

TRYON-STEPHENS HEADWATERS NEIGHBORHOOD STREET PLAN

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ David Murphy	2910 SW Miles Portland Ore.	damurphy33square@gmail.com
✓ John Gibbon	9822 SW. Quail Post Rd.	jtgonrygun@aol.com
✓ ^{Glen} & ^{Bridger} Lew Brisson		
✓ Don Brack		

37162

Testimony on the Tryon-Stephens Headwaters Neighborhood Street Plan

By: Don Baack, 6495 SW Burlingame Place, Portland

I participated in the development as a member of the advisory committee representing SWTrails.

First, I want to congratulate Commissioners Fish and Novick for organizing a joint planning effort on this small watershed. I also want to congratulate the projects leaders for conducting an open and thorough search for reasonable answers to complex watershed and street/trail design questions. I hope we continue this high degree of cooperation as we move forward with other plans in SW Portland.

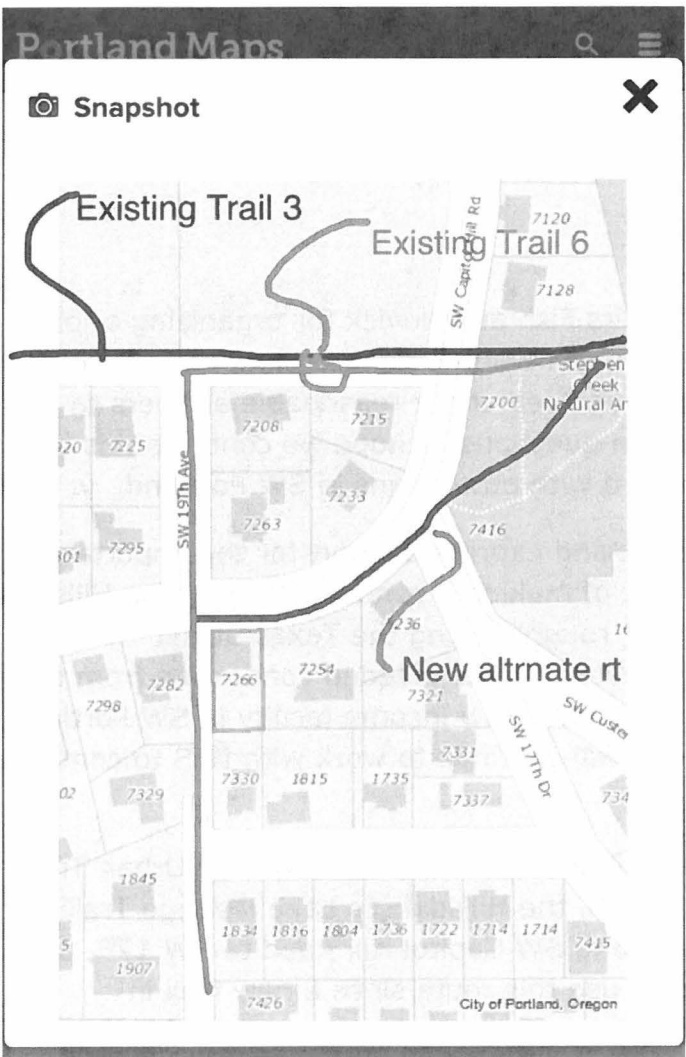
Highlights: I specifically want to point out and express support for the important proposed master street plan change, that of making a connection from The Hillsdale Community Church to SW 25th to SW 26th roughly along the Texas Street alignment. When connected, this will provide a much needed connection from the Crossing at Stephens Creek, our most important low income facility in SW Portland, to Parks, Shopping and Barbur Blvd. We will continue to work with BES to complete the link in the near future.

One Amendment Request: Please add a provision to amend the SW Urban Trails Plan by adding an alternate route for Trail 6, the Hillsdale to Lake Oswego Trail from SW 19th and SW Capitol Hill Road along SW Capitol Hill Road to SW 17th, a distance of about 300 feet. We currently use this route since a new trail in Stephens Creek Natural Area makes it much quicker and easier to use this shortcut rather than climbing up the hill to the current intersection of Trails 3 and 6 then if one seeks to go south, going down hill again. The alternate route will be about twice as fast and is shorter. It was an oversight that it was not included in the original SW Urban Trails Plan.

A sketch of the requested change is attached.

We urge adoption of the plan with this one minor amendment.

Don Baack



37162

Parsons, Susan

From: Marianne Fitzgerald <fitzgerald.marianne@gmail.com>
Sent: Tuesday, November 03, 2015 7:36 PM
To: Council Clerk – Testimony
Cc: Dean Smith
Subject: Fwd: Tryon-Stephens Creek Neighborhood Street Plan ANA Comments
Attachments: ANA Letter TSCHNSP 10 2015.pdf

Please accept the comments of the Ashcreek Neighborhood Association on the Tryon-Stephens Creek Neighborhood Street Plan, City Council agenda item #1129, November 4, 2015.

Thank you,
Marianne Fitzgerald on behalf of Dean Smith, Ashcreek Neighborhood Association Chair

----- Forwarded Message -----

Subject: Tryon-Stephens Creek Neighborhood Street Plan ANA Comments

Date: Tue, 13 Oct 2015 16:16:44 -0700

From: Marianne Fitzgerald <fitzgerald.marianne@gmail.com>

To: Leah Treat <Leah.Treat@portlandoregon.gov>, Michael Jordan <mike.jordan@portlandoregon.gov>

CC: Denver Igarta <Denver.Igarta@portlandoregon.gov>, Tsurumi, Naomi

<Naomi.Tsurumi@portlandoregon.gov>, Roger Averbek <Roger.Averbek@gmail.com>, Sylvia Bogert <sylvia@swni.org>, Dean Smith <smithd1111@comcast.net>

Dear Directors Treat and Jordan:

The Ashcreek Neighborhood Association discussed the draft Tryon-Stephens Creek Neighborhood Street Plan and approved the attached comments at our September 14 and October 12, 2015 meetings.

We understand that the Plan will be discussed at City Council on November 4 and we will submit these comments to Council as well.

We really appreciate the coordination between bureaus to address street and stormwater gaps in our neighborhood and recommend strengthening the commitment to improve stormwater management and close the active transportation gaps in SW Portland.

Sincerely,

Marianne Fitzgerald, Ashcreek Neighborhood Association Transportation Chair
on behalf of Dean Smith, Ashcreek Neighborhood Association Chair

37162

ASHCREEK NEIGHBORHOOD ASSOCIATION



ASHCREEK

October 12, 2015

Leah Treat, Director
Portland Bureau of Transportation

Mike Jordan, Director
Portland Bureau of Environmental Services

1120 SW Fifth Avenue
Portland, OR 97204

Re: Tryon Stephens Creek Neighborhood Street Plan

Dear Directors Treat and Jordan:

The Ashcreek Neighborhood Association thanks the Portland Bureaus of Transportation and Environmental Services for laying the foundation for improved coordination between the bureaus on issues affecting neighborhood livability through the development of the draft Tryon-Stephens Creek Headwaters Neighborhood Street Plan (TSCHNSP). We support the Plan recommendations to coordinate between bureaus to address street and stormwater gaps in our neighborhood.

We also support the Plan recommendations to apply flexible typologies to local street designs (there are four street concepts and four stormwater concepts) and recommendations to close the gaps in the SW Urban Trails Plan and SW Master Street Plan within the Plan area.

We recommend that the draft Plan language strengthen the city's commitment to improve SW Capitol Highway between Multnomah and Taylors Ferry, the top priority project recommended at the public open houses, and busy streets that are critical connectors from our neighborhoods to key destinations (transit, commercial areas, etc).

We also recommend the plan language strengthen BES's commitment to improve stormwater management in SW Portland, by developing a Stormwater Systems Plan for the Fanno-Tryon Creek watersheds that identifies potential locations for neighborhood stormwater facilities in the Fanno-Tryon Creek watersheds.

We recommend that the City of Portland strengthen its commitment to "close the gap in the active transportation network" by requiring builders to build infrastructure on busy streets and not allow "waivers of remonstrance" on busy streets where the infrastructure is critical to accessing key destinations. Busy streets in SW Portland tend to be flatter

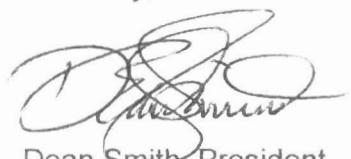
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and more direct connections than local streets and are the most often used routes to access transit, commercial areas, schools, parks etc. These streets are a higher priority for active transportation facilities than local neighborhood streets.

Finally, we recommend the City of Portland develop criteria for locations where widened shoulders may be appropriate as an interim solution for improving the active transportation network. Criteria may include streets where traffic volumes and speeds are low and the streets connect to key destinations such as commercial districts.

While the Ashcreek Neighborhood Association is not directly within the TSCHNSP boundaries, we understand that the recommendations will be applied in other areas and request that you consider these comments as you finalize and implement the plan.

Sincerely,



Dean Smith, President
Ashcreek Neighborhood Association
C/o SWNI
7688 SW Capitol Highway
Portland, OR 97219

- Cc: Commissioner Steve Novick, City of Portland
- Denver Igarta, PBOT
- Naomi Tsurumi, BES
- Sylvia Bogert, SWNI Executive Director
- Roger Averbeck, SWNI Transportation Committee Chair
- Marianne Fitzgerald, Ashcreek Neighborhood Association Transportation Chair

Parsons, Susan

From: Marianne Fitzgerald <fitzgerald.marianne@gmail.com>
Sent: Saturday, October 31, 2015 8:04 PM
To: Hales, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Novick; Commissioner Saltzman
Cc: Igarta, Denver; Tsurumi, Naomi; 'Roger Averbeck'; Gibbon, John; Council Clerk – Testimony; Moore-Love, Karla
Subject: City Council 1129 SWNI support for TSCNSP
Attachments: SWNI Letter TSCNSP.pdf

Dear Mayor Hales, Commissioner Fish, Commissioner Fritz, Commissioner Novick and Commissioner Saltzman:

Attached is the letter of support from Southwest Neighborhoods, Inc. for the Tryon-Stephens Creek Headwaters Neighborhood Street Plan. We thank you for the opportunity to testify orally in support of the Plan at the City Council meeting on Wednesday November 4.

We especially support the inter-bureau cooperation that led to the development of this plan, and the excellent staff work of Denver Igarta and Naomi Tsurumi. We urge you to implement the Plan recommendations as soon as possible.

Please let us know if you have any questions,

Sincerely,
Marianne Fitzgerald
Vice Chair, SWNI Transportation Committee
and Chair, Ashcreek Neighborhood Association Transportation Committee



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

www.swni.org

October 31, 2015

Mayor Charlie Hales and members of the Portland City Council
City of Portland
1221 SW 4th Avenue
Portland, OR 97204

Re: Tryon-Stephens Creek Headwaters Neighborhood Street Plan

Southwest Neighborhoods, Inc. (SWNI) wants to express its support for the Tryon-Stephens Creek Headwaters Neighborhood Street Plan. We appreciate the excellent staff work of the two project managers, Denver Igarta of the Portland Bureau of Transportation (PBOT) and Naomi Tsurumi of the Bureau of Environmental Services (BES) for laying the foundation for improved coordination between the bureaus on issues affecting neighborhood livability.

We strongly support the Plan recommendations to coordinate between bureaus to address street and stormwater gaps in SW Portland. The Plan recommendations to apply flexible typologies to local street designs will allow new street and stormwater infrastructure to be designed in context with not just street classifications, but also local land use and destinations.

We recommend BES strengthen its commitment to improve stormwater management in SW Portland by developing a Stormwater Systems Plan for the Fanno-Tryon Creek watersheds and other Willamette subwatersheds that identify potential locations for neighborhood stormwater facilities needed in SW Portland. The proposed pilot Tryon Creek headwaters (near Capitol Highway) stormwater system alternative analysis is a valuable step in the right direction.

We support the recommendations in the Plan to close the gaps in the SW Urban Trails Plan and SW Master Street Plan in the Plan area.

Busy streets in SW Portland tend to be flatter and more direct connections than local streets and are the most often used routes to access transit, commercial areas, schools and parks, as noted in the maps on "street typology" (p. 46) and the "planned active transportation network" (p. 48). We also recommend the two bureaus strengthen commitments to "close the gap in the active transportation network" by requiring developers to build infrastructure on busy streets and trails and not allow "waivers of remonstrance" where the infrastructure is critical to accessing key destinations.

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We support the recommendation to develop criteria for locations where widened shoulders may be appropriate as an interim solution for improving the active transportation network.

While the emphasis of the neighborhood plan is for residential streets, please keep in mind that the neighborhoods rely on district and neighborhood collector streets to connect our neighbors to key destinations. Many of the collector streets in the Plan area are devoid of basic bike, pedestrian, and stormwater management facilities. The benefits of this plan will not be fully realized if these collectors are not brought up to a basic level of service appropriate for a collector. While capital improvement projects have been in the works for some of these collectors, very little progress has been made. SW Capitol Highway is of specific concern to our members as illustrated on page 49 of the Plan by gaining the most votes at public open houses for improvement if money was available. We ask that the two bureaus strengthen their commitment to improve infrastructure on and near SW Capitol Highway between Multnomah and Taylors Ferry.

The Tryon-Stephens Creek Headwaters Neighborhood Street Plan lays the groundwork needed to plan and design infrastructure to fit local conditions in SW Portland. We applaud the inter-bureau cooperation between PBOT and BES to develop this Plan and hope they continue to work together to address both transportation and stormwater infrastructure needs within our neighborhoods. SWNI supports the Plan and urges the City of Portland to implement these recommendations as soon as possible.

Sincerely,



Sam Pearson
President
Southwest Neighborhoods, Inc.

Cc: Denver Igarta and Naomi Tsurumi, TSCNSP Project Managers
Roger Averbeck, SWNI Transportation Chair
John Gibbon, SWNI Land Use Chair