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Mr. André Baugh, Chair

City of Portland Planning and Sustainability Commission
City of Portland Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Suite 7100
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Re: 2035 Comprehensive Plan Transportation Systems Plan

This letter concerns transportation issues on NE Glisan Street that come under the purview of the 2035 Comprehensive Plan and that should be addressed in an integrated way in the Transportation Systems Plan. The Laurelhurst Neighborhood Association (LNA) endorses certain recommendations of the North Tabor Neighborhood Association (NTNA) and proposes projects that are specific to the LNA. Because the endorsements and proposal involve Tri-Met and the Portland Bureau of Transportation (PBOT), copies of this letter are being sent to those agencies. We would like this letter to bring attention and accolades to PBOT for having anticipated one of our concerns when it recently lowered the speed limit all along Glisan to 30 mph.

Background

Some portion of the existing problems on NE Glisan, beginning roughly at NE 60 and extending west to Cesar Chavez Boulevard, derive from the high number of commuting trips to and from the Portland Providence Medical Center (PPMC) campus. That campus, which is contiguous on its west end with Laurelhurst, creates downstream effects on congestion and safety in our neighborhood.

In the Transportation Impact Analysis of its 2012 Conditional Use Master Plan, PPMC estimated that during the morning peak hour, some 1000 cars turn into PPMC from Glisan and from NE 47. As near as can be calculated, these cars comprise 46 percent of total traffic on those streets. PPMC Master Plans conditionally approved in 2003 and 2012 could increase the number of cars arriving at PPMC daily in 2022 to 1200.

Almost all decreases in the percentage of commute trips made by car that have been realized since 1996 through the PPMC Transportation Demand Management plan have resulted from

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shifts from auto to bus commuting. **For that reason, LNA endorses the following NTNA proposals designed to increase ridership of Tri-Met—both Bus #19 and the MAX—and, at the same time to make Glisan safe for pedestrians and bicyclists.**

- 1) Upgrade the #19 bus to a frequent service route during peak commuting hours.
- 2) Explore the possibility of a pull-through of bus #19 onto the PPMC campus.

At the present time, riders have to walk 200 feet down a steeply graded sidewalk or a series of 20 steps, often braving adverse weather, to reach PPMC's main entrance.

- 3) Explore the possibility of realigning traffic lanes on NE 60 to NE 47 to better accommodate cars, buses, and bicycles.
- 4) Install a covered bus stop shelter, equipped with proper lighting and Track-It technology at NE 53.
- 5) Relocate bus stops near NE 53 and near NE 56 to align eastbound and westbound stops at the signal at NE 53, and at a needed pedestrian crossing at NE 56 (see #6 below).
- 6) Install striping and a safety island at NE 56, an intersection used frequently by residents of the Providence Emilie House.
- 7) Upgrade signals at NE 47/Glisan to include a left-turn light for north and south bound traffic turning left from NE 47 to Glisan.

That signal already has left turn lights for Glisan traffic, but only left-turn pockets for NE 47. As a consequence, cars turning left, especially those coming from the north in the morning, form a queue that is hazardous to through traffic and dangerous to pedestrians.

- 8) Complete phase 2 of the Sullivan's Gulch Trail (PBOT project #40104) to facilitate bicycle and pedestrian commuting from the Hollywood MAX station to PPMC.

Additional proposals of the LNA

- 9) Install a Safe Routes to School crossing at either NE 44 or NE 43.

Both intersections are used by parents escorting children to Laurelhurst School. Daily, some 9500 cars pass these intersections.

- NE 44 is a route used frequently by cyclists and pedestrians going to the Hollywood Transit Center. A light at that intersection could be easily seen by cars approaching from either direction.

- NE 43 is a Tri-Met stop. However, due to the down hill between NE 44 to NE 43, it is visible to westbound traffic for only one block.

Two Laurelhurst citizens are heading up this Safe Routes to Schools project, Mary Casanave Sheridan (541- 317-2951) and Peg Houston (503-320-7015).

- 10) Recalibrate the timing of the school signal at NE 41/Glisan and, in concert with PBOT Project #7005 (Modernization of Cesar Chavez), redesign traffic at Coe Circle to improve flow during peak hours and safety at all times of the day.

Some of these projects, obviously, are too small for listing separately on the TSP, but all of them are parts of a whole project that could be identified as NE Glisan Street Revitalization.

Thanking you for your attention to these concerns of residents of Laurelhurst.

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