

PBOT

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Southwest In Motion (SWIM) Plan

To: Stakeholder Working Group

From: Nick Falbo, Senior Transportation Planner

Date: February 1, 2018

Subject: Prioritization Measures for Discussion

Southwest In Motion is a short-term refinement, prioritization and implementation strategy for planned active transportation investments in Southwest Portland. To make the most of limited resources, and to spend public funds in a transparent way, the Southwest In Motion plan will use a data-driven prioritization process to guide the top tier of investments. All planned projects are valuable and needed, and the Southwest In Motion plan needs to identify which projects to do first.

Prioritization Measures and Variables

Before prioritization of a project list, PBOT in collaboration with the plan Stakeholder Working Group (SWG) must identify which prioritization criteria and measures will be used to sort and rank potential projects. This memo presents a variety of recommended and optional variables to measure the prioritization criteria. Identification of recommended measures and variables come from past PBOT planning efforts, national best practice guides, and discussion with stakeholders. Discussion with project staff working on PBOT's past prioritization efforts revealed lessons and recommendations to consider in crafting future prioritization criteria and measures.

- **Less can be more. Limit criteria and measures to those big-issues that matter.** Including too many criteria and measures can wash out the distribution of scores, and fail to identify priority areas.
- **Be aware of the use of similar or overlapping measures across multiple factors.** If done unintentionally, this results in double counting. When done intentionally, it can accurately represent needs that address multiple values and goals.
- **Measures should be readily available or easy to calculate.** Measures requiring complex analysis may take significant resources to calculate, and have little overall effect on the outcomes of the selection compared to a simpler calculation or proxy measure.

Discussion Draft Measures and Variables

The discussion draft criteria for Southwest In Motion prioritization are shown in **Table 1**. This table identifies recommended criteria, describes the objective of each criteria, and identifies recommended or optional variables to use for measuring each criterion.



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Table 1: Southwest In Motion Discussion Draft Criteria and Measures and Variables for Primary Prioritization

Criteria	Measures	Variables
<p>Supports Designated Networks The project should support high-priority southwest designated active transportation networks.</p>	<p>Walkways: Number of city active transportation networks</p>	<ul style="list-style-type: none"> • Safe Routes to School Network (2017 draft) • TSP Transit Access Network • City Walkway • Southwest Urban Trails Numbered Routes <p>Discussion Variables:</p> <ul style="list-style-type: none"> • All Signed Urban Trail Routes
	<p>Bikeways: Bicycle Plan for 2030 Classifications</p>	<ul style="list-style-type: none"> • Highest: Major City Bikeway (80% Scenario) • Higher: City Bikeway (80% Scenario) • High: Remaining Bikeways (100% Scenario) <p>Discussion Variables Networks:</p> <ul style="list-style-type: none"> • Regional Trails/RATP Classifications
<p>Filling Gaps and Barriers The project should overcome barriers or fill gaps in the walking and biking network</p>	<p>Identification of critical links and barriers</p>	<p>Discussion Variables:</p> <ul style="list-style-type: none"> • Higher: Links which connect to existing/new facilities on both ends • High: Links which connect to existing/new facilities on one end • Overlay with: Links which appear as “Difficult connections” on the Portland walking and bicycling maps. • Overlay with: Critical “Feeder” routes
<p>Safety The project should improve safety on our most dangerous streets.</p>	<p>Streets with identified safety problems</p>	<ul style="list-style-type: none"> • Highest: High Crash Network • Higher: Crash History (map and type of crashes) • High: Other arterial/Collector Streets <p>OR: alternative local-street routes to these streets.</p> <p>Discussion Variables:</p> <ul style="list-style-type: none"> • Relevant 823 Safe Reporting
<p>Usage Level The project should serve areas with high concentrations of homes or destinations.</p>	<p>Locations with existing density and access to destinations.</p>	<p>Composite Score of:</p> <ul style="list-style-type: none"> • Comp Plan Analysis: 2035 Housing Growth • Comp Plan Analysis: 2035 Job Growth <p>OR</p> <ul style="list-style-type: none"> • Portland Town Centers and Neighborhood Centers <p>Enhanced with local destinations</p> <ul style="list-style-type: none"> • Essential Local Destinations (1/4 mil buffer) • High Frequency Transit Stops (1/4 mil buffer) • Proximity to Parks (1/2 mile) • Access to 4T Trail, Willamette Greenway Trail
<p>Under-Served and Vulnerable Communities The project should prioritize vulnerable and active transit dependent populations.</p>	<p>Vulnerability measures</p>	<p>Displacement Vulnerability Score Variables:</p> <ul style="list-style-type: none"> • Low income • Communities of color • Renter population <p>Discussion Variables:</p> <ul style="list-style-type: none"> • Census 'with a disability' status (ACS B18101) • Census Zero Car Households • Orthodox Jewish Eruv Boundary

Secondary Evaluation

The criteria and measures below are less objectively measurable, and will be applied as a secondary evaluation of resulting prioritization of the criteria above. Ranking will be determined through technical analysis, staff consultation, and public outreach.

Criteria	Measures	Potential Variables
<p>Funding Opportunity <i>The project should be compatible with funding sources, opportunities and programs.</i></p>	<p>Eligibility for funding sources or Bureau construction coordination.</p>	<ul style="list-style-type: none"> • TSDC eligible • LTIC collector street • BES Opportunity Areas (TBD); BES CIP <p>Other Considerations:</p> <ul style="list-style-type: none"> • Local Improvement District (LID) opportunity areas
<p>Construction Feasibility <i>The project should be constructible, with no known fatal flaws or major constraints.</i></p>	<p>Characteristics which support or prevent easy implementation</p>	<ul style="list-style-type: none"> • Degree of Geographic Constraint • Presence of Curb/Stormwater Management • Speed/Volume opportunity analysis
<p>Community Support <i>The project should respond to community demand and priorities.</i></p>	<p>Supported by neighborhood organizations</p>	<ul style="list-style-type: none"> • Consideration of neighborhood group preferences, as advocated based on the above criteria.