

**ST JOHNS RESIDENTS SPEAK OUT FOR CITY COUNCIL TO COMMIT
THE PORTLAND BUREAU OF TRANSPORTATION TO FULFILL BROKEN PROMISES FOR
LONG-DELAYED SAFETY IMPROVEMENTS ON FESSENDEN / ST LOUIS / LOMBARD [east of St Louis]**

**WEDNESDAY, OCT 17 9:00-10:00 [PRESS CONFERENCE AT 9:15]
PORTLAND CITY HALL**

ST JOHNS TRUCK STRATEGY, PHASE II, PLAN A promise to St Johns that will be honored?

Update to the Press Release issued on Oct 15/16:

On Tuesday, Oct 16, PBOT published an "Approval" notice for the project.

<https://content.govdelivery.com/accounts/ORPORTLAND/bulletins/2147f5e>

Although the community is pleased that PBOT has issued an Approval notice for the project, we are concerned that not all elements of the St Johns Truck Strategy, Phase II, Plan are listed.

Additionally, it has been our experience that even official documents have been ignored after the fact by PBOT [e.g. a letter from the Director of PBOT with a timeline for implementation, which PBOT then ignored]. Therefore, the rally/Press Conference is being held.

The community of St Johns went through a grueling 17-month public involvement process from 2011-2013 which resulted in the St Johns Truck Strategy, Phase II, Plan. With tremendous community support the plan was approved through Metro and funded by ODOT in 2013.

The original plan had construction set for 2017 but rather than begin, the Bureau of Transportation delayed, and in June, 2017 told us the most crucial safety features from the plan were being eliminated!! The community responded and after a rally in St Johns in Nov 2017, the Director of PBOT, Leah Treat, re-instated all features and provided a letter committing to construction in 2018.

Instead of construction in 2018 we are now told construction will take place in 2019!

It has been almost 20 years since the first St Johns Truck Strategy Plan called out the need for changes to Fessenden/St Louis; almost 10 years since planning was begun for those changes and almost 2 years since the promised construction - with the only consistent pattern being promises made when the community speaks out and then further delays instead of following through on the promises.

In the period of time between when construction was to have started and now there has been one hit-and-run injury and one hit-and-run death on the corridor, near to where a pedestrian signal beacon is to be built. How many more tragic accidents will happen on the corridors where PBOT has yet to fulfill its commitments to safety before those commitments are met?

Perhaps PBOT will follow through this time; we hope so. But, what we know for sure is that the only commitments that the Bureau gave our community were done so under pressure from the community. We also know that all promises in the past were empty.

We are demanding that City Council make sure this time, PBOT follows through!

Fessenden – St Louis Changes
Approved for funding in 2013

- ❖ 1 red pedestrian-activated crossing beacon [at Charleston]
- ❖ 3 yellow pedestrian-activated crossing beacons [at Seneca, Burr, Midway]
- ❖ Lowered speed limit
- ❖ 16' [14' curb to curb] median islands – with trees! – at some intersections - slows traffic and adds attractiveness
- ❖ Curb extensions at some intersections - keeps cars from passing on left
- ❖ Buffered bike lanes

- ❖ Bike lanes will have signs at treated intersections - "Bikes Stop for Peds"
 - ❖ 2 speed reader boards on either side of the blind curve
 - ❖ Warning signs at each end of the blind curve
 - ❖ If needed, specially designed speed "cushions" at the blind curve.
- Lombard [w. of St Louis] Changes
- ❖ Speed reader boards at S-curve
 - ❖ Request speed limit reduction from ODOT after construction
 - ❖ Enforcement of "no parking" on south side of Lombard between N Saint Louis & N Saint John
 - ❖ Additional changes to Lombard, west of St Louis

Timeline:

- in **2001**, the St Johns Truck Strategy, Plan was created and implemented. In it was written that the Fessenden / St Louis corridor required safety improvements.
- in **2009**, PBOT said that they would begin to request funds for project design for St Johns Truck Strategy, Phase II, Plan.
- In **2011**, a Stakeholder Committee was formed to develop this plan to include pedestrian safety.
- The recommended design plan for the St Johns Truck Strategy, Phase II, Plan was approved by city council in **2013** after 17 months of negotiation between the community and PBOT.
- in **September of 2013**, PBOT was awarded a **State Transportation Improvement Program (STIP) grant for the 2014-17 funding cycle** to build these improvements.
- In **March of 2016**, a pedestrian was hit at N Fessenden and Burr. PBOT's said: "I suspect we'll get going on design engineering within the next 4-8 weeks... So if the clock really starts ticking say by May of 2016, then I believe we would be in a position to start construction by late next summer" [which was clarified as meaning the **summer of 2017**].
- In **November of 2016**, some community members of the Stakeholder Advisory Committee checked in again, and much to our chagrin were told it would probably be **summer of 2018**!
- In **June of 2017** PBOT presented at the St Johns Neighborhood Association meeting, where the timeline in PBOT's PowerPoint** stated "100% Design and ODOT Approval fall of 2017, bidding in late 2017/early 2018, **construction begins spring of 2018**" (**We have a copy of the PowerPoint PBOT presented, if any of you would like a copy)
- In **June of 2017** PBOT also told the community they were eliminating major safety features that we had negotiated and which had been approved and funded: the pedestrian signal beacons! The community was outraged and fought to get them re-instated.
- **November 2017**, 24-year-old Daniel Ramsey was killed crossing at N Midway and N Fessenden - an intersection that was supposed to be fixed by the promised improvements to Fessenden. The **community held a rally** in November at the corner of N. Charleston and N. Fessenden.
- In **November of 2017**, shortly after the rally, the then-director of PBOT, Leah Treat, sent the St Johns community a letter of commitment stating that ALL the safety features from the St Johns Truck Strategy Phase 2 Final Recommendations would be implemented, and "confirmed" the timeline "...completion of the **design phase by the end of 2017** with **construction beginning spring of 2018**. Project **construction should be completed by the end of the 2018 construction season**."
- In **June of 2018**, in an email to the St Johns Neighborhood Association, PBOT gave an update saying "if the July Plans, Specifications, and Estimates meeting goes well, the project will break ground right about the **end of the year (2018)**." [Remember that PBOT said in MARCH of 2016 that the PS&E was going to be done in *May of that year*!]
- In **October of 2018**, on the evening of a North Portland Transportation event at which community members provided information to guests about the issues with getting the safety changes implemented [which PBOT knew we were going to do], PBOT suddenly said the construction would be in **2019**.
- In **October of 2018**, the day before this rally, PBOT issued a notice of approval to implement the project next year. Not all elements of the plan were listed in the notice, so the community awaits further details.

It is not just the delays that are greatly disappointing, it is that PBOT resisted most efforts by the community to create a good safety plan throughout, which resulted in hundreds of hours of unnecessary energy expended on behalf of the community and of PBOT. Only when the community took a stand did PBOT respond. Furthermore, with every change or delay, the community - although the stakeholder committee stayed in touch with PBOT - only found out reactively, not proactively. The public involvement process, in other words, was very, very poorly carried out.

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Equity issues - population most affected [north of Fessenden] is low-income, and almost half are people-of-color, seniors, children and/or people with disabilities.

We have a high population of vulnerable individuals north of the Fessenden / St Louis corridor:

- 19% under age 14
- 18% over age 60
- 10% "ambulatory difficulty"
- 5%" functional "hearing difficulty"
- 5% functional "vision difficulty"

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Dan Saltzman Commissioner **Leah Treat** Director

November 14, 2017

Scott Bricker, Chair
St Johns Neighborhood Association
8316 North Lombard, Box 441
Portland, Oregon 97203

Dear Mr. Bricker,

The intent of this letter is to provide an update to August 22nd letter that affirmed our commitment to completing the improvements on N Lombard and N St Louis-Fessenden as identified in the 2013 recommendations for Phase II implementation of the St Johns Truck Strategy.

My team has been working with the Oregon Department of Transportation (ODOT) to determine whether the proposed HAWK signal at N Charleston/ Fessenden St is adequately justified to be included in the federal aid project based on traffic engineering guidelines and standards.

I am pleased to report that we recently reached agreement with ODOT to allow the HAWK signal at N Charleston to be included as part of the current federal project, provided PBOT accepts the associated liability, which we will. This will allow us to move forward with construction of the HAWK signal and two rapid flash beacons next year along with all the other traffic calming improvements originally recommended to address non-local freight impacts on neighborhood livability and safety. Given the current circumstances, we anticipate being able to complete construction on all the traffic calming improvements in 2018.

Sincerely,

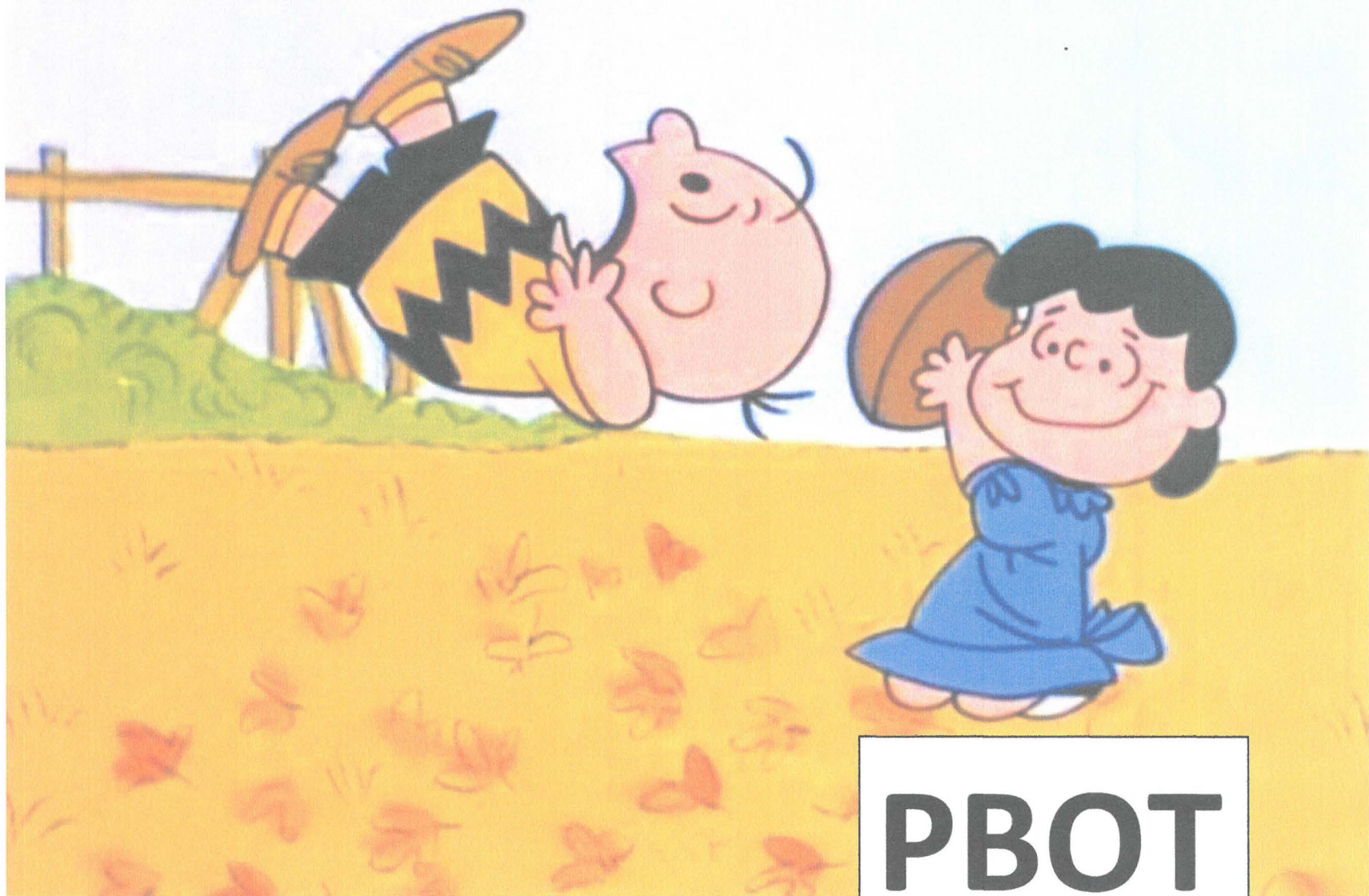


Leah Treat



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.

No More!



PBOT

Parsons, Susan

Subject: FW: Council Communications slot.

From: D Cohen <dcohen@hevanet.com>

Sent: Sunday, August 26, 2018 8:53 AM

To: Parsons, Susan <Susan.Parsons@portlandoregon.gov>

Cc: 'Barbara Quinn' <barbaraqnn718@gmail.com>; 'Shamus Lynsky' <shamus.lynsky@gmail.com>; Lisa Kerans <LisaKeranz@gmail.com>; Ruth Dix <ruthldix@gmail.com>; 'Denis Theriault' <denis.c.theriault@gmail.com>

Subject: RE: Council Communications slot.

Yes, I would like the slot on Oct 17th.

I will speak about continued delays and broken promises in implementing the St Johns Truck Strategy, Phase II, Plan.

I know some other folks who might like a slot, too – if they let you know right away! 😊

Thank you.

Donna

Donna L Cohen, MEd, MLIS

8443 N Bliss St.

Portland, Oregon

503-737-1425

citizen@civicthinker.net

Civics for Adults Workshops: To Enhance Civic Knowledge and Inspire Political Engagement

Facebook: <https://www.facebook.com/Civics-for-Adults-1490728887922036/> or contact to be on Civics email list.

"My philosophy is very simple. When you see something that is not fair, not right, not just - stand up, say something, speak up!" Rep. John Lewis. <https://www.youtube.com/watch?v=L6IzPpqc2WY>

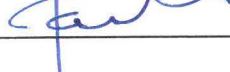
Request of Donna Cohen to address Council regarding continued delays and broken promises in implementing the St Johns Truck Strategy Phase II Plan
(Communication)

OCT 17 2018

PLACED ON FILE

Filed OCT 09 2018

MARY HULL CABALLERO
Auditor of the City of Portland

By  Deputy

COMMISSIONERS VOTED
AS FOLLOWS:

| | YEAS | NAYS |
|-------------|------|------|
| 1. Fritz | | |
| 2. Fish | | |
| 3. Saltzman | | |
| 4. Eudaly | | |
| Wheeler | | |