

PBOT

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Southwest in Motion Final Draft Plan Summary of Changes

PBOT Staff collected community feedback on the Public Draft of the Southwest in Motion Plan during a six-week public comment period through May 24, 2019. Staff revised elements of the plan and project list in response to community comments and additional staff investigation. Changes to the plan are summarized in the lists below.

Plan Report Revisions

- Expanded narrative on p.3 to discuss the value of station access improvement options to support the SW Corridor light rail.
- Major changes to framing on p. 7 to show how Southwest Portland has more equity need than is commonly understood
- Revised narrative on p. 8 to articulate the level of deficiencies in sidewalk and street paving in Southwest compared to other Portland neighborhoods
- Minor changes to Portland in the Streets narrative on p. 50 to more clearly spell out next steps for community members interested in getting started.
- New section on p. 58, Implementation & Monitoring Success, focused on monitoring implementation, including recommendations for regular process reporting on implementation of Southwest in Motion.
- Revisions to Safer Shoulders materials to be more inclusive of bicycling
- Revisions to Portland Pathways section to be more inclusive of bicycling within community-initiated trail projects.
- Modifications to base maps to include additional school locations.

Policy Recommendations Revisions

- Expansion of narrative to specifically identify the types of opportunities PBOT has to work with partners to deliver needed walking and biking enhancements.
- Revisions to recommended street design policy to include specific analysis for Southwest Portland collector streets.



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Project List Revisions

- More complete materials on each of the project sheets, including small area maps and revised graphics for clarity.
- BP-32 Ridge Neighborhood Greenway alignment was revised to respond to community concerns and to minimize steep grades. The project description was modified to clarify the minimal changes to parking expected as a part of this project.
- C-18 moved to second tier due to complexity of partner agency involvement.
- Sunset Blvd Bikeway project changed from RP-05 to BP-59. Public comments and field visits revealed inadequate space for implementation as a simple restriping project, and roadway widening will be necessary to achieve the project design needs. Additionally, this corridor has been added as an Advisory Bike Lane candidate in Ch. 6 Road Enhancement Opportunities based on recommendations from the Portland Bicycle Plan for 2030.
- Safer shoulder projects are proposed in highly constrained conditions. Descriptions for large scale safer shoulder proposals have been revised to note the need for a feasibility study/project development phase to explore potential implementation barriers and to refine cost estimates.
- New project added: BP-58 SW 52nd Walkway to provide a lower-cost separated walkway approach to Maplewood Elementary School.
- New project RP-05: Virginia to Laview Connector to connect SW Virginia Ave to SW Laview Dr with a short segment of protected bike lane on SW Taylors Ferry Rd.
- New major project recommended for addition into the TSP: Huber Bikeway, to provide a critical bike connection between SW Capitol Hwy and SW 25th Ave.