

I am a homeowner in SW Portland. I operate an automobile, ride a bicycle, and often walk to Multnomah Village and Hillsdale and Gabriel Park from near SW Dakota and SW 39th where I live. I usually ride Trimet when going downtown. Our neighborhood is filling up with families with small children and more people, including school-age children are out walking and bicycling. Our section of SW Vermont, between SW 30th and Gabriel Park, is emblematic of the tension between the concept of an arterial corridor versus a neighborhood of families.

I very much appreciate the new sidewalk improvements on the south side of SW Vermont between SW 30th and SW 35th. I also appreciate the relocation of a Trimet bus top, although now that means that a stopped bus is blocking the new eastbound bike lane.

Thank you also for new speed limit signs on that segment of SW Vermont, lowering the limit from 35 to 30 mph. However, I believe that is still excessive, until there are sidewalks on both sides of Vermont and safer crossing opportunities. Although the new pedestrian crosswalk at SW 34th has yellow crossing signs, and the crosswalk is clearly painted, a high percentage of automobiles do not stop for me, even when I am wearing my fluorescent green flagger's vest and have my foot into the street. So in order to give the walker (or runner) a safer chance to get across, I believe the posted speed should be 20 or at most 25 mph **or** bright amber blinking LED crosswalk warning lights (such as those on SW Barbur) should be installed.

Thank you very much for installing the no parking zone sign on Vermont at the SW corner of the intersection of SW 35th and Vermont. Now cyclists and walkers and car drivers coming south on SW 35th toward that intersection can see vehicles coming up the hill from the west and vice versa.

Finally, I would like to register my support for the following;

1. Policy 8.44 Right of way maintenance. Remove vegetation and encroachments that interfere with the safe passage of vehicles pedestrians and bicyclists on both built and unbuilt right of way.
2. Red Electric Trail improvements.
3. A climbing lane for bicyclists trying to get to SW Patton from SW Dosch and Hamilton on steep SW Dosch Rd with all its blind curves.
4. A wide climbing lane up Marquam Hill Road that would serve both pedestrians and bicyclists and would certainly be appreciated by automobile drivers as well.

Sincerely,

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