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Testimony to **PSC** on the **West Portland Town Center, Proposed Draft**.

“ • I request that the plan be modified to preserve more of the existing affordable single family residential housing (sometimes known as “entry level single family housing”) in addition to the proposal to preserve existing affordable apartment housing. There remains a demand for single family housing with yards and open spaces and we have welcomed many young families into our neighborhood. • I support the plan’s requirements for open space but recommend that you strengthen the Character Statement’s Environment and Natural Resource section and other elements of the plan to enhance and preserve the tree canopy and viewsheds. Trees, terrain and viewsheds are key features of Crestwood Neighborhood Association’s letterhead logo because of their prominence throughout the neighborhood. I have observed a significant decline in tree canopy as new development has occurred over the past few years. Trees are a tool to address climate change, preserve habitat and prevent the urban heat island effect that has been observed in other parts of Portland. • I support removing all off street parking requirements. •The West Portland Town Center has been nicknamed “Crossroads” because of the historic roadways that intersect our neighborhoods: SW Taylors Ferry Road (1852), SW Capitol Hwy (1916), Pacific Hwy 99W (1934), and Interstate-5 (1961). As was stated in the Barbur Concept Plan, the land use and transportation history of the West Portland Town Center are intertwined and need to be resolved concurrently. I support the draft “Green Ring” Circulation Concept that would construct and connect a route around WPTC on local and main streets that avoids the dangerous Crossroads intersections near SW Barbur and SW Capitol Highway. This Green Ring concept is key to making our neighborhood safer to walk and bike to our local schools and library and other amenities in WPTC using the Markham/Luradel I-5 Overpass and SW Taylors Ferry Road. The Green Ring concept would also improve access to Portland Community College’s Sylvania Campus by creating safer walking and biking facilities nearby, and could be further enhanced by re-paving SW Capitol Highway/SW 49th between SW Huber and SW Stephenson with safer walking and biking facilities and safer routes to schools. In addition, the crossroads intersection needs to be replaced as it will fail during a moderate earthquake. • I urge you to fund a much needed in-depth look at people circulation and safety within Crossroads, particularly at seven key intersections within WPTC: SW Taylors Ferry/I-5 SB off-ramp; SW Taylors Ferry/SW Capitol Highway; SW

Taylor's Ferry/SW 41/SW Barbur; SW Barbur/SW Capitol Highway/I-5 SB on-ramp; SW Barbur/SW Huber; SW Huber/SW Capitol Highway; SW Huber/I-5 NB on-ramp. The Oregon Dept. of Transportation (ODOT) and Portland Bureau of Transportation (PBOT) must not make changes to one intersection without considering the effects on the others. I strongly oppose the upcoming construction of ODOT's "Barbur Safety" jughandle project because the transportation agencies have not demonstrated that sufficient people circulation and safety analysis has been done outside of traffic studies. I am extremely concerned that the upcoming jughandle project will make conditions less safe for people to access transit and other services within WPTC by walking and biking and may harm the viability of Barbur World Foods if customers and vendors cannot safely access the grocery store.

- The WPTC Plan recommends several needed transportation studies (Volume 1 p. 102- 103). Please strengthen the commitment to conduct the studies in the near term and publicly discuss the results before significant changes are made to the transportation system. Too often transportation agencies determine a course of action and ignore public input, as happened with ODOT's "Barbur Safety" jughandle project.
- My highest priority project is TSP Project 90064.1, SW Taylor's Ferry Road (Volume 1 p. 106), and needs to be funded and constructed in the very short term, as recommended by the Bureau of Environmental Service's (BES) memo (Appendix E pages 8-9). Sidewalks and bike paths are critical to the success of the plan and leverage the BES's funded Capital Improvement Project to replace the Woods Creek culvert, repair outfalls and repair roadside erosion on SW Taylor's Ferry Road. We need safer access to the many services in WPTC without relying on a car and these improvements are critical to that outcome.
- I support the proposed modified design for the SW Taylor's Ferry Road improvements (TSP Project 90064.1) and requests that the City of Portland coordinate with the City of Tigard and Washington County to develop and implement a roadway design and speed limit that is continuous throughout the three contiguous jurisdictions.

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- I strongly opposes the proposal to remove the Markham/Luradel Ped/Bike Bridge over I-5 (TSP Project 90048) from the TSP financially constrained 11-20-year plan to a timeframe 20-30 years into the future (Volume 1 p. 110). DO NOT MAKE THIS CHANGE TO TSP PROJECT 90048. This needed I-5 overcrossing is a key link in the Green Ring that connects our neighborhood with the schools, shops and services in WPTC, and connects other neighborhoods to the playground structure and natural areas near Dickinson Park. This project has been a priority for our neighborhood since the first TSP over 30 years ago. The precise location of the overcrossing is less important than the fact that it needs to be in the financially constrained TSP to complete the "Green Ring".
- I urge you to partner with TriMet to improve transit service to a network that runs 7 days/week

at least every 30 minutes with ADA-accessible walkways within 1/4 mile of properties in all of the areas that are proposed to be zoned RM1 or greater. This level of transit service is critical for the success of the WPTC plan. The existing TriMet bus service (especially bus #43) doesn't come close to this level of service and the future of the SW Corridor Light Rail Transit Plan is uncertain. •I recommend the Bureau of Planning and Sustainability strengthen partnerships with Bureau of Environmental Services and Bureau of Transportation and incorporate recommendations in the BES memo (Appendix E). There are significant stormwater issues in this area associated with historic and recent roadway and building improvements that contribute to poor water quality in the tributaries of Fanno and Tryon Creeks.

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