

IMPACT STATEMENT

Legislation title: Adopt the *Southwest in Motion* plan and its recommendations (Resolution)

Contact name: Nick Falbo
Contact phone: 503-823-6158
Presenter name: Nick Falbo

Purpose of proposed legislation and background information:

The purpose of the Southwest in Motion plan is to identify capital improvement projects, policies, design practices and other recommendations to support the incremental growth of Southwest Portland's active transportation system, and to support the long-range goals of the Portland 2035 Comprehensive Plan.

The primary focus of this plan is to identify a short-term work plan for improving transportation options and increasing safety for people walking and biking in neighborhoods across Southwest Portland.

The plan recommends implementation of alternative pedestrian walkway designs featured in PedPDX Action 5.1 and other innovative facility types recommended in the Bicycle Plan for 2030. These innovations are designed to implement basic walking and biking facilities in areas constrained by geography and limited by funding.

This plan covers the Southwest Neighborhoods Inc. Neighborhood Coalition boundary, excluding the Central City area of South Waterfront. The plan focuses on City of Portland controlled roadways, and generally excludes rights of way under Oregon Department of Transportation (ODOT) and Multnomah County or Washington County jurisdictions.

The plan will help advance the Enhanced Transit Corridors plan by supporting safer access to high frequency transit lines.

City Council has taken previous actions directly related to the Southwest in Motion plan.

- Resolution No. 36763, passed by the Council on February 11, 2010, adopted the Portland Bicycle Plan for 2030, including Action 5.1.E calling for "Funding and developing a Southwest Portland Bicycle Infrastructure Action Plan."; and
- Ordinance 187604, passed by the Council on March 02, 2016, authorized the creation of the *Southwest in Motion* plan through an Intergovernmental Agreement with the State of Oregon to accept a \$272,000 Oregon Department of Transportation grant to fund the effort.

Financial and budgetary impacts:

The Southwest in Motion plan does not amend the budget or change current or future revenue sources. Adopting the Plan will not have any immediate impact to budgetary appropriations.

The Southwest in Motion plan recommends amending or adding projects to City's Transportation System Plan (TSP) during the next plan update. This update be through a separate future City Council legislative action. These projects do bring with them a cost to implement. Given the TSP is a 20-year plan, there are long-term cost impacts for the City. As with all other TSP projects, these projects will be evaluated using the TSP criteria and sorted into the Constrained and Unconstrained project list based on forecasted revenues. This may place some increased demand on the limited transportation funds available to the City today and add to the need for additional transportation revenue. However, the addition of these projects to the TSP does not represent a funding commitment.

The Southwest In Motion plan includes planning-level cost estimates for the recommended project list, and for recommendations for modification to the TSP project list. The cost estimates are included in appendix A of the Plan: Project Details and Descriptions, which total \$28 million in top tier projects and \$15 million in second tier projects. These are low confidence cost estimates as the plan includes concept-level design. Therefore, there are no detailed survey or design plans to inform more detailed cost estimates.

The Southwest in Motion Plan also includes recommendations to pursue funding for the improvements recommended in this plan in partnership with local, regional, state and federal partners.

Community impacts and community involvement:

- Southwest Portland neighborhoods have some of the lowest provision of sidewalks in the City. Only 33.9% of arterial streets in the Southwest Neighborhoods Inc. coalition area have sidewalks and there is a need for more facilities for walking and biking.
- The recommendations serve the town centers and neighborhoods of Southwest Portland.
- Project identification and prioritization included equity, safety, connectivity, and project usage activity.
- The plan recommends projects on all Portland controlled Vision Zero Corridors in Southwest, including Terwilliger Blvd, Beaverton-Hillsdale Hwy, and Capitol Hwy.
- Project list implements many safe routes to school crossings, as identified by the safe routes to school planning process.
- PedPDX identified safe routes to school as the number one priority for Southwest Portland residents for improving walking in their neighborhoods.

The recommendations in the PBOT-led Southwest in Motion plan are also informed by community input at the following events:

- **Stakeholder Working Group (2017- 2019)** – PBOT invited Southwest Portland neighborhoods to participate on the *Southwest in Motion* Stakeholder Working Group. This group included representatives from many neighborhood associations within Southwest Neighborhoods, Inc. 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. This group met 11 times and advised the project team as a sounding board for reviewing and reflecting on project recommendations.
- **Community Focus Groups (2018)** – PBOT hosted 8 community focus groups to connect staff with diverse voices and to better understand community priorities regarding public investment. Community focus groups let staff connect on a deeper level with community organizations, individuals, and stakeholders. Meetings included Somali parents at Markham Elementary School, families at Stephens Creek Crossing, and residents at Terwilliger Plaza Retirement Community.
- **Online Public Involvement (March 2018)** – 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. Used by over 1,000 people, the online mapping tool provided a broad snapshot of community priorities and needs across Southwest Portland.
- **Public Open House (November 2018)** – On November 29, 2018 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. An online version of the Open House ran throughout much of December to allow for additional input from community members. The online site shared the draft project list and recommendations with the public and received feedback from community members.

Invitations to the above hosted events were shared through the following means:

- Distribution by stakeholder working groups to community networks
- Notification letters to surrounding Neighborhood Associations
- Publication in local newspapers
- Email to interested parties
- PBOT and BPS website
- Social media

Budgetary Impact Worksheet**Does this action change appropriations?**

- YES:** Please complete the information below.
 NO: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 8-27-19