



HOSFORD-ABERNETHY
NEIGHBORHOOD DISTRICT

Board Meeting

Tuesday, Feb 19, 2019

St. Philip Neri // Carvlin Hall

2408 SE 16th Avenue (at Division)

No land-use meeting – we'll start at 7PM

- Introductions 5 mins
- Select a notetaker (bring your pencils!) 1 min
- Crime Report from Officer Yee 15 mins
- Eastside Village (speaker not confirmed) 30 mins
A presentation on what Eastside Village, a volunteer organization helping seniors, offers and how to get involved.
- Letter to city supporting crosswalk @ 23rd & Hawthorne (prewritten letter) 10 mins
- Letter to PSC asking for an extension of public comment (prewritten letter) 10 mins
- Cleanup 20 mins
- Topics for May General Meeting 10 mins
- Consent agenda – treasurer's report Jan exec cmte minutes
- Standing committee reports (no decisions unless noted): Brief
Avalon Park (Mark) | SEUL LUTC (Michael) | SEUL (Daniel) | TPAC

Note: If our unconfirmed speaker fails to attend, or as time allows, we may conduct a review of our Esplanade and Politics policies.

COMING MEETINGS and EVENTS:

The public is invited and welcome to attend and participate in all HAND meetings and events
Mon Feb 25, 2019 | HAND Agenda & Rapid Response Committees Meeting | 7PM | Palio
Tue Mar 19, 2019 | HAND Board meeting | 6:30 or 7PM, depending on agenda | Carvlin Hall

Proposed letter about Hawthorne:

The section of SE Hawthorne Blvd between SE 20th and SE 27th is the longest stretch without a traffic signal or crosswalk between SE Grand and SE 39th/Cesar Chavez. It is also (one of if not the) most significant elevation changes, sloping from 27th down to the 20th as Hawthorne heads toward the river. This inevitably results in westbound vehicles regularly travelling in excess of the posted speed limit. With no regulated crossing nor center turn lane, anyone needing to cross is faced with either waiting for a break in traffic and dashing across the street at a corner or traveling nearly 6 blocks out of their way. This includes customers and patrons of the variety of businesses up and down Hawthorne in this area as well as the residents who travel via Trimet needing to access the stops on both sides of Hawthorne.

The Transportation Data Section Crash Analysis and Reporting Unit recently completed their reporting for the 2016 Oregon Traffic Crash Summary. They found that 324 pedestrians were injured and 13 were killed in motor vehicle collisions in Portland in 2016. The number of fatal crashes in the state of Oregon increased 9.27% from the previous year. The same year, a 15-year-old woman was killed crossing Hawthorne near SE 43rd. Transportation Data Section Crash Analysis and Reporting Unit state the number one pedestrian error is crossing between intersections.

We are requesting that PBOT be directed to immediately make the necessary improvements to provide for a safe and efficient crossing of Hawthorne at 23rd. There are a variety of examples across the city in addition to more locally on Hawthorne itself as to how this could be accomplished. The crossing at SE 16th and Hawthorne is a prime example of an improvement put into place under similar conditions - an offset street (16th) at a section of Hawthorne that is the same width as it is at 23rd, providing for one lane of parking on each side and 2 lanes of travel in each direction, with no center lane, designated with the same speed limit. The pending right of way improvements to be performed by TMT Development on the east side of 23rd south of Hawthorne provide a great opportunity for PBOT to continue the improvements as necessary across 23rd to provide for a safe and controlled pedestrian crossing.

We ask for an expedited review and consideration of this request and welcome any questions or feedback you may have. We look forward to a constructive dialogue and working with PBOT to improve the safety of this part of Hawthorne.

Proposed letter to Portland Sustainability Commission:

Dear Chairwoman Schultz and Commissioners,

The Hosford Abernethy Neighborhood Association joins with others to ask that the Commission reopen the record for additional written or public testimony on the Residential Infill Project (RIP). Since the record was closed, the Commission and the public has received substantial new information, including the Johnson Economic Analysis of Proposed Changes to the Infill Development Standards, and additional analysis on transportation and displacement are anticipated.

This new information warrants hearing additional public testimony at least through the end March, or for a period following receipt of any additional reports or significant planned analysis.

We respectfully ask that public testimony be reopened.

Thank you,