

To: Planning and Sustainability Commission

From: Alice Blatt, 15231 NE Holladay, Portland OR, 97230

Re: tsp 50009

We have been led to believe that the City may be looking favorably on helping Wilkes resolve our difficulties on 148<sup>th</sup>, about which we would be most pleased. For years the Wilkes Community Group has been concerned about sidewalk and bike lane inadequacy along NE 148<sup>th</sup>, from Glisan to Marine Dr. – first, involving access to the highly popular Glendoveer Golf Course walking trail; second, access to Margaret Scott School in the south west quadrant of the Sacramento and 148<sup>th</sup> intersection; and third, the whole safety issue under and north of the railroad overpass (I-84), which is one of only three access streets under I-84 (122<sup>nd</sup> , 148<sup>th</sup> , 162<sup>nd</sup> ) from Halsey St. to Sandy Blvd..

Safety factors under and north of the railroad bridge on 148<sup>th</sup> include –

- 1) No traffic control signals between Halsey and Sandy (distance 1.25+ miles) or crosswalks, regulated or otherwise (one flashing light warning of Rose Parkway from east)
- 2) Northbound on 148<sup>th</sup>, downhill compression from four to two lanes under overpass, generally generating increased vehicular speed.
- 3) No paved sidewalk or bike lane on east side, from Sacramento under overpass to Klickitat; also Fremont to Sandy. Walkway under overpass is unlit, unpaved, and frequently muddy.
- 4) No paved sidewalk or bike lane on west side from Stanton Ct. to Sandy.
- 5) The visibility (line of sight) problem was brought to our attention with a recent development proposal at 3001 NE 148<sup>th</sup> (see accompanying photo, taken from driver's level at proposed development exit point, of the UP railroad overpass to the south). Additional developable property currently exists north of the Parkrose Chateau to Sandy Blvd., with its potential for much increased traffic.
- 6) The streets and group driveways north of I-84 connect with 148<sup>th</sup> mostly in an alternating pattern, making addition of a traffic control signal problematic:
  - a. From west:
    - Stanton Ct. (Argay Downs) = approx. 43 homes
    - Parkrose Chateau
    - two driveways from Rivercrest Church
    - Nam-Quang Temple
    - 147<sup>th</sup> intersection
  - b. From east:
    - 148<sup>th</sup> Pl. - approx. 46 homes
    - Rose Parkway and Siskiyou Ct. - approx..300 condominium units
    - Klickitat
    - Fremont – approx. 140 homes

Is alteration of the street configuration to improve the line-of-sight problem possible?

Thank you for your consideration.

