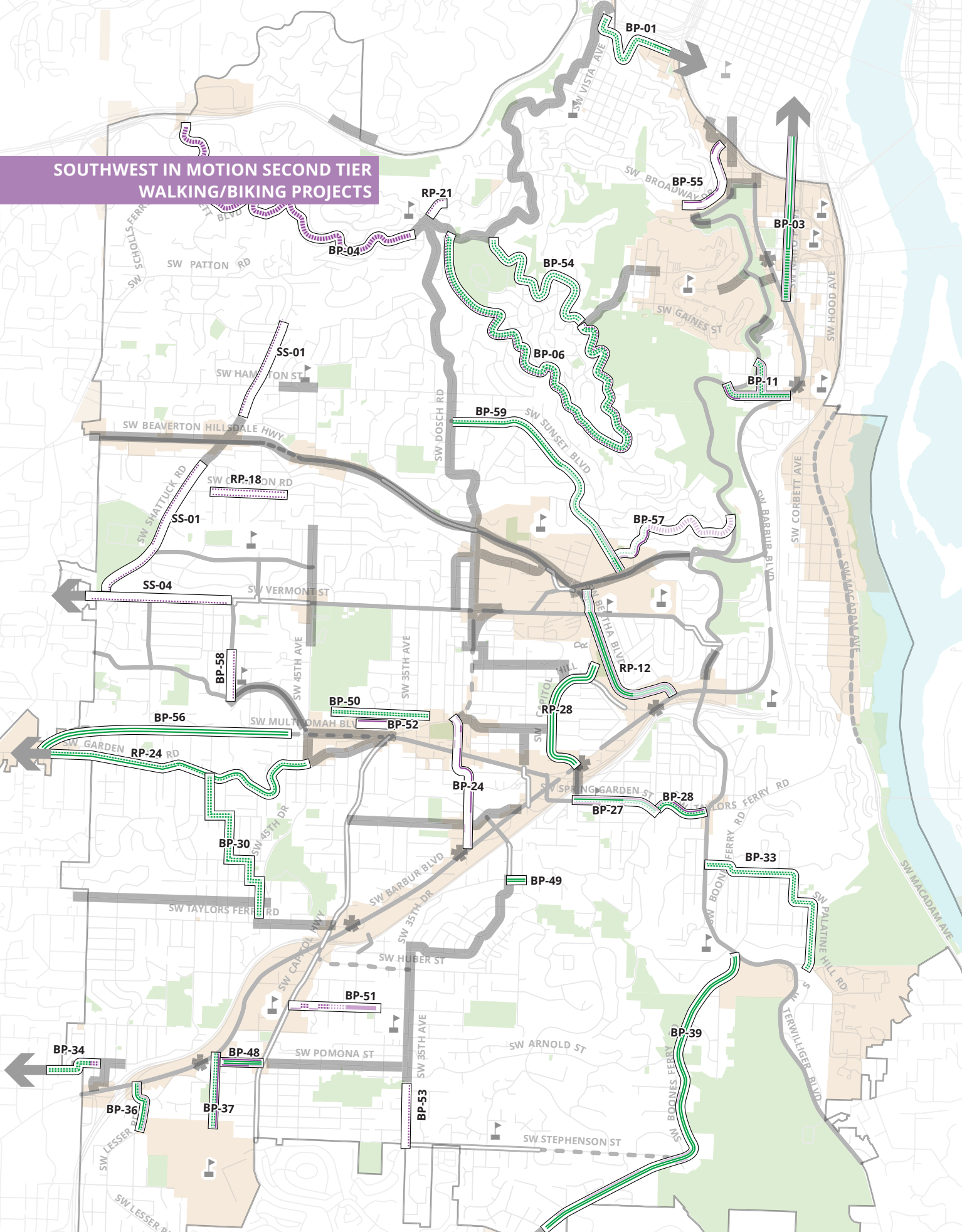
Safer shoulder projects provide a shoulder space for walking and biking. These shoulders should have physical protection where possible. These projects are potential opportunities to partner with BES.

- | |
|--------------------------------|
| 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.



SOUTHWEST IN MOTION SECOND TIER WALKING/BIKING PROJECTS



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.

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

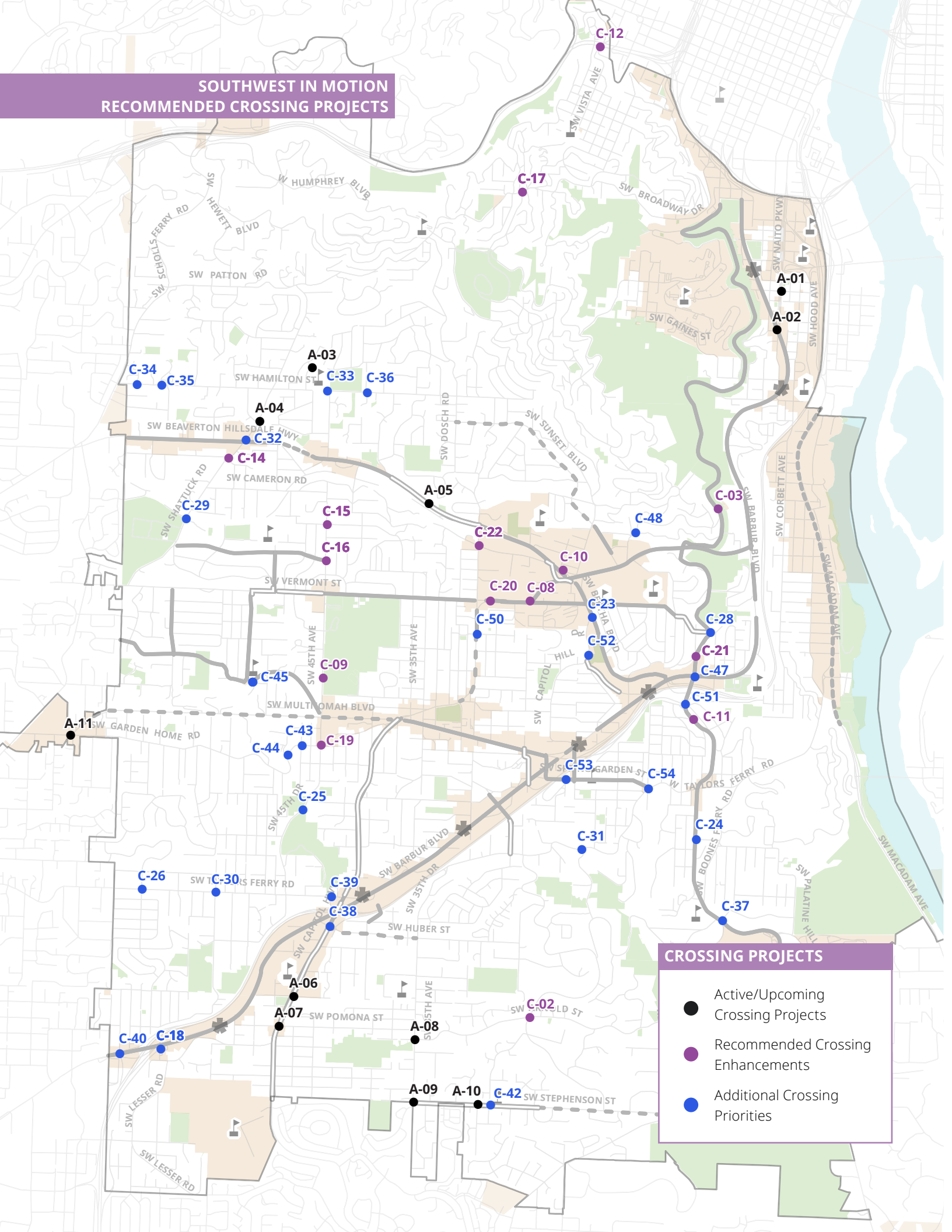
Additional Crossing Priorities

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

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



CROSSING PROJECTS

- Active/Upcoming Crossing Projects
- Recommended Crossing Enhancements
- Additional Crossing Priorities

A-11

C-34

C-35

A-03

C-33

C-36

A-04

C-32

C-14

C-29

A-05

C-15

C-16

C-22

C-10

C-48

C-03

C-09

C-45

C-20

C-08

C-50

C-23

C-52

C-28

C-21

C-47

C-51

C-11

A-11

C-43

C-44

C-19

C-53

C-54

C-26

C-30

C-25

C-39

C-38

C-31

C-24

C-37

A-06

A-07

A-08

C-02

C-40

C-18

A-09

A-10

C-42



ROAD
WORK
AHEAD

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.

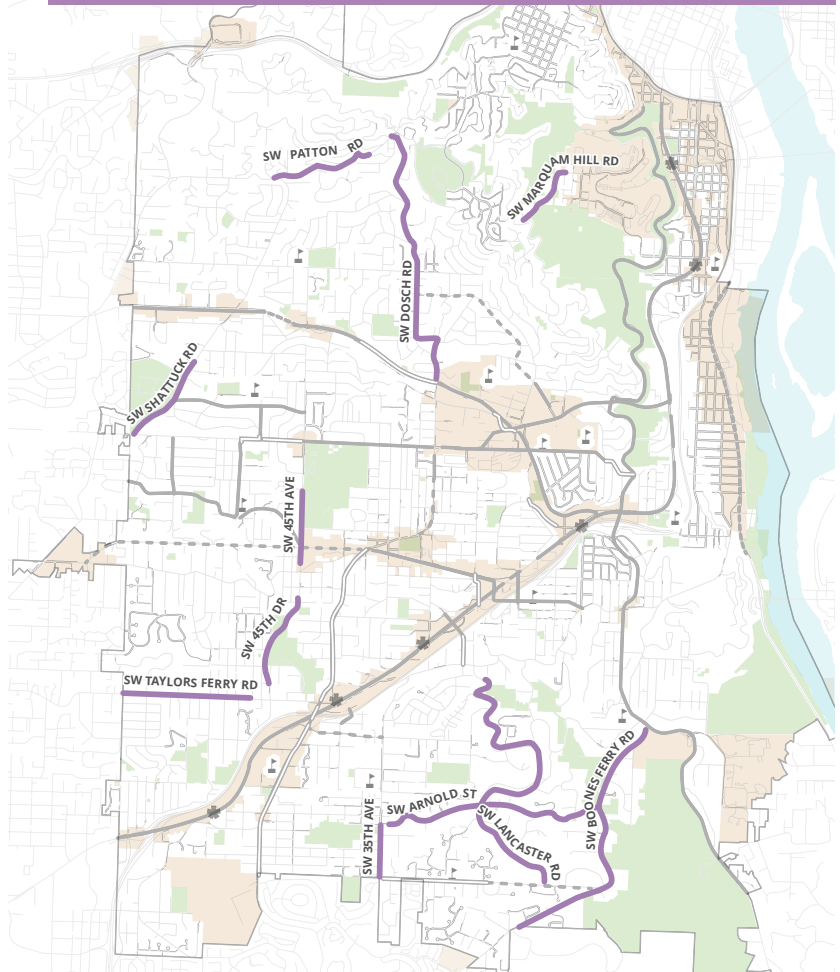
Shared interests between bureaus is not a requirement for implementation, and there are other opportunities for safer shoulder walkways beyond those identified on this map.

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.

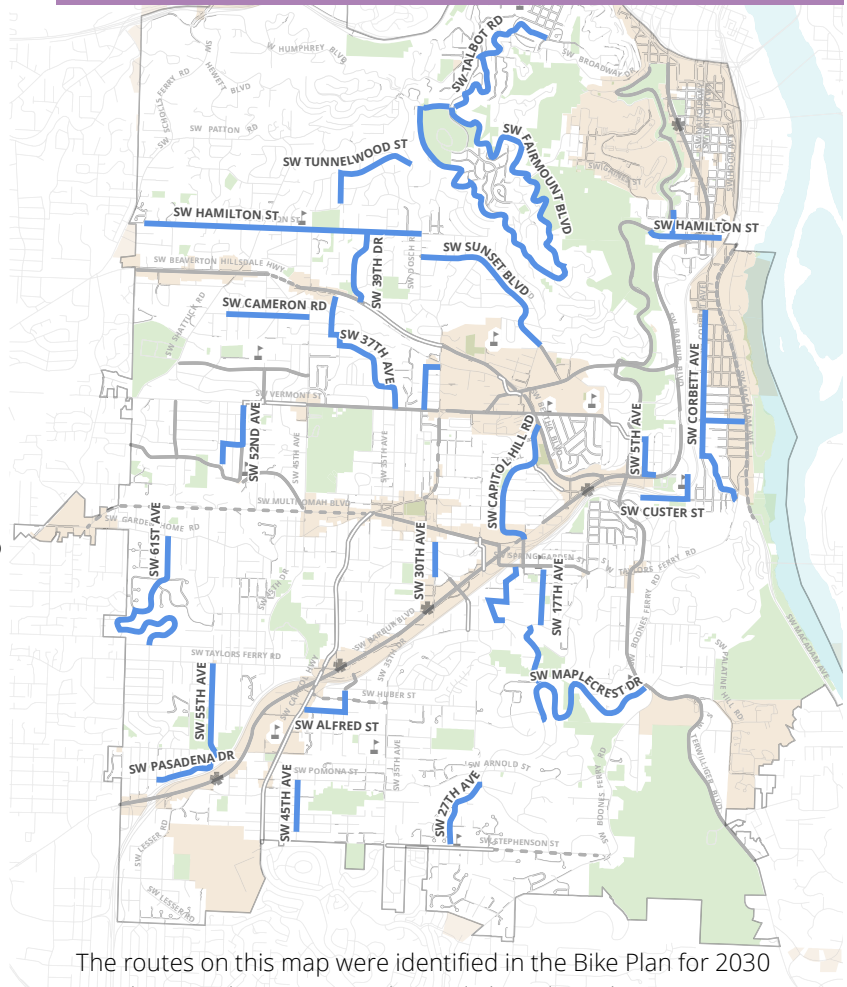
Next Steps for Implementation

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.

COLLECTOR TRAFFIC CALMING CANDIDATES

Speed Cushion Eligibility

Basic criteria for speed cushion installation on Emergency Response routes:

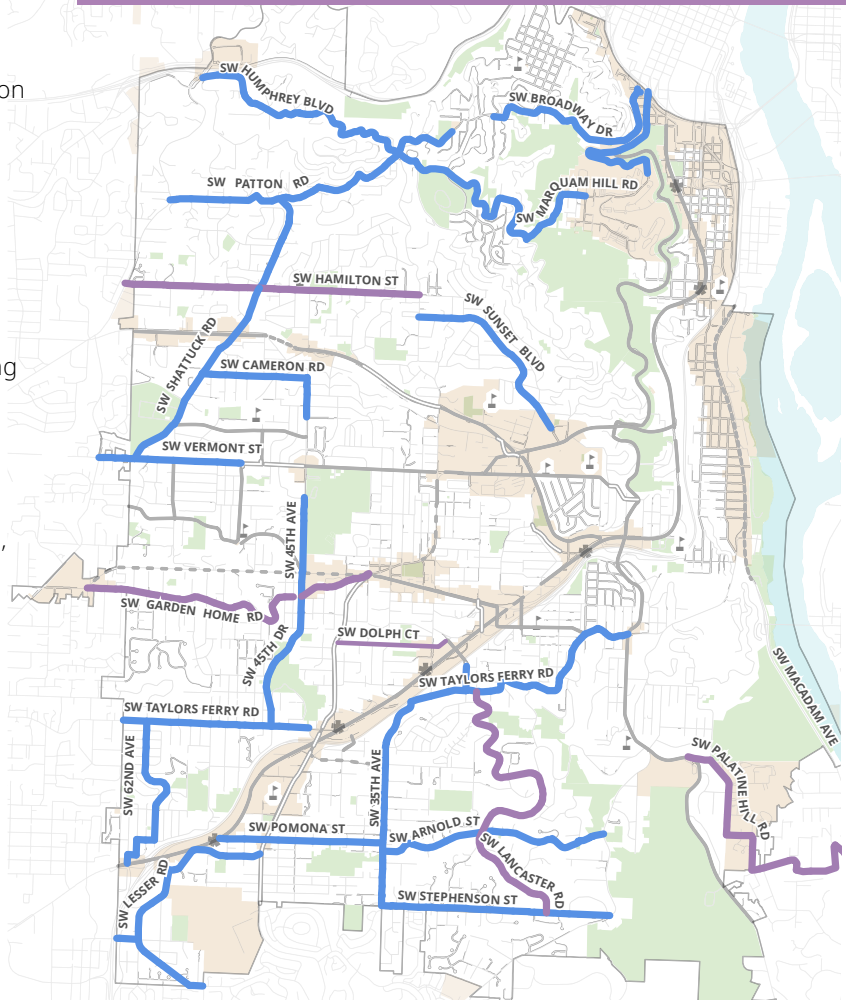
- Neighborhood Collector classification
- Secondary Emergency Response route
- Prevailing speeds below 40 mph
- Grades below 8%
- Consideration for crests and curves
- No more than two travel lanes (excluding turn lanes, parking lanes, bike lanes)

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.**



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 that 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.

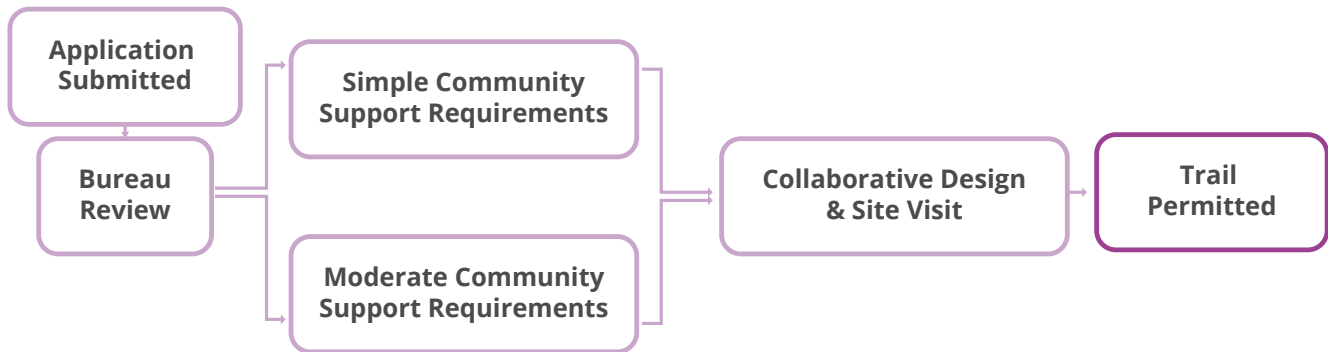
Street Seats projects allow businesses or non-profit organizations to convert on-street parking into other public uses, such as café seating or a mini-park, also called a parklet. The program enhances street vitality and benefits local businesses.

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 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)

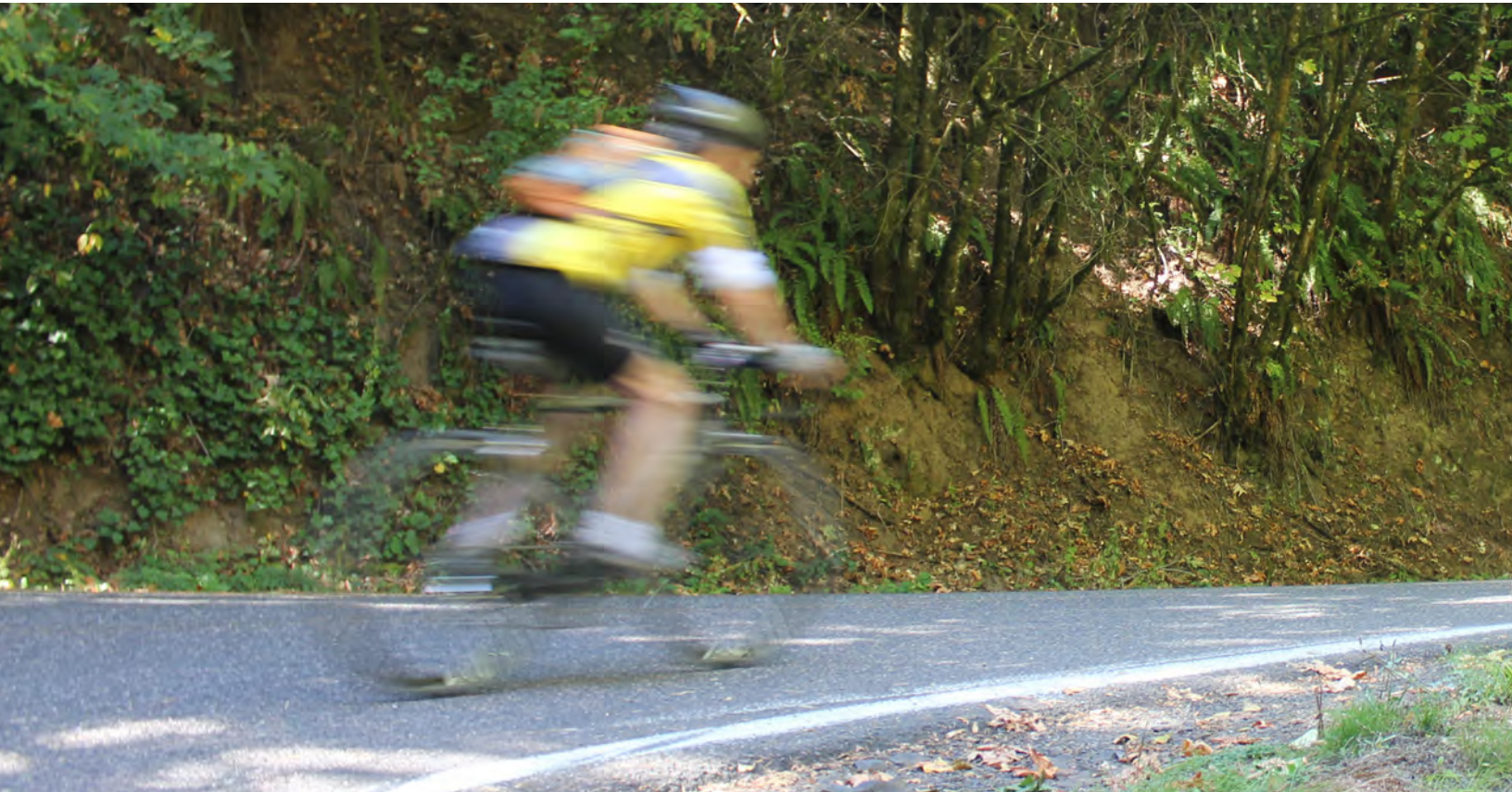
A foundational active transportation plan in Southwest Portland, the Southwest Urban Trails Plan's guiding principle was "where do Southwest neighbors want to walk?"

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.



Appendix A:

PROJECT DETAILS AND DESCRIPTIONS



PBOT
PORTLAND BUREAU OF TRANSPORTATION

SOUTHWEST IN
MOTION
AUGUST 2019

TOP TIER PROJECT DESCRIPTIONS

This appendix contains details and descriptions for the project recommendations in the Southwest in Motion plan. These sheets provide basic information for each project, including an identification of design elements, preliminary planning-level cost estimates and potential funding opportunities.

Project Categories

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



Bicycle/Pedestrian (BP) Construction Projects:

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



Restriping Projects (RP):

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



Safer Shoulder (SS) Pilot Projects:

Safer shoulder projects provide a shoulder space for walking and biking. These projects are designed to address transportation and stormwater needs in collaboration with the Bureau of Environmental Services.



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

Implementation Priorities

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

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

Relationship to the Transportation System Plan

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

How to Use This Document

Each project description sheet is designed to assemble the core information and planning context for each project recommended in the Southwest in Motion plan. Descriptions for projects included in the Tier 1 list include additional information related to planning, traffic and stormwater needs, and include a project map and preliminary design concept. The materials presented here will serve as a starting point for projects as they enter the funding and design phase.

Project details are subject to change in response to site-specific details, project cost, and community engagement. Design refinement will be necessary during the detailed project development phase when funding is secured. Planning level cost estimates are low-confidence, and will be refined in response to site-specific needs and constraints.

SAMPLE PROJECT DESCRIPTION SHEET

<p>Project Area Map Showing extents and segments of added facilities</p>		<p>Concept Design Illustrates key design elements and dimensions</p>
<p>Project Name and Number Identifying project type category</p>		<p>Project Description Project description and details</p>
<p>Transportation Need Key classifications and destinations</p>		<p>Stormwater Management Considerations related to stormwater needs and opportunities</p>
<p>Impacts Potential changes to travel lanes or parking</p>		<p>Planning Background Source plans and associated project numbers</p>
<p>Planning Level Cost Estimate Low confidence planning-level cost estimate</p>		<p>Potential Funding Sources Potential funding sources compatible with this project</p>



— Existing Sidewalk
— Existing/Proposed Bike Lane



Bike Lane

BP **02**

6th Portal to Central City

A safer biking connection from SW Broadway to SW College St.

PROJECT DESCRIPTION

Adjust bike lane striping on the approach to SW College St to provide a more continuous bicycle facility. Integrate with Central City in Motion recommendations for an enhanced pedestrian crossing at SW Jackson St.

TRANSPORTATION NEED

Enhances connections between Southwest Portland and new Central City transportation corridors

STORMWATER MANAGEMENT

No stormwater management changes are proposed as a part of this project.

IMPACTS

May remove some existing on street parking.

PLANNING BACKGROUND

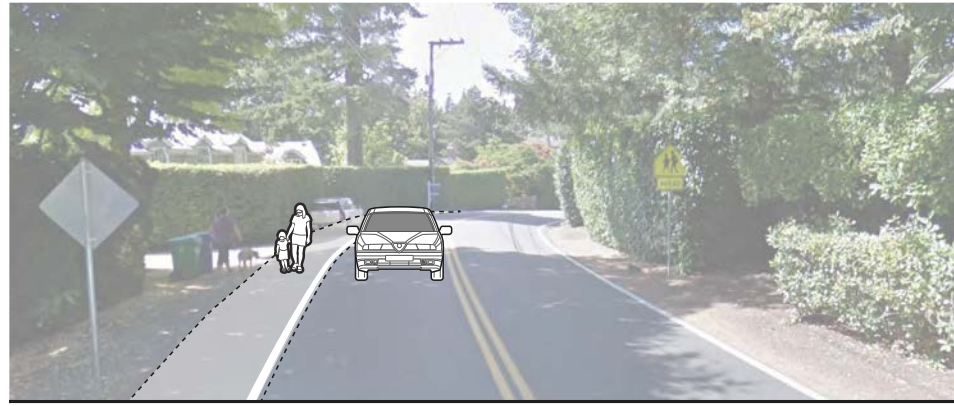
- Central City in Motion Project No. 2

PLANNING-LEVEL COST ESTIMATE

\$15,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Bikeway Network)
- Central City in Motion Funding



- Existing Sidewalk
- Proposed Safer Shoulder Walkway
- Proposed Bike Lane
- Proposed Shared Roadway

BP **05**

Patton/Talbot Walkway/Bikeway

A safer walking and biking connection from Hewitt Blvd to Fairmount Blvd.

PROJECT DESCRIPTION

Evaluate the feasibility of providing a continuous walkway connection from Hewitt to Fairmount using safer shoulders and sidewalks where possible.

On SW Patton Rd from SW Hewitt Blvd to SW Talbot Rd, provide a crossing at SW Hewitt Blvd and stripe a shoulder on the south side to serve people walking and biking. Stripe an uphill bike lane on south side of the street, and shared lane markings in the downhill direction.

On SW Talbot Rd from SW Patton Rd to SW Fairmount Blvd, use a robust separation method to prevent parking encroachment. Where curbs exist, explore the potential to construct sidewalks behind the existing curb. Include a crossing and connection to the 4T Trail and Council Crest.

Work with Trimet to enhance the #51 bus stop in the NE corner of the Talbot/Patton intersection

TRANSPORTATION NEED

Connects neighborhoods to community destinations and provides a backbone for future connections.

STORMWATER MANAGEMENT

This project proposed expanded impervious surfaces and should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May limit some roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90054.3)
- Portland Bicycle Plan (8288)

PLANNING-LEVEL COST ESTIMATE

\$1,000,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Pedestrian Network Completion)
- May be TSDC Eligible (90054.3 - SW Patton / Talbot Ped/Bike Improvements)

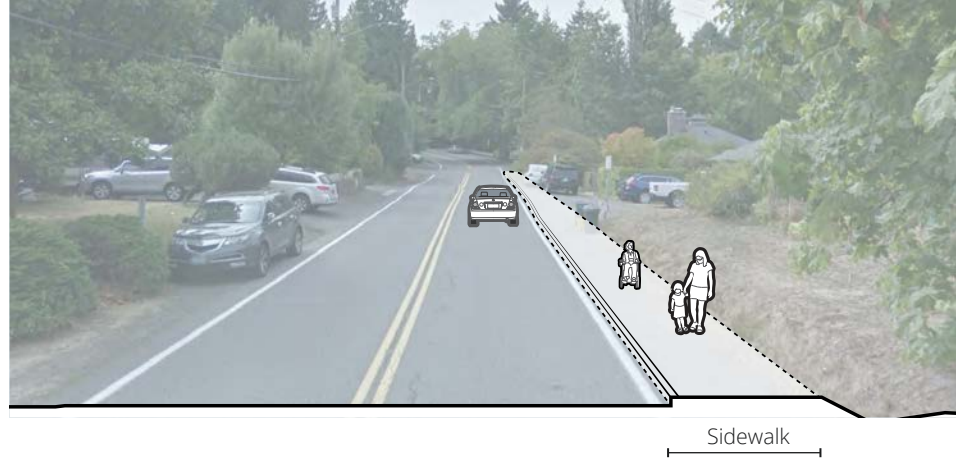
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90054.3. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Proposed Sidewalk



BP **07**

Gibbs Sidewalk

A sidewalk connection from Marquam Trail access point to SW 11th Ave.

PROJECT DESCRIPTION

Construct a sidewalk to connect Marquam Trail to SW 11th Ave

TRANSPORTATION NEED

Pedestrian connection between OHSU and the popular Fairmount Blvd walking and biking route. This is a segment along SW Urban Trail #1 and the 4T Trail.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May remove some existing on street parking.

PLANNING BACKGROUND

- Transportation System Plan (90049.2)
- Marquam Hill Plan

PLANNING-LEVEL COST ESTIMATE

\$1,000,000

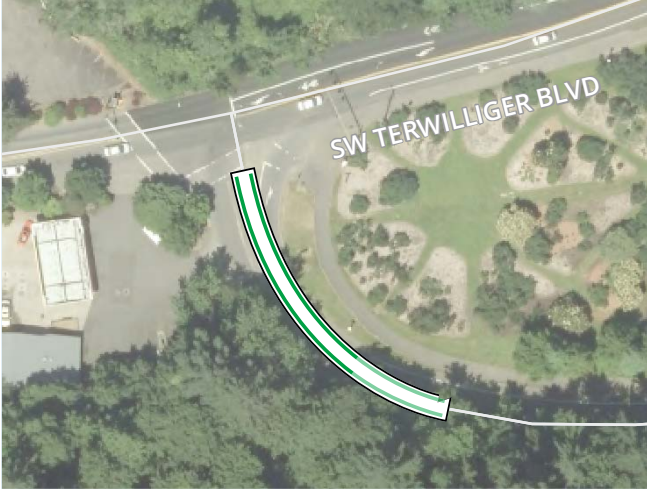
POTENTIAL FUNDING SOURCES

- Marquam Hill Meter Revenue

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90049.2. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Existing/Proposed Bike Lane



Bike Lane

Bike Lane

BP **08**

Terwilliger Bike Lane Gap at Sam Jackson Park Rd

Filling a bike lane gap on the approach to Sam Jackson Park Rd

PROJECT DESCRIPTION

Fill the Terwilliger Parkway bike lane gap at the intersection with Sam Jackson Park Rd. Explore a range of solutions to fill bikeway gap, including consideration for roadway widening or building behind existing curb where space is available. Include circulation upgrades through the intersection for clarity and safety. The design should recognize that the project area is surrounded by and overlaps with public lands, including the Terwilliger Parkway, Duniway Park and the Duniway Lilac Garden. Collaborate closely with the Bureau of Environmental Services, Portland Parks & Recreation, Friends of Terwilliger, and the Portland Garden Club to integrate this project into long-term visioning and infrastructure upgrades planned in the area.

TRANSPORTATION NEED

Addresses a long-standing bike lane and circulation gap on a vision zero High Crash Network Street. The pathway along SW Terwilliger Blvd is one of the only low-stress, routes in Southwest, suitable for bicycling by people of all ages and abilities.

STORMWATER MANAGEMENT

No specific changes to stormwater facilities are proposed as a part of this project, but the project should meet the requirements in the Stormwater Management Manual as part of implementation. There may be an opportunity to coordinate and collaborate with the Bureau of Environmental Services as a part of the Sheridan Sewer Trunk Alignment Study project.

IMPACTS

The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations.

PLANNING BACKGROUND

- Transportation System Plan (90091.0)

PLANNING-LEVEL COST ESTIMATE

\$150,000-\$500,000

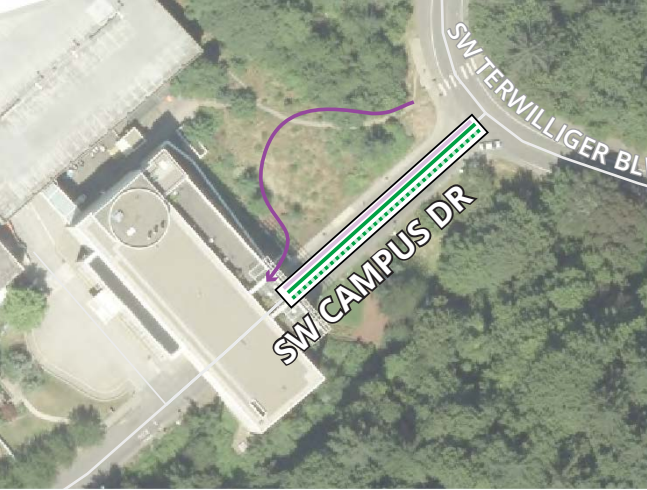
POTENTIAL FUNDING SOURCES




- Vision Zero Program
- Quick Build Network Completion Program (Bikeway Network)
- Collaboration opportunity with the Bureau of Environmental Services and Portland Parks and Recreation.
- Eligible for Regional Flexible Funds Allocation

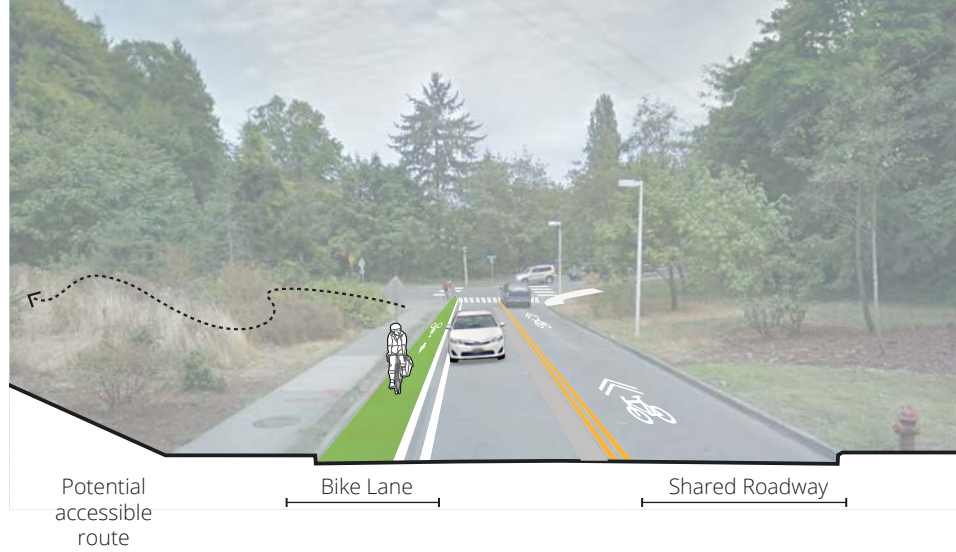
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90091. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



-  Existing/Proposed Sidewalk
-  Proposed Bike Lane
-  Proposed Shared Roadway



BP **09**

Campus Dr Accessibility and Safety Improvements

A safer and more accessible walking and biking connection on the approach to Terwilliger Blvd.

PROJECT DESCRIPTION

Design and construct accessibility improvements, bicycle safety features and other intersection enhancements as described in the Marquam Hill Plan. Includes enhanced bike lane striping on Campus Dr. Explore the opportunity to support OHSU's Safe and Accessible Pathway concept to enhance the pedestrian connection from SW Terwilliger Blvd to OHSU facilities.

The design should recognize that the project area is surrounded by and overlaps with public lands, including the Terwilliger Parkway.

TRANSPORTATION NEED

Improves connections and access to Oregon Health & Science University (OHSU), the Veteran Affairs Medical Center (VA) and the Shriners Hospitals for Children. In particular, supports accessible route from SW Terwilliger Blvd. This is a segment of SW Urban Trails #1.

STORMWATER MANAGEMENT

No specific changes to stormwater facilities are proposed as a part of this project, but the project should meet the requirements in the Stormwater Management Manual as part of implementation.

IMPACTS

This project may have impacts to public land. The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations. PBOT supports a strong collaboration with Portland Parks & Recreation on issues related to property under their management.

PLANNING BACKGROUND

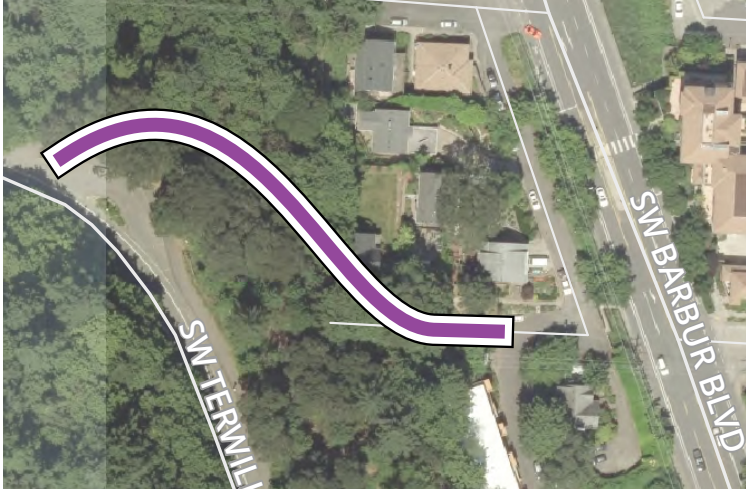
- New project identified as part of Southwest in Motion process
- May integrate with Southwest Corridor investments related to the Marquam Hill Connector design options.

PLANNING-LEVEL COST ESTIMATE

\$50,000

POTENTIAL FUNDING SOURCES

- Partnership implementation with OHSU
- Vision Zero Program



— Proposed Trail Enhancements

BP **10**

Whitaker Trail Enhancements

An improved walking path from SW Terwilliger Blvd to SW Barbur Blvd

PROJECT DESCRIPTION

In partnership with community groups, design and implement trail improvements to connect transit users from Barbur Blvd to Marquam Hill, Oregon Health & Science University (OHSU) and the Veteran Affairs Medical Center (VA). Enhancements may include a hand railing, improved lighting and replacement of key stair steps. Concept level planning necessary with community partners and City agencies.

TRANSPORTATION NEED

Provides a shortcut stair/hillside connection from SW Barbur Blvd and neighborhoods to the east to Oregon Health & Science University (OHSU), the Veteran Affairs Medical Center (VA) and the Shriners Hospitals for Children. Serves as a potential connection to the Southwest Corridor Light Rail. This is a segment of SW Urban Trails #1.

STORMWATER MANAGEMENT

The existing trail suffers from complex stormwater issues. Trail enhancements should be designed to minimize water flow damage to the existing trail connection.

IMPACTS

This connection uses private and public access connections. Clarity around roles and responsibilities for this facility is critical. The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations. Portland Bureau of Transportation, Portland Parks & Recreation, Bureau of Environmental Services all have interests in this project and the surrounding area.

PLANNING BACKGROUND

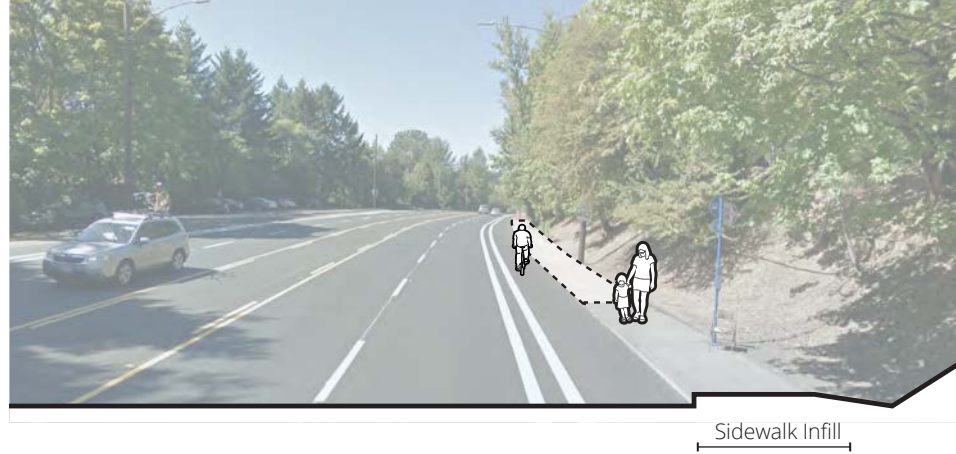
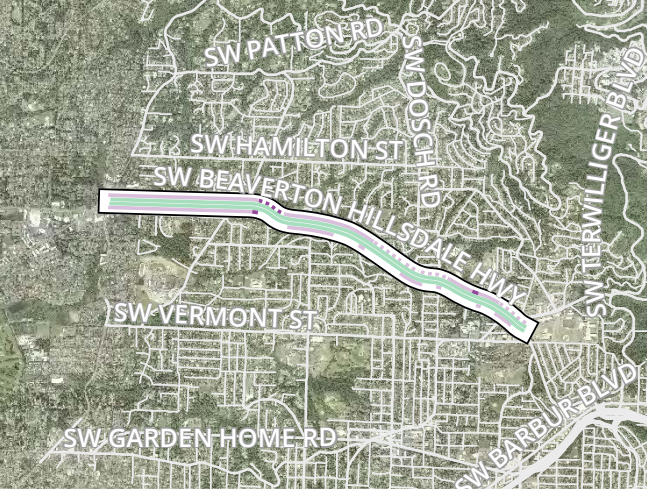
- OHSU Night Access Plan (WB.4)
- May integrate with Southwest Corridor investments related to the Marquam Hill Connector design options.

PLANNING-LEVEL COST ESTIMATE

N/A

POTENTIAL FUNDING SOURCES

- Opportunity for community- initiated implementation in partnership with OHSU and the SWTrails community group.



- Existing/Proposed Sidewalk
- Proposed Safer Shoulder Walkway
- Existing Bike Lane

BP **12**

Beaverton-Hillsdale Walkway Infill

A safer walkway from City Limits to SW Capitol Hwy.

PROJECT DESCRIPTION

Construct infill walkway on the north side of the street, including physical separation of existing safer shoulder, expansion of shoulder where necessary. Include sidewalk infill to bus stop at SW 50th Ave and SW 27th Ave. Project should be compatible with future construction of permanent facilities.

TRANSPORTATION NEED

Provides a continuous protected walkway along a major arterial street with community serving destinations. Incorporate crossing enhancements where possible.

STORMWATER MANAGEMENT

This project should meet the requirements in the Stormwater Management Manual as part of implementation.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Transportation System Plan (90020.0)

PLANNING-LEVEL COST ESTIMATE

\$300,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Pedestrian Network Completion)
- Vision Zero Program
- Eligible for Regional Flexible Funds Allocation

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



Existing/Proposed Sidewalk

BP **13**

Shattuck Sidewalk Gaps

A sidewalk connection from SW 53rd Ave to SW Boundary St.

PROJECT DESCRIPTION

Construct infill sidewalk or separated walkway on the west side of the street.

This is a partial implementation of TSP 90059.1

TRANSPORTATION NEED

Provides a continuous walkway connection from neighborhood streets to a major arterial destinations.

STORMWATER MANAGEMENT

BES has identified the Fanno Creek culvert under SW Shattuck Rd as a candidate for replacement in the coming years. Replacement of the culvert may provide an opportunity to construct sidewalks and other enhancements on SW Shattuck Rd.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Transportation System Plan (90059.1, 90034.1)

PLANNING-LEVEL COST ESTIMATE

\$350,000

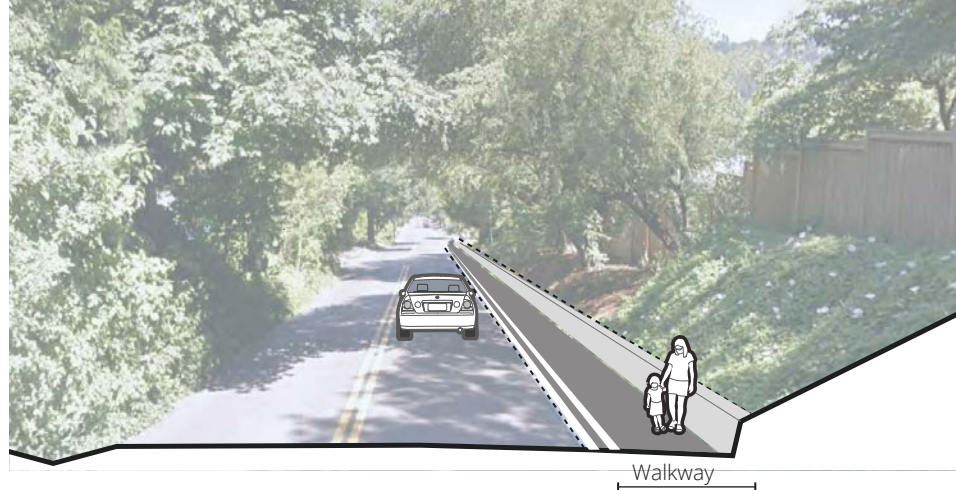
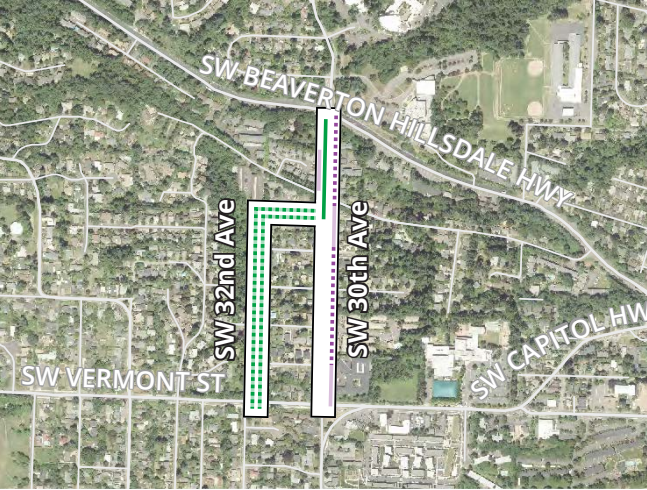
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Pedestrian Network Completion)
- Potential BES Collaboration Opportunity
- Transportation System Development Charges (90059.1, 90034.1)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90059.1. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



- Existing/Proposed Sidewalk
- - - Proposed Safer Shoulder Walkway
- - - Proposed Neighborhood Greenway

BP **14**

30th Ave Safer Shoulder Walkway and Bikeway Connection

A walkway connection from SW Beaverton-Hillsdale Hwy to SW Vermont St.

PROJECT DESCRIPTION

Construct a safer shoulder pedestrian walkway with physical separation where possible to fill sidewalk gaps on the east side of the corridor. Remove on-street parking or widen roadway where necessary to provide adequate space. Consider cost effectiveness compared to traditional sidewalk design. Vegetation management is a high priority for safer shoulder walkways.

TRANSPORTATION NEED

Provides a continuous connection from destinations on SW Capitol Hwy to Beaverton Hillsdale Hwy.

STORMWATER MANAGEMENT

This project should meet the requirements in the Stormwater Management Manual as part of implementation.

IMPACTS

May limit on-street parking where climbing bike lanes are provided.

PLANNING BACKGROUND

- Transportation System Plan (90005.0)

PLANNING-LEVEL COST ESTIMATE

\$1,000,000
A project development phase will be required to confirm project feasibility and cost estimates.

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion
- BES Collaboration Opportunity

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90005. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



■■■■■■■ Proposed Pedestrian Shared Street



————— Pedestrian Shared Street —————

BP **15**

Bertha Blvd Pedestrian Shared Street and Neighborhood Greenway

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.

PROJECT DESCRIPTION

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. Design 85th percentile speeds for 15mph. Create a clear connection to the Red Electric Trail bridge. Consider the use of volume management tools such as traffic diverters to limit cut through traffic and to maintain low volumes at appropriate for shared streets.

TRANSPORTATION NEED

Extends and enhances the Red Electric Trail. Connectes to Safe Routes to School routes.

STORMWATER MANAGEMENT

No specific changes to stormwater facilities are proposed as a part of this project, but the project should meet the requirements in the Stormwater Management Manual as part of implementation.

IMPACTS

May limit some on-street parking opportunity.

PLANNING BACKGROUND

- Transportation System Plan (90111.0)
- Safe Routes to School Priority Investment Route
- Red Electric Trail Planning Study

PLANNING-LEVEL COST ESTIMATE

\$250,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Bikeway; Pedestrian Network)
- TSDC Eligible (No. 90111 - Red Electric Trail, Segment 4)
- Eligible for Regional Flexible Funds Allocation

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed as a pedestrian shared street, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90111. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



— Existing Sidewalk
— Proposed Bike Lane

BP **16**

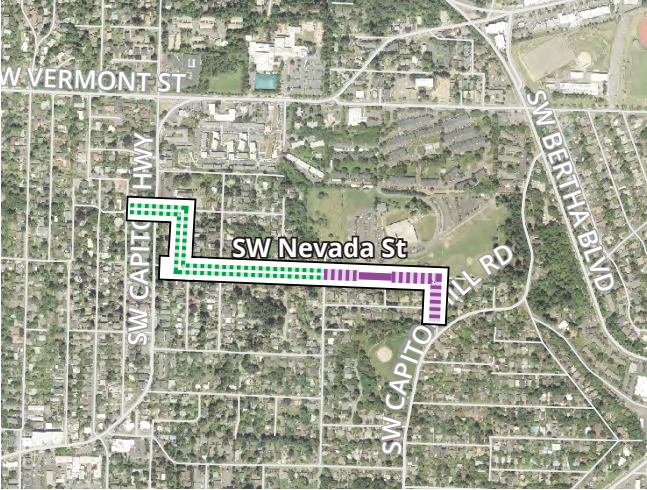
Terwilliger Bike Lane Gap Approaching SW Capitol Hwy




Filling a bike lane gap approaching Capitol Highway.

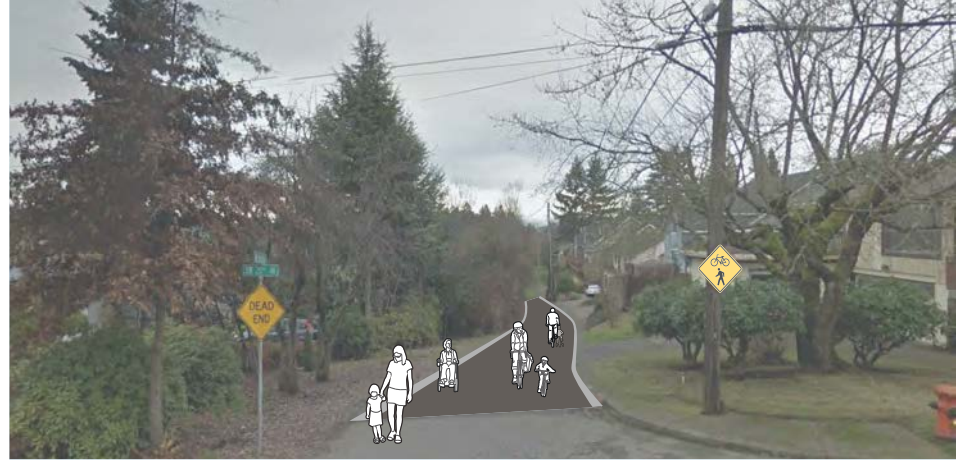
PROJECT DESCRIPTION	Explore options to resolve Terwilliger Bikeway Gap in both directions in this location. Address pedestrian access and crossing needs as a part of this project to the greatest extent feasible.
TRANSPORTATION NEED	Addresses a long standing bike lane gap on a vision zero High Crash Network street.
STORMWATER MANAGEMENT	This project may involve minor modifications to impervious surfaces. The design should meet the requirements in the Stormwater Management Manual as part of project implementation.
IMPACTS	May impact existing Terwilliger Blvd path. The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations.
PLANNING BACKGROUND	<ul style="list-style-type: none"> • Vision Zero High Crash Corridor Transportation System Plan (90091)
PLANNING-LEVEL COST ESTIMATE	\$300,000
POTENTIAL FUNDING SOURCES	<ul style="list-style-type: none"> • Quick Build Network Completion Program (Bikeway Network) • Vision Zero Program • TSDC Eligible (No. 90091 - Terwilliger Bikeway Gaps) • Eligible for Regional Flexible Funds Allocation

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN This project partially implements TSP 90091. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



-  Proposed Shared Use Path
-  Proposed Neighborhood Greenway
-  Proposed Pedestrian Shared Street



— Pedestrian Shared Street —

BP **18**

Nevada Neighborhood Greenway and Walkway

A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway and pedestrian walkway connection along SW Nevada Ct. Neighborhood greenway design elements include a narrow travel area, speed humps for traffic calming and marking and signing of the neighborhood greenway route. The project paves a currently unimproved segment as a shared street and formalizes a pedestrian and bicycle pathway connection through an car-free segment of right of way.

TRANSPORTATION NEED

SW Nevada Ct is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Wilson High School and Robert Gray Middle School. It is a part of the SW Trail #4 route. The project connects to the Texas Hydro Park to the Stephens Creek Natural Area and Custer Park.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. Adding this infrastructure will benefit Tryon Creek by slowing and cleaning stormwater runoff. It will benefit the neighbors by creating approved discharge points for stormwater from adjacent properties.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Portland Bicycle Plan for 2030 (8334)
- Transportation System Plan (90093.0)
- Safe Routes to School Priority Investment Route

PLANNING-LEVEL COST ESTIMATE

\$700,000

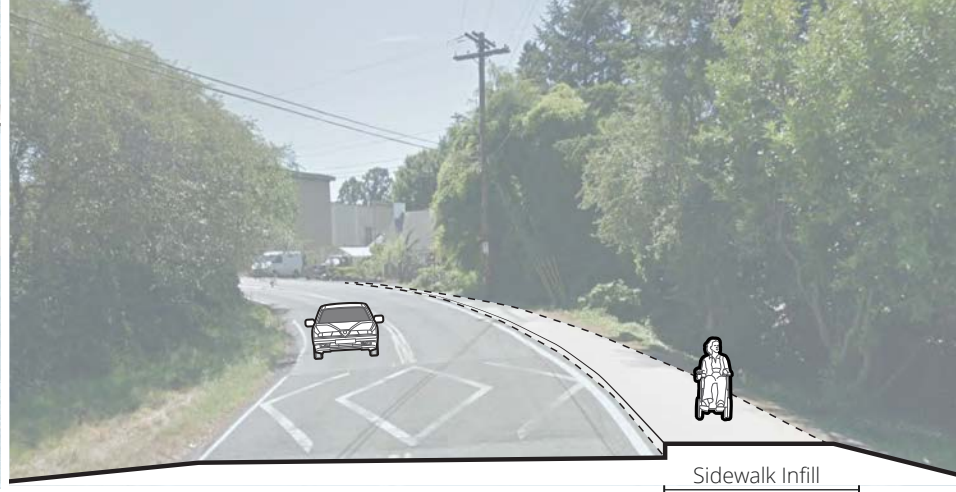
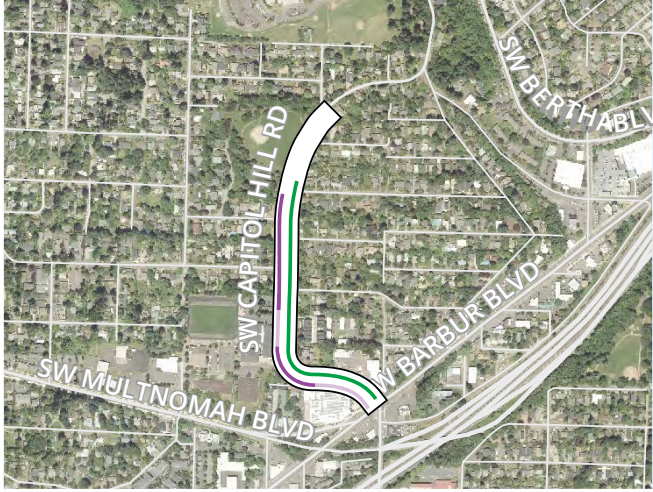
POTENTIAL FUNDING SOURCES

- BES Collaboration Opportunity
- TSDC Eligible (No. 10014.4 - Tryon-Stephens)
- Neighborhood Greenway Program
- Safe Routes to School Program

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90093. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



— Existing/Proposed Sidewalk
— Proposed Bike Lane

BP **19**

Capitol Hill Sidewalk Infill and Uphill Bike Lane

A walking connection from Custer Park to SW Barbur Blvd.

PROJECT DESCRIPTION

Implement walkway infill on one side of the street to provide a continuous walkway connection to Custer Park. Remove on-street parking, widen the paved roadway or construct a separated walkway or sidewalk as needed.

This is a partial implementation of TSP 90002. The full project remains in the TSP for major project funding and long term implementation. Upon implementation of the Southwest in Motino project, the TSP should be revised to reflect the remaining project elements and costs.

TRANSPORTATION NEED

SW Capitol Hill Rd is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan. It is a part of SW Trail #3 and connects Custer Park to SW Barbur Blvd.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction.

IMPACTS

May limit some on-street parking opportunity in an area with low on street parking demand.

PLANNING BACKGROUND

- Transportation System Plan (90002.0)
- SW Corridor Station Access Project (SA09)

PLANNING-LEVEL COST ESTIMATE

\$1,000,000

POTENTIAL FUNDING SOURCES

- TSDC Eligible (No. 10014.4 - Tryon-Stephens)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)
- TSDC Eligible (No. 90002 - SW 19th / Capitol Hill Rd Safety Improvements)
- Eligible for Regional Flexible Funds Allocation

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90002. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



- Existing Sidewalk
- Existing/Proposed Bike Lane



Terwilliger Bike Lane Gap Near SW 7th Ave

Filling a bike lane gap on Terwilliger Blvd near SW 7th Ave.

PROJECT DESCRIPTION

Fill the gap in the bike lane by constructing a southbound path behind the existing curb, adjacent to the existing sidewalk. Stripe a northbound bike lane in the uphill direction.

TRANSPORTATION NEED

Addresses a long standing bike lane gap on a vision zero corridor.

STORMWATER MANAGEMENT

This project may involve minor modifications to impervious surfaces. The design should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Vision Zero High Crash Corridor
- Transportation System Plan (90091)
- SW Corridor Station Access (SA04)

PLANNING-LEVEL COST ESTIMATE

\$150,000

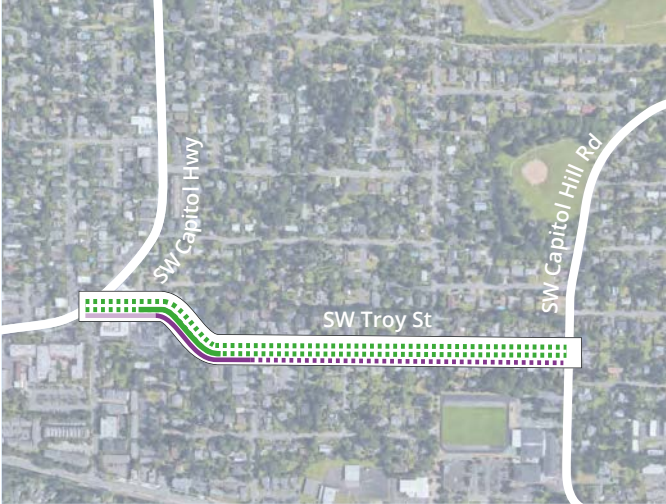
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)
- Vision Zero Program
- TSDC Eligible (No. 90091 - Terwilliger Bikeway Gaps)
- Eligible for Regional Flexible Funds Allocation

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90091. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



- Existing/Proposed Sidewalk
- ⋯ Proposed Safer Shoulder Walkway
- ⋯ Proposed Neighborhood Greenway
- Proposed Bike Lane



SW Canby/Troy Neighborhood Greenway

A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.

PROJECT DESCRIPTION

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. The pedestrian walkway is on the south side of the street. Some segments may be constructed as sidewalks, other sections as slow safer shoulder walkways. Stormwater elements include conveyance on the south side of the street that will take water to a stormwater management facility designed to slow the flow and reduce pollutants in the water.

TRANSPORTATION NEED

SW Troy is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan. It is a part of the SW Trail #4 route. It offers a direct connection to Multnomah Village and the Multnomah Arts Center to Custer Park.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. Adding this infrastructure will benefit Tryon Creek by slowing and cleaning stormwater runoff. It will benefit the neighbors by creating approved discharge points for stormwater from adjacent properties.

IMPACTS

Parking preserved on both sides; Potential traffic diversion necessary to lower traffic volumes.

PLANNING BACKGROUND

- Portland Bicycle Plan for 2030 (8088)
- SW Corridor Station Access (SA11)
- Recommended sidewalk segment as part of SW Trails 4

PLANNING-LEVEL COST ESTIMATE

\$875,000 - \$1,000,000

POTENTIAL FUNDING SOURCES

- Cost sharing with BES
- Neighborhood Greenway Program
- TSDC Eligible (No. 10014.4 - Tryon-Stephens)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a slow safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



..... Proposed Separated Safer Shoulder Walkway



Walkway

BP **22**

Garden Home Separated Walkway

A walking connection from SW 57th Ave to SW 45th Ave.

PROJECT DESCRIPTION

Design and construct a separated walkway on the south side of the roadway. Design should be sensitive to roadway constraints and may include safer shoulder walkway designs. Consider compatibility with BP-42 and long-term permanent facilities as part of TSP 90033.0

TRANSPORTATION NEED

Provides a continuous paved walkway connecting neighborhood residential streets to the Multnomah Village area.

STORMWATER MANAGEMENT

This project may involve minor modifications to impervious surfaces. The design should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May limit existing roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90033.0)

PLANNING-LEVEL COST ESTIMATE

\$1,000,000

POTENTIAL FUNDING SOURCES

- TSDC Eligible (90033 -SW Garden Home Ped/Bike Improvements, Phase 1)

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a separated walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90033. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



- Existing/Proposed Sidewalk
- Proposed Bike Lane
- Proposed Shared Roadway



SW 45th Walkway and Bike Lane

A sidewalk and bike lane from SW Multnomah to SW Garden Home Rd.

PROJECT DESCRIPTION

Design and implement sidewalk infill on the east side of the street, and provide an uphill bicycle climbing lane. If possible, include bicycle lanes in both directions.

TRANSPORTATION NEED

SW 45th Ave is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Maplewood Elementary School. The project connects Garden Home Road to routes on SW Multnomah and SW Trail #3 on SW Maplewood Rd.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May remove on-street parking in an area with low-moderate on street parking demand.

PLANNING BACKGROUND

- Transportation System Plan (90008)
- Portland Bicycle Plan for 2030 (8147)

PLANNING-LEVEL COST ESTIMATE

\$675,000

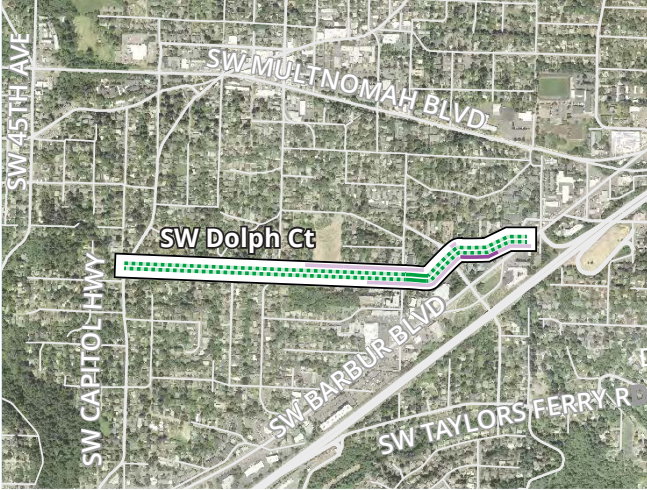
POTENTIAL FUNDING SOURCES



- Quick Build Network Completion (Pedestrian Network; Bikeway Network)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90008. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



-  Existing/Proposed Sidewalk
-  Proposed Neighborhood Greenway



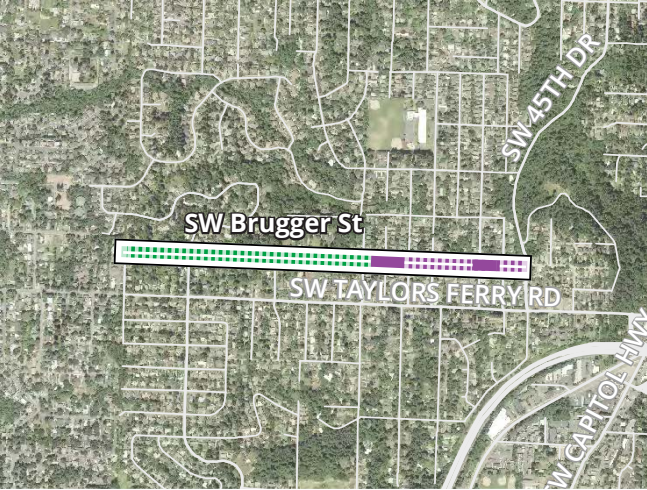
Dolph Bikeway and Sidewalk Infill

A low-stress and connection with sidewalk infill from SW Capitol Hwy to SW Barbur Blvd.

PROJECT DESCRIPTION	Construct sidewalk infill for pedestrian travel near SW Barbur Blvd and install a neighborhood greenway from SW Capitol Hwy to SW Barbur Blvd. Consider the use of fire-friendly speed humps to manage traffic speed.
TRANSPORTATION NEED	SW Dolph Ct Ave is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Spring Garden Park.
STORMWATER MANAGEMENT	The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.
IMPACTS	May limit roadside parking opportunities.
PLANNING BACKGROUND	<ul style="list-style-type: none"> • Transportation System Plan (90073.0) • SW Corridor Station Access Project (SA12)
PLANNING-LEVEL COST ESTIMATE	\$1,100,000
POTENTIAL FUNDING SOURCES	<ul style="list-style-type: none"> • Quick Build Network Completion (Pedestrian Network) • Quick Build Network Completion (Neighborhood Greenway) • TSDC Eligible (No. 90106.2 - Access to SW Corridor)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN This project partially implements TSP 90073. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



- Proposed Shared Use Path
- Proposed Neighborhood Greenway
- Proposed Pedestrian Shared Street



Neighborhood Greenway

BP **29**

Brugger Neighborhood Greenway

A low-stress walking and biking connection from SW 65th Ave to SW 48th Ave.

PROJECT DESCRIPTION

Construct a neighborhood greenway and shared street along SW Brugger St to SW 48th Ave. Construct shared use paths along unimproved segments of Brugger Rd. Connect to matching Washington County project along SW Florence St. Work with Tualatin Valley Water District to explore a connection from SW Brugger to SW Florence. Includes crossing of SW 48th Ave.

Unimproved segments of SW Brugger St may be opportunities for stormwater infiltration facilities.

TRANSPORTATION NEED

SW Brugger St is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Markham Elementary School. The project connects to SW Trail #5 and provides a safer alternative to Taylor's Ferry Rd for people walking and biking.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of implementation.

IMPACTS

Formalization of trails on unimproved segments should be done in collaboration with community partners.

PLANNING BACKGROUND

- Safe Routes to School Priority Investment Route

PLANNING-LEVEL COST ESTIMATE

\$700,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Neighborhood Greenway)
- Safe Routes to School Program
- BES Collaboration Opportunity

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with pedestrian shared street segments, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



- Existing/Proposed Sidewalk
- Proposed Bike Lane
- Proposed Shared Roadway



Outer Taylors Ferry Sidewalk and Bikeway

A sidewalk and bike lane connection from SW 49th Ave to SW Capitol Hwy.

PROJECT DESCRIPTION

Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit. Explore ways to incorporate a bike lane in both directions.

TRANSPORTATION NEED

SW Taylors Ferry Rd is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Markham Elementary School. The project is a part of SW Trail #5.

STORMWATER MANAGEMENT

This project may be an opportunity for maintenance on the Culvert and crossing of Woods Creek.

IMPACTS

May limit roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90064.1)
- Safe Routes to School Priority Investment Route
- SW Corridor Station Access (SA16)

PLANNING-LEVEL COST ESTIMATE

\$4,300,000

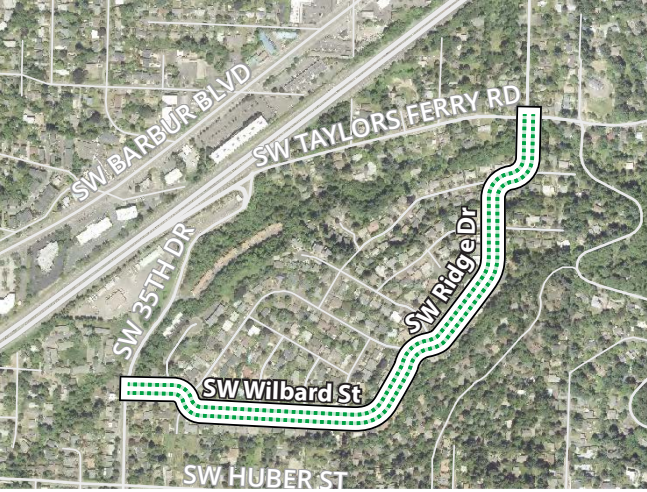
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion
- Safe Routes to School Program
- TSDC Eligible (No. 90064.1 - Outer Taylors Ferry Safety Improvements, Segment 1)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)
- Eligible for Regional Flexible Funds Allocation
- BES Collaboration Opportunity

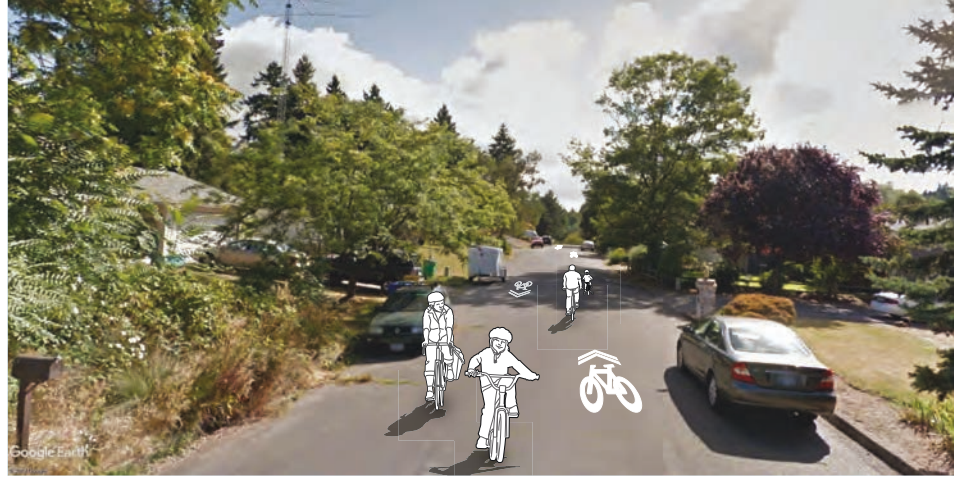
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project implements TSP 90064.1.



Proposed Neighborhood Greenway



Neighborhood Greenway



Ridge Neighborhood Greenway

A low-stress biking connection from SW 35th Ave to SW Taylor's Ferry Rd.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway with speed humps. Include crossing enhancements to connect with walkway and bikeway connections on SW 35th Ave and SW 26th Ave. Consider providing an uphill bike lane on steep segments where width is available. Explore treatments for pedestrians, including safer shoulders, or traffic diversion and traffic calming to meet shared street guidelines.

This route differs from that in the Portland Bicycle Plan for 2030, routing along SW Wilbard St, SW 29th Ave, and SW Ridge Dr to minimize steep slopes and unnecessary climbing for people bicycling.

TRANSPORTATION NEED

SW Ridge Dr is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan. The project connects SW 35th Ave and Jackson Middle School to SE 26th Ave undercrossing of I-5.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May reallocate underutilized on-street parking in limited segments to provide small lengths of uphill bike lanes.

PLANNING BACKGROUND

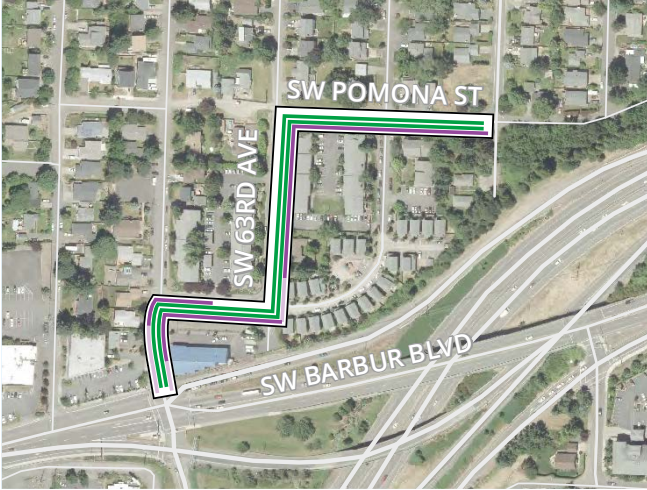
- Portland Bicycle Plan for 2030 (8263)

PLANNING-LEVEL COST ESTIMATE

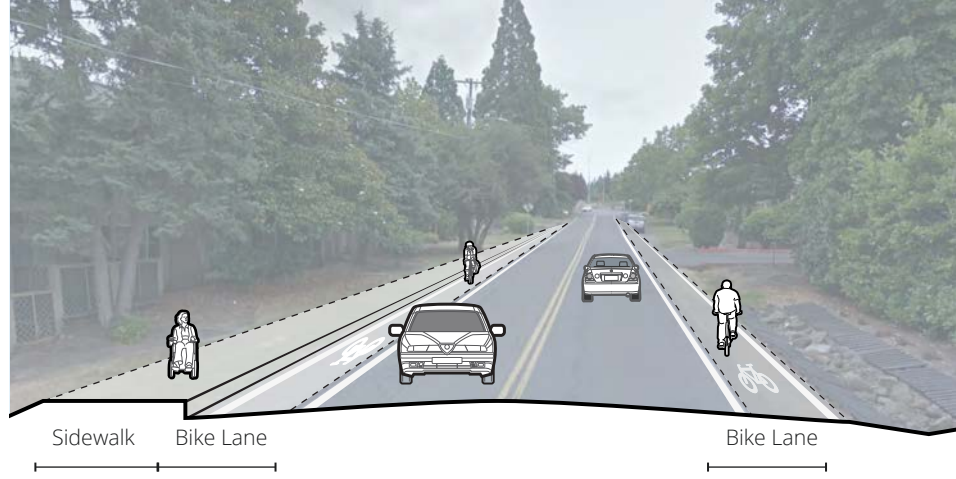
\$150,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Neighborhood Greenways)



— Existing/Proposed Sidewalk
— Proposed Bike Lane



| Sidewalk | Bike Lane | Bike Lane



64th/Pomona Sidewalk and Bikeway

A sidewalk and bike lane connection from SW Barbur Blvd to SW 61st Ave.

PROJECT DESCRIPTION

Construct a continuous sidewalk and bicycle lanes connecting SW Barbur Blvd/SW 64th Ave to SW 61st Ave and SW Pomona St. The sidewalk may be on one side of the street, but should create a complete connection and serve high density housing in the area. Bicycle lanes should be provided in both directions.

TRANSPORTATION NEED

SW 64th and SW Pomona St is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Markham Elementary School and affordable housing sites.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May limit roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90011.0)
- Safe Routes to School Priority Investment Route

PLANNING-LEVEL COST ESTIMATE

\$2,500,000

POTENTIAL FUNDING SOURCES

- Safe Routes to School Program
- TSDC Eligible (No. 90011 - SW Pomona/64th Ped/Bike Improvements)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)
- SW Corridor Station Access (SA22)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90011. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



Proposed Sidewalk



BP **38**

Pomona Walkway
A low-stress walking connection from Capitol Hwy to 35th Ave.

PROJECT DESCRIPTION	Design and Implement a separated walkway to serve Safe Routes to School. Create connections to walking and bicycling facilities on SW Capitol Hwy and SW 35th Ave.
TRANSPORTATION NEED	Consider future circulation and connections to BP-48 for access to SW Corridor Light Rail.
STORMWATER MANAGEMENT	SW Pomona St is designated as a City Bikeway and Neighborhood Walkway in the Transportation System Plan and serves Jackson Middle School and Markham Elementary School.
IMPACTS	The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project should meet the requirements in the Stormwater Management Manual as part of project implementation.
PLANNING BACKGROUND	Work with property owners to manage encroachment into the right of way.
PLANNING-LEVEL COST ESTIMATE	<ul style="list-style-type: none"> • Transportation System Plan (90055.0) • Safe Route to School Priority Access Route
POTENTIAL FUNDING SOURCES	<ul style="list-style-type: none"> • Safe Routes to School Program • LTIC Funding Allocation Eligible • SW Corridor Station Access (SA21) • TSDC Eligible (No. 90106.2 - Access to SW Corridor)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN This project partially implements TSP 90055. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



..... Proposed Separated Safer Shoulder Walkway



Boones Ferry Walkway

A walkway connection from SW Orchard Hill Rd to City Limits.

PROJECT DESCRIPTION

Construct a protected safer shoulder on the north side of Boones Ferry Rd through restriping. Use physical barriers to protect the walkway where possible. Create a ramp transition to the existing sidewalk at city limits.

TRANSPORTATION NEED

SW Boones Ferry Rd is designated as a Neighborhood Walkway in the Transportation System Plan and connects to Stephenson Elementary walking routes. It connects neighborhood residents to grocery and other retail destinations.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May limit roadside parking opportunities.

PLANNING BACKGROUND

- New project identified by Southwest in Motion.

PLANNING-LEVEL COST ESTIMATE

\$25,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)

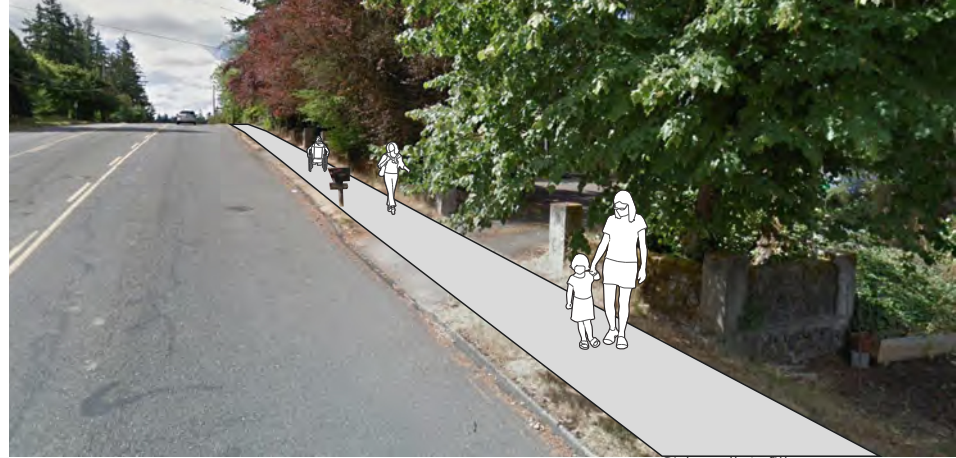
Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



Existing/Proposed Sidewalk



Sidewalk Infill

BP **41**

35th Sidewalk Infill

Filling sidewalk gaps near Near SW Huber St.

PROJECT DESCRIPTION

Fill sidewalk gaps behind the existing curb on SW 35th Ave.

TRANSPORTATION NEED

Closes small gaps in an otherwise connected sidewalk segment serving Jackson Middle School

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Safe Routes to School Priority Investment Route
- Transportation System Plan (90007.0)

PLANNING-LEVEL COST ESTIMATE

\$150,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program

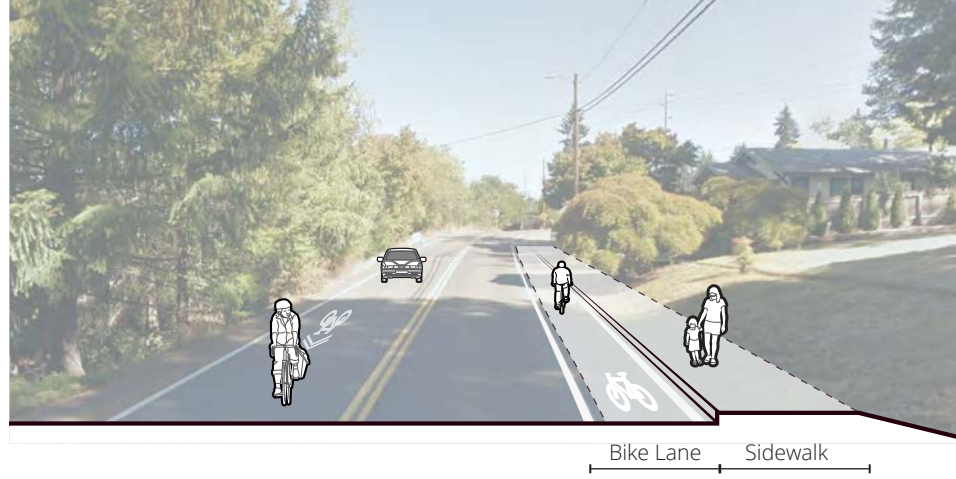
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90007. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



- Proposed Sidewalk
- Proposed Bike Lane
- Proposed Shared Roadway



Garden Home Sidewalk and Bike Lane

A sidewalk and bike lane from SW 45th to SW Capitol Hwy.

PROJECT DESCRIPTION

Widen roadway with uphill bike climbing lane and downhill shared lane markings. Construct continuous sidewalk along the south side of the street. Consider compatibility with permanent facilities as part of TSP 90033.0

TRANSPORTATION NEED

Provides a sidewalk along neighborhood commercial destinations and connects to an upgraded Capitol Highway

STORMWATER MANAGEMENT

This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May limit roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90033)

PLANNING-LEVEL COST ESTIMATE

\$2,500,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Pedestrian Network)
- Quick Build Network Completion (Bikeway Network)
- TSDC Eligible (No. 9033 - SW Garden Home Ped/Bike Improvements, Phase 1)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90033. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



SW HAMILTON ST

Proposed Sidewalk



Sidewalk



Hamilton Sidewalk Infill

A sidewalk from SW 48th to SW 45th Ave.

PROJECT DESCRIPTION

Construct sidewalk infill on north side of street. Design for compatibility with permanent facilities as part of TSP 90034.1

TRANSPORTATION NEED

Supports safe routes to school access to Bridlemile Elementary School.

STORMWATER MANAGEMENT

This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Safe Routes to School Priority Investment Route
- Transportation System Plan (90034.1)

PLANNING-LEVEL COST ESTIMATE

\$600,000 - \$1,000,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program
- TSDC Eligible (No. 90034.1 - Bridlemile Ped/Bike Improvements, Phase 1)

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90034.1. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



BP **44**

25th Connector

A path connection from SW Troy St to SW Multnomah Blvd.

PROJECT DESCRIPTION

Design and construct a shared use path or pedestrian shared street through unimproved right of way.

TRANSPORTATION NEED

Expands the walking and biking network in this neighborhood.

STORMWATER MANAGEMENT

This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May impact parking spaces currently encroaching in the right of way.

PLANNING BACKGROUND

- Bicycle Plan for 2030

PLANNING-LEVEL COST ESTIMATE

\$750,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program



—— Existing Bike Lane
- - - - - Proposed Bicycle Crossing



Capitol Hwy Bikeway Connections

Safer bike lane crossings at Capitol Hwy & Bertha Blvd & Beaverton-Hillsdale Hwy.

PROJECT DESCRIPTION

Design and implement bicycle signals and striping enhancements to allow low stress connections between existing bike lanes on all street approaches. Includes new bicycle signals and corner reconstruction with protected intersection corner for bicycle circulation.

TRANSPORTATION NEED

Enhances connectivity between Major City Bikeway routes.

STORMWATER MANAGEMENT

No stormwater management changes are proposed as a part of this project.

IMPACTS

May impact traffic signal timing.

PLANNING BACKGROUND

- New idea generated from Southwest In Motion process.
- Supports multiple Bike Plan for 2030 Projects and Routes (8080; 8283)

PLANNING-LEVEL COST ESTIMATE

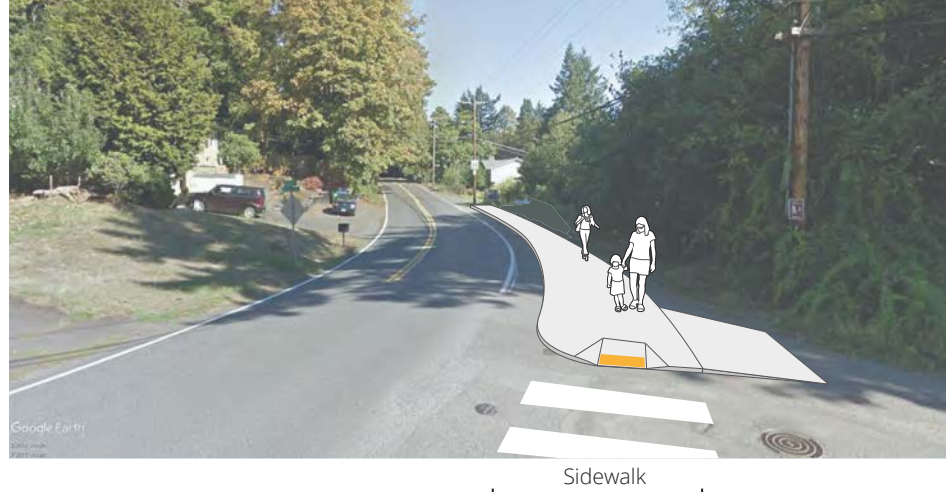
\$150,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Vision Zero Program
- Eligible for Regional Flexible Funds Allocation



Proposed Sidewalk



Sidewalk

BP **46**

Capitol Hill Rd Sidewalk Connection

A Sidewalk from SW 21st Ave to Raz-Baack Crossing.

PROJECT DESCRIPTION

Construct a sidewalk on the south side of Capitol Hill Rd, connecting Custer Park and SW Trails #6 from SW 21st Ave to the Raz-Baack Crossing.

TRANSPORTATION NEED

Enhances connectivity between community trail routes.

STORMWATER MANAGEMENT

This project should meet the requirements in the Stormwater Management Manual as part of project implementation.

IMPACTS

May limit on-roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90093.0)
- Southwest Urban Trails Plan

PLANNING-LEVEL COST ESTIMATE

\$600,000-\$1,000,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program
- TSDC Eligible (No. 10014.4 - Tryon-Stephens)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)
- Eligible for Regional Flexible Funds Allocation

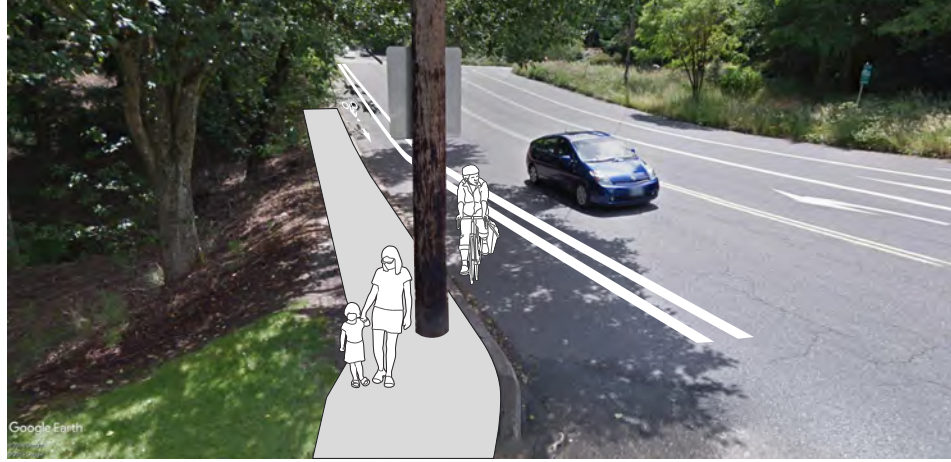
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90093. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



— Existing/Proposed Sidewalk
— Proposed Bike Lane



Sidewalk Infill Bike Lane

BP **47**

Dosch Sidewalk Infill

A sidewalk connection from SW Flower Terrace to SW Beaverton-Hillsdale Hwy.

PROJECT DESCRIPTION

Construct sidewalk infill behind the existing curb on the east side of the street. Restripe roadway with bike lanes in both directions. Consider additional physical protection of the bike lane at the northeast corner of SW Beaverton-Hillsdale Hwy and SW Dosch Rd.

TRANSPORTATION NEED

Connects neighborhoods to Beaverton-Hillsdale Hwy

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May reorganize existing travel lanes to provide walkway and bikeway space.

PLANNING BACKGROUND

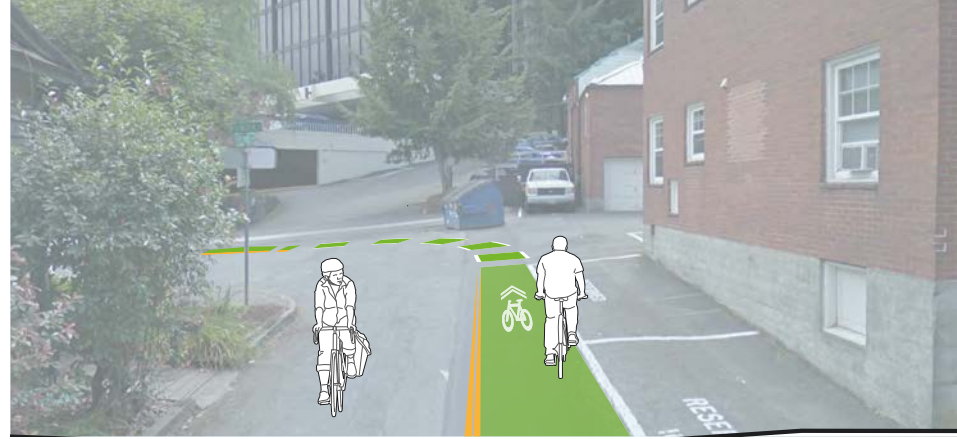
- Transportation System Plan (90031.1)

PLANNING-LEVEL COST ESTIMATE

\$60,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- TSDC Eligible (No. 90020.1 - Hillsdale Town Center Pedestrian Connections)



- Proposed Bike Lane
- Proposed Shared Roadway

RP **01**

Park Bridge Connector

A bikeway connection from SW Park Ave to SW SW Broadway.

PROJECT DESCRIPTION

Restripe SW Clifton/SW Lincoln St to formalize a contraflow bikeway connection from Portland State University to SW Broadway St. Consider on-street contraflow bike lane or protected contraflow bike lane. Use shared lane markings in the primary direction of traffic, and along the SW Park Avenue Bridge

TRANSPORTATION NEED

Enhances connections between Southwest Portland and new Central City transportation corridors

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May remove some existing on street parking.

PLANNING BACKGROUND

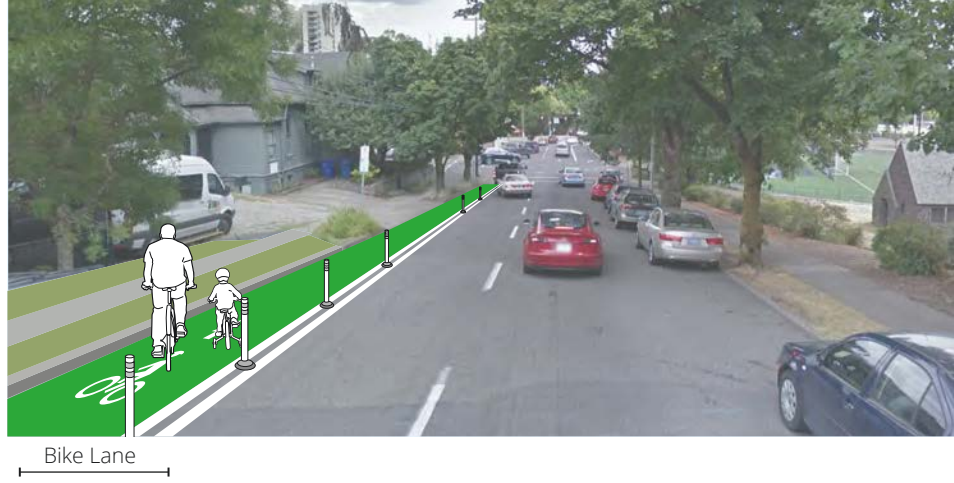
- New idea generated from Southwest In Motion process

PLANNING-LEVEL COST ESTIMATE

\$5,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)



Existing/Proposed Bike Lane

RP **02**

Terwilliger Trail to 4th Connector

A low-stress biking connection from SW Terwilliger & SW 6th to SW 4th & Broadway.

PROJECT DESCRIPTION

Restripe the roadway to provide a low-stress connection between SW Terwilliger Parkway path and SW 4th Ave in the Central City. Explore design and alignment options, including a left-side bike lane along SW Sheridan St. This connection should be implemented as a part of Central City in Motion Project No. 2

TRANSPORTATION NEED

Enhances connections between Southwest Portland and new Central City transportation corridors.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May limit on-street parking opportunities.

PLANNING BACKGROUND

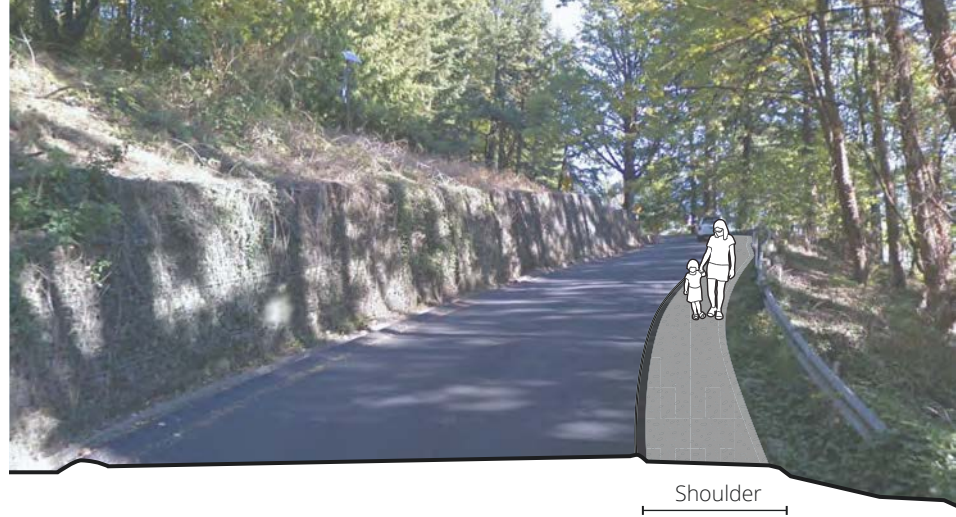
- Central City in Motion Project No. 2

PLANNING-LEVEL COST ESTIMATE

\$25,000 - 100,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)
- Central City in Motion Implementation



Proposed Walkable Shoulder

Shoulder

RP **03**

Condor Ln Connection

A walkway connection from SW Terwilliger to SW Condor Ave.

PROJECT DESCRIPTION

Enhance roadway pavement construction and striping to provide a continuous shoulder surface, extending and completing roadway maintenance activities started in 2018.

TRANSPORTATION NEED

Enhances connectivity from neighborhoods to Terwilliger Blvd.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

This project may have impacts to public land. The design must be sensitive to impacts on adjacent property, and must include all relevant stakeholders in the development of any recommendations. PBOT supports a strong collaboration with Portland Parks and Recreation on issues related to property under their management.

PLANNING BACKGROUND

- Marquam Hill Plan (Action T14)

PLANNING-LEVEL COST ESTIMATE

\$10,000 - \$25,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



Proposed Protected Bike Lane



SW Laview Bicycle Route

Protected Bicycle Lane

SW Virginia Bicycle Route

RP **05**

Virginia to Laview Connector

A low-stress link in the uphill route from South Portland to South Burlingame

PROJECT DESCRIPTION

Restripe a roadway segment on SW Taylors Ferry Rd and use flexible delineators to create a short segment of protected bike lane from SW Virginia Ave to SW Laview Dr. Consider the potential to design for bidirectional bicycle use.

TRANSPORTATION NEED

Closes a gap in a neighborhood bicycle route, and provides access from the Sellwood Bridge, and Willamette Greenway Path to Southwest Portland neighborhoods.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic are anticipated as a result of this project.

PLANNING BACKGROUND

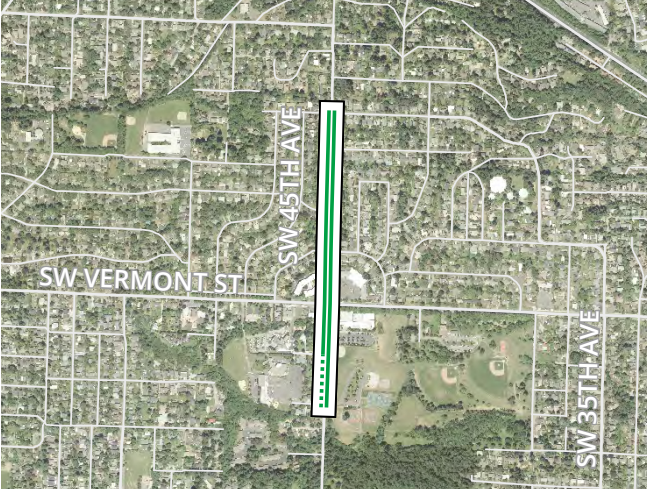
- Bicycle Plan for 2030 (Part of project 8318)

PLANNING-LEVEL COST ESTIMATE

\$15,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)



- Proposed Bike Lane
- Proposed Shared Roadway



RP **07**

45th Bike Lanes

A bike lane connection from SW Pendleton to SW Nevada St.

PROJECT DESCRIPTION

Reorganize roadway with bicycle lanes. May require removal of parking lane from one side of the street. From California to Nevada, configure with downhill shared lane markings, or widen roadway edge to provide space for bike lanes.

TRANSPORTATION NEED

Connects neighborhoods to the Southwest Community Center with new bike lanes.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May remove some existing on street parking.

PLANNING BACKGROUND

- Transportation System Plan (90008.2)

PLANNING-LEVEL COST ESTIMATE

\$50,000

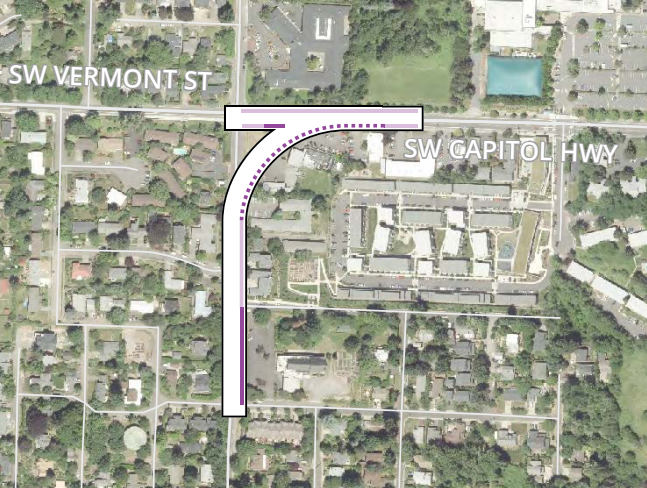
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)
- Fixing Our Streets Southwest In Motion Bike Lane Funding

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90008.2. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



— Existing/Proposed Sidewalk
 Proposed Safer Shoulder



RP **08**

Hoot Owl Corner Connections

A walkway on SW Capitol Hwy from Kesser Israel to SW Texas St.

PROJECT DESCRIPTION

Construct sidewalk infill Infill behind existing curb along SW Capitol Hwy on the approach to Hoot Owl Corner. Where pavement exists, mark a protected safer shoulder around the inside edge of the Capitol Hwy slip lane. Where possible clarify driveways into the corner parking lot to manage and minimize conflicts. Install bicycle turn box markings at SW 30th to allow people bicycling to continue along southbound along Capitol Hwy.

TRANSPORTATION NEED

Install a crosswalk with pedestrian signals to allow pedestrians to safely cross the SW Capitol Highway slip lane at the traffic island. Pedestrian traffic signal should be on recall to prioritize pedestrian access and support the nearby orthodox Jewish community.

Fills gaps and connects pedestrians to neighborhood commercial destinations.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May impact private parking spaces currently encroaching in the right of way.

PLANNING BACKGROUND

- Transportation System Plan (90070)

PLANNING-LEVEL COST ESTIMATE

\$100,000 - 250,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program
- Vision Zero Program
- TSDC Eligible (No. 90070 - Capitol/Vermont/30th Intersection Improvements)
- Eligible for Regional Flexible Funds Allocation

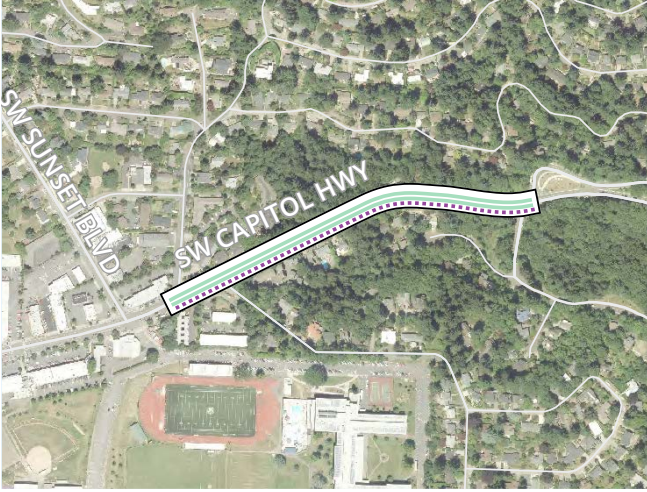
Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90070. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



..... Proposed Safer Shoulder



Safer Shoulder

RP **09**

Inner Capitol Safer Shoulder Walkway

A walkway from SW Sunset Blvd to SW Terwilliger Blvd.

PROJECT DESCRIPTION

Minimize the width of the existing painted median to establish a safer shoulder walkway with physical protection on one side of the street. Community comments indicate a preference for a south side path, to be confirmed through a traffic and engineering analysis. This is an interim improvement. Consider compatibility with permanent facilities in TSP 90029.0

TRANSPORTATION NEED

Establishes a walkway connection from Hillsdale Town Center to the Terwilliger Parkway Path.

STORMWATER MANAGEMENT

This is proposed as an interim, striping only design. No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May require reorganization of painted roadway median and travel lanes to provide walkway space. May limit roadside parking opportunities.

PLANNING BACKGROUND

- Transportation System Plan (90029.0)

PLANNING-LEVEL COST ESTIMATE

\$100,000

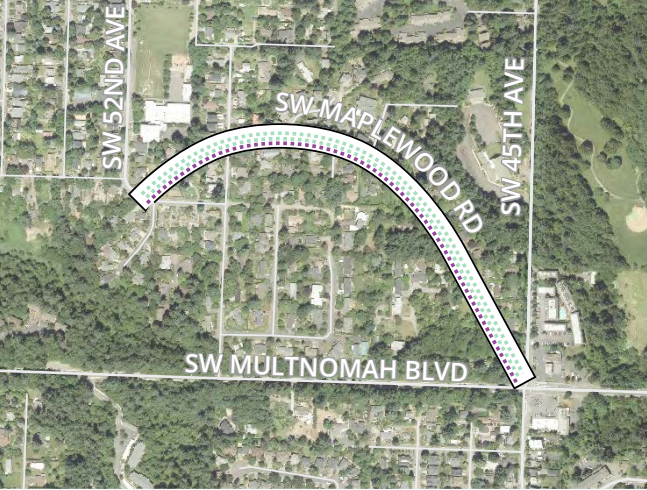
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Vision Zero Program
- Eligible for Regional Flexible Funds Allocation

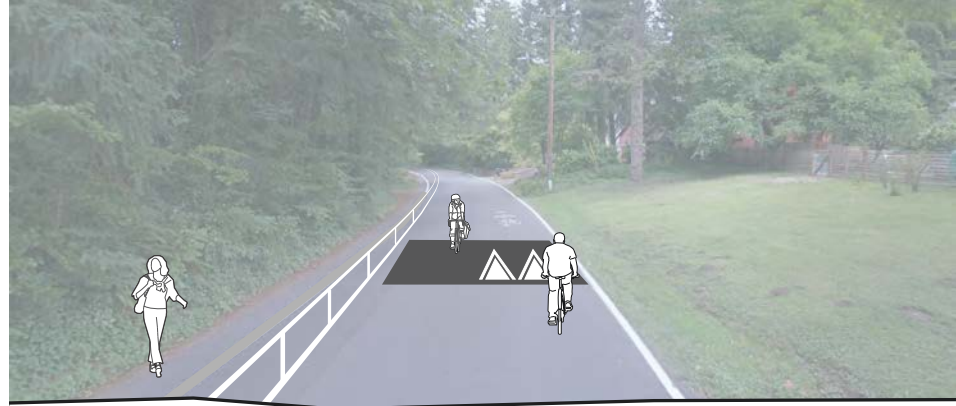
Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



- Proposed Safer Shoulder
- Existing Neighborhood Greenway



Safer Shoulder Neighborhood Greenway

RP **10**

SW Maplewood Road Slow Safer Shoulder Pilot

A safer low-stress walking and biking connection from SW 52nd to SW 45th Ave.

PROJECT DESCRIPTION

Implement a pilot project to enhance the existing safer shoulder installation with a reduced width travel area and robust double line edge striping. If successful, this design solution may provide additional design options for use on Southwest local streets.

TRANSPORTATION NEED

SW Maplewood Rd is a Neighborhood Greenway, Neighborhood Walkway and Safe Routes to School priority investment route, connecting neighborhoods to Multnomah Boulevard and Multnomah Village.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- New project identified as a part of Southwest In Motion
- Identified need by Safe Routes to School.

PLANNING-LEVEL COST ESTIMATE

\$10,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Neighborhood Greenway Program



Safer Shoulder Walkway

..... Proposed Safer Shoulder

RP **11**

Multnomah Walkway

A safer walkway from SW 45th Ave to SW Capitol Hwy

PROJECT DESCRIPTION

Restripe the existing paved space to provide an interim safer shoulder walkway with physical separation from the roadway. Separate bicyclists and pedestrians where possible. Clarify legal turning movements and reinforce with appropriate striping. Consider compatibility with future permanent facilities as part of TSP 90050.0

TRANSPORTATION NEED

SW Multnomah Blvd connect neighborhoods to the Multnomah Village Neighborhood Center, and build upon recent investment along the street connecting to Barbur Blvd and the future SW Corridor Light Rail. This street lacks any pedestrian facilities.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May impact private parking spaces currently encroaching in the right of way.

PLANNING BACKGROUND

- Transportation System Plan (90050.0)

PLANNING-LEVEL COST ESTIMATE

\$100,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Eligible for Regional Flexible Funds Allocation

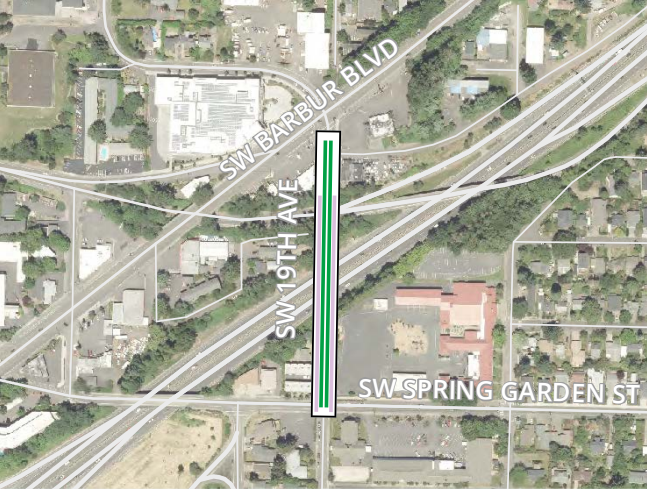
Additional Considerations

DESIGN EXCEPTION REQUIRED

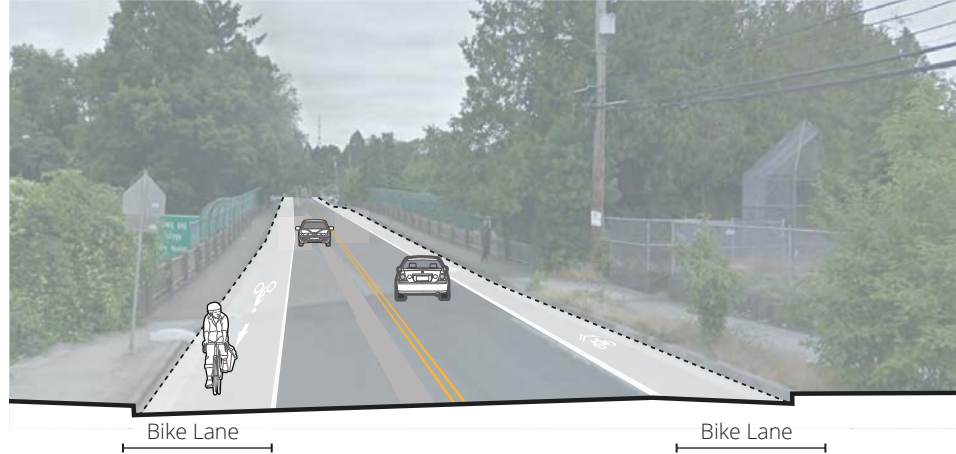
This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90050. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



- Proposed Bike Lane
- Existing Sidewalk



RP **14**

SW 19th Bike Lanes

A bike lane connection on the approach to Barbur Blvd.

PROJECT DESCRIPTION

Stripe continuous bike lanes on the SW 19th Ave bridge connecting SW Barbur Blvd with SW Spring Garden St. Prioritize providing a continuous bike lane along the full segment, but use shared lane markings if necessary in constrained conditions.

TRANSPORTATION NEED

SW 19th Ave is a Priority Investment Route for Safe Routes to School, and connects to a future SW Corridor Light Rail station area.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Transportation System Plan (90061.0)
- Southwest Corridor Station Access Project (SA10)

PLANNING-LEVEL COST ESTIMATE

\$10,000

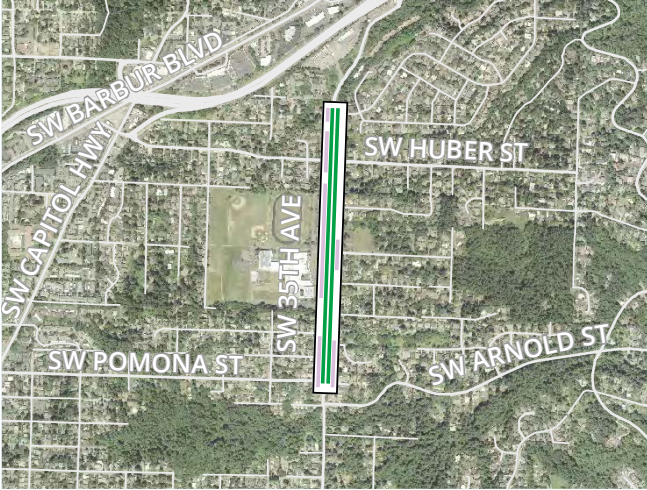
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program

Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90061. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



█ Proposed Bike Lane
█ Existing Sidewalk



Bike Lane
Bike Lane

RP **17**

SW 35th Protected Bike Lanes

A bike lane connection from SW Ridge Dr to SW Arnold St.

PROJECT DESCRIPTION

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

TRANSPORTATION NEED

SW 35th Ave is a Safe Routes to School Priority Investment Route and key connection to Barbur Transit Center.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

May remove some existing on street parking.

PLANNING BACKGROUND

- Transportation System Plan (90007.0)
- Bicycle Plan for 2030 (8114)

PLANNING-LEVEL COST ESTIMATE

\$100,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)
- Fixing Our Streets Southwest In Motion Bike Lane Funding

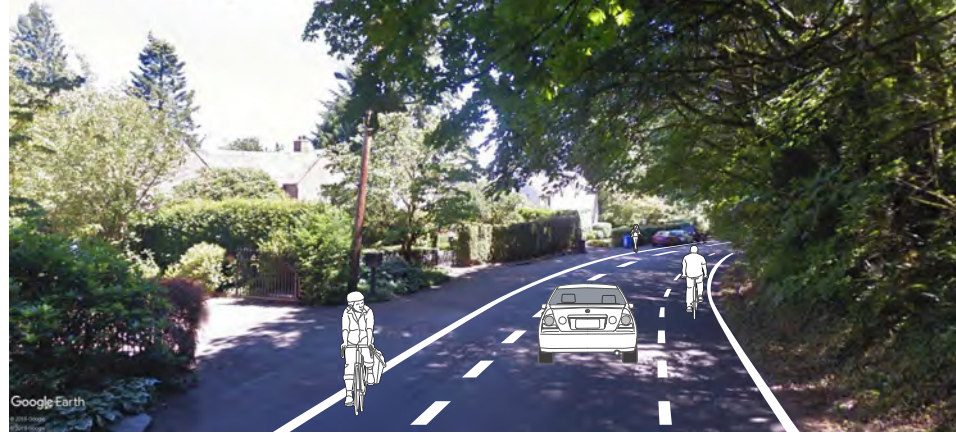
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90007. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



..... Proposed Advisory Shoulder



Advisory Shoulder Advisory Shoulder
 Shared Roadway

RP **19**

SW Talbot Advisory Shoulder

An experimental shoulder treatment connecting the Fairmount Blvd loop.

PROJECT DESCRIPTION

This is a pilot project to test advisory shoulders on low-moderate volume local streets. Evaluate the feasibility of striping and advisory shoulder to create a safer place to walk and bike. Will require engineering approval, a coordinated education effort, and a plan for before and after monitoring. Success here will support implementation elsewhere in Southwest

TRANSPORTATION NEED

This section is a link in the Fairmount Loop frequently used by bicyclists and pedestrians. It connects to the stairs at the bridge to Greenway for walkers, traveling up to Council Crest Park and down to the Broadway Drive, Vista, Patton routes.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

Pilot installation requires a high level of community involvement.

PLANNING BACKGROUND

- Portland Bicycle Plan (8288)

PLANNING-LEVEL COST ESTIMATE

\$10,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with advisory shoulder striping, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



Shoulder Walkway

..... Proposed Safer Shoulder



Boones Ferry to Tryon Connector

A protected safer shoulder connection from SW Arnold St to Tryon Creek State Park entrance.

PROJECT DESCRIPTION

Restripe the roadway to delineate a protected safer shoulder connecting the SW Arnold St to the entrance to the North Creek Trail at Tryon Creek State Natural Area. Protect with physical separation where possible to provide a more comfortable experience. Design for compatibility with future bicycle lane facilities described in BP-39.

This project connects to the BES Boones Ferry Road Culvert Project.

TRANSPORTATION NEED

This project connects the Marshall Park neighborhood to Tryon Creek State Natural Area.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- New idea generated from Southwest In Motion process

PLANNING-LEVEL COST ESTIMATE

\$50,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Potential BES Collaboration Opportunity

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



- Proposed Shared Lane
- Existing Bike Lane



Canyon Ct Bike Lane Transition

A safer bike lane on the eastbound approach to SW Knights Blvd.

PROJECT DESCRIPTION	Adjust bike lane striping and signing to create a safer and more gradual transition where the bike lane ends. Explore ways to implement a continuous bike lane on this corridor.
TRANSPORTATION NEED	Enhances safety on an important existing bike lane.
STORMWATER MANAGEMENT	No changes to stormwater facilities are proposed as a part of this project.
IMPACTS	No impacts to parking or traffic access are expected as a part of this project.
PLANNING BACKGROUND	<ul style="list-style-type: none"> • Portland Bicycle Plan for 2030 (8020)
PLANNING-LEVEL COST ESTIMATE	\$10,000
POTENTIAL FUNDING SOURCES	<ul style="list-style-type: none"> • Quick Build Network Completion Program



..... Proposed Neighborhood Greenway Wayfinding

RP **26**

Upper Montgomery Neighborhood Greenway Wayfinding

Navigation markings and wayfinding signs from SW Vista to SW Talbot Rd.

PROJECT DESCRIPTION

Implement neighborhood greenway wayfinding, including shared lane markings and signs, in combination with crossing enhancements at SW Greenway and SW Vista Ave.

TRANSPORTATION NEED

Provides Clear guidance to people walking and biking through the Southwest Hills area, and creates complete connections from other recommended projects.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Transportation System Plan (90095.2)
- Portland Bicycle Plan for 2030 (8142)

PLANNING-LEVEL COST ESTIMATE

\$15,000

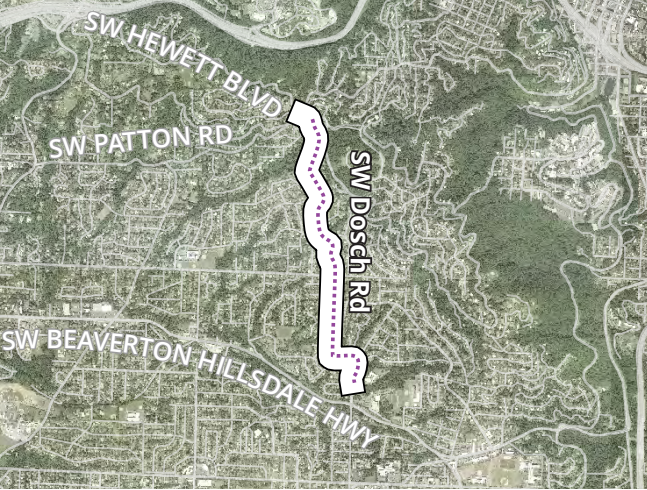
POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Neighborhood Greenway)

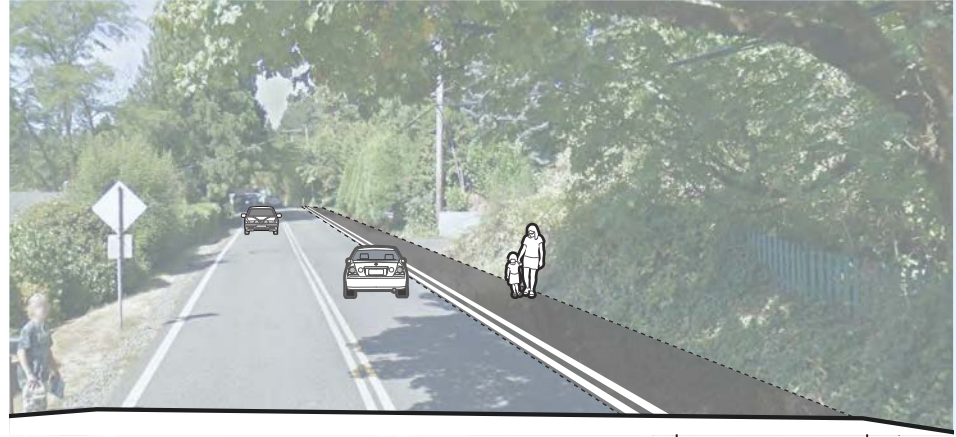
Additional Considerations

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project partially implements TSP 90095.2. The full project remains in the TSP for major project funding and long-term implementation. Upon implementation of the Southwest in Motion Project, the TSP should be revised to reflect the remaining project elements and costs.



..... Proposed Safer Shoulder



Safer Shoulder Walkway

SS **02**

Dosch Safer Shoulder

A walkway from SW Patton Rd to SW Beaverton-Hillsdale Hwy.

PROJECT DESCRIPTION

Evaluate the feasibility of widening the roadway and constructing a safer shoulder walkway/ bikeway in the uphill direction to improve safety and separation for all modes. Segment if necessary for implementation, but construct to provide functional connectivity. This is an interim treatment. Consider compatibility with future permanent facilities as part of TSP 90031.3 and 90031.2

TRANSPORTATION NEED

SW Dosch Rd is one of the only North-South connections through this part of Southwest Portland. It connects Hillsdale Town center to Highway 26 and the Oregon Zoo.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project will be implemented in collaboration with BES to address stormwater system needs.

IMPACTS

This project may limit roadside parking opportunity.

PLANNING BACKGROUND

- Transportation System Plan (90031.1)

PLANNING-LEVEL COST ESTIMATE

\$1,000,000
A project development phase will be required to confirm project feasibility and cost estimates.

POTENTIAL FUNDING SOURCES

- Fixing Our Streets Safer Shoulders
- BES Collaboration Opportunity
- Eligible for Regional Flexible Funds Allocation

Additional Considerations

DESIGN EXCEPTION REQUIRED

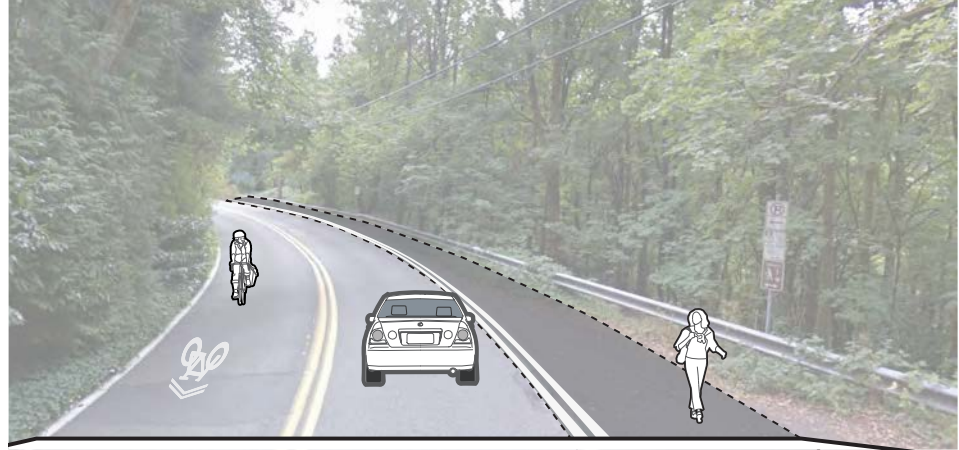
This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project implements TSP 90031.1.



----- Proposed Safer Shoulder



Safer Shoulder Walkway

SS **03**

Marquam Hill Safer Shoulder

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

PROJECT DESCRIPTION

Evaluate the feasibility of widening the roadway and constructing 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. Consider compatibility with future permanent facilities as part of TSP 90049.3

TRANSPORTATION NEED

Marquam Hill Rd is the primary route between Oregon Health & Science University (OHSU) and neighborhoods to the west. It connects to Fairmount Blvd, a popular walking and biking route for transportation and recreation.

STORMWATER MANAGEMENT

The streets along this project route have no formal means for stormwater conveyance or pollution reduction. This project will be implemented in collaboration with BES to address stormwater system needs.

IMPACTS

No impacts to parking or traffic access are expected as a part of this project.

PLANNING BACKGROUND

- Transportation System Plan (90049.1)

PLANNING-LEVEL COST ESTIMATE

\$500,000
A project development phase will be required to confirm project feasibility and cost estimates.

POTENTIAL FUNDING SOURCES

- Fixing Our Streets Safer Shoulders
- BES Collaboration Opportunity

Additional Considerations

DESIGN EXCEPTION REQUIRED

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN

This project implements TSP 90049.1.



Transit Priority Lane

T **01**

Capitol Hwy Enhanced Transit Study

Transit enhancements from Beaverton Hillsdale Hwy to Terwilliger Blvd.

PROJECT DESCRIPTION

Conduct early project development to create a conceptual design on enhanced transit features through Hillsdale Town Center. Consider the use of peak hour Business Access and Turn (BAT) lanes, queue jumps, and other features. Consider the opportunity to integrate with off-peak parking lane. When complete, advance the conceptual design into the pipeline for future funding.

TRANSPORTATION NEED

Capitol Hwy is support multiple frequent service transit lines in Southwest Portland. This segment is identified as an important transit route suffering performance and reliability delays in the Enhanced Transit Corridors Plan.

STORMWATER MANAGEMENT

No changes to stormwater facilities are proposed as a part of this project.

IMPACTS

Enhanced transit features may require reconfiguration of travel lanes. Involve neighborhood and business association in a discussion of design options and impacts.

PLANNING BACKGROUND

- Enhanced Transit Corridors Plan (Segment 3)
- Regional Transportation Plan (12032 TriMet)

PLANNING-LEVEL COST ESTIMATE

N/A

POTENTIAL FUNDING SOURCES

- Enhanced Transit Program

SECOND TIER PROJECT DESCRIPTIONS

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 list.

Categorization into the second tier does not exclude a project from early implementation if funding or other opportunities arise.

BP **01** **Lower Montgomery Neighborhood Greenway**
A low-stress walking and biking connection from SW Vista Ave to SW 12th Ave.

PROJECT DESCRIPTION Design and implement bicycle facilities, including traffic calming to achieve 20 mph speeds, downhill shared lane markings and uphill bike lane where possible. Remove center line where possible and explore the use of advisory bike lanes in constrained segments. Explore moving existing concrete barriers to widen roadway if possible. Coordinate with the crossing enhancement project at SW Montgomery Dr & SW Vista Ave to serve people walking and biking.

PLANNING-LEVEL COST ESTIMATE \$300,000

POTENTIAL FUNDING SOURCES

- Neighborhood Greenway Program
- TSDC Eligible (90095.1 - Montgomery Bikeway, Phase 1)

BP **03** **1st Bikeway**
A biking connection from SW Harrison St to SW Barbur Blvd

PROJECT DESCRIPTION Design and construct a bikeway connection. Includes neighborhood greenway features, bike lanes.

PLANNING-LEVEL COST ESTIMATE \$280,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- SW Corridor Station Access (SA01)
- TSDC Eligible (90106.2 - Access to SW Corridor)



Hewett Shared Street

A low-stress walking and biking connection from SW Humphrey Blvd to SW Patton Rd

PROJECT DESCRIPTION

Design and implement at a neighborhood greenway and pedestrian shared street. This includes removal of the centerline, traffic calming to design for 15mph, and other enhancements to meet pedestrian shared street guidelines.

PLANNING-LEVEL COST ESTIMATE

\$500,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Neighborhood Greenway
- Safe Routes to School Program

ADDITIONAL CONSIDERATIONS

This project is proposed with a pedestrian shared street, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



Lower Fairmount Slow Safer Shoulders Concept

A low-stress walking and biking connection on the southern connection of SW Talbot Rd to SW Marquam Hill Rd.

PROJECT DESCRIPTION

Implementation may depend on the results of the Maplewood Slow Safer Shoulder Pilot project. Remove the centerline and reorganize the street as a neighborhood greenway with traffic calming. If the Maplewood Rd Pilot Project is successful, provide a safer shoulder walkway separate from a narrow vehicle travel area. Widen shoulders through curves where necessary and integrate improvements with BES Ditch to Swale program. Engineers should consider a range of design alternatives to achieve project safety and mobility objectives. This is partial implementation of TSP.90094.0

PLANNING-LEVEL COST ESTIMATE

\$845,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- BES Collaboration Opportunity

ADDITIONAL CONSIDERATIONS

This project is proposed with a slow safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



11

Hamilton Sidewalks and Bikeway

A walking and biking connection from SW Terwilliger Blvd to SW Barbur Blvd.

PROJECT DESCRIPTION

Construct sidewalk infill behind existing curb and implement neighborhood greenway treatments. Stripe an uphill bike lane where width permits.

PLANNING-LEVEL COST ESTIMATE

\$250,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- TSDC Eligible (90106.2 - Access to SW Corridor)



24

SW 30th/Hume/31st Sidewalk

A walking connection from SW Capitol Hwy to SW Barbur Blvd.

PROJECT DESCRIPTION

30th Sidewalks would construct a continuous sidewalk on SW 30th Avenue, SW Hume Street and SW 31st Avenue between SW Dolph Court and SW Multnomah Boulevard. Construction of some water quality facilities is anticipated.

PLANNING-LEVEL COST ESTIMATE

\$1,700,000

POTENTIAL FUNDING SOURCES

- TSDC Eligible (90100 -SW 30th/Hume/31st Ped/Bike Improvements)
- TSDC Eligible (90106.2 - Access to SW Corridor)"



27

Spring Garden Bike Lane Gaps

A continuous bike lane from SW 19th Ave to SW Taylors Ferry Rd.

PROJECT DESCRIPTION

Widen roadway between SW 17th Ave and SW 14th Ave to provide room for an uphill bike lane. Restripe roadway to provide continuous uphill bike lane.

PLANNING-LEVEL COST ESTIMATE

\$275,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- TSDC Eligible (TSP 90061.0)
- TSDC 90106.2 (Access to SW Corridor)



28

Inner Taylors Ferry Sidewalk and Bike Lane

A walking and biking connection from SW Spring Garden Blvd to SW Terwilliger Blvd.

PROJECT DESCRIPTION

Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit. Explore ways to incorporate a downhill bike lane.

PLANNING-LEVEL COST ESTIMATE

\$1,900,000

POTENTIAL FUNDING SOURCES

- Safe Routes to School Program
- TSDC Eligible (90065.2 - Inner Taylors Ferry Safety Improvements, Segment 2)



SW 50s Neighborhood Greenway

A low-stress biking connection from SW 11th to SW Taylors Ferry Rd.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway, including striping, signs, traffic calming.

PLANNING-LEVEL COST ESTIMATE

\$275,000

POTENTIAL FUNDING SOURCES

- Neighborhood Greenway Program



Palatine/Primrose Neighborhood Greenway

A low-stress biking connection from SW Terwilliger Blvd to SW Palater Rd.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway bikeway from Terwilliger to Palater, including improved crossings at Primrose & Terwilliger and Primrose & Boones Ferry. Remove centerline where possible. Work with SRTS program to fund planned sidewalk for school access.

PLANNING-LEVEL COST ESTIMATE

\$750,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Neighborhood Greenways)
- TSDC Eligible (90052 - SW Palatine Hill / Primrose Bikeway)



Pomona Neighborhood Greenway

A low-stress walking and biking connection from City Limits to SW 63rd Ave.

PROJECT DESCRIPTION

Construct a neighborhood greenway and shared street. Construct shared use paths along unimproved segments of Oak St. Connect to matching Tigard and Washington County projects.

PLANNING-LEVEL COST ESTIMATE

\$450,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Neighborhood Greenways)



SW 53rd Neighborhood Greenway

A low-stress walking and biking connection from SW Barbur Blvd to PCC Sylvania.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway and Pedestrian Shared Street or Sidewalk connection between Barbur Blvd and PCC. Improve intersection at 53rd and Pomona to increase safety. Coordinate with SW Corridor project implementation related to the 53rd Ave Station, and PCC Sylvania for connections into campus.

PLANNING-LEVEL COST ESTIMATE

\$850,000

POTENTIAL FUNDING SOURCES

- Included as part of SW Corridor Implementation
- Neighborhood Greenway Program
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)



Boones Ferry Rd Bike Lanes

A biking connection from SW Terwilliger Blvd to City Limits

PROJECT DESCRIPTION

Restripe the road with bike lanes or other separated in roadway bikeway. Explore the potential for a separated bidirectional on street path.

PLANNING-LEVEL COST ESTIMATE

\$100,000 - \$350,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Eligible for Regional Flexible Funds Allocation



Pomona Walkway and Bikeway

A low-stress walking and biking connection from SW 53rd Ave to SW Capitol Hwy.

PROJECT DESCRIPTION

Design and implement a separated walkway and bikeway suitable for use by bicyclists, pedestrians, and youth. Consider bidirectional path alternative and clear connections to SW Pomona toward SW 35th Ave.

PLANNING-LEVEL COST ESTIMATE

\$1,000,000

POTENTIAL FUNDING SOURCES

- TSDC (90106.2 -Access to SW Corridor)
- Regional Flexible Funds Candidate



Taylor's Ferry Bike Lane Connection

A short bike lane connection from SW 26th Ave to SW Lancaster St

PROJECT DESCRIPTION

Widen roadway to provide bike lanes in both directions, connecting 26th Ave to SW Lancaster.

PLANNING-LEVEL COST ESTIMATE

\$200,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Safe Routes to School Program



Canby Neighborhood Greenway

A low-stress biking connection from Gabriel Park to SW 34th Ave.

PROJECT DESCRIPTION

Design and implement a neighborhood greenway, including striping, signs, traffic calming.

PLANNING-LEVEL COST ESTIMATE

\$170,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Neighborhood Greenway Network)



Galeburn Safe Routes to School

A low-stress walking and biking connection from SW Capitol Hwy to Jackson Middle School.

PROJECT DESCRIPTION

Construct a pedestrian shared street or shared use path connections to complete this Safe Routes to School link.

PLANNING-LEVEL COST ESTIMATE

\$450,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program
- TSDC Eligible (No. 10014.4 - Tryon-Stephens Neighborhood Street Improvements)

ADDITIONAL CONSIDERATIONS

This project is proposed with a pedestrian shared street, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



Troy St Sidewalk Infill

A walkway connection from SW 40th Ave to SW 35th Ave.

PROJECT DESCRIPTION

Sidewalk infill to connect the Multnomah Village Main Street to the Post Office.

PLANNING-LEVEL COST ESTIMATE

\$275,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network)
- Safe Routes to School Program



SW 35th Safer Shoulder Walkway

A safer shoulder walkway from SW Arnold St to SW Stephenson St

PROJECT DESCRIPTION

Widen the roadway to provide a safer shoulder walkway. Design with physical separation where possible. Consider the use by bicyclists in the uphill direction.

PLANNING-LEVEL COST ESTIMATE

\$800,000 - 1,000,000

A project development phase will be required to confirm project feasibility and cost estimates.

POTENTIAL FUNDING SOURCES

- Safe Routes to School Program
- Quick Build Network Completion (Pedestrian Network)
- BES Collaboration Opportunity

ADDITIONAL NOTES

- **Design Exception Required:** Safer Shoulder Walkways are an emerging treatment and require a design exception from PBOT traffic engineering group. This may impact the feasibility and design details of this project.
- **Relationship to TSP:** This is a partial implementation of TSP 90007. The full project remains in the TSP for major project funding and long term implementation. Upon implementation of the Southwest in Motion project, the TSP should be revised to reflect the remaining project elements and costs.



Upper Fairmount Traffic Calming and Safety

Traffic safety enhancements from SW Talbot Rd to SW Marquam Hill Rd

PROJECT DESCRIPTION

Explore the potential to implement traffic calming, striping changes and signs designed to reduce conflict and increase safety. The upper portion of SW Fairmount Blvd is a Major Emergency Response route which may impact available traffic calming tools. The use of speed cushions on Major Emergency Response routes requires approval from Portland Fire & Rescue.

PLANNING-LEVEL COST ESTIMATE

\$275,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bicycle Network)



Broadway Drive Walkway

A continuous walking connection from SW 9th Ave to SW Broadway.

PROJECT DESCRIPTION

Design and construction of a continuous walkway along the roadway, separated where possible, to infill gaps. May include safer shoulder or other interim designs to reduce costs and minimize impacts to stormwater system. This is an interim walkway implementation, and future redevelopment should formalize and finalize the construction. May require removal of some existing on-street parking used by residents, impact should be further studied. Will require the strong support of neighborhood association and community members.

PLANNING-LEVEL COST ESTIMATE

\$500,000 - \$1,000,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program

ADDITIONAL CONSIDERATIONS

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



Multnomah Blvd Protected Bike Lane

A low-stress biking connection from SW Garden Home Rd to SW 45th Ave.

PROJECT DESCRIPTION

Reconfigure roadway space to implement a protected bike lane where space permits. This project does not include large-scale road widening, and some segments may not be wide enough to implement bike protection. Consider the opportunities and challenges of a bidirectional vs directional designs.

PLANNING-LEVEL COST ESTIMATE

\$180,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Eligible for Regional Flexible Funds Allocation



Cheltenham-Westwood Walkway Connection

A safer walking connection from SW Dewitt St to SW Terwilliger Blvd.

PROJECT DESCRIPTION

Implement a sidewalk on the east side of SW Cheltenham St. Formalize a pedestrian shared street condition with signs and markings on the Westwood segment.

PLANNING-LEVEL COST ESTIMATE

\$300,000 - 600,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Safe Routes to School Program



SW 52nd Walkway

A safe routes to school walkway from SW Custer St to SW Nevada Ct.

PROJECT DESCRIPTION

Design and implement a walkway to serve Maplewood Elementary School. Explore adjustments to existing on-street angled parking to provide a separated space for people to walk. Use a protected safer shoulder design or separated walkway where possible.

This project will require involvement and collaboration with Maplewood Elementary School families, Portland Public Schools, the Bureau of Environmental Services and PBOT.

PLANNING-LEVEL COST ESTIMATE

\$250,000

This estimate assumes implementation using lower-cost alternative pedestrian walkway designs.

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Safe Routes to School



Sunset Blvd Bikeway

A safer biking connection from SW Dosch St to SW Captol Hwy.

PROJECT DESCRIPTION

Widen roadway and restripe to fill gaps in the uphill climbing lane from SW Dewitt St to SW Capitol Hwy. Mark Shared lane markings and bikeway signing in the downhill direction. Explore designs to ease transition from bike lane to shared roadway throughout the corridor. Implement safer shoulder connections at key spots to support safe routes to school. Vegetation management is a high priority on corridors with shoulders and no curb or sidewalk. This may be implemented as a part of a repaving project or as a stand alone project.

PLANNING-LEVEL COST ESTIMATE

\$550,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program



Bertha Protected Bike Lane

A low-stress biking connection from SW Vermont St to SW Barbur Blvd.

PROJECT DESCRIPTION

Reorganize the roadway to provide protected bike lanes. May require reallocation of center turn lane and narrowing of travel lanes.

PLANNING-LEVEL COST ESTIMATE

\$200,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program
- Eligible for Regional Flexible Funds Allocation



SW Cameron Traffic Calming

Explore traffic calming options from SW 54th Ave to SW Cullen Blvd.

PROJECT DESCRIPTION

Explore the potential to implement traffic calming, striping changes and crossings designed to reduce conflict and increase safety. Include enhanced Safe Routes to School (SRTS) crossings at SW 54th, SW 50th and SW 48th Ave. Consider shoulder widening from 50th to 48th Ave to provide a safer shoulder walkway to serve Safe Routes to School.

PLANNING-LEVEL COST ESTIMATE

\$250,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Pedestrian Network Completion)
- Safe Routes to School

ADDITIONAL NOTES

- The use of speed cushions on Major Emergency Response routes requires approval from Portland Fire & Rescue.



Patton Safer Shoulder Walkway Pilot

A safer walking connection from SW Trail 7/Marquam Trail to SW Talbot Rd.

PROJECT DESCRIPTION

Widen roadway slightly and restripe travel lanes to provide a wider safer shoulder between the connection at SW Trail 7 to the intersection with SW Talbot Rd. Provide physical protection if possible, and consider implications for people bicycling.

PLANNING-LEVEL COST ESTIMATE

\$100,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program

ADDITIONAL CONSIDERATIONS

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City Engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



Garden Home Uphill Bike Lanes

A safer biking connection from SW Multnomah Blvd to SW 45th Ave.

PROJECT DESCRIPTION

Widen the roadway as part of a future repaving project. Restripe the roadway width to provide an uphill bike lane and downhill shared lane markings.

PLANNING-LEVEL COST ESTIMATE

\$60,000 (Striping only)

POTENTIAL FUNDING SOURCES

- Neighborhood Greenway Program
- Repaving through pavement preservation/maintenance



60th/Lesser Bike Lane

A bike lane connection from the Ashcreek neighborhood to PCC.

PROJECT DESCRIPTION

Restripe the roadway to provide an uphill bike lane with downhill shared lane markings. Use striping and flexible delineators to reorient the intersection of SW Capitol Hwy and SW Lesser Rd and provide physical separation for the bike lane around the corner. Provide a bikeway crossing of Lesser Rd at the entrance to PCC at G St. Maintain compatibility with future permanent facilities as part of TSP 90072.0

PLANNING-LEVEL COST ESTIMATE

\$50,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion Program (Bikeway Network)
- TSDC Eligible (No. 90106.2 - Access to SW Corridor)



Capitol Hill Rd Advisory Bike Lane Pilot

An experimental bike lane treatment from SW Bertha Blvd to SW Barbur Blvd.

PROJECT DESCRIPTION

This is a pilot project to test advisory bike lanes on a moderate activity neighborhood collector street. This should be advanced with caution, preferably after initial testing of advisory bike lanes on local streets is complete. Restripe the roadway to remove the existing centerline and stripe advisory bike lanes within the roadway to provide a safer place for people to bike. This project is experimental and will require engineering approval, a coordinated education effort, and a plan for before and after monitoring. Success here will support implementation elsewhere in Southwest.

PLANNING-LEVEL COST ESTIMATE

\$40,000

POTENTIAL FUNDING SOURCES

- Quick Build Network Completion (Neighborhood Greenway)

ADDITIONAL CONSIDERATIONS

- Advisory bike lanes are recommended on this street in the Portland Bike Plan for 2030 (project 8021).
- Advisory bike lanes are an experimental facility.



Shattuck Safer Shoulders

A safer walking connection from SW Windsor Ct to SW Vermont St.

PROJECT DESCRIPTION

In collaboration with BES, construct a safer shoulder to improve conditions for people walking on the roadway. Where possible, the walkway should be separated from the roadway. Consider compatibility with future permanent facilities identified in the TSP.

PLANNING-LEVEL COST ESTIMATE

\$2,000,000
Conduct a feasibility study to confirm project viability, clarify design and refine cost estimates.

POTENTIAL FUNDING SOURCES

- BES Collaboration Opportunity

ADDITIONAL CONSIDERATIONS

This project is proposed with a safer shoulder walkway, a non-standard design element, and may require a design exception from the City engineer. This process may include additional analysis or revision to the design concept as a part of project implementation.



Vermont Safer Shoulder

A safer walking connection from City Limits to SW 52nd Ave.

PROJECT DESCRIPTION

In collaboration with BES, configure a safer shoulder for walking or bicycling on the uphill direction. This is an interim treatment. Consider compatibility with future permanent facilities identified in the TSP.

PLANNING-LEVEL COST ESTIMATE

\$1,000,000 - \$2,500,000
Conduct a feasibility study to confirm project viability, clarify design and refine cost estimates.

POTENTIAL FUNDING SOURCES

- BES Collaboration Opportunity
- Eligible for Regional Flexible Funds Allocation

CROSSING ENHANCEMENTS

Crossing enhancement projects will enhance, upgrade or install crossings to support safer pedestrian and bicycle crossings across busy roadways.

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.

ID	NAME	CROSSING PROJECT SOURCE PLAN
A-01	SW WHITAKER ST AT SW NAITO	Funded by Fixing Our Streets
A-02	SW NAITO PARKWAY AT SW BARBUR BLVD	Funded by ODOT Project No. 18838
A-03	SW 47TH AVE & SW 47TH DR	Funded by Safe Routes to School
A-04	SW SHATTUCK AT SW PEDESTRIAN TRAIL	Funded by Safe Routes to School
A-05	SW BEAVERTON HILLSDALE HWY AND 36TH AVE	Funded by Beaverton Hillsdale Hwy Project
A-06	SW CAPITOL HWY AND SW DICKINSON ST	Funded by Capitol Hwy Project
A-07	SW CAPITOL HWY AND SW POMONA ST	Funded by Capitol Hwy Project
A-08	SW POMONA ST AND 35TH AVE	Funded by Safe Routes to School
A-09	SW STEPHENSON AND 35TH	Funded by SW Stephenson Project
A-10	SW STEPHENSON ST AT 31ST AVE	Funded by SW Stephenson Project
A-11	SW GARDEN HOME RD & SW MULTNOMAH BLVD	Funded by Washington County MSTIP and PBOT TSDC

Recommended Crossing Enhancements

The Southwest in Motion plan commits initial funding for the crossing enhancements below. 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.

ID	NAME	DESCRIPTION	FUNDED BY	COST ESTIMATE
C-02	SW ARNOLD AT SW LANCASTER	Provide crossings for people walking and biking at this intersection. Explore the potential of a four-way stop, or intersection alignment/ corner radii adjustments using striping and delineator posts.	Southwest in Motion	\$25,000
C-03	SW TERWILLIGER AT WESTWOOD DR	Work with parks to construct a crossing of SW Terwilliger Blvd for people walking and biking. Crossings should serve bicyclists using the Westwood Neighborhood Greenway. Consider transit stop location and riders who need to cross here. Sight distance study needed, work with Portland Parks & Rec on Terwilliger Parkway interests. Rapid flashing beacon may be required because of limited sightlines. If required, additional funding may be necessary.	Southwest in Motion	\$25,000
C-08	SW CAPITOL HWY AND IDAHO ST	Build a crossing that serves transit riders and neighbors crossing SW Capitol Hwy. West side of SW Capitol Hwy is narrow and landing ramp will be required. Sight distance study needed. Rapid flashing beacon may be required because of limited sightlines. If required, additional funding may be necessary.	Southwest in Motion	\$20,000

ID	NAME	DESCRIPTION	FUNDED BY	COST ESTIMATE
C-09	SW 45TH AVE AND URBAN TRAIL #3	Provide a marked crossing for people walking on SW Urban Trails #3 to cross SW 45th Ave. Conduct trail count to gauge level of usage. Lighting analysis will be required based on initial observations. ADA ramps may be necessary.	Southwest in Motion	\$40,000
C-10	BIKE TRANSITION: SW B-HILLSDALE HWY & BERTHA BLVD	Improve crossing for people biking east on SW Beaverton Hillsdale Hwy and crossing the ramp to SW Bertha Blvd. Add actuated beacon/sign to alert drivers to people in bike lane. Use tuff curb to channelize drivers and protect bicyclists.	Southwest in Motion	\$50,000
C-11	BIKE CROSSING: SW TERWILLIGER BLVD AND I-5 RAMP	Use a combination of line markings, an active warning, and an island to improve crossing for people biking. Work with ODOT to improve safety issues on this ramp.	Southwest in Motion	\$50,000
C-12	SW VISTA AVE AND MONTGOMERY DR BIKE/PEDESTRIAN CROSSING IMPROVEMENTS	This crossing need is identified by PBOT Safe Routes to School. Use a combination of signing, markings, and delineators to enhance the crossing of SW Vista Ave for people walking and biking. Design the crossing for use by people bicycling to serve the future Montgomery Neighborhood Greenway. Sight distance study needed. Rapid flashing beacon may be required because of limited sightlines. If required, additional funding may be necessary.	Southwest in Motion	\$18,500
C-14	SW SHATTUCK RD AT SW BOUNDARY/SW MARTHA	This crossing need is identified by PBOT Safe Routes to School. Provide a crossing of SW Shattuck Rd for people walking. Design with consideration for recommended neighborhood greenway on SW Martha St and SW Boundary St. Sightline analysis needed to inform recommended crossing treatment.	Southwest in Motion	\$66,500
C-15	SW 45TH AT SW PENDLETON	This crossing need is identified by PBOT Safe Routes to School. Use line markings and signing to create a crossing of SW 45th Ave for people walking and biking. Keep in mind the recommended neighborhood greenway on SW Pendleton St and separated bike facilities on SW 45th Ave. Consider transit stop location with design.	Southwest in Motion	\$48,500
C-16	SW 45TH AT SW ILLINOIS	This crossing need is identified by PBOT Safe Routes to School. Use a combination of signing and markings so people walking and biking can cross SW 45th Ave. Construct with consideration for existing neighborhood greenway on SW Illinois St. Design with consideration of transit stop on the west side of the street.	Southwest in Motion	\$48,500
C-17	SW PATTON RD AT SW GREENWAY AND SW TALBOT RD	This crossing need is identified by PBOT Safe Routes to School. Use signing and markings to create a crossing of SW Patton Rd and SW Greenway Rd for people walking. Include striping changes to realign and simplify the complex intersection approach of SW Greenway Ave and SW Talbot Rd with SW Patton Rd. Sightline analysis required because it's a four-legged intersection.	Southwest in Motion	\$28,200
C-18	I-5 NB/BARBUR RAMP AT SW 60TH	This crossing need is identified by PBOT Safe Routes to School. Update all legs with high visibility crossings	Southwest in Motion	\$6,000

ID	NAME	DESCRIPTION	FUNDED BY	COST ESTIMATE
C-19	SW GARDEN HOME ROAD AT SW 45TH	This crossing need is identified by PBOT Safe Routes to School. Use a combination of signing and markings to enhance the crossing of SW Garden Home Rd for people walking. Limited sightlines to the west on SW Garden Home Rd calls for surveying. Crossing should serve transit stops on both sides of the street.	Southwest in Motion	\$18,500
C-20	SW CAPITOL HWY AT SW VERMONT ST	Provide a pedestrian signal and crossing of SW Capitol Hwy for people walking to connect from the businesses on SW Capitol Hwy to the intersection of SW Vermont St and SW 30th Ave. Coordinate with potential walkway improvements as a part of Southwest in Motion project RP-08.	Southwest in Motion	\$50,000

Additional Crossing Priorities

These projects are proposed for design assessment and construction as funding becomes available. Many of these priorities support crossings identified by Safe Routes to School.

ID	NAME	SOURCE PLAN
C-23	SW CAPITOL HILL RD AT SW BERTHA BLVD	Safe Routes to School
C-24	SW TERWILLIGER AT PRIMROSE	Vision Zero
C-25	MARIGOLD TRAIL CROSSING OF SW 45TH DR	Southwest in Motion
C-26	SW TAYLORS FERRY AND 62ND AVE	Southwest in Motion
C-28	SW TERWILLIGER AT SW CHESTNUT	Vision Zero
C-29	SW SHATTUCK RD AND PENDLETON CT	Red Electric Trail
C-30	SW TAYLORS FERRY RD AND 55TH AVE	Southwest in Motion
C-31	SW TAYLORS FERRY RD AND 18TH PL	Southwest in Motion
C-32	SW BEAVERTON HILLSDALE HWY AT SW SHATTUCK RD	Safe Routes to School
C-33	SW HAMILTON, JUST WEST OF SW 45TH AVE	Safe Routes to School
C-34	SW HAMILTON AT SW 63RD	Safe Routes to School
C-35	SW HAMILTON AT SW SELLING CT	Safe Routes to School
C-36	SW HAMILTON AT SW 41ST AVE	Safe Routes to School
C-37	SW TERWILLIGER BLVD AT SW BOONES FERRY RD	Safe Routes to School
C-38	SW CAPITOL HIGHWAY AT SW HUBER	Safe Routes to School
C-39	I-5 OFF-RAMP AT SW TAYLORS FERRY RD	Safe Routes to School
C-40	SW BARBUR BLVD HIGHWAY AT SW 64TH	Safe Routes to School
C-42	SW STEPHENSON AT SW 27TH AVE/SW 27TH PL	Safe Routes to School
C-43	SW GARDEN HOME ROAD AT SW 47TH	Safe Routes to School
C-44	SW GARDEN HOME ROAD AT SW ORCHARD LANE	Safe Routes to School
C-45	SW CUSTER AT SW MAPLEWOOD RD	Safe Routes to School
C-47	SW BARBUR BLVD AT SW TERWILLIGER BLVD	Safe Routes to School
C-48	SW CHELTENHAM ST AT SW CHELTENHAM CT	Safe Routes to School
C-50	SW CAPITOL HIGHWAY AT SW TEXAS ST	Safe Routes to School
C-51	I-5/TERWILLIGER OFF-RAMP AT SW TERWILLIGER BLVD	Safe Routes to School
C-52	SW CAPITOL HILL RD AT SW NEVADA CT	Safe Routes to School
C-53	SW 20TH AT SW SPRING GARDEN	Safe Routes to School
C-54	SW TAYLORS FERRY AT SW 11TH	Safe Routes to School

Appendix B:

RELATIONSHIP TO THE TRANSPORTATION SYSTEM PLAN



PBOT
PORTLAND BUREAU OF TRANSPORTATION

SOUTHWEST IN
MOTION
AUGUST 2019

APPENDIX B:

Relationship to the Transportation System Plan

The Southwest in Motion project list emphasizes small-scale projects appropriate for short term implementation. The City of Portland’s Transportation System Plan (TSP) is a 20-year plan that guides transportation investments in Portland. These project lists are complementary and may overlap or address related needs on a corridor.

The tables below identify Transportation System Plan* projects in Southwest Portland, clarifies how Southwest in Motion implement or support those projects, and identifies next steps for project implementation or design needs.

FUNDED OR COMPLETED TSP YEAR 1-10 PROJECTS

These projects have been completed or have funding committed for design and construction.

TSP ID	Project Name	Project Location	Related Southwest in Motion Projects	Implementation Status and Next Steps
90026	Capitol Hwy Corridor Improvements	Capitol Hwy, SW (Multnomah Blvd - Taylors Ferry)		This project is being designed for implementation.
90067.1	SW Vermont St Ped/ Bike Improvements, Segment 1	Vermont St, SW (30th - 36th)	Connects to RP-08	This project is completed.
90067.2	SW Vermont St Ped/ Bike Improvements, Segment 2	Vermont St, SW (45th - 52nd)	Connects to SS-04	This project is completed. Sidewalk gaps remain, to be addressed through PedPDX update to Transportation System Plan.
90101	Garden Home & Multnomah Intersection Improvements	Garden Home Rd & Multnomah Blvd, SW	Connects to RP- 24 and BP-56	This project is being designed for implementation.
90104	Barbur Active Transportation Demonstration Project	Barbur Blvd, SW (Capitol Hill - 26th Way)		Funding for this has been reallocated to multiple different access to transit projects currently under design. Projects include SW 26th Ave (highest priority), SW Custer; SW 24th/25th; SW 40th Crossing.

*These tables only includes TSP projects that are in Southwest Portland, focus on active transportation, are lead by PBOT on City of Portland right-of-way, and were prioritized for the first ten years of TSP implementation.

TSP YEAR 1-10 PROJECTS SUPPORTED BY SOUTHWEST IN MOTION

These projects overlap with Southwest in Motion projects in part or in whole, or are proposed for interim implementation.

TSP ID	Project Name	Project Location	Related Southwest in Motion Projects	Implementation Status and Next Steps
90002	SW 19th / Capitol Hill Rd Safety Improvements	19th, SW (Barbur - Spring Garden); Capitol Hill Rd, SW (Barbur - Bertha)	Partial implementation by BP-19, BP-46	Seeking implementation funding. This project is identified as a Station Access Improvement Option by the SW Corridor Light Rail project.
90008.2	SW 45th Ave Ped/ Bike Improvements, Segment 2	45th Ave, SW (Illinois - Nevada)	Partial implementation RP-07	Southwest in Motion partial implementation funded by Fixing our Streets.
90011	SW Pomona/64th Ped/ Bike Improvements	Pomona/63rd/64th, SW (61st - Barbur)	Implemented by BP-35	Seeking implementation funding. This project is identified as a Station Access Improvement Option by the SW Corridor Light Rail project.
90031.1	SW Dosch Rd Interim Safety Improvements	Dosch Rd, SW (B-H Hwy - Patton)	Implemented by SS-02	Seeking implementation funding and coordination with BES.
90033	Garden Home Ped/ Bike Improvements	Garden Home Rd, SW (Multnomah - Capitol Hwy)	Partially implemented by RP-24 and BP-22	Seeking implementation funding.
90034.1	Bridlemile Ped/ Bike Improvements, Phase 1	Hamilton St, SW (Scholls Ferry - 53rd; 48th - 45th); Shattuck Rd, SW (B-H Hwy - 53rd)	Partial implementation by BP-13	Seeking implementation funding.
90049.1	Marquam Hill Rd Interim Safety Improvements	Marquam Hill Rd, SW (Gibbs - Fairmount)	Implemented by SS-03	Seeking implementation funding and coordination with BES.
90050	SW Multnomah Blvd Ped/Bike Improvements, Phase 2	Multnomah Blvd, SW (31st - 45th)	Partial implementation by BP-13	Seeking implementation funding.
90052	SW Palatine Hill / Primrose Bikeway	Palatine Hill Rd, SW (Boones Ferry - Palater); Primrose St, SW (Terwilliger - Boones Ferry)	Implementation by BP-33	Seeking implementation funding.
90054.3	SW Patton / Talbot Ped/Bike Improvements	Patton Rd, SW (Talbot - Hewett); Talbot Rd, SW (Patton - Fairmount)	Interim implementation by BP-05	Seeking implementation funding.
90059.1	SW Shattuck Rd Ped/ Bike Improvements, Segment 1	Shattuck Rd, SW (B-H Hwy - Cameron)	Partial implementation by BP-13	Seeking implementation funding.
90061	SW Spring Garden St Ped/Bike Improvements	Spring Garden/22nd, SW (Taylors Ferry - Multnomah)	Partial implementation by BP-27	Seeking implementation funding.
90064.1	Outer Taylors Ferry Safety Improvements, Segment 1	Taylors Ferry, SW (Capitol Hwy - 48th)	Implemented by BP-31	Seeking implementation funding. This project is identified as a Station Access Improvement Option by the SW Corridor Light Rail project.

TSP ID	Project Name	Project Location	Related Southwest in Motion Projects	Implementation Status and Next Steps
90065.2	Inner Taylors Ferry Safety Improvements, Segment 2	Taylors Ferry, SW (Terwilliger - Spring Garden)	Implemented by BP-28	Seeking implementation funding.
90091	Terwilliger Bikeway Gaps	Terwilliger, SW	Partial implementation by BP-08, BP-16, BP-20	Seeking implementation funding.
90095.1	Montgomery Bikeway, Phase 1	Montgomery St/Dr, SW (Vista - 16th)	Implemented by BP-01	Seeking implementation funding.
90100	SW 30th/ Hume/31st Ped/Bike Improvements	30th Ave, SW (Dolph - Hume); Hume St, SW (30th - 31st); 31st Ave, SW (Hume - Troy)	Partial implementation by BP-24	Seeking implementation funding.
90111	Red Electric Trail, Segment 4	Red Electric Trail, SW (30th - 21st)	Implemented by BP-15	Seeking implementation funding.
90114	SW Hewett Blvd Bikeway	Hewett Blvd, SW (Patton - Scholls Ferry)	Implemented by BP-04	Seeking implementation funding.

TSP YEAR 1-10 PROJECTS IN NEED OF PROJECT DEVELOPMENT AND FUNDING

These projects would benefit from additional project development to clarify project needs, design options and refined construction costs. Advancing project development may make these projects more competitive for funding sources.

TSP ID	Project Name	Project Location	Related Southwest in Motion Projects	Implementation Status and Next Steps
90016	Inner Barbur Corridor Improvements	Barbur Blvd, SW (Caruthers - Terwilliger)		Seeking project development funding. Related to SW Corridor Light Rail project on Barbur Blvd.
90020	Beaverton-Hillsdale Hwy Corridor Improvements	Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th)	Supported by BP-12	Seeking project development funding. This is a Vision Zero high crash corridor. Significant questions remain related to design opportunities.
90070	Capitol/Vermont/30th Intersection Improvements	Capitol Hwy, SW (Vermont - 30th)	Interim implementation by RP-08	Seeking project development funding. Significant questions remain related to alignment and design options.
90086	Slavin Rd Bikeway	Slavin Rd, SW (Barbur - Corbett)		Seeking project development funding. Significant questions remain related to property, alignment, and crossing design.
90087	Hood Ave Pedestrian Improvements	Hood Ave, SW (Lane - Macadam)		Seeking implementation funding.
90090	Barbur to PCC Neighborhood Greenway	53rd Ave, SW (Barbur - PCC)	Implemented by BP-37	To be designed and constructed as a part of SW Corridor Light Rail.
90108	Red Electric Trail, Segment 1	Red Electric Trail, SW (Dover - Cameron)	Connects to RP- 24 and BP-56	Seeking project development funding to understand right of way needs and barriers to implementation.

Appendix C:

AMENDMENTS TO THE TRANSPORTATION SYSTEM PLAN



PBOT
PORTLAND BUREAU OF TRANSPORTATION

SOUTHWEST IN
MOTION
AUGUST 2019

Amendments to the Transportation System Plan

The Southwest in Motion planning process identified refinements to adopted PBOT long-range plans. At the next periodic update of the Transportation System Plan, the following changes should be included for consideration.

The following table lists recommended refinements to the project list adopted in the Transportation System Plan (TSP). Modifications include revisions to project extents, segmentation of long projects into smaller sub projects, and clarification of key project details.

Appendix B identifies where Southwest in Motion projects implement TSP projects in part or in whole. Upon implementation of these projects, staff should consider appropriate modifications to the TSP project list and project details.

RECOMMENDED AMENDMENTS TO THE TSP

Change	Project Name and Change	Rationale
Add to TSP	SW Vermont St Bike Lane and Sidewalks. City Limits to SW 52nd Ave: Construct multi-modal street improvements including bicycle and pedestrian facilities.	Extension of existing bike lane and sidewalk corridor. Consider implementation in two phases, Phase 1 as safer shoulders, Phase 2 as full bike lane and sidewalk.
Add to TSP	SW Canby/Troy Neighborhood Greenway. Design and construct a neighborhood greenway and pedestrian walkway along SW Canby and SW Troy Street.	This neighborhood greenway project requires elements beyond scale of the Neighborhood Greenway Program. Refer to Southwest in Motion project BP-21.
Add to TSP	Brugger Neighborhood Greenway. Design and construct a neighborhood greenway and shared street along SW Brugger St to SW 48th Ave. Includes paving on unpaved street segments.	This neighborhood greenway project requires elements beyond scale of the Neighborhood Greenway Program. Refer to Southwest in Motion project BP-29.
Add to TSP	Huber Bikeway. Design and construct a bikeway from SW Capitol Hwy to SW 35th Ave. Requires roadway widening	Important connection to serve West Portland Town Center and Barbur Transit Center.
Add to TSP 90002	SW 19th/Capitol Hill Rd Safety Improvements to include a continuous sidewalk on Capitol Hill Rd	This is a recommendation from the Tryon-Stephens Headwaters Neighborhood Street Plan.

Revise TSP 90020	Beaverton-Hillsdale Hwy Corridor Improvements. Split into two projects at SW 30th Ave.	This is a natural segment break to respond to increasing pedestrian and bicycle activity in the vicinity of Hillsdale Town Center.
Revise TSP 90024.0	SW Broadway Dr Pedestrian Improvements. Segment this project into two at SW 9th Ave.	Creates a more rational project extent designed to serve higher intensity land uses.
90026 (pending project completion)	Capitol Hwy Corridor Improvements	This project is funded, designed and scheduled for construction. When complete, it should be removed from the TSP.
Revise TSP 90033	Garden Home Ped/Bike Improvements. Segment this project into 3 parts with segments at SW 57th and SW 45th. Expand description to include sidewalks construction from SW 45th to SW Capitol Hwy.	These are natural segment breaks designed to respond to different levels of activity. Reflects priorities and project needs identified in the Southwest in Motion projects BP-22 and BP-42.
Revise TSP 90054.3	SW Patton / Talbot Ped/Bike Improvements. Extend project along SW Talbot Rd to SW Fairmount Blvd.	Revise the TSP Map to accurately show the extents of this TSP project, which is described as connecting to Fairmount Blvd.
Revise TSP 90064.2	Outer Taylors Ferry Safety Improvements, Segment 2. Revised description to include a bike lane in both directions	Traffic context on this street warrant facilities in both directions.
90067.1	SW Vermont St Ped/ Bike Improvements, Segment 1 - Vermont St, SW (30th - 36th)	This project was constructed and is complete, and should be removed from the TSP. Sidewalk gaps on this corridor remain, and should be addressed in a future update of the TSP related to PedPDX implementation.
90067.2	SW Vermont St Ped/ Bike Improvements, Segment 2 - Vermont St, SW (45th - 52nd)	This project was constructed and is complete, and should be removed from the TSP. Sidewalk gaps on this corridor remain, and should be addressed in a future update of the TSP related to PedPDX implementation.
Revise TSP 90068	West Portland Town Center Pedestrian Improvements. Revise description to specifically include connections to the Barbur Transit Center.	Access to the Barbur Transit Center is important for supporting transit.
Revise TSP 90070	Capitol/Vermont/30th Intersection Improvements. Revise description to specifically include circulation for bicyclists to access all intersecting bikeways at this intersection.	This intersection serves multiple important bikeways, and is currently a barrier for easy travel.
Revise TSP 90086	Slavin Rd Bikeway. Revise description to include the potential for this link to serve the Red Electric Trail	This is a logical connection to the Red Electric Trail for people bicycling. Idea emerged as a part of the original Red Electric Trail Planning Study (2007).
Revise TSP 90091	Terwilliger Bikeway Gaps. Separate each gap into explicit segments and project numbers.	Individual projects may be more implementable.
Remove 90101 (pending project completion)	Garden Home & Multnomah Intersection Improvements	This project is funded, and under design. When completed, this it should be removed from the TSP.
Remove TSP 90104 (pending project completion)	Barbur Active Transportation Demonstration Project.	Funding for this has been allocated to different access to transit projects, currently under design. If the four projects funded by this are completed, this TSP project should be considered as complete and removed from the TSP.
Revise TSP 90113	Red Electric Trail, Segment 6. Include consideration for a route for bicyclists to connect to Slavin Rd as part of the bikeway portion of the Red Electric Trail trail.	Bicycle accommodation on the primary Red Electric Trail route is infeasible. This is a viable route alternative.

Appendix D:

IMPLEMENTATION REFERENCE TABLES



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SOUTHWEST IN
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Implementation Reference Tables

The following reference tables report the Southwest in Motion project list and policy recommendations in a simple format to support future implementation and monitoring.

Project entries include columns related to project facility type (Bike Lane, Neighborhood Greenway, etc) which is relevant for sorting and aligning projects with potential funding sources. The list also identifies where BES has expressed interest in addressing related stormwater management needs, which may support bureau collaboration as a part of implementation.

TOP TIER PROJECTS

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

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-02	6th Portal to Central City	SW Broadway to SW College St	A safer biking connection from SW Broadway to SW College St.	\$15,000			X			
BP-05	Patton/Talbot Walkway/ Bikeway	SW Hewitt Blvd to SW Fairmount Blvd	A safer walking and biking connection from Hewitt Blvd to Fairmount Blvd.	\$1,000,000			X		X	
BP-07	Gibbs Sidewalk	SW Marquam Hill Rd to SW 11th Ave	A sidewalk connection from SW Marquam Hill Rd to SW 11th Ave.	\$1,000,000		X				
BP-08	Terwilliger Bike Lane Gap at Sam Jackson Park Rd	Approach to Sam Jackson Park Rd	Filling a bike lane gap on the approach to Sam Jackson Park Rd	\$500,000			X			
BP-09	Campus Dr Accessibility and Safety Improvements	Approach to Terwilliger Blvd	A safer and more accessible walking and biking connection on the approach to Terwilliger Blvd.	\$50,000		X	X			

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-10	Whitaker Trail Enhancements	SW Terwilliger Blvd to SW Barbur Blvd	An improved walking path from SW Terwilliger Blvd to SW Barbur Blvd	N/A						
BP-12	Beaverton-Hillsdale Walkway Infill	City Limits to SW Capitol Hwy	A safer walkway from City Limits to SW Capitol Hwy.	\$300,000		X			X	
BP-13	Shattuck Sidewalk Gaps	SW 53rd Ave to SW Boundary St	A sidewalk connection from SW 53rd Ave to SW Boundary St.	\$350,000	X	X				
BP-14	30th Ave Safer Shoulder Walkway and Bikeway Connection	SW Beaverton-Hillsdale Hwy to SW Vermont St	A walkway connection from SW Beaverton-Hillsdale Hwy to SW Vermont St.	\$1,000,000	X		X		X	
BP-15	Bertha Blvd Pedestrian Shared Street and Neighborhood Greenway	SW 30th Ave to SW Beaverton-Hillsdale Hwy	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.	\$250,000				X		X
BP-16	Terwilliger Bike Lane Gap Approaching SW Capitol Hwy	Approaching Capitol Highway	Filling a bike lane gap approaching Capitol Highway.	\$300,000			X			
BP-18	Nevada Neighborhood Sidewalks and Greenway	SW 31st Ave to SW Capitol Hill Rd	A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.	\$700,000	X	X		X		X
BP-19	Capitol Hill Sidewalk Infill and Uphill Bike Lane	Custer Park to SW Barbur Blvd	A walking connection from Custer Park to SW Barbur Blvd.	\$1,000,000		X	X			
BP-20	Terwilliger Bike Lane Gap Near SW 7th Ave	Terwilliger near SW 7th Ave	Filling a bike lane gap on Terwilliger Blvd near SW 7th Ave.	\$150,000			X			
BP-21	SW Canby/Troy Neighborhood Greenway	SW Capitol Hwy to SW Capitol Hill Rd	A low-stress walking and biking connection from Capital Hwy to Capitol Hill Rd.	\$1,000,000	X	X	X	X	X	
BP-22	Garden Home Separated Walkway	SW 57th Ave to SW 45th Ave	A walking connection from SW 57th Ave to SW 45th Ave.	\$1,000,000		X				

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-23	SW 45th Walkway and Bike Lane	SW Multnomah to SW Garden Home Rd	A sidewalk and bike lane from SW Multnomah to SW Garden Home Rd.	\$675,000		X	X			
BP-25	Dolph Bikeway and Sidewalk	SW Capitol Hwy to SW Barbur Blvd	A low-stress and connection with sidewalk infill from SW Capitol Hwy to SW Barbur Blvd.	\$1,100,000		X		X		
BP-29	Brugger Neighborhood Greenway	SW 65th Ave to SW 48th Ave	A low-stress walking and biking connection from SW 65th Ave to SW 48th Ave.	\$700,000	X			X		X
BP-31	Outer Taylors Ferry Sidewalk and Bikeway	SW 49th Ave to SW Capitol Hwy	A sidewalk and bike lane connection from SW 49th Ave to SW Capitol Hwy.	\$4,300,000	X	X	X			
BP-32	Ridge Neighborhood Greenway	SW 35th Ave to SW Taylors Ferry Rd	A low-stress biking connection from SW 35th Ave to SW Taylors Ferry Rd.	\$150,000				X		
BP-35	64th/Pomona Sidewalk and Bikeway	SW Barbur Blvd to SW 61st Ave	A sidewalk and bike lane connection from SW Barbur Blvd to SW 61st Ave.	\$2,500,000		X	X			
BP-38	Pomona Walkway	SW Capitol Hwy to SW 35th Ave	A low-stress walking connection from Capitol Hwy to 35th Ave.	\$2,500,000		X	X			
BP-40	Boones Ferry Walkway	SW Orchard Hill Rd to City Limits	A walkway connection from SW Orchard Hill Rd to City Limits.	\$25,000					X	
BP-41	35th Sidewalk Infill	Near SW Huber St	Filling sidewalk gaps near Near SW Huber St.	\$150,000		X				
BP-42	Garden Home Sidewalk and Bike Lane	SW 45th to SW Capitol Hwy	A sidewalk and bike lane from SW 45th to SW Capitol Hwy.	\$2,500,000		X	X			
BP-43	Hamilton Sidewalk Infill	SW 48th to SW 45th Ave	A sidewalk from SW 48th to SW 45th Ave.	\$1,000,000		X				
BP-44	25th Connector	SW Troy St to SW Multnomah Blvd.	A path connection from SW Troy St to SW Multnomah Blvd.	\$750,000						X

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-45	Capitol Hwy Bikeway Connections	Capitol Hwy & Bertha Blvd. & B-H Hwy	Safer bike lane crossings at Capitol Hwy & Bertha Blvd & Beaverton-Hillsdale Hwy.	\$150,000			X			
BP-46	Capitol Hill Sidewalk Connection	SW 21st Ave to Raz-Baack Crossing	A Sidewalk from SW 21st Ave to Raz-Baack Crossing.	\$600,000		X				
BP-47	Dosch Sidewalk Infill	SW Flower Terrace to SW Beaverton-Hillsdale Hwy	A sidewalk connection from SW Flower Terrace to SW Beaverton-Hillsdale Hwy.	\$60,000		X	X			

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

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
RP-01	Park Bridge Connector	SW Park Ave to SW SW Broadway	A bikeway connection from SW Park Ave to SW SW Broadway.	\$5,000			X			
RP-02	Terwilliger Trail to 4th Connector	SW Terwilliger & SW 6th to SW 4th & Broadway	A low-stress biking connection from SW Terwilliger & SW 6th to SW 4th & Broadway.	\$100,000			X			
RP-03	Condor Connection	SW Terwilliger to SW Condor Ave	A walkway connection from SW Terwilliger to SW Condor Ave.	\$25,000					X	
RP-05	Virginia to Laview Connector	SW Virginia Ave to SW LaView Dr	A low-stress link in the uphill route from South Portland to South Burlingame	\$15,000						
RP-07	45th Bike Lanes	SW Pendleton to SW Nevada St	A bike lane connection from SW Pendleton to SW Nevada St.	\$50,000			X			
RP-08	Hoot Owl Corner Connections	SW Capitol Hwy from Kesser Israel to SW Texas St.	A walkway on SW Capitol Hwy from Kesser Israel to SW Texas St.	\$250,000		X			X	

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
RP-09	Inner Capitol Walkway	SW Sunset Blvd to SW Terwilliger Blvd	A walkway from SW Sunset Blvd to SW Terwilliger Blvd.	\$100,000					X	
RP-10	SW Maplewood Road Slow Safer Shoulder Pilot	SW 52nd to SW 45th Ave	A safer low-stress walking and biking connection from SW 52nd to SW 45th Ave.	\$10,000					X	
RP-11	Multnomah Walkway	SW 45th Ave to SW Capitol Hwy	A safer walkway and bikeway from SW 45th Ave to SW Capitol Hwy	\$100,000					X	
RP-14	SW 19th Bike Lanes	SW Barbur Blvd to SW Spring Garden St	A bike lane connection on the approach to Barbur Blvd.	\$10,000			X			
RP-17	SW 35th Protected Bike Lanes	SW Ridge Dr to SW Arnold St	A bike lane connection from SW Ridge Dr to SW Arnold St.	\$100,000			X			
RP-19	SW Talbot Advisory Shoulder	Connecting the SW Fairmount Blvd loop	An experimental shoulder treatment connecting the Fairmount Blvd loop.	\$10,000					X	
RP-20	Boones Ferry to Tryon Connector	SW Arnold St to Tryon Creek State Park Entrance	A protected safer shoulder connection from SW Arnold St to Tryon Creek State Park entrance.	\$50,000					X	
RP-25	Canyon Ct Bike Lane Transition	Eastbound approach to SW Knights Blvd	A safer bike lane on the eastbound approach to SW Knights Blvd.	\$10,000			X			
RP-26	Upper Montgomery Neighborhood Greenway Wayfinding	SW Talbot Rd to SW Vista Ave	Navigation markings and wayfinding signs from SW Vista to SW Talbot Rd.	\$15,000				X		

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.

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
SS-02	Dosch Safer Shoulder	SW Patton Rd to SW Beaverton-Hillsdale Hwy	A walkway from SW Patton Rd to SW Beaverton-Hillsdale Hwy.	\$1,000,000	X				X	
SS-03	Marquam Hill Safer Shoulder	SW Fairmount Blvd to SW 11th Ave	A walkway from SW Fairmount Blvd to SW 11th Ave.	\$500,000	X				X	

Transit (T) Projects: Transit projects support enhanced transit reliability on existing transit lines.

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
T-01	Capitol Hwy Enhanced Transit Study	SW Bertha Blvd to SW Terwilliger Blvd	Transit enhancements from Beaverton Hillsdale Hwy to Terwilliger Blvd.	N/A						

SECOND TIER PROJECTS

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

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-01	Lower Montgomery Neighborhood Greenway	SW Vista Ave to SW 12th Ave	A low-stress walking and biking connection from SW Vista Ave to SW 12th Ave.	\$300,000				X		
BP-03	1st Bikeway	SW Harrison St to SW Barbur Blvd	A biking connection from SW Harrison St to SW Barbur Blvd	\$280,000			X	X		

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-04	Hewett Shared Street	SW Humphrey Blvd to SW Patton Rd	A low-stress walking and biking connection from SW Humphrey Blvd to SW Patton Rd	\$500,000				X		X
BP-06	Lower Fairmount Slow Safer Shoulders Concept	SW Talbot Rd to SW Marquam Hill Rd	A low-stress walking and biking connection on the southern connection of SW Talbot Rd to SW Marquam Hill Rd.	\$845,000	X				X	
BP-11	Hamilton Sidewalks and Bikeway	SW Terwilliger Blvd to SW Barbur Blvd	A walking and biking connection from SW Terwilliger Blvd to SW Barbur Blvd.	\$250,000		X	X			
BP-24	SW 30th/ Hume/31st Sidewalk	SW Capitol Hwy to SW Barbur Blvd	A walking connection from SW Capitol Hwy to SW Barbur Blvd	\$1,700,000		X				
BP-27	Spring Garden Bike Lane Gaps	SW 19th Ave to SW Taylors Ferry Rd	A continuous bike lane from SW 19th Ave to SW Taylors Ferry Rd.	\$275,000			X			
BP-28	Inner Taylors Ferry Sidewalk and Bike Lane	SW Spring Garden Blvd to SW Terwilliger Blvd	A walking and biking connection from SW Spring Garden Blvd to SW Terwilliger Blvd.	\$1,883,009		X	X			
BP-30	50s Neighborhood Greenway	SW 11th to SW Taylors Ferry Rd	A low-stress biking connection from SW 11th to SW Taylors Ferry Rd.	\$275,000				X		
BP-33	Palatine/ Primrose Neighborhood Greenway	SW Terwilliger Blvd to SW Palater Rd	A low-stress biking connection from SW Terwilliger Blvd to SW Palater Rd.	\$750,000				X		
BP-34	Pomona Neighborhood Greenway	City Limits to SW 63rd Ave	A low-stress walking and biking connection from City Limits to SW 63rd Ave.	\$450,000				X		
BP-37	SW 53rd Neighborhood Greenway	SW Barbur Blvd to PCC Sylvania	A low-stress walking and biking connection from SW Barbur Blvd to PCC Sylvania.	\$850,000		X		X		X
BP-39	Boones Ferry Rd Bike Lanes	SW Terwilliger Blvd to SW City Limits	A biking connection from SW Terwilliger Blvd to City Limits	\$100,000- \$350,000			X			

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
BP-48	Pomona Walkway and Bikeway	SW 53rd Ave to SW Capitol Hwy	A low-stress walking and biking connection from SW 53rd Ave to SW Capitol Hwy.	\$1,000,000		x	x			
BP-49	Taylor's Ferry Bike Lane Connection	SW 26th Ave to SW Lancaster St	A short bike lane connection from SW 26th Ave to SW Lancaster St	\$200,000			x			
BP-50	Canby Neighborhood Greenway	Gabriel Park to SW 34th Ave	A low-stress biking connection from Gabriel Park to SW 34th Ave.	\$170,000				x		
BP-51	Galeburn Safe Routes to School	SW Capitol Hwy to Jackson Middle School	A low-stress walking and biking connection from SW Capitol Hwy to Jackson Middle School.	\$456,613		x				x
BP-52	Troy St Sidewalk Infill	SW 40th Ave to SW 35th Ave	A walkway connection from SW 40th Ave to SW 35th Ave.	\$275,000		x				
BP-53	SW 35th Safer Shoulder Walkway	SW Arnold St to SW Stephenson St	A safer shoulder walkway from SW Arnold St to SW Stephenson St	\$800,000 - 1,000,000	x				x	
BP-54	Upper Fairmount Dr. Traffic Calming and Safety Enhancements	SW Talbot Rd to SW Marquam Hill Rd	Traffic safety enhancements from SW Talbot Rd to SW Marquam Hill Rd	\$275,000						
BP-55	Broadway Dr Walkway	SW 9th Ave to SW Broadway	A continuous walking connection from SW 9th Ave to SW Broadway.	\$500,000					x	
BP-56	Multnomah Protected Bike Lane	SW Garden Home Rd to SW 45th Ave.	A low-stress biking connection from SW Garden Home Rd to SW 45th Ave.	\$180,000			x			
BP-57	Cheltenham-Westwood Walkway Connection	SW Dewitt St to SW Terwilliger Blvd	A safer walking connection from SW Dewitt St to SW Terwilliger Blvd.	\$600,000		x				
BP-59	Sunset Bikeway	SW Dosch St to SW Capitol Hwy	A safer biking connection from SW Dosch St to SW Capitol Hwy.	\$550,000			x			

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

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
RP-12	Bertha Protected Bike Lane	SW Vermont St to SW Bertha Blvd	A low-stress biking connection from SW Vermont St to SW Bertha Blvd.	\$200,000			X			
RP-18	SW Cameron Traffic Calming	SW 54th to SW Cullen Blvd.	Explore traffic calming options from SW 54th Ave to SW Cullen Blvd.	\$250,000					X	
RP-21	Patton Protected Shoulder	Patton Ct/ Marquam Trail to SW Talbot Rd	A safer walking connection from SW Trail 7/Marquam Trail to SW Talbot Rd.	\$100,000					X	
RP-24	Garden Home Uphill Bike Lanes	SW Multnomah Blvd to SW 45th Ave	A safer biking connection from SW Multnomah Blvd to SW 45th Ave.	\$60,000			X			
RP-27	60th/Lesser Bike Lane	SW 60th Ave to G St in PCC	A bike lane connection from the Ashcreek neighborhood to PCC	\$50,000			X			
RP-28	Capitol Hill Rd Advisory Bike Lane Pilot	SW Bertha Blvd to SW Barbur Blvd	An experimental bike lane treatment from SW Bertha Blvd to SW Barbur Blvd.	\$40,000			X			

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.

SWIM ID	NAME	EXTENTS	MINOR DESCRIPTION	PRELIM. COST ESTIMATE	BES INTEREST	SIDEWALK	BIKE LANE	NEIGHBORHOOD GREENWAY	SAFER SHOULDER	PEDESTRIAN SHARED STREET
SS-01	Shattuck Safer Shoulders	SW Windsor Ct to SW Vermont St.	A safer walking connection from City Limits to SW 52nd Ave.	\$2,000,000	X				X	
SS-04	Vermont Safer Shoulder	City Limits to SW 52nd Ave	A safer walking connection from City Limits to SW 52nd Ave.	\$750,000	X				X	

POLICY RECOMMENDATIONS IMPLEMENTATION

Policy recommendations in Southwest in Motion are designed to advance important programs, initiatives and practices to better address the needs and opportunities in Southwest Portland. The table below specifies the appropriate bureau group or agency to lead and/or support each policy recommendation.

Street Design and Innovation

POLICY RECOMMENDATION	LEAD GROUP	SUB-GROUP	SUPPORT AGENCY/ GROUP
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.	PBOT Development, Permit & Transit Group	Program Development Division	PBOT Policy, Planning & Projects Group
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.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	PBOT Development, Permit & Transit Group
Perform a citywide pedestrian shared street analysis to identify candidate streets capable of meeting volume and speed criteria for shared streets.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	PBOT Engineering Services Group
Perform a citywide advisory bike lane analysis to identify candidate streets and appropriate contexts for advisory bike lane/advisory shoulder implementation.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	PBOT Engineering Services Group
Explore best practice and research findings related to the role e-bikes can play in our active transportation future.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	

Programs

POLICY RECOMMENDATION	LEAD GROUP	SUB-GROUP	SUPPORT AGENCY/ GROUP
Integrate Southwest in Motion project priorities with PBOT's new Quick Build project delivery process.	PBOT Policy, Planning & Projects Group	Capital Delivery Division; Transportation Planning Division	
Develop a traffic calming program that is responsive to neighborhood traffic calming needs and considers collector traffic calming opportunities.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	
Develop the Alternative Street Design TSP Program to work collaboratively with BES on roadside improvements on collector streets lacking sidewalks.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	Bureau of Environmental Services
Explore opportunities to bring shared electric micro-mobility options in Southwest Portland.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	

Agency Collaboration

POLICY RECOMMENDATION	LEAD GROUP	SUB-GROUP	SUPPORT AGENCY/ GROUP
Streamline and strengthen the lines of communication within and between City agencies related to Southwest Portland projects.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	Bureau of Environmental Services; Portland Parks and Recreation; Bureau of Planning and Sustainability
Continue the strong coordination and collaboration between PBOT and Parks & Recreation to foster trail implementation.	PBOT Policy, Planning & Projects Group	Transportation Planning Division	Portland Parks and Recreation

Education

POLICY RECOMMENDATION	LEAD GROUP	SUB-GROUP	SUPPORT AGENCY/ GROUP
As part of project delivery, education adjacent property owners about the maintenance responsibilities for new sidewalks and street trees.	PBOT Policy, Planning & Projects Group	Capital Delivery Division	