

# **ENHANCE 150% LIST PUBLIC COMMENTS**

E64: HISTORIC COLUMBIA RIVER HIGHWAY STATE TRAIL:  
SHELLROCK MOUNTAIN CROSSING  
SUPPORTING COMMENTS

## HOPES Christina

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**From:** STIP Enhance Apps Region1  
**Sent:** Wednesday, March 20, 2013 3:55 PM  
**To:** HOPES Christina  
**Subject:** FW: Comments on proposed STIP projects  
**Follow Up Flag:** Follow up  
**Flag Status:** Green

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**From:** L Robinson  
**Sent:** Wednesday, March 20, 2013 3:52:56 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** STIP Enhance Apps Region1  
**Subject:** Comments on proposed STIP projects

I grew up in Gresham and am a long-time resident of east Portland (more than 40 years). I've also been involved, as a citizen, in land use and transportation issues in the area for many years. I'm also a new bike rider (since 2010).

With that in mind, I'd like to advocate for some specific projects on the STIP list.

First, I urge you to move forward the project that will make safety improvements for pedestrians along SE Foster -- **SE Foster Road Safety and Sidewalk Enhancement Project**. Safety improvements are desperately needed along this stretch of Foster to reduce the number of pedestrians killed or injured while trying to cross Foster.

Second, I urge you to give high priority to the **Sullivan's Gulch Trail Undercrossing of I-205**. At this time, it is very difficult & dangerous for residents who live west of the I-205 freeway in this area to access the Gateway Regional Center or the I-205 Multi-Use Path (MUP). This is made more difficult than most freeway crossings because it's also has multiple ramps connecting the I-205 AND I-84 freeways. To get to the MUP, they have to walk over a very steep overpass, with all eastbound and westbound bicycle and pedestrians sharing a single, narrow sidewalk. [Pedestrians and bikes are NOT permitted on the other side of the Halsey overpass because of a freeway off ramp from I-84 to Halsey.] Once they've navigated this treacherous section, they must make their way through the Gateway Shopping Center, through the Gateway Transit Center and across three sets of light-rail tracks to get to the I-205 MUP -- nearly a mile of dangerous travel to reach a path that's less than a quarter mile "as the crow flies". Because of the interchange at this location, pedestrians and cyclists would have to travel about a mile north (around Rocky Butte) to reach the next MUP access -- or travel considerable distance (to 82nd Ave, plus an I-84 crossing at Glisan) to reach the next closest MUP access to the south -- and the intersection where the MUP crosses Glisan is also a safety issue. At first glance this project may seem less significant than most -- but, in fact, it could make a HUGE difference in the area. which is bi-sected by two major interstate highways.

The third project that merits strong support is the **Connected Cully** project. This large, diverse, low-income neighborhood has had only one tiny 2-acre park. Portland Parks has purchased, prepared a Master Plan, and has started developing Cully Park -- but improvements are needed to make it safe for pedestrians and cyclists to get to the new park. These improvements will also

benefit children trying to walk to school.

I'd also like to express support for the following projects:

**Historic Columbia River Highway State Trail: Shellrock Mountain Crossing**

**I-205 Shared Use Path: Maywood Park**

**Powell-Division Corridor Safety & Access to Transit**

**Estacada to Boring Deep Creek Crossing - Cazadero Trail**

**I-205 Shared Use Path: Pedestrian Bridge at Johnson Creek**

**NE 238th Dr: Halsey St to Glisan St Freight and Multimodal Improvements**

**Willamette Grnwy Trail: Chimney Park/Kelley Pt Park**

-- Linda

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