

SW CORRIDOR PLAN

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE

Email

✓ Anton Vetterlein	<u>430</u> SW Hamilton St., 97239	antonvett@comcast.net
✓ Bob Clark	3207 SE Portland, 97202	ElusY3k@yahoo
✓ Kriel Johnson	0650 SW Lowell St.	Kielij@gmail.com
✓ Gerik Kransky	618 NW Glisan, 97209	gerik@btaoregon.org
✓ TERRY PARKER	P.O. Box 135034	parker2012@gmail.com
✓ Ron Swaren	1543 SE Umahila St.	rswaren2002@yahoo.com
✓ ROGER AVERBECK	4907 SW CANTERBURY LN PORTLAND OR	ROGER.AVERBECK@GMAIL.COM
✓ Seth Alford	8915 SW Rosewood Way, Portland, OR 97225	setha@aracnet.com
✓ Phil Richman	8811 SW 19th Ave Portland 97219	philipjoe.richman@gmail.com
✓ Marianne Fitzgerald (invited speaker)	10537 SW 64 Dr Portland 97219	fitzgerdd.marianne@gmail.com
✓ Chris Smith	2333 NW Polk, June	

SW CORRIDOR PLAN

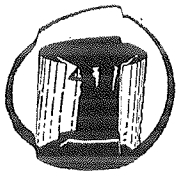
IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE

Email

✓ Craig Beebe	5908 SE Reedway 97206	craigwbeebe@gmail.com
✓ Aaron Brown	4047 N Michigan Ave 97227	aaron@oregonwalks.org
✓ Michael Harrison	2233 SE 53 rd Ave 97215	HARMICHA@OHSV.EDU
✓ Don Back		BACK@Q.com
✓ Peter Welte		



City Club of Portland

Good citizens are the riches of a city

37038

Officers

John Horvid
President

Kaen Kervin
President-Elect

Bill Holmer
Treasurer

David Quisenberry
Secretary

Governors

Robert Aldisert

Jeanne Crouch

Paul DeMuniz

Toya Pick

Deane Funk

Sue Hillick

Greg Macpherson

Nichole Maher

Su Midghall

Kourtney Nelson

Jazzmin Reece

Pat McCormick
Immediate Past President

Staff

Sam Adams
Executive Director

Rachel Loskill
Program and
Communications Director

Greg Wallinger
Research & Policy Director

Jennifer Thompson
Director of Finance
& Membership

Jennifer Li
Membership Assistant

Established 1916
Tax ID: 93-0140220

October 1, 2013

Mayor Charlie Hales

Commissioner Nick Fish

Commissioner Amanda Fritz

Commissioner Steve Novick

Commissioner Dan Saltzman

1221 SW 4th Ave.

Portland, OR 97204

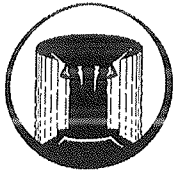
Dear Mayor Hales and Commissioners:

The City Club of Portland urges you to prioritize safer bicycling and walking on Barbur Boulevard.

As you consider the Southwest Corridor recommendations, the City should engage the Oregon Department of Transportation (ODOT), Metro, and relevant local and regional stakeholders to immediately study solutions on Barbur that could significantly improve safety for every road user. This crucial connection to Southwest Portland has been too dangerous for too long and delayed action will almost certainly result in more preventable collisions and injuries.

As you know, in June 2013, City Club of Portland members overwhelmingly adopted an extensive research report on the role of bicycles in Portland's transportation system. This report highlighted the urgency of creating a citywide bicycle network that is better integrated, better connected, and above all, safer for all types of bicycle riders. As a direct and relatively gentle grade, Barbur Boulevard presents a major opportunity to make this network a reality for thousands of residents who live in Southwest Portland.

The City Club recognizes that the Barbur corridor presents challenges as a state-owned facility and a busy commuter route, which requires a greater level of cooperation and study than a city-owned arterial. But this is no excuse to delay studying and implementing safety improvements for many years.



Barbur Boulevard is especially dangerous and intimidating for people riding bikes or walking between SW Hamilton Street and Terwilliger Boulevard. Crossings are few and far between, sidewalks are nonexistent, bike lanes are narrow and dangerously disappear at two bridge crossings. Meanwhile, speed limits are among the highest non-freeway limits in Portland. As a result, this is one of the city's High Crash Corridors, with at least 10 fatalities in the last decade.

Without further study, it is premature to say what the best configuration will be on Barbur. Reducing motor vehicle lanes to accommodate safer bicycling and pedestrian facilities (a "road diet") might be the best solution. Other approaches that could work (such as a reversible lane) might emerge after further study. What is known now is that the status quo is unacceptable, as is waiting a decade or more for the completion of Metro's Southwest Corridor planning process, as ODOT has suggested.

The City of Portland has repeatedly affirmed its intentions to increase residents' ability to walk and bicycle safely for commuting, errands, and recreation in such documents as the Portland Plan, the Barbur Concept Plan, the Portland Bicycle Plan, and the Climate Action Plan.

Now is the time to act on these professed intentions. With the proper improvements, Barbur Boulevard could be safer for all road users: bicyclists, pedestrians, transit users, and motorists. As you consider adoption of the Southwest Corridor recommendations, we urge you to work with ODOT and Metro to complete a thorough study of a safer multimodal Barbur Boulevard — in the next two to three years, not the next 10 to 20.

The City Club of Portland and our committee appreciate the opportunity to comment on this important opportunity to create a truly multimodal, safe transportation system for our city and region.

Sincerely,

Craig Beebe

Chair, Bicycle Advocacy Committee, City Club of Portland

October 9, 2013

Mayor Charlie Hales
Commissioners Novick, Fritz, Saltzman and Fish
City of Portland 1221 SW 4th Avenue
Portland, OR 97204

Re: SW Corridor City Council Resolution

Dear Mayor Hales and Commissioners Novick, Fritz, Saltzman and Fish:

As a resident of SW Portland who has been engaged in the SW Corridor planning process since it began in October 2011, by attending numerous steering committee meetings, public forums, and serving as a volunteer member of the Barbur Concept Plan Community Working Group, I appreciate the opportunity to support the resolution before you. However, I have several concerns to share with you today.

Change is coming to Barbur Blvd, and as City Commissioners, you each have a great responsibility: To shape the transitions by being fair and objective in the assessment of impacts (both positive and negative) to the community; by being innovative in implementing city policy; by supporting city staff in their efforts to do so; to work with all stakeholders and openly engage the public in these efforts. From my perspective, current conditions on Barbur Blvd are unsafe and unacceptable for people who choose to walk, take transit, and ride bicycles to get to work, school, and access local businesses.

As you know, Barbur is a designated high crash corridor – for all modes. In the Portland segment of Barbur Blvd, there were 19 pedestrian crashes and 23 bike crashes on SW Barbur from 2000 to 2009. Speed was a factor in many of the crashes, as was failure to yield. The crashes keep occurring, and should be obvious that the roadway design is one of the major contributing factors.

According to ODOT, the average 85th % traffic speed is 58 mph in the wooded segment of Barbur between SW Hamilton and Miles. This is dangerous and unnecessary. I cannot excuse the driver behavior in many of these severe crashes, when the roadway design encourages such behavior. The design speeds need to be reduced, and Barbur needs traffic calming through modernization into a multi model boulevard and civic corridor. Although my long range vision is for a grade separated multi use path with new bridges, I support further study of a road diet along Barbur Blvd. on the Newbury and Vermont Bridges. An open and transparent discussion that includes the community as a stakeholder is long overdue. I would welcome a public forum attended by the stakeholders mentioned but not identified by ODOT management in recent news articles on this issue.

For future discussion, jurisdictional transfer of Barbur Blvd to the city deserves serious consideration. Many transportation projects under consideration in the SW Corridor will be difficult and expensive, but must be given careful consideration if high capacity transit will ever be successfully implemented in the corridor. I look forward to being involved in the working group proposed in the resolution and helping the community prioritize the critical safety needs along Barbur: more safe crossings, and filling in the sidewalk and bicycle gaps and deficiencies.

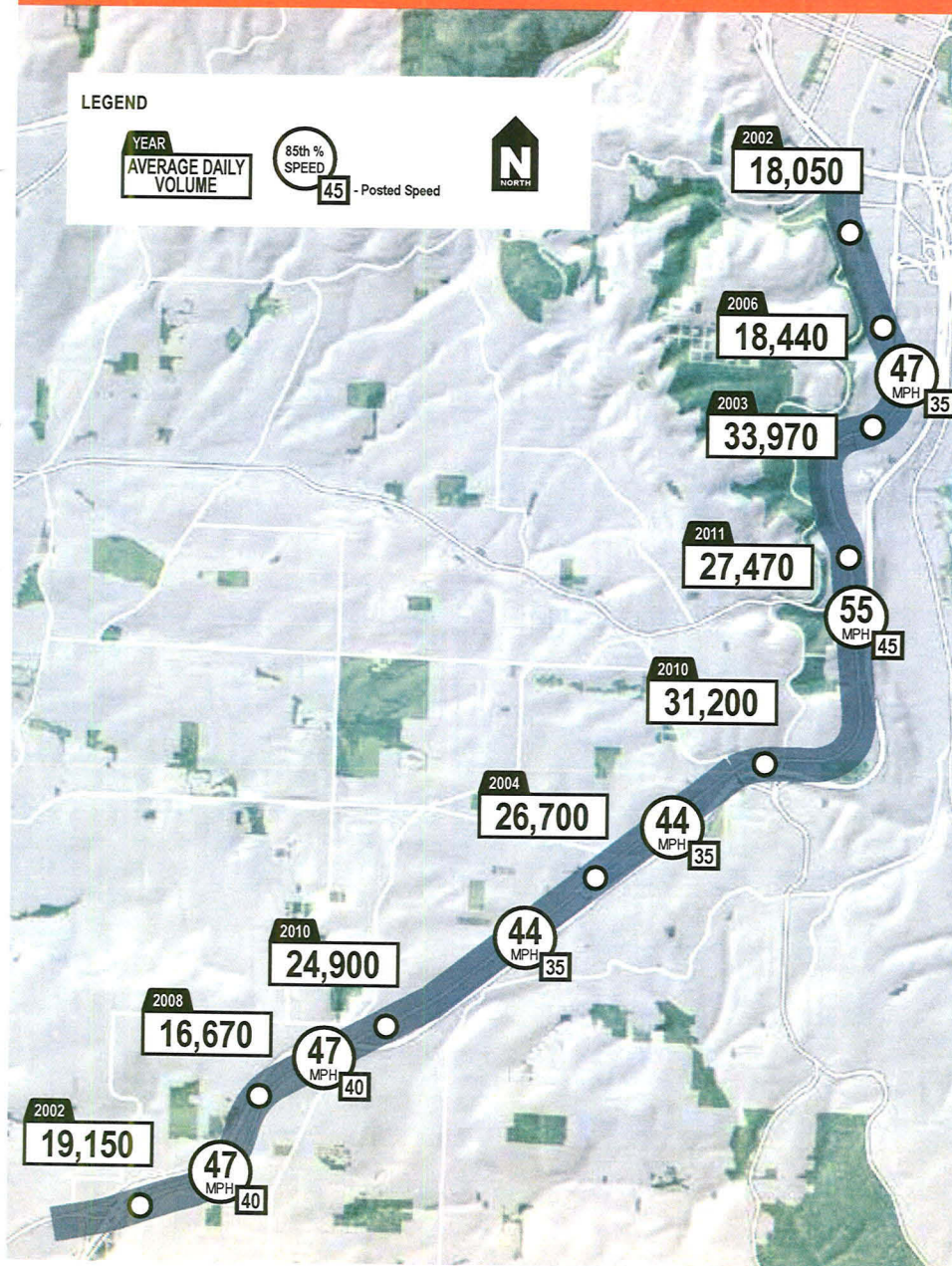
In closing, please be reminded of your responsibility to the community – work with the city's partners, find the funding for the critical safety improvements, and listen to the citizens that have the right to safely use this important roadway through our community, regardless of the mode they choose on a given day. Doing nothing for many years, hoping for a future transformation brought by high capacity transit, is unacceptable. Thank you for your consideration of my concerns.

Sincerely, 

Roger Averbeck
4907 SW Canterbury Lane
Portland, OR 97219

Submitted by
R. Averbeck 10/9/13 37038

Traffic and speed on Barbur



This map provides information about the relative quantity of vehicles moving on different parts of Barbur, as well as an indication of the 85th percentile speed.

The 85th percentile speed is the speed at which 85 percent of drivers drive at or below, while 15 percent of drivers are driving faster.

On busy streets like Barbur, when 15 percent of motorists are traveling ten miles per hour (mph) over the posted speed limit a significant speeding problem exists (i.e. 85th percentile speed greater than or equal to posted speed plus 10 mph).

10-9-13

37038

Submitted by
Kiel Johnson

Dear City Council,

These 503 groups, businesses, and community members have all signed the Friends of Barbur Letter advocating studying the Barbur road modernization (also called road diet). Their comments have been italicized. We have not included groups, like Lewis and Clark College, who have written their own letters.

Friends of Barbur Letter

The current road conditions on SW Barbur are unsafe and unacceptable for all users; whether on bike, foot, or car. We support Metro, the Oregon Department of Transportation, the Portland Bureau of Transportation, and the City of Portland working together to study safety improvements on Barbur that include expanding a separated bicycle lane over the Vermont and Newbury bridges.

The Vermont and Newbury bridges currently lack any bicycle facilities. This dangerously forces people on bicycles into the path of automobiles passing at high speed. Automobiles react by either slowing down, changing lanes, or disregarding the bicycle rider. The unpredictability of this situation creates a dangerous conflict for all users. By taking advantage of underused northbound roadway capacity and exchanging it for two separated bicycle lanes this conflict can be minimized.

Barbur is listed as a major bike corridor in the 2030 Bicycle Plan. The management objective for Barbur in the Oregon Highway Plan is to "is to provide for safe and efficient moderate to low-speed operation in urban areas for traffic flow and for pedestrian and bicycle movements." Barbur's gentle grade provides the only direct access between SW Portland and Downtown. All regional governments and agencies need to work together and study the most cost effective measures to make Barbur a safe place for all users without further delay.

Signatures

Businesses

Go By Bike Shop

Metrofiets

The Coffee Drop

Coventry Cycle Works

PDXK Productions

Splendid Cycles

TenBridge Partners, LLC

Arbella Brewing Group

Community Groups

SW Trails "SWtrails PDX Supports a thorough investigation of the road diet on Barbur to benefit all modes of transportation. If traffic volume demands, we can add more capacity at that time after a thorough examination of the alternatives. It is irresponsible to suggest we should wait to solve an immediate problem

until a still undefined project is completed a decade or more in a very uncertain funding future. "

Markham Neighborhood Association

Oregon Walks

AROW

Portland Bicycle Advisory Committee

Bicycle Transportation Alliance

Community Members

Douglas Brown

Steve Bozzone

Jason Britton

Peter Welte

Aaron Ray

Meghan Gay

Billy Reed

Jason Karls

Vera Keller

Ann Griffin *"I regularly bike commute from SW Portland to downtown using Barbur.*

Improvements to Vermont and Newbury are critical. Keep up the street sweeping on winter time that's important!"

Steven Basden

Josh Lighthipe

Kimberly Carihfield *"I ride Barbur several times a week and always cringe at the bridges.*

Another spot is the exit for southbound cars onto Beaverton hillsdale highway; this seems unsafe as well."

Claudia Holderegger *"This is my commute, and I wholeheartedly agree that Barbur Blvd needs improvements. I only ride during daylight because I fear for my life otherwise, even with excellent bike lights."*

Mark Turner

Tom Strodbeck

Elizabeth Hampshire

Gerik Kransky

Craig Harlow

Ian Crozier

Chris Smith

Kara B

Aaron Whiteford

Jeffrey Butts

Rodney Lucas

Rachel Richardson

Tessa Walker

Byron Palmer

Lee Buhler

Mike Kinnunen

Steph Sharp

Vivek Jeevan

Pete Kellers

Brandon Van Buskirk

Aaron Brown

Albyn Jones

Noah Brimhall

Peter Feld

Josh Berezin

Seth Alford

Scott Hillson

Sean Pliska

Allan Rudwick

Karen Ikins *"This is exactly the kind of community building project our tax dollars should be stimulating. Safe bicycling lanes promote less waste of critical resources, decrease in obesity rate as well as increase property values in areas that offer safe bicycling."*

Rachel King

Mark Williams

Ann Moneypenny

Robert Gardner *"I live a block off Barbur, and it pains me daily to see families, children, pedestrians, bicyclists, elderly, and scooter bound individuals attempting to navigate the disappearing sidewalks and bike lanes. Crossing Barbur to access transit, local businesses, or schools is utterly frightening due to the lack of pedestrian crossings, appropriate signage, or tragic calming devices. Please, we need more connectivity for alternative forms of transportation in the SW!!"*

Adam Lee

John Miller

Jim Archuleta

Nancy Swaim

Brian Walker *"Sharing the road with traffic traveling at 45 miles per hour unnecessarily places people on bike at risk. When an opportunity presents itself to improve safety at little cost, ODOT has an obligation to pursue it. This proposal is an interim solution and, as such, should not be forced to wait for an ideal solution 10 years down the road. The interests of safety wait for no bureaucracy."*

Steven Cayford

Bjorn Warloe

Lori Sills

Douglas Brown

Debra Meisinger

David Thomson

Wayne E. Holzkamp

Mark Wheeler

Steven Mare

Anne Bentley

Nicholas A Kuhn

Ian Stude

Jordan Faulds

Erinne Goodell

David & Karen Dalbey

Joseph M Eisenberg

Emily Guise

Elizabeth Oshel

Scott Lieuallen

Cathy Jensen

Herb Fyfield.

Eric Shaffner

Jack Olsen

Matthew Eller

Susan Harrison

Allison Duncan

Kim Isaacson

Robyn Ward

Joel Taylor

Michael Reiss

Jacob Reiss

Lina Reiss

Kevin Wagoner

James Hook

Blair Stewart

Erik Reynolds

Stephen Bernal

Ben Greenfield

Philip Craven Jr

Sharon Fekety

Ben Fleskes

Melissa Cate

Ciaran Connelly

Fred MacGregor

Heidi O'Shaughnessy

Christen Eide

Lance Poehler

Geoff Grummon

James C Parsons

scott caldwell

Mark Rothkopf

Brian Combs

Bill Reed

Charles Reneau

Maura Pisciotta

Kenneth Thiessen

Shauna Petchel

Shauna Petchel

Pete Edlund
 Lindsey Almarode
 Pete Ihrig
 Pau Souders
 Dimitrios Papadimtriou
 Bryan Kilburn
 Jeniffer Tunay
 Brian Kesselman
 Dmitriy Zasyatkin
 David Messenheimer
 Dan Faulkner
 Samuel C. Kauffman
 Richard Herbin
 Evan Siroky
 Travis Smith
 Howard Draper
 Cassandra E. Schueman
 Lois Moss
 Anne Lee
 Tom Howe
 Rick Conrad
 Sharon Helms
 Derek Ranew
 Ryan J. Palmer
 EG
 Keith Liden
 Andrea Bainbridge
 Chris Mays
 Lee S Shaver
 John E. Gale
 Barbara Stedman
 Kevin J Chance
 Heather N. Chance
 Marilyn Gauthier
 Jason Hamm.
 Brian Wilcox
 Phillip M Ross
 Jason Brune
 Nicholas Kehoe
 Timothy Holdaway
 Zach Holz

Alan Love
 Don Baack
 Tom Perilloux
 Kate Laudermilk
 Tim Vanevenhoven
 Geir Eide
 Mike LaTorre
 Randy Evans
 Jan Kuhl-Urbach
 Meg Anderson
 Dan Wright
 Stephen Frear
 Jeff Monaghan
 Carol Kershner
 Michelle Checkis
 Nancy Brown
 James and Judy Van Domelen
 Regena Frieden
 Jeff Tingey
 Teresa & Joseph Stevens
 Vera Keller
 David DeDionisio
 Sayer Jones
 Mr. Matthew Douglass
 Chris Peck
 Tom McTighe
 Zahra Rahmani
 Dave Brunker
 Zale Chadwick
 Aaron Williard
 David Lord *"I feel that Barbur is not very safe for bicycles currently, but I ride it for my daily commute anyway because I lack other viable options, and because I feel that it will be less safe if fewer cyclists use it. Please improve safety on this road for cyclists and pedestrians. Decreasing the speed would help. Road improvements also would help."*
 Graham C. Parks
 Bryan M. Thompson
 Linda Thompson

Daniel Shaver
 Jim Proctor
 Georgia Anton
 Tammy Straw-Dunn
 Simone Wren
 Mackenzie Lawson
 Sabina Blizzard
 Kirk Paulsen
 Joe Sixta
 Brittany Medlin
 Lucy Roberts
 Jim Grant
 Mason Wordell
 Christopher Keady
 Miriam Coe
 Jim Kysela
 Phil Richman
 kyle dietrich
 Alison Walcott
 Eline Leemans
 Hanna Neuschwander
 Debbie Richman
 Mauricio Morafiallos
 Owen Walz
 Christy Emlaw McMurtry
 Janel Hull
 Gary Reiness
 Maya Bendi
 Stephanie Byrd
 Shannon Davis
 Kelly Hansen
 Chris Shaffer
 Sarah LaLonde
 Liz Stanhope *"I bike to L&C College most days of the week. I am thankful Riverview Cemetary provides a safe westbound passage (I live on the east side). However the few times I've biked downtown via Barbur I've been terrified. The traffic is very fast and the bridges are bad. I avoid biking Barbur as much as possible."*
 Damian Miller

Anna Daggett
 Carrie Nielson
 Betsy Reese *"If and when the high probability of a bicyclist fatality occurs here, these safety improvements will be done immediately. Let's skip that fatality and go ahead and make these changes now."*
 Katie Murphy
 Marianne Fitzgerald
 Katie Lenahan
 Marlo Porter
 Chris Tanner
 Amy Dvorak *"For Henry"*
 Brock Roberts
 Melissa Powers
 Chase Ballew
 Ian Petersen *"This has been a problem for a long time. Henry is a close friend of mine and something needs to come of this. There may not be a helmet next time."*
 Yonit Sharaby
 Marsha Hanchrow
 Carl Larson
 Tigue Howe
 Anthony Cheng
 Doug Klotz *"Once again ODOT needs to be reminded that their charge is to make all transportation safe, not just auto transportation, and that auto throughput is not more important than safety for all users."*
 Robert Pirtle
 Alison Lentz
 Jarrod Nixon
 Amy McCullar *"I am much too afraid to ride on Barbur Blvd but would really like to be able to do so. Please make this a priority ODOT."*
 Ian Stude
 Craig Leto
 Roger Averbek
 Allen Nellis
 Matthew Arnold

Camille Wendlandt
 Andrew Haliburton *"I support safer bicycle facilities on SW Barbur"*
 Katie Taylor
 Nikolaus Loening
 Marika Liebman
 Jim Fox *"I strongly support any efforts and public monies making Barbur safer for vulnerable users. Thank you!"*
 Tom Ralley *"Please make Barbur a better place on which to ride a bike. I rode Barbur to get to PCC Sylvania; it is a reasonable bike route for getting to destinations in SW Portland. But there are many points on Barbur where cyclists put themselves at risk. ODOT has known about the dangers for many years but has done almost nothing to improve conditions for cyclists. Please do something soon before another cyclist is seriously injured or killed."*
 Suzanne Savaria
 Mischa van Buuren
 David Aulwes *"Bikes and pedestrians need accommodation!"*
 Aric Rist
 scott ballard
 Karen Natzel
 Mary-Margaret Jenkins
 Richard Myers *"I attended law school at Lewis & Clark for three years and rode up and down Barbur everyday. I can't tell you how many frighteningly close calls I had. And I had many friends that refused to bike to school because they were too afraid of Barbur."*
 Jonathan Sun
 David Backes *"Barbur is the local street for local traffic, if people want a high speed through road they have I-5, barbur should be a safe choice for all users."*
 Megan Kent
 Wade Peerman *"Please work to create safe alternatives to motor vehicle traffic. Pedestrians*

and bicyclists need a safe place to travel on state highways."
 Andrew Sheie
 David Stone
 Elizabeth Megan Kuhn
 Tracey Sheffer
 James Eldridge *"I take Babur from north Portland to Hillsboro and that is the worst road."*
 Amy Baird
 Jeff Mayeur *"Not everyone can take the hills on Terwilliger, and that road isn't exactly safe for bikes either."*
 Jason Markantes
 Christina Palmer
 Andrew Krogman
 Nadine Boes
 Annette Sullina
 Brit Cozzens
 Colleen Kawamoto
 Ben Coogan
 Gaye Kazirkshi
 Molly Stricker
 Christian Zomer
 Alexis Grant *"Further delay in action is endangering lives. Let's make Barbur safe now, not study it literally until death."*
 Tuuli Hakala
 John Ezelle
 Kyle McCall
 Henry Schmidt *"The list of injuries I sustained from my accident is too long to post into a small comments section. Please understand that safety is a right of all commuters, regardless of transportation vehicle, and should be the priority."*
 Nina Manno
 Sam Zuckerman
 Trushaa Castelino
 Kyle Taksar
 Kathleen Burckhardt

Landon Scott
 Hannah Blacksin
 Aucher Serr
 Alex Temkin
 Sam Cooper
 Jordan Goldin
 Auguste Somers
 Evan Rosenfeld
 Christina Sintek
 Grace Aleman
 Paola Le Varrat
 Robin Kuik
 Zac Towbes *"Do the right thing. This may even cost less than the next healthcare for the next 5 victims of the road."*
 Leah Weston
 Valerie Rourke
 Kyle Dietrich
 Caroline Pond
 Sage Coy
 Victoria Donaldson
 Jeremy Ballen
 Rachel Bensimon
 Ksenia Girsova
 Whitney DeGroff
 Justin Eubanks
 Mia McLaughlin *"This NEEDS to be done. I used to bike that road every day and it was scary. Either bike lanes or a much slower speed limit!"*
 Katie Kilbourn
 Elijah Probst *"As a friend of Henry's and a daily bike commuter on Barbur, I urge anyone with any say in the matter to help make it a safer road."*
 Zoe Huber
 Julia Kramka
 Cassidy Rice
 Lizi Markovitz
 Abigail Cunningham
 Ellen Smrekar

Chauncey *"This needs to be made a priority. There are so many people who use Barbur for their daily commute. The use of bicycles on that road is only going to increase as time progresses. One near death accident with a student is enough."*
 Taylor Lannamann
 cade yanowski
 Kyla Hamling
 Karina Marie Schorr
 Emma Hovila
 Hannah Atkinson
 Catherine Renner
 Mariel McClenahan
 Simon Hudes *"When Henry was hit, I was devastated. I want to do anything I can do to help make the road safer for cyclists like him."*
 Maia Bromley-Dulnao *"Please please please put this into action, I bike Barbur quite often and it is terrifying. My friend was hit by a high speed vehicle on this road and it needs to be a priority."*
 Madeline Edwards
 Joyce Iwashita
 Amelia Walsh
 Jack Andreoni
 Michael Toubi
 Haley Flannery
 Malinee Smith
 Malinee Smith
 David Zilban
 Stephanie Kudisch
 Adele Markey
 Maren Corbly *"For Henry and the future!"*
 Will Provost
 Andrea Louden
 Heather Markham
 Ben Whitehead
 Aaron Schmidt
 Kira Sandiford *"Because of Henry Schmidt"*
 Josh Bickley

- Lior Rozen
 Tara Kugelman
 Benjamin Hoffman
 Maia Penchansky *"Used to bike up Barbur every day and it's extremely dangerous and terrifying."*
 Danya Spencer *"so many accidents, time to change barbur!"*
 Diane Murray
 Ian Petersen *"No more Henry's"*
 Ella Antell
 Maisha Foster-O'Neal *"I live in SE and I don't own a car; I used to commute on Barbur on my bicycle for school, but now that I work in SE I avoid going to SW because there are no routes that feel safe. I would love to be able to travel on Barbur safely on my bicycle!"*
 James Grant
 Gabriela Leslie
 Erik Lundgren *"I feel that Barbur needs to be made safer to limit tragedies like some of the recent events from happening in the future."*
 Annie Young
 Luke Eberle
 Evelyn Roberts
 Richard Schmidt *"Please make Barbur safe for all."*
 Alena Borgatti *"This needs to happen now!"*
 Elise Sandiford
 Julianna Winchell
 Sally Lee
 Kristin Leuschner
 Julie Molnar and David Small
 Peter Fisher
 Dana Kilroy
 Barnaby Murff *"Bikers are people too, safety for all!"*
 Jamie tacker
 Leslie M Van Tassel
 Alexandra Le Varrat
 Hannah DeBois
- Carolyn Calvert
 KC Brunson
 Dana Pehrson
 Helen Mead *"This is because of Henry Schmidt."*
 Tracy Ross
 Devin Owen
 michele richards
 Ron Calabrese
 Trish Watson Trifunovich
 Laura Blum
 gary peskin
 Geffen treiman
 Davis Alexander
 Laura Sanano Hawkins
 Chrystine Maynez
 Sheri Magid
 Carrie Sue Jacoves *"the design looks amazing.. and very much needed... no more accidents!"*
 Karen Canady
 Leslie Duggleby *"implement improvements now, please"*
 Danielle Kralj *"Don't let another incident like Henry Schmidts happen again!"*
 Pam Brunson
 Lolita Ayyazova
 Doug LaGambina
 Leslie Bienenfeld
 Hayley Wilson
 Jesenya Maldonado
 Charlotte Weiss Reisen
 John C. Richards
 Ed Hurtley *"As a daily user of Barbur Blvd by bike, this road needs immediately improvement."*
 Armando Luna
 Stephanie Noll
 Alexander Paul Cahill
 Jeff Snyder *"I would use the bike lane on Barbur most days if it is put in. I would love to leave my car at home."*

Austin Hinton *"The limited cycling experience I've had on Barbur made me wonder how people feel safe commuting every morning and evening."*

Aaron Johnson *"Ride both ways every day, only place between Beaverton and downtown Portland where I fear for my life."*

Andrew Kerr

J. Johnson

Paul Jeffery

Byron Palmer *"It is incomprehensible that we have a major bike way with such dangerous places. Fix the problem as soon as possible even if it means cutting down on traffic lanes. Fix that problem when traffic backs up too much."*

Vivian Satterfield

Gregg Rice

Andrew Palmquist

Kristen Wiest

Charles Radosta *"We can do better than the status quo"*

Matthew Rogers

Amanda Lee Harrison

Ben McKinley *"ride it almost daily. Needs work. Thanks for the efforts!"*

Ben Digman

Amanda Gleason

Kevin Chambers

Jeffrey Van Name

Jack Horne

Scott Cohen

Kerry Gallagher

Aidan Padilla

Christine Clothier

Colin Watson

Mikhail Revlock

Tanja Olson

Sara Averbek

Terry Mitchell *"This is part of my daily bike commute and certainly an unsafe stretch of road to navigate in either direction"*

John McIntyre

Bryan Kalbrosky

LisaKaren Donnelly

Patrick M Klemz, Esq.

Jordan Barth

Holly L. Eubanks

Jordan Epstein

Nancy Kraemer *"wow – is Barbur study not including individual deaths, accidents and drivers speeding along Barbur Blvd in the last 3 – 5 years? Inconclusive? I challenge the report writers to ride with me on Barbur any day."*

Respectfully, Nancy"

Samantha Cikara

Devon Snyder

Abigail Grewe

Kara Scherer

Kristina Nelson

Gabby Henrie

Aliza Mossman

Katrina Staaf

Katherine Jernigan

Samson Harman

Taylor Wallau

Anya Hall

Emily Fagan

Amelia Mulford

John D

Sam Shugart

Sabina Bloom

Megan Creutzburg

Jason Wilkening *"As a commuter from the Markham neighborhood to Swan Island and as someone who wants to encourage the love of bicycling in his children, I support further study for safety improvements along the Barbur corridor."*

Matthaus Owens

Connie White

Maia Erickson

Jeffery F. Arasmith *"Road diets have proved useful elsewhere. I would like to see decision and justification on a road diet for SW Barbur. This is a commute option for me, but I don't use it much because the bridge crossings are unnerving."*

Ray Glur

Stephen Fasano

Daniel McNeal *"I regularly commute to work on Barbur. Thoughtful improvements are needed to make this a safer travel route."*

Shane Noel *"As a resident and frequent user of the Barber Blvd area I find both driving and walking on this road unnerving and dangerous."*

Laura Dawson Bodner *"I am a bike commuter who rides from Hillsdale to the Lloyd District. I used to ride on Barbur all the time, because it is the most direct route to downtown. Since I was almost hit by a car about 3 years ago on Barbur, I never ride on Barbur anymore. I hate to see other cyclists using Barbur Blvd. as it is very dangerous. I observe, when I am in my car, that vehicles almost always go faster than the speed limit. Having vehicles driving 50 miles an hour past me while I am cycling is more or less a death wish. Safety must be the first priority on Barbur Boulevard."*

Cassie Bishop

Joseph Young

Kenneth Schmidt

Eric Phelan

Lucas Hill

Verne Johnson

Lillian Karabaic

Karen Lickteig

Daniel Leavenworth

Robert Lecher

Asha Nidumolu

Slides from Portland Bureau of Transportation presentation on the 2009 SE Holgate road modernization project. The results show dramatic decreases in speeding and crashes while travel times actually improved. Instead of cars switching to neighborhood streets they moved to major traffic streets.

What did the data tell us?

Delay to Corridor Travel Time

Trimet GPS data for bus travel times :

- Travel times for buses both eastbound and westbound on Holgate between 92nd & 122nd increased between 15 to 20 seconds between April 2009 and April 2010
- Travel times for buses both eastbound and westbound on Powell between the Trimet garage and 122nd Ave increased by less than 15 seconds between April 2009 and April 2010

What did the data tell us?

Traffic Speeds

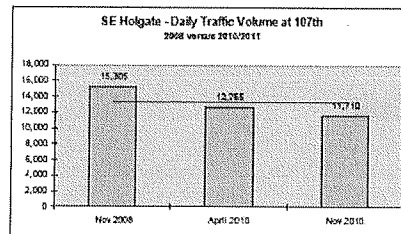
Change from 2008 to 2010

- 1,855 total reduction in cars per day 38-44 mph
- 548 total reduction in cars per day 44-49 mph
- 88 total reduction in cars per day 50+ mph

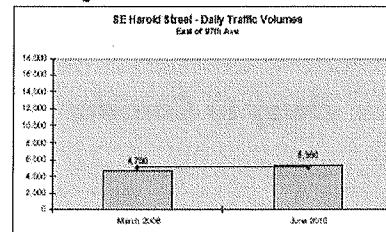
What did the data tell us?

Traffic Volumes

Holgate is a
Neighborhood Collector Street



Harold is a
Neighborhood Collector Street

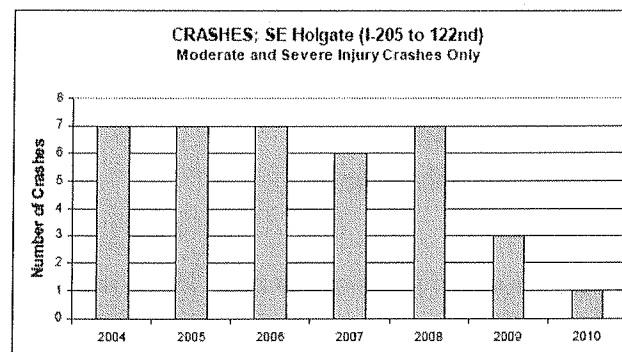


Powell is a Major City Traffic Street

- Increase from 18,110 to 19,300 between 2009 and 2011
- 1,190 vehicles per day or 6.6% increase

What did the data tell us?

Traffic Crashes



To: Portland City Council

RE: SW Corridor Plan

October 9, 2013

Mayor Hales and Commissioners,

The Homestead Neighborhood Association has some serious reservations about the SW Corridor Plan as it stands at this point. It appears that the plan will primarily benefit those living in the outer reaches of SW Portland - and the cities beyond - and that the communities in inner SW Portland that it passes thru will be negatively impacted. The plan does not adequately address the transportation needs of inner SW Portland while at the same time it threatens the livability of our neighborhoods. Our fear is that High Capacity Transit on Barbur Blvd. will reduce vehicular capacity on a stretch of Barbur Blvd. that serves as a funnel for SW arterials into the Central City and will push traffic on to neighborhood streets that are not intended for through traffic. One of those streets is Terwilliger Parkway which is arguably the city's premier scenic and recreational corridor and should not be a relief valve for arterial traffic.

The specific concern that has lead to this assessment is this: The SW Corridor Plan has identified OHSU on Marquam Hill as an "Essential" place. But the project is focused on a Barbur Blvd. alignment for either Bus Rapid Transit or Light Rail that would serve neither OHSU on Marquam Hill nor on the South Waterfront. OHSU is The Biggest Employer in the City of Portland with 10,000 people who work on Marquam Hill, not including several more thousand at the VA Medical Center and Shiners' Hospital. The hospitals on Marquam Hill are certainly the biggest employment center in the entire SW Corridor Plan study area. And the SW Corridor Plan is certainly The Biggest Transit Project that SW Portland has ever seen and which will set the pattern of land use and transportation for the next 50 or more years. So why does it ignore Marquam Hill?

Marquam Hill needs to be directly linked to the regional transit system. All streets leading to it are narrow, windy, two lane affairs which run through either residential neighborhoods or parklands. It has only one regular bus line and several more that run during rush hours. The aerial tram connects OHSU to the South Waterfront but that area is also difficult to access. The streetcar connects to the Tram but it only serves the central city and is notoriously slow. The Milwaukie MAX line's nearest stop to the Tram is 1/3 of a mile away, which is too far to expect any significant number of people to walk to. The Tram has been a boon to bicycle commuters but it has become so full that they are considering not allowing bikes on the tram during peak hours.

High capacity transit needs to directly serve OHSU. But the SW Corridor Plan's only consideration of how to do that is via light rail in a tunnel under Marquam Hill and which is only considered as an alternative to the baseline of transit on Barbur Blvd. I know the resolution before you today includes a paragraph endorsing further study of the light rail tunnel option, but the planners and politicians I've talked to about it strongly imply that it is a long shot alternative and they do their best to down play it. The problem is: if the tunnel is deemed too expensive or complicated or disruptive then there is nothing else in the plan that will directly link Marquam Hill to SW high capacity transit.

Out of all the multitudinous Roadway and Active Transportation Projects originally listed by Metro that are intended to support connections to High Capacity Transit, not a single one connected to Marquam Hill. The list is a re-hash of projects that were already on the books well before SW Corridor HCT was considered. There doesn't appear to be any original planning going on here to create an integrated transit system in SW Portland. This just seems to be a planning exercise on autopilot to fulfill the requirements toward gaining approval and funding.

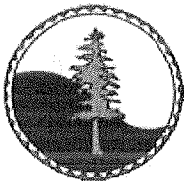
HNA has collaborated with OHSU and other community groups in inner SW Portland to add a project to the Active Transportation list that will improve pedestrian connections between OHSU and Barbur Blvd. across Terwilliger Parkway. We very much appreciate the initiative that OHSU has taken to advocate for pedestrian connections to Marquam Hill. But we are disappointed that OHSU has taken a neutral stance on the larger issue of High Capacity Transit options and alignments. A direct transit link to OHSU would certainly alleviate the access problems they face on Marquam Hill and would reduce the frictions between them and their neighbors. I can promise you that if OHSU proposes to build any additional parking facilities on Marquam Hill that there will be vigorous opposition from surrounding neighborhoods. The Marquam Hill Plan has set a high bar for approval of new parking on the hill. It seems that it would be in their best interest to seize this opportunity to significantly improve transit access to Marquam Hill.

We urge you not to rubber-stamp this plan but to add additional language to your resolution that calls for the SW Corridor Plan to more explicitly serve one of Portland's most important employment destinations.

Sincerely,

Anton Vetterlein
Homestead NA Land Use Chair
430 SW Hamilton St.
Portland, Oregon, 97239

Ph: 503-866-1667
antonvett@comcast.net



October 9, 2013

Mayor Charlie Hales
Commissioners Novick, Fritz, Saltzman and Fish
City of Portland
1221 SW 4th Avenue
Portland, OR 97204

Re: SW Corridor City Council Resolution

Dear Mayor Hales and Commissioners Novick, Fritz, Saltzman and Fish:

Southwest Neighborhoods, Inc. (SWNI), a coalition of seventeen neighborhood associations and three business associations in southwest Portland, enthusiastically supports the City Council resolution endorsing Metro's SW Corridor Plan. We thank City staff for working with us in the SW Corridor planning process, and meeting with us to discuss the draft resolution.

Most of SWNI's neighborhoods are within the SW Corridor study area and would be impacted by a proposed high capacity transit route and supporting investments in roadway, active transportation, and transit improvements as well as proposed environmental and green infrastructure projects. This corridor has the highest potential increase in transit ridership in the region. Two of the three Home Forward affordable housing properties in Multnomah County are within 1/4 mile of Barbur (as well as many other affordable multi-family housing units near Barbur), and all three Home Forward properties are within the SW Corridor study area.

Several neighborhood associations have identified priorities that were forwarded to you in SWNI's May 23, 2013 letter (attached, along with a letter from Far Southwest Neighborhood Association dated July 5, 2013). The following summarize our comments on the resolution:

Safety: SWNI's neighborhood leaders have sought improvements along Barbur for many years. Barbur is a High Crash Corridor—just in the past three months, two pedestrians have been critically injured along Barbur, and many other crashes, injuries and deaths have been documented over the years. We thank you for recommending that the Barbur Demonstration Project be awarded FY 2016-18 Regional Flexible Funds on September 18, 2013. This project has the potential to improve safety in one key segment of Barbur by constructing new sidewalks, crosswalks and bicycle lanes as well as improved access management. We support early implementation of projects that improve safety for people traveling in all modes of transportation along the entire length of this high crash corridor.

Road Diet: SWNI recommends further study of a proposed road diet along Barbur Blvd. on the Newbury and Vermont Bridges, as well as the area between the bridges. We also request an open, transparent and meaningful public dialogue on the study.

Community Working Group: Most important of all, SWNI recommends the establishment of a Community Working Group to discuss, refine and prioritize roadway, multimodal and active transportation projects that most effectively address the transportation needs of Southwest Portland and support high capacity transit in the SW Corridor. This working group should be specific to the City of Portland and be independent of Metro's proposed Implementation and

Development Southwest Committee. SWNI recognizes the need to work with a broad range of stakeholders in this regional partnership, but there are some issues that are unique to the City of Portland.

Shared Investment Strategy: The Community Working Group would provide an opportunity for meaningful public discussion of the details in the Shared Investment Strategy. Some of the projects in the Shared Investment Strategy (and their project descriptions and cost estimates) are over 15 years old and in need of refinement for today's conditions and funding realities--for example, projects that are described as bikeways on streets that also lack sidewalks really need both bicycle and pedestrian improvements. In addition, Portland's Bureau of Transportation and Bureau of Environmental Services need to work together to find creative cost-effective solutions to constructing sidewalks, bicycle lanes and stormwater facilities in Southwest Portland. Some of the projects in the Shared Investment Strategy may seem costly or complex, but they have the potential to transform neighborhoods from places dominated by motor vehicle traffic to places that are safer and friendlier to people living nearby as well as traveling in and through them. We believe the more complex projects should not be ignored just because they are challenging.

Transit Improvements: It is critical that high capacity transit serve the two largest employers in Southwest Portland: Oregon Health & Science University and Portland Community College's Sylvania campus. It is also important that the current planning efforts result in improved transit service to help people get to employment areas and services within the region, and result in improved access to transit on arterial and collector streets. SWNI is participating in TriMet's Southwest Service Enhancement Plan to identify needed improvements. The 2035 transit map in the Shared Investment Strategy Recommendation does not go far enough to improve transit ridership in SW Portland.

SWNI believes in the long run the SW Corridor Plan has the potential to make our community a safer and more pleasant place to live, work, play and learn. We urge you to work with us in a hands-on way, to work through the details of the upcoming phases of the SW Corridor Plan, and build community support for the public investments needed to improve livability in our southwest neighborhoods.

Thank you for the opportunity for us to share our support for the SW Corridor resolution before you today.

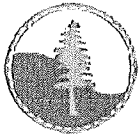
Sincerely,



Marianne Fitzgerald, President
Southwest Neighborhoods, Inc.

Cc: LaVonne Griffin-Valade, City Auditor
Leah Treat, Portland Bureau of Transportation
Susan Anderson, Portland Bureau of Planning and Sustainability
Malu Wilkinson, Metro

Enc: SWNI letter to Mayor Hales dated May 23, 2013 with attachment
Far Southwest Neighborhood Association letter to Mayor Hales dated July 5, 2013



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

May 23, 2013

Mayor Charlie Hales
City of Portland
1221 SW Fourth Ave, Room 340
Portland, OR 97204

Re: Southwest Corridor Plan

Dear Mayor Hales:

The Southwest Neighborhoods, Inc. (SWNI) coalition has been actively engaged in the SW Corridor Plan (SWCP) process since October 2011, when the SWCP Steering Committee formed. We appreciate your active involvement in this important planning process that could bring positive changes to our community. As the first phase of the SWCP draws to a close, please consider our support and recommendations for the following in the Portland segment of the SW Corridor:

- Further refinement of the high capacity transit alignments; specifically, the light rail/tunnel option near OHSU is preferred, and the hub and spoke option near the PCC Sylvania campus is preferred;
- Improved transit service, and improved access to transit on our arterial and collector streets;
- Near term implementation of pedestrian and bicycle safety improvements; and
- All projects that are considered bicycle projects should include pedestrian improvements where pedestrian facilities are lacking (as stated in Portland's 2030 Bike Plan).

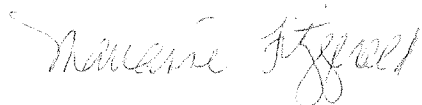
Six of our seventeen neighborhood associations have undertaken the difficult task of prioritizing the large and unrefined transportation project lists that are currently being evaluated as supportive of high capacity transit in the corridor. Please see the attached tally sheet with individual neighborhood priorities.

To further this difficult task and build the community support necessary for success of HCT in the corridor, SWNI requests the convening of a *Community Working Group* (CWG). This CWG, to be supported by City of Portland PBOT and BPS staff, as well as Metro, ODOT and TriMet staff, is needed in the coming phase of the SWCP to discuss, refine, and prioritize roadway, multimodal and active transportation projects that most effectively address the transportation needs of SW Portland and support high capacity transit in the SW Corridor.

Mayor Charlie Hales
May 23, 2013
Page 2

Thank you for considering our comments and recommendations as you deliberate the important decisions that will be made on the SW Corridor Plan.

Sincerely,



Marianne Fitzgerald
President
Southwest Neighborhoods, Inc.

Enc: SWNI Neighborhood Association Recommendations
cc: Arnanda Fritz, Portland City Council
Bob Stacey, Metro Council
Jason Tell, Oregon Department of Transportation Region 1
Neal McFarlane, TriMet
Malu Wilkinson, Metro SW Corridor Project Manager
Catherine Ciarlo, Metro
Jay Sugnet, Portland Bureau of Planning and Sustainability
Denver Igarta, Portland Bureau of Transportation
Lidwien Rahman, Oregon Department of Transportation
Talia Jacobson, Oregon Department of Transportation

SWNI Neighborhood Association(s) Comments on SW Corridor Transit Options; Roadway and Active Transportation Projects (May 23, 2013):

Ashcreek Neighborhood Association

Project 6034: Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements
 Project 2027: Pedestrian Overpass near Markham School
 Project 5009: SW Capitol Highway (Multnomah Boulevard to Taylors Ferry Road)
 Project 5008: Barbur/ Capitol Hwy./ Huber/ Taylors Ferry Intersection Improvements
 Project 1037: SW Portland I-5 Partial Split Interchange:
 Project 2033: West Portland Town Center: Pedestrian Improvements

Crestwood Neighborhood Association

Roadway Projects

Project 5009: SW Capitol Highway (Multnomah Boulevard to Taylors Ferry Road)
 Project 5059: SW Portland/Crossroads Multimodal Project
 Project 5005: Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements:
 Project 1044: South Portland Circulation and Connectivity
 Project 1037: SW Portland I-5 Partial Split Interchange:

Active Transportation Projects

Project 6034: Taylors Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements
 Project 2033: West Portland Town Center: Pedestrian Improvements
 Project 6004: Newbury viaduct bicycle and pedestrian facilities
 Project 6005: Vermont viaduct bicycle and pedestrian facilities
 Project 2027: Pedestrian Overpass near Markham Elementary

Homestead Neighborhood Association

Preferred HCT Mode and Alignment: LRT and tunnel to OHSU
 Transportation: We are in favor of projects that improve non-car access for commuters to Marquam Hill, and do not worsen the surface street traffic in Homestead or adversely affect our parks.

Multnomah Neighborhood Association

Project 5009: SW Capitol Highway (Multnomah Boulevard to Taylors Ferry Road)
 Project 1037: SW Portland I-5 Partial Split Interchange:
 Project 5007: Barbur Signals
 Project 5008: Barbur/ Capitol Hwy./ Huber/ Taylors Ferry Intersection Improvements (tied)
 Project 1013: I-5 Active Traffic Management
 Project 2024: Multnomah Blvd (Barbur to 45th)
 Project 5005: Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements

S Burlingame Neighborhood Association

HCT Options: LRT with tunnel = 4 votes; BRT, Indirect from Barbur = 4 votes

Top 5 (6 due to ties) Roadway Projects:

Project 4002: Barbur Blvd, SW (3rd -Terwilliger): Multi-modal Improvements
 Project 5005: Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements

Project 1028 Barbur / Terwilliger Intersection Improvements
 Project 5059: SW Portland / Crossroads Multimodal Project
 Project 5007 (Barbur Signals) and 1037 (SW Portland I-5 Partial Split Interchange) tied

Top 5 (6 due to ties) Active Transportation Projects:

Project 2024: Multnomah Blvd (Barbur to 45th)
 Project 2074: Hillsdale Crossing Improvements (Barbur / Bertha)
 Project 6034: Taylors Ferry Rd (Capitol Hwy – City Limits) tied;

Project 2004: 26th Ave (Spring Garden – Taylors Ferry)
 Project 2030: Spring Garden (Taylors Ferry – 26th)
 Project 3093: Terwilliger Gaps (Bikeway) tied

South Portland Neighborhood Association

HCT Mode: no adopted preference.

If mode is LRT: Tunnel alignment is preferred.
 If surface only: Naito alignment is preferred.
 PCC access: Direct via Capital Hwy.
 Direct access: Use existing bus routes.

Roadway projects:

Project 1044: South Portland Circulation and Connectivity
 Project 5013: Naito/South Portland Improvements
 Project 1019: Barbur Road Diet: Capitol to Hamilton
 Project 5006: Barbur Lane Diet: Terwilliger to Capitol
 Project 1037: SW Portland I-5 Partial Split Interchange

Active Transportation projects:

Project 2033: West Portland Town Center: Pedestrian Improvements
 Project 9005: Fanno Creek Greenway (Red Electric) Trail
 Project 9007: Slavin Road to Red Electric Trail
 Project 6022: I-405 Crossing Improvements
 Project 6013: Barbur/PCC Connection (neighborhood greenway)

Far Southwest Neighborhood Association

Portland, Oregon

June 25, 2013

Be it resolved, that the Far Southwest Neighborhood Association:

1. Supports the efforts of the Portland Bureau of Planning and Sustainability to improve and enhance the development of Southwest Portland by means of the Barbur Concept Plan as approved by the Portland City Council in April, 2013, and
2. Supports enhancements in connectivity in Far Southwest by way of the Hub and Spoke alternative envisaged in the five transportation bundles proposed by Metro as part of the SW Corridor Plan, and
3. Supports the development of the Crossroads focus area, so that it may become a true town center for Southwest Portland, along with developing the area between Barbur and I-5 from the Crossroads west to the county line. This would fulfill the stated SW Corridor Land Use Vision for mixed retail and high density residential developments without significantly affecting existing established neighborhoods, and
4. Opposes any direct road linkage between SW Haines St. and the PCC Sylvania Campus, and any plan to build a BRT system onto Haines St. because of the significant negative impact it would have on the character of that neighborhood, on its housing stock, on the large trees that grow along Haines and adjacent streets, and on the natural wildlife areas of Lesser Park and the surrounding woodlands, and
5. Far Southwest Neighborhood Association shall be engaged and consulted on possible routes through the neighborhood during the planning process before decisions are made.

Fourteen ballots were submitted at the June 25th meeting from the 40+ people attending. Some couples completed only one ballot, rather than individual ballots. It is believed that some who had attended and voted at the April SWCP Open House at the Multnomah Center did not vote a second time. The top five Roadway Projects were as follows:

5059	with 11 votes
5057	with 9 votes
5009	with 8 votes
1044 and	
5008	were tied with 7 votes each

Other projects received 1 to 5 votes.

Comments were "LRT downtown to Tigard" and "We need more exits to get on/off Barbur and I-5 between downtown and Capitol Hwy."

Far Southwest Neighborhood Association

Portland, Oregon

July 5, 2013

37038

Mayor Charlie Hales
City of Portland
1231 S.W. Fourth Ave., Room 340
Portland, OR 97204

Re: Southwest Corridor Plan

Dear Mayor Hales:

The Far Southwest Neighborhood Association (FSW NA) first became aware of the Southwest Corridor Plan (SWCP) in July 2011 as the process was just beginning. When the possible routes had been reduced to five, and maps of those routes were produced, concern was expressed when one of those routes appeared to run through the middle of FSW by way of Sylvania PCC, Lesser Park and Haines Street. It was later learned that the person who drew the line on the map had never seen the area and had no idea of the obstacles the route faced.

Following our March 2013 FSW meeting, where Morgan Tracy of Metro spoke about the plan and answered questions, what has come to be known as the "Haines contingency" was formed. George Vranas, Peter Johnson and Ariane Horschauer researched the history of Haines Street including the presence of historic trees, documented with photos and measurements the engineering challenges the route would face, how the HCT buses would be unable to maneuver the route, testified at the SWNI Transportation Committee and SWCP Steering Committee meetings about the threat the PCC/Lesser/Haines route posed to the trees and wildlife in FSW, home values, and safety of the streets and residents, and gave tours of the proposed route to anyone willing to come and walk it. They got over 130 neighbors to sign petitions in support of the SWCP, but along a different route. In documents sent to Amanda Fritz and staff at Metro, TriMet, BPS, ODOT and others, alternate routes were suggested that might have potential, and be less disruptive both to the neighborhood and Sylvania campus.

We met with Dr. Linda Gerber, President of Sylvania PCC, and members of her staff. They had been surprised to read in an earlier version of the Barbur Concept Plan that they were planning on putting housing and retail structures on campus. Their Master Plan for the campus includes neither. The challenge of transportation volume to and from campus is ongoing, as are their efforts to find creative ways to meet that challenge. This proposed route through PCC wouldn't help, but one of the alternate routes might.

On June 25, 2013 the FSW NA held an emergency meeting to discuss the SWCP, and voted to adopt the attached resolution. Those in attendance also voted on their top five projects, and the tally of that vote is with the resolution.

We realize the deadline for a final decision is near. Narrowing the options, evaluating all the input from both public and staff assessments has been a tremendous challenge. We appreciate the efforts and dedication of the members of the SWCP Steering Committee, and trust you will give serious consideration to this information as you make that decision.

Sincerely,

Marcia Leslie, Chair
Far Southwest Neighborhood Association

cc: Members of the SWCP Steering Committee, Metro, ODOT, BPS, TriMet

10-9-13

A Proposal for SW Corridor Transit

Public transportation in the SW Corridor is inadequate and has to be upgraded and redesigned if the long-term transportation needs of the public are to be met. **The SW Corridor currently generates less than 9% of TriMet's ridership and yet it consumes 25% of its total bus hours and 22% of all vehicle hours including MAX and WES.**

This poor ridership and inefficient service cannot be blamed entirely on sprawling land development. Much of it has to do with poor system design and operation. The SW Corridor lacks a system of connecting lines able to provide convenient access to and from the entire metro region as well as downtown. Rationalizing the bus service into a **multi-destinational network** and adding a **Rapid Transit Line** as an effective alternative to I-5 would significantly increase transit ridership while reducing traffic demand, especially during peak hours.

Multi-destinational transit

Multi-destinational transit networks provide convenient transit access to and from any destination within the area served by the use of connections or transfers. If a transit system is designed around accommodating only single-seat trips, it will fail to become a serious competitor to the private automobile because most destinations in the metro region are not concentrated in a single location such as the CBD.

To be effective, a Multi-Destinational Transit Network must be there when you need it and must be able to get you to your destination in a reasonable length of time. This requires daily service during most of the day (span of service) with frequent service lines that connect directly to major regional destinations and to each other. This can be achieved with two basic routing configurations, namely the grid and the hub and spoke.

Experience at successful transit systems has shown that a grid of transit lines running frequently (Frequent Service Transit*) is the most efficient way to attract ridership. The routes are direct and the transfers are fast and reliable. The hub and spoke configuration, with less frequent local service, can be an effective way to provide access between more isolated suburban neighborhoods and to the grid network if their schedules are timed for convenient transfers.

On a regional scale, a hub and spoke configuration cannot provide fast and convenient multi-destinational service because it requires out-of-direction travel for many trips. An exception is where higher speeds on rapid transit lines can compensate for some out-of-direction travel.

The SW Corridor is currently served by a hub and spoke system oriented to the CBD. It has routes of insufficient span of service and frequency, and with no rapid transit. Its only cross-town grid service is provided by the #76 Tualatin, #78 Lake Oswego and WES, none of which provides FST.

Grid Network for the SW Corridor

Following is an example of a basic grid network of Frequent Service Transit that would provide direct access to the entire metro region and would connect to other lines. They may replace or incorporate parts of some existing lines.

- A new **FST** line between Lake Oswego and Sherwood via Country Club Road, Boones Ferry Road and Tualatin Sherwood Road. (Major connections at Lake Oswego TC, Tualatin and Sherwood)
- A new north-south **FST** line between Sherwood and PCC Rock Creek via Elsner road, Roy Rogers Drive and 185th Avenue. (Major connections at Sherwood, TV Highway, Willow Creek TC, Tanasbourne, and PCC Rock Creek)
- A new east-west **FST** line between Washington Square and Clackamas Town Center via Taylors Ferry Road, Sellwood Bridge, Tacoma Street, Johnson Creek Blvd. and 92nd Avenue. (Major connections at Washington Square, Barbur TC, #35 on Macadam, Sellwood/Moreland, Tacoma MAX Station, #75, #71, #72 and Clackamas TC)
- Retain the #12 Barbur Line. (Major connections at CBD, Barbur TC, Tigard TC and Sherwood)
- Retain the #76 Beaverton/Tualatin Line and upgrade it to **FST**. (Major connections at Beaverton TC, Washington Square, Tigard TC, Bridgeport Village and Tualatin)

Local Transit

Local bus routes with service frequencies no greater than 30 minutes should be established where needed. They should connect to the grid bus system and rapid transit. Where two or more local buses connect at a station or other exchange point, their schedules should be coordinated to avoid long connecting delays.

A North-South Rapid Transit MAX Line

(Between Vancouver and Tualatin along the I-5 Corridor)

MAX currently provides a rapid transit alternative to I-84, Highway 26, portions of I-5 north, portions of I-205 and, soon, the Milwaukie MAX Line in the 99E Corridor. Unfortunately it does not have rapid transit at its core. The accepted concept is to develop a radial rapid transit system with lines on surface streets in the central city that converge on Pioneer Square in downtown Portland. Slow operating speeds through the central city resulting from traffic, bridge lifts, concern for pedestrian safety, train congestion and frequent stops result in a disincentive for commuters to chose MAX for long interregional trips.

If the **east-west** MAX lines are expected to function with the speed and efficiency of true rapid transit, they will someday have to be connected through the central city in a subway with minimal stops. In the meantime, the SW Corridor Planning process provides an excellent opportunity to provide true **north-south** rapid transit. It could provide a viable alternative to I-5, greatly reducing traffic demand while not getting bogged down on downtown streets.

This proposal extends the North Portland Yellow Line south on the eastside from the Rose Garden to OMSI and then across the Willamette River on the new light rail bridge to South Waterfront. While not going through the CBD, this alignment provides excellent connections to and from the CBD with direct transfers to the Blue, Red, Green and Orange MAX Lines. It also connects to numerous downtown FST bus lines at five inner eastside stations.

From the South Waterfront Station, the line could enter a tunnel under Marquam Hill with stations at OHSU and Hillsdale. It could also be extended as a subway with stations at Multnomah Village, Barbur TC and PCC Sylvania. The line could then extend to the Tigard TC via tunnel, structure and on the surface where it could follow the WES alignment to Tualatin on a second (electrified) track.

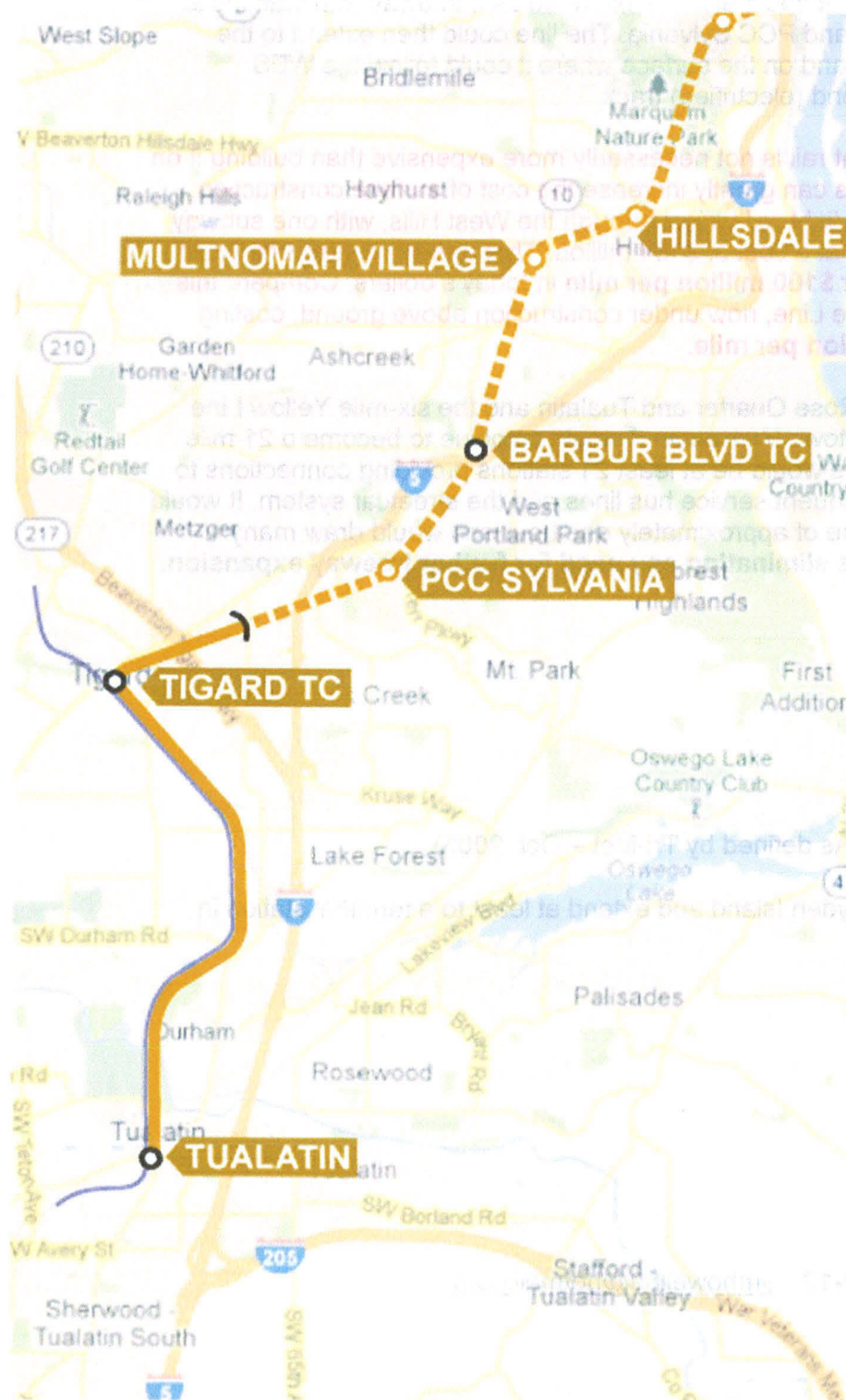
Note: Building a tunnel for light rail is not necessarily more expensive than building it on the surface. Land values can greatly increase the cost of surface construction. The 2.9-mile Robertson light rail tunnel through the West Hills, with one subway station, opened in 1998 at a cost of \$184 million. That underground work would be about \$290 million or **\$100 million per mile** in today's dollars. Compare this to the 7.3-mile Milwaukie Line, now under construction above ground, costing \$1.5 billion or **\$200 million per mile**.

This 15-mile line between the Rose Quarter and Tualatin and the six-mile Yellow Line from the Rose Quarter to downtown Vancouver** would combine to become a 21-mile regional rapid transit line. There would be at least 21 stations providing connections to four other MAX Lines, many frequent service bus lines and the streetcar system. It would have an end-to-end running time of approximately one hour and would draw many regional commuters off I-5, thus **eliminating any need for further freeway expansion**. (See attached map)

* Frequent Service Transit (As defined by Tri-Met – Oct. 2005)

** Assumes MAX will serve Hayden Island and extend at least to a terminal station in Downtown Vancouver.

This proposal extends the MAX Yellow Line south on the eastside from the Rose Garden to OMSI, across the new light rail bridge, through South Waterfront. This alignment would provide excellent connections to/from all other MAX Lines and finally, add MAX service through the Southwest Corridor.



ROSE QUARTER TC

BURNSIDE BRIDGE

MORRISON BRIDGE

HAWTHORNE BRIDGE

S. WATERFRONT

OMSI

OHSU

BARBUR BLVD TC

PCC SYLVANIA

TIGARD TC

TUALATIN

Note: Tunnels are not necessarily more expensive than surface construction. Land values can greatly increase the cost of surface construction. The 2.9-mile Robertson light rail tunnel & one subway station, opened 1998 through the West Hills at a cost of \$184 million, (about \$290 million or \$100 million per mile in today's dollars). The 7.3-mile Milwaukie Line, now under construction above ground, costs \$1.5 billion or \$200 million per mile.

8.5 miles ABOVE GROUND

6.5 miles UNDER GROUND