



Southeast Uplift
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To: Jessica Vega Pederson, Multnomah County Commissioner
Chloe Eudaly, City of Portland Commissioner, PBOT
From: SE Uplift Neighborhood Coalition
RE: Reedway Overpass, Metro RTP#11819

May 15, 2019

SE Uplift unanimously approved that the Reedway Overpass RTP #11819 be included in the priority timeline for construction in Metro's Regional Transportation Plan. This project should be included in the 2020 Metro bond slated to fund the SW Corridor MAX line and other regional transportation priorities. As Portland's largest neighborhood coalition representing 160,000 residents and 20 neighborhoods, it is our mission to advocate for community needs and safety. Community voices need to be heard region wide, not just in the SW Corridor, in order for this multi-billion dollar transportation bond to gain voter approval.

The Reedway Overpass is the highest transportation priority by all five proximate neighborhoods as expressed at multiple community meetings including: Sellwood-Moreland, Brooklyn, Reed, Eastmoreland and Woodstock. Reedway Overpass is a 1-10 year near term priority project at PBOT.

The Reedway Overpass fills a 2.1 mile gap between SE Bybee and the Lafayette overpass. Bybee's four foot bike lanes rank high for Level of Traffic Stress (LTS) with adjacent fast vehicles, debris frequently within the path, poor sightlines around curves, TriMet busses stopping within the bike path, cross traffic turning across bike lanes onto state highway OR-99E, and it cannot be retrofitted to modern 8-80 all ages, all abilities Vision Zero safety standards without a complete roadway rebuild on the recently remodeled (2012) overpass. The only alternative route within Portland 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. This is the largest multi-modal conductivity gap in all of Portland east of the Willamette River and south of the Columbia Slough. Filling this three mile gap between the all ages facilities of the Springwater Corridor and the Lafayette street overpass is critical for sustainable growth. 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 westside 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.

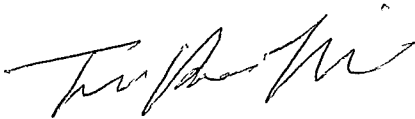
We urge Metro and the Regional Transportation Committee to include it in the coming 2020 Metro transportation bond.

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,



Reuben Deumling
Chair SE Uplift



Terry Dublinski-Milton
Former Chair SE Uplift
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CC:
Metro's Regional Transportation 2020 Bond Task Force
Lynn Peterson, Metro President
Bob Stacy, Metro
Rian Windshiemer, ODOT Director Region 1
Chris Warren, PBOT
Art Peace, PBOT
Molly Mayo, SE Uplift

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Sellwood-Moreland • South Tabor • Sunnyside • Woodstock