



SE Uplift  
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To: Tom Hughes, Metro President  
From: SE Uplift Neighborhood Coalition  
RE: Reedway Overpass, Metro RTP#11819

July 11, 2018

SE Uplift, Portland's largest neighborhood coalition, voted unanimously at our June board meeting that the Reedway Overpass RTP #11819 be moved forward to the 2018-2028 priority timeline for construction in Metro's Regional Transportation Plan. This is consistent with PBOT's TSP #70049 one to ten year priority timeline. Furthermore, we feel this project deserves to be included in the projected 2020 Metro bond slated to fund the SW corridor MAX line and other regional transportation priorities.

As an organization representing 160,000 residents and 20 neighborhoods, it is part of our mission to advocate for community needs. In order for this billion dollar-plus transportation bond to gain voter approval, community voices need to be heard region wide, not just in the SW Corridor. The Reedway over crossing has been declared the highest transportation priority by all five nearby neighborhoods including: Sellwood-Moreland, Brooklyn, Reed, Eastmoreland and Woodstock.


The Reedway bike and pedestrian overpass fills a 2.1 mile gap between SE Bybee and the Lafayette overpass. Bybee's fast moving four foot bike lanes are frequently filled with debris, have poor sightlines around curves, cross traffic turning onto a state highway, and cannot be retrofitted to modern safety standards without a complete roadway rebuild. The only alternative route is Holgate which carries 15,000 vehicles per day, is a designated truck route heavily used by the Brooklyn rail yards, and has narrow, obstructed sidewalks. At 3 miles, this is the largest multi-modal conductivity gap in the SE region between the all ages facility of the Springwater Corridor and the coming Gibbs street overpass. Connecting commercial, residential and industrial employment districts in a safe, convenient manner will benefit the entire regional transportation system and provide positive economic development as local business access is improved.

Even though the Harold Street MAX station was not included in the Orange MAX line, more than 2000 new apartment units have been permitted or constructed within the former station area. Bus service has been curtailed, yet if one lives on the west side and works in the Brooklyn rail yards, a five block walk over the Reedway Overpass turns into a 1.7 mile excursion. Portland's congestion is increasing and this project, located in a neighborhood region with some of the worst air quality in the state, makes significant inroads to inducing alternative modes of transportation.

As the RTP is in the open comment period we urge Metro and the Regional Transportation Committee to move this project to the near term project list. In addition, please include it in the coming 2020 Metro transportation bond.

For future communications regarding this matter, please contact us and we would be happy to schedule a meeting to discuss this in more depth.

Sincerely,



Terry Dublinski-Milton  
Co-Chair SE Uplift



Reuben Deumling  
Co-Chair SE Uplift

CC:

Bob Stacy, Metro  
Metro's Regional Transportation Commission  
Ted Wheeler, Mayor City of Portland  
Dan Saltzman, Portland City Council  
Nick Fish, Portland City Council  
Amanda Fritz, Portland City Council  
Chloe Eudaly, Portland City Council  
Leah Treat, PBOT  
Art Peace, PBOT  
Lynn Peterson, Metro President Elect  
Rian Windshiemer, ODOT Director Region 1  
Molly Mayo, SE Uplift

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Sellwood-Moreland • South Tabor • Sunnyside • Woodstock