

Stakeholder Working Group Comments on 11/2/2017 Draft Existing Conditions Reporting for Southwest In Motion

Report Name	Comment	Commenter	Date Received	Response
Active Transportation Context	Walking Maps – [The maps] Don't show zoo to SW Vista trail - the non-paved trails – why were they not included? They show connections.	Claire Carder	11.20.2017	Incorporated into 12/28 draft
Active Transportation Context	Transit maps – Would be fun to see the transit maps for other parts of Portland for comparison. I think SW is generally underserved by transit but would love to see if this is indeed the case.	Claire Carder	11.20.2017	No change at this time
Active Transportation Context	Need to show those transit lines that provide only rush hour service. I think this is important info.	Claire Carder	11.20.2017	Incorporated into 12/28 draft
Active Transportation Context	The walking community data – is the data from census blocks? Appears to be.	Claire Carder	11.20.2017	Clarified in 12/28 draft
Active Transportation Context	Some omissions are evident: the paved path on Taylors Ferry Rd from Cap Hwy to SW 48th signal is completely missing as is the extended shoulder from SW 48th to SW 55th. The extended shoulder on Maplewood is not in the data either, there may be others I am unaware of, thinking we have no GIS info on extended shoulders.	Dave Manville	43039	Incorporated into 12/28 draft
Active Transportation Context	No soft surface path is shown in the data, not the official SW Trails numbered routes, not any of the what we call local routes that feed into the official SW Trails routes and non of the soft surface routes that go through the parks, and along the ROW and make for the limited connectivity we have. Example here is Marigold Trail from Ashcreek Smith School through the park and up to Cap Hwy. I know folks use it for transit access and recreation in the park.	Dave Manville	43039	Incorporated into 12/28 draft
Active Transportation Context	Also small items at Oleson and GHR that is a full signal not just a cross walk. The scale of the maps seem to show there is connectivity off Mult blvd to the South a couple of location, there is actually no connectivity from SW 45th/Mult Blvd all the way to SW 61st all the ghost streets are blocked and 61st is just a trail neighbor maintained, some "curb" info for Mult Blvd is not correct down by SW 69th too much curb that does not exist.	Dave Manville	43039	Incorporated into 12/28 draft
Active Transportation Context	I have looked over this info for 2 hours and I find it super interesting. When it comes to the active transportation view of what we have in SW I really prefer the view from the SW Walking maps that combine all walking modes and inside and out of parks on one page, and bike separately on the back. Might be nice to see all walking and biking on a higher density pdf map.	Dave Manville	43039	No change at this time
Active Transportation Context	Also, I know Tri-Met uses Open Street Map for some of their data sources, just a thought but that is quite a good source, granted it is crowd sourced which can lead to problems/errors.	Dave Manville	43039	No change at this time
Active Transportation Context	Also, noted that some of the major connecting and destination locations that are outside of the PDX boundaries are not shown, I know it is only PDX GIS, but those additional items would inform decisions about making complete through connections. Here I am speaking of Oleson Rd and the fact that it is fully bike and ped completed with sidewalks and bike lanes. For those of us in the West of SW, Oleson Rd is a huge and wonderful piece of connectivity N and S just not in PDX. Similar in Crestwood the sphere of influence for transit and shopping is likely to the West the Fred Meyer and many shops and stores in Tigard. And lastly the regional trail Fanno Trail begins at the end of PDX and at the end of SW Trail #3 and goes for miles to the West and South.	Dave Manville	43039	Clarified in 12/28 draft
Active Transportation Context	There are some inaccuracies and inconsistencies with the maps and lists that don't appear to coincide with the latest and greatest as we understand it. Marianne Fitzgerald noted several inconsistencies. For example, the bike facilities map shows bike lanes on all Sunset, which is far from the case.	Keith Liden	43045	Incorporated into 12/28 draft
Active Transportation Context	The active transportation rate maps seem generally accurate, but this should be confirmed because a couple areas caught my attention. The area north of Hamilton and east of Dosch shows 0% walking but 10.4% bicycling, and 4.7% transit. How could the bike/transit rates be at these levels if nobody is walking? A central tract (Hillsdale?) shows 12.5% walking but 0% bicycling and transit. Again, this doesn't appear to make any sense. While I don't want us to get distracted with correcting data details, we should understand the level of confidence we have behind these figures.	Keith Liden	43045	Clarified in 12/28 draft
Active Transportation Context	Transportation context needs to be provided on the perimeter of the SWIM project area because we should know how potential transportation improvements in the SWIM area may leverage other adjoining facilities or planned improvements (like Raleigh Hills above). The city always likes to use I-405 as a boundary without any consideration to what's on the other side (either central city out or SW in). I feel this has led to numerous blown opportunities to make ped/bike crossings in/out of downtown. Boatloads of money have been spent on transit and street improvements near I-405, but people walking or bicycling across it continue to face a perilous (or at least unpleasant) journey. The active transportation project for the central city managed by Gabe Graf and the West Quadrant portion of the Central City Plan should be part of the background information (esp. Green Loop and other relevant projects).	Keith Liden	43045	Clarified in 12/28 draft

Active Transportation Context	The Active Transportation Context material is literally all over the map. The most recent PBOT street conditions map I have seen was titled "Portland Street Conditions by Neighborhood, and used June 30, 2015 data and was plotted on January 26, 2016. What data was used for Figure 1, "Level of Street Improvement" and why did you not use PBOT data for sidewalks which is on the 2016 PBOT map?	Marianne Fitzgerald	43041	Clarified in 12/28 draft
Active Transportation Context	Active Transportation Commuting is not cited but it looks like it is ACS data by census tract, although the unmarked table refers to block group. Which is it?	Marianne Fitzgerald	43041	Clarified in 12/28 draft
Active Transportation Context	The Existing Conditions and Policy and Plan Summary are notably missing a stormwater systems plan. Since much of SW Portland lacks a formal stormwater system, this "existing condition" greatly affects designs and costs of transportation facilities within the right of way. Please incorporate stormwater systems--or lack thereof--into the existing conditions. An easy surrogate could be a map of MS4 areas in the SWIM study area, which BES has.	Marianne Fitzgerald	43041	Incorporated into 12/28 draft
Active Transportation Context	The Southwest Sidewalk Infill Project is incorrect. SWNI's October 13, 2010 letter identified Barbur Blvd, Capitol Highway and the Red Electric Trail as Tier 1 projects, and they all continue to have significant gaps in the active transportation infrastructure so I would not call them "funded". I believe the SW 11th project was constructed at the same time as the Tier 2 projects. Some interim improvements have been made on Tier 3 streets listed here but I'd hardly call them "planned".	Marianne Fitzgerald	43041	Clarified in 12/28 draft
Active Transportation Context	1. The introduction on page 1 fails to mention the City of Portland's Waivers of Remonstrance exemption as a significant reason why sidewalks have not been built over the years since various SW neighborhoods were annexed. This is very relevant since most of the residential infill and increased traffic volumes, stressing the system occurred long after annexation.	Roger Averbeck	43047	Incorporated into 12/28 draft
Active Transportation Context	2. The Bicycling Facilities page (2) does not adequately recognize the importance of and dependence on collector streets in SW Portland for cyclists to get from residential neighborhoods to the arterials and destinations.	Roger Averbeck	43047	No change at this time
Active Transportation Context	The Walking Facilities map & legend on page 3 should use colors more different and distinct than to similar shades of orange. A separate page and map should be devoted to displaying "informal Walking Facilities".	Roger Averbeck	43047	Incorporated into 12/28 draft
Active Transportation Context	The Enhanced Pedestrian Crossings (page 4) should make a distinction between RFB's and "illuminated beacons". The illuminated beacons displayed on the map are mostly flashing red lights on overhead wires at stop controlled intersections on collector streets. Their purpose is to warn vehicle drivers of the stop sign, and offer little to enhance the pedestrian environment.	Roger Averbeck	43047	Incorporated into 12/28 draft
ALL Reports	It would be very helpful if the "Existing Conditions" data identified the source of the data. All of the PBOT maps I have identify the date the map was produced, or the date of the data used to produce the maps. This is especially important for "existing conditions" because it becomes, in essence, a baseline starting point for improvements in SW Portland. It is also important because the data in these SWIM materials does not always align with PBOT data I have seen elsewhere.	Marianne Fitzgerald	43041	Incorporated into 12/28 draft
Demographics Summary	The demographics data is a mixture of the 2010 Census and the 2015 ACS data, and a mixture of census tract and census block information. Page 1 explains the source of the demographics data, but each table and figure should be cited independently. For example, Table 1 has one set of demographic data and Figures 5, 6 and 7 use census tract data and I can't tell how consistent the data is.	Marianne Fitzgerald	43041	Incorporated into 12/28 draft
Demographics Summary	The equity information is not as fine-grained as the other data. I think this is misleading because it tends to show broad averages rather than reveal significant pockets of disadvantaged households.	Keith Liden	43045	No change at this time
Plans and Policies	Need to show the opportunities for regional connections on maps.	Claire Carder	11.20.2017	Clarified in 12/28 draft
Plans and Policies	Centers, Corridors and Urban Trails were adopted by City Council as part of the Comprehensive Plan, as was the TSP program and project list. Please cite and use the adopted language, maps and lists from the Comp Plan. Please double check whether Raleigh Hills is adopted in the Portland Comprehensive Plan because I didn't see it on the Comp Plan map dated June 2016.	Marianne Fitzgerald	43041	Clarified in 12/28 draft
Plans and Policies	The Policy and Plan summary lazily refers to the year a plan was adopted. Please be more specific since there were many drafts floating around prior to adoption, and changes were often made prior to City Council adoption.	Marianne Fitzgerald	43041	Clarified in 12/28 draft
Policies and Plans	I saw a few surprises in the data, like the density up in my Ashcreek hood being above the baseline for a 10 block area near Smith School. Also can see the reason for Town Center status for Hillsdale, Macadam etc, Mult Village, Six Corners at Cap Hwy and Barbur but seem to see the near same conditions density, housing type, etc, (lower jobs), for the Oleson Rd and Garden Home Rd area that is not designated a Town Center granted it is at the extreme end of PDX to West.	Dave Manville	43039	Clarified in 12/28 draft
Policies and Plans	There is nothing in the definitions that refers to compliance with the Americans with Disabilities Act. There are three Comp Plan policies that refer to people with mobility challenges--Policy 3.19, 9.9 and 9.19--and only two of these policies are referenced in your "Policy and Plan Summary".	Marianne F	43041	Partially Incorporated into 12/28 draft

Policies and Plans	In my earlier comments I failed to note that the Barbur Concept Plan and the SW Corridor Plan are not one and the same thing, and the SW Corridor Shared Investment Strategy was updated by Metro in its February 27, 2017 materials.	Marianne F	43041	Incorporated into 12/28 draft
Policies and Plans	I also failed to add comments on the "other area plans and policies" which include the various Capitol Highway Plans, Taylors Ferry Road Plan, Scholls Ferry Road Plan, and 20-minute neighborhood study along with the various neighborhood plans that were developed as part of the Southwest Community Plan.	Marianne F	43041	Partially Incorporated into 12/28 draft
Policies and Plans	Urban Design Framework: The map on page 4 correctly displays Beaverton Hillsdale Hwy as Civic Corridor; however the chart on page 5 incorrectly lists BH Hwy as Neighborhood Corridor.	Roger Averbeck	43047	Incorporated into 12/28 draft
Policies and Plans	Past Planning Efforts: Transportation System Plan: The last sentence on page 8 that defines TSP projects as classified as 1 - 10 years and 11 - 20 years could be clarified as constrained and unconstrained so that it concurs with the map legend.	Roger Averbeck	43047	Clarified in 12/28 draft
Policies and Plans	Vision Zero Action Plan (page 9): The introductory paragraph includes an extra word at the end: "The". This page should explain that the High Crash Network is limited to the top 20 streets city wide. This page fails to mention that the VZ Action Plan also the top 30 high crash intersections citywide. The intersection of Barbur Blvd and Capitol Hwy in the West Portland Crossroads is included in the top 30 HC intersections.	Roger Averbeck	43047	Clarified in 12/28 draft
Policies and Plans	Tryon-Stephens Headwaters Neighborhood Street Plan (page 10): The map should show the entire plan boundary, and the text could clarify this as not covering the entirety of the SWIM planning effort. The last sentence on the page is grammatically incorrect.	Roger Averbeck	43047	Incorporated into 12/28 draft
Policies and Plans	TriMet Bike Plan (page 11) - needs more information and the map needs a legend. A separate page and map is needed for TriMet's Pedestrian Network Analysis.	Roger Averbeck	43047	Incorporated into 12/28 draft
Policies and Plans	Regional Active Transportation Plan (page 12): Terms such as Bicycle Parkways; Regional Bikeways; Pedestrian Parkways and Regional Pedestrian Corridors need to be defined. The map needs a legend.	Roger Averbeck	43047	Clarified in 12/28 draft
Policies and Plans	Barbur Concept Plan and SW Corridor (page 13). Obviously the Barbur Concept Plan needs more than a mention of it's title. Several BCP recommendations are worthy of mention, such as continued efforts to secure grant funding for safety and active transportation projects; improved access management; partnerships for storm water management and Portland's Street by Street Initiative.	Roger Averbeck	43047	Clarified in 12/28 draft
Policies and Plans	SW Corridor Shared Investment Strategy (SIS) (page 13): Please see the attached document "Light Rail Alternatives for Environmental Review" This February 2017 document show much more current maps of station access projects within SW Portland on pages 21 and 22. The SIS map is outdated. The station access projects are not guaranteed to be built by the LRT project; some may be eligible for 50% funding through FTA, but they have been identified as the infrastructure need to provide safe access to the proposed LRT stations (even though the alignment on central Barbur vs adjacent to I - 5 is yet to be determined).	Roger Averbeck	43047	Incorporated into 12/28 draft