



**HOSFORD-ABERNETHY**  
NEIGHBORHOOD DEVELOPMENT ASSOCIATION

January 26, 2011

Mayor Sam Adams  
City Councilor Nick Fish  
City Councilor Amanda Fritz  
City Councilor Randy Leonard  
City Councilor Dan Saltzman

Dear Mayor Adams and City Council Members,

The Hosford-Abernethy Neighborhood Development Association (HAND) has long advocated for a safe and direct route for pedestrians and bicyclists connecting the Clinton Street bike boulevard with Willamette River. The existing route that through the Southern Triangle of the Central Eastside Industrial District (CEID), connecting the intersection of SE Clinton Street and 11<sup>th</sup> and 12<sup>th</sup> Avenues (Clinton Crossing) with the Springwater Corridor and Eastbank Esplanade trails along the river is circuitous, gritty, uninviting, and pits pedestrians and bicycles against freight traffic, making it downright scary for pedestrians, bicyclists, and truck drivers.

The Portland Milwaukie Light Rail project has provided us with opportunities for improving the ped-bike connections with those trails as well as between the Inner Southeast Neighborhoods in several ways, including the following:

- The Clinton/11<sup>th</sup>/12<sup>th</sup> intersection will be reconfigured and signalized to provide safety at those crossings.
- Tri Met has included a ped-bike route from Clinton Crossing to the Springwater Corridor, the East Bank Esplanade, and the new bridge in their design for the light rail project.
- Tri Met is planning to acquire sufficient right of way for a ped-bike trail alongside their light rail alignment parallel to the existing Union Pacific Railroad line across the northern edge of NW Natural between SE 9<sup>th</sup> and SE 11<sup>th</sup> Avenues. That right-of- way will create a more direct route toward



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the Springwater and Eastbank Esplanade trails and the Willamette River, making the route more appealing to more potential users.

There are many possibilities for that alignment:

- An improved ped-bike route that feels safe and pleasant, appeals to users and separates ped/bike and freight traffic will encourage more people to use active transit rather than cars.
- Families with young children and perhaps a dog on leash, seniors and people with mobility challenges may feel comfortable using the trail for recreation and transit. Children would develop the habit of active transit.
- The trail will provide connectivity between HAND and neighborhoods to the south, such as Brooklyn and Sellwood-Moreland, and to the east, such as Richmond; as well as between those neighborhoods and connecting trails and downtown.
- The trail could be designed to include bioswales and other storm-water management amenities.

However, there are not funds for development of that ped-bike trail in the PMLR project.

The City of Portland Bureau of Environmental Services has agreed to repurpose Community Benefit Opportunity Funds, once intended for HAWK lights at Clinton Crossing, so that they can be used for development of the trail.

We now have an opportunity for further funding: the Clinton to Caruthers Ped-Bike path is on a short-list for a Transportation Enhancement Grant.

It is the hope of HAND that you, the City of Portland City Council, will support this project.

Sincerely yours,

*(signature available on file)*

Alex Bassos HAND Chair



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CC ( by Email):

**HAND BOARD**

Shoshanah Oppenheim, Portland Bureau of Transportation.  
 Art Pearce, Portland Bureau of Transportation  
 Lance Lindahl, Chair Brooklyn Action Corps  
 Don Stevens, Brooklyn Action Corps  
 Doug Klotz, ped and bike advocate  
 Dave Aulwes, ped and bike advocate  
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 Stephanie Routh, Exec Director, Willamette Pedestrian Coalition  
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