

APPENDIX | Record of Public Comment

| Section | # |
|---|----|
| A Southwest in Motion - Project List | 1 |
| B Southwest in Motion - Crossing Projects | 8 |
| C Long-Term Projects for Future Study | 11 |
| D Recommended Facility Types | 16 |
| E SW 35th Ave Bike Lanes | 18 |
| F SW 45th Ave Bike Lanes | 20 |
| G Additional In-Person Comments | 21 |

Fall 2018 Open House Summary
January 2019

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

A | Key Question #1: Southwest in Motion - Project List

Overall, do you support the collection of walking & biking projects shared here?

| Level of Support | Comment | Source |
|-------------------|---|-----------|
| 1 - Fully Support | The pedestrian shared street on Bertha connecting the Red Electric Bridge and walking trails is the high-priority project, as we live on Bertha Blvd and have witnessed over the 25 years and increase in the amount of traffic and speed of vehicles that is shared with pedestrians and bicyclists. | In Person |
| 1 - Fully Support | Seems well thought out. I don't know all of SW issues to comment more. Would like Primrose-Terwilliger Greenway (BP 33) to be Tier 1 | In Person |
| 1 - Fully Support | Advisory shoulders should be max 20mph. Pedestrian shared street: use marked parking spaces alternate left and right side to slow traffic (15mph seems fair). Please don't call two ribbons of painted "protected" bike lanes; "buffered" maybe. Protected to me means something thicker than paint like a curb. | In Person |
| 1 - Fully Support | 1) Sidewalk/Enhanced shoulder on SW Montgomery; 2) Fairmont from Talbot to Marquam; 3) Patton from Humphrey to Vista sidewalk and uphill bike; 4) SW Broadway sidewalk/enhanced shoulder and uphill bike. | In Person |
| 1 - Fully Support | I really like the roundabout concept at SW Multnomah and Garden Home | In Person |
| 1 - Fully Support | SW 35th Bike Lane seems less important. I bike and it's a big street. I feel safe biking on 35th. That is not the case in much of Southwest PDX! Capitol Highway & Huber is a nightmare. The 35th "L" is a nightmare. Thanks for helping! Change is good. | In Person |
| 1 - Fully Support | I love them all! Please add more. | In Person |
| 1 - Fully Support | Really really need safe shoulders on SW 35th between Stephenson and Pamona | In Person |
| 1 - Fully Support | Great Work! | In Person |
| 1 - Fully Support | Bp28 is very much needed | Online |
| 1 - Fully Support | I do not support widening the road if there is currently on-street parking that could be removed instead. I strongly support removing on-street parking. I do not prefer "parking protected" lanes. I would rather cars not be parked on the street where I am biking because it increases conflicts & obstructs visibility. | Online |
| 1 - Fully Support | The tier 2 advisory shoulder project for SW Hamilton will need further input from the community. | Online |
| 1 - Fully Support | You should start with the projects closest to the city center (downtown) and work outward to city limits. the older, close-in neighborhood are always the last in line and then the money runs out and PBOT says oh well and shafts us yet again. | Online |
| 2 - Support | The bike lane BP-03 needs further study. Where do bikes pick up this lane? | In Person |
| 2 - Support | I don't think bike lane on Hewitt is important. I wish something could be done to improve biking and walking on SW Broadway. We need COMPLETE sidewalk from Portland Heights park to St Thomas Moore Church (Patton Rd.) | In Person |
| 2 - Support | BP15 - Bertha Share Street - Description is good - but we need a sidewalk along the south side of Bertha for walkers to go due west from new Red Electric Bridge to a new CROSSWALK at SW 25th and Bertha. Current proposal for Red Electric Bridge is to have crosswalk at BH Highway and Bertha - BAD, BAD idea! We (the walkers) don't want it there - it needs to be at SW 25th and Bertha (where the SRTS trail crosses already!). | In Person |
| 2 - Support | I would like to see sidewalks on Capitol Hill Road. If that was a top priority, then I'd move to the fully support column. | In Person |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

A | Key Question #1: Southwest in Motion - Project List

Overall, do you support the collection of walking & biking projects shared here?

| Level of Support | Comment | Source |
|------------------|---|-----------|
| 2 - Support | I would strongly advocate for a sidewalk along the entire lengths of Capitol Hill Rd. It is busy enough to not feel safe walking and lacks shoulders. Why Capitol Hill Rd? It is the only way to Hillsdale from the neighborhood. Custer Park, a destination park for the playground and organized sports, attracts many children. West Hills Christian School is on CH Rd. It is directly connected to both the proposed light rail stations at 19th St and Custer St. It is a main pedestrian route to Safeway and Fred Meyer. There is low-income housing on CH Rd. It would take much to 'close the gap' and would make a major difference. I'm certain light rail patrons will use the neighborhood as a 'park and ride'. CH Rd already sees lots of foot traffic - I'm sure it would increase, especially with proposals/plans for denser housing and retail at the intersection of Capitol Hill Road and Barbur. | In Person |
| 2 - Support | I don't think striping will work on Garden Home | In Person |
| 2 - Support | This doesn't create a low stress biking backbone, these are spot treatments and mostly paint only. We are shooting for an ideal goal. Why do we settle for paint only? | In Person |
| 2 - Support | Project RP-04: It would be nice to add a crosswalk across Scholls Ferry Rd to extend RP-04 walkways towards the west into Raleigh Hills. This would make the project more useful. | In Person |
| 2 - Support | Very concerned with RP-04. Agree with shoulder on one side of the street but one lane for cars is unsafe! | In Person |
| 2 - Support | 1) I do NOT like the Advisory Shoulder ideas - especially on Hamilton (very fast street) or any street over 25mph. In general, advisory shoulders are scary and dangerous for both cars and pedestrians. 2) Fully support Pedestrian Shared street and SW Bertha and some traffic calming to cut through traffic maybe like 69th? | In Person |
| 2 - Support | Need more time to evaluate. In an ideal case all major issues would be addressed. | In Person |
| 2 - Support | I fully support the projects that I am familiar with, I would have liked to see additional projects leading from Barbur to Terwilliger | In Person |
| 2 - Support | Projects need to include long stretches of road to support safe walking to destinations (schools, parks, work, etc.). Short distances don't allow for non-auto commuting. | In Person |
| 2 - Support | Road design for traffic calming (and road markings like sharrows, bikelanes, and narrow lanes) is better than speed humps. | In Person |
| 2 - Support | Exception: speed bumps, 'advisory shoulders', and 'neighborhood greenways' should be replaced with more effective traffic calming and active transportation features and measures. | In Person |
| 2 - Support | I'm glad the city is moving forward with some of the plans to enhance walking and biking pathways and to improve streets. As soon as possible, I hope that both Tier 1 and Tier 2 proceed! | In Person |
| 2 - Support | I am concerned that bikes or pedestrians will let their guard down when sharing the roads and if vehicles (cars) may not see them there may be dangerous results. | In Person |
| 2 - Support | Some of the traffic calming areas need to be more pedestrian friendly with sidewalks or dividers between vehicles pedestrians. | In Person |
| 2 - Support | Too many design concepts will lead to motorists, bicyclist and pedestrian confusion. Remember KISS - keep it simple (and) stupid so any idiot can see how to use it. | In Person |
| 2 - Support | Not sure all are priority. In my neighborhood I know some aren't and others are delayed or not addressed at all despite neighborhood concerns to PBOT. | In Person |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

A | Key Question #1: Southwest in Motion - Project List

Overall, do you support the collection of walking & biking projects shared here?

| Level of Support | Comment | Source |
|------------------|--|--------|
| 2 - Support | Tier 1 Projects: RP-09 serves more dwellings along Capitol Highway when on South side of street; recognize that water drains across CH at an angle from north side of street; with high traffic volume really need a sidewalk. I do not see any "bad" project concepts. Pleased to see T-01. TIER 2 Projects: BP-16 is a constricted location on Terwilliger where more space is needed by cars, pedestrians, and bikers. Not safe crossing of Terwilliger between west side and existing below grade walking path on east side. Need to provide walkway to CH Traffic signal to access east side. Need walking space/sidewalk on east side from Terwilliger Place to CH. Residents actively cross at CH to use east side ped path and bus stop at CH. MISSING: As I-5 becomes more congested, the NB I-5 exit to Taylors Ferry Road increases traffic on Taylors Ferry to SW 26th and then north to Barbur. Pedestrian facilities are needed along entire route, becoming even more important when I-5 becomes a toll road. | Online |
| 2 - Support | Support - especially if pedestrian crosswalk safety at Terwilliger Blvd & Terwilliger Pl and at Terwilliger Blvd/Nebraska/Burlingame Ter. can be incorporated into BP-16 and RP-09. These are unmarked intersections with limited line of sight and lots of traffic going to/from I-5 and OHSU ignoring the speed limit (25) and pedestrians in the roadway. | Online |
| 2 - Support | I would like something to be done with Fairmount. | Online |
| 2 - Support | Some projects are absolutely necessary like BP-21, while others are unnecessary like BP-44 and BP-18. Others I am not as familiar with. Projects should be rated according to importance and need. | Online |
| 2 - Support | Extend BP19 Capitol Hill Road sidewalk (infill) north to connect to Custer Park sidewalks and link up to SW Nevada project on SW 21st | Online |
| 2 - Support | BP22 should be tier 1 and BP30 should not be on SW 54th between Dolph and Garden Home Rd | Online |
| 2 - Support | Really need highest priority S Burlingame nbhd project (BP-28) elevated in priority from Tier 2 to Tier 1 | Online |
| 2 - Support | I would like to see more done on Dosch Rd and Sunset Blvd to improve safety for walkers | Online |
| 2 - Support | we need sidewalks on sw stephenson and sw 35th. I have heard the LID is in jeopardy. | Online |
| 2 - Support | I would like to see less use of paint and more physical (e.g. curb) separation between cars and peds/bikes | Online |
| 2 - Support | It's a good start but we need protected bike lanes as cars speed and often swerve into the bike lane. I've been nearly run off the road several times and don't ride as much because of this. Thank you. | Online |
| 2 - Support | I would like to see a sidewalk or protected shoulder along SW Lesser Rd where it connects to/becomes Jefferson Pkwy. Currently there is NO shoulder and curving blind spots, i.e. no way to walk or bike safely from Far SW Portland to neighboring Lake Oswego | Online |
| 2 - Support | I don't see anything for those of us in SW Burlingame - our neighbors are getting hit by cars! | Online |
| 2 - Support | 62nd and Taylors Ferry - to SW Pomona - no side walks, no bike paths, no trails, vegetation pushes pedestrians into the road on S curves | Online |
| 2 - Support | Nearly every major arterial treated except Patton, Broadway and Scholls ferry. These needs to be addressed. â€ | Online |
| 2 - Support | I don't understand how/why Brugger St takes priority over Taylor's Ferry? Or 62nd Ave? | Online |
| 2 - Support | Missing are sidewalks on SW Miles and Barbur | Online |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

A | Key Question #1: Southwest in Motion - Project List

Overall, do you support the collection of walking & biking projects shared here?

| Level of Support | Comment | Source |
|------------------|---|--------|
| 2 - Support | There remain barriers to safe route to schools, in particular southwest of Capitol Hill elem (25th, 26th, Indian hills neighborhood) | Online |
| 2 - Support | It does not appear that SW Taylors Ferry from Capitol to SW 62nd was given a lot of improvements. We have seen a dramatic increase in traffic coming from SW 80th heading towards Capitol, especially morning rush hour. It is dangerous to try and walk on Taylors Ferry with all the distracted driving occurring. It is a matter of time before a pedestrian gets hit and killed. We need safer walking so we can get to the transit station on Barbur, or walk to Capitol so we can walk to Multnomah Village. | Online |
| 2 - Support | Projects all seem good, but more critical is making it safe for cyclists and walkers to get downtown and OHSU to work or shop. Currently Broadway Drive and Marquam Hill Road are the sole access roads. Both are harrowing experiences for all but the most robust. Some provisions should be made on both streets so that folks are comfortable biking and walking these routes to work. | Online |
| 2 - Support | Congratulations, I think SWIM has done a good job. Thank you. The projects that most effect me and my SWHRL neighbors are: BP-04, BP-05, BP-06, BP-19, BP-21 and SS-03. I like that list, but a noticeable omission is pedestrian safe shoulders on Broadway Drive. Many more pedestrians use Broadway than Hewitt; inclusion of Hewitt seems more motivated by desire to achieve completion of the bike network than because of any pressing safety need. Hewitt is safe as is, and my hunch is that it is used mainly recreationally. In contrast, I frequently see pedestrians walking on Broadway as their means of transportation to jobs and school downtown. If Hewitt is already fairly safe, Broadway Dr really isn't. That's also my feeling about the Fairmont loop project, it's nice, but that stretch of road is safe as is; what needs dealing with is Fairmont from Talbot to Marquam Hill. Priorities: #1 My top priority project is RP-21; it pains me to see students walking to their bus stop unprotected from traffic. #2 My 2nd priority is SS-03. OHSU is the largest employer in the city; ironically and unfortunately, it is much easier to reach OHSU from the east side of Portland than the west. This is due to poor TriMet service in the west hill and it is unfair. To reach OHSU, hardy souls from the west side bike and walk down Marquam Hill Rd. I twisted my ankle on it on the way to work badly. My husband bikes it every day. A pedestrian shoulder and bike lane would be much appreciated. #3 I like the experimental RP-19 I assume this is Talbot Rd, not Talbot Terrace. | Online |
| 2 - Support | Many of these projects are not appropriate for the road chosen. In particular Hamilton street is a terrible candidate for Safer Shoulders as there is heavy usage before and after school hours by people on foot, bike, and in cars which means a tremendous amount of conflict among modes. This is worse than the current conditions, also the hilly terrain means poor visibility will expose vulnerable road users to potential harm by cars/trucks trying to pass one another as there will only be a single auto lane. There are a lot of great projects on this list that I am excited to see happen but other areas have me concerned even though the amount of money used for implementation will be small. | Online |
| 2 - Support | There still will not be complete N/S and E/W connectivity through SW Portland for active transportation. Identifying feasible projects and sorting projects into Tier 1 and 2 with little funding will likely never get much done. This is probably as good as we can do with the resources available but it still is inadequate and often scary to be on the roads without a car! | Online |
| 2 - Support | The number of projects above is too overwhelming to contemplate. In general, I support the idea that SW Portland needs safer paths for cyclists and pedestrians, as well as safer intersections and crosswalks for all. | Online |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

A | Key Question #1: Southwest in Motion - Project List

Overall, do you support the collection of walking & biking projects shared here?

| Level of Support | Comment | Source |
|------------------|--|-----------|
| 2 - Support | I am disappointed that there are not many projects in the SWHRL area. | Online |
| 2 - Support | While some projects are completely vital for designation and funding such as BP-21, other projects do not feed funding (although designation is supported) due to lack of safety (traffic volume/speeds), connectivity (redundant or not as central for bike/walking movement), and usage | Online |
| 2 - Support | I wish more could be done in the SW Hills. I know it's probably expensive, but we pay some of the highest property tax rates in the city and people walk these dangerous roads all the time and there is only minimal projects in the area. | Online |
| 2 - Support | SW Multnomah is a key bikeway, flatter and more direct than Garden Home Rd. | Online |
| 2 - Support | The plans and options seem to be overly complicated and catered to a variety of interests, attempting to please everyone with specialty features. For example, the concept for a 'Pedestrian Shared Street' is awful. Way too much signage, markings, speed bumps. Further the concept isn't even function in that the street would ultimately end some point and there would likely be no 'safe harbor' for a pedestrian to exist. So overall I support the effort, but too much work is going into planning this out and not enough on making basic improvements. | Online |
| 2 - Support | I would like to see even more done. | Online |
| 2 - Support | All streets to and from the neighborhood schools need to be looked at. At minimum speeds need to be reduced to 15-20 MPH with speed bumps to be installed. As an example, SW 38th Ave, SW 38 Pl and SW Michell St intersection does not have good visibility. Cars rush through SW Hamilton Ct, SW 37th Ave and SW 38th Pl to the intersection. This intersection is used by many parents and/or kids walking to Bridlemile school. There is a stop sign on SW Michell st but none on SW 38th Pl or SW 38th Ave. In addition there are a lot of blind spots on SW 38th pl, SW 37th Ave and SW Hamilton Ct to SW Hamilton st. People will use these neighborhood streets if SW Hamilton gets closed or become one way street. Please reduce speed limit on these street with visible speed signs, mirror, stop signed, and speed bumps. | Online |
| 2 - Support | No projects enhance my safety as a pedestrian or biker from my home. | Online |
| 2 - Support | Make sure adjacent property owners have adequate input and limited impact. | Online |
| 2 - Support | I would not be in favor of using any easements that infringe on neighbors' responsibility for liability in case of accidents. | Online |
| 3 - Neutral | BP-53 will not be supported by owners for an LID. We have had the process stopped. Please do not approve LID for your prioritizing. This is important area between two schools and must be moved to Tier 1 and publically funded. | In Person |
| 3 - Neutral | Concerns with Ridge Dr becoming a neighborhood greenway as opposed to a bicycle shared roadway. Green makes little common sense, bicycle roadway not a problem. I'm the President of Marquam and live adjacent to Ridge Dr - I know that road! | In Person |
| 3 - Neutral | Crestwood has been working over 25 years to improve pedestrian sidewalks and crosswalks with no success. Even if cars obeyed the 35mph limit on Taylors Faerry there is still no safe way to cross the streets. I walk 2 miles every day and feel that I'm taking my life in my hands. | In Person |
| 3 - Neutral | So far not much has come out of Urban Trails and the permitting of trails intended to save lives and provide connectivity. This may be another disguise on the old office that gets nothing done but costs taxes. | In Person |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

A | Key Question #1: Southwest in Motion - Project List

Overall, do you support the collection of walking & biking projects shared here?

| Level of Support | Comment | Source |
|------------------|--|-----------|
| 3 - Neutral | In general, I support this effort to build a better ped/ bike infrastructure in SW. For me, placing a lower priority on fixing the dangerous/unpassable stretch of SW 35th between Stephenson and Arnold should be a higher priority, not contingent upon success of LID discussions. With efforts to publicly fund all the other proposals on these lists, i donâ€™t fully understand why additional funding from the neighborhood is necessary. Feel I need to know more about any special assessments from the neighborhood to fund this high traffic segment and vital link to school and public transportation including the new light rail station. | Online |
| 3 - Neutral | I'd still like to see MUCH more protection & separation for cycling. Streets are getting increasingly dangerous as car drivers become increasingly distracted by every electronic device imaginable. | Online |
| 3 - Neutral | Lots of shoulders, not so many sidewalks and bike lanes. | Online |
| 3 - Neutral | I like many of the project but Scholls Ferry to the sylvan exit and most of the area near and around Bridlemile Elementary where kids could and some try to walk is grossly neglected. | Online |
| 3 - Neutral | Lower Broadway drive desperately needs (at a minimum) additional shoulder space for PSU students that park up the hill and walk down. It's just a matter of time before someone gets hit. It should be a Tier 1 project! Especially when things like BP-01 are not as serious as Lower Broadway. | Online |
| 3 - Neutral | Sunset and Hamilton need sidewalks. Bicyclists do NOT share the road well with pedestrians on these roads. There is a cycle group that uses Hamilton as itâ€™s race track and they go faster than cars along Hamilton. | Online |
| 3 - Neutral | Bike-pedestrian paths are less likely to result in serious injury or death. In this age of distracted driving, adding cars to the mix is creating a potentially lethal situation. | Online |
| 4 - Unsupportive | The solutions for Garden Home are not realistic and do not address the problems. Slower speeds and striping will do little help that area. | In Person |
| 4 - Unsupportive | I do not support the tier 2 plan because Fairmount and Hewett are currently very quiet streets and do not need work before work is completed on dangerous roads like the 3 â€œFerryâ€ roads of SW, Arnold Street and Patton and Broadway all need help before Hewett and Fairmount, | Online |
| 4 - Unsupportive | Rather than making more bike lanes on Dosch we need sidewalks on Dosch and Hamilton near Bridlemile elementary | Online |
| 4 - Unsupportive | The cost burden for BP-53 SW 35th Walkway/Bikeway Infill is being placed almost entirely on homeowners adjacent to roadside improvements. The latest cost estimate to homeowners was \$67,000 per household. That would be nearly \$300 per month for 20 years, and diminished home values for properties which lose trees, frontage, and privacy. Public engagement regarding LID funding has been nearly nonexistent, and not enough households are participating in this LID proposal to make it a reasonable cost burden per homeowner. I am a frequent walker and avid cyclist, and support the idea of additional infrastructure, but clearly PBOT planners don't walk or bike themselves, or they wouldn't propose those facilities on roads with the greatest volume of motor vehicle traffic, while simultaneously forcing families who cannot bear the cost burden out of thier homes. This proposal is completely unacceptable. | Online |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

A | Key Question #1: Southwest in Motion - Project List

Overall, do you support the collection of walking & biking projects shared here?

| Level of Support | Comment | Source |
|------------------------|---|-----------|
| 4 - Unsupportive | Very supportive of BP38 - Pomona needs a place for the walkers that have to walk in this main connector street. Very Unsupportive of BP 53, not because it is needed but because it unlike others is trying to be financed with a Local Improvement District which is not appropriate for a main arterial street in difficult terrain and the scope is way to aggressive for adjacent property owners to fund. Take it out of an Lid and fund like other improvements like the sidewalks added to Huber between Capital and 35th were. | Online |
| 4 - Unsupportive | Tier 1 provides fixes to SW 35th between Huber and Arnold. This is the part of the street that is already nice and wide and relatively safe for biking and walking. PBOT is avoiding the area that actually does need help. Even a tiny bit of help on 35th between Arnold and Stephenson will make a big difference. This would to more to providing connectivity than fixing a section that is already functioning well as you propose. You do list 35th, Arnold to Stephenson, as a tier 2 project and dependent on LID funding from homeowners. FYI, the homeowners have shut down this process and will not fund this. It is unethical to expect a few owners to pay anything for this section that serves a large population. Meanwhile, similar roads are being funded with public \$ only. Shame on you. If you are truly concerned with making a big impact on CONNECTIVITY, this is the segment to prioritize and fund in Tier 1. A widened shoulder on one side would make a big difference. | Online |
| 4 - Unsupportive | You totally leave out macadam avenue and virginia avenues we are in southwest portland. Why not represented??? | Online |
| 4 - Unsupportive | Is very patch work, and leaves many areas still unsafe. As Multnomah Blvd from 45th to 60th is very unsafe. No sidewalks, people driving at 45 to 70 miles per hour, poor lighting, and cars driving in the narrow bike lane. Have been forced to jump into tress a number of times. See no improvements listed for this road. | Online |
| 5 - Fully Unsupportive | No removal of striping on Garden Home! | In Person |
| 5 - Fully Unsupportive | ... of removing center strip on Garden Home Rd. We need uniform safe shoulders if not full sidewalks. | In Person |
| 5 - Fully Unsupportive | Hamilton sidewalks - but don't just do sections! We know it will cost money but kids can't walk to school and we have to bus or drive. Please extend all the way to Scholls Ferry Rd. | In Person |
| 5 - Fully Unsupportive | The Hamilton Street shared pathways idea is crazy. I walk on Hamilton Street frequently, please it alone. Hamilton St has too much traffic to reduce to one lane. During peak times, I would be less safe with cars pulling over to the side because of coming traffic. Also Hamilton is hill and there's no sightline to oncoming traffic. This is an unsafe idea. | In Person |
| 5 - Fully Unsupportive | Money should be spent on adding sidewalks and improving streets for cars! We are not European city and never will be | In Person |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

B | Key Question #2: Southwest in Motion - Crossing Projects

Overall, do you support the recommended crossing enhancement locations shared here?

| Level of Support | Comment | Source |
|-------------------|---|-----------|
| 1 - Fully Support | Is #8 Tier 1 or Tier 2 (Dot was orange, but 08 was in the 'blue' Tier 2 list). | In-Person |
| 1 - Fully Support | Thanks for caring about crossings. I support all these and many more. Consider adding a few on Macadam - they are too apart and this is busy commercial area. | In-Person |
| 1 - Fully Support | 1) Patton & Montgomery; 2) Ainsworth Annex on Vist. | In-Person |
| 1 - Fully Support | Great Work! | In-Person |
| 1 - Fully Support | I am happy to see the Whitaker Crossing listed. | In-Person |
| 1 - Fully Support | Projects 292 and 166 will resolve unsafe areas for pedestrians and bikes. It is currently difficult to get out of hte neighborhood safely expect by car. | In-Person |
| 1 - Fully Support | Safer crossings are always a needed enhancement. | In-Person |
| 1 - Fully Support | These should happen faster. I have seen both PBOT and BES working on the crossings for crossing 1300 within the past year and am amazed it's still on this list. Also crossing 163 should have been completed last year when BHH was repaved as part of Fixing Our Streets, unfortunately all of the vulnerable road user enhancements as part of that project have been shelved for years while people driving cars have received immediate benefit even though this directly contradicts the transportation hierarchy located in the 2035 comp plan, climate action plan, and most presentations to the public. | Online |
| 1 - Fully Support | Good! We need this in South Burlingame. The freeway exits and onramps are deathtraps. | Online |
| 1 - Fully Support | Great start! | Online |
| 1 - Fully Support | I haven't been able to try out all these spots in person, but my feeling is, the more crossings, the better! Because I haven't checked out each one, I don't know if each enhancement is enough, but I'm sure any enhancement will be an improvement. | Online |
| 1 - Fully Support | Start with the closest to the city center (down town) and expand outward to the city limits. Start NOW before more people die or are injured. Fully fund projects. | Online |
| 2 - Support | 8, 17, 1361 all great! Barbur, Capitoal Highway needs to be fixed!!! | In-Person |
| 2 - Support | But flashing beacons seem dangerous to me (especiallly on >2 lanes - lights flash, pedestrian goes, and car doesn't stop). Do you have data on the sites you have already installed these? | In-Person |
| 2 - Support | Crossings to get safely up the hill to OHSU are my priority | In-Person |
| 2 - Support | Red Electric SW Bertha Crossing - safer for bicyclists and walkings to enter Bertha from the new walking bridge (in-progress) near the curve in the road instead of at the corner of BH Highway and SW Bertha. Also, this would require less infrastructure and could possibly save money. | In-Person |
| 2 - Support | Can we make or add two feet of buffer at SW 45th Ave by reducing parking form 8' to 7' and bike lane from 6' to 5' | In-Person |
| 2 - Support | I have a concern crossing SW Bertha Court and BH Highway. Cars making a right hand turn - in sprit of newly installed sign - don't see the BH Highway pedestrian crossing sign and make the turn with people in the crosswalk. | In-Person |
| 2 - Support | I'm not happy that so many projects are viewed through an equity formula which makes it impossible for my neighborhood to get any funding. Portland Heights will always be unaffordable by equity measures. | In-Person |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

B | Key Question #2: Southwest in Motion - Crossing Projects

Overall, do you support the recommended crossing enhancement locations shared here?

| Level of Support | Comment | Source |
|------------------|---|-----------|
| 2 - Support | It looks like safety would be improved crossing busy streets. I support your Safe Shoulders project SS-012. It is not safe for walking, bikes, and cars. | In-Person |
| 2 - Support | I think 1341 and 03 should be higher on the list. 1341 tier 1!! 03 is more personal for me, but still important. | Online |
| 2 - Support | Please prioritize crossings that currently have no protection and relatively high traffic speeds (e.g. 03) | Online |
| 2 - Support | 08 definitely meets the warrants for a four way stop re: volume, collisions, and site distance. | Online |
| 2 - Support | Would like to see at least ONE of the Taylors Ferry projects moved to Teir 1, pref: #08, where fatalities have ocured | Online |
| 2 - Support | Looks like 1302 needs to be moved to the Tier 1 list. I would also like to see a partnership with Washington county to install a crosswalk at SW Hamilton St and Scholls Ferry. | Online |
| 2 - Support | I am disappointed that there so few crossing enhancement projects in the SWHRL area. I hope that means that crossing project 1353 will get a high priority. As you may know, Humphrey&Patton to either Vista or Broadway is an auxiliary route downtown for impatient drivers from Hwy 26 who wish to avoid the congestion. Ironically, the time it takes to cross over the hill is in equilibrium with the Hwy 26 route. I feel that every intersection on that route needs improvement: Project #1353 sees about 1400 cars per 1.25 hour pass through it at peek traffic times. It is near two bus stops and is a route for children to walk to Ainsworth Elementary School; it is also the route to Council Crest for cyclists coming up Montgomery from downtown. The two tier 1 and tier 2 projects near Humphrey/Patton will hopefully improve that intersection. Vista/Broadway/Patton/Georgian also deserves attention; at the least it needs a pedestrian refuge to break up the 70 ft Vista crosswalk span. | Online |
| 2 - Support | I strongly support 1377 crossing at Capitol Hill Rd and Bertha as a Tier 1 priority. Crossings on BH Hwy and Capitol Hwy should be Tier 1 priorities, | Online |
| 2 - Support | Better safer crossings are needed in Multnomah Village, none are listed. 35th crossing Troy and Capitol Hill Hwy is hazardous. | Online |
| 2 - Support | Enhancements are good, but more is needed near the core of the city--helping SW residents get to work downtown or at OHSU. Those living on Council Crest have a difficult time walking or cycling to either location. | Online |
| 2 - Support | I requested a crosswalk on SW 26th where the Northbound Barbur on-ramp entrance crosses. I don't see it on the map. I also recommended some car turns be eliminated so active transportation can be safer and I don't see this reflected anywhere. Specifically I suggested this at the 22nd Ave crossing of Barbur. This is a non 90 degree crossing and drivers frequently don't look for North bound bikers and Peds when making their turns from this intersection. They are so focused on getting a break on BUSY and high speed Barbur that the bike/peds aren't even seen! | Online |
| 2 - Support | Missing support of 26th and Taylor's ferry: it is crazy people just off freeway and zipping down (south) on 26th makes it rather unfriendly | Online |
| 2 - Support | Mostly good. Need one at Dickinson & Capitol Hwy at the Library/Holly Farm Park. | Online |
| 2 - Support | There are other crossings to consider to make the waking /biking safe: as an example, crossing from west side of SW Dosch Rd to east side of SW Dosch Rd. there are a lot of kids crossing to go to Robert Grey or Wilson schools. Flashing pedestrian signs would be very helpful. Crossing at SW 39th Dr and SW Hamilton Ct. will help the foot (a lot of kids) and bike traffic to SW Hamilton St. | Online |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

B | Key Question #2: Southwest in Motion - Crossing Projects

Overall, do you support the recommended crossing enhancement locations shared here?

| Level of Support | Comment | Source |
|------------------------|--|-----------|
| 2 - Support | There should be a couple of crossing f Mutnoimah Blvd between 45th and the Old Market Pub | Online |
| 2 - Support | Would like to see something done to improve crossing at SW Vermont and Bertha, as well as Dosch and Sunset | Online |
| 2 - Support | I am not familiar with all of the areas in question. For areas north of Vermont, the crossing enhancements seem like good spots to target. | Online |
| 2 - Support | I would like to see even more done. | Online |
| 2 - Support | Many of these are on streets where speeding is unchecked. In most of those cases, it would be safer to slow down the cars than to add a flashing beacon at only one point. | Online |
| 2 - Support | Need sidewalks at SW Miles and Barbur Blvd. | Online |
| 3 - Neutral | The most important crossing at Wilson High School and Capitol Highway/ Sunset is not addressed. There needs to be a 20 mph school zone there during before and after school is out times. | Online |
| 3 - Neutral | as per my last comment | Online |
| 3 - Neutral | Crosswalks at the busiest intersections are not the safest solution. Again, if the project planners had done their due diligence of walking this area rather than simply looking at a map, you would understand this. | Online |
| 3 - Neutral | Just two buckets, not prioritized | Online |
| 3 - Neutral | More bike options in Johns Landing | Online |
| 3 - Neutral | not enough detail to comment | Online |
| 3 - Neutral | Not familiar with these projects. | Online |
| 3 - Neutral | Please see my comment in the previous question. | Online |
| 3 - Neutral | refrain from comment due to unfamiliarity with need | Online |
| 4 - Unsupportive | Taylor's Ferry Rd is extremely dangerous for both pedestrians and bikes. Cars travel at excessive speeds far over the 35 posted speed. I was almost hit in the crosswalk at 48th while crossing with the light. It is the only marked crosswalk on Taylor's Ferry and still not safe. | In-Person |
| 4 - Unsupportive | Left out some trails that would keep school children off busy roads and intersections | In-Person |
| 4 - Unsupportive | Again you leave out Macadam Avenue to the waterfront and Virginia! | Online |
| 4 - Unsupportive | The busier roads and streets need the crossing improvements before the quieter streets get improvements | Online |
| 5 - Fully Unsupportive | Way too much 'niche' needs here. #8 SW Taylor's Ferry at 62nd (which is color coded tier 1, but listed as tier 2) is not necessary. What is ***Necessary*** is a decent accommodation for pedestrians along SW 62nd and along SW Taylor's Ferry Road. Same goes for #17, #06, #1370. In each case, the connecting streets have little or no accommodation for pedestrians. Accommodating pedestrians along these streets, which in many cases are one of the only ways to get from one neighborhood to another, should be prioritized over specific crossing enhancements. | Online |
| N/A - Not Applicable | 03 - SW Terwilliger/Primrose - please make Tier 1 (very dangerous currently). 1341 - SW Terwilliger/SW Boones Ferry - please make Tier 1 - needed for bikes/peds and school. dangerous right now. | In-Person |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

C | Key Question #3: Long-Term Projects for Further Study

Which project is most important for us to advance for further study?

| Project Selected | Comments |
|--|---|
| All | 1) BHH, 2) Hoot Owl, 3) Slavin Road, 4) Multnomah, 5) Red Electric. |
| All | Think the items above are more important. Would like to focus there first before adding more projects that need further study. Thank you! |
| Arlington Heights | I appreciate the work being done on behalf of Portlanders. Thank you. |
| Beaverton-Hillsdale Highway | I think BH Highway could be an amazing, level, direct connection that would enhance everyone's well-being to an enormous degree if it were navigable comfortably outside an automobile. |
| Beaverton-Hillsdale Highway | No advisory shoulder on Hamilton Street - too many hills! |
| Beaverton-Hillsdale Highway | The intersections at Scholls Ferry and BH Highway - Yes, they're in Washington County but it's a huge bottleneck, eyesore and detriment to both Bridlemile and Hayhurst. Also, please get TriMet to connect the Schools Ferry bus to the new MAX line. And we need sidewalks on Scholls Ferry. Also need sidewalks at 60th and Patton into Wilcox West. |
| Beaverton-Hillsdale Highway | There are many homes and apartment dwellers who walk on Beaverton Hillsdale Highway or try to cross the street for bus service. Traffic is heavier than it use to be and people drive over the speed limit frequently. Safety is a huge issue for pedestrians. There have been some lights added for people crossing the street and some islands which are helpful. |
| Beaverton-Hillsdale Highway | This is one of the busiest areas in SW Portland and an important transit corridor - lots of people will benefit from shoulder and crossing improvements - especially at Shattuck Rd. |
| Beaverton-Hillsdale Highway | I believe that Beaverton-Hillsdale Highway likely carries the largest amount of bike traffic and would then have the largest benefit by improving. |
| Beaverton-Hillsdale Highway | I live at the corner of 30th and Vermont and would love to see a study about that turning into a Round-a-bout. That said, I think transforming BH-HWY into a complete street would be absolutely wonderful and could bring a lot to the southwest. |
| Beaverton-Hillsdale Highway | There should be no red or orange routes on our bike map. |
| Beaverton-Hillsdale Highway | This needs zoning to not allow new drive-thrus or eye-sore storage buildings, it needs west-bound bus-only lanes from about 150 feet east of 65th Ave to about 150 feet east of Oleson Road. Many people use the numerous bus lines on BH (bus 92 still needs a reroute to Multnomah Blvd). Needed grocery stores are on BH and the many SW Trails need quick permits for rebuilds, bike lanes almost always have lots of gravel and trash, storm water needs upgrades, nearby churches should offer their parking lots as park-and-rides, more street lights needed, and please tell Washington County to abandon their Oleson realignment project so that they would instead make a walkable Raleigh Hills town center. |
| Beaverton-Hillsdale Highway | Yes, explore the SW Cycle Superhighway concept |
| Beaverton-Hillsdale Highway, Multnomah Complete Street | Thank you for taking action on this. Increasing bicycle transportation is an essential way to act on climate. And of course, completing our streets makes it easier & less stressful for us to get around. Thanks! |
| Beaverton-Hillsdale Highway, Other | Hamilton |
| Beaverton-Hillsdale Highway, Other | Sidewalks all the way from Sunset Blvd west to Shattuck. More bus pullouts so traffic is not further congested. OTHER: shared bike/ped walk on Scholls Ferry. I have seen bikes and pedestrians using Scholls Ferry (north of BH Highway) and it's almost suicide. |
| Beaverton-Hillsdale Highway, Red Electric Trail | BH - best commuter bike route to Downtown Portland. Red Electric Trail - Good idea if decent bike speeds can be maintained. Would this be another SE Williams Ave? If so, great!!! |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

C | Key Question #3: Long-Term Projects for Further Study

Which project is most important for us to advance for further study?

| Project Selected | Comments |
|---|---|
| Beaverton-Hillsdale Highway, Red Electric Trail | BHH: Road diet. I take the bus here. There's never traffic but five lanes encourages speeding. |
| Beaverton-Hillsdale Highway, Red Electric Trail | Don't forget to add the 19th St MAX station to your maps! In general, the SWIM plan is good. I like the street ped improvements that aren't too costly and don't make the perfect the enemy of the good! |
| Capitol Hill Road Safety Improvements | Prioritize network gaps with highest vehicle traffic and no safe place for people to walk |
| Hoot Owl Corner | Enhance walking between Hillsdale and facilities on Vermont - OHSU, Gabriel Park, Montessori School, MJCC, Hillsdale to Multnomah |
| Hoot Owl Corner | People are running across this intersection every day. It is confusing for motorists and potentially deadly for pedestrians. In addition, there needs to be sidewalk access on the west side of the street to Texas. |
| Hoot Owl Corner | X |
| Hoot Owl Corner (30th & Vermont) | 30th from Vermont to Beaverton Hillsdale is turning into a major route for traffic and needs to be addressed |
| Hoot Owl Corner (30th & Vermont) | Add 35th Arnold to Stephenson here if it helps the cause |
| Hoot Owl Corner (30th & Vermont) | All these projects are worthy of study and exploration, but seems like the Hoot Owl corner safety changes would be the most feasible in the short term and lead to increased safety for the Jewish community going to synagogue, all the immediate neighbors, and all the cars that drive through there and must dodge pedestrians and families running across 30th and Capitol since there's no way to cross at Vermont/Capitol intersection. |
| Hoot Owl Corner (30th & Vermont) | I chose to prioritize the Hoot Owl corner project due to known pedestrian and bike safety issues at this location. There is a large orthodox community many of whom rely exclusively on walking and transit to access their house of worship and the MJCC. In addition, there's a large multifamily (and I believe low income) housing complex nearby with limited parking, all of which generate higher levels of transit and pedestrian activity. |
| Hoot Owl Corner (30th & Vermont) | This is a very dangerous intersection and frequently used by pedestrians. |
| Hoot Owl Corner (30th & Vermont) | What happened to Centers and Corridor improvements? |
| Hoot Owl Corner, Red Electric Trail | Hoot Owl: So overdue. Embarrassingly so. A few aspects are OK - but a few are extremely backwards - hard to believe they exist in a modern US City. Even small fixes of those bad aspects would be very helpful for present. Red Electric Trails: Have heard a lot of people excited about this. A dedicated walking trail that allows bikes and peds to avoid major arterials = excellent. |
| Multnomah Complete Street | Garden Home Road Bike/Ped Improvements would be awesome! |
| Multnomah Complete Street | Would like to see Taylor's Ferry studied. |
| Multnomah Complete Street, Other | Lancaster - would like to see existing shoulders extended where possible for pedestrians. |
| Other | Bike lane along new light rail route. |
| Other | Cooperate with Washington County to fix BHOS (aka Beaverton Hillsdale / (sp?) and Scholls - aka 'crash corner'). Yes outside PDX city limits, but it's like asking Milwaukie to support Sellwood Bridge, which is outside Milwaukie's city limits. |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

C | Key Question #3: Long-Term Projects for Further Study

Which project is most important for us to advance for further study?

| Project Selected | Comments |
|--|--|
| Other | Garden Home Improvements! |
| Other | Hamilton Sidewalk Infill |
| Other | Hamilton Sidewalk Infill (not duplicate) |
| Other | Please address Taylors Ferry! It is a major connector to the transit station on Barbur, but dangerous to walk. I live 1/4 mile from the transit station, but it is too dangerous for me to walk to due to the lack of pedestrian sidewalks and crossing paths. |
| Other | Provide a walking path on 45th Street between Vermont and Multnomah Blvd. |
| Other | Study is good but get something done and approve some permits. |
| Other | SW 35th and Arnold to Stephenson and SW Stephenson, 35th to East. |
| Other | SW Broadway Drive; Traffic calming from Humphrey to Patton to Vista HWY 26 - cut through traffic. |
| Other | Vermont sidewalk project is a joke! Please take note, learn from mistakes, hire different contractors, etc. Please don't waste tax dollars on half assed common sense, thank you. Too many little feet on Garden Home for nonsense. |
| Other | We live in the Bridelemile area near Hamilton and Scholls Ferry. We desperately need sidewalks on Hamilton. Lots of school bus traffic and no sidewalks. Also, a pedestrian crossing at Hamilton and Scholls Ferry is needed. |
| Other | B-21 |
| Other | Need to add: 1) SW Broadway - Downtown to Vista; 2) SW Patton - Vista to highway -> Greenleaf; 3) SW 18th / Cable Car Trail, SW Trails #6; 4) SW Scholls Ferry; 5) With Ross Island Bridgehead study included analysis to get freeway traffic off neighborhood streets. |
| Other - Capitol Highway near Multnomah Village | I live on Dolph Ct and the recent Spring Garden Park road enhancements have resulted in making Dolph too narrow for 2 cars to pass each other in many sections. The new VERY WIDE sidewalks + parking spots have throttled this roadway down to the point cars cannot safely pass. Because so many cars drive WAY TOO FAST on this road, it is dangerous to drive. I often come to a complete stop and close my eyes as cars coming the opposite way flash by. I don't know how the squeeze by and especially at the speeds they go. Adding to this, the sidewalks are only on 1 side and pedestrians insist on walking in the roadway on the other side. I nearly hit a person dressed all in black the other evening and I was creeping along! VERY SCARY!!! I am quite concerned with the street design with the 1 lane wide driving section and marked off shoulders for active transportation. Unless traffic can be slowed down, head on collisions and Ped/bikers will be hit. Using Ped/bikers as traffic calming devices is not a good idea! I see cars screaming by here at high speeds when small children are waiting at the many school bus stops or going to the park. This is a road that will have a serious accident one day. The European fellow who suggested using parked cars to further calm traffic had a good suggestion. Others are needed! |
| Other - SW Patton | Three projects are missing: SW Patton, SW Broadway and SW Scholls Ferry. |
| Red Electric Trail | Build the bike/ped bridge! |
| Red Electric Trail | Essential to create long connected trails like the Red Electric Trail that allow people access to mass transit, shopping and recreation opportunities. |
| Red Electric Trail | In thinking about future growth, I think the Red Electric Trail's completion will be an addition for residents and visitors that will benefit the City. The 4-T trail is a visitor attraction; the Red Electric rail can be too. |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

C | Key Question #3: Long-Term Projects for Further Study

Which project is most important for us to advance for further study?

| Project Selected | Comments |
|---|---|
| Red Electric Trail | Non-road projects are critical to maintain and improve livability and community health. |
| Red Electric Trail | Shoulds on Arnold Creek, especially west bound (bike climbing refuge). Connect dead end streets with bike/ped paths (buy out property owners). |
| Red Electric Trail, Multnomah Complete Street | Alternative arterial to get toward downtown besides Barbur. Also support new trail. |
| Slavin Road Pathway | Beaverton-Hillsdale highway is my 2nd choice. |
| Slavin Road Pathway | Extending south to briar place would provide quick, safe (from cars) route avoiding CH fly over. Part of Barbur bicycle superhighway funding maybe? |
| Slavin Road Pathway | Slavin Road is a part of the Red Electric Trail, as such both are needed |
| Slavin Road Pathway | There is a school right there and folks speed through all the time. |
| Slavin Road Pathway, Others | BP-03 1st Bikeway - I'm interested in giving feedback on this areas as a resident and user. Also, the overlap with ODOT is confusing - some of this enhancement be ODOT's money! |
| Slavin Road Pathway, Red Electric Trail | Both of these I feel would be widely used on a practical as well as recreational basis. |
| SW Hamilton | Children have to be driven to school or risk their lives walking to Bridlemile Elementary. Traffic is a nightmare. |
| SW Hamilton | This survey question should have a way to show support for projects like SW Hamilton and Garden Home |
| The Red Electric Trail | Access from SW to the east side of I-5 is really only possible via car/bus. Not safe to bike or walk down Taylors Ferry, for example. The Red Electric sounds like it would fill a real gap. |
| The Red Electric Trail | I like project 1353, it is a confusing intersection for everybody and dangerous for pedestrians and bikes. Students cross these streets on their way to Ainsworth Elementary School. I am also in support of projects RP-19 ad BP-05. I live right off SW Patton by the intersection of SW Vista/SW Greenway/ SW Talbot. My only concern is if we slow down the intersection of Greenway/Talbot/Broadway/Vista, people use SW Montgomery already as a cut through to SW Vista to bypass the stop signs. Cars speed past my house daily and we have no sidewalks. Please take into consideration this side street of SW Montgomery before moving forward on crossing enhancement #1353 (which I do support). My children have almost been hit on SW Montgomery waiting for the school bus for Ainsworth Elementary from speeding cars turning off SW Patton either trying to bypass that confusing intersection (Greenway/Talbot/SW Vista) or trying to drop off their children at Ainsworth Elementary from behind. SW Montgomery really only needs speeds bumps. I am also in support of any funding that would look at slowing down the cut through traffic of Hwy 26 onto SW Humphrey/SW Patton/SW Broadway/SW Vista. Thank you for your time. |
| The Red Electric Trail | Need crosstown routes |
| The Red Electric Trail | Public comment and participation in development of these projects has been low due to the "stakeholder meetings" being announce at short notice and at times when working families cannot attend. Public engagement needs to be much greater, or this set of projects will meet significant community resistance. PBOT has clearly not performed feasibility studies, because the cost estimate for these projects is falsely low. BP-58 alone would require over 400 linear feet of 12' retaining wall at a cost minimum of \$2000/LF. Your budget does not seem to reflect this. |
| The Red Electric Trail | The Red Electric trail could be a dedicated bike & pedestrian path that would dramatically improve options for commuters and residents for a better quality of life. |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

C | Key Question #3: Long-Term Projects for Further Study

Which project is most important for us to advance for further study?

| Project Selected | Comments |
|------------------------|---|
| The Red Electric Trail | The Red Electric Trail is an important alternate route to Beaverton-Hillsdale Highway that will provide infrastructure for "concerned but curious" users of active transportation options. While I fully believe a complete street lane reconfiguration of Beaverton-Hillsdale Highway is needed to encourage reliable bus service via pro-time bus lanes, I also realize that some active transpiration users will never be comfortable on Beaverton-Hillsdale Highway and for this reason the Red Electric Trail should be built as soon as possible. |
| The Red Electric Trail | They are all important. I selected The Red Electric because it runs parallel to B-H highway, and I don't see how B-H could ever be pleasant for peds/bikes |
| The Red Electric Trail | They are all very important! Difficult to chose! |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

D | Comments About Recommended Facility Types

| |
|---|
| All facility types should prioritize safety of people walking and biking first and foremost, then expand up to allow motor vehicles as space allows |
| Do people really stick to the speed limit when they're using cars? Some of this active infrastructure really depends on drivers obeying the speed limit. |
| Facinating |
| Go construct the Dosch shoulder and the Red Electric Trail |
| good! Speed limits need to be matched to the use (and somehow enforced at less than 10mph over.) Eliminating cut-through motor traffic is essential on shared / greenway / advisory designs. |
| How temporary is "temporary"? Will we live with these temporary solutions for the next 30 years as we already have? |
| I like the overall plan. Bike commuting is on the rise and will have the greatest impact on reducing CO2 emissions. This, however, poses an increasing risk for pedestrians. Separate pedestrian lanes would markedly reduce the potential risks to pedestrians. |
| I love the advisory shoulder treatment in Willamette Park on the road north of the entrance, where the sides of the road are concrete and the middle of the road is asphalt. It is a lovely way of allowing plenty of room for cars but giving priority to people on foot, without having to have a raised sidewalk. |
| I strongly support the use of low cost treatments such as safer shoulders, advisory shoulders and shared street facilities to address deficiencies and fill gaps within the ped and bike networks |
| I was excited to see the protected shoulder as an interim treatment. We have tons of locations in SW where this could help immediately. Ultimately, though, separated sidewalks preferred. |
| if the city is to design so kids and elderly, well really anyone, can be safe think there needs to be physical separation for pedestrians and bikes. |
| It all looks good. |
| It is refreshing to see innovative options like shared streets instead of expensive full standard streets with sidewalks both sides, curbs, etc that are not cost effective especially in SW portland hilly terrain |
| Looks great! Please implement on SW Virginia St in Johns Landing (cut-thru traffic) |
| Love it. Mike rocks |
| marked crossed walks with a light feature (like in Britain) are particularly dangerous in the evening hours. There should be a pedestrian activated light signal at the point of pedestrian entry to the street or overhead. |
| Marked crosswalk |
| more sidewalks! |
| My biggest concern is Scholls Ferry Blv which would be used heavily if we all didn't feel like we would die walking down the street. Im not sure which of these works best but I think the second lane going up hill will have to go to may space for sidewalks/bike lanes. |
| NO bike lanes unless a separate Pedestrian lane/sidewalk is also provided Remove all Bike Lane markings from roadways where there is NO pedestrian lane/sidewalk provided on same side of street For Type II D Greenways " are Pedestrians also expected to walk in this area? Type II E shows bike lane WITHOUT pedestrian area delineated. Please do not build such improvements as it compromises the safety of the pedestrians. |
| On some streets a more physical barrier or division is needed for bicycles and pedestrians, especially on Beaverton Hillsdale and Barbur Blvd. |
| The advisory shoulder is an awful idea and not a safe way to share any roads. |
| The best one is the infill of sidewalks. Portland is a major city and all neighborhoods and streets should have sidewalks. Clear separation of bike lanes and car lanes is needed for the safety of everyone on the road. More safe crosswalks are needed, especially those with pedestrian and bike activated flashing lights. |

D | Comments About Recommended Facility Types

We need to make sure that neighborhood greenways are *extremely* traffic-calmed. Daily car counts need to be as LOW as possible. And if we're going to have cycling infrastructure at all on streets with higher auto traffic, we MUST have *physical protection and separation* for bikes. Pedestrians have sidewalks (ideally). Those traveling by bike (who are much CLOSER to cars AND have literal balance issues) should have at *least* the same level of protection from cars that can instantly kill you.

Where there is a physical barrier on busier streets dividing cars from pedestrians, how does this area get cleaned of gravel and leaves? As a cyclist and active pedestrian, gravel and leaf accumulation are a real hazard, making it difficult to get traction. This is especially dangerous on downhill slopes.

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

E | Comments Specific to SW 35th Ave Bike Lanes

| |
|---|
| 9ft car lanes are wide enough, maybe with no centerline. |
| Being a biker, it would be great to do something about the storm drains in the bike lane. I ride in the early morning (exercise before work) and I feel those are dangerous as they are since they can come up quick. |
| entirely supportive. the drawing shows a buffered bike lane. it seems a bit misleading to call it a "protected bike lane". It doesn't seem paint offers a middle schooler much protection from a vehicle. Should be protected with a curb or planting. |
| Fine -- just do it. |
| Fully support |
| Helpful to finally see what was being proposed. Good near the school. I don't like the idea of the bike lane being inside of the parking strip. That creates the situation that kills lots of people on bikes. A car goes to turn into a side street but there is a parked truck blocking the view to the bike lane and a cyclist is hit. Better to put the parking near the curb and the bike lane near the traffic so both motor vehicles and cyclists can see each other! - like in the SW45th example below - do it that way! |
| I favor protected bike lanes |
| I fully support provided the plan for SW 35th between Stephenson and Pomona as well as 35th north of Huber has accommodations for bikes. |
| I love it; great changes. |
| I support removal of center turn lanes as a way to regain part of the roadway for ped and bike uses. |
| I support removing car parking to help more people bicycle. This appears to be a "buffered" lane, though; that's not being termed "protected," is it? Or will there be bollards too? |
| I would like to see some form of protection for the bike lanes. Plastic wands would add a minimal amount to the overall project cost and while not as effective as a proper physical separation would be much better than the proposed unprotected lanes. |
| I'm fine with losing parking. |
| Is there enough physical separation for bikes? |
| Loss of parking may be a concern. |
| More physical separation than just paint please. Raised curbs or curb strips or bollards make people feel safer and save lives |
| Put a curb, or some physical (not paint) separation between bike lane and cars. Can be intermittent. |
| seems like it would be difficult and traffic would get blocked when folks going into or out of jackson middle school if no turn lane there, would like to hear more if this has been observed as a problem or not |
| Sounds like a good idea, but what about parking for the people who live there? |
| Street parking is essential on both sides in the vicinity of Jackson Middle School. School events require cars to park along 35th and in nearby sidestreets. Please don't remove the parking on either side of the street within a block of the school. Please consult with the principal. |
| There is sufficient width on 35th Ave between Ridge and Pomona to install bike lanes without removing the school bus turn lane. The school bus turn lane is there to mitigate traffic congestion. If it were removed, the cyclists using the bike lanes would suffer frequent fatalities due to the already high volume of fast traffic on this section of 35th. There are also early school bus stops which use the parking lane. Again; if you had done due diligence, you would know this. |
| This is a good candidate for a road diet |
| To short of distance to be of any significance. The same distance is easily walkable. |
| We need to add some concrete and/or posts! Otherwise, car drivers will encroach into the bike lane every hour of every day. PAINT is no barrier at all. I realize that there are tons of driveways, but whenever there's a stretch of more than 10 feet between driveways or places for cars to plow through the bike lane, we MUST have something that physically *prevents* people from driving into the bike lane. |

E | Comments Specific to SW 35th Ave Bike Lanes

| |
|---|
| Why aren't there physical barriers? Even cheap plastic bollards can make this route feel safer for the interested but concerned. This is not 8-80 infrastructure. |
|---|

| |
|-------------------------|
| Why is this a priority? |
|-------------------------|

| |
|----------------|
| YES, YES, YES! |
|----------------|

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

F | Comments Specific to SW 45th Ave Bike Lanes

| |
|---|
| 9ft car lanes are wide enough, maybe with no centerline. |
| Badly needed! |
| Don't like unbuffered bike lanes, especially adjacent to parking where doors require you to ride on outside edge of lane. |
| Fully support |
| Great! |
| great. isn't it safer and less confusing to have bike lane next to curb then street parking next to drive lane? |
| Green paint is not enough of a buffer between bikes and cars. |
| I like the safety lane for biking but want to make sure that parking for the people who like there is considered. |
| I love the proposed changes. |
| If these bike lanes could be parking protected in at least one direction it would be a much safer project. |
| I'm fine with removing parking. |
| Is there enough separation for bikes? dooring zone? Remove more parking? |
| It is safer to ride a bicycle in the middle of the roadway than beside a line of parked cars. Look at your proposal drawing. LOOK AT IT! Do you people actually ride bicycles? I've spent half my adult life commuting on two wheels, and I get the sense that none of the PBOT planners associated with this project even own a bicycle. |
| More physical separation than just paint please. Raised curbs or curb strips or bollards make people feel safer and save lives |
| This is a good candidate for a road diet |
| This is an improvement but won't protect the cyclist from a texting driver |
| This is just paint. If we're going to remove a parking lane, we need to get MUCH more bold with the cycling infrastructure. |
| This looks great! Except in this photo, there is still an SUV parked next to the bike lane. Can you remove the on-street parking to eliminate the dooring risk? Thank you. Also, looking into the future, grade protection may be needed to invite more people to begin using these lanes. I personally would use these bike lanes as proposed, but I'm thinking of people who are just starting out, as well as people like kids. |
| What about protected sidewalks? |
| Why are we still using door zone bike lanes? Seriously? This is an improvement but does not get this road up to current standards even though there is plenty of room. Buffered bike lanes should be provided at a minimum with an additional buffer to account for the door zone. This is completely inadequate on the southbound side and needs to be reconsidered if the goal is to encourage people from 8-80, including women, to get on a bike. This type of infrastructure does not feel safe in other parts of the city and should not be installed here without some improvements. |
| Why aren't the bike lanes curbside? The parking should be "floating" to protect people within the bike lanes as well as pedestrians beyond the curb. Cars should be the buffer between moving vehicles instead of people on bikes, skate/longboards, blades, and mobility assistance devices. Do whatever it takes to keep the bike lanes straight and appealing to a range of users. None of the weaving presented in the mock-up render of SW 45th Ave is going to be enough to protect vulnerable road users or shift the needle on the metro's mode share goals. |
| Why is parking along the curb here but out in the street on 35th? (bike lane/parking flipped) |
| Why is this a priority? |
| Why stop at Nevada street? Push it all the way through to Garden home or further. The area you are talking about, has multiple side streets for bicycles to ride, But very little options to SW 45th between Vermont and Multnomah Blvd. |
| Yes, done correctly where the bike lane is outside of the street parking and drivers and cyclists can see each other and not blocked by parked cars and trucks. Unlike the SW 35th Ave proposal above that is dangerous! |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

G | Additional In-Person Comments

Sw Miles St between Barbur & Brier Place has a shoulder that is currently used for free commuter auto parking. I propose that parking be removed so that children attending L'Etoile French School as well as the many neighbors using this critical pedestrian connection be able to safely walk on the shoulder and not in the street around a blind curve used by thousands of Sellwood Bridge commuters. All it would take is the cost of some No Parking signs

"I live off of Garden Home. Although it sounds good to strip[e] the road I don't believe it can be done. The road is only wide enough to allow cars to go each direction. Waste of money.

I am looking forward to sidewalks to be installed. When they are installed bike lanes can be added. This is far more money good use for it."

Hamilton provides access to Bridlemile Elementary & Hamilton Park. Not safe for children to walk along or to cross

"BP-53 SW 35th.

There will be no approval of L.I.D. by owners. We have stopped the LID process. Please do not rely on a handful of owners to fund what is clearly a major route for a large population between schools.

Please reprioritize SW 35th Stephenson to Arnold"

"This triangle intersection at Capitol Hwy + Vermont needs sidewalk connections and a walk/bike light to be able to safely cross the missaligned intersection. I didn't see any remedy in the current plan. As it is, now it like a game of frogger as you cross with autos next to you since the traffic lane is the only way to walk across. It's a narrow traffic lane.

I love the new sidealks on W Vermont St.

"I love the idea of more traffic calming and protected walking/ biking lane on one side of the road.

Please conduct a traffic count before you test the advisory shoulder model. The street has a roller coaster hills that you have to brake to go 20 mph the great new speed limit. There is a high volume of traffic due to 35th being one of three connectors north and south. The other two connectors are Capitol Hwy and 45th. All other streets are narrow former cow paths that use the advisory shoulder model out of necessity.

I live at 7100 SW 35th and I drive. walk, run on the street.

When I observed the completed work approaching 45th Ave I was surprised to see gaps in the new sidewalk. It is frustrating that a big new project like this that could be a safe and comfortabel connection just stops and then starts again. What is the point? Why even bother? (Sorry I got a little carried away. I know there must be good reasons) But it is still frustrating!

There are so mnay kids who would walk or bike to school on either side of Hamilton - From Shattuck all the way to Scholl's Ferry Road. Please extend sidewalks or even a different kind of pathway all the way to school's Ferry. There are apartments all the way to Scholl's. also, what can we do to support a crosswalk or light at Hamilton and Scholl's Ferry? Thank you

"Dear PBOT Reps & Neighbors

Thank you so much for organziing this meeting! On my behalf, and on behalf of all my immediate neighbors, we would very much like to see the currently proposed pedestrian/ bike access on 45th Ave to be extended in a manner such that one can safely walk not only from Rt 10 to Vermont on 45th but also from Vermont to Multnomah Blvd. This will allow us to walk to the SWCC and the tennis courts rather than polluting the air by going there by car for such a short distance. Many Thanks"

Extend BP-23 to connect to RP-07 provide walkway to Gabriel Park from Multnomah Boulevard

No advisory shoulder on Hamilton St. There are too many hills and poor visibility

"Don't use speed bumps. Use road design and sharrows to calm traffic instead.

Build a sidewalk, rather than ""advisory shoulders"". Sidewalks are a clearer distinction to motorists.

""Neighborhood greenway"" is just a street w/out active transport facilities.

sidewalk infill is great!

roundabout are good."

I am in total support of : Greenways, trails, traffic calming, sidewalks, lower speed limits, bike paths, shared streets, experimental designs

I like safer shoulders but please don't plaster the streets with plastic bollards. This is tacky

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

G | Additional In-Person Comments

| |
|---|
| <p>"(1) Hamilton, Shattuck & Dosch: need to engage homeowners w/ necessary improvements (2) graveled & filled in ditches would go a long way to providing temporary & relatively inexpensive solutions for pedestrians on these throughfares (3) improved sightlines needed for vehicles as well as cyclists/peds at the intersection of Hamilton & Shattuck SW 39th Dr is heavily used by pedestrians heading N from BHH. There is nowhere for peds. to safely walk esp where cars are parked at the south end of 39th up to the light @ BHH. Better lighting in ped heavy areas would make it safer @ night/ in rainy weather."</p> |
| <p>Thank you for all your work! I love you guys</p> |
| <p>"*Please make tier 1* especially 03. it's super dangerous w/ the bus stop/ no dedicated crossing etc. ped/ bikes are invisible in the dark + road traffic is heavy + can be at high speeds. 1341 - lots of student +nature park ped/bike dangerous to cross please help!!"</p> |
| <p>"* Please make this project tier 1. We have a great opportunity to encourage biking/ walking safely + reduce speeding in Collins View - specifically Palatine Hill Road on the straightaway section that connects to Lewis + Clark across from Riverview Natural Area. There is a lot of interest. I'm here to help. Please reach out:</p> |
| <p>SW 35th + SW Stephenson have been "priorities" for the last 20 years or so. I'm concerned that they haven't made the major projects for further study list or the tier 1 list. Thousands travel here a day. It is between 2 schools as it is, students can't walk due to conditions at the "L" of streets. Please reprioritize SW 35th + Stephenson to Tier 1</p> |
| <p>This stretch of 35th Ave is very dangerous. Despite the proximity of Stephenson ES and Jackson MS, no student EVER attempts to walk this section. Please consider moving to Tier 1</p> |
| <p>Please include the Marshall Park neighborhood and surrounding neighborhoods in your project plans. This area is a glaring omission from your tier 1 and tier 2 maps.</p> |
| <p>"A large land tract abutting SW Clara Lane on the north is being developed with 17 new SFR on small lots. SW 19th Ave will no longer access Boones Ferry Rd. There are TriMet stops at this intersection and a slashing light suspended over the crossing but NO safe place to stand, walk, cross or access the Oswego Town Center (less than 1/4 mile south) This development increases the demand for these two projects, suggesting greater priority. Thank you"</p> |
| <p>"I see that Capital is planned for improvements. I would suggest that Lesser Rd be also looked at. Traffic has increased significantly over the last couple of years. There are multiple bus stops along that road over to Haines (?) and no safe areas to walk. And if you could put in a circle at Capital + Lesser that would be great. People don't understand how stop signs + blinkers work!"</p> |
| <p>We live on Troy St which has become too busy with traffic. I walk daily and find it scary and unsafe with the speed of vehicles & the quantity. Many times during the day it is bumper to bumper of very fast mini-vans due to the West Hills Christian School on the corner. I can't even cross the street. Even big construction vehicles/trucks are cutting through regularly. Children cannot walk easily on the edges when two way traffic is zooming by. Help us</p> |
| <p>I have lived on SW Troy St between Capitol Hill and SW Canby/ SW Capitol Hwy for 30 years. The volume of cars and speed has increased many times over due to cut through traffic attempting to avoid traffic lights on parallel collectors a few blocks away. It is now too dangerous for walkers on the #4 urban trail & those wishing to connect bus service on Barbur or SW Capitol Hwy as well as walking to nearby Multnomah Village (a city center). There are park and schools, community center near (within 100 ft of street). There are also multiple lower income apartments w/ children playing along that street. As a biker, I would love to bike safely along my street</p> |
| <p>As a long term Resident of SW Troy St I have seen traffic increase in the past 30 years. However, it has increased exponentially in the last 5 years. I am seeing many more cars and commercial trucks cutting through SW Troy going to Barbur Blvd, West Hills Christian School, + Mult Village. Traffic speeds are excessive. I used to ride my bike and walk down SW Troy but it has become too busy to use and have to use back roads instead of the street I live on.</p> |
| <p>We need Vermont, 45th, Multnomah, Hamilton, Terwilliger to be a BICYCLE "Superhighway" per the loneloners [?]. This is the only way to increase bike commuting: A safe backbone network. Thanks, Ramtin</p> |
| <p>"I appreciate the SW Vermont improvement but from Oleson there's no safe buffered or protected route. Please mark SW multnomah from SW 69th to 45th a PBL We want to encourage the interested but concerned crowd - someone died there recently. It would also be an easy win to increase pedestrian safety. Thanks - Ramtin"</p> |

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

G | Additional In-Person Comments

Steep, narrow, heavily used as a connector from BHH to Vermont and from Bridlemile to Hayhurst neighborhoods. Lots of vehicle and pedestrian traffic. Not well lit.

This is a major east-west connection for Bridlemile & Hayhurst neighborhoods & others. High volume, speeds to 50 mph (40 mph is legal). This is the path bikes & pedestrians need to connect east & west, also access to busses. No continuous pedestrian routes. Westbound bike lane ends east of major Scholls Ferry/ Oleson intersection. Extremely hazardous.

The major N-S route pedestrians could use connecting Vermont, Multnomah Willage, BHH, Hamilton to Patton, Viota, downtown, NW portland, steep narrow (no walking space) hazardous

"I would like PBOT to take another look at SW 42nd between SW Beaverton Hillsdale Hwy and SW Kanan. This street is the primary transit access pedestrian route for a large area between roughly SW 30th, SW 45th, BH Hwy, & SW Vermont. It is narrow, dark, and has deep ditches on both sides. Any pedestrian safety enhancements would be greatly appreciated.

"Error on the existing conditions

It shows purple solid line ""safe accommodations"" at Stephenson (35th to Eagle crest). This is not true. PBOT attempted to widen shoulders in scattered sections poorly. But go see - and have your kid walk there - definitely not ""safe accommodations""

"PBOT billed the current safer shoulders work on Stephenson as ""interim"" until they can do something better. Yet nowhere in this presentation do I see any plans to ""do something better"" in the future on Stephenson. Please add Stephenson: 35th eastward to your list of further projects for proper sidewalks etc."

"(8) Advisory shoulders scares me

(11+12+16+15 posters) SW 35th is marked for future sidewalks + bike infill. But why not Stephenson?! Its just as important and a continuation of 35th

(19) Bike lanes are recommended on 35th ridge to Arnold yet wide streets + sidewalks already make that stretch safe. Why not throw this money at the stretch of 35th from Arnold to Stephenson where there is NO Safety or shoulders even. Silly to gold coat one section of street but not make it a connected route"

"BP-48 is a start couple with SW 26th Bike/SW improvements, but a real need is for bike/ped connections across Taylors Ferry that go thru to Barbur without 2-3 blocks along T Ferry

EG -19th improvement doesn't connect across TF to the south

Lancaster/25th does not connect thru to Spring Garden to North

18th requires a dangerous trek on T.F. to get to either 19th or 17th

-12th connection to Marshall Park & T. Ferry Ct. doesn't connect across T.F. to any Rd to north.

->Need to punch thru 1-2 of these connections

Garden Home/ Multnomah roundabout concept looks great!"

I commute to Lloyd Center from Jackson Middle School. Going to Work I ride my bike on SW 35th, Taylors Ferry, 26th to Multnomah Blvd to Terwilliger, Barbur and Corbett to Downtown. I then ride Naito to Steel Bridge. If I felt safe on Barbur Blvd, this would be the preferred route. Currently Barbur is too unsafe to ride during commute hours. A safe bike route along the even Barbur grade would greatly benefit me.

"My commute home to Jackson Middle School from Lloyd Center involves riding the springwater to Sellwood bridge and climbing through Riverview Cemetery to Paletine (Lewis and Clark College). The Cemetery is all private land and is the only viable route from Sellwood Bridge to Lewis and Clark College. I worry that the cemetery will someday be closed to bikes.

An idea: Pave a single multi-use path thru Riverview Natural Area to maintain access on public land."

SOUTHWEST IN MOTION

Record of Public Comment

SWIM OPEN HOUSE - NOV 2018

G | Additional In-Person Comments

"(1) could we please have the Whitaker crossing sooner than 2021 that project has been funded for years, it is extremely unpleasan and dangerous but I still use it - pretty much have to to get to/from Gibbs st bridge/ (2) please provide a safer crossing @ Lane + Naito - real intersection please/ (3) Great that you have a safe shoulder design planned for Condor Lane but please complete the connection - there needs to be a safe way to cross Terwilliger where is connects to the stairs, and a marked and protected place to walk on Lane between Condro Ave + Barbur Blvd.

Please make it better for cyclists on Barbur/ 4th crossing over 405. I don't think the Ctl City in Motion project is taking that connection into account. But to get to the wonderful planned 4th-Broadway improved apir of connections, you have to bike over 405. Same at broadway crossing over 405.

How do we improve/ reduce the general speeding, rudeness +lack of empathy of drivers? Visual cues +street design generally tell drivers that they have primacy. Dominant peak hour commuters are distracted, stressed, impatient + not good @ sharing so along w/ physical improvements, drivers need help with a few more ""E""s, including empathy"

PED & bike designs have a good chance for success east & west along Taylors Ferry. Howeevr, without traffic calming on Taylors Ferry crossing north & south across Taylors Ferry will still be death defying. Speed humps on Taylors Ferry!

Giant need for uphill-protected path!

"Both need uphill-direction improvements.
These will improve public transit access"

I was surprised not to see Taylors Ferry between Macadam & Terwilliger among any of the proposed ideas. It currently has three auto lanes, so it would be easy to find space for protected pedestrian movement without even constructing anything, and it is a rare east-west connection that is relatively less steep than the others. It seems like a critical pedestrian connection to be considered. Removing one auto lane would make it safer for drivers as well, since I always feel like I am on a drag strip when people are passing me uphill with some pretty sharp curves

Hazardous, high traffic street. Lots of speeding, lots of pedestrians. Montessori school adjoins. Bridlemile Elementary a few blocks away. Kids must cross Shattuck to/from home/school.

"1. (C) Hoot Owl Corner needs attention NOW. So unsafe for walkers, joggers, bikes.
If you want to connect Fanno Creek (D) you might look at an existing trail that starts at Hideaway Park and goes through the neighborhood. Or link Multnomah Blvd with paths."

"We need a real SIDEWALK not extended shoulders between Orchard Hill Rd and New Seasons.
Big properties off BF Rd and nearby like [unclear] will be developed - probably sooner than later - and in addition most of ACNA needs this ped access to the only commercial area and supermarket in our area"

Can we add two-foot buffer by reducing 8' feet parking to 7 feet and bike lanes from 6' to 5 feet? [include drawing of cross section showing the change]

"Really need widended raod/ shoulder on the Western half of Hamilton St from Schools Ferry to Shattuck. Raised and shared bike/ pedestrian sidewalk?
Sidewalk extended on north side of Patton between Talbot east to existing sidewalk"

"This project should include enhancements to the SW Grover pedestrian tunnel which links the east and west sides of the nieghborhood - There is NO other way to cross SW Naito for many blocks in either direction, especially if you are on a bike pushing a stroller or simply walking. We know the Whitaker crossing is coming but the tunnel will still be needed + used
Also the bike riders who choose the road going from east/west +west/east use the Grover traffic tunnel which is adjacent - it really needs an alteration w/ bike lanes.