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Sent: Saturday, September 2, 2017 12:50 PM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
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Subject: TSP3

I can't believe what I'm reading on this draft proposal. Making 20th through Historic Ladd's Addition available for a bus line when there is already one that goes through the center of Ladd's Addition. When already at no point on 20th between Hawthorne and Division are you over a quarter mile from access to a bus line? There is only vehicle parking on one side of the street. So your opting to make the east side of Ladd's Addition a park and ride for people coming in from Gresham. That in addition to it already being used as a jet way for Portland Police, Fire and Ambulances. See you at the hearing.

As a matter of logic SE 30th is more centrally located to existing bus lines, has proximate bus stops on Hawthorne and Division, has an extra lane, is more commercial and serves two large churches.

As a matter of perspective I purchased our home at 1833 SE 20th in 1992 and have been repairing, improving and returning the home to period correct condition ever since. The unique character and historic importance of Ladd's Addition compelled me to spend years designing and permitting a period correct home in keeping with this neighborhood on the last original border street correct.

The city was very quick to make it clear that Historic Resource Overlay Zone ordinances sets the criteria for historic resource review prior to building permit application. It was with the understanding that the City of Portland was a partner in this preservation that we complied with everything the city has asked on our restoration. We invested our life savings into this neighborhood, this home and the relatively quiet Ladd's Addition border street that passes in front of it.

While I was applying to preserve and upgrade my home it was driven home again and again that I needed to promote the continued integrity and identity of my home's character in a manner that complements the special qualities of Ladd's Addition as set forth in the Ladd's Addition Conservation District Guidelines.

So I believe you can see why I think that I have kept my part of the bargain with the City and feel that the reclassification of SE 20th (Division to Hawthorne) from a Local Service Traffic Street to a Neighborhood Collector (TSP Update p. 4-65) and from a Secondary Emergency Response Street to a Major Emergency Response Street (TSP Update p. 4-29) threatens the character of the neighborhood we have invested so heavily to protect.

I was a strong advocate of installing speed bumps on 20th and believe that the proposed reclassification of SE 20th will drastically decrease the safety of residents, pedestrians, and bicyclists; degrade the livability and attractiveness of the street and surrounding neighborhood; and encourage further vehicle congestion and improper use of a residential street as a north-south throughway. The proposal also conflicts with many Goals, Policies, and Objectives outlined in the Portland Comprehensive Plan ("CP") and the TSP, as further described below.

I completely agree with the majority of my neighbors on the following points:

Reclassification of SE 20th Is Not the Preference of Residents and Property Owners. Local Service Streets like SE 20th (Division to Hawthorne) are intended to provide "a safe and pleasant place for pedestrians and residents," and "[p]reference should be given to the needs of residents and property owners along the street." 2007 TSP p. 5-18. The proposed reclassification of SE 20th will not enhance the safety or pleasantness of the street for pedestrians and residents. It will have the opposite effect. It will also be directly contrary to the preferences of the neighborhood.

Reclassification of SE 20th Will Conflict With Its Current Use. SE 20th's current classification as a Local Service Traffic Street must be used "to determine the appropriateness of street improvements and to make recommendations on new and expanding land uses." 2007 TSP Policy 6.4.A. Any proposed change should enhance, not degrade, the street's current function, which is to provide "local circulation for traffic, pedestrians, and bicyclists and (except in special circumstances) [to] provide on-street parking." TSP Policy 6.5.F. Whenever the existing use of a street does not comply with its classification, "no additional investments should be made that encourage that inappropriate use." 2007 TSP Policy 6.4.D; TSP Update Policy 9.4.d. The proposed reclassification of SE 20th will violate these Policies.

PBOT has proposed to reclassify SE 20th as a Neighborhood Collector to advance the agency's goal of routing TriMet buses on the street. This would result in a further and significant decrease in safety, degradation of livability (e.g., noise, pollution), and elimination of some or all on-street parking, all of which is, again, contrary to the foregoing Policies. It will further degrade parking and any bus stop will effectively destroy the antique charm and property value of any residence that the city forces it on.

Reclassification of SE 20th Will Encourage Dangerous, High-Speed Through Traffic. If reclassified as a Major Emergency Response Street, SE 20th will experience an increase in dangerous, high-speed through traffic. This conflicts with its current

classification as a Local Traffic Service Street, (where closure of street segments is permitted), and would also conflict with the proposed reclassification as a Neighborhood Collector, (where “through traffic should be discouraged”). *See* TSP Update Policy 6.5 E & F. In addition, under the proposed reclassification, the speed bumps on SE 20th would remain only “temporarily,” and only “subject to the approval of Portland Fire and Rescue,” until the street is repaved or undergoes an undefined “major modification.” TSP Update Policy 6.10.A.b. PBOT has provided no assurances that Portland Fire and Rescue will allow the speed bumps to remain, even temporarily. And although the draft TSP Update would permit the replacement of speed bumps with “speed cushions,” the latter are much less effective and would still result in increased traffic speeds.

High-speed through traffic on SE 20th has been a long-time problem and safety concern for residents. Several years ago, the residents and property owners raised \$12,000 to pay for the existing speed bumps. A reclassification of SE 20th that mandates the eventual removal of those speed bumps would violate the due process rights of those who contributed personal funds to pay for them. The most disruptive vehicles that come down this street are large vehicles that damage trees along the historic route, the sound of emergency vehicles and the sheer speed that the Portland Police achieved on 20th before the speed bumps were installed. That’s a fact.

Reclassification of SE 20th Is Inconsistent with Neighborhood Planning. The proposed reclassification of SE 20th fails to comply with many of Portland’s Goals, Policies, and Objectives for the planning of its neighborhoods, including but not limited to the following:

- It fails to comply with the design approach to residential areas of Inner Neighborhoods by, *inter alia*, failing to “reduce or mitigate cut-through traffic and support the appropriate use of streets designated for commuter and pass-through traffic” (TSP Policy 3.92, Objective Q);
- It fails to give priority to pedestrian access in an area where high levels of pedestrian activity exist (CP Policy 9.2.b);
- It fails to give priority to bicycle access and mobility where high levels of bicycle activity exist (CP Policy 9.2.c);
- It fails to improve pedestrian safety, accessibility, and convenience (CP Policy 9.19);
- It fails to create conditions that make bicycling more attractive than driving for most trips of approximately three miles or less (CP Policy 9.20); and
- It fails to encourage traffic speed and volume that is consistent with safety, the enhancement of neighborhood livability, and system goals of calming vehicle traffic (CP Policy 9.46).

I stand in solidarity with my neighbors, the pedestrians that enjoy SE 20th and The Hosford Abernethy Neighborhood District in emphasizing that downgrading or removing existing traffic calming measures that have proven effective at addressing an intransigent speeding problem and increasing safety violates Portland Comprehensive Plan Policy 9.40. SE 20th should be classified as Local Service Streets and PBOT should focus on ways to minimize through-traffic and speeds so that our neighborhood is safer and honors the Historic Resource Overlay Zone ordinances the home owners on this street abide by. The proposed reclassification of SE 20th will not accomplish these goals.

Sincerely,

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