



MARKHAM NEIGHBORHOOD ASSOCIATION

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January 6, 2015

PBOT
1120 SW 5th Avenue, #800
Portland, OR 97201

Attn: Mark Lear

RE: Markham Neighborhood Traffic Control Concerns

Dear Mr. Lear:

Children, pedestrians, bicyclists, pets and drivers are in danger of being injured or worse. The Indian Hills residents in Markham Neighborhood have been attending our Markham Neighborhood Association (MKNA) meetings on a regular basis seeking assistance to make their streets safer especially at some very problematic intersections.

Indian Hills is a unique 45+ year neighborhood of 253 homes within Markham neighborhood. It has only two entry/exit points and the entire neighborhood is void of any stop, yield, speed or other traffic control signage, street painting or lighting. It has 22 uncontrolled intersections between SW Taylors Ferry and 26th Avenue and SW Ridge Drive and 35th Avenue. The streets do not have sidewalks and are not marked with center lines, cross walks or bicycle lanes. Without sidewalks, we must go onto the street and into traffic to walk around parked vehicles and trailers.

In many areas, the landscape has matured to become a hazard at intersections. It obstructs driver's view of street signs, oncoming traffic, pedestrians, bicycles and pets. Additionally, in several locations, the terrain and curves of the streets actually prevent a driver from seeing potential traffic hazards with adequate time to prevent accidents.

Although many Indian Hills intersections are problematic with regard to safety, the top three most recently reported by residents (indicated on the attached map) are located at the intersections of:

1. SW Stanley Ct. & 26th Ave.
2. SW Stanley Ct. & Ridge Dr.
3. SW Ridge Dr. & 30th Ave.

Intersections #1 & #2 at 26th Ave. & SW Stanley Ct. to SW Stanley Ct. & Ridge Dr. are most commonly referred to as the "Indian Hills S-curve speedway" or the "circus." It is a set of turns in close proximity to each other where drivers must set up for the next turn while completing the one they are currently on. There are six homes along these points. Four of the six homes are occupied by young families with toddlers to grade school age children. One home with two young girls is at the bottom of the hill in line with a collision.

Scenario #A: When approaching the intersection of SW 26th Avenue & SW Stanley Ct. from the North, then turning right onto Stanley Ct. heading West, then immediately turning left and South onto Ridge Drive is the "Indian Hills S-turn circus." Vehicles set their speed and angle to cut these two corners with maximum efficiency and minimum safety. Compounding the situation, vehicles driving West from Stanley Ct. and turning left onto Ridge Dr. are disobeying right of way laws for vehicles heading East on Stanley Ct. Drivers can't see the vehicles coming from their left, down the hill, until they have cut and rounded the corner which is too late.

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Scenario #B: When driving North on Ridge Dr. approaching the intersection at Stanley Ct., turning right/least then turning left on Stanley Ct. & 26th Ave. heading North drivers are virtually blind to vehicles heading toward them in Scenario #A. When heading North on Ridge toward the "T" intersection at Stanley Court, vehicles are coming down a rather steep hill before the turn. The hill puts the vehicle above the street level at Stanley Ct. so drivers are challenged with the ability to see what is coming from Stanley Ct. because a trailer is parked adjacent to the street and a large evergreen tree with bows obstructing street views sits at the corner.

Scenario C: When vehicles are heading east on Stanley Ct. toward the intersection of Ridge Dr., they have the right of way yet are forced to stop because vehicles coming down Ridge Dr. are going fast and do not stop.

Scenario D: When vehicles are heading west on Stanley Ct. toward the intersection of 26th Ave., they have the right of way yet are forced to stop because vehicles coming from the opposite direction on Stanley Ct. don't slow or yield as they make a cutting left turn to 26th Ave. thus completing the "Indian Hills S-turn circus."

Scenarios A-D explained from each direction a vehicle tries to negotiate the "Indian Hills S-turns." They are compounded by pedestrians, bikers and the presence of young children residing at 4 of the 6 homes surrounding this intersection. When near misses occur, tires screech, horns blow, hand gestures fly, obscenities are yelled and tempers flare.

Intersection #3 at SW Ridge Dr. & SW 30th Ave. is the site of a recent and (in our opinion) preventable collision. One vehicle carrying a woman and her young children was hit head-on when another vehicle, failing to obey right-of-way laws, entered the intersection without stopping and looking for traffic. It is a "t" intersection where vehicles approaching it from the south on 30th Ave. must yield to traffic on Ridge Dr., yet in this instance did not happen. Compounding the danger of this intersection is a large and long "dip" in Ridge Dr. immediately West of 30th Ave. When a vehicle ("E") is approaching this intersection from the East, it is NOT possible to see vehicles ("F") that have already driven into the "dip" and not crested the hill at 30th Avenue yet. A west bound vehicle ("E") on Ridge turning left onto SW 30th Ave. must drive well past the normal point of turn in order to see down into the "dip," thereby ensuring the coast is clear before turning. Otherwise, it is like playing Russian roulette. Also, a vehicle ("G") driving north on 30th Ave. toward Ridge Dr. does not stop and cannot see into the "dip" for oncoming traffic, thereby running the risk of hitting or being hit by a vehicle "E" heading east coming out of the "dip" on Ridge.

Markham neighborhood requests PBOT investigate the three intersections described in this letter then send a PBOT representative to our neighborhood meeting to discuss residents' concerns regarding the safety of our streets and any traffic control options available to mitigate these dangerous intersections. Again, we can't stress enough - children, pedestrians and their pets, bicyclists and motorists are at risk without adequate traffic control.

Sincerely,

Donna Herron, President
Markham Neighborhood Association

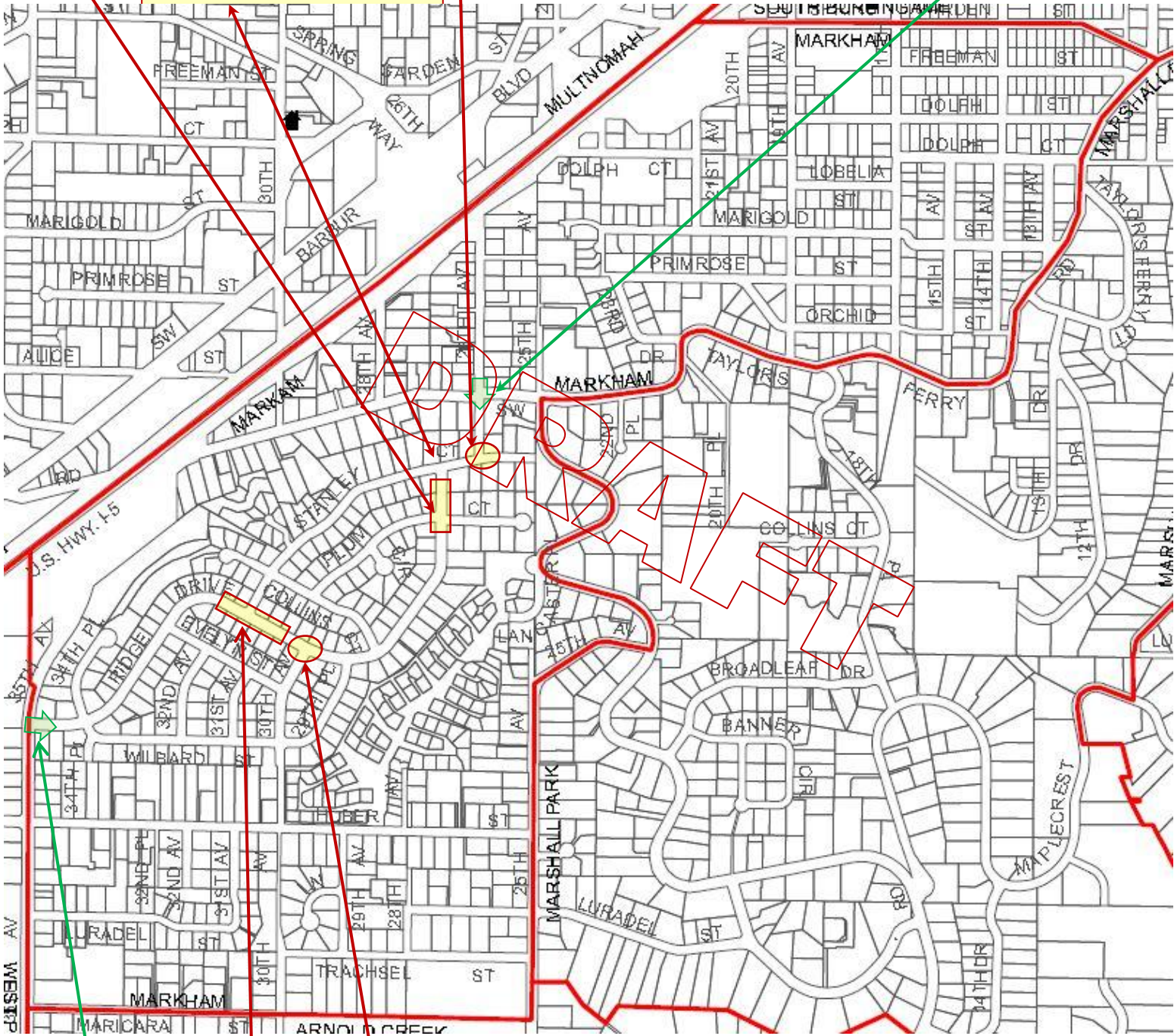
enc: Map
cc: James Noble, SWNI Public Safety Committee
Sylvia Bogart, SWNI Executive Director
Portland Police Bureau, _need name_

One of 2 entrances "Indian Hills" neighborhood. North entrance located at SW Taylors Ferry Rd. & 26th Avenue.

Steep downhill toward Stanley Ct.

SW Stanley Ct. & 26th Avenue

SW Ridge Dr. & Stanley Ct.



SW Ridge Drive & 30th Avenue at crest of hill.

Big dip in road that prevents west bound cars from seeing head-on traffic before turning on to 30th Avenue.

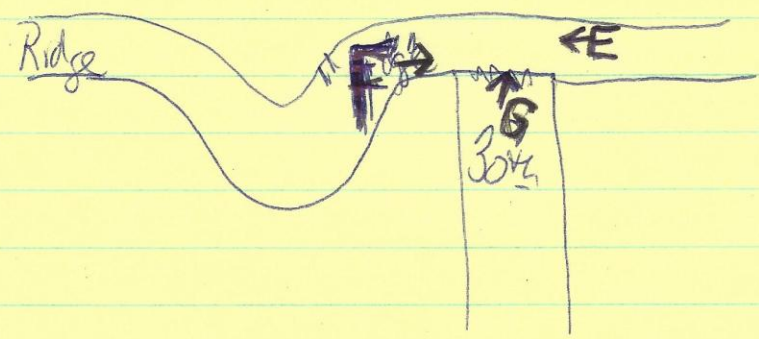
One of 2 entrances "Indian Hills" neighborhood. West entrance located at SW Ridge Drive & 35th Avenue.

NOTE: This hand drawn diagram will be replaced with a computer illustrated map.

Intersections 1 & 2
"Indian Hills S-Turns"



Intersection #3



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NOTE: The remainder of this document is reserved for photographs of the intersections and accident scene photos of wrecked vehicles.

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