

**ST JOHNS TRUCK STRATEGY, PHASE II
Summary Report of Open House #2
December 28, 2012 Review Draft**

OVERVIEW

Portland Bureau of Transportation (PBOT) staff, with assistance from consultant staff and members of the Stakeholder Advisory Committee (SAC), conducted an Open House on December 12, 2012. The event was held between 6 and 8 pm at the St. Johns Community Center. Approximately 100 community members participated.

Participants were invited to review information about the process, the timeline and proposed recommendations to develop a variety of safety and livability improvements on neighborhood streets (including No. Portland Rd, Columbia Way, Fessenden St, St. Louis Ave, and Lombard St).

In addition to reviewing informational boards placed around the room and talking with consultants and staff, the public was invited to review table-length aerial photographs of the study area and identify issues and challenges by applying post-it notes. Comment forms also were available.

Staff in attendance were Bob Hillier, Rich Newlands, Patricia Neighbor, Carlos Pineda-Gonzalez and Lewis Wardrip, PBOT; Sorin Garber, TYLin; Mike Coleman, Kittelson and Associates; and Elaine Cogan, Alisha Dishaw and Ellen Wyoming, COC. In accordance with Title VI requirements of the Oregon Department of Transportation, sign-in sheets at the registration table solicited voluntary gender and race/ethnicity information; one Caucasian male volunteered this information.

The agenda was as follows: from 6 - 7:30 pm participants viewed the boards and aerial photos and asked questions of staff and consultants individually; from 7:30 - 8 pm PBOT, TYLin, and Kittelson staff answered questions in a group setting. Approximately 110 comments were made on post-it notes on the aerial photos of the study area. A total of 50 comment forms were received which is a high response rate of nearly 50%. Three letters also were received.

In anticipation of possible Spanish-speaking participants, staff had reserved a separate room in the Community Center where team members were prepared to present material in Spanish. Despite extensive publicity and outreach, no participants whose first language is Spanish attended. This makes the comments received from our two targeted outreach meetings even more important and relevant. Summary details of these meetings with Spanish-speaking members of the North Portland community are included below and in Appendix A.

Public responses at the Open House are organized in the following manner:

- All comments from post-it notes placed on the aerial photographs were recorded in an Excel spreadsheet by intersection or road segment. (Appendix B)
- All comments on comment forms were recorded in Excel with questions across the top as column headers. (Appendix C)
- All letters were scanned and are included. (Appendix D)

GENERAL THEMES

Aerial Photograph Comments

Participants placed 107 comments on 31 distinct intersections / segments. A majority of the comments affirmed the description of transportation problems and there was both agreement with some recommendations, as well as suggestions for locating the suggested improvements elsewhere (e.g., RRFB at St. Louis and Smith or Fessenden at Midway). The most frequent suggestions concerned the need high speeds and the safety of pedestrian crossings. Some attendees expressed disagreement with the draft recommendations, such as:

- Do not install a signal at No Portland Rd and Columbia Blvd
- Do not remove on-street parking from Lombard
- Change pedestrian signal at the Fessenden/Burr intersection to a hawk signal
- Eliminate special right turn lane from Columbia Way southbound to Fessenden St

Individual comments are included in Appendix B, and a table summary is provided below.

Summary Interpretation of Post-it Note Comments made to Aerial Photographs

	No PDX at Columbia	Columbia Way	Fessenden/St. Louis	Lombard
Generally Agree	3	1	40	9
Disagree	1	1	0	5
New Idea	1	2	16	5
Commentary		1	19	3
	5	5	75	22

- Generally agree means responses that range from 100% agreement to want to move a recommendation (e.g., RRFB) to an adjacent location.
- Disagree means definitively don't like the idea.
- New idea means something that was not recommended nor considered e.g., dead-end New York Avenue, improve alignment of St. Louis Ave across Lombard).
- Commentary means a statement made about what the problems are.

Comment Forms

In total, 50 were returned before participants left the Open House. As of 12/28/2012, no additional comment forms have been received. Each question and a summary of answers follows.

Did this Open House give you sufficient information about the project?

Of those who answered this question, 38 people (84%) stated they received enough information; four wrote they mostly received enough information; three stated that they did not receive enough information. Five people did not answer the question.

In your opinion, do the draft recommendations presented tonight address the transportation issues identified?

Of the 43 respondents who answered this question, nearly half (20) agreed with the recommendations. Nine wrote the draft recommendations mostly or partially address the issues. Seven stated that the recommendations did not address the issue; seven did not answer; and another seven added detailed information or suggestions without answering specifically yes or no. Common themes: desire for sidewalks, crosswalks and traffic calming such as speed bumps and the need to make concerted efforts to have trucks use the designated routes with additional signage and enforcement.

Anything else?

Respondents expressed a range of possible solutions and additional recommendations.

Please see Appendix C for individual detail of all comment form responses.

OUTREACH

PBOT staff, consulting team members, and SAC members made significant efforts to notify the study area community of the Open House. Methods included an article in the November 23rd and an ad in the December 7th editions of the *St. Johns Review*, media releases to all local outlets, and an English-Spanish flyer that was mailed to approximately 1500 homes in the study area. Some SAC members also individually notified their constituents, neighbors, friends and business associates.

In consideration of previous experience where Spanish-speaking and other minority populations customarily do not participate in general community events such as this Open House, COC and PBOT conducted a special presentation of the project's findings and recommendations in Spanish to Spanish-speaking parent community group meetings at Sitton Elementary and George Middle School on 12/5/2012 and 12/6/2012, respectively. As noted previously, these efforts and the comments received proved especially valuable as no Spanish-speaking individuals attended the Open House.

A detailed summary of comments from the Spanish-speaking community members who participated in these meetings is attached as Appendix A.

**Appendix A
Summary Report
Meetings with St Johns Community Parents in Spanish
Sitton Elementary School, December 5, 2012 and
George Middle School, December 6, 2012**

Introduction

On Wednesday evening, December 5, 2012, Bob Hillier (PBOT) and Ellen Wyoming (COC) attended a meeting of Spanish-speaking parents at Sitton Elementary School to discuss the St Johns Truck Strategy, Phase II, project. The purpose of this meeting was to update participants on the recommendations approved at the last citizen's committee (SAC) meeting, which included suggestions parents had made during the previous discussion earlier in the year. The next morning, Rich Newlands (PBOT) and Ellen attended a Spanish-speaking parent meeting at George Middle School to discuss the same project.

Both meetings were well attended, with approximately 25 people Wednesday evening and 15 Thursday morning.

At the meeting at Sitton School, all participants gave general verbal agreement with the project recommendations, generally agreeing they would benefit their community. However, some brought up the issue of increasing trucks on Columbia Blvd. as many in the neighborhood live on either side of the roadway and their children cross it daily to go to and from school. While they understood that the routing of trucks onto Columbia Blvd. and away from Fessenden and St. Louis is a goal of this project, they nevertheless raised concerns about how this increase in truck traffic on Columbia Blvd. would affect those crossing Columbia Blvd. regularly.

Following are the written remarks of the parents, organized by each meeting. Names are provided when noted.

Sitton Elementary School Latino Parents Group

The first set of comments relate to the project recommendation while; the second focus specifically on challenges related to Columbia Blvd.

The project:

- Es muy llamado cambiar el trafico mas a la Columbia cuando a habido muchos muertos.
(It is necessary to change the traffic towards Columbia Blvd. when there have been so many deaths [on Fessenden/St. Louis].)

- Todo este proyecto esta perfecto.
(This project is perfect.)
- Gracias por este proyecto y se lleve acabo es perfecto. Gracias por sus trabajos.
(Thank you for this project, the way it is laid out is perfect. Thank you for your work.)

Columbia Blvd.:

- A fuera de los apartamentos Pier Park quisieramos un cruce de peatones.
(We would like a crosswalk for the apartments at Pier Park.)
- Es necesario un bus por toda la Columbia Blvd.
(A bus is necessary for the length of Columbia Blvd.)
- Recomendaria sobre el Columbia Blvd. a la altura de la entrada principal de los apartamentos Pier Park, Park Side y Timbercrest. Poner una luz que indique el acceso a la entrada y salida de dichos apartamentos.
(I recommend at the main entrances of Pier Park, Park Side and Timbercrest apartments a light be placed that helps indicate access to and from the apartments, to cross Columbia Blvd.)
- Necesitamos parade o pasada de peatones en la Columbia y Parkside Commons.
(We need a stop or crosswalk for pedestrians at Columbia Blvd. and Parkside Commons [apartments].)
- Una senal de velocidad en frente de apartamentos Pier Park Apartments.
(A sign showing your speed in front of the Pier Park Apartments [is recommended].)
- Sobre la Columbia Blvd., Timbercrest, Pier Park [apts] necesitamos una luz marca para peatones.
(Over Columbia Blvd. for the Timbercrest and Pier Park apartment,s we need a light to mark a pedestrian crossing.)
- Ayudarnos en la calle Columbia Blvd. con un cruce de peaton, o cualquier senal de ayuda para que los carros no venga con alta velocidad frente de los apartamentos Pier Park.
(Help us with Columbia Blvd. with a crosswalk or a signal to let the cars know not to speed in front of the Pier Park Apartments.)

George Middle School Latino Parents Group

- Yo, Maria, y todas las personas estamos de acuerdo con todo lo que quieren hacer con todos los cambios que quieren hacer para que haga mas seguridad para todas las personas esperamos que se hagan pronto.
(I, Maria, and everyone present are in agreement with all that you would like to change to make everyone safer. We hope these [changes] can be made soon.)

- Pues, a mi interesa much que ya no pasen los trailes por la Fessenden y que pongan senales para que los ninos y personas puedan cruzar con seguridad. Gracias. – Yolanda Ramirez
(I'm very interested that the truck-trailers don't use Fessenden and that signals/signs are put in so that kids and pedestrians can cross safely. Thank you. – Yolanda Ramirez)
- Yo, Guadalupe, estoy muy de acuerdo con todos las planes con los cambios. Gracias.
(I, Guadalupe, am very much in agreement with the plans and changes. Thank you.)
- I, Adriana Moreno, he escuchado las propuestas los avances y los planes que se tienen para mejorar la seguridad del trafico en Fessenden y St. Louis y estoy completamente de acuerdo.
(I, Adriana Moreno, have heard the proposal and advances of the plans to make the traffic safer on Fessenden and St. Louis and I am completely in agreement.)
- Los cambios presentados este dia para nosotros son muy buenos. Ojala los aprueben pronto para beneficio de la comunidad. – Guadalupe Flores
(The changes presented today for us are very good. I hope that they are approved soon for the benefit of the community. – Guadalupe Flores)
- Yo en lo personal quiero que los troque no pasen en la Fessenden. Tuve un accidente a causa de trafico que ellos hacen se los pido por favor tengo hijos en al rededor de esta calle o por 10 menos bajen la velocidad o los quiten. Espero su apoyo para nosotros los padres. Gracidas. (Could not read signature of testimonial.)
(Personally I want trucks to stop using Fessenden. I had an accident because of the [truck] traffic. Please, I have kids [in schools] all around this street. At least decrease the speed limit by 10 miles an hour or stop using the street. I hope you support the parents. Thank you.)

Conclusion

Parents in both groups were pleased with the opportunity to discuss the recommendations in Spanish at their regular meetings and support the recommendations to improve the safety of the Fessenden/St. Louis and Lombard corridors. Some parents also are very concerned about truck traffic on Columbia Blvd. and are interested in identifying solutions for those who cross it regularly to access the schools, community and amenities of the St Johns neighborhood.

St Johns Truck Strategy, Phase II

Open House - December 12, 2012

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Portland Rd / Columbia Way / Fessenden / St Louis

Intersection	Comments				Comments	
General	I don't think the language about discouraging thru trucks is strong enough. Ticket them! They are breaking the law! This shouldn't be an issue.	We need officers giving tickets, why are truckers above the law?	Further restrict weight limits on St Johns Bridge.			
N Lombard and St Louis	Trucks continue to ignore No Thru Truck signs - please make them bigger with a bright light.	Put more street lights on the corner of St Louis and Lombard. Very dark and dangerous for pedestrians crossing. Left hand turns are a threat to pedestrians.	Cannot make a left turn from St Louis to Lombard. It was better before and safer.	Do we need to wait for funding of the overall project to improve signage here? Along with regular enforcement, large, clear signs redirecting trucks could be an inexpensive way to mitigate problem now.	When southbound on St Louis turning left to Lombard you are blind to northeast bound traffic on St Louis in front of 7/11 by large trucks in left turn lane.	Straighten eastbound St Louis lane so it lines up with lane across Lombard.
St Louis and Kellogg	Please install painted crosswalks as soon as possible.					
St Louis and Smith	I wish I never moved here.	Yes please install RFRB system crosswalks	Please install painted crosswalks as soon as possible	Yes, signal at Smith - school route to Sitton Elementary for ped and bike.	The Portland Public School boundary for Sitton and James John Elementary is St Louis so there is no school traffic across St. Louis.	
St Louis and New York	Consider making New York a dead end or narrowing the throat where it meets St. Louis. The street is wide and unsafe where it meets St Louis.					
St Louis and Seneca	Reduce speed to 25 mph.	The intersection at St Louis and Seneca is perfect for a median - used as a traffic calming measure.	Move the pedestrian signal from Smith to Seneca. Seneca needs the pedestrian signal.	Light and crosswalk at Seneca. Bus stops mean people need to cross quickly. Close to curve so can't see what's coming. Direct route to Pier Park and pool	More pedestrian crossing at Seneca and St Louis. Makes more sense to have RFRB signal at Seneca, rather than Smith. Seneca is a major thoroughway to Pier Park and downtown St Johns. That would break up the crosswalks better - emphasizing that crossing.	Trees on median look nice but sometimes make it difficult to see pedestrians.

St Johns Truck Strategy, Phase II
Open House - December 12, 2012
St Johns Community Center - 6-8 pm
Aerial Photograph Comments: Portland Rd / Columbia Way / Fessenden / St Louis

Intersection		
General		
N Lombard and St Louis	More street lights on intersection of Lombard and St Louis especially the SE corner.	
St Louis and Kellogg		
St Louis and Smith		
St Louis and New York		
St Louis and Seneca	Stop signs will make it hard for trucks to use Fessenden.	

Aerial Photograph Comments: Portland Rd / Columbia Way / Fessenden / St Louis

Intersection	Comments				Comments	
St Louis and Pier Park	We live here. Speed needs to be 25 mph. When cars or trucks attempt to stop for us crossing, often the car behind cannot stop and swerves around nearly hitting us. I do not feel safe, especially with my baby. It is loud if we open our windows from traffic, we avoid the sidewalk in front of our house. The basketball hoop across the street goes unused by the neighbor kids because cars whip off Fessenden onto our street.	Stopped for a pedestrian at St Louis and Pier Park. The car behind also stopped by the third car did not. This totally all three vehicles. Please reduce the speed to 25 mph.	Need crossing at Pier Park Place and Fessenden with signal for pedestrian and bus stop.			
Fessenden (general)	Stop signs are needed to stop trucks from using Fessenden.	25 mph speed limit essential for all of Fessenden.	Reduce to 25 mph. (2)	25-35 mph, speed bumps at some of the crossings that don't have any other treatments along the straight-away (Tyler / Buchanon / Polk)	More islands on Fessenden - it's hard to cross now.	More ped or Hawk lights between Charleston and Burr.
Iris Way and Fessenden	Lots of children here.					
Iris and Oswego	This is the most critical area.					
Fessenden and Charleston	More lights like the ones on the St Johns Bridge.	Curb extensions here please.	Add a median refuge island at Charleston.	Yes to a pedestrian signal here. Very scary with limited sight lines.	Push button light at Charleston please the blind curve is way scary.	Signal very important. A young girl I know brings siblings down to center of St Johns - walks all the way to St Louis to cross.
Fessenden and Richmond	Swales would be useful at Richmond and Charleston.					
Fessenden and Oswego	Yes to a four way stop on Oswego and Fessenden. (2)	Major car intersection.	I really like to median refuge islands - add as many as possible.	My cat was killed on Oswego. Lots of speeding.	Speeders make the turn and then punch the gas down Fessenden.	Go stop sign!
Fessenden and Mohawk	More street trees to help define neighborhood scale street.	The noise from compression brakes is unreal.				

Intersection		
St Louis and Pier Park		
Fessenden (general)		
Iris Way and Fessenden		
Iris and Oswego		
Fessenden and Charleston	Crossing at Charleston and Fessenden is scary. (2)	You're not seen until it's too late to see the car or truck.
Fessenden and Richmond		
Fessenden and Oswego		
Fessenden and Mohawk		

St Johns Truck Strategy, Phase II

Open House - December 12, 2012

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Portland Rd / Columbia Way / Fessenden / St Louis

Intersection	Comments			Comments		
Fessenden and Allegheny	Please install painted crosswalks as soon as possible.	No trucks sign posted on several of existing / future islands.	At bus stops, please consider speed cushions or ped signals.			
Fessenden and Polk	Finish sidewalk on Polk. No sidewalk on either side of street first block off Fessenden.	I need to cross Fessenden at Polk Ave. There is not a stop sign or light nearby. So I wait and never find a break. The trucks speed by even when my walker and I are standing in the street indicating we want to cross. No one stops.	Lots of people cross the street here including children. Cross walk and median would greatly improve safety and livability.			
Fessenden and Tioga	Please install painted crosswalks as soon as possible.	Crosswalk needed here for safety of both TriMet users and school children. PPS bus stop is right here.				
Fessenden and Buchanan	No truck sign needs to be cleaned, renovated and tree branches cut down.	Need a no truck sign and marked crosswalk.	Crosswalks and signal that a ped will cross otherwise drivers won't notice and don't stop.	Direct bikes to Central.		
Fessenden and Burr	Pedestrian signal on Burr should be changed to Hawk.					
Fessenden and Fairhaven	We need pedestrian marked crossings right away.					
Fessenden and Central	My daughter got clipped by a car while crossing Fessenden at Central. Reduce speed to 25 mph.					
St Louis and Ivanhoe	Need street lights at corner of St Louis and Ivanhoe	Increased truck traffic traveling north on Ivanhoe St past the intersection of St Louis and Ivanhoe.				

Intersection		
Fessenden and Allegheny		
Fessenden and Polk		
Fessenden and Tioga		
Fessenden and Buchanan		
Fessenden and Burr		
Fessenden and Fairhaven		
Fessenden and Central		
St Louis and Ivanhoe		

Aerial Photograph Comments: Portland Rd / Columbia Way / Fessenden / St Louis

Intersection	Comments				Comments	
Fessenden and Midway	Highly recommend the RRFB system at this intersection.	Please install painted crosswalk as soon as possible.	Speed bump recommended on Midway.	Unless the cut through traffic from Columbia is curbed this will remain a very dangerous intersection for cars and peds.	Pedestrian traffic is high here due to restaurant, store, schools, bus stop etc.	Speed bumps on Midway would be great. It is a cut through from Columbia to Fessenden with lots of speeding. Lots of children from George School and neighborhood.
Columbia Way and Fessenden	Remove both left turn lanes off south bound Columbia Way and eastbound on Fessenden Street to discourage trucks from wanting to take the route on Fessenden St. Add No Truck Route signs in orange.	This is a bad intersection for bikers especially if crossing signaled auto traffic. Separate through and turn signals or eliminate west/north turn lanes / signals all together.	No special right turn lane from Columbia Way to Fessenden. Just have one lane. Need to make it hard for trucks to turn right.			
Columbia Way between Fessenden and Marcum	Landscape thinking illustrated here is limited. A vision of Lombard, St Louis and Fessenden should include landscape concept, lighting, now. Intersections vs. streets. Neighborhood identity and theme.	Medians as illustrated stop short of intersections are left turn storage spaces advisable? How many median breaks between intersections? An illustrative plan past both intersections on a block could be informative.				
Columbia Way to N Portland Ave	No signal should be added. This will allow trucks to move freely. Bike lanes shouldn't be added until north and south bound is continued north past Columbia Slough.	Add white signs to say all trucks must continue on Columbia Blvd to get to St Johns Bridge and Hwy 30.	This light is needed to protect bike and pedestrian movement to left.	Trucks should flow freely from N Portland Rd to C-P connector. I'm against lights that stop trucks to go on N Columbia. Make it friendly so trucks stay on Columbia.	I agree trucks should flow freely. Make a turn from N Portland Road to Columbia Blvd easier for trucks to access. Easy access is key.	

Aerial Photograph Comments: Portland Rd / Columbia Way / Fessenden / St Louis

Intersection		
Fessenden and Midway		
Columbia Way and Fessenden		
Columbia Way between Fessenden and Marcum		
Columbia Way to N Portland Ave		

St Johns Truck Strategy, Phase II
Open House - December 12, 2012
St Johns Community Center - 6-8 pm
Aerial Photograph Comments: Lombard South of St Johns Ave

Intersection	Comments			
N Lombard between Catlin and St Johns	There are too many cars parking here as it is to afford losing street parking. This is a bad idea.	This area is too narrow.	I strongly oppose the removal of parking from Lombard.	
N Lombard and Reno	Please keep this design as it protects the side streets and neighborhood residents from truck traffic taking shortcuts.	Please install painted crosswalks as soon as possible.	To protect neighborhood streets (Reno, etc) keep the narrowness at this entrance. This often is used as cut through to avoid Lombard traffic.	Discourage trucks turning onto Reno. They often use Reno to Ivanhoe as short cut when Lombard is busy. Trucks off Ivanhoe.
St Johns and Lombard	Cannot make St Johns smaller, it takes away my parking - maybe speed bumps should be used instead.	I lose my front door and all our parking on the side of house. 9707 N Lombard	This is valuable and good for neighbors.	Need light - asking for accidents.
Lombard and Weyerhaeuser	Are we eliminating bus stops at Weyerhaeuser and on front of Crown Cork?	This multi-family unit is rife with bus riders, they need safe access to bus stop in front of Crown Cork.	This section needs Portland Police to actually enforce a speed limit.	Why no flashing "your speed" signs on this section?
Lombard and Tyler	We need a pedestrian crosswalk on Tyler and Lombard. People and cars have a hard time crossing there. People riding the bus with small children and a bus to catch have a very hard time.			

St Johns Truck Strategy, Phase II
Open House - December 12, 2012
St Johns Community Center - 6-8 pm
Aerial Photograph Comments: Lombard South of St Johns Ave

Intersection	Comments			
N Lombard between Catlin and St Johns				
N Lombard and Reno	Narrow entrance preserves the neighborhood. Good. The narrower the better. What about speed bumps on Reno?	This crosswalk is .1 mile from Sitton Elementary it should be a 20 mph speed zone as per OR HB2840 Condition B.		
St Johns and Lombard	Get a blinking speed sign for corner.	Traffic calming needs to be implemented.	Vehicles - trucks and cars alike begin to speed here.	Here will be a lot of rear-end wrecks. (St Johns turning onto Lombard)
Lombard and Weyerhaeuser				
Lombard and Tyler				

**St Johns Truck Strategy, Phase II
Open House #2 - December 12, 2012
St Johns Community Center - 6-8 pm
Comment Form Responses**

Comment #	Did this Open House give sufficient information about the project? Please explain.	In your opinion, do the draft recommendations presented tonight address the transportation issues identified? Please explain.	Is there anything else you would like to add?
1	Yes, it brought information up to date.	So far.	Changing the signal timing to lengthen the time required to use Fessenden costs no money and could be implemented now, so why now?
2	No. North Lombard is posted 30 and 35 mph which is too fast. It needs to be posted at residential speed of 25 mph. Fessenden / St. Louis should also be residential speed of 25 mph. Not enough info / outreach about North Lombard proposals.	Education of truckers and enforcement are important. Please lay out in detail how these will be implemented.	Enough signs should be present to warn the trucks to get into the correct lane for turning on the truck route.
3	Yes. You want to take away front door parking and corner of property - narrow side street of St Johns Avenue so we would have no place to park. It took years to get my bushes the way I want. I do like some of the idea but instead of making it larger it looks like you would like to make it smaller.	No. I think after living on 9707 N Lombard St and St Johns Avenue for 54 years you will have a lot of back up traffic. People trying to go to work and people trying to go to park and home with the new right hand turn you will have to slow down to about 5 mph, you have got wrecks.	I do like some of the ideas but after my house on Lombard it all opens up and never no problems the problems is from Plaid Pantry to my house around the south corner get rid of there parking not putting an island on my property.
4	Yes.		Please see the attached email regarding the speeding issues at the S curve on Lombard / N Jersey St and N St Johns. High accident rate / dangerous crossing for cars and pedestrians and property damage when trucks come up over the curb.
5	Lots of charts and maps. Studies done to aid pedestrians.	Charts and maps to explain what should happen. Trucks should go around our community.	I like the idea of the community being in charge of the community. Speed - slow down please.
6			The intersection at Lombard and St Louis is unsafe now, it was better before. You cannot make a left turn from St Louis to Lombard now.
7	Yes.	Yes.	With increase in truck traffic on Lombard (N of St Louis) we need to keep trucks off Reno and Ivanhoe. It is a tempting short cut that 50' plus trucks use today. Physical barrier or lane reduction at Reno / Ivanhoe would work better than signage. New sign here helps but is still ignored.

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Comment Form Responses**

Comment #	Did this Open House give sufficient information about the project? Please explain.	In your opinion, do the draft recommendations presented tonight address the transportation issues identified? Please explain.	Is there anything else you would like to add?
8	Yes - really appreciated the numbered boards and the aerial maps / views explaining actual designs.	Yes - we must try to implement as many (if not all) as possible - especially the truck deterrents from N Portland Rd.	Please do this. I've lived in St Johns since 1976 and the trucks have always been a hazard. The fancier neighborhoods would never have allowed this to go on so long.
9	No, I am very disappointed in the proposed changes to Lombard Street. I'm concerned that the changes will not affect the issues of those who live on this street. Also, I'm disappointed because I feel like it is too late to even express my opinion or thoughts.	The options presented only represent the best interest of those who live on St Louis / Fessenden and the freight companies who will be forced to drive on Lombard.	Please keep in mind the changes to the St Johns neighborhood. Why didn't we work to encourage trucks to drive on Lombard first instead of discourage them on Fessenden? Save money next time.
10	I understand your plan; but I disagree with parts of it.	Not really - eliminating parking on Lombard between St Louis and St Johns is a "fix" that will create new problems for the residents of this area. No one asked for this. We already bear the burden of traffic on our street, enough is enough.	Don't take away our parking on Lombard. Enforce the speed limit on this stretch. Cars and large trucks alike exceed the speed limit at all hours of the day, this is a noise and safety issue that needs to be addressed.
11	Yes, it was very informative and the information was clearly presented. I didn't see any information on a tentative timeline, but I guess I will ask one of the many people here.	I am really excited about the proposed changes to Fessenden specifically. It seems like they would definitely reduce speed, truck usage and ease of pedestrian bike crossing.	I also think the proposed changes to Fessenden will help to make the neighborhood north of that street feel more connected to the rest of St Johns. The addition of missing sidewalks and bike lanes along the entire route will be greatly appreciated. N Midway Avenue needs some sort of speed reduction too.
12	Yes, I was surprised how well organized it was. We were out of town for the first meeting. Looking forward to Phase II implementation.	Yes. I'm a father of two young children: we live north of Fessenden and feel disconnected from our community because of safety concerns crossing Fessenden. Make this happen, please.	Please include all draft recommendations for Fessenden Corridor. Pedestrian beacons, crosswalks, improved bike lanes, medians and curb extensions.
13	Definitely very informative and well organized.	Yes, specifically adding the crosswalks and medians would increase pedestrian safety and discourage truck traffic.	The sooner these measures are in use the better.

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Comment #	Did this Open House give sufficient information about the project? Please explain.	In your opinion, do the draft recommendations presented tonight address the transportation issues identified? Please explain.	Is there anything else you would like to add?
14	Yes, it was well organized with most areas of concern addressed.	Yes, fairly well. Adding a median, crosswalks, and bike buffer I feel are extremely important in moving to reduce non-local truck use, and those issues were addressed well.	We live right on Fessenden and see so many people including tons of students, walking to school, attempt to cross both directions. Given the current speed limit and lack of crosswalks, it is very precarious for pedestrians and I fear it's a matter of time before someone is hit.
15	Yes, the graphs and maps are great.	Not entirely. The posted speed limit along Fessenden should be reduced to 25 mph. "Traffic calming" is not enough. The posted speed must be reduced.	I stopped for a pedestrian crossing Fessenden at Pier Park. The car behind me stopped. The third car did not stop in time. The result - three vehicles totalled on a "neighborhood" street. Between children going to and from school, residents crossing Fessenden to walk into St Johns for shopping and a frequent service bus line, Fessenden has too many pedestrian crossings for the speed to be 35 mph. Reduce the speed to 25 mph. By comparison, Hwy 30 in Linnton is posted at 35 mph and has less than 1/10 the pedestrian crossings. It is also a 4-lane road where a driver has room to change lanes to avoid a collision. Fessenden is too narrow for the safe speed to be 35 mph. Reduce the speed to 25 mph.
16	Yes, for the 8 - 10 time. You know the problems, you know the solutions. Quit holding meetings and get to work please.	Yes, if they ever actually happen.	Police targeted ticketing of hazard-tankers in residential areas.
17	Yes, but Lombard Rd has not been given adequate attention, i.e. pedestrian crossing, traffic calming. Trucks and cars zoom by 40-50 mph without any consideration to residents.	No, see answer to question #1.	Monies desperately need to be appropriate put forth to safety on Lombard. It has been grossly ignored. As a tax payer, I am deeply offended. We have a right to safety.
18	Yes. Though the entirety of the proposal is highly biased toward St Louis / Fessenden as opposed to the real issue area of sidewalk-free Lombard north of St Johns Ave.	No. They are biased toward silencing the excessively vociferous demands of the St Louis / Fessenden residents and change the situation on Lombard only slightly.	Fessenden residents may dislike trucks, but why should they trundle past my house instead? It would be nice if you used Metro's project ID#s; Metro identified these areas in 2005.

**St Johns Truck Strategy, Phase II
Open House #2 - December 12, 2012
St Johns Community Center - 6-8 pm
Comment Form Responses**

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19	Yes. It was a little crowded, but thought the information was presented well.	Yes. I believe the proposed improvements will help to calm traffic and improve safety. More medians and curb extensions seem to be an effective strategy.	I would have liked to have seen street lights (lamps) at pedestrian corners like those on the St Johns Bridge.
20			Enforcement needs to start now and be factored in. Stripping now and signs.
21	Yes, there was lots of maps and easels and lots and lots of foamcore. The staff were very friendly and knowledgeable. It was good to speak to the lady from the trucking industry.	They seem too soft, unenforceable and I doubt they will make any difference. The street needs stop lights, not "encouragements."	Even walking to this meeting by crossing St Louis was fraught with peril. My biggest regret in life is buying a home in this horrible neighborhood.
22	Yes, it was laid out well. If one takes the time to view everything I think you accomplished the goal of awareness.	Yes. There are many and that makes it difficult to choose due to funding. The best bang for the buck would be the hawk signal. Higher percentages of stopping power and would discourage truck traffic.	If you are using a speed reader board, which I think is highly effective, it draws the eye to the the sign immediately. Why not attach a no truck route sign to it. The hawk signal however is the safest. Which or both would you want for your children or grandchildren? What would you choose?
23	No	Partially - nothing on enforcement or speed. Both are options that are cheaper. New speed bumps were accepted by the Fire Department per PBOT director statements at PSU.	Very expensive - PSU class said not all of these pedestrian systems are as effective as planned. Also - push button is not working well on Willamette. Suggest other input or visual / IR systems. Push buttons don't work well with wheelchairs / blind etc.
24	Yes I would like to see this project to get done in the future.		Yes, I would like to take a look at Smith and St Louis. I would like to see a sidewalk for people cross, especially during school time.
25	Yes. The maps were very informative.	A little. I would really like a few more Hawk lights to help with crossings for children and the elderly.	When? Is this all finalized? Come back and show the St Johns neighborhood.
26	Yes, to learn about the plan, but not clear on options that might be considered.	For the most part yes, but the intersections of Lombard and St Louis and Fessenden and Columbia Way are not adequately addressed. There needs to be more done there to cut and redirect truck traffic.	

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27	Yes, I didn't know traffic police were already ticketing trucks. Great news.	We still need better signage. No truck route signs are too small, too few and not always in good places.	It will be at least three years before plans are implemented. Very important to have big no truck route signs now. We want striping for pedestrian crossings right away.
28	Yes, good visual presentation of plans.	Yes, they do. But everything hinges on enforcement and education.	Hope we get the grant!
29	Yes, a lot to wade through.	Good start. I still don't understand why ticketing trucks not using the truck route isn't happening though. Needing state approval to change the speed limit is helpful info - never heard that before. Let's start the process.	This is a huge livability issue for our family now that we have a child. We don't feel safe on our sidewalk and can't open our windows in front of our house in the summer. The basketball hoop across the street goes unused by the kids that live nearby.
30	Very informative presentation	Phase I signage / signals (Spring 2012?) have not addressed redirection of trucks. The proposal will be great if funded, but short-term, less expensive mitigating measures like clear signage at key intersections and enforcement (hooray for traffic policy who have already begun ticketing) are key to the overall plan.	Nope.
31	The meeting was a good opportunity to talk to a number of different stakeholders.	No - the underlying issue of oversized commercial traffic through a residential neighborhood is not addressed.	Are there air quality studies related to particulate emissions from diesel exhaust? Lower speed on Lombard.
32	Lots of good information.	Pedestrian safety and excessive speeds are my main concerns as a resident. Why isn't bridge traffic discussed? Excessive speeding occurs more there. On street parking should not be the sacred cow that it is.	It would be helpful to know why the state sets a speed limit and how to make a compelling argument towards lowering limits.

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33		Mostly, I think it is more critical to have the yellow flashing pedestrian signal at Seneca instead of Smith. Crossing St Louis at Seneca is the primary and most heavily used crossing by kids going between Pier Park and pool and James John Park / Community Center. Seneca is the most direct route. During summer when the pool is open there is a constant stream of kids going back and forth from the community center / downtown St Johns across St Louis at Seneca. The Seneca / New York crossing is busier than the crossing at Smith. Put ped signal at Seneca and New York.	
34	Yes, familiar with the issue for 10 plus years.	Yes.	Implement what was agreed to with neighborhood 10 years ago. Truck drivers need education and enforcement. Truck drivers need to know route. Signage at both entries. They need to know where to get info. Medians are not safe, particularly for our most vulnerable citizen (disabled, seniors and children). "Hop" from median with traffic speeding by and vulnerable citizen not safe.
35	Yes, the planned recommendations placed on the map were most helpful.	I had a hard time finding information about where "no thru trucks" signs would be installed.	More information about cost of individual options / recommendations proposed.
36	Thank you for your help in solving our neighborhood problem.	Yes they help. Will there be an evaluation after a year to see how effective they are?	Trucks should be restricted to residential speed limit. Signage and enforcement
37	The presentation of the information is very clear and thorough. There's so much, however, that I don't really have a clear picture of specifically what is planned.	I applaud the efforts of everyone involved. I wish there were a stoplight. I hope the speed limit will be reduced to 25 mph.	This meeting should have been at an area elementary or middle school to really reach low-income parents effectively.
38	Yes and I've tried to keep up with the process since the beginning.	I think all the important issues are being looked at. Safety issues are prime concern for me.	This has been a lot of work for many city folk and residents and I appreciate both.

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39			In summer Seneca should have light - lots of kids go to the park. In winter Smith is used for school, however, only certain times of the day in groups.
40			Thru trucks should be off - completely.
41	Yes, anything to stop trucks from going on Fessenden is a good thing.	It's a great start. I think signs directing the trucks would continue this momentum. Don't make the route any harder for trucks on Lombard Street or else they'll just go back to using Fessenden. Reduce speed for trucks when they make those widened curvessince. The bumps in those curves make the truck loads fly feet in the air. Make Lombard going south (that right turn to St Louis) easier so they won't hit a bus.	There is so much traffic on N Fessenden near the Columbia Way intersection that I've personally witnessed six or seven accidents where people come out of the Shell Station, turning left on Fessenden only to get t-boned by the traffic moving east on Fessenden. Cutting out truck traffic to reduce the over all amount of traffic, reducing the speed limit on Fessenden and possibly prohibiting the left / west turns out of the Shell Station onto Fessenden would all help. I would also love to see a second bridge for trucks coming off Columbia to encourage them to that route, more signs telling the trucks to stay off Fessenden.
42	The information provided was very helpful. I believe that the issue will not be fixed until the trucks have another way to move through St Johns. I believe a bridge from Columbia Blvd to Highway 30 will be needed.	Trucks need to have a clear route that is safe, fast and convenient. Fessenden should have the extra turn lane at the Columbia Way and Fessenden intersection. I think that trucks need a whole new bridge from Columbia Blvd to Highway 30. This would help economic growth. Large cost, but would be offset by more port growth.	Trucks need to use the designated route. That route needs to be able to accommodate them faster than Fessenden / St Louis. If too many lights are added to N Lombard it will only place trucks back on St Louis and Fessenden.
43	Mostly, I have a good idea of what the project entails, but no timeline for completion.	Yes, the identified problems will be diminished.	Cut through car traffic is an unidentified problem.
44	For the most part yes. Observation - illustrative boards on Lombard "S" curve is highlighted as an issue - presumably for trucks on Fessenden / St Louis no similar concern is shown on the "Curve" which is an issue for pedestrians.	Too much out of the area traffic on Fessenden / St Louis (suppose to be a neighborhood collector) will remain. Removing that traffic not addressed. Roughly half of cars are Washington during rush hour.	Stopping traffic for pedestrians still needs attention. Cars trying to cross Fessenden / St Louis - difficult now and can be hazarous. Needs car triggered signals at three locations: Charleston or Oswego; one toward Columbia the other toward Lombard.

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45	Yes, helpful maps, graphs and charts explaining current issues and options and impacts.	They mostly do - given the reality of limited PBOT finances. The competitive application process for a state grant.	Please commit to a 25 mph limit on N Fessenden and consider a wider deployment of speed cushions.
46	Can tell a lot of work and study invested. Cannot see if cross walks will be placed at St Louis and Seneca.		Would give argument for crosswalk and / or light at Seneca. 1) Close to blind curve making difficult to make decision when could cross. 2) Bus stop on either side creates need to cross, sometimes quickly. 3) most direct route to Pier Park and pool.
47	Yes, more or less but hard to say for sure. Previous meeting attendance, reading and engagement may have provided context, issues etc. that others wouldn't have had. Attending engineers and other staff very helpful.	Yes, our concern is that trucking and other traffic will be squeezed off of Lombard and into neighborhoods. Constricting access to side streets is an important goal.	A Peninsular bridge would be great barring that there are other affordable, logical and measured improvements.
48	Yes, though would love any information on how citizens can help attain grants and priority.	The main streets are addressed well. I understand the measures to protect the side streets, but am concerned with future increases in both truck and car traffic on Lombard and in solid protections at key cut-through entrances (my concern focuses on Reno and Ivanhoe).	Great work so far. I feel like many of the details are very logical improvements, and I am hopeful about this project receiving high priority and early funding to help with the multi-use conflicts and livability in St Johns.
49	Strongly support the use of refuse islands and turnouts as part of overall plan to afford safe passage across St Louis / Fessenden.	I can see a broad approach to a complex problem that will not satisfy people who settle for nothing less than an enforced ban on trucks.	I have no problem with trucks never been hit by one and can't say that about cars.
50	Yes, but not on deadlines, funding or realistically when some of these will be implemented.	Somewhat. Enforcement is still uncertain. A lower speed limit seems essential to address the real problem.	I didn't see medians presented to go in anywhere. St. Louis and Seneca is a great intersection for a median or a signal. That is a major crossing. Overall, traffic needs to be slowed down and minimized, not just the truck traffic. Folks commuting are flying down St Louis and Fessenden and not stopping to let pedestrians cross.

St Johns Truck Strategy, Phase II
Open House #2 - December 12, 2012
St Johns Community Center - 6-8 pm
Community Member Letters

From: Chory Ferguson [<mailto:choryferguson@gmail.com>]
Sent: Thursday, December 13, 2012 12:46 PM
To: Hillier, Robert; Newlands, Rich
Cc: rep.tinakotek@state.or.us; sen.chipshields@state.or.us
Subject: St Johns Truck Strategy Phase II Public Open House
Gentlemen,

Firstly, let me thank you for last night's informative open-house presentation of draft solutions to the traffic issues facing St. Johns. Many of my concerns were directly addressed in the draft plan for modifications to Lombard St. north of St. John Ave. We need sidewalks, we need bike lanes (we're a city identified bicycle route to Kelly Point Park and Smith & Bybee Lakes for heaven's sake!), we need narrower travel lanes. Your draft plan addresses many of these problems brilliantly.

I did not buy a house on N Lombard St. ignorantly. After having sat on Merto's CCI and read their Regional Transportation Plan, I was well aware that part explanation for the fantastic price I got was the truck route at the front stoop. I was not aware, however, that the trucks would routinely exceed 50mph (in a posted 35), or that the Portland Police would perform absolutely no speed patrols even after continual complaint (they'd make a mint in speeding tickets with which to pay out abuse lawsuits). I applaud your office's efforts in addressing issues the PPD refuses to bother with (I suppose they're too busy finding new and clever ways to disguise racial profiling as something else or rationalizing execution-style shootings of the mentally ill and taking paid leave after doing so).

I feel the draft plan misses some necessary humanizing touches which—wile not a part of a truck route—are key to improving cohesion in the neighbourhood through which the route runs. I would like to see the addition of street trees for the full run up both sides of Lombard St. as part of the lane narrowing (and carbon reduction), pedestrian-prefered lighted crossing signals (in the same ratio at which Fessenden gets them, one per mile is not enough) at Pier Park and St. John Ave., green-streets (boiswales to manage runoff as mitigation of the Portland Harbour Superfund Site), the extension of the Baltimore Woods Trail along the Crown Cork property and the 1979-vacated section of N Wayerhaeuser St. (still a public right-of-way under which utilities run) to Pier Park—which would fill a critical gap in the Willamette Greenway and regional 40-Mile Loop bicycling and walking trails, illuminated flashing "your speed" signs (like those Fessenden will get), a flashing school zone at N Reno (pursuant to 2005 HB2840, Condition B). I do not support the installation of truck sensing intersections and crosswalks (like those on Columbia Blvd. and Marine Drive) which reward truck-drivers excess speed and lack of caution when traversing our residential area with longer green lights. Such installations are appropriate on higher-speed, higher-capacity roadways like Marine Drive, but have no place in a purely residential area like our own.

As a homeowner, taxpayer, and resident of N Lombard St. north of St. John Ave., it was refreshing to see that livability in our part of the community actually is on your radar. With that said, I must wonder if you've submitted your community outreach strategies to any of the CCIs (Mult. Co., City of PDX, Metro) available to you as this project has progressed, and what their outreach suggestions were. I feel the inclusion of St. Johns residents living anywhere besides St. Louis/Fessenden was shoddy indeed. It is all

well and good to include the 19% of St. Johns Spanish-speaking community, but if you fail to include 100% of the residents of a given sub-area, you've failed mightily!

To see posters around town here, listen to representatives from the St. Johns & Cathedral Park Neighbourhood Assns., or read in the local St. Johns paper (the undertaking has received little mention elsewhere besides opaque references in Metro's 2010 Regional Transportation Plan), the entirety of your project was directed at the not-in-my-backyard attitude of the vociferous residents of N St. Louis/Fessenden St. wanting to transfer the "600+" daily truck trips from affront their houses to affront mine (as though theirs are the only houses set atop aged foundations). I realize this is not a direct failing of your office, but it was not until the "St. Johns Truck Strategy, Phase II Open House Announcement" mailing of ten days ago that I was made aware Lombard was even part of the equation.

The bright pink door-flyer of yesterday, "Is the Speed Limit on Lombard too high?," was a good way to get disinterested (and thus far disenfranchised) parties to attend, but I feel was rather a bait-and-switch when your own posters at the Open House indicate that changing the speed limit is neither part of the plan, nor a serious topic of discussion as it would require alterations to state law (though, I know that both Chip Shields and Tina Kotek would support whatever legislation necessary to protect pedestrians—I've CC'd them this missive—and suspect that incoming Commissioner Steve Novick also has ideas as he hopes to head up Transportation and was in attendance last night; as yet he has no official City contact information).

It is my opinion that not only does there need to be a 25mph truck speed for the residential portion of Lombard, but there needs to be legitimate speed enforcement by the St. Johns Portland Police Bureau patrols who instead spend their days lounging at Starbucks comparing forearm tattoos and mustache grooming techniques.

I feel the project has so-far missed the mark in another way in that it has presupposed that truck traffic coming through St. Johns is both necessary and un-mitigable. The Metro/PSU traffic lab can tell you where truck traffic originates, and to where it is going. The second priority of Metro's 2035 Regional Transportation Plan is the reduction of greenhouse gas emissions...the draft plan takes zero steps in that direction; a missed opportunity indeed for a progressive bureau in a progressive city! The St. Johns Truck Strategy as it stands panders to enormously rich corporations (like Schnitzer Steel) at the expense of the health and safety of our community (and many thanks to the youth of Catlin Gable for stressing the air-quality health issue at last night's meeting!), and the continuation of an emissions status-quo. It is possible to work with industry to lower the number of trucks coming into St. Johns overall (or to do so by mandates and fines). Our neighbourhood has a MASSIVE freight rail infrastructure; we are literally crisscrossed with rail lines—most of which don't even intersect roads thanks to the foresight of your office in past roadway development strategies!—that infrastructure could be even better utilized in bringing raw goods to- and taking finished goods from- the peninsula.

I look forward to seeing the project progress as we (slowly) approach the implementation phase. Remember, St. Johns isn't just Fessenden St.!

With gratitude for your efforts,
--Chory Ferguson
10151 N Lombard St., St. Johns
ChoryFerguson@gmail.com

My name is Chory Ferguson, I am a resident of N Lombard St. north of St Johns Avenue. From 2005-2007 I held a position on Metro's CCI. During that time we oversaw and provided commentary on the overall design, community involvement opportunities, and implementation strategies for the 2035 Metro Regional Transportation Plan.

The priorities of the 2035 RTP—under which the Portland Office of Transportation is legally bound by law enacted by regional voters in 1976 to operate—are as follows:

- promote jobs and create wealth in the economy
- reduce greenhouse gas emissions
- improve safety throughout the transportation system
- promote healthy, active living by making walking and bicycling safe and convenient
- move freight reliably and make transportation accessible, affordable and reliable for commuting and everyday life
- promote vibrant communities while preserving farm and forest land

You will note that Metro has prioritized WALKABILITY and BICYCLING before freight mobility, and has lumped freight mobility in with regular commuting (including access to and utilization of mass-transit infrastructure). The City Transport Office has got these priorities backwards as it addresses public outreach along Lombard St north of St Louis, listing the "Issues to Address" as "freight mobility, pedestrian/bicycle safety, traffic safety at N St John St." Even if this was not intended as a ranked list, the choice demonstrates clearly where the Transport Office's priorities stand.

Time lost in freight transit costs our region billions in profit annually. IF the City Transportation Office does actually wish (as indicated by the public-outreach flyer) to prioritize freight mobility—and, thereby, corporate profits—, time is money. IF the "around the horn" Lombard-Columbia route is slower, then the clear choice is to make St Louis/Fessenden the freight route for the betterment of truck-trailer access to Port of Portland freight terminals along the Columbia River. This is clear and simple first-term traffic management strategy, in spite of whatever *not-in-my-backyard* attitude may be harboured by residents along the route.

If neighbourhood livability, walkability, and cyclist safety are the priority (as mandated by Metro's 2035 RTP), alternatives to throwing money at St Louis/Fessenden residents vocal complaints must be found which ACTUALLY improve those qualities in places where they are ACTUALLY lacking.

The following projects are identified in the RTP for improvements to Lombard and St Louis streets:

Metro ID 10269 (completed 2012, incorrectly)—Lombard/St. Louis/Ivanhoe: Multi-modal Improvements: Restripe, construct curb extensions, realign, and signalize as needed to **improve pedestrian-bicyclist amenities** while not impeding truck movements. \$1.4 mil

Balance of benefit: St Louis/Fessenden residents & freight haulers (no cycle/ped. improvement)

Metro ID 10214 (complete as planned)—Lombard, N (Rivergate - to T-6): Widen N Lombard to include two travel lanes, a non-continuous center turn lane, medians, bike lanes, sidewalks and planting strips. \$34,517,517

This plan saw the construction of a new bridge over the RR tracks.

Balance of benefit: Freight traffic, Port, Corporations, cyclists

Metro ID 10218 (incomplete, inadequate)—Burgard-Lombard, N: Street Improvements: From UPRR Bridge to N Columbia Blvd. Widen street to include 2 12-foot travel lanes, continuous left turn lane, bike lanes and sidewalk. \$24.88 mil

This blind-corner will require significant modification to ensure adequate cyclist/pedestrian safety and separation from truck traffic.

Spending on current improvements made to St Louis/Fessenden are NOT in the RTP; in fact, Fessenden St is not mentioned in the RTP at all, and St Louis' only mention is in relation to its intersection with Lombard St.

- Why was the traffic calming/no-truck-route meridian at the intersection of St Louis & Lombard removed; TriMet has re-routed its busses to accommodate the meridian, it would've been a way to quickly teach freight carriers that the route is an inconvenient one
- Why does the city refuse to enforce the non-truck-route nature of St Louis/Fessenden through punitive citations to drivers and their companies
- Why does Fessenden get tens of millions in intersection improvements which are mentioned nowhere in the RTP
- Why does Fessenden get millions in new, lit crosswalks, traffic-calming meridians, and signage
- Why does Fessenden get Bicycle stripes and narrow traffic-calming lanes (it is NOT identified as a regional bicycle thoroughfare, unlike Lombard N of St. Louis)

With regard to Lombard N of St. Louis:

- Why is the posted speed 35 on Lombard even for triple-trailer trucks carrying hazardous cargo in an area through which children walk to school at Sitton Elementary, why is the route (two blocks from the school) not a school zone
- Why does the one-mile section of Lombard beginning at St Louis have but one single crosswalk, and then only in an area where there are no sidewalks on south-bound Lombard
- Why does the city engage in zero speed enforcement on Lombard
- Why do VAST sections of Lombard lack sidewalks at all
- Why are the travel lanes on Lombard 45' wide, encouraging automotive drag-racing and excessive acceleration by enormous freight haulers
- Why does Lombard have no bicycle improvements whatsoever despite being identified as part of the regional bicycle network en-route to KPP, Pier Park, Chimney Park, & Smith/Bybee Lakes—often receiving literally thousands of bicyclists weekly
- Why is there no crosswalk at Peir Park & Lombard (one of the city's largest parks, the largest Skate Park in Multnomah Co.—attracting hundreds of youth on some summer afternoons, the only 18-hole Disc Golf park in the city, home to league softball, adjacent to one of the region's largest Dog Parks, and also home to a Transit Center for two major frequent-service cross-city TriMet bus routes)
- Why has the City Transportation Office chosen to violate livability on the residential portion of Lombard north of St Louis in favour of fast trips for Schnitzer steel freight in direct contrast to the City's own stated goals of walkable, livable neighbourhoods
- Why was project 10269 completed with pandering to residents on St Louis/Fessenden favoured over the project's stated goal of improving bicycle safety on Lombard N of St Louis; there remain no bicycle treatments on Lombard despite a \$1.4 mil + investment

Lombard between St Johns Ave. and Pier Park does not need a running left turn lane. Those residences east of Lombard and north of St Louis/Fessenden can afford access from the already-improved turn lanes on St Louis/Fessenden. Those to the west already use Willamette. Such turn lanes only encourage excessive speeds by freight traffic, and hazardous blind-right passing by

motorists.

Why does the Transport Office continue to prioritize the profits of multi-national, billion-dollar companies and their owners over the livability of our neighbourhoods? Why do none of the suggested improvements to St Louis/Fessenden or Lombard include REMOVING freight through better (and mandatory) utilization of the area's massive freight rail infrastructure?

Why is Lombard St. north of St Johns Ave. so exceedingly wide? Could not the narrowing of Lombard N of St Johns Ave. for traffic-calming purposes include extension of the Baltimore Woods Trail (part of the regional trails master plan in the "Big Look") along the 1979-vacated section of N Wayerhaeuser St. (a right-of-way under which public utilities run) and then affront the old Crown Cork & Seal building, narrowing Lombard (for traffic-calming) and adding street trees & green streets (for lowering carbon footprint as mandated by the RTP), adequate/any sidewalks, crosswalks, traffic meridians, and bicycle amenities?

Why does truck-borne freight need to come through St Johns at all, on ANY street? Where are these trucks coming from? Where are they going (I know the Metro/PSU traffic lab has the answer to this)? Why must they come through our neighbourhoods, wear down our road-surfaces, and stress our bridge? The repair and maintenance of these streets is paid for with state petrol-tax dollars paid by regular people at the gas pump, not by the tax-exempt fuel sold in cardlock stations used by truckers...why must we-the-people pick up the cost of enriching the wealth of major corporations based at PofP terminals?

The squeaky wheel may get the grease, but that should not violate the mandates of an adopted regional plan and its implementation, nor should it trump the safety of children on their way to school. Improvements to St Louis/Fessenden are NOT and have never been a part of the 2035 RTP, (Fessenden St receives zero mentions in the RTP, and St Louis only in relation to its interaction with Lombard).

I am opposed to the expenditure of a single cent more on those streets to appease vocal Fessenden residents while Lombard lacks basic accouterments for the protection of human life and while the Transportation Office continues to prioritize profiteering of corporations and their freight-movers in direct violation of the mandates of Regional Government's Transportation Plan.

RE: 9705 Jersey St. Traffic Issue

From: **PDOT Traffic Safety and Livability** (safe@portlandoregon.gov)

Sent: Fri 8/13/10 12:34 AM

To: 'Tara Middlewood' (lodochica@hotmail.com)

Cc: Sullivan, Andrew (Andrew.Sullivan@portlandoregon.gov)

Dear Tara,

Thank you for contacting 823-SAFE with your concern about the intersection of N Lombard & N St. Johns.

An investigation at this location has just been completed, and no immediate remedies have been identified. Any improvements to this intersection would require capital funding, which is not currently available. The intersection was previously referred for further evaluation as a capital project if funding becomes available. I'm including the engineer's report below. Please contact Andrew if you have any questions about the findings at (503) 823-5234 or Andrew.Sullivan@portlandoregon.gov

Report by Andrew Sullivan. The request was for an evaluation of existing pavement markings and signage at the intersection of N St. Johns Ave and N Lombard St. I visited the subject intersection on Wednesday, August 11, 2010. N Lombard St ran northwest-southeast and was classified as major city traffic street as well as a priority truckway in the City's Transportation System Plan. The street measured 36 feet wide south of N St. Johns Ave and 60 feet wide north of N St. Johns Ave. On-street parking was allowed on both sides of the street. The posted speed limit was 30 mph. N St. Johns Ave was classified as a local service traffic street and was stop controlled at N Lombard St.

The alignment of N Lombard St shifted approximately 150 feet to the northeast through a reverse curve at the intersection of N St. Johns Ave. The northwest leg paralleled the southeast leg. N Jersey St continued northwest on the same alignment as the southeast leg of N Lombard St. N St. Johns Ave intersected N Lombard St at the point of reverse curvature. The subject intersection covered a large area, all of which was paved. All possible movements were permitted from every intersection approach. To facilitate those movements, a triangle-shaped "painted" island was in place on both approaches of N St. John Ave. Those islands delineated slip lanes. Additionally, due to surrounding development, visibility was limited, especially to the driver's left from both approaches on N St. Johns Ave.

Available DMV crash data for the subject intersection revealed a significant crash history. Since 1993 there had been a total of 22 crashes at the subject intersection, most of which were related to vehicles failing to successfully navigate the reverse curve on N Lombard St. Of the total 22 crashes, seven had occurred since 2004. Five of the total 22 crashes were head-on type crashes and three others were sideswipe-meeting type crashes. In total, at least 12 crashes appeared to be related to vehicles that failed to successfully navigate the subject reverse curve. Additionally, another nine crashes were possibly related to inadequate visibility at the subject intersection.

The signage that delineated the subject reverse curve was as follows:

- Three chevrons and a LARGE RIGHT ARROW sign posted in the northbound direction
- Four chevrons in the southbound direction
- One REVERSE TURN symbol plus a 15 MPH rider in each direction

All signs were adequately visible, in good condition, and in the most appropriate possible locations given the environmental constraints of the intersection. No reflectors were in place; however, given the heavy truck traffic on N Lombard St, reflectors would require continuous maintenance and were not recommended. Thus, the intersection was delineated as adequately as possible given the existing conditions. Further improvements required CIP funding. The subject intersection had been referred to the CIP project list via Item #232931 in April 2008. No further TRI action was recommended at this time.

Regards,

Eileen Dent
Traffic Investigations
1120 SW 5th Avenue # 800
Portland OR 97204
(503) 823-7687
eileen.dent@portlandoregon.gov

"To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5185, TDD 503-823-6868 with such requests or visit <http://www.portlandonline.com/index.cfm?c=43193>."

From: Tara Middlewood [mailto:lodochica@hotmail.com]
Sent: Friday, August 06, 2010 12:07 PM
To: PDOT Traffic Safety and Livability
Subject: 9705 Jersey St. Traffic Issue

Good Afternoon,

I am the homeowner at 9705 N. Jersey St. in St. Johns, and am very concerned about a traffic issue affecting the back (Lombard) side of my property. Cars and trucks speed through the Lombard curve behind our house and misjudge the turn, resulting in the car/truck going up over the curb. The tree planted behind our house between the curb and sidewalk has been struck three different times by cars/trucks heading southbound, and now leans nearly horizontally. I am concerned that without a guard rail installed, I will end up with a car/truck in our back garden/back of our house one day.

Please advise on what can be done to remedy this problem.

Thank you,

Tara Middlewood
9705 N. Jersey St.
Portland, OR 97203
(503) 894-3750