

Leah Treat, Portland Director of Transportation
Portland Bureau of Transportation
1120 SW Fifth Ave, Suite 800
Portland, OR 97204

October 13, 2014

Re: 80th Avenue Ped/Bike Greenway through Montavilla

This is to endorse the concept of a neighborhood Greenway on 80th Avenue through the entire length of the Montavilla Neighborhood between NE Halsey and the PCC Southeast Campus at SE Sherman. The Montavilla Neighborhood Association board has voted to endorse this greenway route as the highest priority bike and pedestrian route through Montavilla. Both the 80th Greenway and the nearby 70's Greenway are shown on the 2030 Bike Plan map. The attached map is based on that map and was modified to show the important destinations, as listed below, that the 80th Greenway would connect. We have noticed that while the 70's Greenway is shown on the "List of Significant Projects" in the Draft Comprehensive Plan, the 80th Avenue Greenway is not even mentioned. We wish to correct this situation and request that the 80th Avenue Greenway be given the highest priority in Montavilla. We also acknowledge that the 70's Greenway could be an important north-south through route. The part of the 70's route that's most important to Montavilla is between 74th Avenue overcrossing of I-84 and East Burnside.

The following facts support our reasons for giving the highest priority to the 80th Greenway:

- 80th Avenue provides the closest parallel route for bike access to destinations on 82nd Avenue.
- There have been frequent requests for 80th Avenue pedestrian crossings at Washington, Burnside, and Glisan.
- Adjacent to SE 80th on the south side of Washington Street, an entire 1 and ½ blocks is zoned R1. Development to that density has already begun. As development continues, there will be an increased demand for a safe crossing at SE 80th and Washington.
- 80th connects residential areas to two elementary schools: Bridger and Vestal
- NE Everett Street could become a valuable east-west greenway connection to Vestal Elementary and between the 70's greenway and the 80th greenway. This would require roadway improvements on Everett between 77th and 78th.
- Adjacent to and south of Bridger Elementary, roadway improvements are badly needed on 80th Avenue – particularly between Mill and Stephens - a section that is already part of the east-west greenway route.
- 80th passes one block from the Milepost 5 artist community and JOIN, the agency for the homeless.
- 80th connects between the core of two popular business districts; one on Glisan and one on Stark.
- A greenway on 80th would also help with bike/ped access to Montavilla Park and Community Center and to Multnomah University.

- 80th provides the only reasonable bike access to the PCC SE Campus from the north on the west side of 82nd other than riding the sidewalk on 82nd Avenue. The completion of this route will require some roadway improvements of 90th for about 1-1/2 blocks south of Harrison Street.
- The extra width of 80th between Glisan and Stark tempts speeding; Traffic calming is therefore needed – particularly at Everett Street, an active crossing for access to Vestal Elementary.
- At NE Multnomah Street a 6-block east-west greenway extending from 80th to 74th would connect to the 74th Avenue overcrossing of I-84 – the only safe and easy such crossing in the area. Extending this greenway east of 80th and across 82nd would connect to the existing 80's Greenway.
- At the 80th Avenue intersection with NE Halsey, there is a future possibility for much needed bike lanes on the I-84/82nd Avenue overcrossing on Halsey as shown on the 2030 bike plan.
- As shown on the attached map, there are several locations for cross-connections from 80th to the three north-south greenways in Montavilla: The existing bike lanes on E Burnside; the proposed greenway on or near Multnomah & Hassalo Streets; the existing westbound bike lane on Stark, the proposed greenway on Yamhill, and the existing greenway on Mill.
- There have been complaints about vehicles speeding or ignoring stop signs on SE Yamhill in the vicinity of 80th. Traffic calming there could improve safety for children walking to Bridger Elementary.
- 80th connects to the existing greenway on Mill, which provides safe and easy east-west bike access across much of Portland's east side; extending from close-in neighborhoods to the easternmost neighborhoods.

As signed below, this is also endorsed by ^{Dr.} the Jessica Howard, President of the PCC Southeast Campus. We have conducted a walk along the southern portion of the 80th route with the PBOT Pedestrian Advisory Committee and have done a public bike tour of much of the route in conjunction with the North Tabor Neighborhood Association (NTNA) Land Use and Transportation Committee. A map of the greenway route and the associated crossings has been posted on MNA's public electronic media, and the concept has only received a high level of support. We also expect NTNA's endorsement.

Thank you for considering our interests. We realize that there are many project requests and that it takes time to find funding. We believe that this is an excellent and cost-effective project that could provide an increased level of access and safety for our neighborhood.

Sincerely,

Fritz Hirsch, Board Chair



Lew Scholl, Land Use & Transportation Chair



For the Montavilla Neighborhood Association Board – See the next page for more endorsements.

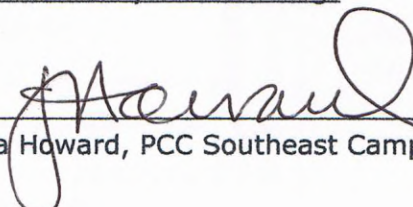
C: Margi Bradway, PBOT Active Transportation Division Manager
Roger Geller, Bicycle Coordinator
Greg Raisman, Traffic Safety Specialist
Mark Lear, PBOT

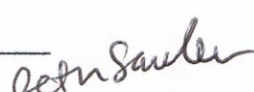
Montavilla

neighborhood association

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Also endorsed by the following:



Jessica Howard, PCC Southeast Campus President


10.16.14
Date  Beth Sauler


North Tabor Neighborhood Association - chair
Montavilla East Tabor Business Association Supports
& approves of this proposal.

Alma M. Lee Treasurer
Deil Buffetta Resident
Jina Jett (Stark Street Pizza and Local Resident)

Peter Emerson (Bipartisan Cafe)

 Mr. Nuss (Montavilla Community
Acupuncture owner
plus local resident)


 Adam R. Stein
- ARS Property Investments I
- Montavilla Brew Works

 EAST GLISAN PIZZA LOONG
8001 NE GLISAN 11/01/14

James Kriger SQUARE SEEN REMODELING CO.

Bob D. and, Montavilla Law Center

John Thompson, Milepost 5 Studios & Lofts

 Tyler Bradford
Head Viking, Vestal Viking Biking Club.

Mr. Jlin, Jora Exarchos Director.

The 80th Ave GWay could tie into a future modified bike friendly Halsey-I-84/82nd overcrossing.

This is the most important part of the "70's" GWay, plus perhaps as far as Burnside. South of that, 80th is more relevant to the Montavilla Neighborhood.

Completing the greenway on Multnomah St. would improve connectivity between three N-S GWays

NE Hassalo appears to be the best E-W route between the 80's GWay and 82nd. Explore how to connect one block north to cross at signalized intersection at Multnomah. Consider one-block of ped-bike ROW purchase; east side of 82nd. Crossing at Holladay per the 2030 bike plan may be impractical due to existing ped island.


New GWay proposed on Everett


80th Avenue GWay is important for Montavilla and would improve access to schools, parks, and businesses on and near 82nd Avenue

Completing this piece of the Yamhill greenway would provide connectivity between the three N-S GWays.

Improve street here to complete access to PCC SE Campus.

From Portland's 2030 Bike Plan Map
Comments by Lew Scholl 9/29/2014

 Bike-Ped Crossing Improvement Issues

 Priority Greenway Routes

Montavilla Greenway & Ped Issues