



Southeast Uplift  
3534 SE Main St  
Portland, OR 97214  
p: 503 232-0010  
www.seuplift.org

December 20, 2018  
To: Commissioner Chloe Eudaly  
RE: SE Gideon Overpass

Hello Commissioner Eudaly,

During the MAX Orange Line design and outreach, it became clear the old bicycle/pedestrian railroad crossing at SE 16th Ave and SE Gideon St would be removed. TriMet promised a replacement but cut the building of a new overpass due to projected cost overruns. After a complete redesign of the Clinton-Gideon/ SE 11th Ave-12th Ave intersection and the Orange MAX line opening, authorities realized these improvements were not enough. Long freight train delays in the Brooklyn Rail Yards regularly block this complex intersection for over 40 minutes at a time. Pedestrians and bicyclists regularly risk personal safety to climb over, under, and across the trains to overcome the obstacles to the public right of way. Unsatisfied with the safety level, the federal transportation authorities have agreed to release leftover MAX Orange Line funds to replace the overpass. Local residents have been working to replace this overpass for many years.

Even the most compact design allowable, similar to the double-elevator overpass design, of the Lafayette Overpass to the south, requires significant ROW. At SE Gideon, there are only two viable locations without business relocation: SE 14th Ave. and at the previous location to the southeast at SE 16th Ave. This second location is too far away from a safety perspective to mitigate the safety concerns at the Clinton MAX station. For this overpass to function as intended it needs to be in visual range of SE 12th Ave and SE Clinton to the north so commuters can decide to change their direction to avoid the train. A direct crossing at SE Clinton and SE 12th or at SE 15th would require complete business relocation. Thus, building the crossing at SE 14th Ave is the most logical and affordable choice.

SE 14th Ave currently has a pedestrian activated traffic light at SE Powell to the south, as does SE Division/ SE Orange to the north cornering Abernethy Elementary. These crossings combined would create an uninterrupted walkway from Brooklyn to Ladd's Addition. Though there have been some concerns about truck-bike conflicts through the two industrial employment blocks, with clear signage and modern lighting these risks can be safely managed with minimal delivery impacts.

**The Board of Directors of SE Uplift**, hope that you consider these regional safety implications and approve the SE 14th Ave location as soon as viable so that the federal funds can be released. Halting the process of the planned overpass would be a mistake and result in the loss of approximately 15 million federal dollars.

For further questions or follow up please feel free to contact me. Thank you for your time and work,

Terry Dublinski-Milton, Past-Chair SE Uplift

503 867-7723, [terry.dublinski@gmail.com](mailto:terry.dublinski@gmail.com)

A handwritten signature in black ink, appearing to read 'Terry Dublinski-Milton', with the date 'Dec 20, 2018' written below it.

CC: Mayor Ted Wheeler  
Commissioner Dan Saltzman  
Commissioner Nick Fish  
Commissioner Amanda Fritz  
Commissioner Elect Jo Ann Hardesty  
Director Chris Warner, Art Pierce PBOT  
Brenda Martin, TriMet