



NEIGHBORHOOD  
ASSOCIATION

Subject: Public Safety and Development in and Around North Tabor

Dear City Officials,

As the North Tabor Neighborhood Association and on behalf of over a hundred neighbors, we are writing to express our thoughts and concerns regarding the ongoing development that aims to increase density within our neighborhood. While we appreciate the city's efforts to accommodate growth and enhance urban living, we believe it is crucial to prioritize public safety to include pedestrian and bicycle safety as integral components of these developments. The following developments have been constructed since 2022 or are currently proposed in or directly adjacent to our neighborhood:

- 5710-5734 E Burnside: 78 unit apartment (under permit review). No on-site parking.
- 11 SE 57th Ave: 78 unit apartment (nearly complete). No on-site parking.
- 5960-80 E Burnside: 71 unit apartment (completed 2022). No on-site parking.
- 312-332 NE 57th: 32 unit apartment (under review). No on-site parking.
- 6361-6399 E Burnside: 20 multi-story townhouse (complete 2024).
- 5115-5183 E Burnside: 19 townhouses (completed 2022). No on-site parking.
- 11 NE 55th Ave: 16 unit apartment (under construction). No on-site parking.
- 232 NE 61st Ave: 15 unit apartment (completed 2022). No on-site parking.
- 20 NE 60th Ave: 14 unit apartment (under construction).
- 5806 NE Everett: 6 multi-story townhouses (approved to issue). No on-site parking.
- 5371-91 NE Everett: 6 multi-story townhouses (completed 2023). No on-site parking.

These developments bring to light several critical issues that need immediate attention to ensure the safety and livability of our neighborhood. Less than 10% of recently constructed or planned development units include on-site parking. There may be some non-vehicle households that move into these developments, but it is acknowledged that a majority of households will have one or more vehicles that will require parking on public streets. The additional parked cars will decrease site lines, stopping distance, increase congestion, and constrain the travel lanes for bikes and cars on shared streets. As our neighborhood evolves with new residential density, it is becoming increasingly important to ensure that our streets are designed with the safety of pedestrians and cyclists in mind.

The North Tabor Neighborhood Association is voicing significant concerns about the recent and proposed developments within and adjacent to the neighborhood, emphasizing the need for prioritizing pedestrian and bikeway safety. The current trajectory of development and policy changes are antithetical to the objectives of the Transportation System Plan (TSP), Pedestrian Master Plan (PedPDX), and Bicycle Plan for 2030, all of which prioritize safe, accessible, and active transportation. Our goal is to work collaboratively with city officials to create a safer, more

enjoyable environment for all residents of North Tabor. The following points highlight areas where actions are warranted.

**1. Davis/Everett Greenway Safety Improvements:** This major East-West bike route needs safety improvements to manage the additional parked vehicles and ensure pedestrian and cyclist safety. We ask the city to study, evaluate, and implement pedestrian and bicycle safety improvements for this greenway that identifies our neighborhood. Specific improvements are needed in the near-term to improve the pedestrian and bike safety related to the additional parked vehicles that will occupy the city right of way. We urge the city to engage with the neighborhood to evaluate modified traffic patterns, signage, and traffic calming measures.

**2. East Burnside Safety Improvements:** As a major emergency response route and commercial corridor, East Burnside faces frequent vehicle collisions due to the current street layout. A coordinated improvement plan is essential for enhancing safety and livability. East Burnside<sup>1</sup> along with NE Glisan are the neighborhood's commercial corridors, though none of the recent residential developments have opted to include mixed-use allowed in the zoning code. Currently the portion of Burnside that traverses North Tabor is striped for two lanes of vehicle travel in both directions but allows for parking 22 hours per day on weekdays and 24 hours on weekends. On a regular (~monthly) basis, there are vehicle collisions caused by moving cars hitting or trying to avoid parked cars along the curb lane. Burnside Street is also way overdue for repaving and other improvements. A coordinated improvement plan will not only improve neighborhood livability and safety, but benefit the entire Eastside that relies on this major corridor.

Burnside presents both a great challenge and opportunity for envisioning a productive balance of efficient transit access and throughput, commercial development, and emergency response while improving the pedestrian experience and safety. This could be accomplished with improved lane utilization, bus stops, crosswalks, and signal timing. Community and local business engagement along with coordination with TriMet and emergency response agencies will be essential in the planning and design of a #BetterBurnside.

**3. Comprehensive Zoning:** The current zoning within and adjacent to North Tabor includes a variety of Single-Dwelling, Multi-Dwelling, and Commercial Mixed Use. The neighborhood is positioned with many transportation options including greenways, transit, and highway access. The 2009 Eastside MAX Station Communities Project<sup>2</sup> outlines a vision for the area surrounding the 60th Ave MAX Station including zoning alternatives, connectivity improvements, and encouraging mixed-use developments. In the time since, there has not been any comprehensive planning efforts involving the community to further implement these findings. We ask that the city prioritize efforts to perform a comprehensive zoning review with community input of the area surrounding the 60th MAX station to improve long-term livability.

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<sup>1</sup> East Burnside is a Major Emergency Response lifeline route, a neighborhood Main Street, Local Service Truck street, a Major Transit Priority street, a city bikeway, a Major City walkway, and a District Collector.

<sup>2</sup> <https://www.portland.gov/sites/default/files/2020-02/eastside-max-station-communities-project.pdf>

It is essential that residents have opportunities to provide input on proposed developments and infrastructure changes that directly impact our neighborhood's safety and livability. Engaging the community in these discussions ensures that diverse perspectives are considered.

In conclusion, we urge the city to prioritize the safety of pedestrians and cyclists in all future development plans and make improvements to the safety, walkability, and bikeability within and adjacent to North Tabor. The city should consider implementing a moratorium on future developments in the North Tabor Neighborhood until a cohesive plan and public safety improvements are implemented that addresses the issues identified above. By investing in well-designed infrastructure and incorporating community feedback, we can create a neighborhood that not only accommodates growth but also enhances the quality of life and safety for all residents and visitors to the neighborhood.

Thank you for considering these important matters. We look forward to engaging in and seeing positive changes that will make our neighborhood a safer and more enjoyable place to live.

This letter is also endorsed by the Mount Tabor Neighborhood Association Board.

Sincerely,

North Tabor Neighborhood Association Board