

Please see the attached feedback. I urge you to prioritize multi-modal improvements in SW & NW. Basic infrastructure has been long ignored here and it's highly discouraging to see our projects not prioritized. The area suffers from low walkability, bike ability that needs to be addressed. The goals of the portland plan of 20min neighborhoods, pedestrian network and bike network show has disparate NW & SW are in these categories. Given that it's amazing our projects are ignored while numerous multi-modal projects are funded in N, NE & SE Portland in neighborhoods that already have high walkability and bikeability scores.

I strongly urge to consider the impact these projects have on meeting the portland plan goals and prioritize the needs of SW & NW portland. It really feels like we're being ignored.

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Hi,

Appreciate the opportunity to comment on the plan and thanks for listening. I realize you hear many different voices so thanks for reading my comments. I applaud the overall effort to cost effectively build the region's infrastructure and undertake a prioritization effort, it is not easy. I wanted to specifically comment on a theme I saw in the projects. It was a surprise to me that many valuable projects in SW & NW were not prioritized (not funded or within the revenue constrained project lists). It seems that SW & NW are highly underserved in this plan. This is even more striking given that lack of multi-modal infrastructure here compared to the rest of the city. I'd request a number of projects in SW&NW be prioritized (moved to the funded and revenue constrained budgets).

It seems SW&NW didn't get their fair share of projects funded compared to the rest of Portland. I'm not sure how the city rated their transportation priorities. If you use the Portland plan themes (<http://www.portlandonline.com/portlandplan/index.cfm?c=52256>) of 20 min neighborhoods (<http://www.portlandonline.com/portlandplan/index.cfm?c=52256&a=288547>), walkability, pedestrian network (<http://www.portlandonline.com/portlandplan/index.cfm?c=52256&a=288555>) and bike-ability (<http://www.portlandonline.com/portlandplan/index.cfm?c=52256&a=288557>) as the metrics you're measuring against, then projects improving them in NW, SW and outer east should be prioritized due to

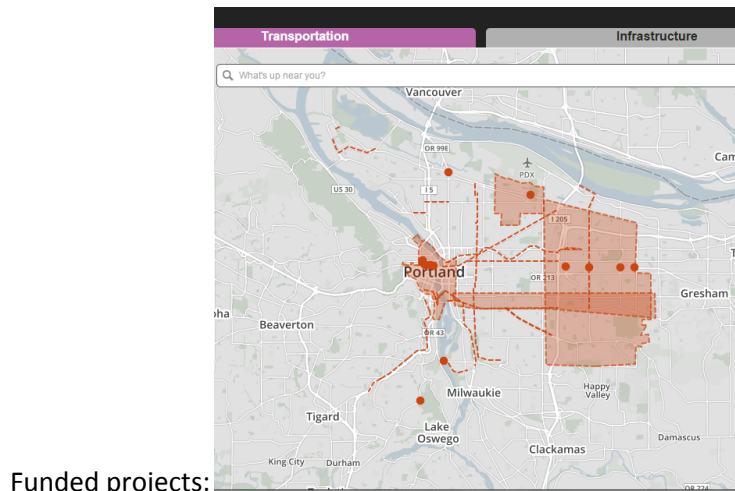
their low scores today and noted challenges over the many projects prioritized in N, NE&SE that already have high scores.

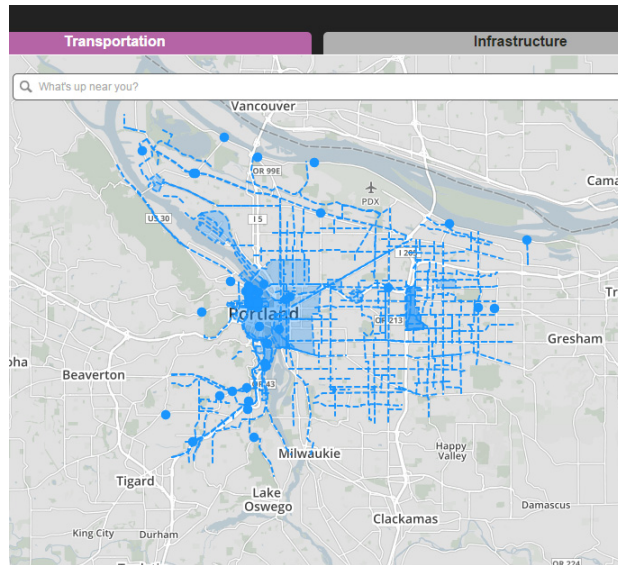
While the city lists funding projects in outer east portland they seem to have ignored NW&SW to a large extent. The Portland plan comments, “the lack of sidewalks and street connectivity in eastern and western parts of the city compromise Portland ability to foster walking as an attractive option in these areas. This plan seems to do little to address this inequity in West Portland and is highly disappointing. I’d request this be rectified.

Below I’ve provided additional detail to explain what I’m seeing in the plan.

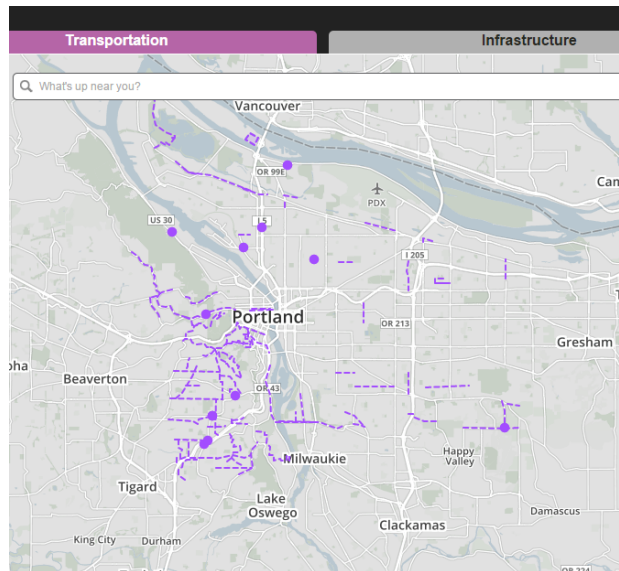
1. Equity: If you look at funded vs constrained vs unconstrained it appears a majority of the unfunded projects are in NW & SW. This is easily seen when you visually look at the projects lists on the map app and are shown below. I’m unsure why SW &NW projects were not priority and many projects in N,NE & SE are prioritized when their walkability and bike-ability scores are high and pedestrian networks built-out.

I’d request the city relook at the number and funding allocation of multi-modal projects across the city to ensure a balanced portfolio. Given the visuals below I’d request additional projects be funded in SW & NW while projects in N, NE & SE be un-prioritized.





Constrained projects:



Unconstrained projects:

2. Safety: NW & SW are seriously deficient in sidewalks as shown in the city pedestrian system map. This is a huge safety hazard and discourages walking. While this plan address outer east Portland this plan seems to do little to address this for NW&SW while funding numerous projects in neighborhoods with sidewalks and high walk-ability scores. Projects that complete the pedestrian system in NW&SW should be funded within the next 1-10yrs.

The NW & SW have some of the lowest cycle zone ratings in Portland yet this plan does little to improve them and instead places heavy investment into improving areas that already have high bike-ability, especially in N, NE & SE. This not only impacts those in the neighborhood but impacts the many from surrounding areas would like to travel west or easy over the hills to commute or the many cyclists using the routes for rides around town.

To make matters worse, there are few alternate routes in SW & NW. This means there are little to no alternative routes or low traffic roads for folks to bike and walk. This is further impacted by the windy roads and blind corners. Bottom Line it is seriously unsafe to get around by foot or bike in SW & NW. I think, and have heard from many, that the lack of multi-modal infrastructure are serious impediments and discourages the use of alternative transportation or walking/biking with your family. I think the bottom line is that much of SW & NW is a walking and biking safety hazard with the lowest ratings in town and this plan does little to address that.

3. Requested projects to fund. Move to revenue constrained

Years 1-10:

- 90054 SW Patton Rd Ped/Bike Improvements
- 90024 SW Broadway Dr Pedestrian Improvements
- 90038 SW Humphrey Blvd Ped/Bike Improvements
- 90031 SW Dosch Rd Ped/Bike Improvements
- 90034 SW Hamilton Ped/Bike Improvements

Years 11-20:

- 90094 Fairmount Blvd Bikeway
- 90095 Montgomery Bikeway
- 60015 Skyline Bikeway
- 90067 Vermont St Ped/Bike Improvements
- 90001 Montgomery to Vista Bikeway
- 20027 South Portland Connectivity Improvements.

4. Projects to de-prioritize. Move to revenue unconstrained.

- First, I would request some equity be restored by reducing the number of multi-modal projects in N, NE, SE.
 - Including de-prioritizing bikeways in SE & NE. there are many side streets you can take on the east side to walk/bike safely. This is in stark contrast to the SW & NW where there are limited to no alternative routes for people to use. Funding multi-modal transportation projects in NW & SW should be prioritized over multi-modal projects in N, NE, SE.
 - Numerous others
- 116390 Johns Landing Streetcar Extension
- 101640 Moody Ave Extension

I expect there would be large pushback from the streetcar lobby and developers on the last two projects. These projects seem of high cost and dubious value to SW Portland. I think an overwhelming amount of SW&NW Portlanders would rather see the projects listed in #3 in their neighborhood than the Johns Landing and Moody Ave projects yet their voices aren't heard over a few interested parties.

The residents of SW & NW need their basic infrastructure needs met, with sidewalks in particular, before additional dollars are spent on south waterfront “nice to have” expansions or “nice to have” bikeways in neighborhoods that are already highly walkable and bikeable.

Residents in SW & NW Portland pay proportionately higher property taxes than much of Portland (due to measure 50 among other reasons: http://www.oregonlive.com/portland/index.ssf/2014/10/how_do_your_property_taxes_com.html) yet they suffer from lacking the most basic of infrastructure. This plan seems to ignore the needs of SW & NW Portland while our dollars flow elsewhere. To me this is about equity and appropriately prioritizing projects across all of Portland’s residents.

I’ve talked to a number of long time neighbors who were not responding simply because they’ve lost faith the city hears them and would invest in SW & NW Portland. We’re requesting the city listen and meet our basic infrastructure needs by prioritizing multi-modal transportation projects for SW & NW Portland.