

Dear PSC and TSP,

I am writing you with my concerns for future safety and transportation options for our SW Portland neighborhood. We are a family of four living on Dosch Road, in SW Portland. We see bicyclist, dog walkers and adolescents waiting for buses risking their lives daily on SW Dosch Road. Even though this road is an arterial with heavy traffic for both commuters and pedestrians, it has no shoulder and one blind corner after another. People regularly exceed the speed limit up to double the posted 25 MPH. My husband is an entrepreneur and business owner who has started a business and grown it to 10 employees in the last three years here in Portland. He enjoys jogging & cycling and comments regularly that he wishes he felt safe commuting to work on his bicycle. Unfortunately, he feels compelled to forgo his opportunity for alternative transportation, due to safety issues and the lack of improvements to SW Portland roads.

We feel strongly that the benefit of extended shoulders vastly outweighs the cost for roads such as SW Dosch Road and Marquam Hill road. As key SW connectors these roads are also well traveled by visitors to our city taking advantage of the wonderful 4T trail. The 4T website, 4TTrail.org, had over 70,000 hits last year by people interested in walking the 4T. Improvement should be made before the worst case scenario of someone losing their life simply to enjoy SW Portland. The combination of extended shoulder, 2 way pedestrian route and a climbing bicycle lane on the uphill side of both Dosch Road and Marquam Hill Road will drastically reduce this risk.

Additionally as parents of two preteen boys we are very interested in the "Red Electric Trail". We want to see the reconfigured Red Electric Trail with the Slavin Road route in the first five years projects because: A. It will provide a safe way for Portland and Washington County residents to get to the Hillsdale Town Center, the South Waterfront and Downtown Portland. B. It follows a railroad grade and will be easy to use by young and old, timid and experienced. C. Metro transportation models project the Red Electric will attract thousands of riders a day. D. By rerouting bicycles and pedestrians off BH Hwy to the Red Electric west of Hillsdale, the need to immediately fix the Bertha/BH Hwy intersection for safety reasons decreases.

It has also come to our attention through SW Trails the opinion that we should reduce the importance and lengthen the timing of the projects related to SW Bertha/BH Hwy intersection and the two bicycle green way projects which will not serve a large number of cyclists because of the steepness of the grade and limited bicycle and pedestrian "customer shed".

Yours sincerely,

Melissa Sanders

Dear PSC and TSP,

As a long time Portland resident and Portland business owner, I am writing you with my concerns for future safety and transportation options for SW Portland. We are a family of four living on Dosch Road, in SW Portland. Even though this road is an arterial with heavy traffic for both commuters and pedestrians, it has no traffic control, shoulder or improvements. My wife and I feel it is too unsafe to walk our neighborhood with our children, due to the dangerous nature of SW Dosch Road. Many people, including young people, still brave this road for cycling, dog walking and busing to school and work. We are amazed that people are not seriously injured or even killed on this road. I enjoy jogging and cycling, but feel it is too risky to use these alternate forms of transportation for my commute to downtown Portland.

I feel strongly that the benefit of extended shoulders vastly outweighs the cost, for

roads such as SW Dosch Road and Marquam Hill road. As key SW connectors these roads are also well traveled by visitors to our city taking advantage of the 4T trail. The 4T website, 4TTrail.org, had over 70,000 hits last year by people interested in walking the 4T. The combination of extended shoulder, 2 way pedestrian route and a climbing bicycle lane on the uphill side of both Dosch Road and Marquam Hill Road will drastically reduce the risk of injury to our citizens and our visitors.

Additionally as a parent of two preteen boys I am very interested in the "Red Electric Trail". I want to see the reconfigured Red Electric Trail with the Slavin Road route in the first five years projects because: A. It will provide a safe way for Portland and Washington County residents to get to the Hillsdale Town Center, the South Waterfront and Downtown Portland. B. It follows a railroad grade and will be easy to use by young and old, timid and experienced. C. Metro transportation models project the Red Electric will attract thousands of riders a day. D. By rerouting bicycles and pedestrians off BH Hwy to the Red Electric west of Hillsdale, the need to immediately fix the Bertha/BH Hwy intersection for safety reasons decreases.

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Yours sincerely,
Robin Way
Robin Way and Melissa Sanders
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