

**Steven Regner**

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**From:** Seth Alford <setha45@gmail.com>  
**Sent:** Friday, October 8, 2021 2:28 PM  
**To:** Steven Regner  
**Cc:** Seth Alford  
**Subject:** Modera Raleigh Apartments Case File No. DR2021-0058

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My main concern about this project are keeping the bicycle lanes on 5th open during and after this project. The north side bike lane is of particular concern since it abuts this project. My comments are based on what I have seen with other construction projects which are adjacent to bike lanes in the Portland area.

5th is a major east-west bike lane in the Beaverton bike lane network. Improvements on Western are, in part, to encourage bicyclists. Because people are creatures of habit, blocking bicycle traffic on 5th, even temporarily, will reduce bicycle use on 5th and on the Western in the long run. Blocking bicycle traffic on 5th means bicyclists will divert trips to other, most likely motorized, modes. Those modes will more likely have a heavier carbon footprint. I'm sure that goes counter to Beaverton's Climate Action Plan.

I voiced some of these concerns during the neighborhood meeting which the developer held earlier. The developer assured those attending that they would respect the bike lane. Nonetheless, I want my concerns included on the record, so I am submitting these comments.

The City of Beaverton needs to tell the developer that the bike lanes on 5th are not for parking for of their construction workers' motor vehicles. The bike lanes are not staging areas for construction materials, equipment, or vehicles. State law (see ORS 811.550, 811.555 and ORS 811.560) says that a driver can "momentarily" unload passengers and property using a bike lane. But the statute is silent on the exact meaning of "momentarily." The City of Beaverton needs to tell the developer that the "momentarily" exception does not include parking the truck delivering the windows or sinks in the bike lane all day, or even for an hour. The City may not be able to statutorily require the developer to do loading and unloading on their property, but the City should encourage that as much as possible. That "momentarily" exception does not include leaving piles of construction material, like pipes, 2x4s, or gravel in the bike lane. The City needs to impress on the developer that if that does happen, the city is going to penalize the developer.

There is parking on the south side of 5th, behind the bike lane. The developer's construction workers can use that parking, or the developer can provide parking for their workers on-site.

If for some reason the developer has to close 5th, or dig up all or part of the bike lane on 5th, they must provide a signed detour and/or flaggers to redirect traffic. Priority should be given to keeping the bike lane open, and possibly restricting motor vehicle traffic. In other words, if they have to close something, they should close the motor vehicle lane, not the bike lane. Again, part of the reason for the improvements on Western is for bicycles. It doesn't make sense to discourage bicyclists from using 5th, even temporarily, when the idea is to encourage bicycling on Western.

After the Modera project is completed, the bike lane must still be left open and respected. That means that the Modera project must provide sufficient parking on-site for residents, guests, and deliveries that won't use into the bike lane on the north side of 5th. The City needs to encourage the project to make arrangements for overflow parking to the north, in the Bi-Mart parking lot. Finally, the City needs to remind the developer that they need to collect the leaves from their street trees, and not blow them into the bike lane for a street sweeper which may come by a month later.

Thank you,

--Seth Alford

**Steven Regner**

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**From:** Kappler, Richard <RichardKappler@corban.edu>  
**Sent:** Wednesday, October 20, 2021 8:48 PM  
**To:** Steven Regner; Mailbox CDD Planning  
**Subject:** Beaverton Case File No.: DR2021-0058

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Dear Beaverton,

Concerning the following:

Project Name: Modera Raleigh  
Case File No.: DR2021-0058

Please tell TriMet to immediately reroute buses 1 and 45 as shown in the early 2020 TriMet public plan that was shown at a public meeting in southwest Portland. It called for bus 1 to stay on SW Vermont Street and then go south on SW Oleson Road to Washington Square. TriMet bus 45 was called for being rerouted to connect the Clackamas Town Center to downtown Beaverton by using the Sellwood Bridge and by going through Garden Home to get to the West 5 District and then to downtown Beaverton. Please keep bus 53. Please make the bicycle crossing into a better one on SW 5th Street.

Please do not allow any more (subsidized and free) car parking on SW 5th Street than there currently is as of 2021. This project needs to have Oregon White Oak and Pacific Madrone trees planted along the north side of SW 5th Street. The project needs to plant very tall trees such as Incense Cedar on the east side of Western Avenue along. Shrubs such as the official state flower of Oregon, which is Oregon Grape, are needed to be planted. Please ask Beaverton to reduce the off-street maximum and minimums for car parking for new developments and to ban any future construction of car dealerships, drive-thrus, and strip clubs.

The bicycle lanes on 5th Street need to be fully open during and after this project. The north side bike lane is of particular concern since it abuts this project. My comments are based on what I have seen with other construction projects which are adjacent to bike lanes in the Beaverton and Portland area.

5th is a major east-west bike lane in the Beaverton bike lane network. Improvements on Western are, in part, to encourage bicyclists. Because people are creatures of habit, blocking bicycle traffic on 5th, even temporarily, will reduce bicycle use on 5th and on the Western in the long run. Blocking bicycle traffic on 5th means bicyclists will divert trips to other, most likely motorized, modes. Those modes will more likely have a heavier carbon footprint. I'm sure that goes counter to Beaverton's Climate Action Plan.

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The city of Beaverton have the developer plant Oregon White Oak trees and other Oregon-native trees that become very large trees. The 217 freeway noise is deafening and it needs to be continued to be blocked.

Finally, the City needs to remind the developer that they need to collect the leaves from their street trees, and not blow them into the bike lane for a street sweeper which may come by three months later. Beaverton School district doesn't even cut back the overgrowing and invasive English Ivy creeping onto the sidewalk on the north side of SW 5th Street for the school bus parking lot.

Rick Kappler