

To the Commissioners of the Planning and Sustainability Commission

Reconfigured and relocated Red Electric—The Map App alignment was not the City Council Approved alignment in this area, the cost estimates seem very unreasonable.

The Red Electric should be put into the first 5 years category because it will carry a large volume of bicycle traffic as projected by Metro in recent model runs. The following describes a relatively inexpensive way to get the Red Electric from SW 33 and Bertha to the Hooley Pedestrian Bridge. It also illustrates where the funds would come from.

The neighborhood concerns are for the Bertha Court – Bertha Blvd intersections. It is dangerous for everyone. The Bertha Court/Bertha Blvd Intersection needs a signal or redesign. The funds for this smaller project should be included in the City Wide Small Projects List. While existing conditions show that bicycles and pedestrians are in danger at the intersection with BH Hwy, there is another way to manage the system: The Bertha northbound or westbound bicycle traffic could logically be diverted at Vermont to the Red Electric SW 19th to Nebraska to the new bridge, where it could carry westbound bicycles to SW 30th where they could continue westbound on BH Hwy at the signal at 30th/Dosch/Beaverton Hillsdale Highway. Eastbound bicyclists and pedestrians could be diverted to the Red Electric bridge just east of Bertha/BH Hwy intersection where the Red Electric will be immediately adjacent to the east bound lanes of BH Hwy and carry them via the new bridge under design as we speak, to Capitol Hwy at Nebraska where those wanting to continue east could use Capitol Hwy and avoid the mess of the Bertha /BH Hwy intersection.

Finally the Red Electric project –do not have the number or details at hand, but here is the essence of the issue:

The map on the map app is wrong from Hillsdale to Barbur. That route was not in the final Red Electric report approved by Portland City Council. Staff have been notified of this fact on the map app but has not changed the route or the project definition, which has in the opinion of many SW residents, affected the rating for the project.

The costs associated with that alternative \$17 million or so assume a bike trail will be built from SW Parkhill Drive down to Iowa Street essentially covering the hillside with concrete to provide a 10% grade which no one in the SW Community thinks will be used.

The community, including three neighborhoods, the Hillsdale Business and Professional Association and SWTrails has written letters of support, copies attached, for a simpler route: Bicycles go on Vermont from SW Vermont at SW Bertha to SW Burlingame Avenue, to SW Burlingame Terrace, to SW Nebraska to SW Parkhill Drive then on new construction down at a 10% grade to a switchback that heads under the Newbury Barbur Bridge and loops up onto the road diet bike and ped lane northbound on Barbur Blvd. It also has a connection linking the route on the west side of Barbur to the western side of Barbur south of the Newbury Structure.

Pedestrians would follow the same route to Terwilliger and Nebraska where they would enter Himes park on the existing Urban Trail #3 and follow it to the switchback where a new pedestrian would drop down at about 10% to connect up with the new bicycle route described above. Pedestrians could then proceed on the road diet lane to the north side of the bridge. Both bicycles and pedestrians would then follow the old Slavin Road where a new 700 foot section will be constructed to connect the south existing end of the old road to the existing north end of Slavin Road and thence to the Hooley Pedestrian Bridge. The current \$7 million estimate for building this 700 foot trail segment of the missing old Slavin Road is ludicrous. The complete rebuild of Capitol Hwy south of Multnomah to Taylors Ferry Road was estimated to cost \$20.7 million per mile, the estimate of 7 million for 700 feet would be \$52.8 million per mile!

The cost of the short section of construction on the west side of Barbur, the underpass of Barbur and the loop up onto the road diet will be modest, and the cost of the 700 feet of new construction replacing missing Slavin Road will also be modest. Both need to have new estimates done. Once we have these two sections in place and the road diet in place, coupled with the new bridge at the west end of Hillsdale will give us a complete Red Electric Route from SW 33rd to the River at the Hooley Bridge. All for a modest cost, possibly covered by the \$4,676,000 shifted from the projects identified below.

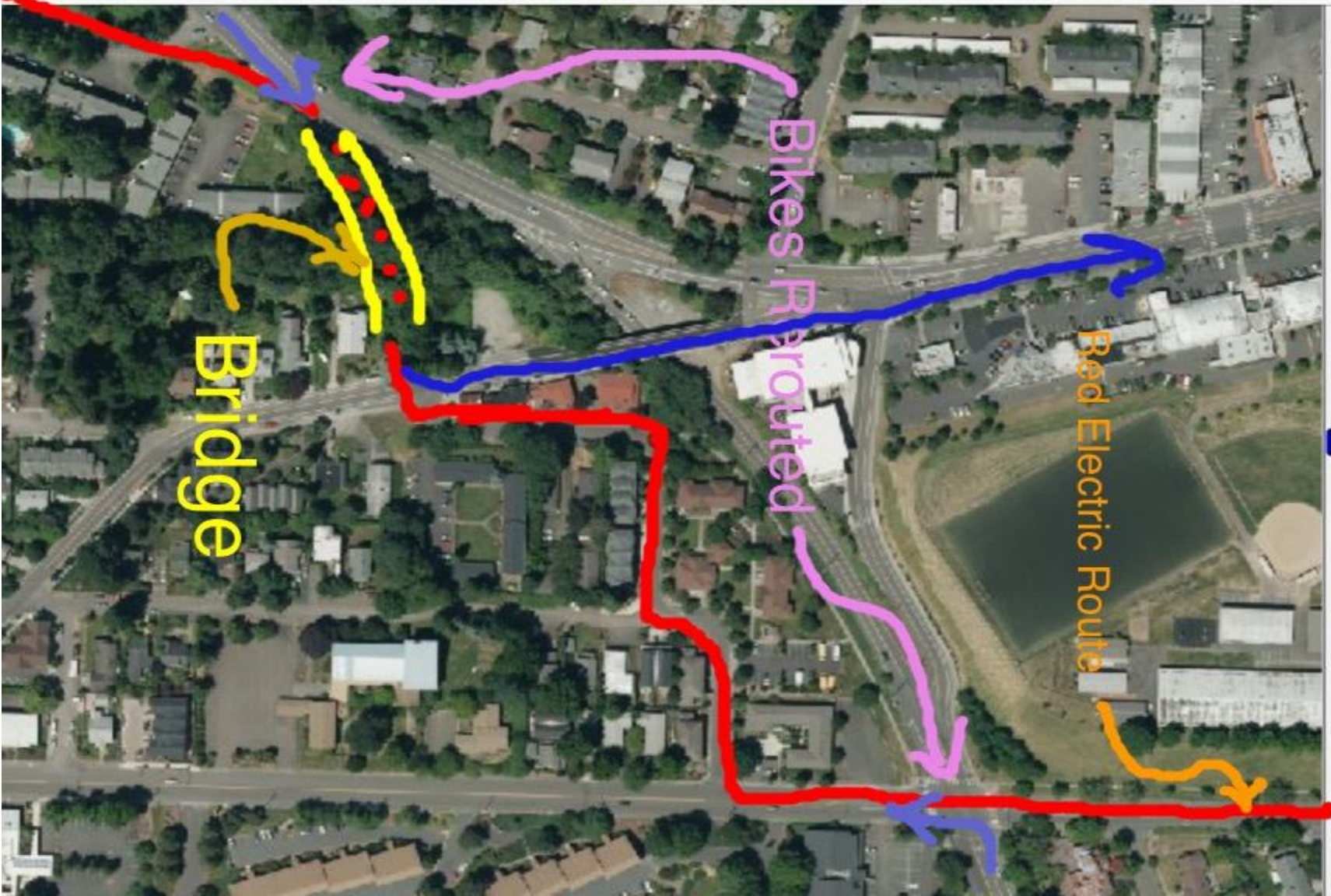
The following four projects could be eliminated or put at a much lower priority:

90022	10277	Bertha Blvd Ped/Bike Improvements	Bertha Blvd, SW (Beaverton- Hillsdale Hwy - Vermont)	Design and implement pedestrian and bicycle facilities. Project requires street widening. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 2,104,500
90028	10274	B-H Hwy/Bertha/Ca pitol Hwy Improvements	Beaverton-Hillsdale /Bertha/Capitol Hwy, SW	Redesign intersection to improve safety.	\$ 1,403,000
90092		Inner Canby Neighborhood Greenway	Canby St, SW (45th - 35th)	Design and implement bicycle facilities.	\$ 516,000
90093		Nevada Ct Neighborhood Greenway	Nevada Ct, SW (45th - Capitol Hill Rd)	Design and implement bicycle facilities.	\$ 653,000

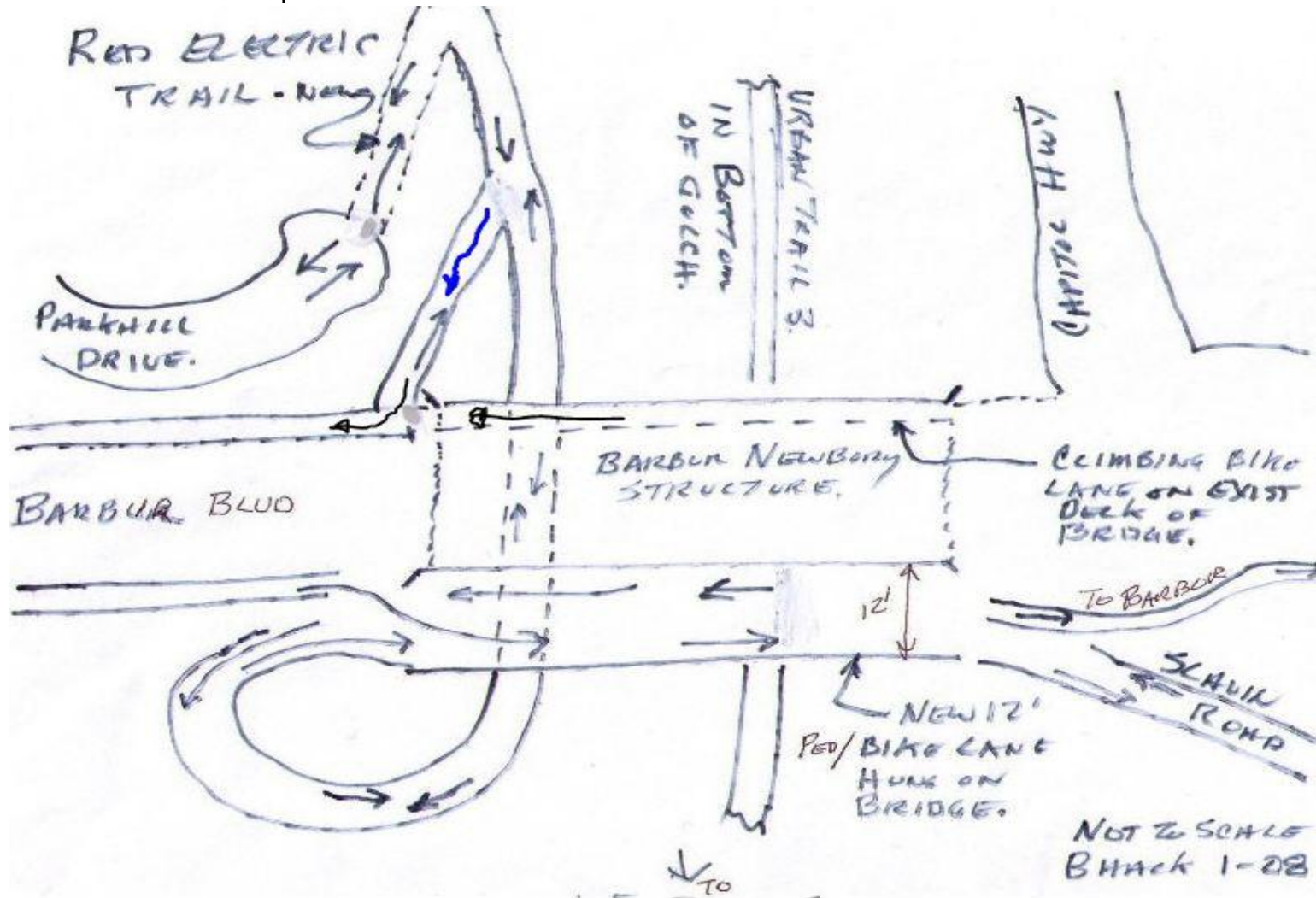
SW Nevada Ct is an existing Urban Trail, it is steep, Vermont is nearby and has bicycle lanes. A short distance to the north the Red Electric will be a railroad grade and partially off street. It is much more important to have a bicycle and pedestrian facility that is at railroad grade (prox 3%) and largely off street.

While important in the long term, these 3 projects should be moved to the 10 to 20 years category. it would be better to spend the funds making the Red Electric railroad grade route happen sooner which will be safer more heavily used and attract a large bicycle and pedestrian transportation component from Portland and Washington County as a safe link to the Hooley Pedestrian Bridge and downtown.

A marked up photo illustrates what is being proposed in Hillsdale.



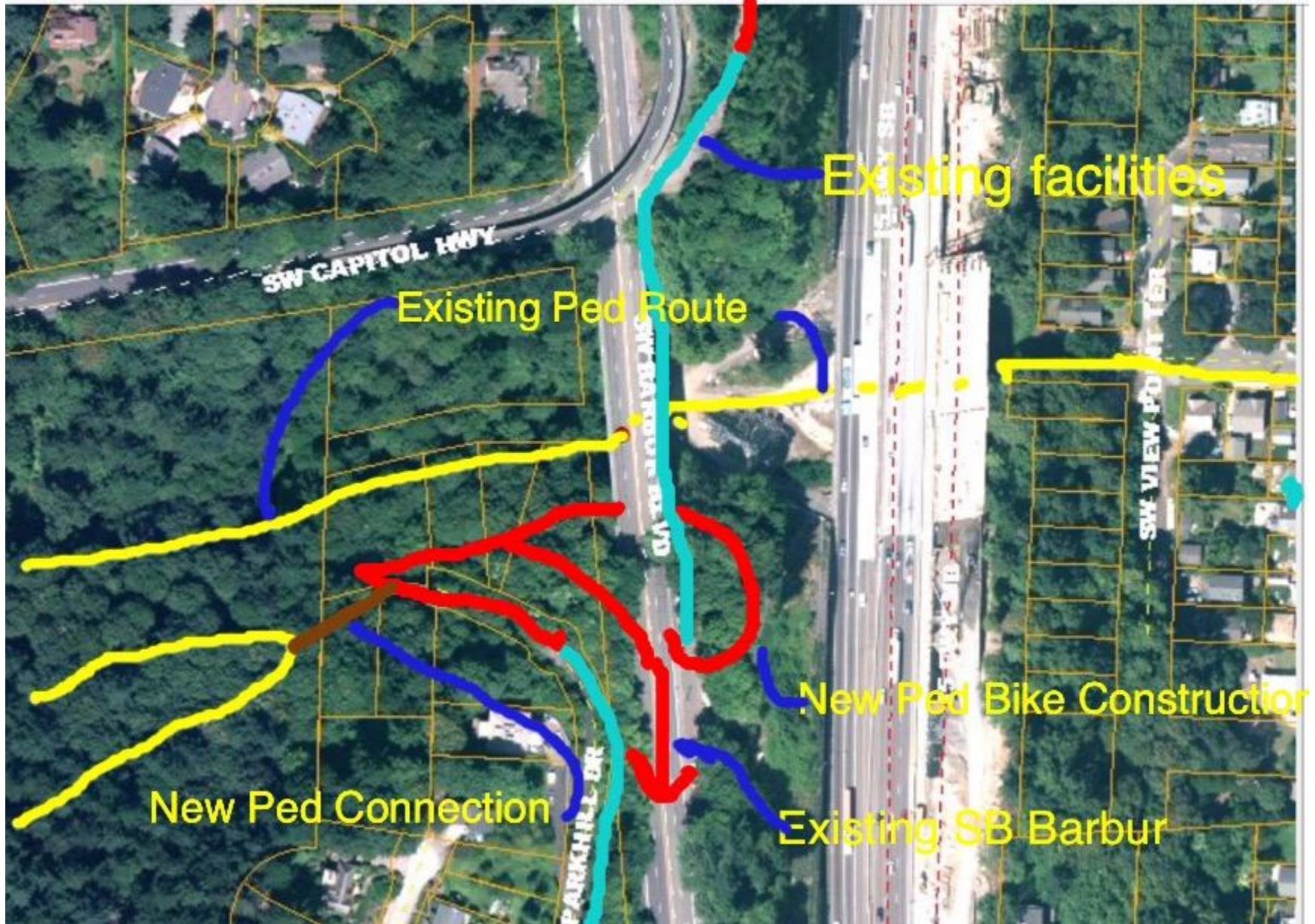
A sketch of the new Red Electric arrangement to access Barbur Northbound on the soon to be dedicated road diet which will free up one lane on Barbur from Miles to Hamilton.



The sketch above shows how the connection from SW Parkhill will connect to the Newbury Bridge. The photo below illustrates the same concept.

Also attached is a letter of support for the Red Electric Trail with this alignment signed by the Chairs of The South Portland NA, the Hayhurst NA, the Hillsdale NA the Hillsdale Business and Professional Association and SWTrails. All strongly support moving the Red Electric Trail forward as an important long awaited transportation improvement.

Don Baack, President
SWTrails PDX



Existing facilities

Existing Ped Route

New Ped Connection

New Ped Bike Construction

Existing SB Barbur

Looking at Red electric Ped Route -Yellow to Iowa Street, New Ped and Bike Connection to Parkhill Drive down under Barbur and up on to the new bicycle and pedestrian lane from installing a road diet on Barbur later in 2015. The Red Electric Route then goes north following the old Slavin Road, most of which still exists, just about 700 feet will have to be reconstructed. Note that bicycles seeking to go south on Barbur can do so after crossing under Barbur.

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