



March 12, 2014

City of Portland

Attn: Planning and Sustainability Commission

1221 SW 4th St.

Portland, OR 97204

RE: Bureau of Transportation's Recommended List of Major Projects and Citywide Programs

Dear PSC and TSP Members:

Thank you for considering our neighborhood's priorities. Below you will find our ranked priorities from the major project and citywide programs list. Each priority has an attached narrative briefly explaining the importance of the specific project to our neighborhood.

Neighborhood Priorities:

1) 70075 Lower SE Bikeway Network Improvements 5,000,000

In a neighborhood hemmed in by multiple auto-oriented roads (82nd, Woodstock, Foster—not to mention Harold, Duke), the bikeways would give bike-oriented alternatives for individuals seeking multimodal options to get to other parts of the city. It seems easy to imagine the bike-oriented mode as one large bike wheel with spokes leading in various directions with the I-205 path close the east (with easy access via Foster Rd. bike lanes) and the Springwater Corridor trail to the south. Mount Scott Arleta is primed to be a model for the city in connecting portions of the city that, to this point, have prioritized auto-oriented modes of transportation.

2) 70028 Harold St Bikeway 1,414,000 – Move to constrained

Harold St. is viewed and treated as a neighborhood collector street (though it is officially designated a residential street). As a plan that looks to the future (with more limited resources for auto-centric modes of transportation), it would behoove the city to think about moving Harold St. to the constrained list, otherwise, who knows how long before anything would be done to the one street within the neighborhood that runs straight east west between 52nd and 82nd? Between the Mt. Scott Community Center, the abutting park, the many homes that line Harold St., this is a residential street being used as a collector. Many families and children would benefit from the safety and accessibility improvements offered by improved bike provisions. With new ideas in bike-oriented transportation,

such as advisory bike lanes, on the table, and with the creation of the 50s plan, it is important to keep Harold on the city's radar. Updating the current speed bump layout and looking into advisory lane models seem like viable options that would, perhaps, be more cost efficient. Furthermore, with alternative routes for auto-oriented traffic (Woodstock just a few blocks south, Foster within blocks to the north) so nearby, the city could use Harold as a model for the future of a multimodal (auto, bike, bus) neighborhood collector. Bike-oriented traffic would help potentially calm auto-oriented traffic, which is a continued, documented issue on Harold, which would improve the safety of a street that sees documented issues with speeding (a safety and livability issue).

3) 70074 Inner Steele Bikeway 1,077,000

A long, Harold and Steele bikeway would be an almost 3-mile connector for bike-oriented traffic to travel from 82nd to inner southeast, which would then put individuals closer to already established bikeways (such as the 20s bikeways) to get them to work or to business districts. Furthermore, both Harold St. and Steele run along parks and a series of bikeways would offer safe means of travel for families getting between these city parks.

4) 70071 Sixties Neighborhood Greenway 1,500,000

There are relatively few north-south greenways for individuals in this section of the city (before one reaches the I-205 pathway). A sixties greenway would be a convenient and safe connection for riders west of 82nd (in particular), who don't want to cross 82nd to reach the I-205 pathways to go north or south. An individual living as far south as Brentwood-Darlington could connect by bike to a job in the inner portion of the city.

5) 70024 (RTP: 10186) Lents Town Center Improvements, Phase 2 11,510,000

With the upcoming changes to Foster Rd., taking the opportunity to make larger changes to Lents would be welcome and would help the odds of Lents becoming a more appealing location as a center for commerce.

Thank you for your consideration,

Patrick Fuller, MSANA Transportation Chair