



**HOSFORD-ABERNETHY**  
NEIGHBORHOOD DISTRICT

19 August, 2018

**RE: Central City In Motion Comments**

Dear Scott,

At our board meeting on July 17, we discussed the Central City In Motion (CCIM) plan that you presented to us in some detail at our special meeting on June 12. The overall project is very complex, involving many possible sub-components, some contingent on others, some mutually exclusive, all subject to funding limitations that will only make it possible to build a fraction of what you presented.

Rather than provide detailed comments on each component, we decided to focus on more general areas where the board came to agreement, and even consensus.

1. First, we want you to ensure that whatever projects are ultimately built, any negative impacts on the residential parts of our neighborhood are considered, evaluated, minimized, and remediated. While we appreciated the attention to detail in your presentation, we did not hear the firm commitment we wanted: that improving safety and access in the Central City would not come at the cost of making vehicular traffic and related problems worse in our residential areas.
2. We see the CCIM as a missed opportunity to deal with the increasing traffic mess where the Orange Line and heavy rail intersects SE 8th, 11th, and 12th. That area is the primary southern gateway to the Central City, and no longer works well for any mode. There is a large number of people living within easy cycling distance of the Central City that need to navigate those crossings daily (most of Brooklyn, for example). Resolving the crossing issues would help provide better access to the Central City from the south, especially for those coming by foot, bike, or bus, and should be an important component of increasing access to the project area.
3. There is an urgent need for some sort of traffic control at SE 11th/12th & Harrison, to provide a safe and reliable crossing for people on foot and bike, and break up the long and fast segment between Division and Hawthorne. Ideally, a signal would be timed

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such that drivers get no advantage from exceeding the speed limit (which should be lowered to 25 mph), or could perhaps be triggered if drivers go too fast (a technique common in Europe). We realize that on the project level, SE 11th & 12th scored lower than some other candidates. If that bundle does not make the final cut, we would still see considerable value in signaling SE 11th/12th & Harrison to provide better and safer access between the Central City and the more residential parts of the neighborhood.

4. Where competing values come into conflict, we value safety more highly than street throughput or parking. I think we all generally agree with the goals of Vision Zero, and we hope CCIM will increase safety for all road users.
5. Finally, we feel the project is moving very quickly given its complex and sweeping nature. This is part of the reason HAND was unable to provide more detailed feedback. The board generally supports the overall concepts driving the CCIM, but a slower pacing of the project would make it easier to digest, and would provide opportunity for more members of the public to learn about and provide feedback on the project.

Thank you again for your patience and willingness to take the time to explain this project, not just to HAND, but to other groups as well, and for your willingness to listen. Please take our feedback to heart, and we look forward to seeing the next iteration of this project.

Sincerely,

Chris Eykamp  
Chair, HAND

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