

TRANSMITTAL MEMORANDUM

To: RCPNA Board of Directors
From: Tamara DeRidder, Co-Chair Land Use and Transportation Committee
Date: February 27, 2022 (Updated 02/28/2022)
Re: LUTC Recommendation on Sacramento Slow Streets

On January 20, 2022, the Land Use and Transportation Committee(LUTC) conducted our regular meeting on Zoom that included six Committee Members and nine neighbors in attendance. The primary topic was on the Sacramento Slow Streets proposal by Portland Bureau of Transportation (PBOT) with concrete speed barriers proposed for NE 62nd and 64th Ave. After much testimony, discussion, and review of written testimony and meeting notes from December's informal LUTC meeting (due to lack of quorum) the LUTC recommended to the Board:

- 1. MOTION: Encourage PBOT to install a crosswalk at NE 62nd and Sacramento (at the stairway to Rose City Park) and to install traffic calming concrete bollard/planters as designed by City Engineers. Motion passed (3 to 2).**
- 2. MOTION: Have PBOT combine the two projects (Slow Streets and Safe Routes to School) at NE 64th and Brazee to come up with a more aesthetically pleasing solution that preserves the view corridor (to Mt. Hood). RCPNA will form a subcommittee to come up with a suggested design that is acceptable to the neighborhood. Motion passed (4 to 1).**

On February 17th the LUTC met again and concerns raised by Committee Members and neighbors regarding the January vote on the Slow Streets (please see these minutes for more information). The request to conduct a "Re-Vote" on the Slow Streets was opposed by the majority and it was concluded that the January 20th recommendation would stand. In addition, it was stated that, **"Recommendation from the January meeting will be presented to the RCPNA Board on 3/1/22 and it could be split into separate items at that meeting."**

Board Action:

The Board has the power to approve, modify, or deny the LUTC recommendation.

It is our recommendation, on behalf of Kelly Davis and I as Co-Chairs, that the Board consider the proposal for NE Sacramento in three separate votes:

1. Crosswalk, located at the top of the Rose City Park stairs, at 62nd and Sacramento;
2. To install traffic calming concrete bollard/planters as designed by City Engineers
3. Have PBOT combine the two projects (Slow Streets and Safe Routes to School) at NE 64th and Brazee to come up with a more aesthetically pleasing solution that preserves the view corridor (to Mt. Hood). RCPNA will form a subcommittee to come up with a suggested design that is acceptable to the neighborhood.

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History:

In April 2021, PBOT's Scott Cohen began working with LUTC in efforts to make permanent the Slow Streets that had been established as temporary near the beginning of the Covid-19 plague.



The proposed Slow Streets that were to be impacted included NE 53rd at Halsey St, Sacramento at 64th Ave., and Alameda St. at Sandy Blvd., located on the northern intersection.

In November 2021 the LUTC received an updated presentation from Scott Cohen focused on the Sacramento Slow Streets, see <https://drive.google.com/file/d/18sGmKi7SE6wKbT9TKPU85wdQagMgRwch/view?usp=sharing>

Concerns were raised in November that not everyone of the neighbors directly impacted received a copy of the PBOT letter inviting them to participate in this meeting. It was raised by one of the neighbors that it would be better to locate the Slow Street barricade to NE 62nd rather than NE 64th. Scott then offered to add NE 62nd after their engineers looked into the feasibility of installing a barricade at that location.

On Dec. 8th PBOT's Scott Cohen sent out an Updated letter to residents along Sacramento that then expanded to include NE 62nd proposed barricades, see: <https://drive.google.com/file/d/1GIkuNQ8Xvtm5chFVyxplrfroTHanNUS/view?usp=sharing>

As you can see, our attempts as Co-Chairs to have PBOT's letter include information that residents that are welcomed to share their concerns with RCPNA by participating in our regular Land Use and Transportation Committee meetings failed. Many of the residents heard by word of mouth that the LUTC meeting on December 16th would be discussing this topic. Unfortunately, the LUTC meeting on that date failed to consist of

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a quorum of “appointed” members. Still, those present at the meeting agreed that they would like to proceed with an informal meeting. Those meeting notes were then included in the January 20th meeting discussion.

The LUTC received eleven letters of testimony that were reviewed at the January 20th meeting. They contained an almost even number of proponents as opponents to the NE 62nd barricade. This is in addition to the testimony received from residents who attended the actual meeting.

Some of the issues that have been raised by the opponents of the 62nd barricade include:

1. Removal of twelve on-street parking spaces may impose a hardship on neighbors. Due to the steep terrain many residents on the south side of NE Sacramento park on the street.
2. The paved width of Sacramento narrows from NE 64th to NE 62nd making the addition of a barricade even more narrow.
3. The 12-ft. tall signs installed in the barricade blocks scenic views of the Golf Course and Mt. Hood.

Some of the issues that have been raised by the opponents of the 64th barricade include:

1. This intersection is a City of Portland recognized View Corridor.



See page 59 of Scenic Views, Sites, and Corridors,

<https://www.portland.gov/sites/default/files/2020-03/scenic-views-sites-corridors-resource-protection-plan-1991.pdf>

2. The intersection of NE 64th and Brazee underwent a recent crosswalk safely installation by PBOT that includes paint and candlesticks blocking off sections of the roadway, increasing pedestrian visibility. Scott Cohen is willing to consolidate the Slow Streets project with the 64th and Brazee crosswalk redesign that is being led by neighbor Benjamin Joy. The goal is to reduce the industrial look of the current installation and honor the aesthetics of the view corridor while maintaining pedestrian safety.

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Our goal as Co-Chairs is to create a win-win for all of the neighbors by creating safe streets that allow all modes of transportation and promote equality.

Thank you for your consideration.

Exhibit 1: Written Testimony, See

https://docs.google.com/document/d/1Nvwsus8d2tZEv1e-AXyS_tlMeU0tIFf/edit?usp=sharing&oid=102048512239047474200&rtpof=true&sd=true

Exhibit 2: Land Use and Transportation Minutes April 2021- February 2022, see

<https://docs.google.com/document/d/1XHYmgVPndEXBxgXk0r8Lho6YEjbuR2fl/edit?usp=sharing&oid=102048512239047474200&rtpof=true&sd=true>

Exhibit 3: RCPNA Outlook Email Threads on Sacramento Slow Streets, see

<https://docs.google.com/document/d/1vSGkwuD3lwmCi4ER8yoPwopNXFHNRBuk/edit?usp=sharing&oid=102048512239047474200&rtpof=true&sd=true>