



Adopt the Southwest in Motion plan and its recommendations

If you wish to speak to Council, please print your name, address and email

Name (PRINT)	Address and Zip Code (Optional)	Email (Optional)
✓ Ryan Bass		
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December 5, 2019

Portland Mayor Ted Wheeler
 Portland City Commissioner Eudaly
 Portland City Commissioner Fish
 Portland City Commissioner Fritz
 Portland City Commissioner Hardesty
 1221 SW Fourth Avenue, Room 130
 Portland, Oregon 97204

Re. SouthWest in Motion, SWIM

Dear Portland City Council:

I'm speaking to you as a SW neighborhood volunteer. I'm a transportation chair, a member of the SWNI board and the West Portland Town Center CAG.

I want to tell you how much I appreciated working with PBOT on SWIM. Transportation is all about infrastructure. We needed to identify a priority network and secondary roads to connect SW Portland both in the North/South and East/West directions AND find the most cost effective means to achieve this. **WE DID IT WITH SWIM!**

The 2035 Comp Plan for Portland's goal is **70% Commute Trips WITHOUT vehicles by 2035.**

	2019	2035	Cost to Implement and maintain
Ped/Bike	7%	22%	SWIM<\$50M total
Transit	11%	25%	\$3.5B for SW Light Rail + \$\$\$ Trimet + yearly costs
Other	18%	23%	<i>eg work from home</i>
Total	36%	70%	

Added benefits are SWIM supports a healthier lifestyle, meets the clean air quality goals and noise ordinances of our city.

Currently if you don't own a car in SW Portland you're house bound. Walking and riding on the fog line isn't safe for anyone. Only people who own a car can live or work here. The state of SW Portland roads make it impossible to achieve equity and inclusion.

My household has an electric car and more importantly 2 electric bikes. We are the FUTURE. Seattle's ebikes are buzzing around everywhere and many of them are ride share bikes. Getting around traffic and reducing traffic jams with active transportation leverages VERY expensive streets for trips that cannot be done otherwise. We don't need more roads! We need SWIM.

The Recommended Facilities developed and used by SWIM for SW Portland enable safer Walking and Biking for short term projects and are interim or partial implementations of long-term major projects. Some projects can be completed for as little as \$5K while others require substantial funding.

Existing sources, collaborative and matching funding from other agencies such as BES and future funding sources like gas taxes and LTIC need to be explored and solidified so SWIM projects can be financed. SWIM needs committed funding.

SWIM needs an implementation strategy too. These projects are critical to COMPLETE NOW for a SAFE Network for active transportation. We cannot wait, people are pouring into SW Portland and jamming up roads. **We need everyone to get out and commute without a car!**

Please add this to the record.

Thank you,

Katherine Christensen
3441 SW Dolph Ct, Portland OR 97219

CC: Portland City Auditor, Mary Hull Caballero
Chris Warner, PBOT Director
Denver Igarta, PBOT
Nick Falbo, PBOT

Moore-Love, Karla

From: Ryan Fedie <rtfedie@gmail.com>
Sent: Thursday, December 5, 2019 9:07 AM
To: Council Clerk – Testimony
Cc: Lisa Caballero
Subject: Southwest in motion, dec 5th

Hi,

I'm writing in enthusiastic support for the SWIM project. This project is a great example of the dedication and value of the neighborhoods as countless volunteers gave significant time and expertise to this effort. The PBOT team and Nick Falbo should be commended for leading a terrific effort that is innovative and pragmatic. Their outreach and engagement with the neighborhoods should be commended. Their efforts lead to a set of low cost and new ways to craft high value solutions that deserves to be funded and implemented immediately. I'd ask that city council ensure funding is dedicated to SWIM as they have done for similar efforts (central city, east side and northwest).

My optimism for this effort is tempered by the reality that to date the city council seems to lack awareness and understanding of the needs in SW or the leadership to fund improvements to rectify the long underserved deficiencies in SW either with city funding or holding developers accountable to fund improvements as required by city code.

It's hard not to get upset seeing the city data that shows SW is the most underserved in portland (sidewalk and bike coverage) yet the conversation around SW having any need seems absent to dismissed. All too often the conversation at the city council seems oversimplified to a choice between investments in "underserved" east portland vs "the rich west hills". To me it seems instead the causation is that both sw and east portland were annexed into portland with inadequate sidewalks, outdated road designs and min to no bike network and the answer should instead be that both need to fixed.

It would be great if we can change the tone to reflect this message and instead realize the city needs to find budget to fix both east portland and SW. Sure seems we need leadership to understand that equity means everyone should be able to safely walk and bike across the entire city. To me providing road/bike/peds infrastructure is one of the most basic functions for the city to provide and one that is entirely under the city councils control to fix (unlike issues like income inequality, healthcare costs or mental health). I bet if our road network was as incomplete and poor of shape and as the bike/peds network is today the city would be up in arms. I think it just shows how accustomed we are to the bias towards vehicles.

My concern is that SWIM will become another planning report along with the rest that have identified the deficiencies for decades. The lack of sidewalks for instance are a "known known". There have been reports back decades with inventories of the deficiencies in SW. This was a known issue when the SW was annexed to Portland over a half century ago. The current city data clearly show the deficiencies. SW portland arterials have by far the worst sidewalk coverage of any part of portland and to make matters worse there are often no alternative routes to use given the topography.

Yet, today the deficiencies persist. This was not an issue this city council created, but it is one you can solve and it is entirely under your control to solve. Prior generations built a single mode system, we need you to build out a multimodal system. We would act if it were street infrastructure lacking or even potholes that needed fixing. However, it seems we take no urgency to act when it's our inability to walk and bike safely.

Yes, this will cost money but we have an incomplete and unacceptable system today. Past generations built the road network, it is up to you to show leadership to build a complete bike and pedestrian network across all of Portland (SW, east, etc...).

The city has expressed this desire thru your policies and statements and now is the time to make the statement that matters by directing dollars and building projects. I have found only positives to making sw and portland overall a more walkable and bikeable city from safety, health, climate to connectedness to neighbors, city government and even future earnings of kids who are raised on more walkable neighborhoods.

I'd ask that

- 1) the city endorse SWIM and dedicate dollars starting in 2020 to fund the projects within the SWIM report.
- 2) the city direct pbot to create a plan within a year to build sidewalks and bike infrastructure on SW portland arterials
- 3) borrowing costs are near historic lows, the city should create a task force to investigate ways, like a bond, to fund needed bike and pedestrian improvements to buildout the network. This is an investment that will serve generations to come, just like the road network did when built decades ago.

Sidewalks are a century old solution that we lack in Portland to safely walk in our city. It's time Portland built a 21st century multimodal system for its citizens.

Respectfully,
Ryan Fedie

Moore-Love, Karla

From: Kaspar Murer <kasparmurer@comcast.net>
Sent: Wednesday, December 4, 2019 9:06 PM
To: Council Clerk – Testimony
Cc: 'Kim Herron, MKNA President '; 'Connie Cavagnaro'; Rickles, Liz
Subject: Southwest in Motion Plan, Comments for City Council Meeting

Dear Mayor Wheeler, City Council Members and City Staff working on the Southwest in Motion Plan – I would like to commend all of you for the time and effort you all are putting into accommodating the ever growing population of Portland, our housing and transportation needs. It's not easy by any stretch of the imagination. Our city is growing by leaps and bounds. I appreciate all the work you do to deal with these challenges.

I am sure that the overall Southwest in Motion plan is well thought out. Yet there is one portion of the plan for bicycling lanes, which is very troublesome, and creates potential for very serious accidents, in my opinion.

There is currently a very direct route down Capitol Highway onto SW Barbur Boulevard, leading toward downtown Portland. This is a very straight forward connection, with a gradual downward slope on very wide throughways. Instead, these bikes are being detoured down SW Pomona to SW 35th Ave. SW Pomona is a narrow, very steep downhill road. At the bottom it turns left, going up SW 35th Ave, past Jackson Middle School with lots of kids, and back down through a busy intersection with SW Huber Street. After that it turns right, up on SW Ridge Drive, and then several very steep sections down to Stanley Court, and onto SW 26th Ave, where it crosses a very busy Taylors Ferry Road, and finally leads back up to Barbur Boulevard.

SW Ridge Drive is a very hilly street. It leads through the middle of a neighborhood. It is a wide street, and therefore suffers from cars travelling at excessive speeds. It is very steep, just like SW Pomona, which leads to bicycles going way too fast, quietly racing past single family homes, with driveways and cars. There are residents, some bicyclists, others backing cars out of their driveways, on their way to work, plenty of pedestrians, people jogging, walking their dogs, picking up mail from their street side mailboxes, school buses picking up children, cats on the road ... I think it's a recipe for disaster and serious bicycle-car-pedestrian-animals accidents.

I live at 2710 SW Ridge Drive. Our house is on a short straight away below one steep slope, leading to a double-dip steep slope that ends on a T at SW Stanley Court. I see how fast bicycles whizz through here, and dread to see what it will be like, with an official bike lane going through this neighborhood.

Why would a straight lane down Capitol Hwy and onto Barbur Boulevard be detoured through all these steep roads, intersections and through the middle of a neighborhood, with all the potential for bicycle-car-pedestrian-animal collisions, just to lead back onto Barbur Boulevard? As a resident in this neighborhood, and a bicyclist, this makes no sense to me.

I hope you will reconsider this portion of the Southwest in Motion Plan, and put it back where it makes more sense; onto Capitol Hwy and straight onto Barbur Boulevard, on a gradual downward slope.

Thank you for your consideration – Kaspar Murer

Moore-Love, Karla

From: Don Baack <dhbaack@gmail.com>
Sent: Wednesday, December 4, 2019 5:10 PM
To: Council Clerk – Testimony; Moore-Love, Karla
Cc: bridger Glenn
Subject: For the record testimony related to 12/5 SWIM testimony
Attachments: 2019 5 12 SWIM Testimony re SWTrails Routes & dollars.docx

Attached is the formal testimony Glenn Bridger and I will be summarizing in the limited time we will have to speak to the City Council during our sequential testimony tomorrow.

We appreciate you including them in the information presented to the City Council.
Thanks a lot for your help on this matter.

I sent the related images/slides in an earlier email.

Don Baack and Glenn Bridger

Testimony to Portland City Council on SWIM Plan December December 5, 2019

We are asking as part of the SWIM project to

1. Involve the community in project selection before actual planning of details of the projects. We have reservations about several of the projects and want to weigh in before they proceed.

2. Modifications to SW Urban Trail Routes

Background: In 1995-99 the SW Community had extensive discussions on where people sought to walk. After several editions, with the coaching of POBT's Bill Hoffman and Ellen Vanderslice, we developed the SW Urban Trails plan which was adopted by Portland City Council in 2000.

This effort was our "early edition" of Vision Zero for our community. The strategy was to connect activity centers, shopping, parks, schools, transit and other destinations with a network of routes that will largely keep people off the very busy traffic corridors that have few sidewalks and on little used streets even though they had no sidewalks. In effect, a little used street becomes a very wide sidewalk. In some cases these little used streets had to be connected by volunteer built route which we have called trails.

In our opinion, the SWTrails effort has been a success. It has helped keep walkers off our unfriendly arterials and provided them with marked routes that are mapped and easy to follow. **To some extent, the Urban Trails have helped keep the death count of pedestrian deaths lower than the rest of the city.** We have recently published a phone link version of the maps that show ones location relative to the trail one is trying to follow.

At the beginning of the effort we were explicitly told, in writing, that we did not need permits for the effort providing the adjacent land owner was notified of our efforts and of the Council Approved Urban Trails Plan.

Since 2000 SWTrails volunteers have invested thousands of hours installing more than 700 steps and built several miles of SW Urban Trail and other connections across all of SW Portland, including several projects in Portland Parks. The total out of pocket cost to the City of Portland for the entire 40+ miles of urban trails has been around \$100,000-\$120,000 not counting staff time. Most of our improvements involving steps are not ADA accessible. To make many of the routes ADA accessible is not feasible from a cost and terrain perspective. In an effort to reduce costs, the City of Portland asked that we utilize used railroad ties as our step material. Now, 20 years later, these used ties are rotting and need replacement.

Due to a controversy over one project, it became clear we needed to get the State Law changed to provide a waiver of liability to the adjacent property owners and the non profit volunteer trail builders.

The Oregon legislature agreed with the City of Portland and SWTrails and adopted our proposal resulting in the law which was signed in 2011. **Since that time we have been very slowly working with PBOT to come up with a simple permitting process and interpretation of what “trail guidelines” means. At this time we are not in agreement on city attorney demand for City Immunity, on the interpretation of guidelines for some step construction, on the definition of the trails we are improving to assure they are replaced if an entity like a power company destroyed the trail in doing improvements to their system, and on how to manage purchasing. We partner neighborhoods have had permits in progress for over 4 years. Your help in clearing this log jam would be appreciated.**

Since the Urban Trails plan was adopted, many things have changed in SW Portland. We have sought on several prior occasions including the PED PDX and SWIM processes to get our SW Urban Plan modified to reflect the on the ground reality or to make the routes easier to negotiate. Staff has not responded in a supportive manner. Today we ask: **Tell us the route to getting the minor modifications we seek approved by City Council so we are empowered to move the wayfinding signage and modify the SW Walking Maps accordingly.**

McClymont, Keelan

From: Keith Liden <keith.liden@gmail.com>
Sent: Wednesday, December 4, 2019 3:17 PM
To: Council Clerk – Testimony
Cc: Falbo, Nick
Subject: SWIM Plan Hearing before City Council - Dec. 5, 2019 at 2:00 pm
Attachments: SWIM Liden Comments to CC 120519.pdf

My attached comments regarding the SWIM Plan for SW Portland to be considered by the City Council. They are in addition to comments I submitted on September 24, 2019.

Thank you.

Keith Liden
4021 SW 36th Place
Portland, OR 97221
503.757.5501

Keith Liden, AICP
503.757.5501

December 4, 2019

Portland City Council
Portland City Hall
1221 SW 4th Avenue
Portland, OR 97204

RE: Southwest in Motion Plan

Dear Commissioners,

I served on the SWIM SAG, and I submitted written comments into the record on September 24th, which I hope you consider along with these supplemental comments.

Adopt the SWIM Plan and Recommended TSP Amendments

With the extensive active transportation needs in SW, this plan does a good job of narrowing the focus on facility improvements that will generally be the most beneficial in the short-term. I support its adoption.

Although I support adoption, I feel amendments are needed in two areas:

1. Descriptions of Safer Shoulders in Chapter 5 and Appendix A; and
2. Plan implementation strategy and schedule presented in Chapter 8.

I provided written and verbal comments to the staff last winter, spring, and immediately following the release of the August draft. While several amendments were made, my basic concerns remain related to these issues.

I'm asking you to direct staff to make SWIM plan amendments in these two areas:

1. Description of Safer Shoulders

Problem: SWIM sends a confused message regarding the intended users of safer shoulders. Although they are supposed to accommodate walking and bicycling, the featured illustration on pages 26 and 42 shows a safer shoulder “as an exclusive place for walking” on a collector/arterial-type street complete with barriers. In addition, the SWIM narrative sends mixed signals by sometimes referring to safer shoulders as pedestrian-only walkways and other times as walking and bicycling facilities. A confused public is never an asset.

For example, the SWIM description for the SW Dosch Rd. Safer Shoulder is internally inconsistent, and it conflicts with the relevant plans adopted over the past 10-20 years:

- On page 27, SWIM describes it as “Dosch Safer Shoulder: A walkway from SW Patton Rd. to SW Beaverton-Hillsdale Hwy. (SS-02).”
- The detailed description of the Dosch project in Appendix A describes it differently as a “walkway/bikeway in the uphill direction to improve safety and separation for all modes.”
- The TSP has Project #90031.1 SW Dosch Rd. Interim Safety Improvements on the constrained list that is described to “construct an enhanced shoulder to improve safety for all modes.”
- Regional Transportation Plan designates Dosch Road as a Regional Bikeway.

Request: Make the following three changes to SWIM:

1. **Pages 26 and 42** - Delete the photo simulation of the safer shoulders design and replace it with a range of potential pedestrian and bicycle design options.
2. **Page 26** - Clearly state that safer shoulders are primarily intended for both walking and bicycling and that the design will vary to fit the specific circumstances.
3. **Page 27 and Appendix A** - Amend the project descriptions to consistently describe safer shoulders for walking and bicycling.

2. Chapter 8 - Implementation & Monitoring Success Is Too Vague

Problem: The 4-page implementation chapter (pp. 55-58) doesn't bring forward the policy recommendations from previous chapters, and it doesn't articulate a clear implementation strategy. In a nutshell, it says SW residents must continue to advocate for improvements, and PBOT will try to find money to complete projects, but commits to nothing. By contrast, the draft NWIM plan provides much more detail regarding implementation of the plan's priority projects. Simply winging it might work, but it would be nice to have more certainty and clarity about how SWIM will be implemented.

Request: Make the following four changes to Chapter 8:

1. **Pages 55-58** - Clearly describe how the city will work with and assist SW residents in reaching SWIM's active transportation objectives, including specific actions the city will take to implement the plan in a timely and cost-effective manner
2. **Page 58** – Say that PBOT “shall” - not should - produce a progress report at least every two years.
3. **Pages 55-58** – Commit to updating the plan on a regular basis to keep it current.
4. **Pages 55-58** – Clearly describe the specific action or actions PBOT will take to implement the “top priority: don't miss opportunities” policy recommendation on page 52, which says “PBOT should prepare itself with appropriate funding to respond productively to development proposals, repaving projects, shared opportunities and partner bureau projects.”

With so little money available, this 4th request is particularly important. The city must always be ready to efficiently capitalize on cost-saving opportunities. Unfortunately, this hasn't been the case as illustrated by Project BP 43 Hamilton Sidewalk Infill between SW 45th and SW 48th along the Bridlemile Elementary School street frontage (pp. 32-33 and App. A, p. A-29).

BES storm drainage ditches were installed on this stretch of Hamilton a few years ago. A paved 4-foot shoulder was installed along the new ditch between 45th and 47th with no thought given to simultaneously leveraging the paved shoulder to provide pedestrian/bike safety benefits or a safe route to school. Because of this oversight, we'll need to go back and redo it for \$600,000-\$1,000,000 on top of whatever BES spent originally.

While this example isn't the norm, this type of inefficiency is not unusual. Obviously, it should never happen, and either SWIM and/or the TSP update should describe how PBOT will prevent this type of inefficiency from happening in the future.

Keith Liden
4021 SW 36th Place
Portland

McClymont, Keelan

From: Sylvia Bogert <sylvia@swni.org>
Sent: Tuesday, December 3, 2019 3:16 PM
To: Wheeler, Mayor; Commissioner Eudaly; Commissioner Fritz; Commissioner Hardesty; Fish, Nick; Council Clerk – Testimony
Cc: Leslie Hammond; David Martin; Fitzgerald, Marianne
Subject: SWNI Letter Re Agenda Item 1125 Southwest in Motion, December 5, 2019, City Council
Attachments: 2019-09-20 SWNI City Co Ltr SWIM.pdf

Dear Portland City Council:

I am resubmitting the attached letter from Southwest Neighborhoods, Inc. for the rescheduled Southwest in Motion City Council item 1125 scheduled for this Thursday, December 5, 2019. Thank you for your support of active transportation improvements in Southwest Portland.

Sincerely,

Leslie Hammond
President
Southwest Neighborhoods Inc

Sylvia Bogert
Executive Director
Southwest Neighborhoods, Inc.
7688 SW Capitol Hwy., Room 5
Portland, OR 97219
503-823-4592
sylvia@swni.org

On 9/20/2019 3:23 PM, Sylvia Bogert wrote:

Dear Portland City Council:

On May 30, 2013 Southwest Neighborhoods, Inc. (SWNI) wrote a letter in support of the Portland Bureau of Transportation (PBOT)'s Southwest in Motion (SWIM) grant application with an expectation that it "would lay the foundation for future improvements by prioritizing a long list of much-needed projects to improve the almost nonexistent alternative mode transportation infrastructure in Southwest Portland."

The draft plan is the culmination of many years of volunteer work in collaboration with PBOT staff and a wide range of community members. It represents a short-term strategy to make it safer to walk and bike in Southwest Portland. Please see our attached letter in support of the Southwest in Motion Plan and specific recommendations

Thank you for supporting this plan, and we look forward to working with PBOT to implement it.

Leslie Hammond
President
Southwest Neighborhoods Inc

Sylvia Bogert
Executive Director
Southwest Neighborhoods Inc



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

www.swni.org

September 20, 2019

Mayor Ted Wheeler
 Portland City Council Commissioner Eudaly
 Portland City Council Commissioner Fish
 Portland City Council Commissioner Fritz
 Portland City Council Commissioner Hardesty
 1221 SW Fourth Avenue
 Portland, OR 97204

Re: Agenda Item #913 Southwest in Motion, September 25, 2019, Portland City Council meeting

Dear Portland City Council:

On May 30, 2013 Southwest Neighborhoods, Inc. (SWNI) wrote a letter in support of the Portland Bureau of Transportation (PBOT)'s Southwest in Motion (SWIM) grant application with an expectation that it "would lay the foundation for future improvements by prioritizing a long list of much-needed projects to improve the almost nonexistent alternative mode transportation infrastructure in Southwest Portland."

The draft plan is the culmination of many years of volunteer work in collaboration with PBOT staff and a wide range of community members. It represents a short-term strategy to make it safer to walk and bike in Southwest Portland.

SWNI urges you to:

- a) Adopt the Southwest in Motion Plan.
- b) Strengthen the Implementation Strategy and Funding commitment.

At this time, only a few crossings and two protected bike lanes are funded and one project is under consideration for a Regional Flexible Fund Allocation grant. With so many Tier 1 projects PBOT needs to work with stakeholders to identify and fund priority projects that will make it safer to walk and bike to key destinations in SW Portland.

- c) Make it a high priority to trim vegetation in the right of way and maintain the active transportation network for bicyclists and pedestrians.
- d) Involve SW residents in detailed designs of projects.

Thank you for supporting this plan, and we look forward to working with PBOT to implement it.

Sincerely,

Leslie Hammond
 President
 Southwest Neighborhoods, Inc.

Cc: Portland City Auditor Mary Hull Caballero
 Chris Warner, PBOT Director
 Denver Igarta, PBOT
 Nick Falbo, PBOT

McClymont, Keelan

From: Patricia Sosnovec <psosportland@yahoo.com>
Sent: Saturday, November 30, 2019 6:59 PM
To: Council Clerk – Testimony
Cc: Falbo, Nick
Subject: Southwest In Motion Input for City Council Meeting December 5, 2019

To Whom It May Concern:
Input for the Council Clerk and CC to Nick Falbo

I am unable to provide testimony for the December 5th meeting but was advised to submit my concerns in an email. My name is Pat Sosnovec and with my husband Milan Sosnovec, own a duplex rental at 4515 and 4517 SW Garden Home Road, Portland 97219.

My home phone is 503-292-619

My cell phone is 503-312-3929

Reason for my request:

Last year, one of the neighbors at 8130 SW 46th was hit and killed near the intersection of 45th and Garden Home Road. Ortrud Vatheuer had lived in the neighborhood for at least 40 years and had walked twice a day in the neighborhood for her regular exercise. What is different now is the amount of traffic flowing through SW Portland, people failing to stop at the 45th and Garden Home intersection, and worst of all NO PEDESTRIAN CROSSWALKS or side walks.

I was told that there will be no improvements to this intersection for maybe 10 more years, I am unsure if this is correct or if its more like 15 years. There are two bus stops at this intersection and in addition a school bus stops in front of my duplex on Garden Home. Pedestrians must be on alert at all times, sometimes they aren't sure if they can safely cross the street and I have seen pedestrians put their hands up to stop cars from turning into them. One neighbor described this intersection as "suicide" crossing.

My Request:

I would like to see some money allocated to add pedestrian cross walks to 45th and Garden Home. There are no side walks in this area of SW Portland, but if the intersection could have clearly marked pedestrian crosswalks it might help provide some safety for people trying to cross the street in this area at least until more improvements are made.

If you decide NOT to put in pedestrian cross walks I would appreciate knowing your reasoning for this so I can provide this information to my neighbors in the area of the duplex. I know that a large amount of money has been allocated for improvements along Capital closer to Multnomah Village, can some of this money be used for crosswalks or can other money be appropriated to help improve pedestrian safety at 45th and Garden Home Road?

Thank you for considering my request,
Pat Sosnovec
psosportland@yahoo.com

Moore-Love, Karla

From: Keith Liden <keith.liden@gmail.com>
Sent: Tuesday, September 24, 2019 12:52 PM
To: Council Clerk – Testimony
Cc: Falbo, Nick
Subject: SWIM Plan Hearing before City Council (Item #913)
Attachments: SWIM Liden Comments to CC 92419.pdf

My attached comments regarding the SWIM Plan for SW Portland to be considered by the City Council.

Thank you.

Keith Liden
4021 SW 36th Place
Portland, OR 97221
503.757.5501

September 24, 2019

Portland City Council
Portland City Hall
1221 SW 4th Avenue
Portland, OR 97204

RE: Southwest in Motion Plan

Dear Commissioners,

I served on the SWIM SAG, and I have 5 basic comments for your consideration as you formally review the plan.

- *Adopt the SWIM Plan and recommended TSP amendments*
- *Strengthen the implementation strategy and funding commitment*
- *Identify SWIM as a City plan – not a PBOT plan*
- *Provide a common implementation strategy for all In Motion plans in the TSP update*
- *Direct PBOT to deliver TSP/SWIM projects more cost-effectively*

1. Adopt the SWIM Plan and Recommended TSP Amendments

SW Portland residents have worked diligently with PBOT staff to create a modest but strategically sound plan focused on key improvements that will provide a safer and more convenient active transportation system for SW Portland residents. In spite of recent city investments, the active transportation infrastructure in SW Portland remains largely deficient. As the city grew, rural roads were expected to accommodate urban transportation needs, but have proven to be grossly inadequate for this task.

Instead of being overwhelmed by the magnitude of the problem, SWIM focuses on a practical short-term improvement strategy that can make a big difference by paying particular attention to:

- Connect existing improvements to provide a safer and more functional network,
- Provide access in and around community centers and to transit,
- Utilize a blend of traditional and new innovative design treatments,
- Balance short-term priorities with reasonable funding expectations, and
- Make the most of available funding and leverage transportation investments.

2. Strengthen the Implementation Strategy and Funding Commitment

The implementation portion of the plan needs to be strengthened if it is to be effective. Chapter 8 Implementation & Monitoring Success states “Continued community advocacy for projects will be instrumental to the success of this plan.” Other than indicating that PBOT will attempt to “maximize funding opportunities” and advance a few major projects that are already in the works, the city’s implementation role is vaguely described. This relatively generic

approach to implementation is not found in the other In Motion and community plans, which tend to be much more specific about actions to be taken and by which party.

For example, the “top priority: don’t miss opportunities” policy recommendation (Chapter 7, page 52) states that “Regardless of the individual project priorities identified in this plan, PBOT should work to implement the Transportation System Plan and other plans when project opportunities arise. PBOT should prepare itself with appropriate funding to respond productively to development proposals, repaving projects, shared opportunities and partner bureau projects.” However, Chapter 8 makes no mention about how PBOT will “prepare itself with appropriate funding to respond.”

This plan should more clearly describe how the city will work with and assist SW residents in reaching SWIM’s active transportation objectives, including specific actions that the city will take (with PBOT in the lead) to implement the plan in a timely and cost-effective manner including:

- **Top Priority Project Implementation.** Describe the specific action or actions PBOT will take to implement the “top priority: don’t miss opportunities” policy recommendation on page 52.
- **SWIM Plan Updates.** Commit to update the SWIM plan on a regular basis to keep it current and relevant.
- **Include Appendix D.** To help facilitate implementation, staff has created a new Appendix D, which is a very helpful summary of the projects to both aid city staff and residents.

3. Identify SWIM as a City Plan – Not a PBOT Plan

This mind set is a major problem with implementation in the city generally. Bureaus and divisions within bureaus too often feel that because it’s not “their” plan, they have no obligation to care or help implement it. We need to dissolve the current silo mentality in the city bureaucracy – not strengthen it!

4. Provide a Common Implementation Strategy for all In Motion Plans in the TSP Update

In connection with SWIM and the other In Motion plans, the TSP update should include the following items:

- **Reflect all SWIM (and other In Motion plan) Projects >500K in TSP Project List.** The project list in the TSP should reflect all of the projects in SWIM over 500K (assuming that is the cut-off point). For those Tier 1 & 2 SWIM projects that currently appear in the TSP, their descriptions should be modified to include any refinement provided in SWIM.
- **Reflect SWIM (and other In Motion plan) Projects <500K in the TSP.** While I understand the difficulty in listing all potential projects under 500K in the TSP, the plan should acknowledge they exist, and in the case of refinement plans like SWIM, they are identified and described in significant detail. The TSP should explain how these small programmatic projects will be funded and built.

- **Strengthen TSP Chapter 6: Implementation Strategies.** As proposed in the TSP update materials, this chapter is extremely weak. It doesn't really talk about implementation at all. It simply talks about more plans to be cranked out. This is especially troubling because the SWIM implementation chapter doesn't say enough about implementation either. Both plans say little in regard to how they will be implemented and commit to nothing. This leaves us in an implementation vacuum with no guidance for the city and its citizens as to how projects will get built. I appreciate all the uncertainty relating to money and politics, but we should at least have a basic outline and understanding about how the city intends to involve the public, refine projects, fund them, and build them. How will PBOT honestly and transparently evaluate progress made in completing the projects listed in both the TSP and SWIM plan? PBOT needs to stop making it up as it goes along (or at least appearing to do so).
- **Use the TSP to Describe In Motion Plan Implementation.** PBOT should very seriously consider including an implementation section or chapter in the TSP that clearly articulates how the TSP and the supporting refinement plans, especially all of the In Motion plans, will be implemented. The city shouldn't have a different, or simply ad hoc, process for NW, East Portland, Central City, SW, etc. To the extent possible, it should be the same for all, and funding to support each should be fairly and rationally allocated. For the SWIM (and NWIM that will soon follow), this could mean that it would refer to the TSP regarding the implementation framework and process and not have a unique process compared to other In Motion plans.
- **Verify and Correct Cost Estimates.** I mentioned last week that some of the cost estimates in the TSP and SWIM are obviously way off. Examples would include \$2 million for bike lanes and sidewalk on SW Vermont from 52nd to the city limit (TSP), and 550K to complete SW Sunset Blvd. from Capitol Hwy. to Dosch. These are distracting, misleading, and perhaps worst of all, they diminish the perceived credibility of the plans.

5. Direct PBOT to Deliver TSP/SWIM Projects More Cost-Effectively

PBOT often does a good job of efficiently delivering well-designed project improvements. It also has demonstrated the ability to take advantage of opportunities to deliver planned improvements at reduced cost, such as the SW Vermont Fix our Streets project. Another good example would be improved roadway safety striping on SW Terwilliger following a repaving project at Duniway Park.

However, the bureau's performance isn't always this good, and a significant number of perfect and cost-saving opportunities to construct TSP constrained list projects in a timely manner and reduced cost have been squandered over the years. A few examples include:

- **SW Montgomery Rebuild.** To fix a drainage problem, PBOT rebuilt a roadway section on a blind curve without including paved shoulder for pedestrian/bike safety, even when it was requested by other PBOT staff and called for in the TSP.
Result: Lost opportunity to provide this safety improvement at no additional cost.
- **SW Chestnut Uphill Bike Lane.** This is identified in the TSP and as a "Shared Investment Strategy" project for SW Corridor. The street was repaved, but PBOT neglected to even consider including the bike lane.
Result: Lost opportunity to provide this improvement at virtually no additional cost.

- **BES Storm Drainage Ditches on SW Hamilton.** A 4-foot shoulder was installed along the new ditches between 45th and 47th along the Bridlemile Primary School frontage. Maximizing pedestrian and bicycle safety or safe routes to school was not considered. *Result: The new paved shoulder is barely adequate for safe walking was also not extended another 30± feet to connect with the 47th sidewalk to the school.*
- **SW Terwilliger Bike Lane Gap at 7th.** This is identified in the TSP and as a “Shared Investment Strategy” project for SW Corridor. BES constructed only stormwater and sidewalk improvements on both ends of this gap on 7th and Chestnut. Community urging to also address the 200+ foot gap was ignored. *Result: Not only does the gap (with adequate space to be constructed) remain, the sidewalk new sidewalk at 7th must ultimately be removed to install the missing bike lane.*
- **Walgreens at Taylors Ferry and Safeway at Capitol Hill.** These two developments were approved without requiring bike lanes as prescribed by the TSP. *Result: These difficult intersections with Barbur where tough enough to fix before and now will be much more expensive to resolve with the additional bicycling obstacles sanctioned by the city.*

Funding will always be in short supply, and **PBOT needs to improve from being efficient and cost-effective the majority of the time to all of the time.**

Thank you for your consideration.

Sincerely,



Keith Liden
4021 SW 36th Place
Portland, OR 97221

cc: Nick Falbo
Denver Igarta
Mauricio Leclerc
Art Pearce
Bob Kellett
SWIM Project

McClymont, Keelan

From: John Neumann <johnneumannswhrl@gmail.com>
Sent: Monday, September 23, 2019 9:57 AM
To: Council Clerk – Testimony
Subject: SWHRL's Testimony for SWIM September 25th, 2:00PM
Attachments: SWHRL SWIM Council Testimony.pdf

To Whom It May Concern,

Attached is a copy of Southwest Hills Residential League's (SWHRL) testimony in support of Southwest In Motion plan. Additionally, we will have representatives present Wednesday for testimony.

Thank you for your attention to this matter.

John

--

John Neumann
Vice-President
Southwest Hills Residential League (SWHRL)
<http://swni.org/swhrl>
773-294-7221



Southwest Hills Residential League
c/o Southwest Neighborhoods, Inc.
7688 SW Capitol Hwy
Portland, OR 97219

<http://www.swni.org/swhrl>
contact@swhrl.org or president@swhrl.org

re: Southwest in Motion

Council Clerk
City Council
1221 SW Fourth Ave., Room 130, Portland, OR 97204

September 13, 2019

To the City Council:

Southwest Hills Residential League urges you to adopt and support the funding of the Southwest in Motion plan.

We understand that due to terrain and inadequate stormwater facilities it is more expensive to improve deficient infrastructure in southwest Portland than in other parts of town. Currently, 65% of southwest arterials lack sidewalk coverage, by far the worst percentage of any neighborhood coalition. The SWIM plan creatively meets these challenges by harnessing the insights of knowledgeable stakeholders to deliver a set of projects that offer a significant return on the city's investment. The projects on this list are modest and relatively inexpensive, but will make it much easier for southwest Portlanders to walk, bike and safely access public transportation.

We would like to draw your attention to the flexible and creative solutions the SWIM plan offers to problems of topography and drainage, which are discussed on pages 41 and 53 of the report. New road treatments like the Safer Shoulders particularly resonate with us in that our main bisecting collectors, SW Broadway Drive and SW Patton Road, lack both sidewalks and stormwater facilities. The report states:

In Southwest Portland these projects are also an opportunity for collaboration with the Bureau of Environmental Services to address unmet stormwater quality and conveyance needs. (p. 42)

Currently, PBOT does not have a corridor-length plan for either of these roads. This means that the city is losing the opportunity to leverage—or even to enforce—required transportation improvements from new development. Rather, pedestrian and bicycles facilities are designed/required in an uncoordinated, project-by-project basis, which leaves neighbors and developers unsure of which requirements to expect. The trend appears to be moving toward greatly reduced requirements of developers, driven by the limitations unmet stormwater needs impose on road treatments.

An insightful examination of the problem can be found on page 53, along with several recommendations which we support, for example:

Identify the collector streets in Southwest Portland which are most severely constrained due to topography, natural features or drainage necessitating a special design beyond what is covered by PBOT's typical right of way standards. Conduct technical analysis to define the effective width of the right-of-way and establish a feasible street cross-section that can be built as part of either a capital project or required with private development.

This seems particularly relevant in the context of the Residential infill Project and HB2001.

Finally, the SWIM process of community engagement was excellent, and the result is a granular, street by street understanding of our active transportation needs. We appreciate the care PBOT staff has taken to produce a nuanced portrait of Southwest Portland. We look forward to continuing to work with the city and PBOT on funding and implementation of these projects, and we encourage Council to address the funding of stormwater infrastructure in southwest Portland.

Thank you for your consideration,



John Neuman

Vice-President

Southwest Hills Residential League (SWHRL) Neighborhood Association

McClymont, Keelan

From: Barbara Bowers <vividme2@gmail.com>
Sent: Monday, September 23, 2019 8:09 PM
To: Council Clerk – Testimony
Subject: SW Trails
Attachments: Ltr to City Council re Capitol Hwy 0919.pdf

Attached is a letter pertaining to SW in Motion for consideration by the Council.
Barbara Bowers

September 21, 2019

Mayor, Ted Wheeler

Nick Fish, Commissioner
JoAnn Hardesty, Commissioner
Amanda Fritz, Commissioner
Chloe Eudaly, Commissioner
May Hull Caballero, Auditor

Dear Mayor, Commissioners, and Auditor,

I am a senior citizen who is very concerned about walking on SW Capitol Highway between SW Terwilliger and SW Sunset. Lately, I have needed to use Capitol Hwy. to return from Terwilliger to the commercial center in Hillsdale and have found it extremely challenging. I walk facing traffic which puts me on the south side of the street facing cars and bicycles. The latter come quickly, since they are going downhill making it very dangerous for me to be in the bike lane. There is a need for improvement on this stretch of road. I want to be safe as I walk on Capitol Hwy.

It would be nice to have sidewalk on this portion of the road, however I am aware of the funding concerns associated with it. I see you placed upright, white posts on Beaverton Hillsdale Highway going towards Beaverton from Hillsdale. I am writing to request you do the same on Capitol Hwy as it leaves the Hillsdale Town Center and goes toward Terwilliger. Hopefully, updated lane markings and posts will present a different image to drivers giving them a message to slow down and be more aware of pedestrians and bicycles on the common road we share. It would make me feel safer as I walk. I urge you to strongly consider my request as part of your efforts to fulfill Vision Zero.

Sincerely,



Barbara Bowers
3688 SW Capitol Hwy, Apt. 202
Portland, OR 97239

McClymont, Keelan

From: Sylvia Bogert <sylvia@swni.org>
Sent: Friday, September 20, 2019 3:23 PM
To: Wheeler, Mayor; Commissioner Eudaly; Commissioner Fritz; Commissioner Hardesty; Fish, Nick; Council Clerk – Testimony
Cc: City Auditor, Mary Hull Caballero; PBOT Director; Igarta, Denver; Falbo, Nick; Leslie Hammond; David Martin; Fitzgerald, Marianne
Subject: SWNI Letter Re Agenda Item 913 Southwest in Motion, Sept. 25, 2019, City Council meeting
Attachments: SWNI City Co Ltr SWIM 09 2019.pdf

Dear Portland City Council:

On May 30, 2013 Southwest Neighborhoods, Inc. (SWNI) wrote a letter in support of the Portland Bureau of Transportation (PBOT)'s Southwest in Motion (SWIM) grant application with an expectation that it "would lay the foundation for future improvements by prioritizing a long list of much-needed projects to improve the almost nonexistent alternative mode transportation infrastructure in Southwest Portland."

The draft plan is the culmination of many years of volunteer work in collaboration with PBOT staff and a wide range of community members. It represents a short-term strategy to make it safer to walk and bike in Southwest Portland. Please see our attached letter in support of the Southwest in Motion Plan and specific recommendations

Thank you for supporting this plan, and we look forward to working with PBOT to implement it.

Leslie Hammond
President
Southwest Neighborhoods Inc

Sylvia Bogert
Executive Director
Southwest Neighborhoods Inc



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592
www.swni.org

September 20, 2019

Mayor Ted Wheeler
Portland City Council Commissioner Eudaly
Portland City Council Commissioner Fish
Portland City Council Commissioner Fritz
Portland City Council Commissioner Hardesty
1221 SW Fourth Avenue
Portland, OR 97204

Re: Agenda Item #913 Southwest in Motion, September 25, 2019, Portland City Council meeting

Dear Portland City Council:

On May 30, 2013 Southwest Neighborhoods, Inc. (SWNI) wrote a letter in support of the Portland Bureau of Transportation (PBOT)'s Southwest in Motion (SWIM) grant application with an expectation that it "would lay the foundation for future improvements by prioritizing a long list of much-needed projects to improve the almost nonexistent alternative mode transportation infrastructure in Southwest Portland."

The draft plan is the culmination of many years of volunteer work in collaboration with PBOT staff and a wide range of community members. It represents a short-term strategy to make it safer to walk and bike in Southwest Portland.

SWNI urges you to:

- a) Adopt the Southwest in Motion Plan.
- b) Strengthen the Implementation Strategy and Funding commitment.

At this time, only a few crossings and two protected bike lanes are funded and one project is under consideration for a Regional Flexible Fund Allocation grant. With so many Tier 1 projects PBOT needs to work with stakeholders to identify and fund priority projects that will make it safer to walk and bike to key destinations in SW Portland.

- c) Make it a high priority to trim vegetation in the right of way and maintain the active transportation network for bicyclists and pedestrians.
- d) Involve SW residents in detailed designs of projects.

Thank you for supporting this plan, and we look forward to working with PBOT to implement it.

Sincerely,

Leslie Hammond
President
Southwest Neighborhoods, Inc.

Cc: Portland City Auditor Mary Hull Caballero
Chris Warner, PBOT Director
Denver Igarta, PBOT
Nick Falbo, PBOT

Moore-Love, Karla

From: Kim Isaacson <k.b.isaacson@gmail.com>
Sent: Monday, August 19, 2019 6:47 PM
To: Falbo, Nick
Cc: Council Clerk – Testimony; MNACHair@gmail.com; board@hna-pdx.com
Subject: Southwest In Motion- RP08

Hello Nick-

I spoke with your PBOT colleague Steve Szigethy at a booth during the Multnomah Days event last Saturday. He was representing PBOT's ongoing paving and sidewalk project on SW Capitol Highway in the Multnomah Village area. Since his project is improving area sidewalks, I asked him if he knew about any pedestrian improvements being planned for nearby 'Hoot Owl Corner' at SW Capitol Highway and Vermont and he suggested I refer to the Southwest In Motion plan on PBOT's website.

I downloaded the SWIM Final Draft plan and appendices from the PBOT website. In general, I am pleased to see the comprehensive planning for reducing the gaps in pedestrian and bike facilities in Southwest Portland. We need that. However, I am disappointed about the plan's recommendations for RP08, on SW Capitol Highway at Vermont. Specifically, the proposed use of 'safer shoulder' techniques adjacent to the parking lots that front the Cider Mill and Hoot Owl Market. This is inadequate to create a comfortable and safe pedestrian environment at this location. 'Safer shoulder' techniques may work as a sidewalk substitute along streets with landscape or a physical barrier adjacent the right-of-way (as illustrated on pages 26-27 of the SWIM Final Draft Plan); I don't think these techniques are comfortable and safe with moving vehicles on both sides of the pedestrian facility (in this case, the street and adjacent parking lot).

I recognize that this is not an easy location to make improvements, but PBOT needs to design and build a safe and proper sidewalk here. And the adjacent parking lot should include both a (landscape) buffer to separate the sidewalk and defined driveway entries. There are always constraints that challenge a design, but in my opinion, the 'safer shoulder' proposal is a weak and inappropriate solution. Can't we do better than this? This is a short, but important, sidewalk segment to complete along Capitol Highway.

I appreciate your efforts and I hope that these comments may help as SWIM is finalized.

Thank you.

Kim Isaacson
7127 SW 31st Avenue
Portland, OR