



November 15, 2016

Leah Treat, PBOT

**RE: Crosswalks on SE 26th**

Dear Director Treat,

The HAND board would like to bring to your attention three traffic safety improvements that could significantly address several longstanding safety issues in the residential portions of the neighborhood. None of these projects would be cost-prohibitive, and we believe they are all aligned with the larger goals of safety and livability that PBOT and the City are pursuing. They will provide significant value for little cost.

1. Installation of marked crosswalks across SE 26th at the corners of SE Kelly, SE Tibbetts, and SE Woodward, adjacent to the locations of the three bus stops along the section of SE 26th from Powell to Clinton. The bus stops are locations of higher crossing demand.

We believe SE 26th meets all PBOT criteria for crosswalk installation, and we have heard from residents that drivers frequently do not stop for pedestrians crossing in unmarked crosswalks. We feel marked crosswalks at these locations will improve the situation, and would help counter a growing sense that our neighborhood streets are becoming less safe.

The proximity of the crosswalks to the bus stops is important, as is the consistency of providing crosswalks at each bus stop along our section of SE 26th (ideally, this pattern would extend south of Powell into the Creston-Kenilworth neighborhood). We would welcome a discussion with TriMet to determine if there is merit in reconfiguring the bus stops so northbound and southbound stops are better aligned, which would reduce the number of crossings to two intersections.

2. Installation of bike sharrows on SE 21st from Clinton to Powell. With the opening of the Orange Line bike facilities and the traffic diverters on Clinton, there are now many cyclists on SE 21st, and sharrows would help riders position themselves appropriately on the street while educating drivers about where to expect cyclists to ride.

We realize the street currently exceeds PBOT's traffic volume guidelines for the installation of sharrows, but we would point out that pedestrian and bicycle activity is quite high on the street (recent vehicle counts showed a bicycle mode share of nearly 13.5%), and vehicle speeds are relatively low due to the existing speed bumps. Further,

the section of SE 21st between Clinton and Division already has sharrows, so our request would add continuity and work to connect to the bike facilities adjacent to the Rhine Street Station and Lafayette Street Bridge just south of Powell. Due to street width limitations in the vicinity of People's Coop, we do not feel that bike lanes would be a good fit for the street.

3. Lower the speed limit on SE 11th and 12th, between Powell and Hawthorne to 25 MPH. South of Hawthorne these streets have a strong residential and neighborhood commercial character, and they are the only residential streets in our neighborhood to have a speed limit exceeding 25 MPH. We on the HAND Board are hearing many neighbor concerns about drivers' speeding and not yielding to crossing pedestrians on these roads. We believe that lowering the speed limit would make these streets safer for all users, and would be consistent with the treatment of other residential streets in the neighborhood.

Thank you for your attention to these three issues.

Yours sincerely,

Susan E. Pearce,  
Chair, Hosford-Abernethy Neighborhood Association (HAND)

CC Commissioner Novick  
Margi Bradway, PBOT  
Roger Geller, PBOT  
Rachel Davies, Creston-Kenilworth Neighborhood Association  
Eric Wieland, Brooklyn Action Corps