



SELLWOOD MORELAND IMPROVEMENT LEAGUE
8210 SE 13th AVENUE, PORTLAND, OR 97202
503-234-3570

April 23, 2024

Director Millicent Williams
Portland Bureau of Transportation
1120 SW 5th Ave #100
Portland, OR 97204

Dear Director Williams,

In 2017, the Sellwood-Moreland Improvement League (SMILE) requested that the Portland Bureau of Transportation (PBOT) look into ways to eliminate or mitigate the impacts of continued cut-through traffic originating at the newly reopened Sellwood Bridge. We are grateful for the resulting Tacoma Street Neighborhood Traffic Management Project, Phase I of which was completed Fall 2019 and which resulted in the installation of speed bumps on six sections of residential street near the entrance to the Sellwood Bridge.

As presented by PBOT at a March 2019 Open House at the SMILE Station, the project was intended to have a Phase II:

Approximately six months after installation of the Phase I speed bumps, PBOT will collect after data to assess changes in traffic conditions and patterns within the project area. A survey will also be initiated of local residents to help determine if additional street segments need to have speed bumps installed.

The COVID-19 pandemic and budget constraints intervened and Phase II was never initiated. However, cut-through traffic on residential streets by Sellwood Bridge commuters remains the overwhelming traffic issue reported by residents of our community, who regularly bring it to the SMILE Board and the SMILE Transportation Committee.

We are requesting that PBOT initiate Phase II of the Tacoma Street Neighborhood Transportation Management Project. Based on our years of discussion within the Sellwood-Moreland community, we are requesting that this Phase II be modified in two ways from its initial scope:

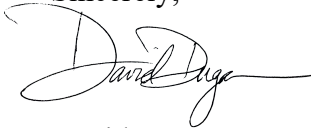
1. Address streets further from the entrance of the Sellwood Bridge. Commuters coming to and from Clackamas utilize the entire east-west length of Tacoma Street through Sellwood-Moreland. When they avoid congestion by cutting through residential side

streets, this effect is experienced along the length of Tacoma Street, for two or three blocks north and south of Tacoma. For example, cut-through traffic originating from Tacoma Street results in speeding commuters on Umatilla Street, which is a Neighborhood Greenway and which fronts Sellwood Middle School. Anecdotally, cut-through commuters seem to more frequently run stop signs bordering and along these streets.

2. Consider traffic-calming interventions beyond speed bumps. Problem streets often already have speed bumps that are not proving sufficient to calm cut-through traffic. Here, SMILE cannot speak on behalf of all affected stakeholders; a robust public feedback process will be required for PBOT to determine which traffic interventions are desired by those residents most affected.

This letter was approved unanimously by the SMILE Board of Directors on April 17, 2024.
Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "David Dugan".

David Dugan
President, Sellwood-Moreland Improvement League

CC:
Commissioner-in-Charge Mingus Mapps
Policy, Planning and Projects Group Manager Art Pearce