

SOUTHWEST IN MOTION

Active Transportation Context - DRAFT Nov 2, 2017

This report summarizes key attributes of the street and active transportation network of Southwest Portland.



DRAFT

Streets and Connectivity

Street Conditions

Much of Southwest Portland developed as low-density suburban neighborhoods that were annexed into the City of Portland between 1945 and 1980 and developers were often not required to build basic roadway infrastructure, such as pavement, stormwater, and/or sidewalks. Figure 1 maps street condition in the study area, and Table 1 summarizes the share of street types by condition.

Table 1: Street Conditions within the Study Area

Condition Type	Miles	Percent of right-of-way (49.6 mi)
Paved street	279.6	87.4%
Paved street with curb	158.9	49.6%
Unpaved street	13.4	4.2%
ROW only (no street)	27	8.4%
Sidewalks (Arterials/Collectors)	44.3	30.6%

* Estimate based on available GIS mapping data

Most of the Southwest does not meet citywide street connectivity standards, i.e. 530 feet between full streets. Incomplete and disjointed street and land use patterns in most of Southwest Portland limit opportunities for residents to meet their daily needs and to reach nearby destinations using active transportation modes. A lack of street connectivity makes local travel circuitous and directs traffic onto busy streets. Sidewalk gaps result in unsafe conditions,

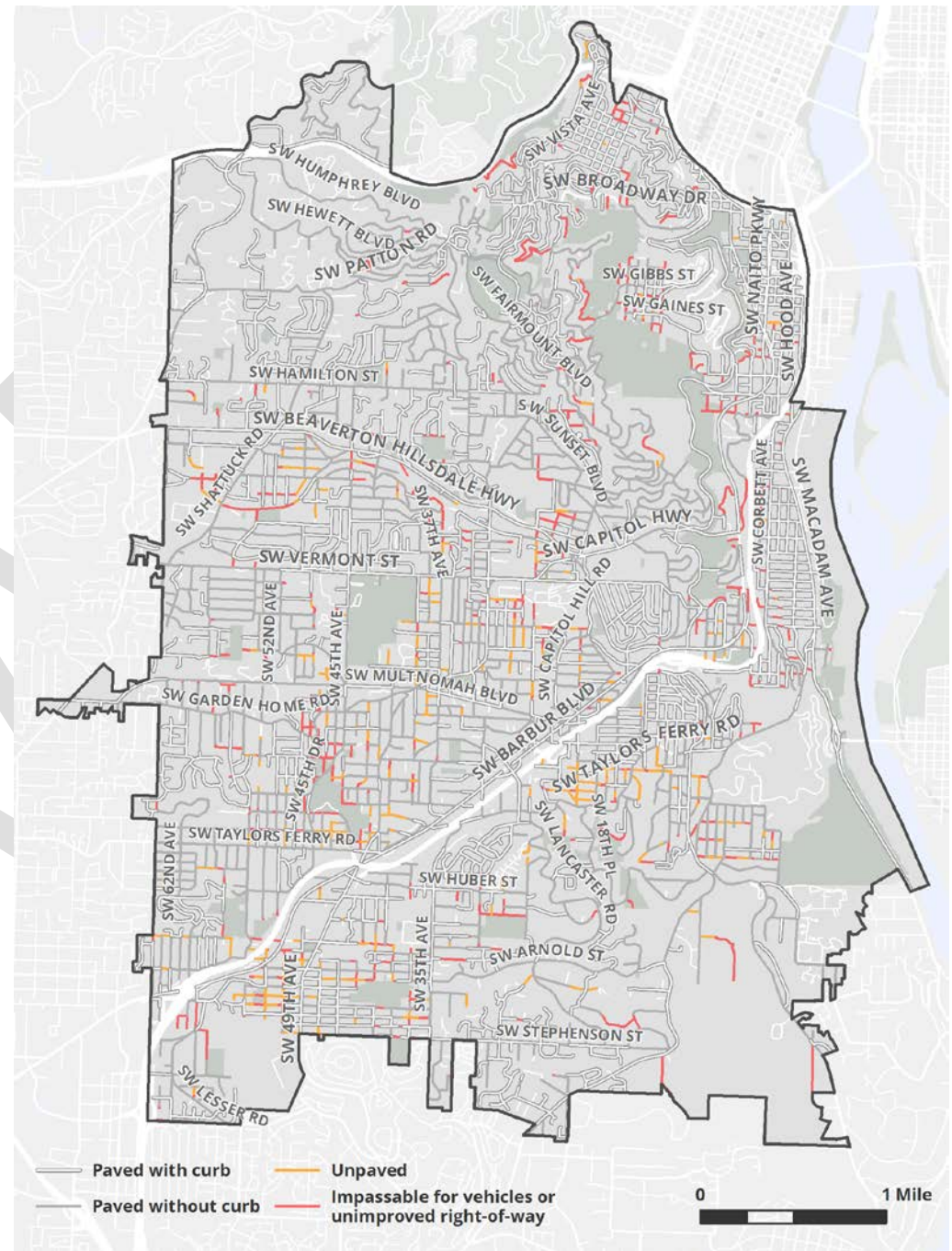


Figure 1: Level of Street Improvement

Active Transportation Facilities

Bicycling Facilities

Southwest Portland has examples of all types of bicycle infrastructure used in the City of Portland.

Bike Lanes

Painted bike lanes provide a dedicated space for bicyclists to ride in the street adjacent to motor vehicle traffic.

Buffered or Separated Bike Lanes

These facilities pair conventional bike lanes with a marked buffer space or physical barrier designed to increase user comfort and safety.

Shared Use Paths

Shared use paths generally run independently from the roadway network. These facilities support two-way bicycling and pedestrian use, away from motor vehicle traffic.

Neighborhood Greenways

Neighborhood greenway facilities provide a calm, low-speed environment designed for riders of all ages and abilities.

Facility Type	Length
Buffered or Separated Bike Lanes	4 mi
Bike Lanes	21.8 mi
Neighborhood Greenways	4.3 mi
Shared Use Paths	4.3 mi

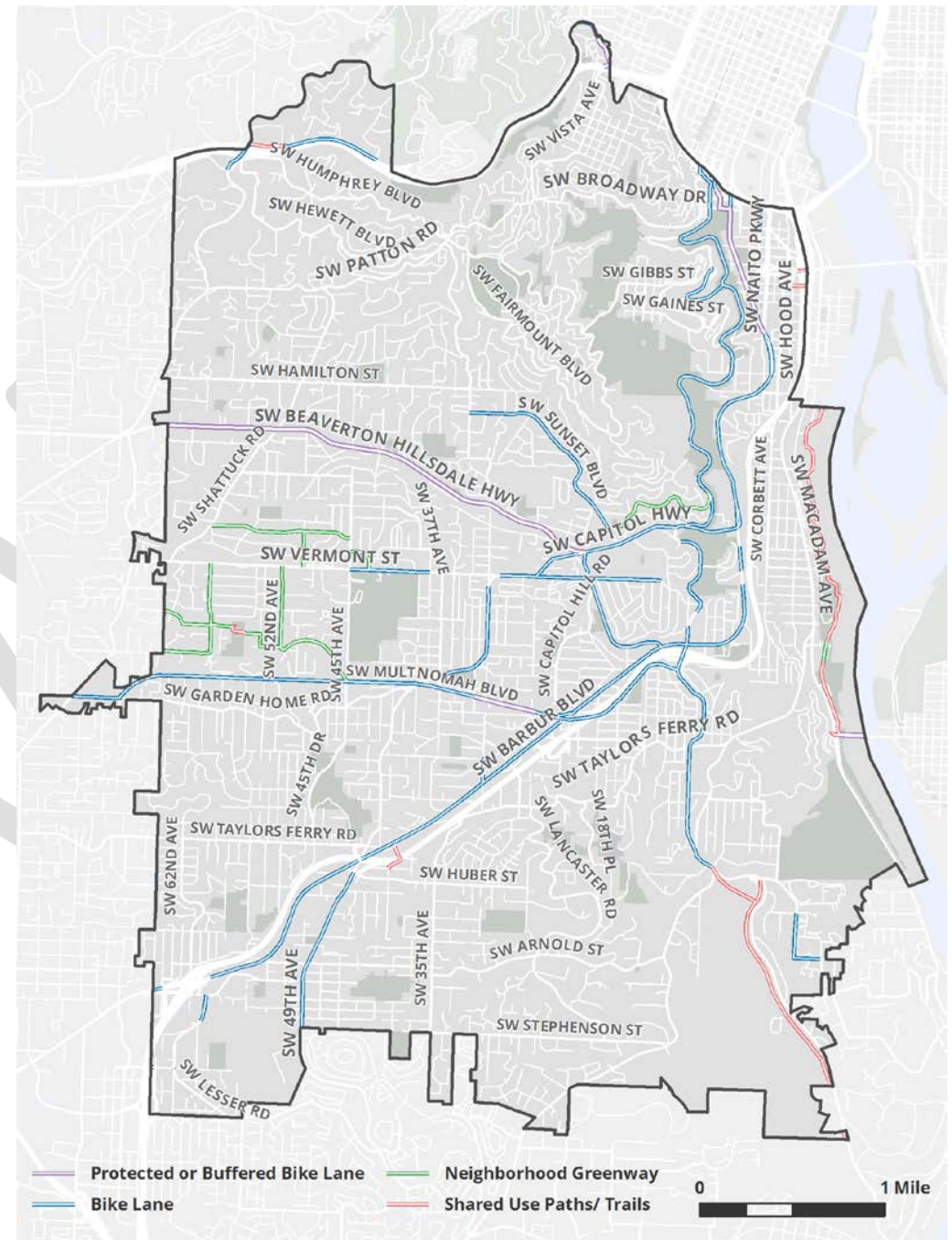


Figure 2: Bicycling Facilities in Southwest (some facilities may be on one-side only) 2

Walking Facilities

Formal walking facilities in Southwest include shared use paths, paved pedestrian paths, and sidewalks. These are identified on Figure 3. Provision of sidewalks is intermittent, and approximately 70% of arterial or collector streets lack sidewalks on one or both side of the street.

Informal walking facilities in Southwest include center strip paved streets, paved or gravel shoulders, and urban trails. These facilities are not included in this inventory and map, but may serve to enhance pedestrian access for some users.

Informal walking facilities include:

- **Shared Residential Streets**
Shared residential streets are narrow (≤ 18 ft wide) with very low motor vehicle volumes, and very low operating speeds. Pedestrians are allowed and expected to operate within the roadway.
- **Shoulders**
In the absence of sidewalks, pedestrians may walk on the roadway or roadway shoulder if available.
- **Urban Trails**
Trail connections between streets can enhance connectivity for pedestrians capable of navigating the terrain and surface conditions.

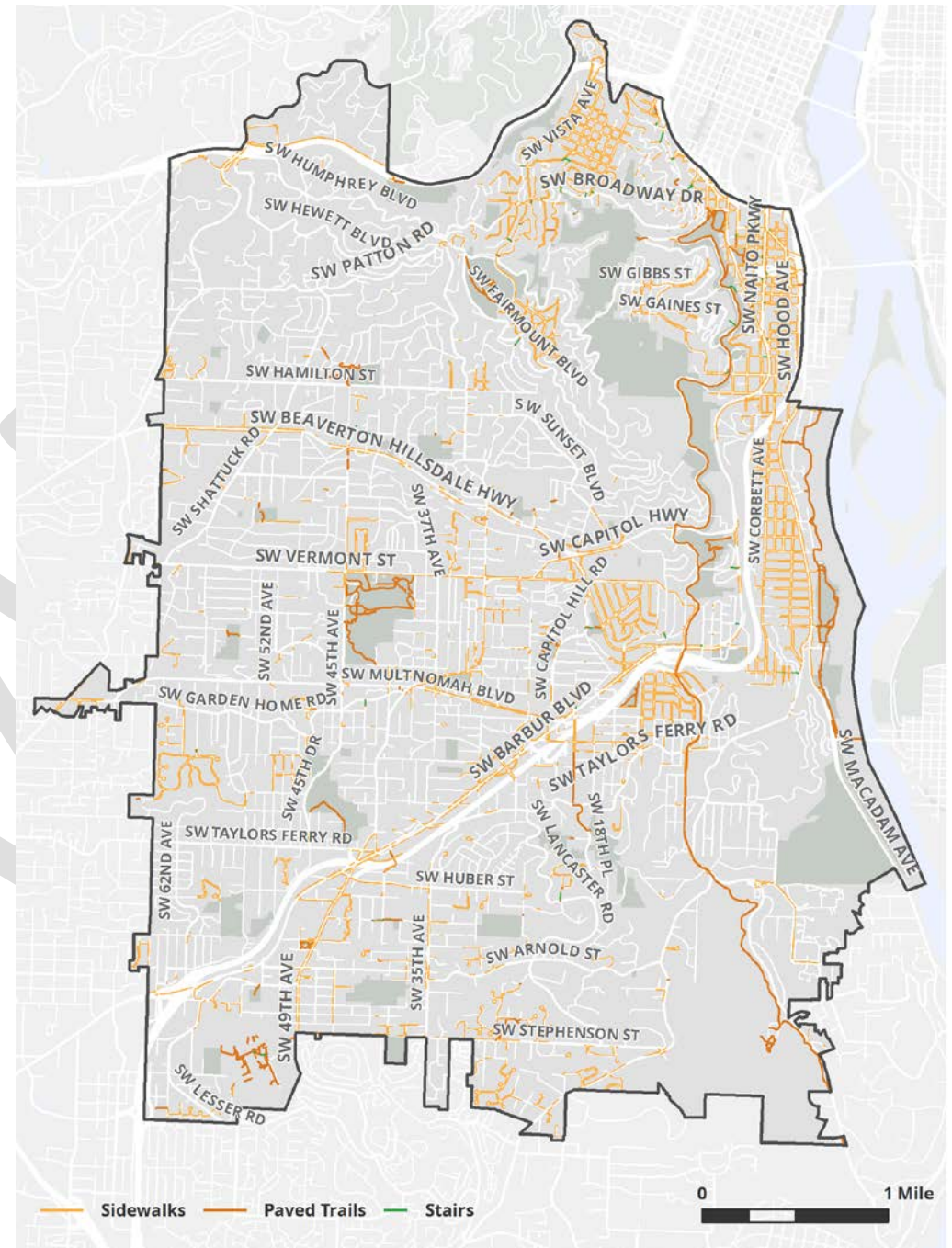


Figure 3: Walking Facilities in Southwest

Enhanced Pedestrian Crossings

Under Oregon law, there is a crosswalk at every intersection, whether there is a signal, stop sign, crosswalk markings, or no markings at all (ORS 801.220, ORS 811.005-811.065). At Mid-block locations, crosswalk markings must be used to legally establish the crossing.

Enhanced Crosswalks

Crosswalk locations may be enhanced with markings, signs, beacons and signals. These tools are used to increase user awareness, visibility of the crossing, and yielding compliance of motorists. Figure 4 identifies the locations of these enhanced crossings.

Marked and Signed Crosswalks

Markings can indicate the location, width and orientation of a pedestrian crossing. There are a variety of crosswalk marking styles, and crossings are commonly paired with pedestrian crossing warning signs.

Rapid Flash Beacon\Illuminated Beacon

Rapid flash beacons use high-intensity LED lights in a 'stutter' flashing pattern to gain attention of motorists. When people push the button, yellow lights begin flashing. When not in use, the lights remain dark. Illuminated beacons pulse a continuous warning light.

Pedestrian Signal

A pedestrian signal is designed to help people walk across busy streets, and works similarly to a full traffic control signal.

Traffic Control Signal

A full traffic control signal uses traditional red, yellow, green traffic lights to manage movements through an intersection.

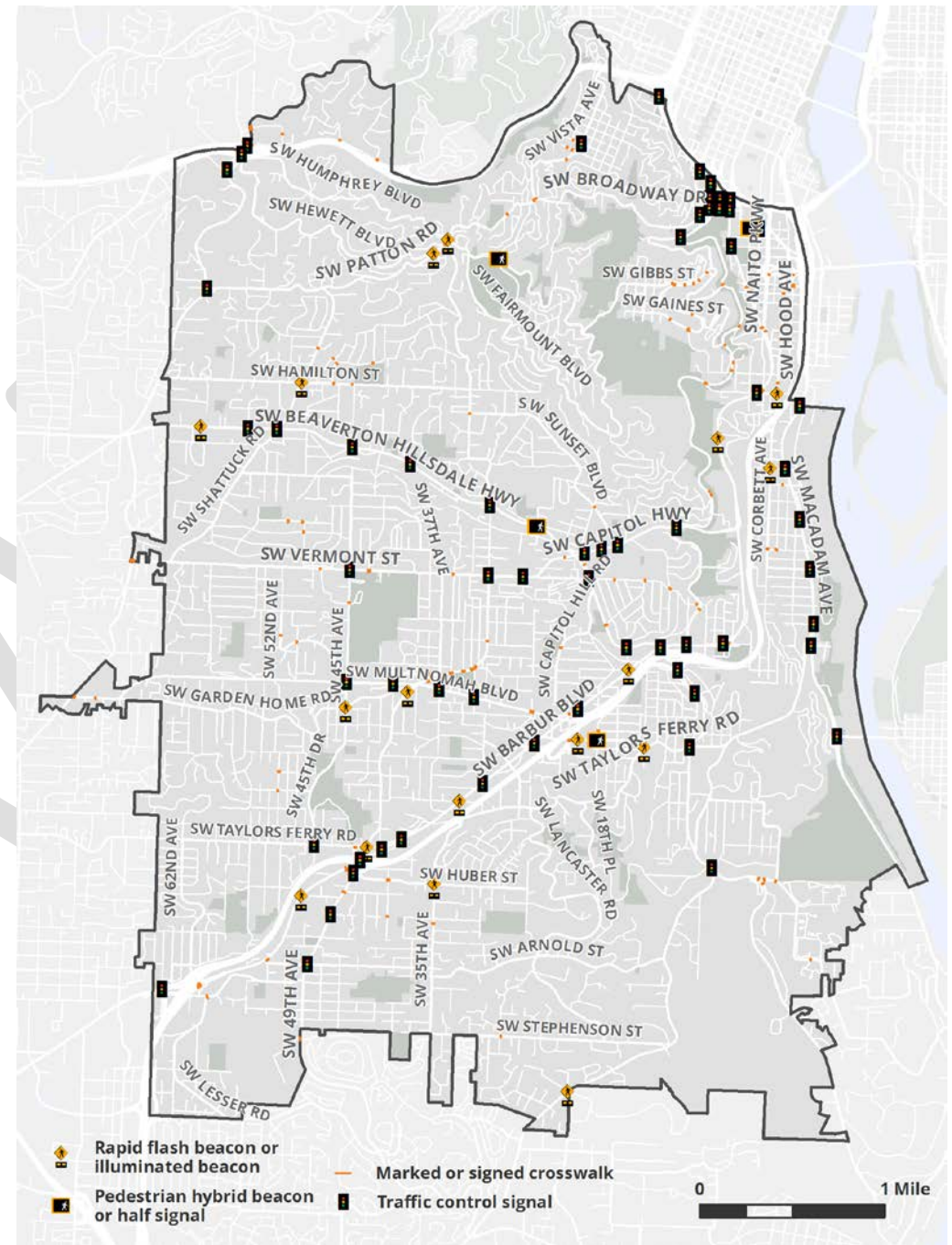


Figure 4: Enhanced Pedestrian Crossing Locations

Transit Facilities

Access to transit is an important driver of active transportation in Southwest Portland. For every transit trip, users must walk or bike from the transit stop to their destination.

There are three Frequent Service transit lines in Southwest Portland. Frequent Service bus lines run every 15 minutes or better most of the day, every day, and can function as a reliable form of everyday transportation.

Frequent Service:

- #8 Jackson Park/NE 15th
- #12 Barbur
- #54 Beaverton-Hillsdale Hwy
- #56 Scholls Ferry Rd

Other bus lines in Southwest Portland are Standard Service or Rush Hour service, depending on the degree of frequency and weekend service.

Standard Service:

- #39 Lewis & Clark
- #43Taylors Ferry Rd
- #35 Macadam/Greeley
- #37 Lake Grove
- #94 Pacific Hwy/Sherwood
- #44 Capitol Hwy/Mocks Crest
- #45 Garden Home
- #58 Canyon Rd
- #78 Beaverton/Lake Oswego

Rush Hour Service:

- #1 Vermont
- #38 Boones Ferry Rd
- #51 Vista
- #55 Hamilton
- #61 Marquam Hill/Beaverton
- #64 Marquam Hill/Tigard
- #65 Marquam Hill/Barbur Blvd
- #92 South Beaverton

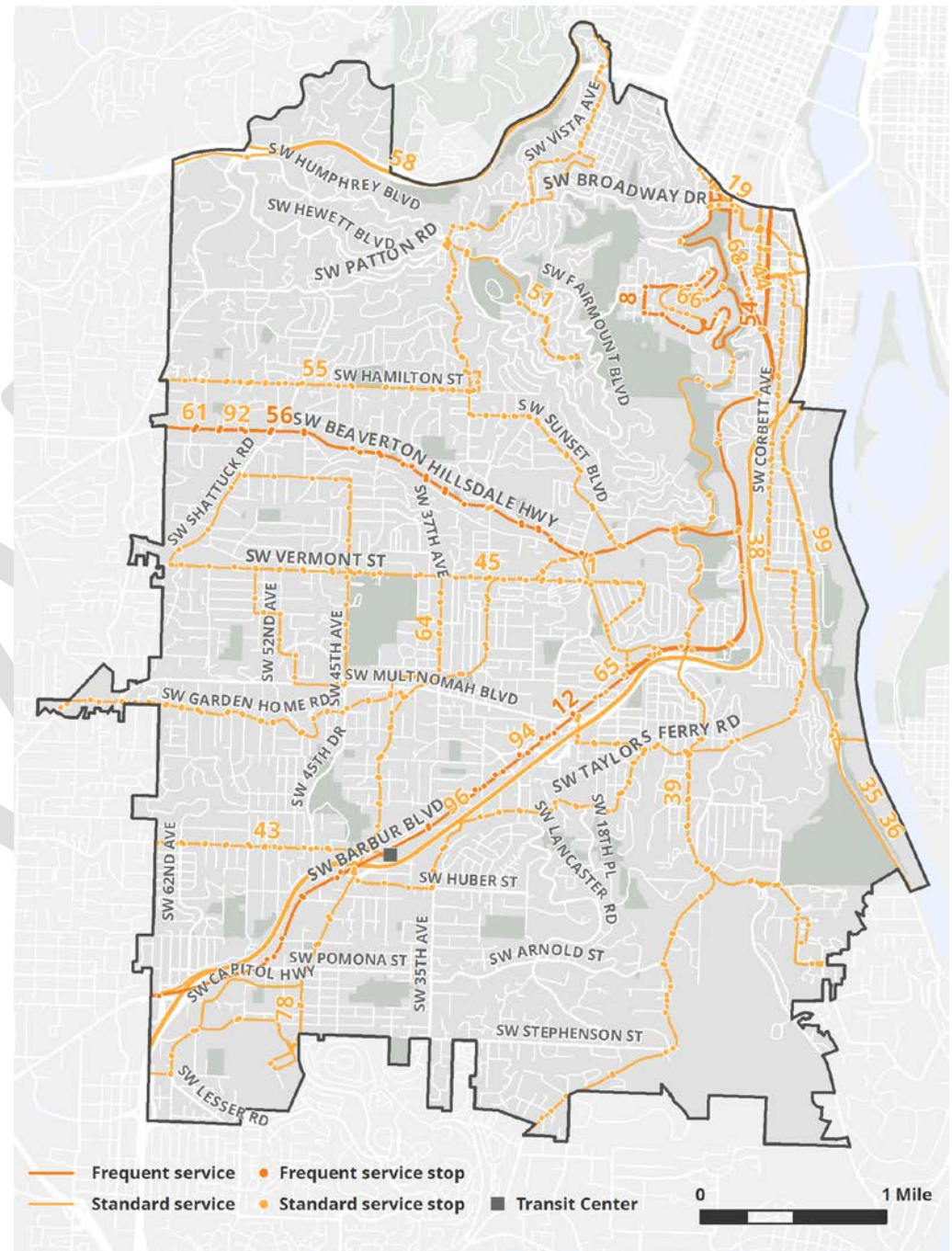


Figure 5: Transit Routes in Southwest

Active Transportation Commuting

On average, a smaller proportion of Southwest Portland residents use active transportation to get to school or work, compared to the City as a whole. In the Study area, 17.7% of commuters, walk, bike or take transit, compared to 24.7% citywide.

	Walk to Work	Bicycle to Work	Take Transit to work	Have no car available
Southwest Portland Average	6.8%	2.6%	8.3%	7.3%
Highest share block group in Southwest	51.5%	13.2%	32.5%	35.5%
City of Portland Average	6.0%	7.0%	11.8%	13.2%

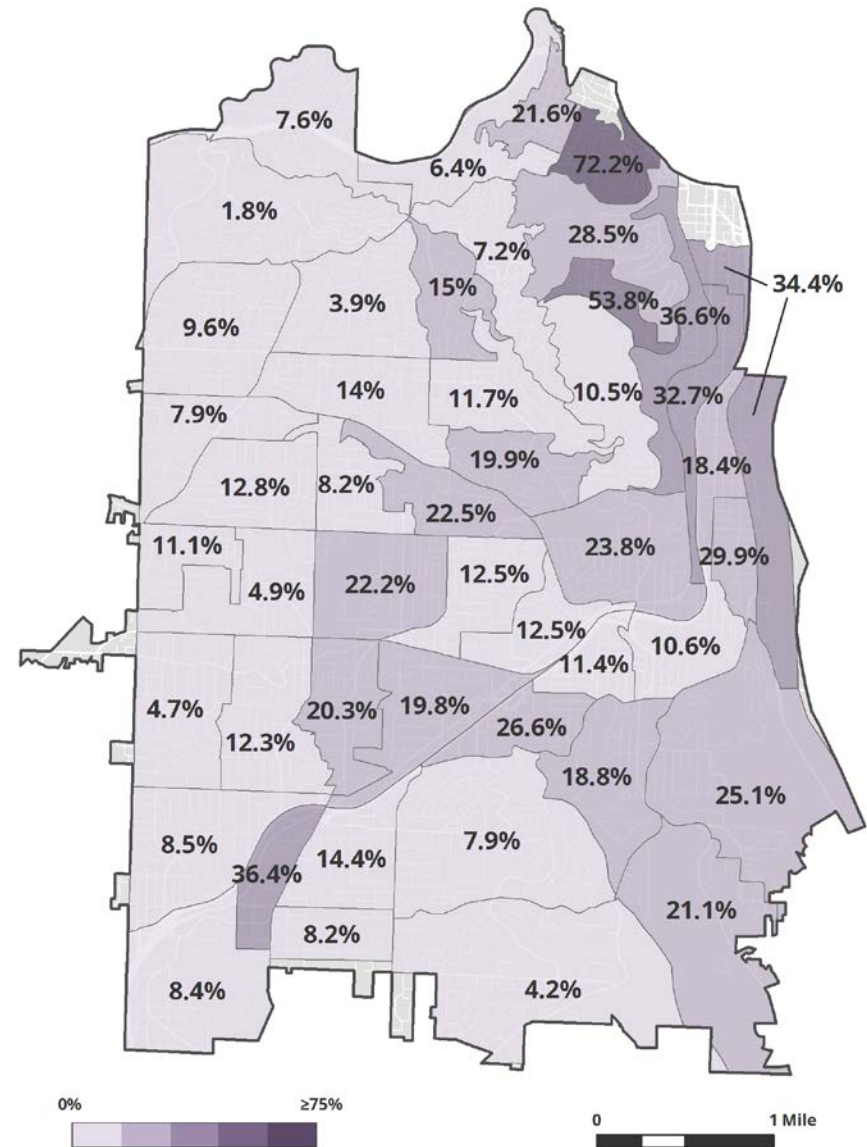


Figure 6: Active Transportation (Transit, Bicycle, Walking) Commute Rates in Southwest

