



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

February 16, 2016

Commissioner Steve Novick  
Director Leah Treat  
Roger Geller  
Rich Newlands  
Re: "the 20's Bikeway"

On February 1, 2015, a well thought out and detailed presentation by our board member Terry Dublinski-Milton and supported by fellow activist Kirk Paulsen, traffic engineer and member of the Bicycle Advisory Committee, from Concordia brought defects in the 20s bikeway proposal to Southeast Uplift.

The board of the Southeast Uplift voted 14 to 2 to endorse the following statements regarding "the 20's Bikeway":

Firstly, that the locally preferred alignment through Eastmoreland of Reed College place south of SE Tolman be implemented over SE 32<sup>nd</sup>.

Secondly, that the city reopen the conversation surrounding the commercial district centered between SE Stark and NE Sandy, as publicly promised

Thirdly, that the city reopen the conversation about diversion in the Concordia Neighborhood, as promised by PBOT.

The first request is about building the highest quality and safest route through Eastmoreland as possible. Though the choice of leveraging the four way stop at SE Woodstock and SE 32<sup>nd</sup> makes sense, moving the greenway from SE Tolman to SE Reed College place one block to the east is a significant improvement from the current alignment.

SE Reed College Place was originally designed as a recreational corridor, has clear sight-lines for many blocks, intersects other streets at right angles, passes directly next to Dunaway Elementary School, has the most public support and is already being used for recreational purposes. The center median planting strip makes it park like in character, hence by city definition should be, like NE 72<sup>nd</sup> in Roseway, a city greenway.

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Both roadways are designated as Greenways on the 2030 Bike plan, whereas SE 32<sup>nd</sup> is not. The current choice of 32<sup>nd</sup> overlaps the 19 bus line, is filled with potholes, has unclear sight-lines and was built with wide curved corners shown to increase speeds and risks to vulnerable users. The neighbors and bicycle riders have expressed concerns that the buses on this narrow lane might pose a serious safety risk.

The one reason PBOT has given for the SE 32<sup>nd</sup> choice is that some users felt the narrow one lane lanes combined with parking left little room to pull over. As part of the SE Clinton safety project, "Bike may use full lane" signs work to improve safety for this purpose. Placing them to the left in the planted median would make this signage even more robust and alleviate much of these concerns.

The second and third requests apply to the neighborhoods north of Eastmoreland all the way to Concordia. They are about process and the city ignoring promises made. When the central alignment of 29<sup>th</sup> to 30<sup>th</sup> was chosen over the 28<sup>th</sup> avenue bike lane alternative, it was promised to the stakeholders committee that this decision would be revisited after the parking study was completed. This has since occurred. Thus, as a board, we request PBOT reopen this conversation about the shared use commercial environment and potential neighborhood impacts.

Concordia Neighborhood Association voted 19 to 0 for four points of diversion with NE 32<sup>nd</sup> and NE Prescott being their number one and NE Killingsworth their number two priorities. PBOT promised that they would study this as the project plans moved forward. Instead, the 60% designs were implemented without a public release of the 95% designs for public comment. The rapidity of this process during the winter season gave the neighborhood coalition system very little time to react. As this is a citywide infrastructure project, the board of SE Uplift feels it is critical for PBOT to reopen the conversation surrounding Concordia's unanimous endorsement, as promised.

Ten days ago, Cevero Gonzalez sent me a pre-emptive rejection of these requests. As is usual in these form letter rejections, he described a public involvement process we were deeply involved in at every level as if it would be news. His form letter is bound to infuriate the most patient of recipients (and some might doubt my presence in their number.) The concerns raised by bicycle activists mirror the concerns of the neighborhoods. We all would like the safest possible route. We think you should check the facts, not defer blindly to the dictates of junior staff.

As PBOT moves forward with requests for much needed revenue to fund street maintenance and safety modernization, it is critical that trust develop between the city and its citizenry. As trust has been a longstanding issue between city hall and their neighborhoods, these reasonable requests could help

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mitigate this history.

We will be asking for time on the Council's agenda to state our case for public involvement and bicycle safety.

Sincerely,

Robert McCullough, President SE Uplift  
Terry Dublinski-Milton, Board Member at Large

CC:

Mayor Charlie Hales  
Commissioner Amanda Fritz  
Commissioner Dan Saltzman  
Commissioner Nick Fish

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