



September 11, 2017

Re: St. Johns Truck Phase II - Fessenden/St. Louis

To Whom it May Concern,

Beginning in 2001, the St. Johns Truck Strategy process included input and guidance from stakeholders representing the local freight industry, Port of Portland, PBOT, ODOT, and most importantly, residents of Cathedral Park and St. Johns. By necessity, the decade's-long process has also involved active neighborhood advocacy beyond stakeholder committee meetings, demonstrating and giving voice to the commitments, desires, and importance of including the needs and perspectives of St. Johns' diverse, marginalized, and vulnerable populations. The groups have long lacked from Portland's central city transportation concerns and without privileged afforded time and access to representatives at city hall.

Despite a recommendation in the 2001 St. Johns Truck Strategy to move freight from St. Louis and Fessenden, truck freight traffic remained constant along the corridor because of wide travel lanes and the complete prioritization of all vehicles at the expense of pedestrian safety. After more than a decade, in 2012, community advocates finally gained media and city attention after years of distributing flyers, petitions, factual accountability and active demonstrations spurring the enforced removal of freight from the residential corridor.

Coinciding with the enforced removal of freight traffic from Fessenden and St. Louis, the recommended St. Johns Truck Strategy Phase II plan was finalized after a 17-month public process in 2013. The Fessenden and St. Louis portion of the Phase II plan specifically prioritizes livability and pedestrian safety along the corridor that today, despite the near elimination of freight traffic, continues to have an increasingly uncomfortable and unsafe barrier for people on foot. These pedestrians include families seeking services; children going to schools or parks; disabled residents, and those who solely rely on public transportation.

At the June 2017 St. Johns Neighborhood Association (SJNA) general meeting, PBOT announced several changes to the 2018 implementation of the Phase II plan, including the elimination of a HAWK signal at Charleston and Rectangular Rapid Flash Beacon (RRFB)s at crossings crucial for children and vulnerable adults. The neighborhood, led by local resident representatives of the Phase II planning stakeholder committee, responded with rightful frustration and disappointment, advocating for the complete funding and implementation of the HAWK and RRFB signals during the 2018 construction season.

The St. Johns Neighborhood Association board agrees with and supports the community's desire for the HAWK signal at Charleston and the RRFBs at Seneca and Midway to be fully implemented in the 2018 construction season. While the board appreciates Leah Treat's letter detailing tentative confirmation of RRFBs delivery and a commitment to the HAWK

signal, the board requests confirmation in writing that all signals will be included in the 2017 design and 2018 construction season. Notably, SJNA has not received confirmation, via any delivery model, for the HAWK signal implementation; only a commitment. Many members of SJNA's board have children and experience Fessenden and St. Louis' troublesome crossings daily. Our testimonies align with what city and state representatives have heard from many of our neighbors.

PBOT and ODOT's unequivocal commitment to the complete funding and implementation of all recommended St. Johns Truck Strategy Phase II pedestrian safety and vehicle calming improvements for Fessenden and St. Louis, including the HAWK and RRFB signals, in 2018 will demonstrate an honest understanding and give credence to the community's decades-long fight to improve safety, livability, and integral connections along a corridor that was allowed to be negligently prioritized for freight and vehicles without real necessity. Improvements considerate of pedestrians and residences along the corridor are long overdue.

SJNA's board hopes both PBOT and ODOT will continue to recognize the concerns, safety, and needs of all St. Johns residents and families first and above freight and commuter traffic on our community's streets and surrounding neighborhoods.

Thank You.

Best Regards,

Travis Parker
SJNA Board
Safety & Livability Chair

Scott Bricker
SJNA Board
Board Chair