

PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Dan Saltzman Commissioner Leah Treat Director

Southwest In Motion (SWIM) Plan Stakeholder Working Group (SWG)

Prioritization Activity Results from SWG Meeting #1
Thurs. Sept 28, 2017 4:30-6:00 pm

During the first Stakeholder Working Group (SWG) meeting for Southwest In Motion plan, staff invited SWG members and present members of the public to complete the sentence: “The best, first projects are ones that *(fill in the blank).*” This sentence was intended to prompt thinking about what types of projects should be prioritized for implementation.

While participants created a running list of their responses, staff began organizing responses on the wall, categorizing them into similar factors. After the meeting staff completed sorting responses, and they intend to use this list as the basis for additional stakeholder outreach and engagement related to prioritization. The following categories emerged from this activity:

- Stakeholder Input/Community Support
- Safety
- Opportunities (for implementation)
- Demand (Expected level of use)
- Serve Key Destinations
- Access to Transit
- Support Culture Change
- Geographic Balance
- Connectivity (Network Completion)
- Connectivity (Network Expansion)
- Return on Investment



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Detailed Brainstorm Results

The detailed responses from participants are included below, grouped into related categories:

Stakeholder Input/ Community Support

- Have broad public support.

Safety

- Provide some sense of safety for active transportation users.
- Saves lives.
- Have the highest potential to reduce fatalities.
- Include signage and clear striping.
- Are consistent in design. Take the “wouldn’t it be cool” insert design standards.
- Increase the safety of pedestrians and bikers in our area, especially children and seniors.
- Provide the highest increase in safety for the cost investment.
- Save lives (improve safety).
- Discourage/ control heavy/ fast traffic at pedestrian/ bike crossings and high-use connections.
- Move bicycles off arterials to reduce conflict.
- Install the strobe crosswalks on busy streets.
- Safer ADA accessible walking and biking facilities on busy streets (e.g., corridors).
- Provide lighting on pedestrian paths and on bike greenways.
- Improve safety for vulnerable populations (kids, seniors, people of differing abilities).

Opportunities (for Implementation)

- That demonstrate C.O.P> silos are or can be broken down.
- Include important storm water improvements.
- Shift financial responsibility to developers.
- Get something on the ground as soon as possible.
- Are implementable (no fatal flaw for short-term projects).
- Make alternative transportation cheap and affordable.
- Are less expensive and an easy win.

Demand (Usage Level)

- Benefit the most people in SW Portland.
- Game changer (i.e., the infrastructure encourages significantly more people to walk, bike and use transit).
- Are proactive to increasing population rather than reactive.
- Connect high volumes travelers to frequent/ important destinations.
- Benefits the most people.

- Address highest number of users.
- Encourage local bike trips to shops, transit (transit center bike parking and crossings/ connections).
- Enable alternative transportation methods (not cars).

Serve Key Destinations

- Let people walk and bike to school safely.
- Safe ADA accessible walking and biking facilities within town centers.
- Safe ADA accessible walking and biking facilities to town centers (not necessarily neighborhood centers).
- Connect to parks.
- Safe ADA accessible walking and biking facilities to schools.
- Safe ADA accessible walking and biking facilities to libraries.
- Let people walk and bike safely to services like grocery stores.

Access to Transit

- Improved transit service in SW Portland (not necessarily the TriMet SW Service Enhancement Plan).
- Let people walk and bike safely to transit.
- Fill in gaps to connect transit lines.
- Safe and ADA accessible walking and biking facilities to frequent or regular service transit (not necessarily rush hour service).

Support Culture Change

- Build life-long habits for children (so they aren't so car dependent).
- Have the ability to build community/ change culture.
- Are pleasant to use.
- Meet multiple objectives.
- Make Active Transportation fun.
- Change the focus and paradigm from auto-centric to active transportation.
- Encourage the most people to shift from driving to walking or bicycling.
- Make alternative transportation efficient – as good/ fast/ convenient as the car.

Geographic Spread

- Best first project is one that serves multiple neighborhoods.
- First projects should be small and spread throughout the neighborhoods possible focus on walking and biking only.
- Spread investments across southwest.

Connectivity (Network Completion)

- Fills critical small gaps.
- Complete trail, bike, and pedestrian networks.
- Enhance public right-of-way to increase pedestrian traffic and connectivity.
- Reduce cut-through traffic and/or limit speeds on incomplete streets and shared spaces.
- That resolves systems failures.
- Resolve the most problems, such as gaps in safe active transportation system and storm water issues.
- Cheap quick filling of very bad (hazardous) gaps on walkable routes to transit, shopping, and neighborhood to neighborhood.
- Prioritize active transportation.

Connectivity (Network Expansion)

- Red Electric Trail
- That complete fully east-west and north-south connections across SW Portland.
- Create safe and efficient, complete networks (for bike and walk).
- Enjoying and safely getting from West Beaverton/ Tigard/ Portland on a protected path to Washington Park. SW Scholls Ferry Road north/ south road with TriMet bus 56 reroute to Washington Park.

Return on Investment

- Leverage existing infrastructure.
- Have the most “bang for the buck”.
- Best first project demonstrates success early on for the whole SWIM projects.
- Temporary/ demo prototype for fast and cheap fixes.
- Fast hit and done in the first year.
- Best project is one that serves multiple benefits.
- Most cost-effectively link different modes of transportation.
- Serves the most active transportation users most cost-effectively.
- Have the best value-added for completing active transportation systems.