

# Randy M. Bonella

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Commissioner Steve Novick  
City of Portland  
1221 SW 4<sup>th</sup> Avenue  
Portland, Oregon 97204

February 19, 2015

Dear Commissioner Novick:

I am a Portland resident, an actively engaged citizen, and I work on behalf of the Multnomah Village Business Association. It has come to my attention in a recent review of the Transportation System Plan, that a vital North-South connector in Southwest Portland is missing from the plan and/or potentially ill conceived. Although I understand newly proposed projects are not being added at this time, I respectfully submit the following comments to you in hopes of informing the TSP.

Currently the updated TSP lists project #**90006 Inner SW 35<sup>th</sup> (Pedestrian/Bike Improvements)** from Vermont Avenue to Barbur Blvd. I am writing to you today to **recommend an alternative for the south portion of this route between Capitol Hwy. and Barbur Blvd. that would utilize SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> as opposed to SW35th Ave all the way through to Barbur. This alternative route is a much more natural route for pedestrian and bicycle connectivity which is actively used today and in need of much safety improvement.**

SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> would better serve the public good by:

- Providing active transportation options for a more inclusive population;
- Meeting pedestrian and cyclist safety demands along a route with high vehicular traffic; and
- Connecting high density, workforce, and senior housing to vital services as well as improve access to recreation and business districts. **Inclusive Access to Active Transportation**

Project #90006 as conceived along SW 35<sup>th</sup> South of Multnomah Blvd. would require significantly more infrastructure development than would the proposed alternative. In addition, this alternative route would leverage numerous safety improvements at key intersections. At SW 31<sup>st</sup> and Barbur Blvd., improvements include a traffic light, marked crosswalks, a Tri-Met bus shelter, as well as sidewalks constructed during recent development outlined below. In addition, North-South bicycle and pedestrian improvements along this alternative route would provide a connection to the new Multnomah Blvd bikeway and sidewalks.

## **Vital Connection to Services**

Since the last TSP was published, the Multnomah Neighborhood has seen an increase in population primarily incurred via in-fill development as well as higher density housing

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complexes such as the Headwaters Apartments. Headwaters and other higher-density housing options are located along the alternative route and are clustered at Multnomah Blvd/SW 30<sup>th</sup> as well as Barbur Blvd/SW 31<sup>st</sup>. There currently exists no safe route to access social, recreational or businesses services on foot or by bike for these residents of our community. These areas of high-density, workforce and senior housing and the people who live here deserve a safe North-South connection to transit, businesses, and the vital social services located within Multnomah Village including Neighborhood House's food pantry, the Multnomah Senior Center, the Meals on Wheels dining room, and the Southwest Community Health Center.

The proposed change upholds the concept of complete neighborhoods, providing bicycle and pedestrian improvements along SW 30<sup>th</sup> -> SW Hume-> SW 31<sup>st</sup> between Capitol Hwy and Barbur Blvd. would put the Multnomah Neighborhood one step closer to achieving that goal. This alternative route would link two business districts, provide vital connections between high-density housing and social services and recreational opportunities, and do so along the least topographically challenging route that would be the most inclusive of our diverse residents.

I greatly appreciate your consideration of these recommendations on how best to leverage existing safety improvements and the limited resources for transportation projects.

Best regards,



Randy M. Bonella

cc: The Planning & sustainability Commission, The Transportation System Plan, PBOT Director Leah Treat, Multnomah Neighborhood Association.