

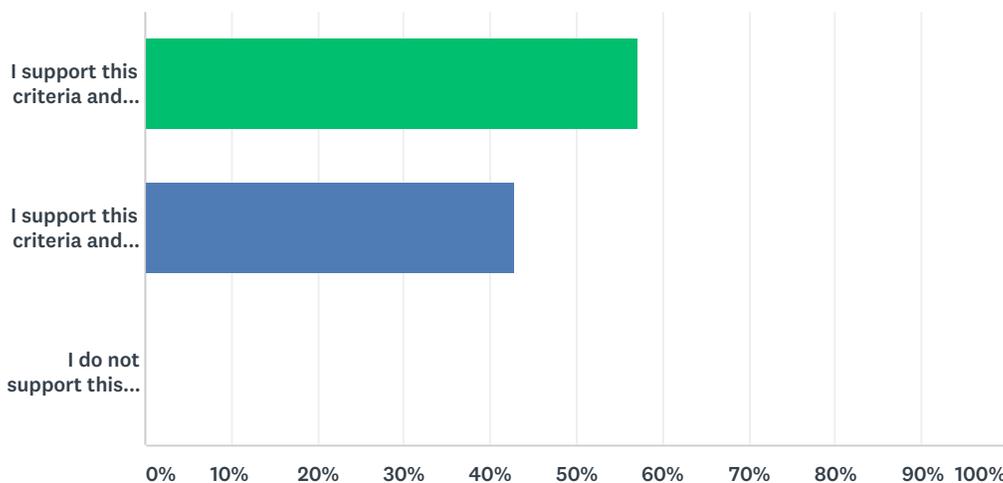
## Q1 SWG member name

Answered: 15 Skipped: 0

RESPONSES
Don Baack
Michael Harrison
Lisa Avery
Tony Villagran
Claire Carder
Rob Wilcox (SWHRL)
Eric Wilhelm
Scott Richman
Marianne Fitzgerald
katherine christensen
Roger Averbeck
Keith Liden
Leah Safran
Mary Anne Cassin
Dave Manville

**Q2 Criteria: Safety** The project should improve safety on our most dangerous streets. Measures for this criteria are based on 10 years of crash history. Following Vision Zero methodology, the analysis includes all reported crashes involving pedestrians and bicyclists, as well as the most severe crashes involving motorists. Scoring: Street segments will be scored based on the locations of crashes. Pedestrian and bicycle crashes are weighted more heavily than those involving motorists. Fatalities will be weighted more heavily than injuries. Click here to see the individual measures which contribute to this criteria. Additional Measure for discussion: At the March 1 meeting, SWG members discussed the desire to identify unsafe links which may not show a documented hazard in the crash data. One measure brought up at the meeting was to use the "Caution streets" from the Metro Bike There! map (<https://gis.oregonmetro.gov/bikethere/>). This map identifies "Streets with higher traffic, higher speeds, narrow lanes, and/or sharp curves." These streets could be adapted for use for our pedestrian projects based on the assumption that if it is not suitable to share the road on a bicycle, that it would be particularly unsuitable share the road on foot. Do you like the inclusion of this "caution street" measure in addition to the crash data? Select "I support this criteria and measures, with considerations" and tell us more.

Answered: 14 Skipped: 1



ANSWER CHOICES	RESPONSES
I support this criteria and measures	57.14% 8
I support this criteria and measures, with considerations	42.86% 6

## SWIM SWG: Proposed Measures

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I do not support this criteria and measures	0.00%	0
TOTAL		14

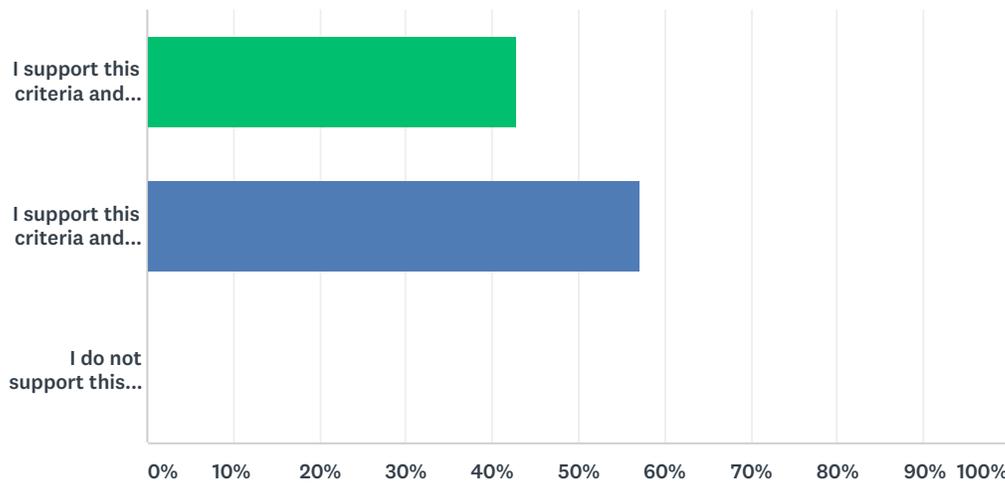
## Q3 Please describe your considerations or concerns

Answered: 6 Skipped: 9

#	RESPONSES	DATE
1	I would support giving a "point" for a project if it is a Metro identified caution street OR a street with a crash history. I would not, however, support giving two points to a street if it is a caution street and has a crash history. My rationale is that there are many unsafe places to bicycle and walk, such as Marquam Hill Road, that aren't shown as caution streets, so it is unclear to me that it is a terribly accurate measure.	3/22/2018 3:32 PM
2	Some streets with higher traffic levels and speeds and curves and/or narrow lanes would not be good for any improvements and possibly should not be considered for any improvements. Some streets that could provide alternative routes should be given higher consideration. Some safety locations can be addressed by AC improvements and some locations should be avoided as use will always generate conflicts and the safety issues could be addressed by communication-oriented efforts.	3/22/2018 1:37 PM
3	As I mentioned at the March 1st meeting, higher traffic speeds and volumes on collector streets in SW Portland are "suppressing" bike and pedestrian usage, which in turn lessens the number of crashes involving these modes. The auto crash map is not an adequate stand alone proxy.	3/12/2018 6:55 PM
4	I support the idea of adding the Metro bike information. I believe that for most streets in SW, which don't have sidewalks or bike facilities, the Metro bike route rating would generally be comparable to what pedestrians experience. The only difference I can think of is when there are sidewalks, but no bike facilities, the ranking for pedestrian quality would be higher than for bike.	3/9/2018 8:59 AM
5	To me, Safety is unquestionably the most important factor. Some comments: When was the Metro Bike map updated last? I am wondering how current it is. It doesn't seem like the Bike and Pedestrian Caution Streets completely correlate. Here are a few examples where the Bike Caution streets do not so closely relate to Pedestrian ones: 1) I see that Vermont between 30th and 35th is a designated Caution street, yet that stretch has a new sidewalk for great pedestrian access. In that case, it might not be great for bikes but it certainly is good for pedestrians (at least on one side of the street). 2) Beaverton-Hillsdale Hwy where the street turns from dark blue to green on the map as it nears Hillsdale Town Center. While there is currently a painted bike and pedestrian lane there, due to the speed of the traffic and the amount of traffic going in many directions there, it definitely does not feel safe for bikers or pedestrians. 3) The stretch of SW Capital Hwy between Vermont and where the shops in Multnomah Village starts is by no means a safe stretch. It's ok in that that it does have a very narrow bike lane and sidewalk. But, due to the narrowness and the speed of traffic, it is not a very comfortable place to walk or bike. So, I question some of the standards that the map is using for safe routes. On the other hand, the Caution street designated for 30th from Beaverton Hillsdale Hwy to Hoot Owl Market/SW Capital Hwy is definitely accurate. It seems that the Caution streets are alerts to potential problems, but each need to be looked at ON THE GROUND - both from the perspective of a pedestrian AND someone driving in a car trying to avoid a pedestrian (sometimes pedestrians don't realize how in each case how dangerous walking there really is). Though looking at maps and statistics is important, NOTHING substitutes for being on the ground at a location and actually testing a route. Is there a plan to visit all the areas noted before making any decisions? Also I want to make a few notes here about the limitations of Crash Maps being the main measure for Safety criterion: 1) As someone mentioned at a past meeting, there are many near misses that are not entered into the data. 2) Pedestrians avoid streets that are very dangerous (even if it means going out of their way) which leads to less pedestrian crashes. So the data may be skewed. 3) In general, when looking at the crash maps, I still do not see that they reflect certain intersections or stretches of road that people visiting on the ground would agree are extremely dangerous. The crash maps are helpful and informative but should not be the only or main method of identifying Safety needs in the SW. Other factors - especially site visits by planners, etc. to all the locations - should be part of the process before projects are chosen.	3/9/2018 12:08 AM
6	If the Metro info about caution streets is added, I think it's solid	3/7/2018 9:50 PM

**Q4 Criteria: Usage Levels** The project should serve areas with high concentrations of homes and destinations, to result in high levels of activity. Measures for this criteria are a combination of comp plan neighborhood and town center designations, multifamily housing, and essential destinations, including commercial services, schools, grocery stores, and parks. Scoring: Locations with greater access to destinations score higher, while areas with low access to destinations score lower. Click the link to the individual measures to see maps of source measures. Click here to see the individual measures which contribute to this criteria.

Answered: 14 Skipped: 1



ANSWER CHOICES	RESPONSES	
I support this criteria and measures	42.86%	6
I support this criteria and measures, with considerations	57.14%	8
I do not support this criteria and measures	0.00%	0
<b>TOTAL</b>		<b>14</b>

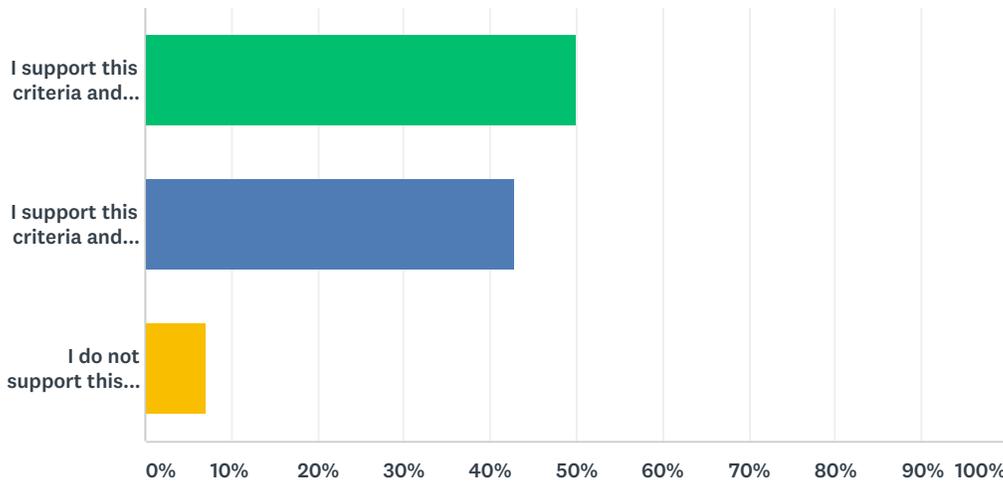
## Q5 Please describe your considerations or concerns

Answered: 8 Skipped: 7

#	RESPONSES	DATE
1	Some destination such as walking a trail of it is not in a park just for that purpose get missed with this approach. Example 4T Trail is in itself a destination.	3/23/2018 5:04 PM
2	I support measuring density of use in some way, and if this tool is the only reliable one, than I guess I support it. I just find it odd that the OHSU/VA campus is SW Portland's most densely developed area, most significant employment center, and a significant destination for health care services, and yet it appears to have less "usage" than many other areas of SW Portland...	3/22/2018 3:38 PM
3	Technical issues - the maps were not scaled at enough detail for SW to really see what was going on and see where actual schools, stores, parks etc were in our understanding and perception of our neighborhoods which we, the residents, know very well. It was also difficult to really compile in my head what the data meant.	3/22/2018 1:47 PM
4	Usage measures must include Strava public data ( <a href="https://www.strava.com/heatmap#15.00/-122.70395/45.50030/hot/all">https://www.strava.com/heatmap#15.00/-122.70395/45.50030/hot/all</a> ) and, in the future, City of Portland subscribed Google, Apple and mobile carrier data. The City of Portland can cooperate with ODOT and Metro on subscriptions.	3/22/2018 12:36 PM
5	As discussed on March 1, consider including scored access to elementary and middle schools in addition to high schools, I'm not clear how sloped areas >20% and <20% score in this category as that seems to be more of a constructability/cost consideration, and access to parks should distinguish between urban parks (e.g. Gabriel) vs open space/natural areas (e.g. Tryon Creek and Marshall Parks)	3/16/2018 4:18 PM
6	Do not use the composite score. Instead, evaluate the data layers since some are more useful than others. Some would double count criteria (such as slope), others are irrelevant (sidewalks, all yellow), and others need to be weighted (such as parks).	3/14/2018 10:07 PM
7	This measure seems biased to favor the neighborhoods that have established business districts, ie Hillsdale; Multnomah and along Barbur Blvd. Nearby residents deserve improved access to these businesses and destinations but the lower density neighborhoods should not be penalized. Also, the city wide comp plan maps are not a helpful or usable reference for consideration of the criteria.	3/12/2018 7:46 PM
8	While I'm comfortable with this as proposed, I feel it misses one key consideration - longer distance bike connections. For example, Hewitt shows up as low usage due to the lack of density and destinations. However, it is a key, and well-used bike connection between Sylvan and destinations east. We need to remember that bike trips in SW will tend to be longer than other parts of the city due largely to the lower density and distance to commercial and institutional destinations.	3/9/2018 9:05 AM

**Q6 Criteria: Under-served and Vulnerable Populations** The project should serve areas with high concentrations of traditionally under-served populations. Measures for this criteria are customized from the PBOT Equity Matrix to better represent Southwest geography and needs. Variables include low-income populations, non-white populations, renter populations, and populations with a physical (ambulatory) or vision disability. Scoring: Top quintiles (top 20%) for each measure were identified and combined to determine the most under-served and vulnerable communities. 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. Click here to see the individual measures which contribute to this criteria. Notes for Discussion: This measure raises concerns about margin of error and the use of large areas census tract areas. PBOT staff continue to explore the potential for more detailed datasets to capture the small clusters of vulnerable populations.

Answered: 14 Skipped: 1



ANSWER CHOICES	RESPONSES	
I support this criteria and measures	50.00%	7
I support this criteria and measures, with considerations	42.86%	6
I do not support this criteria and measures	7.14%	1
TOTAL		14

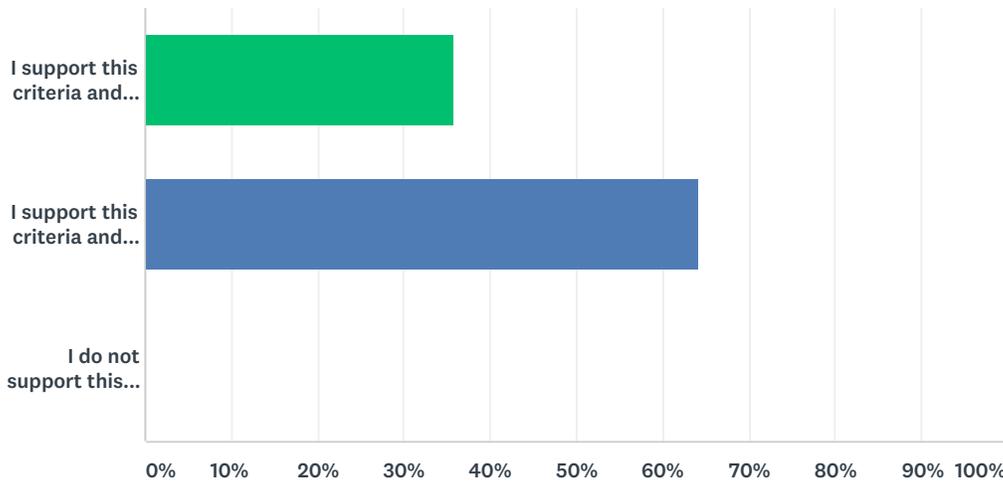
## Q7 Please describe your considerations or concerns

Answered: 7 Skipped: 8

#	RESPONSES	DATE
1	I think we need to identify a basic level of service needed across the entire city. When facilities fail the level of service then it. Does not matter if those failed are poor, black white or rich. The city has a responsibility to remedy the missing service to get it to that level.	3/23/2018 5:07 PM
2	The People of Color metric should be entirely dropped. Many people of color are wealthy. For this measure, city policy should be focused on opportunities for less wealthy. In this case supporting other than personal vehicle transportation for the SW neighbors.	3/22/2018 1:09 PM
3	This shouldn't be given more priority than usage level unless employment centers, schools, etc are taken into account since vulnerable populations need to get *to* somewhere by biking/walking/transit. If we focus only on places where vulnerable populations live without including their destinations, I worry that projects won't connect a usable network for people starting trips from those places.	3/22/2018 12:16 PM
4	I would appreciate quantified ranges that represent the scaling from Low to High for each of the relevant categories, but agree with the data sets and appreciate PBOT's efforts to provide most current and granular data available.	3/16/2018 4:21 PM
5	I like the use of census block data but don't like composite scores. Some location scores didn't make sense to me and I, too, worry about margin of error. It would be helpful to have the locations of low-income apartment complexes such as those owned by Home Forward.	3/14/2018 10:19 PM
6	I support the criteria recommended for assessing priority of these projects. However, I don't view Equity as a separate priority. I believe that equity plays into several of the existing factors, ie. density and usage. Perhaps if there were some secondary factor that covers something like prioritizing projects in parts of the city that have been under funded, maybe these would be more likely to occur in under privileged parts of the city? I strongly disagree with using this as a priority on its own. It makes the majority of people feel ignored!	3/13/2018 11:18 AM
7	As you mention, getting more fine-grained information would be helpful. For example, the Council Crest neighborhood shows up as having a significant disadvantaged population. Hardly! If we could all be living hand-to-mouth like those poor folks. We may be best off relying more on the knowledge of the committee members and common sense to refine this further. If we can't, perhaps this should be a second tier criterion/consideration.	3/9/2018 9:09 AM

**Q8 Criteria: Connected Networks (Pedestrian Network)** The project should support designated active transportation networks in Southwest Portland. Measures for this criteria are based on a compilation of citywide and Southwest planning networks. For the Pedestrian network, This includes the TSP Pedestrian Network, TSP Transit Access Network, Safe Routes to School Network, and the Trails Network (including TSP Paths and Southwest Urban Trails).\* Scoring: Links on multiple overlapping networks would be scored higher than links on fewer overlapping networks. Click here to see the individual measures which contribute to this criteria. \* Because of concurrent planning activities, final network maps are not available at the time of this survey. Maps displayed here should be used for discussion purposes only. When these networks are available to share, SWIM will include the PedPDX Priority Pedestrian Network and the Draft Safe Routes to School (SRTS) Priority Investment Routes. Then introduction of these new and revised networks will change the outcome of these measures.

Answered: 14 Skipped: 1



ANSWER CHOICES	RESPONSES	
I support this criteria and measures	35.71%	5
I support this criteria and measures, with considerations	64.29%	9
I do not support this criteria and measures	0.00%	0
<b>TOTAL</b>		<b>14</b>

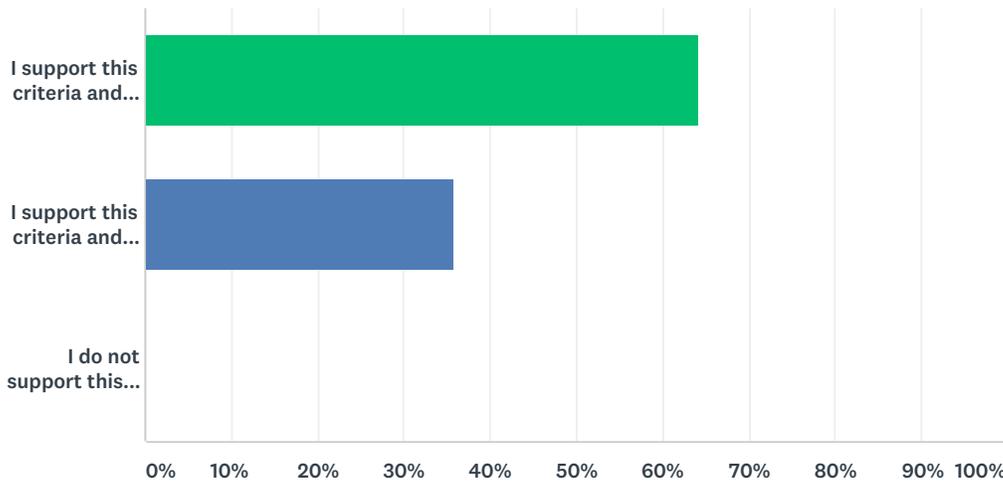
## Q9 Please describe your considerations or concerns

Answered: 9 Skipped: 6

#	RESPONSES	DATE
1	I think the connections to the network may be some of the most discouraging barriers for walking and transit. e.g. Miles and Barbur / 3rd, side streets with no sidewalks connecting to a major thoroughfare.	3/24/2018 9:26 AM
2	Pedestrian Districts are left off these criteria. Add them and it will go a long way addressing the needs of the most dense areas. Some important routes are not shown because they are not presently usable. The major trail network should be reviewed before moving forward.	3/23/2018 5:13 PM
3	Seeing where we have pedestrian walkways already and where we have current projects scheduled would help define where the highest need for walkway improvements might be. I would love to see those SRTS on the maps along with the locations of the schools.	3/22/2018 2:11 PM
4	The SWIM process should not prioritize already built routes. This is a very major issue and discussion topic.	3/22/2018 1:25 PM
5	Considerations as noted from long discussion at Mar 1 SWIM SWG mtg. Takeaway for me is that the evaluation needs to address system gaps and deficiencies for pedestrians regardless of whether the best project is directly on an adopted network or addresses a gap that may provide a more safe and comfortable connection than the facility included on the adopted ped network.	3/16/2018 4:27 PM
6	The three networks are not comparable and the scoring should not be whether it's one or two or three network. The scoring should weight the networks since TSP walkways and transit streets should be weighted much higher than trails, which may not be safe or accessible to all street users nor lead to a destination.	3/14/2018 10:24 PM
7	Urban trails should not score equally / have the same weighting as a designated city walkway, unless the trail will be built to full city standards, meet ADA requirements and be accessible to all regardless of abilities in any weather or time of day (ie meets lighting standards). I compared the walkway maps carefully for this survey question. On the composite walkway map, there are network segments that receive a score of 3 (red) that are on arterials and collectors, such as SW Capitol Hwy, Taylors Ferry, Garden Home Rd, etc but others that are only residential streets like SW Troy that need no improvements and the rank of 3 (red) makes no sense, especially if they rank higher than nearby arterials and collectors that lack sidewalks or paved shoulders. The busier streets clearly need pedestrian improvements more than residential streets.	3/14/2018 8:18 AM
8	I support this with the additional information you mention that will be added when available.	3/9/2018 9:15 AM
9	I have the hardest time responding to this one because without the other two maps, it's hard to do a "smell test" on it. I suspect it will work out well, I just don't know. At the same time, I don't know any other way you would be able to map these ones.	3/7/2018 9:54 PM

**Q10 Criteria: Connected Networks (Bicycling Network)** The project should support designated active transportation networks in Southwest Portland. **Bicycle Network Measure:** For the Bicycle network, this includes Citywide and Regional bicycle network classifications from the Bicycle Plan for 2030 and Regional Active Transportation Plan. **Scoring:** Links designated as major city bikeways, and regional bikeways will be prioritized over city bikeways. City bikeway links will be prioritized consistent with the Portland Bicycle Plan for 2030.

Answered: 14 Skipped: 1



ANSWER CHOICES	RESPONSES	
I support this criteria and measures	64.29%	9
I support this criteria and measures, with considerations	35.71%	5
I do not support this criteria and measures	0.00%	0
<b>TOTAL</b>		<b>14</b>

## Q11 Please describe your considerations or concerns

Answered: 5 Skipped: 10

#	RESPONSES	DATE
1	This network needs to be reviewed especially for passage through parks. Some park related routes are totally infeasible.	3/23/2018 5:13 PM
2	SWHRL strongly objects to the omission of SW Fairmount in its entirety, and especially between Marquham and Talbot, the Marquham climb to Fairmount as a priority route, SW Montgomery between Vista and 13th, SW Cardinell, SW Humphrey, SW Dosch, SW Patton and Broadway Drive between downtown and SW Scholls Ferry Rd. and SW Chesapeake. SWHRL strongly believes that Strava data should guide bike route priorities. SWHRL supports our fellow neighborhoods along the same line.	3/22/2018 3:09 PM
3	More explanation is needed regarding the differences (from SWIM Bikeways map legend) between City Bike Plan projects and City Bikeways (others).	3/15/2018 6:59 AM
4	In general I doubt if we have time to revisit the Bike Plan but some of the designations need to be revisited.	3/14/2018 10:26 PM
5	This looks fine. The only additional consideration would be to allow for some fine-tuning to a few of the routes shown because they are misguided and/or totally impractical. This could be reflected in the SWIM plan and used to guide future TSP amendments.	3/9/2018 9:19 AM

## Q12 Any additional feedback on any of this content?

Answered: 8 Skipped: 7

#	RESPONSES	DATE
1	I appreciate PBOT staff looking for clear metrics for scoring purposes, and being transparent, and inviting feedback, on the various metrics. I feel pretty comfortable with the various measures chosen (safety, usage, on identified plans, etc), I just feel the metrics being used to determine "usage" undercount the large number of those arriving and departing OHSU and the VA each day. All that said, I could support the metrics as proposed by PBOT staff in this survey, as-is.	3/22/2018 3:47 PM
2	SWHRL strongly believes the prioritization process needs to move from already built measures to needs to be built measures.	3/22/2018 3:13 PM
3	Thank you, I appreciate this survey as an efficient way to seek additional input.	3/16/2018 4:28 PM
4	Thank you for conducting this survey. I look forward to a summary of the results at a future stakeholder meeting.	3/15/2018 7:02 AM
5	I continue to disagree that pedestrian and bicycle networks are separate. We have too many needs in SW Portland to compartmentalize projects. Without a grid system or low-stress alternative (local) streets that connect with destinations, most streets need both pedestrian and bicycle improvements.	3/14/2018 10:30 PM
6	Right on!	3/13/2018 11:21 AM
7	Nope. Thanks, this was a great idea, and I hope you employ this technique often. As we have seen, there simply isn't enough meeting time to get through all we need to do to create a high-quality and effective plan.	3/9/2018 9:20 AM
8	Thanks for the work on this - it's obvious you've been thoughtful and it's hard - no, impossible - to make it perfect!	3/7/2018 9:56 PM