

82nd AVE OF ROSES SAFETY

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)

ADDRESS AND ZIP CODE

Email (optional)

✓ Bill Barber	Central NE Neighbors Coalition	billb@cnmcoalition.org
✓ Kathryn Notson	2419 SE 78th Ave., Portland, OR 97206-1017	None
✓ Jess Laventall	10449 SE Ellis St, Portland OR 97266	Lents Neighborhood Assoc. Portland Pedestrian Advisory Comm.
✓ Ken Turner	82 nd Ave of Roses Business Assoc.	turnerko@msa.com

**Board of Directors****Ken Turner****President**

Eastport Plaza

503-484-6225

turnerkor@msn.com**Victoria Oglesbee****Vice President**

Multnomah County Library

503-988-4230 F 503-988-5194

Victoria@multcolib.org**Paul Ellison****Secretary**

Bank of the West

503-777-3355 F 503-777-3799

Pellison@bankofthewest.com**Mark Schmidt****Treasurer**

Northwest Protective

503-284-5050 F 503-284-0229

Mark.schmidt@nwprotective.com**Members at Large****Joel Grayson/Janet Grayson, Alt.**

Maylie & Grayson, Attorneys at aw

503-771-7929 F 503-775-1765

mavgray@easystreet.com**Julie Wolleck**

Portland Community College

503-788-6269 F 503-788-6101

jwolleck@pcc.edu**Gary Sargent**

Sargent's Motor Sports

503-969-5228

sargiii@sargentsmotorsports.com**Katie Steding**

Warner Pacific College

503-517-1369; F 503-517-1350

Richard Kiely

Home Run Graphics

503-504-2267 F 503-788-6967

Richard@homerungraphics.net

Organizational Support

The Support Group**Nancy Chapin**

503-774-2832 F 503-771-3428

nchapin@tsgpdx.com

February 18, 2008

To Mayor Tom Potter:

The 82nd Avenue of Roses Business Association has been very supportive of the 82nd Avenue of Roses Crash Corridor Study from the early phase to the fully developed plan. The eventual implementation of this plan will aid in the creation of a much safer street. Statistics indicate that the 82nd, Avenue of Roses ranks very high in the number of crashes and high crash intersections in the City of Portland.

The Portland Department of Transportation collaborated with citizens and businesses in the vicinity of the 82nd. Avenue of Roses and included those citizens in the Plan's creation. We are appreciative of the Committee's work on this Study and look forward to working side by side with PDOT and its staff as the next steps are developed and implemented.

Thanks for your consideration of this proposal and we strongly recommend its passage and immediate implementation.

Sincerely,

Ken Turner, President

cc: Commissioner Erik Sten
 Commissioner Dan Saltzman
 Commissioner Randy Leonard
 Commissioner Sam Adams

82nd AVENUE OF ROSES BUSINESS ASSOCIATION

P.O. BOX 86775 PORTLAND, OREGON 97286-0775

"The Avenue of Roses"

2419 S.E. 78th Ave.
Portland, OR 97206-1017
February 20, 2008

36574

RECEIVED

2008 FEB 19 P 1:10

GARY BLACKMER, AUDITOR
CITY OF PORTLAND, OR

BY _____

Mayor Tom Potter
City of Portland
City Hall
1221 S.W. 4th Ave., Ste. 340
Portland, OR 97204-1995

RE: 82nd Ave. of Roses High Crash Corridor Safety Plan

Dear Mayor Potter:

I support the adoption of the 82nd Ave. of Roses High Crash Corridor Safety Plan and Appendix listing engineering enhancements, enforcement, and education projects. This is an equitable plan. Three of the education projects are funded and begun. S. E. Powell Blvd. signalization has been upgraded. I look forward to increased enforcement particularly at S. E. Division St. and S. E. Powell Blvd. Three times I observed vehicles making illegal left turns from westbound S. E. Division St. to southbound S. E. 82nd Ave. by passing vehicles in the front of the turn pocket on the left side, crossing the double yellow line into the S. E. Division St. eastbound lane in order to pass the first vehicle in the turn pocket. Pedestrians do not have enough time to cross S. E. 82nd Ave. at S. E. Division St. When the pedestrian button to cross S. E. 82nd Ave. is pushed, and when there is no eastbound or westbound traffic, the pedestrian light turns white for one second before it flashes red. New curb ramps and sidewalks will be welcomed by disabled citizens.

I appreciate the collaborative efforts of ODOT, PDOT, Tri-Met, and P.P.B. It is unique to create a plan with transportation agencies and the police bureau. Such partnerships create targeted solutions.

However, I oppose the the Safe, Sound, and Green Streets SMSF tax proposal for funding any of Division St./ Main St. projects, the Inner Powell Blvd. Streetscape Plan from Ross Island Bridge to S. E. 92nd Ave., and the 82nd Ave. of Roses High Crash Corridor Safety Plan. Some of these projects will be funded with TGM or MTIP grant monies or SDCs. Why tax citizens for 15 years for projects that will be completed in one to two years without the tax? I see duplication and triplication of funding for various projects for S. E. Division St., S. E. Powell Blvd., and 82nd Ave. of Roses, and unnecessary funding for a pedestrian crossing on S. E. Division at S. E. 66th Ave. A pedestrian crossing already exists on S. E. Division St. at S. E. 68th Ave. which is the Warner Pacific College main entrance. There is demand in the 1996 South Tabor Neighborhood Plan and from Courtyard Plaza residents for a Mt. Tabor Park south entrance and pedestrian crossing on S. E. Division St. at S. E. 64th Ave. It is the only viable option as S. E. 66th Ave., S. E. 68th Ave., and S. E. 70th Ave. are all blocked by the off-leash dog area. The Bureau of Water Works needs to widen S. E. 64th Ave. for the Mt. Tabor Park Open Reservoir Replacement Project as mandated by the USEPA's LT2ESWTR by April 1, 2012 or 2014. That project has been delayed since November 1969 when the City Council was first told by the U. S. Public Health Service (now part of the Center for Disease Control and Prevention) and the Oregon State Board of Health to bury its finished drinking water due to fecal contamination from birds. The MTPCFY will not lose any buildings if S. E. 64th Ave. is widened.

Sincerely,



Kathryn M. Notson
South Tabor
(503) 777-6422

Attachment

SMSF
 Safe, Sound, and Green Streets
 Three Draft Maps of Transportation Projects
 January 2008

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Draft Map 1

S. E. Division St.	Ped 32	S.E. 44th Ave. (D St. G St./M St.)
S. E. Division St.	Ped 33	S. E. 66th Ave.
S. E. Powell Blvd.	HC-1	S. E. 39th Ave.
50's Bikeway	39	METRO
70's Bikeway	5	METRO
82nd Ave.	HC-2	N. E. Sandy Blvd.
	Ped 27	N. E. Thompson St.
	Ped 12	N. E. Pacific St.
	HC-29	N. E. Glisan St.
	HC-26	E. Burnside St.
	Ped 40	S. E. Ash St.
	Ped 42	S. E. Main St.
	Sch-2	Bridger Elementary (?)
	Sch-4	Bridger Elementary (?)
	Ped 28	S. E. Francis St.
	HC-9	S. E. Holgate St.
	HC-11	S. E. Foster Rd.
	HC-12	S. E. Duke St.
	Ped 41	S. E. Cooper St.
	Ped 11	S. E. Lambert St.

Draft Map 2

S. E. Division St.	41	S. E. 3rd-12th Aves. (paving)
	45	S. E. 12th-39th Aves.
	48	S. E. 39th-64th Aves.
S. E. 60th Ave.	6	E. Burnside-S. E. Division St.
E. Burnside St.	71	81st-86th Aves.

Draft Map 3

S. E. Division St.	17	S. E. 11th-S. E. 82nd Aves. (signal op)
82nd Ave.	22	N. E. Prescott St.-S. E. Woodward St.
S. E. Holgate St.	19	S. E. 24th-112th Aves.
S. E. Division St.		S. E. 26th Ave. (signal rehab)
S. E. Division St.		S. E. 52nd Ave. (signal rehab)