

Portland Planning and Sustainability Commission,

At the suggestion of Roger Averbeck, chair of the SWNI Transportation Committee, I am attaching a copy of a letter the Collins View Neighborhood Association recently prepared and mailed (not emailed) to Commissioner Novick commenting on and requesting consideration of specific projects for the City's proposed 2035 Comprehensive Plan Transportation System Plan (TSP). The projects outlined in the letter were determined to be of highest priority for the Collins View Neighborhood Association.

At the SWNI Transportation Committee meeting January 21st, 2015 the Collins View NA learned that the projects recommended in the letter are not on the proposed TSP list of projects.

The Collins View Neighborhood Association wants to be sure the attached letter is officially recorded in the City's database as part of the TSP process. Please retain the list of projects for future reference considering transportation priorities in the Collins View Neighborhood. We would also appreciate confirmation that you have received the attached letter.

Thank you.

Sylvia

Sylvia Bogert, Executive Director
Southwest Neighborhoods Inc. (SWNI)
7688 SW Capitol Hwy
Portland, OR 97219
503-823-4592

December 3, 2014

Commissioner Steve Novick
City of Portland
1221 SW 4th Ave., Suite 210
Portland OR 97204

Dear Commissioner Novick,

The Collins View Neighborhood Association (CVNA), a recognized Portland Neighborhood Association, has prioritized and recommends the projects below for inclusion in the City's list of proposed transportation projects, in the context of the "our streets PDX" street fee safety projects proposal, the Comprehensive Plan list of significant projects, and the Transportation System Plan (TSP) update.

Challenges Facing Our Neighborhood

Our neighborhood incorporates two main institutions - Lewis and Clark College and Riverdale High school. In addition to neighborhood residents, scores of college and high school students and campus faculty walk and bike daily.

In addition to the transportation needs of the two institutions, very significant traffic from Lake Oswego funnels through our neighborhood. SW Terwilliger and SW Boones Ferry are main thoroughfares for Clackamas County vehicle commuters. The recent major housing developments on SW Terwilliger Blvd (Lake Oswego) and SW Boones Ferry Rd (Lake Oswego) have added significant stress on our roads and intersections. The proposed Macadam Ridge development will additionally burden on our "over the limit" intersections and road ways.

Collins View is also a recognized route for distance cyclists and bike commuters. Due to the very heavy volume of motor vehicle traffic, the bike and pedestrian safety is dangerously compromised.

The limited transportation relief systems in place present increasingly challenging transportation issues. Our proposal has specific focus on SW Terwilliger, SW Boones Ferry and SW Taylors Ferry which are the main thoroughfares for neighborhood residents and Clackamas County vehicle commuters.

1. Realignment and reconfiguration of the SW Terwilliger Blvd. and SW Boones Ferry Rd. intersection.

This intersection is the heart of our community's transportation problem. It is way beyond its limit in accommodating vehicular, bicycle and pedestrian traffic and severely compromises the

safety of our residents. The traffic lights at this intersection were designed to manage the traffic needs that existed more than 25 years ago.

It has the added burden of increased vehicular traffic from Clackamas county sections of SW Boones Rd. and SW Terwilliger Blvd. and its adjoining/connecting neighborhoods. This particular traffic has increased fivefold since the traffic signals were designed. During this period Lewis and Clark College has also significantly increased its vehicular, bicycle and pedestrian traffic and a new high school (Riverdale High School) serving an adjoining community of Dunthorpe has been established in Collins View. The side street of SW Maplecrest near this intersection has been impacted very severely. Entrance and exit from this street have become extremely dangerous.

Proposed solutions with multiple designs have been delayed again and again by the city transportation department for various unexplained reasons.

We offer a solution for consideration to PBOT. *See attached Exhibits A and B.*

2. A crosswalk and flashing light at SW Primrose across Terwilliger and a sidewalk connecting the east side of SW Terwilliger Blvd. from the crossing to 2 blocks north to the retail district.

SW Primrose is a small residential street that is heavily used by pedestrians and cyclists as it connects Terwilliger Blvd. with the greater Collins View neighborhood and Lewis & Clark College. The nearest crosswalks are at Taylor's Ferry (1300' away) and SW 2nd (2400' away). One can wait upwards of 10 minutes for traffic to stop and allow crossing. In December, 2013 a woman attempting to cross SW Terwilliger at SW Lobelia (one block north of SW Primrose) was struck by a car and later died of her injuries. There is also a #38 bus stop at the west end of SW Primrose, and SW Primrose is a dedicated SW Walking Trail. Given SW Primrose's direct connection to the larger neighborhood, this bus stop is the most utilized along SW Terwilliger, between Taylor's Ferry and SW 2nd. Further extending the sidewalk 2 blocks south from the retail district on Terwilliger/Taylor's Ferry to Primrose to meet ADA requirements would greatly improve pedestrian safety. In our meetings in the neighborhood it is become abundantly clear that the lack of a crosswalk and the connecting sidewalk are major hurdles for residents who wish to utilize the public transportation system (Tri Met). A Tri Met Bus shelter is long overdue at this Bus stop. *See attached Exhibit C.*

3. A sidewalk and lighting along Terwilliger Blvd. from Boones Ferry Road to the Law School.

This roadway has no shoulder. But it is the main route to the Lewis & Clark campus. Students and faculty use this pathway to and from the campus as well as for pedestrians who live in the neighborhood. Residents also use it to commute using the Tri Met #38 bus. There is no safety in getting to/from bus stops and from/to our homes. Bicycle and pedestrian safety is nonexistent in this critical section of Terwilliger Blvd. Lighting this pathway would also add significantly to the safety. *See attached Exhibit D.*

- 4. The missing 3 blocks of sidewalk. The newly constructed sidewalk extends from SW Spring garden Rd. to only as far as the SW 10th Ave. on Taylors Ferry Rd. Three crucial blocks of sidewalk to SW 7th Ave are missing. (SW 7th Ave is only one block from the intersection of SW Terwilliger Blvd and SW Taylors Ferry Rd.)**

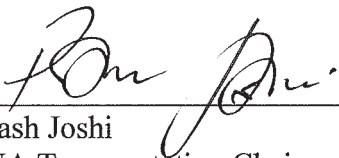
The recent construction of the sidewalk that connects Capitol Hill Elementary School to some parts of the neighborhood (safe walk to school) is incomplete and needs to connect to the Taylors Ferry and Terwilliger intersection. Kids and parents cannot walk to school from the Collins View and South Burlingame neighborhoods because of the missing 3 blocks of sidewalk. This particular 3 blocks of roadway is impossible to walk due to the lack of a shoulder and the speed of the vehicular traffic. Essentially the newly constructed sidewalk that ends on 10th Ave is unreachable on foot from SW 7th Ave. It is not only risky for kids and parents walking to and from school but also for commuters that use TriMet. *See Exhibits E and F.*

- 5. Implementation of a neighborhood greenway between Lewis & Clark College and the retail area at Terwilliger and Taylor's Ferry via SW Palatine Hill and SW Primrose Streets.**

The Primrose/Palatine Hill Route provides a main access to the College for L&C students, faculty, and staff. For cross-town cyclists, it is also provides the main access from SW Portland to the Cemetery Route and the Sellwood Bridge. SW Primrose is a dedicated 2030 greenway and currently marked as a bike route on most maps. Despite all of these designations, these streets and intersections prioritize auto speed, and without specific support for traffic calming, they are dangerous for pedestrians and cyclists, especially at night and in wet weather.

We hope that these proposed improvements will be taken into consideration by the city and its appropriate departments.

We thank you for the opportunity to propose improvements for the safety and livability of our residents.

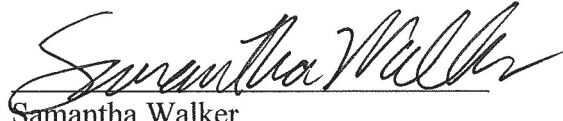


Prakash Joshi
CVNA Transportation Chair

Commissioner Steve Novick

December 3, 2014

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A handwritten signature in black ink, appearing to read "Samantha Walker". The signature is written in a cursive style and is positioned above a horizontal line.

Samantha Walker

CVNA Chair

CC: Leah Treat, PBOT Director
Mark Lear, PBOT for Our Streets PDX
Courtney Duke, PBOT or the Transportation Systems Plan update
Joan Frederiksen, BPS West District Liaison
Sylvia Bogert, SWNI Director
Fran Laird, SWNI
Jim Diamond CVNA
Amy Ponteri CVNA
Roger Averbeck, SWNI
Marianne Fitzgerald, SWNI

EXHIBIT: A

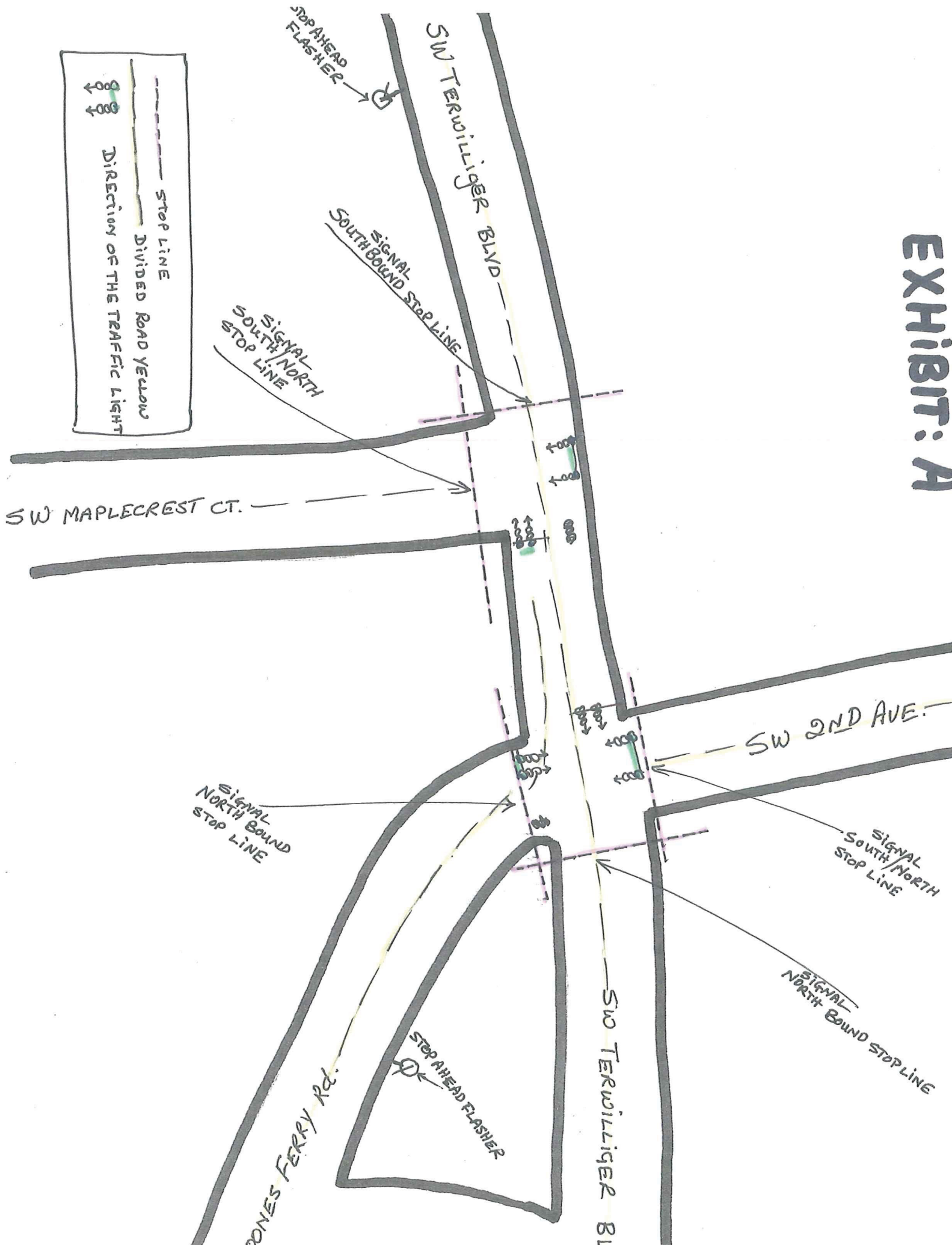


EXHIBIT : B

Mariner Blvd

Marinercrest Dr

SW Terwilliger Blvd

SW Terwilliger Blvd

SW Terwilliger Blvd

SW 2nd Ave

SW 2nd Ave

SW Boones Ferry Rd

SW Boones Ferry Rd

SW Boones Ferry Rd

SW Terwilliger Blvd

SW Terwilliger Blvd

SW Terwilliger Blvd

EXHIBIT : C

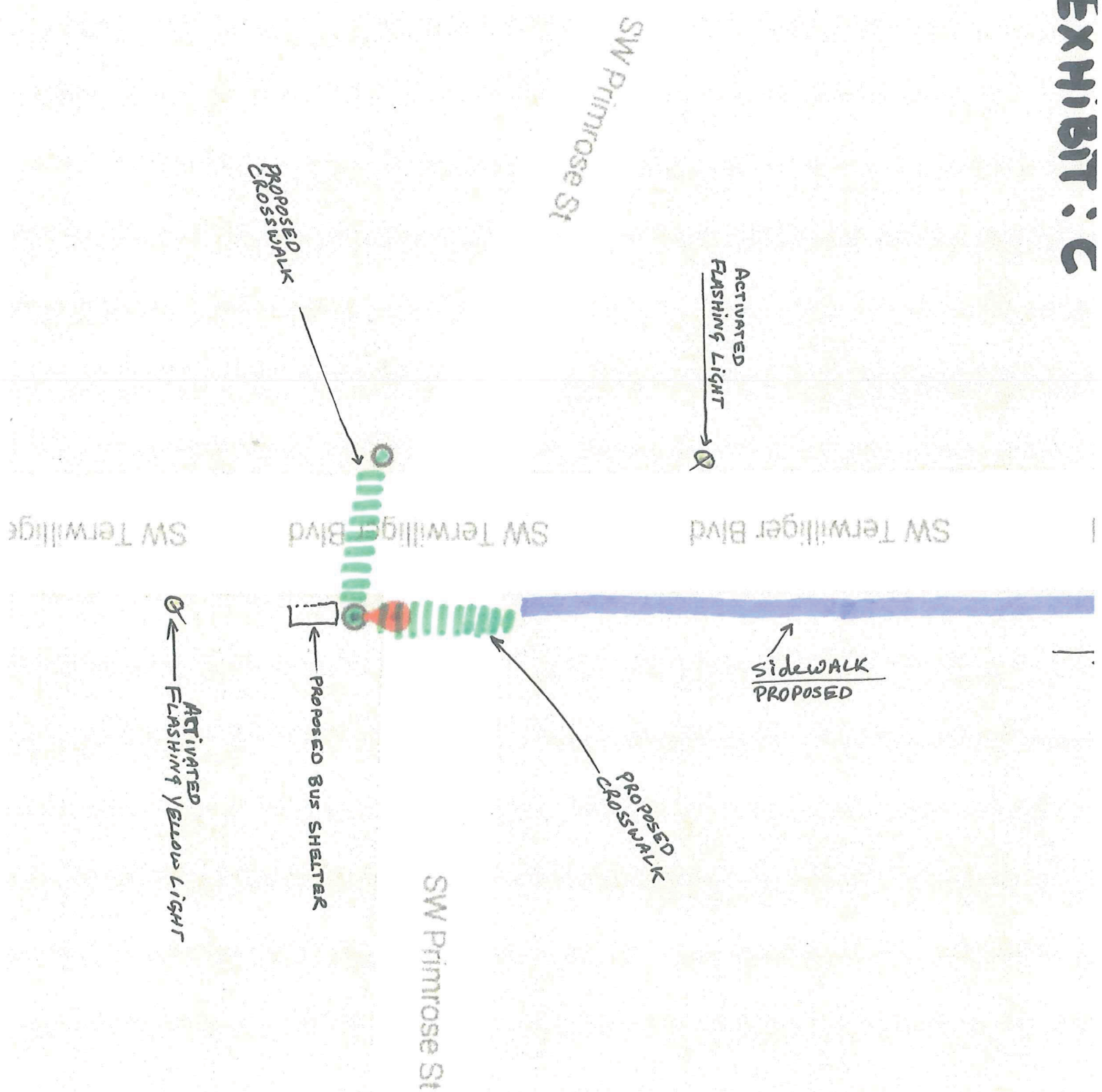


EXHIBIT: E

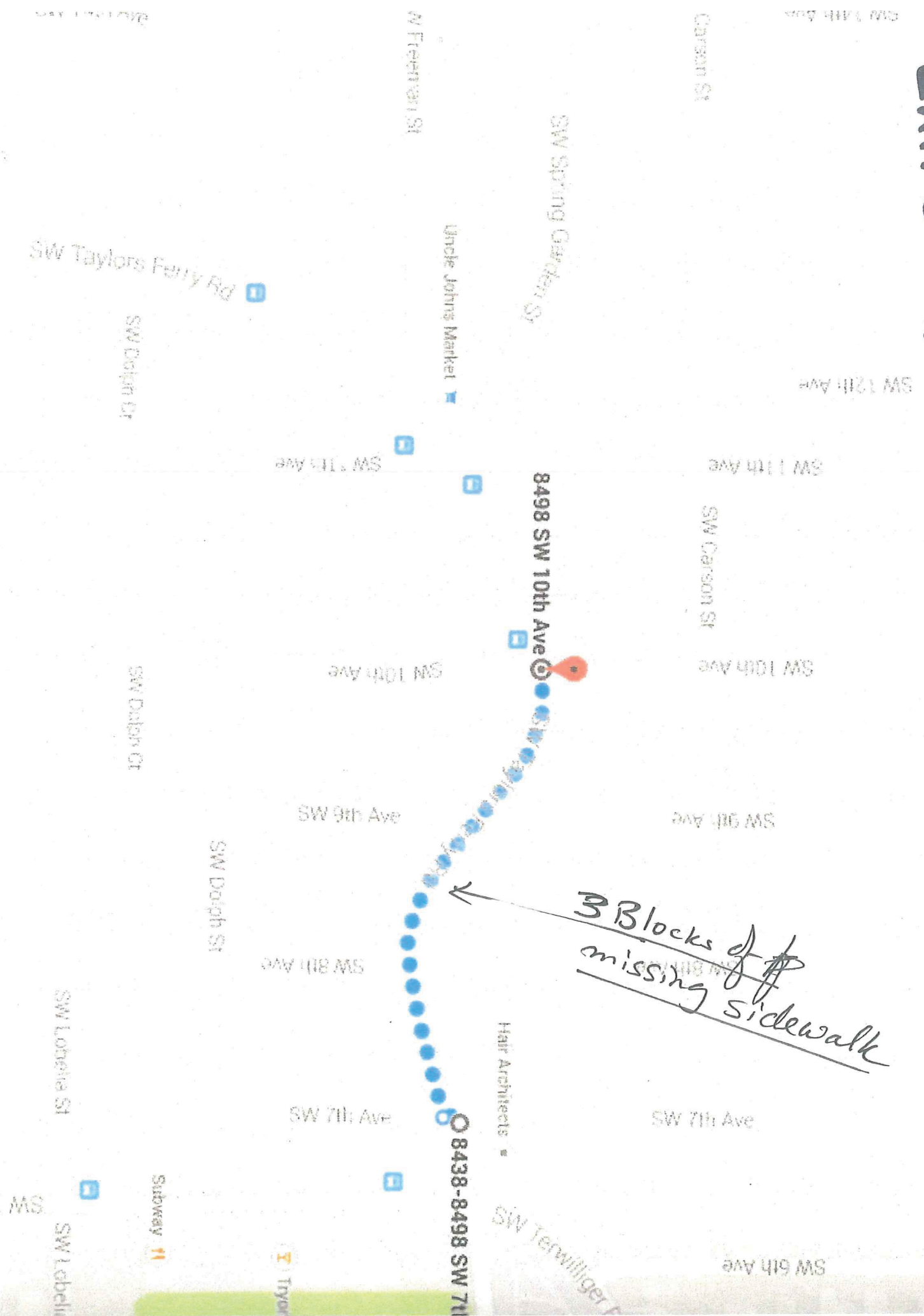
~~AK~~ — sidewalk ends

SW 10th Ave

no sidewalk
per 3 Blocks

← Taylor's Ferry Rd. →

EXHIBIT: F



3 Blocks of missing sidewalk

8498 SW 10th Ave

8438-8498 SW 7th