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The Transportation Issue

Got Light Rail? PSU Sure Will

By Brett Lutrell

You'd have to be living on Mars lately not to notice the flurry of construction activity occurring along the Transit Mall at points north of PSU. For months, water & sewer relocation has been occurring in Downtown in advance of new light-rail installation. Now, all that jack hammering and digging is slowly making its way south to PSU, where it will soon inundate the campus with noise, heavy machinery, and a multitude of orange vests.

What is all this construction for and how will it affect students, faculty, and staff in the near and distant future? A brief primer to answer those questions follows:

The inclusion of light-rail along the Portland Transit

Mall is part of a larger strategy to meet the future transit needs of the metro area. With 1 million new residents expected to move here by 2025, a new light-rail line is being built that will connect Clackamas County with Downtown Portland. The new line (color coded "Green") will run north from Clackamas Town Center along the I-205 corridor where it will connect with Downtown via the existing light-rail line along the Banfield Expressway (I-84).

The Green Line will enter Downtown via the Steel Bridge and cut through the downtown core in a north-south fashion along the Transit Mall. The Green, along with a re-routed Yellow Line, will serve 5th and 6th Avenues from Union Station in the north, all the way to Jackson Street in the south



The 4th generation MAX will be sleeker and 4% longer with 28% more carrying capacity.

PSU campus area. The city is also using this project as an opportunity to give the transit mall an extreme "makeover" that will include new public art, street-scapes, and enhanced transit facilities like "see-through" transit shelters (no word yet on the

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A Hidden Resource—The PSU Bicycle Cooperative

By Collin Rath

As Portland State's student body has grown so has its biking community. There are now hundreds of regular bike commuters commuting a couple times a week to every day of the week. Leaving an ever increasing need for

affordable bike parts and maintenance, safe, secure bike parking, and a space that can bring the biking community together.

Becoming a member of the co-op is easy one simply needs to pay a \$15 fee per academic year. In exchange the

bike co-op provides; access to tools, a very knowledgeable staff to guide repairs, and discounts on replacement parts and merchandise.

Every inch of the of space the co-op has been

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granted is being used very stra-

Bike Co-op continued from page 1...



The folks at the PSU Bike Cooperative can help you repair your bike and get you back on the streets.

tegically, but as the community grows so does the need for more space to productively interact as a vital member of the community. With this being the case the co-op is currently working on attaining a much-needed expansion. An expansion would mean more room for maintenance, safety workshops, and secure bike parking.

The bike Co-op also just received a \$50,000 grant from Metro to implement a new bicycle parking structure. This structure will be 24/7 key-card

accessible leaving the worry of left as a thought of the past. This new parking structure address the growing need for more bike parking as bike commuting is on the rise.

For more information feel free to contact the bicycle co-op at 503.725.9006 or www.Bikeshop.pdx.edu. The co-op is located at SW 5th Avenue Harrison just inside the UCB parking building

*“Portland is well known as a cycling Mecca, and has won recognition as the nation’s best bicycling city from sources such as **Bicycling Magazine.**”*

Portland Goes For Platinum

By Elliot Scott

There are lots of reasons for cyclists in Portland to be happy nowadays. It’s spring, and the daily bicycle commute is growing sunnier and less rainy. But it’s not just in the air; the Portland Office of Transportation is updating Portland’s Bicycle Master Plan for the first time since 1998. It’s all part of a push to make Portland the first large city to receive a platinum certification from the League of American Bicyclists’ Bicycle Friendly Communities program.

The Bicycle Friendly Communities program is to cities what the LEED rating system is to sustainable buildings. Awards are given at four levels, from bronze to platinum. Cities are evaluated on several factors, weighing heavily the presence of bicycle considerations in transportation planning and the engineering of bicycle facilities. Cities must also demonstrate efforts in bicycle education, encouragement and law

enforcement. Cities must detail their progress and reapply for certification every two years.

Portland is well known as a cycling Mecca, and has won recognition as the nation’s best bicycling city from sources such as Bicycling Magazine since before the Bicycle Friendly Communities program was created. But Portland isn’t alone at the top. Our city shares its current gold rating with San Francisco, home of the infamous Critical Mass. Chicago is also nipping at Portland’s heels. Longtime mayor of Chicago Richard Daley has announced plans to raise his city to platinum level; it recently earned silver. Davis, California, a college town of about 60,000 people near Sacramento, became the first city to earn platinum last year.

The Portland Office of Transportation is holding several events in conjunction with its push for platinum. A series of monthly Bicycle Master Plan rides led by city Bicycle Coordi-

nator Roger Geller continues on May 1 with a tour of bikeways in Southwest Portland. It meets at 5:15 pm at Terry Schrunk Plaza at SW 3rd and Madison. On May 4, PSU will host UC Davis professor Susan Handy who will talk about the bicycle policy in platinum-rated Davis, and the challenges to retain its bike-friendly status in the face of growth. The talk is part of the Transportation Seminar Series and will happen from noon to 1:30 pm in Urban Center room 204.

Still ongoing is the Bicycle Brown Bag Series, which happens from noon to 1 pm on the third Thursday of every month at the Portland Building at 1120 SW 5th Avenue. The next is on May 17 and is titled “Bike to Work... In Style!”



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permeability of waiting rider-ship). It is also hoped this investment in infrastructure will spur new business investment along the Transit Mall.

So, what about PSU? When the dust settles, the campus will eventually be serviced by 4 light-rail stops:

Southbound – 5th Ave adjacent to the Urban Plaza

Southbound – 5th Ave between Jackson & College

Northbound – 6th Ave between Jackson & College (near the Broadway Housing Bldg.)

Northbound – 6th Ave between Montgomery & Harrison (near the School of Business)

After completion, estimated to be in the spring of 2009, bus service will again resume operation on the enhanced transit mall. In the in-

terim, construction is looming ever closer to our campus. Here's what you can expect in the months ahead:

July-October '07: light-rail construction and street/walkway finishes on 5th between Market & Harrison

September-December '07: light-rail construction and street/walkway finishes on 5th between Harrison & Jackson

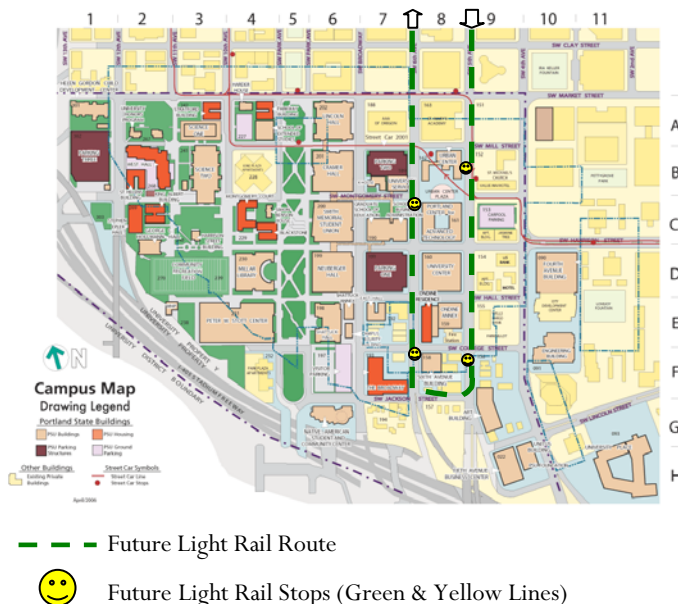
November '07-February '08: light-rail construction and street/walkway finishes on 6th between Jackson & Harrison

January '08-April '08: light-rail construction and street/walkway finishes on 6th between Harrison & Market

Need to know more? Up to date construction and background info, maps, and a snazzy video simulation of future Transit Mall light rail in action is available

at: www.portlandmall.org.

“The inclusion of light rail along the Portland Transit Mall is part of a larger strategy to meet the future needs of the Metro area.”



The Columbia River Crossing Project

The Columbia River Crossing is a hotly debated regional transportation issue. The following was taken from the CRC website to give you, the readers, a quick glimpse on what the project is about and how you can get involved.

The Columbia River Crossing project is aimed at improving the mobility, reliability, and accessibility for automobile, freight, transit, bicycle, and pedestrian users of the I-5 corridor from State Route 500 in Vancouver to approximately Columbia Boulevard in Portland. Through an inclusive, collaborative process, this project will deliver a financially feasible solution that

strengthens the regional economy and strives to support community livability.

The I-5 bridge is a major lifeline for our community, linking the two cities and carrying the freight, commuters, and traffic that support the economy and vitality of the region and the entire West Coast. While it has served us well over 88 years, the bridge has been stretched far beyond capacity. The hours of stop-and-go traffic grow every year. Expected growth will only make congestion worse, causing longer and longer delays.

Next Task Force Meeting
Tuesday, June 26, 2007

4 p.m. – 6:30 p.m.
ODOT
123 NW Flanders St., Portland

Upcoming Community Events

Columbia River Crossing staff will attend these neighborhood, business associations and community meetings to talk about the project. For more information, check out CRC's website at www.columbiarivercrossing.org

April 25, 2007 - 12 p.m.-1:30pm
Kiwanis Club, Peninsula Chapter
Elmer's Restaurant, Delta Park
9848 N. Whitaker Rd., Portland

April 26, 2007 - 7 p.m. - 8 p.m.
Andresen / St. John's Neighborhood Association
Clark County Public Works
Maintenance Center
4700 NE 78th Street, Vancouver

May 3, 2007 - 7 p.m. - 8 p.m.
North Salmon Creek Neighborhood Association
Three Creeks Library
800 NE Tenney Rd, Vancouver

