

TRANSPORTATION REGIONAL FLEXIBLE FUNDS

36876

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

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✓ ROGER AVERBECK	4907 SW CANTERBURY Ln 97219	ROGER.AVERBECK@GMAIL.COM
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Page \_\_\_\_ of \_\_\_\_

✓ Gerik Kramsky

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✓

✓ Randy Miller

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36876

Item # 871

## TESTIMONY

10:15 Am  
Time CertainTransportation Regional Flexible Funds

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

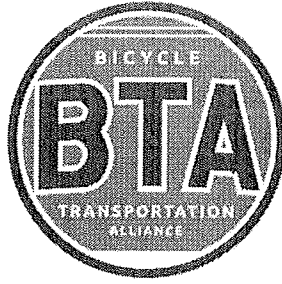
NAME (print)

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<del>Kiel Johnson</del>	<del>110 NE Hancock St</del>	<del>Kielj@ gmail.com</del>
✓ Mr. Simmons	Lents <sup>5411 SE Bond Ave</sup> URAC <del>Portland, OR 97214</del>	<del>Adam@lentscreative.com</del>
✓ Tom Putman	11950 NW THOMPSON RD PSX	
✓ Dave Northfield	500 NE Multnomah St., Ste 100 Portland, OR (Kaiser Permanente)	
NO - Nate Golley	3850 N Mississippi	nate@opalpdx.org
✓ Grace Bailey		

Date 8-17-11Page 2 of



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Good morning Mayor Adams, Portland City Commissioners, my name is Gerik Kransky, Advocacy Director with the Bicycle Transportation Alliance. I'd like to thank you for this opportunity to testify today in support of the Resolution 871 for federal flexible funds going towards Portland's Active Transportation and Complete Streets projects.

The Bicycle Transportation Alliance supports all of the city's applications to Metro for these federal flexible funds. Each of the active transportation projects are fantastic examples of how we can increase safety for all users of the roadway as well as increase access to bikes and bike lanes. At the BTA we think one of these projects in particular has the potential to be revolutionary and that is the bike sharing project.

Bike Sharing will get more people riding bikes especially new riders. Tourists and people who take transit to their office downtown will be able to run a quick errand at lunch will have access to a bike at all hours of the day and night. Bike sharing is affordable, safe, good for the environment, and good for the economy.

Bike sharing is affordable; Portland's new bike share program will be priced within reach of all Portland's citizens. Generally the first half hour is free with the escalating price scale after that first half hour. The goal is to get a lot of people riding bikes and have lots of bikes available at all times. If you want to pay to take the bike out for the entire day you can do that and take it anywhere since it has its own lock installed.

Bike sharing is healthy; it gets people who live and work downtown out and about in their community going out shopping trips, running errands, making their meetings, and doing it on a bike. With bike sharing, people can park their car, ride transit downtown and still have access to a bike. Instead of sitting at a desk all day, it's really healthy for them to get out and ride. Bike sharing is environmentally friendly; we have some of the highest air toxics in the city of Portland. By giving people mobility options that don't require burning fossil fuels, we decrease exposure to air toxics and incidence of asthma.

Bike sharing is good for the economy; by placing a bike share system in the central business District downtown Portland we are increasing access to retail storefront locations all throughout the city. Businesses should expect to see increases in foot traffic through their doors when bike share stations are nearby.

The Bicycle Transportation Alliance is excited that a modest federal investment in bike sharing is being leveraged to win us a significant commitment of private matching money. This project is the best of a public private partnership and we stand wholeheartedly in support of the \$2 million request from the city for bike share. In closing we support all of the City of Portland's active transportation and complete streets projects and we urge you to vote yes this resolution.

August 17<sup>th</sup>, 2011

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Mayor Adams and City Council Members;

I'm asking for your support for the East Portland Access to Transit project. It will be a critical link for East Portland residents for using active transportation to access transit.

East Portland residents rely heavily on active transportation, or transit for getting to work, the grocery store, and school. Having options for transportation is not only a citywide goal, but for many Outer East residents, a necessity. For some residents, automobiles are not an option. Active transportation and transit are economic necessities.

Transportation projects of this magnitude also deserve the resources to actively engage the community about the different options for using these new transportation facilities, so I would ask that funding also be dedicated for a transportation options program.

Sincerely,  
Jim Chasse  
Powellhurst Gilbert N.A.  
EPAP



**Subject: Testimony to the Portland City on the nominations for Federal Flexible Funding,  
August 16, 2011**

Hardcore bicycle advocates want to showcase Portland as a world class bicycle city. In reality, Portland has become a bicycle mayhem city where bicyclists continually taunt motorists and display their defiance of traffic laws while wanting to dictate how roadway transportation dollars are spent. The current political approach is to routinely stack the deck with special interest representatives on city controlled citizen advisory committees, and then proclaim community support. Bicycling safety starts with the bicyclists themselves wearing helmets and abiding by the rules of the road - not by blaming the motorists for everything.

Portland officials like to boast that Portland is a sustainable city. **Sustainability starts with financial self-sustainability**. Providing bicycle infrastructure for a bunch of freeloaders is not sustainable because providing specialized bicycle infrastructure does not include self-sustainable bicyclist paid user fees.

On the flip side, motorists pay the vast majority of the costs for roadway infrastructure in addition to currently subsidizing other modes of transport through license and registration fees and with the road user taxes on motor fuels. Presently, any promotion that encourages driving less in actuality reduces the overall amount of funding available for transportation projects.

One of the reasons this country has such a huge deficit problem is because of special interest spending on social engineering programs - like bicycle sharing - that require ongoing expenditures and do not pay their own way. Without appropriate rental fees and charges that would fully reimburse the up front costs from the Federal Highway Trust Fund and elsewhere, the proposed ego driven bike share program is not sustainable.

In Portland, PBOT also has a spending problem that is not sustainable. Motorist paid roadway dollars that should be used to maintain city streets are being siphoned off for streetcar frills, curb extensions that create artificial congestion and yes, bicycle infrastructure. The city now has a huge backlog of needed street maintenance.

Instead of spending what is sure to be a shrinking supply of federal dollars on yet another central city special interest program such as bike share, a more responsible and equitable distribution of these funds would be to use the dollars city wide to construct sidewalks where they are truly needed, and to pave unimproved streets that are long overdue for an overlay.

In closing, to propose funding an unsustainable bike share program ahead of providing basic services is misaligned and misguided. The general population of Portland could better be served by using the same dollars for street improvements and sidewalks. Equity requires that any bike share program needs to be financially self-sustainable before proceeding with such a venture.

Respectfully submitted,

Terry Parker

*Council Clerk* 36876

Testimony of Jim McLaughlin

August 17, 2011

Good morning.

Mr. Mayor; Commissioner Saltzman; Commissioner Leonard; Commissioner Fish; Commissioner Fritz.

Thank you for this opportunity to address the Portland City Council.

My name is Jim McLaughlin. (Spell).

I reside at 4601 SW Vesta Street, in Portland, and have lived there since 1978.

I have the honor to have been elected by my neighbors to be the President of the West Portland Park Neighborhood Association and have so served for the past three plus years. Previously, I served as a Director of that Neighborhood Association for three years.

Additionally, I am been the First Vice President of Southwest Neighborhoods, Inc. (SWNI) (pronounced "Sweeney"), since June of this year, after previously serving as a director of SWNI for four years.

Barbur Boulevard has been on the City's radar screen for a long time. Anyone traveling its length from I-405 south to the Washington County / Tigard line at SW 64<sup>th</sup> knows that it is a road that needs work. That shouldn't surprise any of us. The road was initially constructed in the 1930s by the then Oregon Highway Department, ODOT's predecessor. Many parts of it in the northern half, north of the Fulton Park Community Center, are filled in old railroad grade and trestles.

Barbur was constructed to 1930s standards, and when constructed Barbur replaced the old "Capitol Highway" as the primary route south out of the City toward Tigard, and on to Salem. Barbur remained that primary route until what we now call I-5 was designed and built in the 1950s.

Those 1930s standards to which Barbur was built reflected the then existing density; traffic volume, and engineering standards.

Barbur, the road, has in many senses "stood still", while much has changed around it. Much higher population, far more through traffic, from TriMet buses, to local freight deliveries to the many businesses, to some amazingly brave cyclists to many privately owned vehicles use it each day. Still a supplemental through route from the downtown core and points south, Barbur has also become a major business area and attracts a lot of local traffic.

While what is built, and patronized, along Barbur has changed greatly, in in the past 75 years, Barbur itself, other than serial resurfacings has seen little change. Major stretches in commercial areas lack sidewalks, or any place to walk at all out of the traffic lanes. Bike lanes are discontinuous – they start and stop, often without

warning. Too often, The bike lanes disappear in exactly those areas where traffic conditions are the worst. Crossing Barbur, from one side to the other, is in too many places like playing "Russian roulette".

On December 8, 1999, a dozen years ago, the Portland City Council, in ordinance 35848, adopted the Barbur Streetscape Plan.

The City Council then, which included Commissioner Saltzman, recognized that Barbur needed safety work. Those of us who used it daily, of course, knew that for years before the Council acted upon detailed recommendations from a very knowledgeable Citizens' Advisory Committee (CAC) supported by the work of an extremely experienced team of technical advisors from the Portland Office of Transportation (POOT), the Oregon Department of Transportation (ODOT), with additional support from the Bureau of Environmental Services (BES) and the then Bureau of Planning. No one, no agency or Bureau, in 1999 or now, questioned the need for substantial improvements in Barbur.

In that Streetscape plan, the authors recommended and the Council endorsed two areas with which to begin the improvements needed on Barbur. One was from 19<sup>th</sup> – Capitol Hill Road south to 26<sup>th</sup>; the second was from 26<sup>th</sup> south to 30<sup>th</sup>.

In the dozen years since, Barbur has seen precisely one (1) of the recommended improvements - installation of a traffic signal at SW 30<sup>th</sup> and Barbur. That improvement was paid for, not by the City, but by the non governmental developer of the "Headwaters" housing complex on 30<sup>th</sup> a block north of Barbur.

A scant six years ago, on September 10, 2005, at the only one of the annual Traffic Safety Summits ever held in residential Southwest, Linda Ginenthal of the Portland Office of Transportation commented "Considering the volume of people on Barbur, surely that has to be our priority." In the six years between adoption of the Streetscape Plan and selection of the demonstration areas, and that Safety Summit, the City had done nothing to deal with the safety issues on Barbur.

Now, six more years onward, this Council has the opportunity to take a significant step to improve safety on one segment of Barbur through the availability of RFF funds to implement the Demonstration area.

Rather than do that, though, PBOT has recommended, and this Council seems poised to ignore the opportunity presented by RFF funding, and direct those funds elsewhere.

The Southwest community is told, again. "Wait. There might be other funds and other projects which could take care of the Barbur issues." The Southwest community is that if RFF funds are used on Barbur, whatever is constructed now will have to be torn up in a few years.

The idea that what is presumed to be a Max line along the Barbur / I-5 corridor will be funded by the federal government and constructed in less than ten (10) years should derail any Barbur improvements is sort of like adults still believing in the tooth fairy.



Reality is that:

No HCT mode has been selected for a Barbur / I-5 route.

No HCT route has been selected. If Metro follows its own policies, the Regional Center at Washington Square will be on the route, and Barbur will not be the corridor at all.

In light of what happened in Washington, D.C. In late July and early August makes it obvious that there is not going to be funding available through DOT for an HCT route on the west side in any reasonable foreseeable time frame, and certainly not for a completed operating route by 2023.

And yet we are told to "Wait".

Residential Southwest has been told ~~#~~previously by the City to "Wait".

In 1998, the City of Portland asked ODOT to defer key sidewalk and bicycle lane improvements on Barbur which ODOT was in the process of doing while the City did a ODOT funded streetscape study. Several millions of dollars of pedestrian and bicycle improvements along Barbur in the City of Portland were deferred on the City's implied promise that more and better improvements would be forthcoming if Southwest would just wait. Southwest promised funding would be forthcoming to implement the Streetscape plan when it was completed in 1999.

Nothing was done by the City. And now, we are again told that if we just wait, we will get more and better. Virtually the same promise as in 1998. The City's record, PBOT's record, the Council's record of requests for more waiting, without any real implementation, is not a record which inspires any trust or confidence with respect to Barbur improvements. We are not disposed to "Wait" any longer.

Tell me, if we are forced to wait longer, and nothing is done with the will o' the wisp HCT wish by 2023, how will you explain that to the pedestrians and cyclists who will be injured, perhaps killed on this stretch of road which you could have gotten fixed in 2013 – 2014?

The Barbur Blvd. Streetscape / Pedestrian Plan - Phase 1 fits the criteria for Active Transportation and Complete Streets funding under Metro's Regional Flexible Funds Program. The Portland Bikesharing project does not.

I urge you to include the Barbur Blvd. Streetscape/Pedestrian Plan - Phase 1 project in the funding package that will sent to Metro for FY 2013-14 and FY 2014-15 Regional Flexible Funds, along with the "East Portland Active Transportation to Transit" and the "Foster Road Safety Enhancements".

Thank you for your attention.

Jim McLaughlin



36876

August 17, 2011

**PORTLAND FREIGHT COMMITTEE**

Dear Mayor Adams and City Council Members:

Beginning in January 2011, the Portland Freight Committee (PFC) and PBOT staff initiated the process of reviewing the previously ranked capital projects in the Portland Freight Master Plan to identify potential nominations for 2014-15 Regional Flexible Funds Allocation. This process resulted in the recommendation of two candidate projects from the Freight Master Plan and one Port of Portland project for the Green Economy & Freight category:

- North Time Oil Road-Burgard Street Intersection Improvements
- North Portland Road/Columbia Boulevard Intersection Improvements
- Cathedral Park Whistle Free Zone/Bradford Street Rail Realignment (Port)

After considerable discussion, the PFC ranked the North Time Oil Road-Burgard Street Intersection Improvement project highest. This was a difficult decision to make since all three projects improve freight mobility and enhance neighborhood livability in St. Johns. However, the anticipated \$2.4 million allocated to the City of Portland for green economy & freight projects limited our recommendation to only one capital project to receive RFF funding.

The North Time Oil Road-Burgard Street Intersection project will improve freight mobility in a regionally significant industrial district by widening and adding left turn pockets on N Burgard to accommodate truck turning onto northbound Time Oil Rd and the NW Container Services intermodal facility. The primary purpose of these improvements is to increase mainline system performance by reducing conflicts between turning and passing trucks and other vehicles and by improving sight distance at the Burgard/Time Oil intersection. This project will also advance an essential freight street improvement needed to implement the long-term St. Johns Truck Strategy, a goal of which is to eliminate through-freight on N Fessenden St.

The North Time Oil Road-Burgard Street Intersection project best meets the ten priority criteria for Green Economy and Freight Initiatives fund. It was ranked highest by the PFC, advances the St. Johns Truck Strategy, and is clearly needed to anyone willing to stand on the side of Burgard Rd.

Therefore, the Portland Freight Committee respectfully requests the North Time Oil Road-Burgard Street Intersection Improvement project be recommended for 2014-15 Regional Flexible Funds Allocation.

Respectfully yours,

Corky Collier  
Chair

Jeff Swanson  
Vice Chair

To: Mayor Adams and City Commissioners

CC: Catherine Ciarlo  
Tom Miller  
Paul Smith

RE: City Council Agenda Item 871, Regional Flexible Funds

August 17, 2011

Please accept this personal letter of support for funding the Barbur Streetscape Project through allocation of the 2014 - 2015 Regional Flex Funds.

I am a resident of SW Portland. I am a frequent bike and bus commuter on Barbur Boulevard; serve as volunteer chairperson of SW Neighborhoods, Inc Transportation Committee; and serve as a volunteer member of both of Portland's Bicycle and Pedestrian Citizen Advisory Committees. I submitted a comment letter of support for the Barbur Streetscape project at the June 1st, 2011 PBOT hearing.

Barbur Boulevard is a designated High Crash Corridor under study by PBOT this year. Two pedestrian fatalities resulting from vehicle crashes occurred on Barbur Blvd in 2010. Traffic speeds and volumes on this major arterial are high.

Despite being an important commercial zone along a frequent service bus line, the project demonstration area between SW 19th and SW 26th has: Significant gaps in sidewalks and bike lanes; long distances between signalized crossings; poor access management (numerous and wide commercial driveways that present hazards for pedestrians and cyclists). Poorly designed driveways are identified as the location of many vehicular turning and angle crashes that have resulted in serious injuries.

The proposed streetscape segment also has many substandard and difficult to access transit stops. Several transit stops are not near safe crossing improvements. Most intersections with the connecting neighborhood street grid are highly skewed, creating long crosswalks, contributing to poor sight distance and allowing high vehicle exit speeds. In summary, there is a clear and compelling need for safety improvements on this street segment that cannot wait 15 or 20 years for the entire corridor to redevelop with high capacity transit.

I must politely but strongly disagree with Mayor Adam's statement on the August 15th evening news that the city should not construct improvements because they might be torn out in 12 - 15 years. Frankly, I do not believe this will occur to the extent implied in the news interview.

Even though Metro and Portland are gearing up to study high capacity transit in the Barbur / 99W corridor, a small investment of regional flex funds in the streetscape demonstration area provides:

1. Critical safety improvements now (as soon as possible), for all modes in this high crash corridor;
2. Supports small businesses on Barbur now in this difficult economy;
3. Leverages investments now by a major grocery store (Safeway) proposed for redevelopment;
4. Complements planned multimodal improvements on Multnomah Blvd.
5. Serves local residents on and near Barbur by improving access now to transit and improving access to numerous small businesses;
6. Brings the seven block segment of the streetscape demonstration area up to a basic standard of service that all city residents deserve;
7. Provides an example now of the future corridor transformation;
8. Garners local support now for the larger changes coming.

I will be there as a volunteer member of the Community Working Group for the Barbur Concept Plan. Future high capacity transit (HCT) modes, alignments, station areas and funding are very uncertain. The Barbur Concept Plan (to be completed in 2013, before the 2014 - 2015 flex fund projects are constructed) will identify improvements within the project area that are least likely to be affected by whatever the future cross section of Barbur may be, if and when HCT is implemented.

An emerging HCT corridor needs to become increasingly multi-modally oriented before HCT is planned and constructed. Building transit ridership, pedestrian and bicycle use now in the corridor is an essential step in creating a successful HCT project that complements the planned and expected land use transitions. Funding the Barbur Streetscape Plan now will aid in this mode shift.

Please submit the Barbur Streetscape Demonstration Project to Metro for the 2014 - 2015 Regional Flex Funds allocation. Thank your for the opportunity to comment on this important decision in our community.

Roger Averbeck  
 4907 SW Canterbury Lane  
 Portland, OR 97219  
 503-679-1447  
 roger.averbeck@gmail.com

**Moore-Love, Karla**

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**From:** Doug Klotz [dklotz@rdrop.com]  
**Sent:** Wednesday, August 17, 2011 8:25 AM  
**To:** Adams, Sam; Commissioner Fish; dsaltzman@portlandoregon.gov; Commissioner Fritz; Leonard, Randy  
**Cc:** Bertelsen, April (PDOT); Moore-Love, Karla; Bertelsen, April (PDOT)  
**Subject:** RFF for Barbur

Mayor Adams and City Commissioners:

I support allocating Regional Flexible Funds for the identified section of Barbur Boulevard. I've heard the argument that "we shouldn't build anything on Barbur because it'll all be torn up later for light rail".

I disagree with that assessment. The people who live along Barbur, many of whom are lower-income apartment dwellers, need to be able to walk along this critical shopping and transit corridor now. The current configuration is unsafe in so many places. Asphalt paving flows from the street up to the buildings, with no safe place to walk. All of the intersections are at odd angles, increasing the danger when trying to even walk along one side of Barbur, much less cross the street.

This is the most important street in Southwest Portland, and for the safety of all users, sidewalks are need to define the edge of the roadway and make it safer to use. Building the sidewalks now will start to move the area toward more non-auto use, and lead to an environment that will be more conducive to the intense transit use that the Barbur High Capacity Transit plan may be able to build on 15-20 years from now.

Sincerely,

Doug Klotz



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**Moore-Love, Karla**

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**From:** Linda Nettekoven [linda@lnettekoven.com]  
**Sent:** Tuesday, August 16, 2011 9:36 PM  
**To:** Adams, Mayor; Saltzman Dan; Commissioner Fritz; Leonard, Randy; Commissioner Fish  
**Cc:** Moore-Love, Karla  
**Subject:** Flexible Funding Priorities

Dear Mayor Adams and Commissioners Fish, Fritz, Leonard and Saltzman,  
Since I will be out of town and unable to attend Wednesday's hearing on the priorities for the Regional Flexible Funding, I wanted to share a few thoughts with you. I understand that the leading contenders for flexible funding on Portland's list are the East Portland projects, the Foster-Powell Road improvements and the Bike Share Program.

I strongly support the first two items, the East Portland and Foster-Powell proposals, but have serious reservations about the Bike Share Program being a top priority in this economy, when we're asking our community to focus on the basics as many try to hang on to some semblance of life as they knew it. The priority I would like you to support is funding for safety improvements for Barbur Boulevard. Barbur is a high crash corridor of regional significance with major safety issues, and has been a top community priority for over 10 years. The pedestrian safety benefits that would come with improvements to Barbur Boulevard are much more in keeping with the priorities of the larger community. The SE Uplift Livability Committee (on which I serve) has identified pedestrian safety as one of its top 3 issues for this year based on feedback from across our coalition.

As a member of the Portland Plan CIC and PPAG as well as the PBOT Budget Advisory Committee, I find funding for the Bike Share Program in this context, at this time, to be at odds with many of the priorities that have emerged during the Portland Plan process -- the focus on neighborhood hubs, 20 minute, walkable, connected neighborhoods, and our much discussed emphasis on equity. Although having a Bike Share Program may improve equity when it comes to the resources devoted to the various modes of transportation in our city, I think this round of funding can be better spent to improve safety on Barbur Boulevard. I think it is hard to argue that the Bike Share Program advances our overall equity agenda in any meaningful way.

I know Barbur Boulevard is slated for mass transit. However, I also understand that the potential streetcar alignment will be determined before the proposed pedestrian improvements are slated for design so the effort could be coordinated. Residents and businesses in the area have been waiting long enough. After working on Division Street for 10 years (and counting) to implement a basic streetscape design and reconstruction effort I am a bit cynical about how long SW residents may have to wait for the full scale implementation of their long discussed mass transit improvements. I can also point to neighbors in the South Tabor Neighborhood who've been waiting since their 1972 meeting with Neil Goldschmidt for improvements to aid pedestrians wishing to cross Division street between 60th and 72nd Avenues. Although PBOT has been exploring bike sharing options for several years, I don't think our community has been waiting quite as long for a bike sharing program to materialize on our central city streets as people in other areas have been waiting for safety improvements.

Thank you for considering my comments.

Sincerely,

8/17/2011

Linda Nettekoven  
2018 SE Ladd Avenue  
Portland, OR 97214

36876

**Moore-Love, Karla**

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**From:** Linda Gerber [linda.gerber@mobile.pcc.edu]  
**Sent:** Tuesday, August 16, 2011 7:38 PM  
**To:** Moore-Love, Karla  
**Cc:** Wing-Kit Chung; jim.mclaughlin@gmail.com; Preston Pulliams; Randy McEwen  
**Subject:** FW: PCC's Support for Regional FlexFunding fo Barbur Demonstration Project

Karla Moore-Love  
Secretary to Portland City Council

Dear Ms. Moore-Love,

As President of Portland Community College's Sylvania Campus, located not far from SW 49<sup>th</sup> and Barbur Blvd., I am sending this email to express PCC's support of the Barbur Blvd. Streetscape Project application. This \$2.5m project request through the Regional Flexible Funding program, if awarded, would improve pedestrian access and safety for a stretch of Barbur Blvd. that is used by many PCC students—both bicyclists and pedestrians--and would serve as a demonstration project in anticipation of further improvements along Barbur. PCC's Sylvania campus students and employees are affected by the functionality and safety of Barbur since many walk, bike and use the transit system along the boulevard. This project supports the long term sustainability goal of PCC to reduce single occupancy vehicle usage and encourage alternative transportation modes. At present, the negative conditions students and staff face if Barbur is their walking or biking path is an important obstacle to realizing our goal.

Please count Portland Community College among the many supporters of the project. I urge you to select the project for funding. I have sent copies of this email to each member of the City Council and the Mayor.

Thank you.

Linda Gerber, Ed.D.  
Portland Community College  
Sylvania Campus President  
12000 SW 49<sup>th</sup> Avenue  
Portland, OR 97219  
503-936-7783

8/17/2011

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**Moore-Love, Karla****From:** kiel johnson [kielij@gmail.com]**Sent:** Tuesday, August 16, 2011 7:01 PM**Subject:** Re: City Council Agenda Item 871, Regional Flexible Funds and Barbur Blvd. Streetscape Plan SW Moss to SW 19th

Dear all,

As the founder of the Friends of Barbur Blvd group, a graduate of Lewis & Clark College, an Alice Award winner, and a member of the Barbur Concept Plan Committee I fully understand the inadequate infrastructure around Barbur. However, I respectfully come to a different conclusion than my friend Don, about which projects to request funds for. I believe that a bike share program would be the right choice for Portland. A bike share program would add to the long-term success of making SW Portland a place where people can choose which mode they want to travel. In cities around the world bike share programs have allowed people, who wouldn't otherwise, to experience bicycling. These people then become stronger local advocates in places outside of the coverage area.

The Velib system in Paris is interesting not just because of its size, popularity, and ability to be financially sustainable, but because of the draw it has for people living outside of the urban core. Thirty-three per cent of all annual subscription holders live in the suburbs outside of the coverage area.

Everyone has to come downtown at some point. A bike share program would allow people to experience what an effective mode of transportation bicycling is. These people will then take this inspiration back to their neighborhood and work for making bicycling an option there. By providing the opportunity for people to experience Portland in a new way those people will become advocates of building neighborhoods with more transportation options where ever they might live.

8/17/2011

3 6 8 7 6

A city bike share system is not only about convenience. It is also about inspiration. As city leaders, I hope that you can look to the long term and see the positive effect bike sharing will have not just for our downtown but everywhere. Portland's motto is, "The City That Works". Portland works because it's citizens are inspired to continually make their community a better place. I urge you to vote in favor of requesting funds for a bike share program and to continue to inspire all our citizens to see the world in new ways.

Sincerely,

Kiel Johnson

On Aug 16, 2011, at 4:55 PM, Don Baack wrote:

***We in SW have know for long time that we needed to improve Barbur Blvd. In 1998, the City of Portland asked the Oregon Department of Transportation to defer key sidewalk and bicycle lane improvements they were in the process of doing while the city did a ODOT funded streetscape study. Several millions of dollars of pedestrian and bicycle improvements along Barbur in the City of Portland were thrown out of the window by that one action. We were promised funding would be forthcoming to implement the streetscape plan when it was completed in 1999.***

***We are still waiting. Few of the planned improvements have been made. One wonders why we do not trust the city to keep its promises!***

***12 years later we are asking for a small additional down payment on that committment. The City is choosing other downtown projects once again. Here is the case for improving the section of Barbur Blvd from SW Moss to SW 19th.***

***1. There are no sidewalks in this area. (SW has 50.9 miles or 45.1 % of the City of Portland substandard arterials, ie do not have***



36876

**sidewalks, next highest part of the city is SE which has 21.4 miles or 19.0% of the substandard arterials in the City of Portland.**

**2. The bicycle lanes disappear in this segment of Barbur. Putting bicycles and pedestrians in the travel lanes is inappropriate.**

**3. Fred Meyer is redeveloping at SW 13th, reopening a larger store in late October 2011.**

**4. Safeway is going to rebuild its store at SW 19th/SW Capitol Hill Road/SW Falcon/SW Multnomah Blvd in 2012.**

**5. Many shoppers will want to walk or bicycle the 0.4 miles between the stores. Google says this is an 8 minute walk.**

**6. The worry about streetcar in 15 to 50 years is a red herring! The improvements for sidewalks and bicycle lane will be a large retaining wall, and gabions, retaining walls or the equivalent to widen the roadway to make way for walkers and those on bicycles.**

**7. The bicylce proposal for downtown will require the bicycles to be replaces many times over during the next 15 to 50 years! It is not sustainable as the following post from Paris shows. How much of our transportation budget will be devoted each year to replacing and fixing these bikes?**

VELIB - Victim of vandalism.

<5805056.jpg>

<ratings-v3.png>

Helpfulness

breughel 1126 reviews

<4677241-VELIB\_Victim\_of\_vandalism-Paris.jpg>

There is a face of Velib which is rather sad.

Since July 2007 there have been 18.000 degradations, 8.000 thefts, 3.500 complaints at the police, according to the French press.

It goes from warped frameworks, twisted handlebars, punctured tires, broken baskets, etc. even bicycles thrown in the Seine!

J.C. Decaux owner of some 20.000 bicycles put into circulation has a subsidiary company Cyclocity with 500 workers for the maintenance. There are 1.500 repairs per day in 10 workshops. They even have a barge for repairs circulating on the Seine.

As a consequence of the increasing degradations, only 46% of the "Vélibistes" declare to be satisfied with the state of the bicycles, against 55% in 2008.

Read more: [http://www.virtualtourist.com/travel/Europe/France/Ile\\_de\\_France/Paris-99080/Transportation-Paris-Bicycle-BR-1.html#ixzz1VEsfdXdZ](http://www.virtualtourist.com/travel/Europe/France/Ile_de_France/Paris-99080/Transportation-Paris-Bicycle-BR-1.html#ixzz1VEsfdXdZ)

**It is time to stop the diversion of funds from the parts of the city to the neat and fancy things benefiting downtown Portland, and start improving Barbur Blvd, the most bikeable route, it is a sustained railroad grade (3%), from downtown to SW 19th.**

***Further, look at what happened in Paris to those who used their rental bikes on streets they were unfamiliar with. Would Portlands experience be any different?***

Velib - 6 deadly accidents.

<5805056.jpg>

<ratings-v3.png> Helpfulness

breughel 1126 reviews

The French TV announced the sixth fatal accident in Paris of a user of Velib bicycle self-service since its launching on July 15th, 2007.

They did not mention the number of deadly accidents implying cyclists using their own bicycle.

Any person having visited Paris will have noted that the traffic is particularly dense and often risky. Cohabitation between cyclists, busses, taxis, heavy trucks and vehicles of delivery is particularly dangerous because these vehicles are generally authorized to drive on the same lanes as the bicycles! These accidents with Velib users were almost all due to a truck or bus turning right without having seen the cyclist on their side; the traditional problem of "the dead angle".

If you are a tourist in Paris and want to drive a bicycle be particularly careful. This city does not have the infrastructures reserved exclusively to the cyclists such as in Amsterdam for example.

Best is to choose for your cycling days of less traffic like Sundays or the periods of holidays like August.

Read more: [http://www.virtualtourist.com/travel/Europe/France/Ile\\_de\\_France/Paris-99080/Transportation-Paris-Bicycle-BR-1.html#ixzz1VEtAnHY5](http://www.virtualtourist.com/travel/Europe/France/Ile_de_France/Paris-99080/Transportation-Paris-Bicycle-BR-1.html#ixzz1VEtAnHY5)

Don Baack  
6495 SW Burlingame Place  
Portland OR 97239

503 246 2088

[baack@q.com](mailto:baack@q.com)

On 8/16/2011 2:57 PM, Roger Averbeck wrote:

Please accept this personal letter of support for funding the Barbur Streetscape Project through allocation of the 2014 - 2015 Regional Flex Funds.

--

You received this message because you are subscribed to the Google Groups "SWTrail1" group.

To post to this group, send email to [swtrail1@googlegroups.com](mailto:swtrail1@googlegroups.com).

To unsubscribe from this group, send email to [swtrail1+unsubscribe@googlegroups.com](mailto:swtrail1+unsubscribe@googlegroups.com).

For more options, visit this group at <http://groups.google.com/group/swtrail1?hl=en>.

36876

Moore-Love, Karla

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**From:** Don Baack [baack@q.com]  
**Sent:** Tuesday, August 16, 2011 4:56 PM  
**To:** Adams, Sam; Commissioner Fritz; Commissioner Dan Saltzman; Commissioner Fish; Leonard, Randy  
**Cc:** Roger Averbeck; Moore-Love, Karla; Miller, Tom; Ciarlo, Catherine; Smith, Paul; Andrew Holtz; Anton Vetterlein; Ben Stabler; Charles Radosta; Glenn B; Jim Gardner; Keith Liden; Gard, Leonard; Prakash Joshi; TELL Jason A; Susan Egnor; Steph Routh; Rob Sadowsky; Gerik Kranksy  
**Subject:** Re: City Council Agenda Item 871, Regional Flexible Funds and Barbur Blvd. Streetscape Plan SW Moss to SW 19th

***We in SW have know for long time that we needed to improve Barbur Blvd. In 1998, the City of Portland asked the Oregon Department of Transportation to defer key sidewalk and bicycle lane improvements they were in the process of doing while the city did a ODOT funded streetscape study. Several millions of dollars of pedestrian and bicycle improvements along Barbur in the City of Portland were thrown out of the window by that one action. We were promised funding would be forthcoming to implement the streetscape plan when it was completed in 1999.***

***We are still waiting. Few of the planned improvements have been made. One wonders why we do not trust the city to keep its promises!***

***12 years later we are asking for a small additional down payment on that committment. The City is choosing other downtown projects once again. Here is the case for improving the section of Barbur Blvd from SW Moss to SW 19th.***

***1. There are no sidewalks in this area. (SW has 50.9 miles or 45.1 % of the City of Portland substandard arterials, ie do not have sidewalks, next highest part of the city is SE which has 21.4 miles or 19.0% of the substandard arterials in the City of Portland.***

***2. The bicycle lanes disappear in this segment of Barbur. Putting bicycles and pedestrians in the travel lanes is inappropriate.***

- 3. Fred Meyer is redeveloping at SW 13th, reopening a larger store in late October 2011.**
- 4. Safeway is going to rebuild its store at SW 19th/SW Capitol Hill Road/SW Falcon/SW Multnomah Blvd in 2012.**
- 5. Many shoppers will want to walk or bicycle the 0.4 miles between the stores. Google says this is an 8 minute walk.**
- 6. The worry about streetcar in 15 to 50 years is a red herring! The improvements for sidewalks and bicycle lane will be a large retaining wall, and gabions, retaining walls or the equivalent to widen the roadway to make way for walkers and those on bicycles.**
- 7. The bicylce proposal for downtown will require the bicycles to be replaces many times over during the next 15 to 50 years! It is not sustainable as the following post from Paris shows. How much of our transportation budget will be devoted each year to replacing and fixing these bikes?**

VELIB - Victim of vandalism.



Helpfulness

breughel 1126 reviews



There is a face of Velib which is rather sad.

Since July 2007 there have been 18.000 degradations, 8.000 thefts, 3.500 complaints at the police, according to the French press.

It goes from warped frameworks, twisted handlebars, punctured tires, broken baskets, etc. even bicycles thrown in the Seine!

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Don Baack  
6495 SW Burlingame Place  
Portland OR 97239

503 246 2088

[baack@q.com](mailto:baack@q.com)

On 8/16/2011 2:57 PM, Roger Averbeck wrote:

Please accept this personal letter of support for funding the Barbur Streetscape Project through allocation of the 2014 - 2015 Regional Flex Funds.

8/17/2011



36876

**Moore-Love, Karla**

**From:** Roger Averbeck [roger.averbeck@gmail.com]  
**Sent:** Tuesday, August 16, 2011 2:57 PM  
**To:** Adams, Sam; Commissioner Fritz; Commissioner Dan Saltzman; Commissioner Fish; Leonard, Randy; Moore-Love, Karla; Miller, Tom; Ciarlo, Catherine; Smith, Paul  
**Cc:** Adam Reese; Andrew Holtz; Anton Vetterlein; Ben Stabler; Bob and Karen Williams; Charles Radosta; Don Baack; Glenn B; Jim Gardner; Jim McLaughlin; Durtschi, Kay; Keith Liden; Gard, Leonard; Linda Niles; Marianne Fitzgerald; Michael Dexter; Prakash Joshi; Sandy Morgan; Susan Egnor; Steph Routh; Rob Sadowsky; Gerik Kranksy; Roger Averbeck  
**Subject:** Re: City Council Agenda Item 871, Regional Flexible Funds and Barbur Blvd. Streetscape Plan

Please accept this personal letter of support for funding the Barbur Streetscape Project through allocation of the 2014 - 2015 Regional Flex Funds.

I am a resident of SW Portland. I am a frequent bike and bus commuter on Barbur Boulevard; serve as volunteer chairperson of SW Neighborhoods, Inc Transportation Committee; and serve as a volunteer member of both of Portland's Bicycle and Pedestrian Citizen Advisory Committees. I submitted a comment letter of support for the Barbur Streetscape project at the June 1st, 2011 PBOT hearing.

Barbur Boulevard is a designated High Crash Corridor under study by PBOT this year. Two pedestrian fatalities resulting from vehicle crashes occurred on Barbur Blvd in 2010. Traffic speeds and volumes on this major arterial are high.

Despite being an important commercial zone along a frequent service bus line, the project demonstration area between SW 19th and SW 26th has: Significant gaps in sidewalks and bike lanes; long distances between signalized crossings; poor access management (numerous and wide commercial driveways that present hazards for pedestrians and cyclists). Poorly designed driveways are identified as the location of many vehicular turning and angle crashes that have resulted in serious injuries.

The proposed streetscape segment also has many substandard and difficult to access transit stops. Several transit stops are not near safe crossing improvements. Most intersections with the connecting neighborhood street grid are highly skewed, creating long crosswalks, contributing to poor sight distance and allowing high vehicle exit speeds. In summary, there is a clear and compelling need for safety improvements on this street segment that cannot wait 15 or 20 years for the entire corridor to redevelop with high capacity transit.

I must politely but strongly disagree with Mayor Adam's statement on the August 15th evening news that the city should not construct improvements because they might be torn out in 12 - 15 years. Frankly, I do not believe this will occur to the extent implied in the news interview.

Even though Metro and Portland are gearing up to study high capacity transit in the Barbur / 99W corridor, a small investment of regional flex funds in the streetscape demonstration area provides:

1. Critical safety improvements now (as soon as possible), for all modes in this high crash corridor;

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2. Supports small businesses on Barbur now in this difficult economy;
3. Leverages investments now by a major grocery store (Safeway) proposed for redevelopment;
4. Complements planned multimodal improvements on Multnomah Blvd.
5. Serves local residents on and near Barbur by improving access now to transit and improving access to numerous small businesses;
6. Brings the seven block segment of the streetscape demonstration area up to a basic standard of service that all city residents deserve;
7. Provides an example now of the future corridor transformation;
8. *Earns local support now for the larger changes coming.*

I will be there as a volunteer member of the Community Working Group for the Barbur Concept Plan. Future high capacity transit (HCT) modes, alignments, station areas and funding are very uncertain. The Barbur Concept Plan (to be completed in 2013, before the 2014 - 2015 flex fund projects are constructed) will identify improvements within the project area that are least likely to be affected by whatever the future cross section of Barbur may be, if and when HCT is implemented.

An emerging HCT corridor needs to become increasingly multimodally oriented *before* HCT is planned and constructed. Building transit ridership, pedestrian and bicycle use now in the corridor is an essential step in creating a successful HCT project that complements the planned and expected land use transitions. Funding the Barbur Streetscape Plan now will aid in this mode shift.

Please submit the Barbur Streetscape Demonstration Project to Metro for the 2014 - 2015 Regional Flex Funds allocation. Thank you for the opportunity to comment on this important decision in our community.

Roger Averbeck  
4907 SW Canterbury Lane  
Portland, OR 97219  
503-679-1447  
[roger.averbeck@gmail.com](mailto:roger.averbeck@gmail.com)

36876

**Moore-Love, Karla**

**From:** Jim McLaughlin [jjim.mclaughlin@gmail.com]  
**Sent:** Tuesday, August 16, 2011 11:25 AM  
**To:** Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Moore-Love, Karla; Commissioner Saltzman  
**Cc:** Marianne Fitzgerald; Roger Averbeck  
**Subject:** City Council Agenda Item 871, Regional Flexible Funds and Barbur Blvd. Streetscape Plan  
**To:** Mayor Adams and members of the City Council:

Like so many other citizens concerned with actual arterial street safety, I am writing in support of the inclusion of the Barbur Blvd. Streetscape Plan Demonstration Area project as a candidate for Metro's Regional Flexible Funds. This project was one of five candidate Active Transportation Projects proposed by the City of Portland in May, 2011.

As you are each aware, the Barbur Blvd. Streetscape Plan is not in the list of project recommendations in the staff report for this agenda item.

It has been at least 12 years since the City Council adopted the Barbur Plan and directed PBOT to implement the demonstration Plan. In that time, one item, a signal light at Barbur and 30th, has been completed, funded by a private developer. This area of Barbur needs safety improvements no less than the areas comprising the East Portland and Foster Road plans.

To refuse to nominate the Barbur project for RFF funding on the grounds that someday an HCT project may come through the Barbur area, demeans the lives and physical safety of pedestrians and cyclists who must use the area in the interim. Frankly, HCT alignment, and funding, through the Barbur corridor, is no certainty. At the present, HCT through Barbur is merely a wish, a dream. RFF funding is here, it is not a wish or a dream., Declining to apply for RFF funding for Barbur in the hope of acquiring other funding for a different project at a later date is not a rational decision.

As others have noted, the Barbur Streetscape Project fits the Metro Active Transportation & Complete Streets Criteria much better than the Portland Bikeshare Program. Both projects are the same estimated cost, but the Barbur Streetscape Project also supports City of Portland goals such as improving access to priority destinations, improving safety, building healthy livable communities, building 20-minute neighborhoods, and reducing reliance on the automobile.

The staff report for Agenda Item 871 (p. 2) says that three advisory committees were involved in the development of project nominations. The attached comments state that the City of Portland Pedestrian Advisory Committee, through comments of Doug Klotz (RFF Active COP June 1st Mtg Notes.pdf, p. 2), supported the Barbur Blvd. project along with the East Portland project and Foster Road project. The comments also state that the Willamette Pedestrian Coalition supported these three projects (notes, p. 3) and that Southwest Neighborhoods, Inc. supported the Barbur Streetscape Project.

Southwest Neighborhoods, Inc.'s written testimony, which I delivered along with oral testimony, at the June 1, 2001 PBOT meeting, described how the Barbur Streetscape Project meets the Active Transportation Project Criteria (notes, p. 2 and 11). It would allow residents to access Safeway, Fred Meyer, restaurants, shops, and services. It has a high population of senior citizens and multi-family dwelling residents that would be able to access the frequent transit service on Barbur, and the park and schools nearby. It leverages private investments being made in

8/16/2011

3 6 8 7 6

remodeling the Burlingame Fred Meyer and Safeway stores, and public investments being made in constructing new sidewalks on Multnomah Blvd, all within a half mile of the Barbur Streetscape Demonstration Area project. It will also enhance current planning efforts underway that will affect Barbur (Barbur Concept Plan, Southwest Mobility Corridor Plan, Southwest High Capacity Transit Plan) because it supports alternative modes within the corridor and these plans are scheduled to be completed by FY 2013-2014. It is a high priority project within Southwest Portland.

**The Barbur Blvd. Streetscape / Pedestrian Plan - Phase 1 fits the criteria for Active Transportation and Complete Streets funding under Metro's Regional Flexible Funds Program. The Portland Bikesharing project does not.**

**I urge you to include the Barbur Blvd. Streetscape/Pedestrian Plan - Phase 1 project in the funding package that will sent to Metro for FY 2013-14 and FY 2014-15 Regional Flexible Funds, along with the "East Portland Active Transportation to Transit" and the "Foster Road Safety Enhancements".**

Thank you.

Sincerely,  
Jim McLaughlin  
President  
West Portland Park Neighborhood Association

First Vice President  
Southwest Neighborhoods, Inc.

503 246 0601  
503 333 4329

36876

**Moore-Love, Karla**

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**From:** Marianne Fitzgerald [fitzgerald.marianne@gmail.com]  
**Sent:** Tuesday, August 16, 2011 11:18 AM  
**To:** Adams, Sam; Commissioner Fritz; Commissioner Dan Saltzman; Commissioner Fish; Leonard, Randy  
**Cc:** Marianne Fitzgerald; Moore-Love, Karla; Miller, Tom; Ciarlo, Catherine; Smith, Paul; Roger Averbek; Jim McLaughlin; Bogert, Sylvia; Gard, Leonard; Glenn Bridger  
**Subject:** Re: City Council Agenda Item 871, Regional Flexible Funds and Barbur Blvd. Streetscape Plan

Mayor Adams posted an article on his website explaining his recommendation for Regional Flexible Funds. We strongly disagree with his characterization of the current studies related to the Barbur Streetscape Plan Phase 1, for the following reasons:

**This round of Regional Flexible Funds is for projects that would be constructed in 2014-2015. Portland's Barbur Concept Plan will be completed by December 2012 and Metro's Southwest Corridor Plan, already begun, will be more than halfway done by 2013. This means that by 2013, when this Barbur Streetscape plan project would begin design, there will be sufficient information from both of these studies to design and target improvements without the risk of them needing to be redone later.**

**Metro estimates that if the high capacity transit project goes smoothly, the earliest that high capacity transit would be constructed would be 2023. Given the current debate over federal transportation spending, we believe that that is a very optimistic date. Safety cannot wait. If you support targeted investments in this segment of Barbur Blvd. now, the people living, walking and biking in and through this area will have at least ten, and more likely twenty or more years to benefit from safety improvements before high capacity transit construction begins.**

Metro's criteria for Active Transportation Projects, as paraphrased by Mayor Adams, "prioritize infrastructure that creates a safe environment for all users and encourages walking, bicycling and access to transit". The Barbur Streetscape Plan Demonstration Project fits that criteria very well.

Barbur Blvd. is a frequent service transit line with very busy bus stops in this area. It is a bustling commercial node that has not changed much since the 1960s. It has high density housing, three schools and one parks within 1/4 mile of Barbur. It has two large grocery stores and several small businesses--including three restaurants--that need public investments that will make it safer for their customers to walk and bike to their businesses. It has freight traffic that would travel much more safely through the area if it were safer for people to walk and bike and cross the street.

The City of Portland says that it supports 20 minute neighborhoods. This is a 20-minute neighborhood with good transit service but many serious concerns for the safety of pedestrians and bicyclists. The Barbur Streetscape Plan describes needed investments that will add sidewalks in targeted locations where they do not exist today and are needed the most, and include crosswalks for safety. We urge you to fund these much needed safety improvements now.

Sincerely,  
Marianne Fitzgerald  
President, Southwest Neighborhoods, Inc.

8/16/2011



36876

On 8/14/2011 1:01 PM, Marianne Fitzgerald wrote:

To: Mayor Adams and members of the City Council:

I am writing in support of the inclusion of the Barbur Blvd. Streetscape Plan Demonstration Area project as a candidate for Metro's Regional Flexible Funds. This project was one of five candidate Active Transportation Projects proposed by the City of Portland in May, 2011. I just learned that the Barbur Blvd. Streetscape Plan is not in the list of project recommendations in the staff report for this agenda item.

Attached are two documents that were not included in the staff report for Item 871, but are important to this discussion:

- Active Transportation and Complete Street criteria (from Metro criteria posted at [http://library.oregonmetro.gov/files/nomination\\_guidelines.pdf](http://library.oregonmetro.gov/files/nomination_guidelines.pdf), page 8)
- Summary of Public Testimony regarding Active Transportation Projects, June 1 hearing (not posted on the PBOT website but prepared by PBOT staff following the June 1 hearing).

The Barbur Streetscape Project fits the Metro Active Transportation & Complete Streets Criteria much better than the Portland Bikeshare Program. Both projects are the same estimated cost, but the Barbur Streetscape Project also supports City of Portland goals such as improving access to priority destinations, improving safety, building healthy livable communities, building 20-minute neighborhoods, and reducing reliance on the automobile.

The staff report for Agenda Item 871 (p. 2) says that three advisory committees were involved in the development of project nominations. The attached comments state that the City of Portland Pedestrian Advisory Committee, through comments of Doug Klotz (RFF Active COP June 1st Mtg Notes.pdf, p. 2), supported the Barbur Blvd. project along with the East Portland project and Foster Road project. The comments also state that the Willamette Pedestrian Coalition supported these three projects (notes, p. 3) and that Southwest Neighborhoods, Inc. supported the Barbur Streetscape Project.

Southwest Neighborhoods, Inc.'s written testimony described how the Barbur Streetscape Project meets the Active Transportation Project Criteria (notes, p. 2 and 11). It would allow residents to access Safeway, Fred Meyer, restaurants, shops, and services. It has a high population of senior citizens and multi-family dwelling residents that would be able to access the frequent transit service on Barbur, and the park and schools nearby. It leverages private investments being made in remodeling the Burlingame Fred Meyer and Safeway stores, and public investments being made in constructing new sidewalks on Multnomah Blvd, all within a half mile of the Barbur Streetscape Demonstration Area project. It will also enhance current planning efforts underway that will affect Barbur (Barbur Concept Plan, Southwest Mobility Corridor Plan, Southwest High Capacity Transit Plan) because it supports alternative modes within the corridor and these plans are scheduled to be completed by FY 2013-2014. It is a high priority project within Southwest Portland.

**The Barbur Blvd. Streetscape/Pedestrian Plan - Phase 1 fits the criteria for Active Transportation and Complete Streets funding under Metro's Regional Flexible Funds Program. The Portland Bikesharing project does not. I urge you to include the Barbur Blvd. Streetscape/Pedestrian Plan - Phase 1 project in the funding package that will sent to Metro for FY 2013-14 and FY 2014-15 Regional Flexible Funds.**

Sincerely,  
Marianne Fitzgerald

8/16/2011

President, Southwest Neighborhoods, Inc.  
7688 SW Capitol Highway  
Portland, OR 97219

36876

Marianne Fitzgerald  
10537 SW 64th Drive  
Portland, OR 97219  
[fitzgerald.marianne@gmail.com](mailto:fitzgerald.marianne@gmail.com)

**Moore-Love, Karla**

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**From:** Bonny McKnight [bonnymck@comcast.net]  
**Sent:** Monday, August 15, 2011 3:15 PM  
**To:** Sue Parsons; Moore-Love, Karla  
**Subject:** Fwd: Support Letter for Addition of Barbur Boulevard Project to METRO Regional Flexible Funds Priority List

**Attachments:** August 15 support\_barbur.pdf; ATT00001.txt



August 15 support\_barbur.pdf  
ATT00001.txt (69 B)

> Please add this to the record for Wednesday, August 17 Council Item

> #871.

>

> Thank you.

>

> Bonny McKnight

>

>

August 15, 2011

36876

Mayor Sam Adams  
Commissioner Amanda Fritz  
Commissioner Dan Saltzman  
Commissioner Nick Fish  
Commissioner Randy Leonard

Dear Members of the City Council:

I wish to express my very strong support for inclusion of the Barbur Boulevard Streetscape Plan Demonstration Area project as one of the priority projects for METRO Regional Flexible Funds.

I am unsure why this project was not recommended for funding support but I do know that it is long overdue for initiation of this work. It has been more than 10 years of city and community effort in finding ways to focus attention on this neglected major area of the City of Portland. It is also the focus of broader mobility planning efforts that are being worked on by the City and advisory committees and will be completed in 2014.

Barbur Boulevard is one of the streets that have become more and more complex to make a true part of our transportation system. Further delay in getting started in that work will only make the solutions more difficult to accomplish. In addition, Barbur Boulevard is an excellent focus for small business support and a variety of social program and community access needs that have long gone unmet in this area.

This unique asset in Southwest Portland needs to be made an effective part of today's sustainable city environment in order to deliver many of the promises for the future that are being completed through the Portland Plan. Whether it is to encourage multiple methods of access to nearby goods and services or to support safe pedestrian and bicycle environments along busy streets, Barbur Boulevard is premier opportunity.

A strong and supportive community interest among many organizations will help maximize the expenditure of these METRO funds. The business and social service community in the area will become healthier and more connected to nearby residential areas. Already highly developed pedestrian and biking organizations will be served. And a historically important but politically ignored area of Southwest Portland will finally be the site of long-promised public investments.

Please support the inclusion of the Barbur Boulevard Streetscape Plan Demonstration Area project on the City's priority list for new METRO Regional Flexible Funds.

Bonny McKnight

1617 NE 140<sup>th</sup>  
Portland, OR 97230  
East Portland Resident

36876

**Moore-Love, Karla**

**From:** Niles, Linda [LNNILES@stoel.com]  
**Sent:** Monday, August 15, 2011 3:56 PM  
**To:** Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman  
**Cc:** Moore-Love, Karla; Roger Averbeck; Crestwood Board (crestwood-board@mlist.swni.org)  
**Subject:** August 17 City Council Meeting: Metro Regional Flexible Funds  
**To:** Mayor Adams and Commissioners Fish, Fritz, Leonard, and Saltzman:

It has just come to our attention that the Barbur Boulevard Streetscape Plan Demonstration Area is not on the staff report list of project recommendations for the August 17 agenda item on Metro Regional Flexible Funds. We are writing to add our voices in support of the Barbur project as a city priority for RFF.

The staff report (p. 2) states that three advisory committees were involved in the development of project nominations – the City of Portland Pedestrian Advisory Committee, the Willamette Pedestrian Coalition, and Southwest Neighborhoods, Inc. Each of these committees supported the Barbur project, yet it did not make the staff report list.

Of the five RFF Active Transportation Projects originally proposed by the City in May, the Barbur project fits the Metro Active Transportation & Complete Streets Criteria much better than the Bikeshare Program that did make the cut. The Barbur Streetscape project also supports long-stated City of Portland goals such as improving access to priority destinations, improving safety, building healthy livable communities, creating 20-minute neighborhoods, and reducing automobile travel.

How is it then that Bikeshare won out over public safety on Barbur Boulevard?

People who, for one reason or another, cannot drive should be able to bike, walk, or roll their wheelchairs safely along the thoroughfares of their city. That is just basic human decency, and it's not what we currently have on Barbur Boulevard. It certainly is hard to see the justification for deferring basic safety improvements in favor of projects like Bikeshare, cool as it may be.

We ask that you include the Barbur Boulevard Streetscape/Pedestrian Plan project in the funding proposal that will be sent to Metro for 2013-14 and 2014-15 Regional Flexible Funds.

Sincerely,

Linda Niles  
 Transportation Chair/Co-chair  
 Crestwood Neighborhood Association  
[lnniles@stoel.com](mailto:lnniles@stoel.com) / [nilesls@comcast.net](mailto:nilesls@comcast.net)

Linda and Steve Niles  
 9506 SW 50th Avenue  
 Portland, OR 97219

8/15/2011

36876

**Moore-Love, Karla**

**From:** Marianne Fitzgerald [fitzgerald.marianne@gmail.com]  
**Sent:** Sunday, August 14, 2011 1:01 PM  
**To:** Adams, Sam; Commissioner Fritz; Commissioner Dan Saltzman; Commissioner Fish; Leonard, Randy  
**Cc:** Moore-Love, Karla; Marianne Fitzgerald; Miller, Tom; Ciarlo, Catherine; Smith, Paul; Roger Averbeck; Jim McLaughlin; Bogert, Sylvia; Gard, Leonard  
**Subject:** City Council Agenda Item 871, Regional Flexible Funds and Barbur Blvd. Streetscape Plan  
**Attachments:** Active Transportation Criteria.pdf; RFF Active COP June 1st Mtg Notes.pdf  
**To:** Mayor Adams and members of the City Council:

I am writing in support of the inclusion of the Barbur Blvd. Streetscape Plan Demonstration Area project as a candidate for Metro's Regional Flexible Funds. This project was one of five candidate Active Transportation Projects proposed by the City of Portland in May, 2011. I just learned that the Barbur Blvd. Streetscape Plan is not in the list of project recommendations in the staff report for this agenda item.

Attached are two documents that were not included in the staff report for Item 871, but are important to this discussion:

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- Summary of Public Testimony regarding Active Transportation Projects, June 1 hearing (not posted on the PBOT website but prepared by PBOT staff following the June 1 hearing).

The Barbur Streetscape Project fits the Metro Active Transportation & Complete Streets Criteria much better than the Portland Bikeshare Program. Both projects are the same estimated cost, but the Barbur Streetscape Project also supports City of Portland goals such as improving access to priority destinations, improving safety, building healthy livable communities, building 20-minute neighborhoods, and reducing reliance on the automobile.

The staff report for Agenda Item 871 (p. 2) says that three advisory committees were involved in the development of project nominations. The attached comments state that the City of Portland Pedestrian Advisory Committee, through comments of Doug Klotz (RFF Active COP June 1st Mtg Notes.pdf, p. 2), supported the Barbur Blvd. project along with the East Portland project and Foster Road project. The comments also state that the Willamette Pedestrian Coalition supported these three projects (notes, p. 3) and that Southwest Neighborhoods, Inc. supported the Barbur Streetscape Project.

Southwest Neighborhoods, Inc.'s written testimony described how the Barbur Streetscape Project meets the Active Transportation Project Criteria (notes, p. 2 and 11). It would allow residents to access Safeway, Fred Meyer, restaurants, shops, and services. It has a high population of senior citizens and multi-family dwelling residents that would be able to access the frequent transit service on Barbur, and the park and schools nearby. It leverages private investments being made in remodeling the Burlingame Fred Meyer and Safeway stores, and public investments being made in constructing new sidewalks on Multnomah Blvd, all within a half mile of the Barbur Streetscape Demonstration Area project. It will also enhance current planning efforts underway that will affect Barbur (Barbur Concept Plan, Southwest Mobility Corridor Plan, Southwest High Capacity Transit Plan) because it supports alternative modes within the corridor and these plans are scheduled to be completed by FY 2013-2014. It is a high priority project within Southwest Portland.

8/15/2011

36876

**The Barbur Blvd. Streetscape/Pedestrian Plan - Phase 1 fits the criteria for Active Transportation and Complete Streets funding under Metro's Regional Flexible Funds Program. The Portland Bikesharing project does not. I urge you to include the Barbur Blvd. Streetscape/Pedestrian Plan - Phase 1 project in the funding package that will sent to Metro for FY 2013-14 and FY 2014-15 Regional Flexible Funds.**

Sincerely,  
Marianne Fitzgerald  
President, Southwest Neighborhoods, Inc.  
7688 SW Capitol Highway  
Portland, OR 97219

Marianne Fitzgerald  
10537 SW 64th Drive  
Portland, OR 97219  
[fitzgerald.marianne@gmail.com](mailto:fitzgerald.marianne@gmail.com)



**Table 1: Active Transportation & Complete Streets criteria**

Relative priority	Criteria
High	Improves access to and from priority destinations:
	o Mixed-use centers
	o Large employment areas (# of jobs)
	o Schools
High	Essential services for EJ/underserved communities
	Improves safety
	o addresses site issue(s) documented in pedestrian/bike crash data
	o separates pedestrian/bike traffic from freight and/or vehicular conflicts
High	Serves underserved communities (to be further defined through analysis with help of EJ/underserved working group)
Medium	Improves safety by removing conflicts with freight and/or provides safety mitigation for any potential freight conflicts
Medium	Completes the "last mile"
Medium	Increase in use/ridership by providing a good user experience (refer to Active Transportation design criteria)
Medium	Serves high density or projected high growth areas
Low	Includes outreach/education/engagement component
Low	Can leverage funds
Low	Reduces need for highway expansion

# Candidate Projects for Regional Flexible Funds

## Active Transportation and Complete Streets

### Summary of Public Testimony

### June 1, 2011

#### **Portland Bureau of Transportation Staff Present:**

Tom Miller, Director; Paul Smith, Planning Manager; Roger Geller; April Bertelsen; Steve-Hoyt McBeth; Nick Falbo

#### **Public in Attendance:**

Laura Campos; Erika Bjerning, Foster Powell Neighborhood Association; John Mulvey; Christian Smith, Foster Powell Neighborhood Association; Cora Potter, Lents URA; Jim McLaughlin, SWNI; Kathryn Krygier, Linda Nettikoven, Scott Somohano, Sumner Association of Neighbors; Dan Campbell, Foster Powell; Doug Klotz, Pedestrian Advisory Committee; Jackie Yerby, Regence; Douglas Bernick, Maxaction; Mike Vanderveen, Second Stories/MAXaction; Raymond Hites; Carla Danley; Walt Lersch, EPAP Bike; Alexis Grant, AROW; Andrew Seger, Portland Spectator; Steve Bozzone, AROW, WPC; Jim Chasse, EPAP; Lore Wintergreen, EPAP; Ben Cannon, State Representative; Brad Perkins, Sullivans Gulch

#### **Alternative Project Proposals:**

Scott Semohano, Chair of the Sumner Neighborhood Association presented a project proposal for sidewalk installation on NE Sandy Boulevard.

*Sumner Association of Neighbors submitted a written project summary describing the project, area and purpose.*

#### **Public Testimony:**

**Ben Cannon, State Representative:** Support Foster Road Safety Enhancements: His constituents have been advocating for improvements for a long time, particularly for Foster Rd improvements.

**Erika Bjerning, Foster Powell Neighborhood Association:** Support Foster Road Safety Enhancements: History of traffic fatalities makes this a vital project; Funding would stop impediments to non motorized traffic and transit, and help with economic development goals.

**John Mulvey:** Support Foster Road Safety Enhancements: Community fought hard to earmark \$2 million for the Foster streetscape implementation in Urban Renewal Area budget, and we need to get additional funding within the next 3 years. Community is ready to stand up and speak on behalf of this project.

**Christian Smith, Foster Powell Neighborhood Association:** Support Foster Road Safety Enhancements: Foster spans many neighborhoods, and many people, with 15,000 households and 38,000 residents. Foster Road is designated Main Street by Metro and the City, but it's never going to succeed as a main street if it functions as a freeway.

**Cora Potter, Lents URA:** Support Foster Road Safety Enhancements: Portion between 80th and 84th is a big barrier, and a key opportunity.

Support East Portland Active Transportation to Transit: We made a huge investment in the green line, and we need to enhance the connections to it as much as possible.

**Jim McLaughlin, Southwest Neighborhoods, Inc.:** Support Barbur Blvd Streetscape/Pedestrian Plan: Overall poor quality of the pedestrian environment, and the general lack of crossings and access along the corridor.

*Southwest Neighborhoods Inc. submitted a letter in support of the Barbur Blvd Streetscape/Pedestrian Plan project.*

**Doug Klotz, Pedestrian Advisory Committee:** Support East Portland Active Transportation to Transit: East Portland is in need of sidewalks, everything they can get helps, especially crossing improvements.

Support Barbur Blvd Streetscape/Pedestrian Plan: This would add a curb and sidewalk, to define the pedestrian space that is currently missing.

Support Foster Road Safety Enhancements: Foster has been in need for a long time.

*At the May Pedestrian Advisory Committee meeting, the PAC voted to support these three projects.*

**Raymond Hites:** Support Foster Road Safety Enhancements: The matching funds are necessary to make this happen; This project would have huge economic development benefits.

Support East Portland Active Transportation to Transit: Would love to see the Holgate bike lanes extended down to the Holgate Library to connect to the Center St. Neighborhood Greenway.

**Carla Danley, Bicycle Advisory Committee:** Support Foster Road Safety Enhancements: I think that safety is the basic responsibility of a bureau of transportation.

Support East Portland Active Transportation to Transit: There should be seamless integration of the east side into the network of the rest of the system.

Oppose Bike Share Program: Concerns about benefiting an area that is already transit rich and very walkable. Would like to see attributes of programs in cities in South America, such as a local access by local residents with library cards.

**Steve Bozzone, Active Right of Way; Willamette Pedestrian Coalition:** Support Sullivan's Gulch Trail Design: Tremendously important project. Offers a car free route from east Portland

into west Portland. Would like to push for separation of bicyclists and pedestrians on this facility.

Support East Portland Active Transportation to Transit: Improving access with a priority on equity.

Support Foster Road Safety Enhancements: The project process should include bike access along the corridor.

*Separate from this testimony, the Willamette Pedestrian Coalition submitted a written letter of support specifically asking for support of East Portland Active Transportation to Transit, Barbur Boulevard Streetscape, and the Foster Road Safety Enhancements.*

**Jim Chasse, East Portland Action Plan:** Support Foster Road Safety Enhancements: Safe projects always rise to the top.

Support East Portland Active Transportation to Transit: Current bike lanes in east Portland are not adequate, the greenway enhancements are necessary to connect everything together.

**Lore Wintergreen, East Portland Action Plan:** Support East Portland Active Transportation to Transit: Furthers the goal of the East Portland in Motion projects, which is a high priority program in east Portland.

*The East Portland Action Plan submitted a letter in support of the East Portland Active Transportation to Transit project, with particular aspects of the project identified as high priority. The letter also includes support for projects included in the Foster Road Safety Enhancements project.*

**Brad Perkins, Sullivan's Gulch:** Support Sullivan's Gulch Trail Design: Concern that the trail will become so popular, that we may not build it with enough capacity. Union Pacific is going to play a huge role, and we should understand how we can serve some of their needs. Business and freight interests may support the off street nature of the facility in it's ability to pull people off of the streets.

**Written Comments:**

*See attachments for written comments and letters of support.*

## 2014-15 REGIONAL FLEXIBLE FUND ALLOCATION

## PROJECT SUMMARY

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**PROJECT SUMMARIES SHOULD BE LIMITED TO TWO PAGES OF NARRATIVE + ONE MAP PER PROJECT**

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1. **Project sponsor agency:**

Sumner Association of Neighbors (SAN)

Chair: Scott Somohano

Email: [sumner.neighborhood@gmail.com](mailto:sumner.neighborhood@gmail.com)

Phone: 503-254-1449

2. **Project extent or area description and how you identified the location as a priority:**

- **Project extent or area description:** Sidewalk installation on the three blocks on the north side of NE Sandy Blvd from NE Prescott to I-205.
- **How location was identified as a priority:**
  - Sandy Blvd is an arterial road in Portland and many pedestrians walk from our neighborhood over the I-205 overpass to the Parkrose/Sumner Transit Center and MAX station.
  - One only needs to try walking the edge of NE Sandy Blvd to recognize how unsafe it is. (Photos attached).
  - According to the METRO regional transportation plan maps, this section of NE Sandy is the only section west of I-205 without sidewalks.
  - The PBOT East Portland in Motion project estimates the cost of sidewalk installation on both sides of NE Sandy (Type 1 project: curb existing) from NE 85<sup>th</sup> to NE 91<sup>st</sup> at \$100,000.
  - Two pedestrian fatalities occurred on the north side of NE Sandy Blvd at NE 91<sup>st</sup> within the last two years. In both cases, the driver failed to stop after striking pedestrians who were crossing the street. At least three other known, vehicle-vs-pedestrian accidents have occurred on NE Sandy between NE 82<sup>nd</sup> and NE 97<sup>th</sup> in the last six months.

3. **Purpose and need statement (highlight most relevant criteria):**

The purpose is creating a safe pedestrian link along a major arterial from our neighborhood to the Parkrose/Sumner Transit Center. This project is a low-cost improvement for an under-served, lower income neighborhood with proven safety issues.

The current footpath and partial sidewalk varies in substance, width, texture, traction, and pitch. The material ranges from single-track mud and grass to gravel, asphalt and concrete. It is not handicap accessible. Sections are composed of homemade concrete.

I don't have data yet from Tri-Met about how many passengers board at the Transit Center. Likewise, SAN have not done a count of how many cross the overpass on foot during rush hour.

PBOT traffic count data gives a reasonable estimate of motor vehicle levels:

Location	Date	Type	Total	East	West	North	South
NE SANDY BLV entering NE PRESCOTT ST	1-Aug- 2006	Vol	16,609			9,028	7,581
NE SANDY BLVD, E/NE PRESCOTT ST	4-Jan- 2005	Vol	15,795	8,126	7,669		
NE PRESCOTT ST entering NE SANDY BLV	1-Aug- 2006	Vol	8,569	3,308	5,261		

4. **Description of project design elements:**

The PBOT East Portland in Motion project describes this as a "Type 1 project: curb existing" project. The same source estimates the cost of sidewalk installation on *both sides* (emphasis added) of NE Sandy from NE 85<sup>th</sup> to NE 91<sup>st</sup> at \$100,000.

References:

- Photos of existing path and partial sidewalk on north side of Sandy Blvd
- Drunken driver gets four years, Oregonian, 15 May 2011 – About hit and run pedestrian death of 48-year-old Lori Noel Kerr on March 16, 2011
- One dead after accident on Sandy Boulevard, Oregonian, 6 August 2009 – About hit and run pedestrian death of a 39-year-old man on August 6, 2009

5. Please attach a map of project area:

Google map link

Google map satellite screen cap:



*Peter Finley Fry AICP Ph.D.*

*(503) 274-2744*

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June 1, 2011

Dan Anderson  
Portland Bureau of Transportation  
1120 S.W. 5<sup>th</sup> Avenue, Suite 800  
Portland, Oregon 97204-1914

RE: Federal funds under METRO's Regional Flexible Fund Program

The proposed projects are all worthy of funding.

I recognize that METRO placed a minimum funding guideline, however, the region would benefit from a modest amount of funds dedicated to conduct conceptual engineering for a pedestrian/bicycle bridge that would cross Interstate 84 on a NE Ninth Avenue alignment to connect the inner north and south east of Portland.

The region benefits from a strong core. Central Portland will and will always be the economic center of this region despite contrarian political assertions. The reality of centrality is a geographic fact that cannot be changed by competitive desires.

The core cannot intensify without access. Central Eastside has preformed beyond expectations, however, the trips created by intensification must become more efficient and thus we are more dependent on bicycle and pedestrian access. Freight movement is critical. Paris, the economic center of mainland Europe, has over 300,000 freight deliveries every day with an expected 15% growth annually. Bicycles and pedestrians clear the roads for freight deliveries.

A new pedestrian/bicycle bridge will build upon the excellent access created between the central eastside and downtown Portland. The bridge will reinforce the relationship between the employment opportunities of Lloyd District and Central Eastside and the close in north and southeast residential neighborhoods.

Consider the importance of this modest step and embrace the future.

Sincerely,



Peter Finley Fry AICP PhD

2153 SW Main Street, #105, Portland, Oregon USA 97205  
Cell (503) 703-8033 • Fax (503) 274-1415 • [pfinleyfry@aol.com](mailto:pfinleyfry@aol.com)





# East Portland Action Plan



May 31, 2011

**RE: East Portland Active Transportation to Transit, Area-wide Improvements (\$3.25 million) Metro's Regional Flexible Funds project request**

Dear Mayor Adams and Transportation Director Tom Miller:

For more than a year, the East Portland Neighborhood Associations Land Use and Transportation Committee (EPNO LUTC) and the East Portland Action Plan (EPAP) have worked together with the Portland Bureau of Transportation (PBOT) to define a complete active transportation plan for East Portland. The plan, 'East Portland In Motion' (EPIM), has unified the transportation focus of all 13 Neighborhood Associations in East Portland, representing 29 square miles or 20% of the City area and over 160,000 people or 28% of the entire population of the City population, including many of the City's poorest neighborhoods and much of its urban blight.

Both the EPNO LUTC and EPAP have consistently advocated for needed improvements in the transportation infrastructure for all of East Portland, but most especially for geographic areas that have a high degree of poverty, youth, elderly, immigrants, and other traditionally underserved communities. Transportation investment deficient areas include significant portions of Powellhurst-Gilbert, Lents, Hazelwood, Centennial, Mill Park, Parkrose, and Glenfair Neighborhood Associations.

We urge your support for '**East Portland Active Transportation to Transit, Area-wide Improvements**' as a set of projects that, when taken together, will not only enhance the livability of East Portland, but also provide long-term benefits for the whole city. Additionally, these projects will enhance the health of community members; provide currently lacking transit, bike, and walking connectivity; reduce dependence upon automobiles, thus reducing associated air pollution; and significantly build a new suburban alternative transportation system that will exemplify Portland's commitment to being a leader in transportation planning.

The \$3.25 million in new projects include improved bicycle, transit, and pedestrian facilities which focus on access to transit in the area south of I-84, north of Foster Rd and east of I-205, including:

a) Improved east - west bicycle facilities connecting to Parkrose, Gateway, Division and Holgate LRT stations on the recent Green and Red lines (\$1 million). These improvements, in conjunction with the upcoming SE Market/Mill/Main route, will finally connect the all of East Portland to the rest of the city, as well as to local features such as Adventist Hospital, IRCO, Glendoveer Golf Course, the Columbia Corridor area, and the adjacent City of Gresham.

b) Improved north - south bicycle facilities in the 128th to 132nd Avenue corridor (\$1.3 million), connecting the Springwater trail to the Blue line at 122<sup>nd</sup> and to the I-84 path, as well as the Alice Ott Middle, the David Douglas High, Gilbert Heights Elementary, Russell Academy, and Menlo Park Elementary Schools, and the Russell, Hazelwood, Mill Park, Powellhurst-Gilbert, and Pleasant Valley neighborhoods, in addition to the 154<sup>th</sup> to 157<sup>th</sup> corridor for the Centennial, Glenfair, & Wilkes neighborhoods.

c) High quality bicycle parking at targeted transit facilities (\$0.4 million) and a post-construction Smart Trips program (\$0.5 million), which will create the right conditions for a future bike share program in East Portland, to connect workers to jobs in the Columbia Corridor, Gateway, and along 82<sup>nd</sup> Avenue of Roses...

d) Sidewalk Infill and curb-ramps on SE Division from I-205 to 174th (\$0.54 million), connecting inner southeast Portland to Gresham, as well as enhanced crossings, including access to bus stops and some Neighborhood Greenway crossings (\$0.7 million), including 10 crossings on Division and 4 crossings on 122<sup>nd</sup> Avenue.

e) Intersection improvements for the Lents' Crossroads District at SE 80th to 84th Ave on Foster, including connections to the 80s community greenway, enhancing the economic development of the town center at Lents.

While total project cost may exceed \$5 Million, \$1.5 Million will likely be "in match", including \$600,000 for Smart Trips and \$900,000 General Transportation Revenue or TriMet funds, while additional matching funds might come from future HB 2001 funds, Safe Routes to School, urban renewal TIF, and other sources.

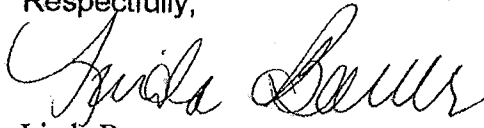
It is time to make these transportation investments in East Portland as the area reaches its 35 anniversary of being annexed. It is an appropriate time for the City of Portland to increase transportation investment in East Portland. This investment:

- 1) Is a cost effective way for the City to save money on expensive fixes later,
- 2) Avoids repeated repair costs and short term projects which aren't part of a cohesive transportation system, and
- 3) Begins to meet the needs of serving rapid growth in the East Portland area as it urbanizes.

The first step of a community development transportation plan – East Portland In Motion – is completed. Support is in place throughout the community to assist the process of project completion in a cost effective and cooperative manner.

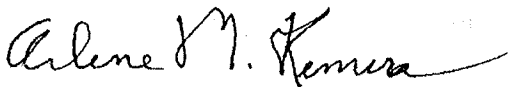
We of the EPNO LUTC and the EPAP are confident that the City will get the most clearly significant return on its investment in transportation infrastructure by spending its identified resources in East Portland on the East Portland Active Transportation to Transit, Area-wide Improvements project. We urge you to prioritize this project at this time.

Respectfully,



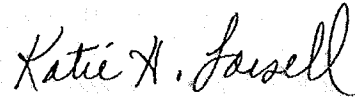
Linda Bauer

East Portland Neighborhood Office Land Use & Transportation Committee, Chair



Arlene Kimura

East Portland Action Plan Co-Chairs



Katie Larsell

cc: April Bertelsen  
Shirley Craddick  
Roger Geller  
Mara Gross  
Mark Lear  
Neil McFarlane  
Barbara Roberts  
Shelli Romero  
Amy Rose  
Paul Smith  
Jason Tell  
Ellen Vanderslice  
Ric Vrana

**EAST PORTLAND ACTION PLAN**

**[www.eastportlandactionplan.org](http://www.eastportlandactionplan.org)**

East Portland Neighborhood Office 1017 NE 117<sup>th</sup> Ave. Portland, OR 97220  
503.823.4035 or [lore.wintergreen@portlandoregon.gov](mailto:lore.wintergreen@portlandoregon.gov)



## Southwest Neighborhoods, Inc.

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

May 26, 2011

Mayor Sam Adams  
City of Portland  
1221 SW Fourth Avenue, Room 340  
Portland, OR 97204

RE: 2014-2015 Regional Flexible Funds, Barbur Streetscape Project

Southwest Neighborhoods, Inc (SWNI) formally recommends and supports the allocation of \$2.25 to \$2.5 million from Portland's share of the 2014-2015 Regional Flexible Funds (RFF) for Active Transportation for the Barbur Boulevard Streetscape Plan – Phase 1 (SW 19<sup>th</sup> Ave. to SW 26<sup>th</sup> Ave.). The Barbur Streetscape Plan, adopted by City Council in 1999, is now more than a decade old. It is more than past time that what was considered the highest priority "Demonstration Segment" of the Barbur Streetscape Plan be funded and implemented.

As initially conceived, the Demonstration Segment proposed several new sidewalks, two crosswalks at Spring Garden, consolidated driveways, realigned intersections and one street vacation. The "Demonstration Project, east half" remains a high priority and needs to extend from SW Moss to SW 26<sup>th</sup>. Some sidewalks were recently constructed in this section of Barbur using 2009 ARRA Stimulus Funds. An updated design for this segment needs to incorporate current stormwater requirements and management practices, and property owners will need to be consulted about proposed designs that may affect driveways and access to SW Barbur.

This project meets the Metro RFF criteria for Active Transportation projects because it:

- Improves access to and from priority destinations, including three elementary schools (one public, two parochial), two full service grocery stores (Safeway and Fred Meyer), one park (Custer) and several restaurants and services;
- Improves safety in this designated high crash corridor;
- Serves underserved communities in the many high-density residential units nearby;
- Removes conflicts with freight by consolidating driveways;
- Completes the "last mile" on this designated major city bikeway and walkway (three significant gaps in the bike lane and several gaps in the sidewalk);
- Increases the use of walking, biking and transit ridership in this designated frequent transit service/high capacity transit corridor;

Southwest Neighborhoods Inc. is a nonprofit coalition that provides services to promote citizen participation and crime prevention. SWNI is a coalition of 17 neighborhood associations and three business associations in Southwest Portland.

2014-2015 Regional Flexible Funds  
May 26, 2011  
Page 2

- Leverages private funds being spent for the Safeway reconstruction at SW Barbur and SW Capitol Hill Road and the Burlingame Fred Meyer store remodel at SW Barbur and SW Custer; and
- Leverages public funds committed by the Portland Bureau of Environmental Services for the Multnomah Boulevard sewer reconstruction and by the Portland Bureau of Transportation for the sidewalk improvements on the north side of SW Multnomah Boulevard beginning at SW Barbur/SW 22<sup>nd</sup>.

We need improvements that will accommodate the increasing pedestrian and bicycle traffic on this section of SW Barbur Boulevard, and provide a significant link to neighborhoods east and south of the I-5 barrier to the many destinations mentioned above.

These improvements would encourage more people to use this active transportation route in the years ahead. The final design of the improvements could be considered in the context of the Barbur Concept Plan and SW Corridor High Capacity Transit Plan that are already underway.

Sincerely,



Brian Russell  
SWNI President

cc: Tom Miller, PBOT  
Rian Windsheimer, ODOT  
Ted Leybold, Metro

---

**From:** Roger Averbeck [mailto:roger.averbeck@gmail.com]  
**Sent:** Wednesday, June 01, 2011 12:05 PM  
**To:** Smith, Paul  
**Cc:** Office of the PDOT Director  
**Subject:** Support for Barbur Streetscape Project: RE 2014-2015 Regional Flexible Funds

Dear Mr. Smith,

Please accept this letter of support for the Barbur Streetscape Project, to be funded by the City of Portland's Active Transportation allocation of the 2014-2015 Regional Flexible Funds. As a resident of SW Portland, a frequent transit and bicycle commuter on Barbur Boulevard, I strongly urge you to support funding and construction of these critical improvements to the pedestrian; bicycle; and access to transit infrastructure on this major arterial street.

Implementation of the Barbur Boulevard Streetscape Plan is long overdue. As you know, the segment of Barbur between SW Moss and SW 26th has unsafe gaps in the sidewalks; bike lanes; and difficult and hazardous pedestrian crossings near transit stops. I believe this project is a good fit for the Metro Active Transportation criteria because the project is in a busy commercial area, close to several grocery stores; restaurants; schools; multi family housing; on a designated city walkway and bikeway and is within a high crash corridor. We urgently need this project to improve neighborhood safety and livability now - waiting until the corridor is redeveloped with high capacity transit in the distant future is not acceptable.

Please include these comments into the record for the public hearing today (June 1st, 2011) to be held at the Portland Building at 6 pm. Thank you for your consideration.

Roger Averbeck  
4907 SW Canterbury Lane  
Portland, OR 97219  
503-679-1447  
[roger.averbeck@gmail.com](mailto:roger.averbeck@gmail.com)



Willamette Pedestrian Coalition  
 P.O. Box 2252  
 Portland, Oregon 97208-2252  
 info@wpcwalks.org, www.wpcwalks.org  
 503- 223-1597

June 1, 2011

*Working together to  
 improve conditions  
 for walking in the  
 Portland region*

Mayor Adams  
 Portland City Hall  
 1221 SW 4<sup>th</sup> Ave Room 340  
 Portland, Oregon 97204

Subject: City of Portland Candidates for 2014 – 2015 Regional Flex  
 Funds Active Transportation Allocations

Board of Directors

Margaret Weddell,  
 President  
 Katie Urey,  
 Vice-President,  
 Jeanne Harrison,  
 Recording Secretary  
 Anne McLaughlin,  
 Treasurer

Members at Large

Steve Bozzone  
 Lidwien Rahman  
 Dr. Kevin Smith

Director,  
 Steph Routh

Dear Mayor Adams:

The Willamette Pedestrian Coalition (WPC) is an advocacy organization dedicated to improving walking conditions in the region. We request your support for the following project candidates for funding through the 2014 – 2014 Regional Flexible Funds (RFF) / Active Transportation allocations:

1. East Portland Active Transportation to Transit:  
 (\$3.25 million federal funds): Area wide improvements, including improved bicycle and pedestrian facilities with a focus on access to transit in the area south of I-84, north of Foster Road and east of I-205.
2. Barbur Boulevard Streetscape / Pedestrian Plan:  
 (\$2.0 million federal funds): Improved bicycle and pedestrian facilities and access to transit included in Phase 1 of the 1999 Barbur Streetscape Plan (SW Moss St. to SW 26th Ave).
3. Foster Road Safety Enhancements:  
 (\$1.25 million federal funds): Improve pedestrian and bicycle crossing safety and transit access; focused on the heart of Foster (SE 63rd to SE 67th Ave); the Green Link (SE 72nd Ave); and the Crossroads District (SE 80th to SE 84th Ave).

These projects meet the Metro RFF criteria for Active Transportation because they:

- Improve access to and from priority destinations, including many businesses and services;
- Improve crossing safety in these designated high traffic crash corridors;
- Benefit underserved communities in the many high-density residential units near these major arterial streets;

- Remove conflicts with freight by improving access management and consolidating commercial driveways;
- Complete the "last mile" on major city bikeways and walkways by closing significant gaps in bike lanes and sidewalks;
- Increase walking, biking and transit ridership in frequent transit service corridors;
- Leverage public funds from the Portland Bureau of Environmental Services for improved stormwater management; and Portland Development Commission's Urban Renewal Funds for the Foster Road area.

Thank you for your support for these important projects that provide critical and long overdue improvements on several major arterials. We appreciate the opportunity to comment on the Portland project candidates for 2014 – 2015 RFF Active Transportation Funding allocations.

Sincerely,



Steph Routh, Director  
Willamette Pedestrian Coalition

C: Tom Miller, Director  
Portland Bureau of Transportation

Paul Smith  
Portland Bureau of Transportation



**Regional Flexible Funds Candidate Projects for  
Active Transportation and Complete Streets****COMMENT FORM**

Bike sharing is neat, but it's cool enough (popular, opportunities for private money) that it can find its own funding. Let's use RFFs for safety and livability improvements in our neighborhoods and their arterial routes.

I hope some room can be found in the budget for Parkrose-Summer sidewalks! (Somewhere, if not here...)

1) Foster, with bike access

2) E Po To Transit

3) Barbur

4) Sullivan's Gulch

5) Sidewalks

No to bike share.

More comments can be written on the back of this form

**Regional Flexible Funds Candidate Projects for  
Active Transportation and Complete Streets**

**COMMENT FORM**

RE: bike share

- "interested but concerned" riders are intimidated by riding downtown
- bike owners riding more is not creating new riders
- downtown or "Central City" is not a destination for many Portlanders
- Central City is already the most walkable transit-rich area of the City
- tourists should subsidize citizens, not the other way around
- Central City has a free-rail zone, paid bike-share can't compete
- "no" cash option (requiring a credit card + computer for membership is not equitable)
- cycling as a public image problem in PDX as elitist - bike share as presented exacerbates this

More comments can be written on the back of this form

**Contact Information (OPTIONAL)**

Name: Carla Danley

Address: 7412 N Wilbur Ave 97257

Phone: 503 380 3876

Email: danleycd@yahoo.com

☒ Please add me to the project contact list

36876

## City of Portland, RFF Active Transportation Candidate Projects, Public Meeting, June 1, 2011

	Name (Print)	Organization you represent (if any)	Check if you wish to testify
1	Lynn Campbell	M.E.	
2	Paul Allen	NA	
3	Erica Björns	Foster Powell N.A.	X
4	John Mulvey		X
5	Christian Smith	Foster Powell N.A.	X
6	Cora Potter	LEHS VRA	X
7	Ann McLay	SWNI	X
8	Kathryn Kysner		
9	Linda Nettikoven		
10	Scott Somohano	Summer N'hood	✓
11	Dan Campbell	Foster Powell	
12	Doug Klotz	Ped-Adv. Committee	✓
13	JACKIE YERBY	REGENCY	
14	Douglas Bernick	maxaction	
15	Mick Vander Veen	Second Stories / MAXaction	
16	Raymond Hiter		✓
17	CARLA DANLEY	CITIZEN	✓
18	WALT LERSEN	EPAP Biter	
19	Alexis Grant	AROW	
20	Andrew Sager	Portland Speedator	
21	Steve Bozzone	AROW - WPC	✓
22	Jim Chasse	EPAP	X
23	Lore Winters	EPAP	✓
24	Ben Cannon	State Rep	X
25	Brad Perkins	Sullivan's Gulch	X
26			
27			
28			
29			
30			
31			
32			
33			

19 ✓



## TITLE VI PUBLIC INVOLVEMENT

### Voluntary Information

Title VI of the 1964 Civil Rights Act requires that everyone in a project area has a chance to be heard and respond to transportation programs and activities which may affect their community.

Help Portland Bureau of Transportation and Oregon Department of Transportation by volunteering information about your gender and ethnicity. As a recipient of federal funds, we are required to report this information, but you are not required to provide it to participate in this meeting.

*Please put a small check mark ✓ in the boxes that apply.*

#### Gender

Male	Female
<div style="font-family: monospace; font-size: 2em;"> <del>    </del>               </div>	<div style="font-family: monospace; font-size: 2em;"> <del>    </del>     </div>

#### Ethnicity

African American	Caucasian
<div style="font-family: monospace; font-size: 2em;"> </div>	<div style="font-family: monospace; font-size: 2em;"> <del>    </del> <del>    </del> <del>    </del> </div>
Hispanic	Asian / Pacific Islander
American Indian / Alaskan Native	Other National Origin (write in)
	<div style="font-family: monospace; font-size: 2em;"> </div> <div style="border-bottom: 1px solid black; height: 15px; margin-top: 5px;"></div> <div style="border-bottom: 1px solid black; height: 15px; margin-top: 5px;"></div> <div style="border-bottom: 1px solid black; height: 15px; margin-top: 5px;"></div> <div style="border-bottom: 1px solid black; height: 15px; margin-top: 5px;"></div>

Active Transportation and Regional Flexible Funds

**Date:** June 1, 2011 **Project:** Complete Streets Projects **Event:** Candidate Project Presentation

**Estimated Number of Attendees:** 30

36876

City of Portland  
Regional Flexible Fund (RFF) Active Transportation Project Candidates  
Public Meeting  
June 1, 2011, 6:00 PM  
Portland Building Room B, 2<sup>nd</sup> Floor

**AGENDA**

1. Introduction – Tom Miller, Director, Bureau of Transportation
2. RFF Program – Paul Smith, Planning Manager, Bureau of Transportation
3. Description of Five Candidate Projects – Staff, Bureau of Transportation
4. Testimony

**WORKING DRAFT**

Candidate Projects for Regional Flexible Funds (federal funds allocated to Portland Region),  
Active Transportation and Complete Streets Category,

**City of Portland**

Total funds allocated to the City of Portland: \$6.623 million

Funds available no sooner than Oct 1, 2013

1. **East Portland Active Transportation to Transit, Areawide Improvements** (\$3.25 million federal funds) – Improved bicycle and pedestrian facilities with a focus on access to transit in the area south of I-84, north of Foster Rd and east of I-205
  - a) Improved east-west bicycle facilities connecting to Gateway, Division and Holgate LRT stations on Green line (\$1 million)
  - b) Improved north-south bicycle facility in the 128<sup>th</sup> to 134<sup>th</sup> avenue corridor (\$1.3 million)
  - c) High quality bicycle parking at targeted transit facilities (\$0.4 million)
  - d) Sidewalk Infill on SE Division (\$0.54 million).
    - a. Infill .54 mile of sidewalk gaps and build ADA curb ramps on SE Division from I-205 to 145th Ave, within existing 7 feet of public right-of-way behind the curb.
    - b. Cost estimate includes design and construction cost, including stormwater management, mostly likely with curb extension planters.
  - e) Enhanced crossings, including access to bus stops and some Neighborhood Greenway crossings (\$0.7 million):
    - a. SE Division from I-205 to 174<sup>th</sup> Ave (city limits) – 10 crossing locations.
    - b. SE 122<sup>nd</sup> Ave from SE Market to SE Powell – 4 crossing locations.
  - f) Post-construction SmartTrips program (\$0.5 million)

**Total project cost \$4.44 M**

\$1.19 M in match: \$0.5 M SmartTrips + 0.69 General Transportation (GTR) and/or TriMet

Potential matching funds from GTR – Sidewalk infill on arterials and GTR – Neighborhood Greenway accounts and TriMet (for bicycle parking)

*PBOT developed the candidate RFF East Portland Active Transportation to Transit project in concert with the Bicycle Advisory Committee, the Pedestrian Advisory Committee, the East Portland Action Plan group and the East Portland in Motion project group.*

2. **Sullivan's Gulch Trail, Design (part)** (\$1.25 million federal funds + \$150,000 GTR = \$1.4 million total)

Potential segments to be designed are:

- 42<sup>nd</sup> Avenue to 82<sup>nd</sup> Avenue
- Eastbank Esplanade to 28<sup>th</sup> Avenue

*Metro staff performed a preliminary technical analysis of potential "active transportation" demonstration projects, or corridors, providing a starting place for a regional discussion on prioritizing projects in preparation for future federal funding. The Sullivan's Gulch Trail received the highest technical score of 31 trails evaluated. The City of Portland is beginning the development of a Concept Plan which will be completed by mid 2012 and serve as the basis for beginning design if a feasible project is identified in the Concept Plan process.*

**3. Bike Sharing Program (\$2 million federal funds)**

- Additional public and private funding of \$2 million brings total funding (cost) to \$4 million
- Operations funded by user fees and system sponsors
- Proposing a 740 bike, 74 station-bike sharing system
- Bikesharing service area mirrors Central City Streetcar Loop

*Bikesharing will increase bicycle access and provide a low cost transportation solution to all downtown visitors, reach new cyclists, increase cycling among occasional riders, reduce peak demand on transit, and increase transit reach with last mile connections. Staff are estimating the bikeshare system will support 500,000 bike trips in the central city during its first year of operation.*

*Bikesharing is called for in the Bicycle Plan for 2030, and the Bicycle Transportation Alliance (BTA) identified bikesharing as a priority project in their recently released publication, "Bicycle Plan for 2030: BTA's One Year Review." Bikesharing is called for in Metro's Regional Travel Options (RTO) Plan, its Transportation System Management and Operations (TSMO) plan, and the Regional Transportation Plan (RTP). PBOT staff have also had conversations about bikesharing with partners across the region including the City's Bicycle Advisory Committee, TriMet, Metro, the BTA, the Lloyd and South Waterfront Transportation Management Associations, Portland State University, the Portland Development Commission, and Portland Streetcar Inc.*

**4. Barbur Blvd Streetscape/Pedestrian Plan – Phase 1 (SW 19<sup>th</sup> Ave to SW 26<sup>th</sup> Ave)**

Total project cost \$2.25 to \$2.5 million

(\$2 million federal funds; \$250,000 to \$500,000 in local match)

This project is defined in the Barbur Streetscape Plan (City of Portland, 1999)

Potential local match from GTR – Sidewalk infill on arterials

*This project was developed in concert with representatives of the Southwest Neighborhoods, Inc. (SWNI) Transportation Committee.*

**5. Foster Road Safety Enhancements (\$1.25 million federal funds)**

- Portland Development Commission funding of \$2 million brings total funding (cost) to \$3.25 million
- Improve pedestrian and bicycle crossing safety and access to transit
- Improvements focused at:
  - a) Heart of Foster (SE 63<sup>rd</sup> to SE 67<sup>th</sup> Ave)
  - b) Green Link (SE 72<sup>nd</sup> Ave)
  - c) Crossroads District (SE 80<sup>th</sup> to 84<sup>th</sup> Ave)

*In December 2010, Portland City Council adopted its Federal Agenda, which designated this project as one of two transportation project priorities for federal appropriations. The Portland Development Commission has committed Urban Renewal Funds to the project.*





CITY OF  
**PORTLAND**  
BUREAU OF  
**TRANSPORTATION**



Sam  
Adams  
Mayor

Tom  
Miller  
Director

May 13, 2011  
**FOR IMMEDIATE RELEASE**

**Contact:**

Dan Anderson  
503-823-3723  
dan.anderson@portlandoregon.gov

**Transportation bureau announces public meeting to discuss potential bike, pedestrian projects**

PORTLAND, Ore. -- The Portland Bureau of Transportation will convene a public meeting to receive input on potential applications for federal transportation funds for bicycle and pedestrian projects under Metro's Regional Flexible Funds (RFF) program. The meeting is scheduled for June 1 from 6 to 8 p.m. in Room B of The Portland Building at 1120 SW Fifth Avenue.

Metro forecasts that \$70.7 million in federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funds will be allocated to the Portland region in fiscal years 2014 and 2015. While some of these funds have already been dedicated to construction of rail transit projects or will fund other transportation programs, \$22.5 million is available for local projects. Of that amount \$16.9 million is designated for Active Transportation and Complete Streets projects, which are projects that add or improve facilities for bicycling and walking and access to transit. Portland will receive approximately \$6.6 million of Active Transportation and Complete Streets project funding.

Projects must meet the criteria described in Metro's 2014-15 project nomination process guidelines. These guidelines and further information about the regional allocation process can be downloaded from [www.oregonmetro.gov/regionalflexiblefund](http://www.oregonmetro.gov/regionalflexiblefund) (also attached).

Beginning in January 2011, City staff has been working with two standing City committees to identify potential projects: the Bicycle Advisory Committee and the Pedestrian Advisory Committee. These committees are comprised of citizens appointed by the Mayor.

City staff has developed five candidate projects based in part on input from the BAC and PAC (attached). At the June 1 meeting, staff will present these projects to a wider audience for consideration and comment. Members of the public will also have the opportunity to suggest alternative projects. On June 17, The City will submit summaries of up to five candidate projects to Metro.

###

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To ensure equal access, the Portland Bureau of Transportation will make accommodations in full compliance with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations and additional information, and complaints, contact the Title II and Title VI Coordinator at Room 1204, 1120 SW 5th Ave, Portland, OR 97204, or by telephone 503-823-5185, City TTY 503-823-6868, or use Oregon Relay Service: 711.