

Collins View

CVNA Zoom Meeting Wed. Dec.1, 2021, 7PM. Email outreach@collinsview.org for Zoom Key

Life is no Holiday on Primrose Lane

Just after getting up to speed on SW Terwilliger Boulevard (after stopping for the light at Taylor's Ferry Road), you may have wondered why cars are always turning left onto some obscure street. Why are cars turning onto SW Primrose? This two-block stretch between Terwilliger and Boones Ferry Road carries more than 400 trips per day — which is surprising unless you live in east Collins View. Primrose is one of the few ways in and out.

That site, where Terwilliger is posted as 35 mph, has seen many traffic accidents over the years. Most recently there was a serious crash on Oct 7. A police cruiser was at the scene. We tried to investigate, but the accident history for this intersection proves difficult to compile. The lack of multiple fatal accidents has been cited as a reason to defer a re-design of this neighborhood gateway.

Also happening at this intersection:

- Drivers turn onto Terwilliger when leaving east Collins View, Palatine Hill Road, etc.
- Pedestrians with dogs and/or strollers cross Terwilliger east/west to get to and from the cemeteries.
- Transit riders walk along Primrose to TriMet stop 5801 to wait for a #38 or 39 bus.
- Cyclists turn into Primrose (and come out onto Terwilliger) when connecting to the Sellwood bridge or the college.

This is all compounded by tailgaters headed southbound, or downhill, away from the light. Consider a driver who is stopped, yielding to northbound oncoming traffic, waiting to turn east onto Primrose from Terwilliger. Some tailgaters will hastily pass the waiting vehicle on the right, entering the bike lane, dipping down to where west Primrose steeply drops off. (On the west side of Terwilliger, Primrose is a much less used, narrow, steep lane.) That could be why cars have rolled off the road there. This illegal behavior needs to be prevented to eliminate this hazard.

All the while, one or more persons may be waiting for a TriMet bus, putting themselves at some risk. The bus stop itself doesn't qualify for improvement due to the low number of boardings — the proverbial chicken and egg.

If this isn't enough, winter ice complicates negotiation of the slippery slopes of Primrose Street at both ends. (Yes, Primrose is a street, not a lane — apologies to *Primrose Lane* singer Jerry Wallace.)

What can be done? A holistic solution would provide a crosswalk, a bus shelter, safe passage for cyclists, and something to calm auto traffic to reduce or eliminate crashes.

Enter the PDX Greenways “Slow Street Safe Streets” program. You can learn about the program and view an interactive map of about 300 locations at PDXgreenways.com. Primrose and Terwilliger, location 135, was identified as a problem years ago in the SouthWest In Motion (SWIM) study.

We may soon have icy streets to contend with, so our January *SW News* article will focus on icy streets. Until then, here's a link to our Collins View Icy Street Map: <https://collinsview.org/icystreets.html>

See collinsview.org for background on this project. Feedback welcome via outreach@collinsview.org

Text, photo, and map by J. Miller

The “Local Traffic Only” sign and orange barrel disappeared after the crash mentioned above, and again around Nov 4. These items are maintained by the city and local volunteers. Please leave them be!



Map of project area

