



CRESTWOOD

Neighborhood Association

January 17, 2019

Rian Windsheimer, Region 1 Manager
Shelli Romero, Area Manager, Central
ODOT Region 1
123 NW Flanders
Portland, OR 97209

Re: 99W (SW Barbur Blvd) at SW Capitol Highway Project, STIP 20438

Dear Mr. Windsheimer and Ms. Romero:

The Crestwood Neighborhood Association truly appreciates ODOT's presentation and dialogue on January 9, 2019 regarding ODOT's proposal to "improve" the intersection of SW Barbur and SW Capitol Highway.

Many of us have been living in this neighborhood for decades and are familiar with the many safety issues outlined in ODOT's presentation. We understand the complexity of the motor vehicle traffic patterns and we are particularly concerned about the safety of people walking, biking and traveling through our neighborhood. We want the project to result in safety improvements because they will affect us on a daily basis for decades to come. We support many of the proposed improvements but are concerned that the proposal may not result in safer travel conditions for everyone.

The Crossroads intersection was constructed in 1959 and is not likely to survive an earthquake even of less magnitude than the predicted Cascadia earthquake. The Barbur Concept Plan recommended addressing the deficiencies that are preventing the Crossroads from achieving its potential as a Town Center. Crestwood Neighborhood Association submitted comments regarding the Southwest Corridor Plan to Metro, TriMet and the City of Portland on July 25, October 10 and November 15, 2018 outlining many reasons why the needed safety improvements would better support long-term growth and development in our region if the Crossroads were rebuilt to accommodate light rail (Southwest Corridor Plan Alternative B1). We also believe it is time for ODOT and the community to seriously consider potential closures and/or relocation of the I-5 freeway on and off ramps throughout SW Portland between SW Spring Garden (exit 296) and SW Capitol Highway (exit 295).

Crestwood Neighborhood Association requests that ODOT re-open the public comment period on this project so that citizens can have more meaningful dialogue regarding the Barbur Road Safety Audit and proposals for this intersection, as was requested in a letter from Southwest Neighborhoods, Inc. (SWNI) to you on February 27, 2017.

Here are more detailed comments that refer to slides in the January 9, 2019 presentation.

We sincerely appreciate and support the following planned improvements in the project:

- Pedestrian Safety and ADA improvements (slide 11).
- Pedestrian Safety/new 8' sidewalk between Taylors Ferry and Barbur (slide 12). The sidewalk also needs to be improved between SW Barbur and SW Huber.
- Bicycle Safety/green bicycle markings on Barbur (slide 13). Green bicycle markings are also needed on SW Capitol Highway (see below).
- Wayfinding/complete sidewalk network (slide 14) (see above and below).
- Safety/illumination/new light poles (slide 15).

We have serious concerns about some of the planned improvements in the project:

- Vehicle Safety Improvements (slide 16). Our biggest concern is the proposal to reroute motor vehicle traffic through the intersection of SW Capitol Highway and SW Taylors Ferry Road. We believe it will make traffic safety conditions worse, not better, for everyone traveling through the SW Capitol Highway and SW Taylors Ferry Road intersection from all directions.
- We request more information and dialogue on the safety analysis, multimodal operations analysis, traffic analysis, alternatives and best practices (slides 5 and 6) and a systemic look at all I-5 freeway ramps between SW Terwilliger and SW 64th and Barbur and ramp intersection performance and safety.
- We disagree with the rationale regarding “Why Not a Protected Left-Turn Arrow” (slide 18) because the rationale represents existing conditions. We prefer the left turn arrow option as a way to manage traffic flow. We agree that southbound SW Capitol Highway traffic remains problematic due to weaving movements and congestion but this is not addressed in your proposal.
- We are concerned that the rerouted motor vehicle traffic will result in major negative impacts to Barbur World Foods (slides 19 and 20). The proposal will likely increase cut-through traffic through their parking lots and impede motor vehicle

access to their business and Walgreens because of all the motor vehicle traffic queues that are likely to get worse.

- TriMet bus #43 serves our neighborhood and it would be a huge improvement if the bus directly connected to the Barbur Transit Center (the straight arrow in slide 19). Currently this bus is one of the vehicles that makes a right turn at that intersection.
- The proposal does not address the lack of safe bicycle access on SW Capitol Highway between Taylors Ferry and Huber. We prefer that 8' sidewalks are constructed on both sides of SW Capitol Highway between SW Taylors Ferry and SW Huber that are designed to function as a multi-use path. This seems safer than bicyclists "taking the traffic lane".
- We agree with ODOT's recommendation of using lower stress streets for alternative modes but the wayfinding proposal in slide 12 seems unrealistic and impractical for Crestwood residents.
- Crestwood Neighborhood Association requests that ODOT and its partners fund the Markham Pedestrian Bridge at SW 48th (Southwest Corridor Station Access Project) to create a low stress safe route to schools and transit stops from our neighborhood.
- We understand that traffic signals were in earlier proposals but not in the January 9 presentation. We need more discussion about traffic signals and the interactions among the various intersections within Crossroads. We particularly need more information and dialogue about ODOT's verbal statement that traffic signals are less safe than 4-way stop signs.
- We are also very concerned about ODOT's tolling proposal that is likely to result in additional motor vehicle traffic it will deflect from the I-5 freeway to SW Barbur and our neighborhood streets.

We recognize that ODOT has allocated just \$3 million to this safety project. We appreciate that there are several proposed improvements in this project that will make it safer to walk and bike and travel through Crossroads as noted above. We recognize that the improvements we desire in rebuilding the intersection and overcrossing of 99W/SW Capitol Highway over I-5 will cost much more than \$3 million.

Our biggest concern is that the redirected motor vehicle travel (aka jughandle) will make conditions worse, not better, for all people who walk, bike and travel through Crossroads by adding more motor vehicle traffic to intersections that are already unsafe.

We support the protected left turn for southbound traffic on SW Capitol Highway that wish to turn left onto 99W or the I-5 SB ramp rather than redirecting motor vehicle traffic through our neighborhood intersections.

We support sidewalks on both sides of SW Capitol Highway between SW Taylors Ferry and SW Huber that can improve safety for pedestrians and bicyclists traveling through Crossroads.

We support building partnerships among the agencies working on challenging issues within the Crossroads area.

Please reconsider the proposal to reroute traffic through our neighborhood and re-open the public comment period to have more dialogue with the public regarding the proposals to improve safety for everyone traveling in the vicinity of 99W/Barbur at SW Capitol Highway.

If you have any questions, please contact me at CrestwoodNABoard@gmail.com, or Crestwood's Vice President, Marianne Fitzgerald, at fitzgerald.marianne@gmail.com.

Sincerely,

/s/

Tony Hansen
President, Crestwood Neighborhood Association

Cc: Nate Scott, ODOT
Zachary Horowitz, ODOT
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Steve Szigethy, PBOT
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