

DeCoursey, Jillian

From: BROOKING Joshua C <Joshua.C.BROOKING@odot.state.or.us>
Sent: Thursday, March 01, 2018 4:27 PM
To: John Carr; Haley, Robert
Cc: Ballew, Cassie; DANIELSON Marah B; BROOKING Joshua C
Subject: RE: Truck maneuvering: ODOT #7555, 3415 SE 62nd Ave. (LU 17-144195 DZ)

Hi John,

Given the bus stop and the turn limitations along this section of SE Powell, we support the City's position and believe SE 62nd Avenue provides the safest and efficient means of providing access to the site. If and when the property in the northeast corner of SE Powell Boulevard and SE 62nd Avenue, we would suggest increasing the curb radius to improve truck turning movements at the intersection.

We have entered these comments into the record a few minutes ago. If you have any additional questions, please let me know! Thanks!

Josh

Joshua Brooking
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From: John Carr [mailto:jcarrpdx@gmail.com]
Sent: Tuesday, February 27, 2018 1:24 PM
To: Haley, Robert
Cc: BROOKING Joshua C; Ballew, Cassie; DANIELSON Marah B
Subject: Re: Truck maneuvering: ODOT #7555, 3415 SE 62nd Ave. (LU 17-144195 DZ)

Bob,

I appreciate the response and any analysis/comment PBOT can offer.

I didn't figure that maneuver would translate directly, just making do with what looks like the sharpest turn they provided.

Thanks,
John

On Feb 27, 2018, at 9:40 AM, "Haley, Robert" <Robert.Haley@portlandoregon.gov> wrote:

John

PBOT will look at the truck turning maneuvers and enter something into the record. The on-site templates you reference are not directly applicable for the intersection of Powell and 62nd.

Bob Haley
Senior Planner
PBOT Development Review
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1900 SW 4th Ave, Suite 5000
Portland, OR 97201

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From: John Carr [mailto:jcarrpdx@gmail.com]
Sent: Monday, February 26, 2018 9:25 PM
To: Haley, Robert <Robert.Haley@portlandoregon.gov>; BROOKING Joshua C <joshua.c.brooking@odot.state.or.us>
Cc: Ballew, Cassie <Cassandra.Ballew@portlandoregon.gov>; marah.b.danielson@odot.state.or.us
Subject: Re: Truck maneuvering: ODOT #7555, 3415 SE 62nd Ave. (LU 17-144195 DZ)

Bob, Marah, Josh,

Have you had a chance to consider this and my other email from 2/20?

Thanks,
John

On Feb 20, 2018, at 9:31 PM, John Carr <jcarrpdx@gmail.com> wrote:

Bob, Marah, Josh,

In early January, STNA asked that the applicant provide truck maneuvering plans showing street to street, street to site, and internal maneuvers. The only ones they've shared so far are the two internal plans presented at the appeal hearing, which show a single SU-30 truck in an otherwise empty loading area (see attached).

I used those images to mock up a visualization of other movements, and it looks like two maneuvers may present conflicts (see attached with red boxes for vehicles):

1. On 62nd, left turn exit from the facility. Looks like the path runs into the on-street parking north of the residential driveway. STNA is requesting a couple conditions of approval from the Design Commission regarding the garage entry -- shifting the entry a bit to the south and requiring exiting vehicles to turn right towards Powell. We have other reasons for requesting these, but they may help prevent this conflict too. Note, there is currently no on-street parking south of the residential driveway.

2. On Powell, westbound turning north onto SE 62nd. Looks especially tough if the vehicle on 62nd is trying to turn left onto Powell, and the stopped truck blocks its sightline. (Including Marah and Josh for this one.)

What's your take on these?

Related to this, does PBOT consider the SU-30 template sufficient for maneuverability plans for this type of facility? Looks like the largest rentable box truck is about 4' longer than that.

Thank you,
John Carr, South Tabor Neighborhood Assoc.

<turning-movements-to-street.jpg>

<secondary-turnaround.png><primary-turnaround.png>