



SE Uplift
3534 SE Main St.
Portland, OR 97214
p: 503 232-0010
www.seuplift.org

April 10, 2017

Dear Mayor Ted Wheeler, Commissioner Dan Saltzman, and Director Leah Treat

Endorsement of the 60's Bikeway, TSP #70071, as "Priority Project"

The SE Uplift Board would like to thank the Portland Bureau of Transportation (PBOT) for following through on previous safety endorsements recommended by SE Uplift. Specifically, for successfully acquiring state and federal funding for the 70s Bikeway, the NE Halsey Lane reorganization with Gateway connections, Connected Jade District, and Brentwood-Darlington Safe Routes to Schools (SRTS) sidewalk infill, including a portion of the Ogden-Knapp Greenway.

Following up on those successful projects, and in the spirit of the East Portland in Motion prioritization process and the Southwest in Motion process, the **SE Uplift Board has unanimously endorsed the 60s Bikeway as the next active transportation project priority serving the SE Uplift region. Therefore, SE Uplift asks PBOT to seek funding, through all viable sources, for construction of this community-supported active transportation project at the next available opportunity.**

SE Uplift's Land Use and Transportation Committee (LUTC), consisting of representatives from nearly half of the neighborhood associations in the coalition, reviewed and discussed all projects identified on the financially constrained 1-10 year timeline in the Transportation Systems Plan over a multi-month period. Our LUTC identified the 60s Bikeway project as having the greatest community benefit for the best value. We urge PBOT to prioritize this project for funding as it becomes available for the following reasons:

Uplifting community advocacy since 1968.

Ardenwald-Johnson Creek • Brentwood-Darlington • Brooklyn • Buckman • Creston-Kenilworth • Eastmoreland • Foster-Powell
Hosford-Abernethy • Kerns • Laurelhurst • Montavilla • Mt. Scott-Arleta • Mt. Tabor • North Tabor • Reed • Richmond
Sellwood-Moreland • South Tabor • Sunnyside • Woodstock

- The 60s Bikeway project offers a connected north-south active transportation safety corridor to/from Mount Tabor Park for the first time, serving six Neighborhoods directly, the entire SE Uplift coalition area, and neighboring north and south neighborhoods outside of SE Uplift's boundaries.
- The 60s Bikeway project leverages the already funded crossing improvements south of Mount Tabor at SE 64th and Division near the south Mount Tabor Park; including park improvements from the voter-approved Parks Bond for maximum community access.
- The project expands the safe routes to schools network to the newly re-constructed Franklin High School. The southern leg of the project improves crossings at the high-crash corridors at SE Powell and Foster, and provides a crossing in a one mile gap between traffic lights on SE Woodstock to service Arleta Elementary. This critical connection provides safe access for SE Uplift's most diverse and underserved subregion.
- The 60s Bikeway project builds upon, or could modernize, safe pedestrian and bike crossings at 12 high-crash and neighborhood corridors. It would fund other critical crossings including the largest gap between crossings on the East Burnside high-crash corridor and modernizing the five-way crossing at Stark-Thorburn and SE 62nd, which Mount Tabor, North Tabor, the Thorburn Safety Alliance and SE Uplift have previously endorsed as a regional safety priority.
- The 60s Bikeway project provides the least steep alternative to the dangerous and congested 60th Avenue which connects the 60th MAX Station to the coming Division High Capacity Transit (HCT) Project via Mount Tabor Park.
- The 60s Bikeway project will complete a 1.3 mile gap between the 50's and upcoming 70's Bikeways projects.
- The 60s Bikeway project avoids expensive road building because it is primarily a Greenway project and runs along existing residential streets.
- The project can be broken up and developed in sections as funding becomes available.

- The northern section of the project is ranked as Tier I in the Growing Transit Communities Plan, first outlined in 2007, and recommended to be funded through System Development Charges through a recent and robust outreach process. It provides critical access to a North Tabor sub-neighborhood cut off from our bikeway system by the Banfield Corridor, high density developments and steep topography. Information about this section of the project can be found [here](https://www.portlandoregon.gov/transportation/68193) under "Middle Halsey. "
(<https://www.portlandoregon.gov/transportation/68193>)

For further information, or a more detailed presentation please contact:

Terry Dublinski-Milton, SE Uplift Vice Chair

Terry.dublinski@gmail.com

503 687-7723

Thank you for your time and work.

On behalf of the SE Uplift Board of Directors,



Robert McCullough

Chair

Southeast Uplift

CC: Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Chloe Eudaly
PBOT: Art Pearce, Roger Geller