

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

To: Stakeholder Working Group

From: Kevin Donohue, Associate Transportation Planner

Date: February 23, 2018

Subject: Draft Criteria and Measure Maps for Discussion

Southwest In Motion is a short-term refinement, prioritization and implementation strategy for planned active transportation investments in Southwest Portland. Because of the large number of projects and limited resources, the Southwest in Motion plan must use a data-driven prioritization process to guide the top tier of investments. Through prioritization the projects will be evaluated and this will help inform the final recommendations.

Prioritization Measures and Variables

To support prioritization, PBOT is working with PBOT technical staff and the Stakeholder Working Group (SWG) to identify prioritization criteria and measures. These measures will be used to help rank projects in order of importance. Measures will not be a perfect accounting of all the attributes of each prioritization criteria. Rather, they are meant to point us in the right direction, as a starting point to filter our very large project list.

PBOT proposes the following primary criteria:

- **Support Designated Networks**
- **Safety**
- **Usage Level**
- **Under-Served and Vulnerable Communities**

Additionally, the project team will assess:

- **Funding Opportunities**
- **Construction Feasibility**
- **Community Support**

Discussion Draft Measures and Variables

The maps on the following pages show the draft composite scores for the Southwest In Motion prioritization criteria. The maps build off discussions with the Stakeholder Working Group members, community focus groups, and staff recommendations.



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.

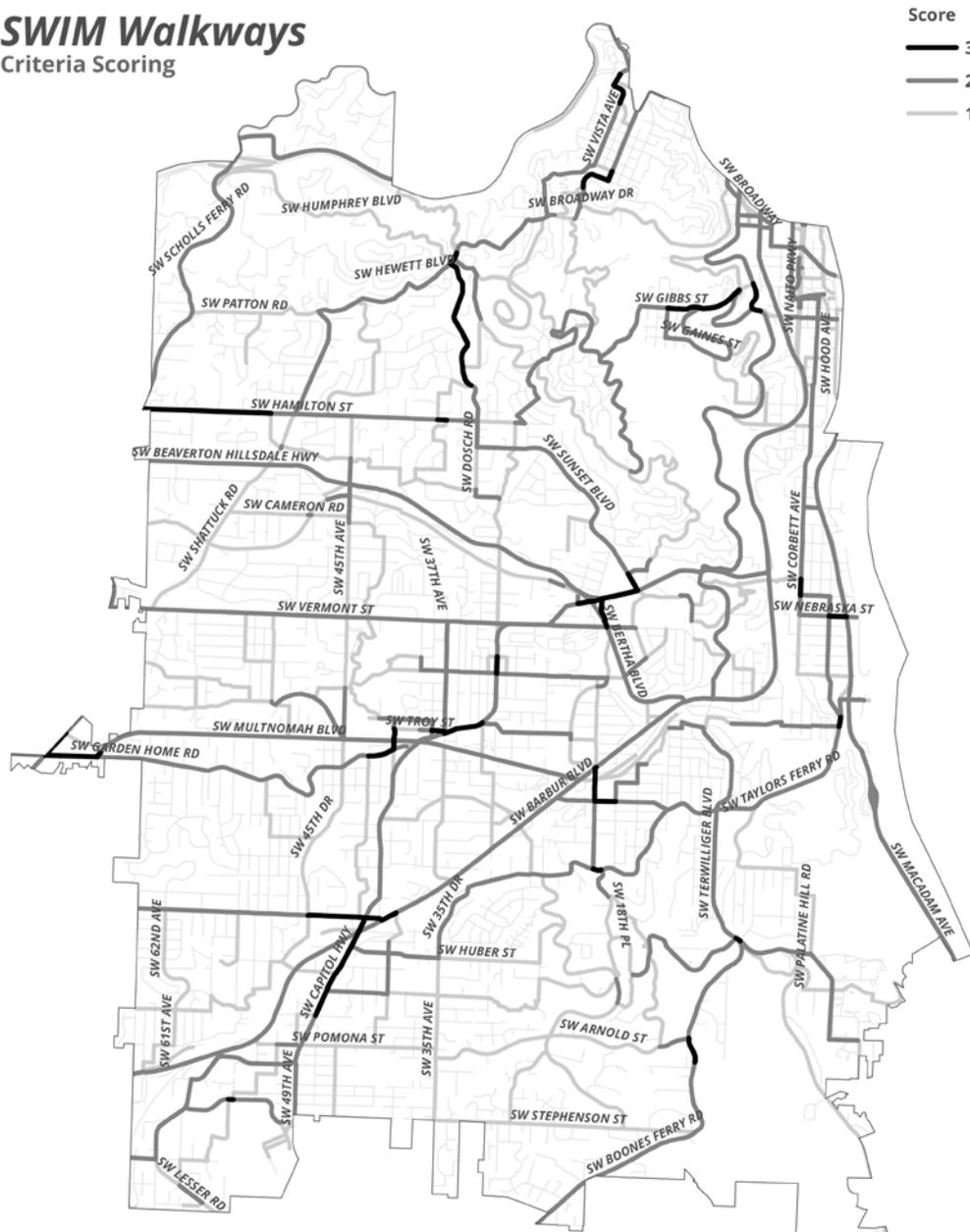
Support Designated Networks (Pedestrian)

Objective: The project should support designated pedestrian networks in Southwest Portland.

Measures: Criteria are based on a compilation of citywide and Southwest planning networks. This includes the TSP Pedestrian Network (City Walkways, 1 point), TSP Transit Routes (1 point), and SW Urban Trail Routes (1 point). The final Safe Routes to School network was not evaluated, but it will be factored in after the final routes are approved.

Outcome: Locations that score higher intersect multiple networks. Lower scoring locations only intersect one of the networks.

SWIM Walkways Criteria Scoring

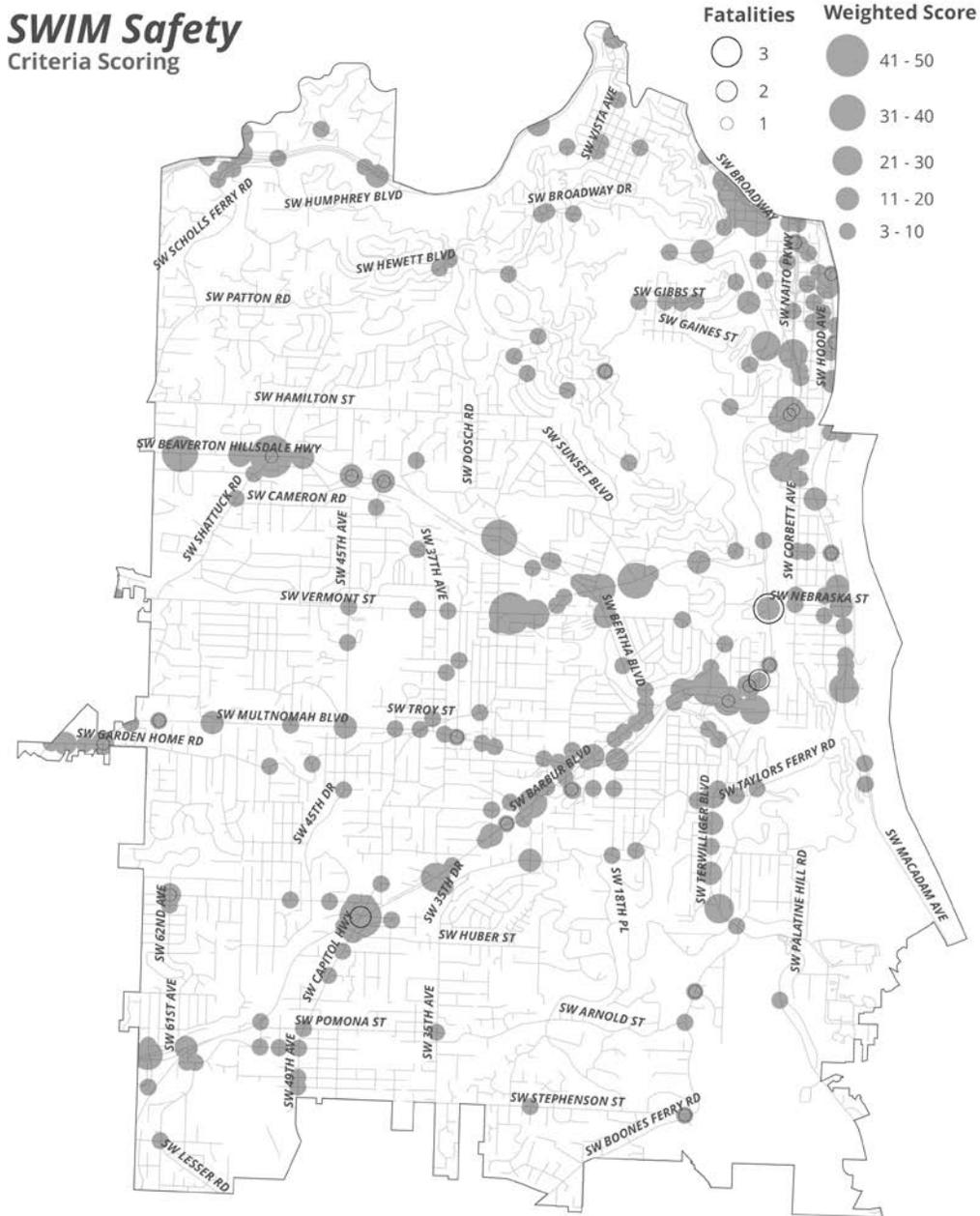


Safety

Objective: The project should improve safety on our most dangerous streets.

Measures: Crash data from January 2006 to December 2015. Weighted score combines vehicle fatalities (x5), vehicle serious injuries (x1.5), bicycle fatalities and serious injuries (x10), all bicycle injuries (x3), pedestrian fatalities and serious injuries (x10), and all pedestrian injuries (x3).

Outcome: Higher scoring locations combine the different modes using the weighting mentioned above to gauge safety. Lower scoring locations have fewer occurrences of crashes.



Usage

Objective: The project should serve areas with high concentrations of homes and destinations.

Measures: 20-Minute Neighborhood dataset from the Portland Plan (updated in 2015). This dataset highlights areas with access to commercial services and amenities. Destinations include commercial services, schools, grocery stores, and parks.

Outcome: Locations with greater access to destinations score higher, while lower scoring areas don't have the same access to destinations.



Under-Served and Vulnerable Communities (Equity)

Objective: The project should serve traditionally under-served populations.

Measures: Variables include low-income populations, non-white populations, renter populations, and populations with a physical (ambulatory) or vision disability. Top quintiles for each measure were identified and combined to determine the most under-served and vulnerable communities.

Outcome: Areas with higher scores have more people in the top quintile for the four measures. Lower scoring areas have fewer people that fit the under-served and vulnerable communities' definition.

