

St. Johns Truck Strategy II Testimony
October 17th, 2018

Thank you, Mayor and Councilors,

My name is Rachel Hill – 9515 N. Lombard Street, Portland, OR 97203.

There are three corridors affected by the St Johns Truck Strategy – Columbia Way; the St Louis/Fessenden corridor; and N. Lombard between St Louis and Bruce.

The reason I come today is to stand together with advocates across St Johns who have been continually advocating for the safety improvements promised by PBOT to our community along all corridors of the Truck Strategy. The improvements have been promised and delayed numerous times, building and disappointing community expectations, creating distrust and frustration with city bureaus and allowing for people to be hurt and killed in the interim.

I also come to advocate for the residents on and near Lombard – the designated truck route, whose story is part of the bigger one, and also has its own unique struggles. Namely, we have the impact of massive amounts of trucks on a primarily residential street. And residents, who know their street best, would like, at the very least, better notification and involvement in determining whether the safety and livability measures implemented by PBOT suffice.

Since truck traffic had been fully diverted onto Lombard safety and livability have taken a nose dive. Constant freight noise, diesel pollution and a frightening pedestrian experience negatively impact the community. Accidents have increased, especially in the S-curve at St Johns and Jersey streets. In one instance that I witnessed, the trailer of a semi-truck came unhitched and slammed into the sidewalk near a bus stop, in front of Dub's BBQ and the Ranger Pub. William Travis (Dub) was standing on the sidewalk, removing his sandwich sign. Dub wrote me yesterday saying "That was almost a very tragic incident."

This section of Lombard (St Louis to Bruce) includes crossings for Sitton Elementary School, Pier Park, the 40-Mile Bike Loop and a public pool. It has 80 single family residences, 5 apartment complexes and 6 businesses. It represents a wide cross section of stakeholders. The corridor also tends to house a higher number of renters and lower income residents. The bus routes (the 44 and 75) reach the farthest northern areas of our neighborhood and city and service the Port. It is a place for people, not only trucks.

Since the design development ended in 2013 much has changed since all trucks moved onto Lombard. When PBOT came to talk about design engineering for the project in 2017 we engaged fully and believe that important improvements were added to the design including speed reader boards around the S curve, more trees and crosswalks. We also pushed to have a more intensive public outreach process – to notify people by mail of what was happening, as well as to glean their input on what's working and what's not in a post-construction survey. They have agreed to make revisions if the community feels safety is not adequate with the

improvements proposed. Community evaluation from lived experience is an important metric – going beyond traffic engineering evaluation. These promises are in a letter signed by Interim Director Chris Warren.

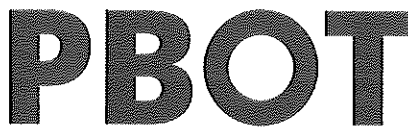
We also feel the City must continue to work to find a better, longer term solution. Traffic on Lombard is increasing. The new Amazon facility alone includes 1,000 new parking spaces. As the truck route, St Johns and Lombard are carrying a heavy traffic burden not just for our neighborhood, but for the Port, which supports the overall city economy. We need a freight strategy that looks at environmental and community health and economic viability together and gets the massive volume of trucks off of community streets.

The community members on Lombard want to see improved safety on all three corridors. They each have their own challenges yet all are important to the safety and livability of the people of St Johns.

I am here to join my neighbors in requesting that construction of this important and long-delayed project be expedited as soon as possible. I've included a document with other neighbor's testimony. We want to have a strong relationship with the City with accountability, and ability for residents to have feedback and impact on the solutions that affect them.

Thank you,
Rachel Hill
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PORTLAND BUREAU OF TRANSPORTATION

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Chloe Eudaly Commissioner Chris Warner Interim Director

September 25, 2018

To the St Johns Neighborhood Association Land Use Chair:

The Portland Bureau of Transportation is committed to the completion of the St Johns Truck Strategy. Since its adoption in 2001, PBOT has worked to secure grant funding to implement the design concepts contained within the Strategy to address long-standing conflicts between freight mobility and neighborhood livability and safety within the St Johns community.

The current phase will provide significant safety improvements to the N St Louis – Fessenden corridor, N Lombard St between N St Louis and N Bruce, and a section of Columbia Way. Although the improvements are consistent with the design objectives of the original Strategy, 17 years has introduced change, including fluctuations in the truck traffic due to changes at the Port of Portland and Rivergate, and change in the traffic pattern of freight crossing the peninsula connecting Hwy 30 to I5.

The proposed work from the original Strategy for N Lombard includes a complete redesign of the N St Johns Ave intersection to improve multi-modal safety. These improvements were vetted with the St Johns community during a 16 month planning process that concluded in 2014. At this time all truck traffic was diverted onto N Lombard and the corridor experienced considerable negative impact due to the number and speed of trucks, their emissions and accidents. During the time between this planning process and today, population and traffic pressure has further changed the impact of truck traffic on N Lombard Street. Additional changes at the Port, including a 918,400-square-foot facility at 15000 N Lombard St. that functions as an Amazon distribution center, has changed the freight impact in ways that could not have been predicted. The corridor also tends to be lower income as a result, and safety and livability improvements have become an equity issue in addition to the basic safety of residents and pedestrians.

PBOT acknowledges that the proposed changes, originally conceived of 17 years ago and revisited in 2014 do not satisfy the community living on or near to the Lombard corridor. Neighbor “turnover” and the acutely intensified negative impacts of the truck traffic fully funneled onto Lombard have provoked neighbors to re-invest in the conversation.

Neighbors are appreciative that PBOT came to the St Johns Neighborhood Association in 2016 to discuss the improvements and as a result of subsequent meetings PBOT agreed to include the following physical improvements in the design: 2 speed reader boards before/after the S-curve on N Lombard, new ‘no parking’ signs on the south side of Lombard from N St Louis to N St. Johns, additional trees and painted crosswalks.



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PBOT has also agreed to engage the community in two critical ways:

1) Notification: informing neighbors of the work being done before and during the construction, as well as the evaluation criteria and analysis that PBOT has planned to do on the corridor;

2) Public process: an outreach/evaluation process with the community to assess whether the community is experiencing a safer, more livable outcome as a result of the proposed construction. If the community believes that additional measures are needed, PBOT has agreed to undergo a public process to assess next steps.

1. Notification:

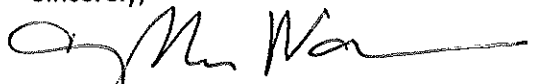
- PBOT agrees, at a minimum, to inform neighbors within 2 streets of the Lombard corridor, as well as the SJNA Land Use Chair, of the schedule of construction. This will be done by physical mailer.
- PBOT evaluation of safety will be done within 6 months of completion of the construction, to determine if the 2014 plans are effective with changing the traffic landscape. The results of this will be communicated to the above parties, in the same manner.

2. Public Process:

- At this time (within 6 months of construction completion) a survey will be sent to the above group to gauge the lived experience after the project is constructed and assess the changed traffic landscape with metrics that measure the community's reality – has the construction improved safety and livability on Lombard; not improved or stayed the same.
- If the community would like to further discuss safety and livability measures PBOT has agreed to do so.
- PBOT agrees that possible outcomes may include, but are not limited to:
 - Diversion to prohibit left turns from Lombard onto Jersey, while continuing to allow right turns from Lombard onto Jersey
 - Diversion to prohibit all vehicles from turning from Lombard to Jersey, but still allowing vehicles on Jersey to turn right onto Lombard
 - Closing the southwest side of the intersection, and creating an "elbow" from St. Johns to Jersey.
 - Additional signage to reduce speed

PBOT is committed to providing the funding resources necessary to complete any additional improvements that are agreed upon through this public process within a year of the completion of the redesigned intersection. Any further construction will be completed within 2 years.

Sincerely,



Interim Director, Bureau of Transportation

N. LOMBARD AS A TRUCK ROUTE

Truck Accident on N Lombard - trailer detached from truck and slammed into sidewalk - January 31 2015



Bus Stop 9435



Dubs BBQ - 9520 N Lombard Street



N. LOMBARD AS A TRUCK ROUTE

Sink hole summer 2018 that caused trucks to make loud noises and rattling the interior of homes everytime they drove over it. Thousands of trucks pass over this daily.



S-curve residents



Accident at the S-curve summer 2018



Five vehicle collision - November 2016

WHAT NEIGHBORS EXPERIENCE

An accident at the S-curve sent debris all the way into my yard.

I never let my young son play in the front yard because of the serious safety concerns on Lombard.

The noise of empty trucks day and night have rattled photos off of my walls.

The road surface keeps getting worse, which makes the trucks sound even worse driving over it.

The trucks speed up down the straight away and throw on their jake brakes through the curve.

I moved my bedroom to the back of the house.

It's terrifying to watch this older man on a motorized wheelchair try to cross Lombard to go from his house to the Ranger.

I'm thinking of moving. It's dangerous for my dogs and kids.

I'd like to move but I am a single mother with three kids. This is good enough for now.... but I don't open my windows in the summer - the diesel fumes are terrible.

Parsons, Susan

From: Rachel Hill <hill.rachel@gmail.com>
Sent: Thursday, August 30, 2018 9:23 AM
To: Parsons, Susan
Subject: Oct 17th Council meeting

Hello Susan,

Is there a space for a speaker at the Oct 17th Council meeting?

If so, I'd like to add my name to the list.

Rachel Hill
9515 N Lombard St
St Johns Truck Strategy

Thank you,

Rachel

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rachel hill
hill.rachel@gmail.com
Portland, OR
503.849.8337

Request of Rachel Hill to address Council regarding the St Johns Truck
Strategy (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		