



ATTN: BPS, PBOT, the City of Portland and other concerned individuals,

In February 2014 the North Tabor Neighborhood Association sent a letter of comments on the first draft of the comprehensive plan, then supplemented it with an anti-displacement, pro-growth land use plan for North Tabor focused on affordable housing on Jan 21<sup>st</sup>, 2015. This letter is meant to support the added density and growth that is expected over the next generation so we can have a safe, healthy and culturally vibrant North Tabor for everyone.

### **North Tabor Vision Zero**

North Tabor has had a historically automobile dominated growth pattern. We are a neighborhood of highway off and on ramps, but are growing into an active transportation focused community. To grow in a safe and equitable manner for all, here are our comments of support and suggestions for additions to the Transportation System's Plan project list, plus overall comments.

#### **General Transportation Policy Recommendations:**

All arterial surface streets should be engineered to be traveled at **no more** than 30 MPH. This includes Burnside and we **THANK PBOT** for the Glisan 30 MPH speed limit reduction.

Lane widths should be 10 feet whenever possible.

All greenways should be engineered to 20 MPH with **local auto access only**.

North Tabor has been highly supportive of the 50's bikeway improvements including the diverter at East Burnside and 53rd. This input includes local businesses. This is important to keep in mind as other bikeway projects move forward locally and citywide.

#### **40086 Halsey st Bikeway**

The recent repaving and intersection improvement at the off ramp near 68<sup>th</sup> place, combined with the lower Glisan speed limit, have made it all the more important to implement a forward thinking and safe redesign of NE Halsey east of 67<sup>th</sup>. North Tabor and Montavilla NA's both have endorsed curb-tight bike lanes as part of a road diet of this stretch of Halsey east to Minimally 74<sup>th</sup> or 78<sup>th</sup>, and long term to

the Gateway Regional Town Center. We encourage PBOT prioritize funding for this small re-striping project (67th-74th) in 2015 as part of this section of the 70's bikeway and the traffic light upgrade at 74<sup>th</sup> as we were told was possible. We are willing to help with the outreach as Montavilla NA and NTNA told PBOT last year.

**113200 Portland 60th Ave MAX Station Area Improvements** Implement pedestrian and bicycle improvements in the 60th Ave MAX Station Area identified in the Eastside MAX Station Area Communities Project.

This is a very important **pedestrian** project, that we have sent a specific letter of support for. In that letter we were asking for a full build out of the substandard street on NE Oregon between NE Vera and 63<sup>rd</sup>. This street is slated to be torn up for sewer replacement in 2015. Instead of a full street build out, we now recommend that this stretch be studied for long term **micro park** construction (see park's recommendations below). NE Oregon we would like designated as an East-West greenway and SRTS (Safe Route to School), and as such does not need heavier automobile traffic. Looking at this sub-standard street as an opportunity, and not a liability, the public right of way could be turned from substandard auto space to a **Promenade for People and Bikes**.

The greenway improvements that could be part of this project should include NE Oregon to 65<sup>th</sup> then turn north to NE Hassalo to 68<sup>th</sup> place. Fire Engine friendly Speed Tables on 68<sup>th</sup> place, augmented with green backed sharrows, could then connect "the pocket" up with the new buffered bike lanes of NE Halsey thus completing a connected route directly from Montavilla to the 60<sup>th</sup> Avenue MAX station. **See Attached "North Tabor Promenade" Map.**

**70010 Portland Inner E Burnside Safety Improvements** Design and implement bicycle facilities (30th □ 68th) and improve pedestrian crossings to provide access to schools and transit Burnside St, E (30th □ 82nd)

Our highest endorsement of this project has not changed and we still feel this, as a high crash corridor, should be the first priority for a complete street remodel where active transportation takes precedence over automobile parking or capacity.

This needs to include a Safe route to School Crossing for Mount Tabor Middle School at 57<sup>th</sup>/58<sup>th</sup>. This crossing has been also been **endorsed by Mount Tabor NA**. One possibility, of several, is if the property redevelops at **5750 East Burnside** the sidewalk could be expanded to 16 feet instead of the standard 12. Thus, a two-way bike cycle track could be built connecting this off-set intersection with a crossing at 58<sup>th</sup> for our school children. This would connect them directly to the Davis-Everett Greenway and points east and north to "the Pocket" via 62<sup>nd</sup>. Improving the difficult Greenway crossing at Davis and 60<sup>th</sup> should also be prioritized.

The Greenway crossings at 41<sup>st</sup> and 53<sup>rd</sup> should be augmented with ones at 45<sup>th</sup>, 62<sup>nd</sup>, plus 76<sup>th</sup> and 80<sup>th</sup> as per Montavilla NA's recommendations. The crossing at 45<sup>th</sup> should prevent left turns from East Burnside for those heading east. During morning rush hour, drivers to PPMC consistently use this trick to cut through the neighborhood, block the Davis greenway then turn north on 47th to avoid the traffic light.

**70071 Portland Sixties Neighborhood Greenway** Design and implement bicycle facilities. 60s Aves, NE/SE (Hancock □ Springwater Trail)

North Tabor still feels this is the highest priority greenway project for our neighborhood and has been endorsed as a priority project by the **Montavilla, Mount Scott-Arletta, Laurelhurst and Brentwood-Darlington Neighborhood Associations**. **Mount Tabor NA** endorsed “The Concept of a bikeway connecting the 60<sup>th</sup> street MAX station to the Springwater along the 60's,” but did not specify an alignment. North Tabor also supports Brentwood-Darlington's request to turn east at **Harney** for a direct bikeway connection to Cartlandia/ Springwater. The path connection from SE Lincoln to Division and the South Entrance to Mount Tabor Park at 64<sup>th</sup> is also supported by **South Tabor and Foster-Powell**.

This is a HIGH value, LOW cost project that creates a residential greenway loop to the Springwater and the I 205 path paralleling the Green line, bringing our greenway system into deep central south Portland. The route from NE Oregon should head south to Mount Tabor Park via 62<sup>nd</sup>. This makes for a more direct route than 63<sup>rd</sup> and the intersection of 62<sup>nd</sup> and Stark Street, SE Scott Drive and Mount Tabor park. This also provides proximate bike access to the developing commercial nodes at Glisan, Burnside, Stark and Belmont without having to travel on the heavily congested 60<sup>th</sup>. We would also recommend a lead yellow warning light at the crossing at 62<sup>nd</sup> and Stark so there is pedestrian crossing warning for drivers speeding westward down the hill from Thorburn.

**70006 Portland 60th Ave Safety Improvements** Design and implement signal and intersection improvements to improve safety at high accident locations. Includes the intersections with Belmont, Stark, Burnside, and Glisan. 60th Ave, NE/SE (Glisan □ Belmont)

Though we support these improvements, we understand that in a limited era of funding that moving this to the unconstrained list is right choice if needed.

**70059 Portland Inner Glisan Bikeway Design and implement bicycle facilities. Glisan St, NE (47th □ I□205)**

North Tabor highly supports protected bikeway facilities, but connecting 47<sup>th</sup> past PPMC to 53<sup>rd</sup> should be prioritized and built as a stand alone project if possible. As a community we feel that the city and PPMC should actively be working towards limiting the number of single occupancy vehicles traveling to PPMC daily. Building safe bikeway facilities around PPMC with connections to the citywide network would help with this goal. Further east, we recommend on NE Glisan east of 62<sup>nd</sup> a row of parking be REMOVED in favor of a two-way bicycle cycle-track to incorporate access to Fred Meyer and points east.

### **50's Bikeway Sullivan's Gulch Crossing Improvements**

PPMC plans in the near term to expand the medical center at NE 52<sup>nd</sup> to the east. When 52<sup>nd</sup> north of Glisan is vacated, PPMC will do a comprehensive transportation circulation study prioritizing alternative means of transportation including the study of bikeway improvements, a bus pull through and pedestrian access. Currently 2000 vehicles every workday afternoon turn south from Hoyt to the left turn lane on 53<sup>rd</sup> to head east on Glisan and the 60<sup>th</sup> street on ramp to the Banfield. The sight-lines at the NE corner of 53<sup>rd</sup> and Hoyt are terrible due to the ODOT installed railing. Thus, North Tabor NA recommends that when PPMC does a comprehensive transportation plan that these vehicles be eliminated from 53<sup>rd</sup>, bringing this block into greenway standards compliance.

**40104 Portland Sullivan's Gulch Trail**, Phase 2 Construct a multi□use trail for pedestrians and bicycles within the Banfield (I□84) Corridor from 21st Ave to I□205. Banfield Corridor, NE (21st □

I□205)

Though we are HIGHLY enthusiastic about the construction of this multi-use-path, we understand the cost and ROW limitations as the property in question is owned by the railroad. As such, we recommend that alternative on-street parallel bikeways be improved for a much lower cost until the financing and political will can be found to prioritize its construction. These include the greenways on NE Oregon and NE 65th east to Halsey, and NE Hassalo-Floral-Oregon west to NE Multnomah.

**Other Important Projects NOT in the TSP** or we feel need some adjustment, at this time:

**Glisan Suggestions:**

A protected pedestrian Crossing on NE Glisan at 43<sup>rd</sup> should be prioritized as this is used by many school children and residents heading to the 19 bus. This crossing has support of Laurelhurst School and the Laurelhurst NA. A crossing at 56<sup>th</sup> in front of North Star aligned with bus shelters should also be prioritized to slow down traffic and provide local access.

**Tri-Met Bus Glisan Frequent Bus Service**

In order to facilitate the movement of people to and from PPMC we would like to upgrade the 19 bus to frequent service. This would leverage our request for a Neighborhood Town Center north of Glisan and connect to the 71 line and 60<sup>th</sup> street MAX station. Another option we would like studied would be a central eastside loop that could run north from the new Orange Line Powell /SE 17<sup>th</sup> MAX station on 20<sup>th</sup>/21<sup>st</sup> to Lloyd district, then head east to Hollywood and PPMC on Glisan and eventually the Gateway Transit Center. A turn in to PPMC should be studied as part of this proposal and has their support. This could integrate with the 122<sup>nd</sup> frequent service bus line and the Powell-Division BRT project.

**ADA Curb Cut Prioritization:**

Currently NE Glisan is our ONLY ADA compliant sidewalk east of 60<sup>th</sup>. As such, we would like the ADA curb cut program to prioritize compliant corner construction on the Davis-Everett greenway east of 57<sup>th</sup> to 65<sup>th</sup>. NE 65<sup>th</sup> from Burnside to the new crossing in front of Fred Meyer should also be prioritized so there is an ADA compliant walkway through the residential neighborhood to access the new crossing for those in walkers and wheelchairs.

**Fire Engine Friendly Speed Bump traffic calming** on 47<sup>th</sup> south of Glisan and NE 67<sup>th</sup> Halsey-Glisan

Each of these streets have problems with speeding cars coming down hills making it scary for bikes, crossings or pedestrian access. At 47<sup>th</sup> and Davis-Everett this is especially difficult as this is an off-set greenway crossing. Speed tables and crosswalks would do much for safety at this tricky intersection. Building out a parallel bikeway on 45<sup>th</sup> from Hoyt south would also reduce conflict.

NE 67<sup>th</sup> north past Fred Meyer is very steep, without a complete sidewalk, and is not considered bike friendly by local residents. Further north/east, speed tables near the detention center would complete the safety network.

As we requested in the past letter, solutions to the speeding cut-through problems on 45<sup>th</sup>, 58<sup>th</sup>, 61<sup>st</sup> and NE Willow as funding permits, or could also be integrated into many of these projects over time.

## **Getting out of North Tabor: Endorsements for Regional Improvements**

We are not a neighborhood in isolation. As we grow in an active transportation focused manner, we need to get to other region of the city safely.

### **Upgrading the Sidewalk to official Multi-Use-Path status between 44<sup>th</sup> and 47<sup>th</sup>:**

The sidewalk just south of the Gulch connecting the Hollywood MAX station overpass with NE 47<sup>th</sup> near the cancer center should be officially upgraded to MULTI-USE-PATH status as a major city bikeway connection. Thus, when adjacent properties redevelop, additional width, lighting and trees can be added to make this a high quality bikeway connection, that would **feel and be safe** walking alone at night to and from the MAX and the hospital complex.

### **45<sup>th</sup> Greenway Hoyt to Woodstock** including crossing improvements.

In the comprehensive plan the lower 40's is a park deficient greenway study area. 45<sup>th</sup> is a direct route that does not meander like the 41<sup>st</sup> bikeway and could be constructed without narrow bike lanes on higher volume streets. It would pass directly next to Creston park and the Stark, Belmont, Hawthorne and Woodstock business districts. Though a much lower priority than the 60's, 70's or 80<sup>th</sup> greenways, we would like this project added to the TSP for long term study as an Unconstrained project. This would connect the NE 47<sup>th</sup> street bike lanes next to PPMC with the SE 46<sup>th</sup> street bike lanes that drop off at Woodstock in a fast, safe and clear manner while providing needed pedestrian crossing at the appropriate arterial streets along the way.

If **Belmont/Morrison bikeway #20063** and the **Belmont Streetscape #70009** projects were extended to 45<sup>th</sup>, a complete bikeway running through commercial districts could be built from the inner east side on Belmont to 45<sup>th</sup>, north to Burnside wrapping around the north side of Mount Tabor to the Montavilla Business District at SE Stark and Washington and into East Portland.

**Montavilla NA's** requests for greenway improvements of the 70's, 80<sup>th</sup> and their connections to the Davis-Everette greenway and the 80's greenway we feel would be a great asset to our community and endorse. These include the finishing of the Everett greenway east to Vestal Elementary, 80<sup>th</sup> south from Halsey to PCC SE, and the improvements needed to connect everything up including the 70's, Yamhill and Holiday/Multnomah. This direct route to the Community College would be an asset to the entire central east side.

### **Laurelhurst Endorsements:**

To the west we would like NE Oregon at 30<sup>th</sup> east to NE Floral to NE Hassalo and NE 41<sup>st</sup> added as a Greenway to leverage the new 20's bikeway at Oregon Park and create a seamless connection to the Multnomah Cycle track, Lloyd District, the Hollywood transit center and North Tabor. This should include 37<sup>th</sup> north to the Sandy over pass, then 38<sup>th</sup> to connect to the NE greenway system and Grant High School. This short connection could be built independently, in conjunction with a Sandy remodel or as part of project #40045, the Hollywood Improvement Project. Combined, a direct bikeway from Lloyd District through North Tabor south to PCC SE becomes possible and has been endorsed by all three NA's. In the attached Greenway map, this route endorsed by Montavilla, Laurelhurst and North Tabor has been highlighted.

To the north North Tabor endorses **Rose City Park's** recommendations for increased bikeway access to the MAX station, better sidewalks and greenway access to Tillamook and 53<sup>rd</sup>.

### **A Modernization of Coe Circle into a modern traffic circle:**

Modernizing Coe Circle should be part of Project #70005 Caesar Chavez Improvements including a connection of the bike lanes on Glisan. Cesar Chavez, with its four lane configuration, has significantly more capacity than 47<sup>th</sup>. A modernization of Coe Circle combined with small improvements on 47<sup>th</sup> and a new crossing at 43<sup>rd</sup> and Glisan would make for more a smoother and safer traveling pattern through the region.

### **Gilham Sidewalk In-Fill:**

As complete sidewalks get progressively more difficult to find east of 60<sup>th</sup>, we would highly recommended completion of a high quality ADA compliant sidewalk from the top of the hill at Gilham and Burnside SE via Thorburn to the Montavilla Business District. This short sidewalk gap is a critical connection that would allow local pedestrian access to the heart of Montavilla. This is included in Metro's Regional Active Transportation Network.

This sidewalk is ALSO endorsed by **Mount Tabor NA**. If there are any questions about the Mount Tabor NA endorsements, please feel free to contact them and they will responds with an official letter of their own.

### **Parks Recommendations:**

North Tabor is unique in the city as a neighborhood without a built park or school (though we do have a jail). As such, safe access to our local parks and school system is key. Our only park is Rosemont Bluff Natural Area, which needs habitat restoration but is part of the Bird and Pollinator Flyway and can not be developed. We feel that **North Tabor Vision Zero**, will accomplish safe access to other regional neighborhood parks and amenities, but we as a community would also like a park of our own. In our era of limited parks funding for new acquisitions, and very few possibilities for a central park for North Tabor, we have two creative endorsements.

For a tradition small neighborhood park, there are **three parcels of land at 35 NE 52<sup>nd</sup>** that if they became available for sale and development North Tabor NA would highly encourage this acquisition by the park's department. More likely, we will need to be creative as a community. Thus our recommendation is to create, over time as we grow, a series of micro-parks along our Greenway System. Possible locations include: Between NE Vera and 62<sup>nd</sup> at Oregon, at the intersection of NE Oregon and NE 65<sup>th</sup>, NE 49<sup>th</sup> between Glisan and Flanders, NE 68<sup>th</sup> and East Burnside there is a small parcel that could be a Gateway Park, and along the Davis Greenway east of 65<sup>th</sup> where the sidewalk ends. These could all double as neighborhood greenway diversion treatments and be individually designed depending the topography, community and wild-life corridor needs. Since Burnside and Glisan are so nearby, the local residential greenway traffic volumes should be kept to local access only.

This “**North Tabor Promenade**,” could be loosely based in design on Holman city park or NE Kilckitat east of Irving park. As each of these locations are different, individual designs would be needed, but could be built slowly over time with communality outreach and involvement. This should include community garden space, bike repair stations, neighborhood notice kiosks and a neighborhood playground where available. A map with possible North Tabor micro-park locations is attached, including our locally preferred greenway network. This is a link to the on-line map.

<https://www.google.com/maps/d/edit?hl=en&authuser=0&mid=zgUhLHBiQ7A4.khApA6y5SQfA>

## **The Sullivan's Gulch Transportation Corridor**

North Tabor is a neighborhood sandwiched between the High Crash Corridor that is Burnside and the Banfield Freeway. As such, we have some of the highest asthma rates in the city. To combat the deleterious health effects of diesel and automobile exhaust we encourage the city to invest in whatever strategies are needed to encourage alternative fuels, electric vehicles and car pooling.

### **Fossil Fuel Exports through the rail corridor:**

As explosions of oil trains have become more common, we feel that transporting compressed natural gas, propane, or any other fossil fuel through population centers is too dangerous. The PSC, city officials, and the permitting department should do everything in their power to prevent ANY fossil fuel exports, **ESPECIALLY** through the gulch, or from the Port of Portland as a whole. Not only is there the direct explosive danger, but all of our carbon reduction goals from moving automobile trips over to pedestrian and bike trips will be negated by even the one propane export facility currently proposed. As a community, we feel that all permits for any fossil fuel exports should be denied. The City of Portland should lobby at the state and federal level to do whatever it can to regulate, limit, remove and eventually eliminate these trains for safety and climatic reasons from our urban railway network.

### **North Tabor MAX/60<sup>th</sup> Street Station Place-making**

Almost all of the nearly 100 neighborhoods in Portland are named after distinctive features like schools, parks or even streets. North Tabor is named for a simple geographic reason: we are north of the park and Volcano. We do not have a park of our own, nor do we have a school. What we have is a neighborhood that will grow into an active transportation community focused around the MAX station. As such, we would like Tri-met to rename the station the **North Tabor/60<sup>th</sup> street MAX** stop as a place making tool for the neighborhood and are working with Tri-met to accomplish this.

### **Automobile Parking Recommendations:**

The North Tabor Neighborhood Association understands that as we grow there will be more pressure on the public parking needs of the developing commercial corridors and residential neighborhoods. This parking congestion, particularly around PPMC and the MAX station, should be monitored for the need for residential permit parking. As congestion or local request dictates, parking management tools should be used instead of building more automobile parking. We are adamantly **OPPOSED** to PPMC building any more parking lots or ramps. Residential permit parking combined with congestion priced metering on the commercial corridors and the pricing of PPMC parking ramps, beginning with employees, should be studied and implemented when needed. This concept has recently been approved for long term study by PPMC. North Tabor, and PBOT should coordinate with them on parking management so pricing can occur in the residential, commercial and institutional employment zones in a coordinated way.

In conclusion, the North Tabor Neighborhood Association would like to grow in a safe, sustainable and affordable manner for all residents and we think that this plan for growth and livability will create a sustainable and safe neighborhood for residents of all incomes.

Thank you for your work and efforts, The Board of the North Tabor Neighborhood Association



Terry Dublinski-Milton, NTNA Transportation and Land Use Chair

