

NE/SE 20S Bikeway Project
North Open House #1 Comment Sheet

	NE - SE Bikeway Project - Open House "NORTH" Comments	Live in 1/4 mi of any route? Y1, N2, Other	Sections of Interest North, Central, South	How often do you cycle?
N1	In general I feel it's important that the route runs through areas that people want to go to. ex. 28th between Stark and Glisan. The north/south route needs to be safer but moving the route away from businesses will not solve the problem. My personal preference would be less mixing with traffic at intersections with either grade separation or physical separation.	1	N S	Fulltime
N2	NE 29th not a good through street. At Fremont steep incline at Knott has a jog. I do not want it going past my house. Where is the money coming from?	1	N	Never
N3	As a driver, I am concerned about diversions on local streets & about adding signals to Broadway - Albine Fuel Development will already make that traffic worse. As a cyclist, I am concerned with/ the areas around Fred Meyer - I currently bike there and it feels not so safe- & 28th between Sandy & Stark - biking there now feels unsafe. But 28th between Sandy & Stark already has parking problems & removing parking spots there would make it worse. Moving all bike traffic to 30th on that stretch would be best. 1 - HIGHLY support having a 20s Bikeway and would use it for cycling - (recreational)	1	N C	Sometimes
N4	Blank	1	N	Frequent
N5	I appreciate the amount of work that has gone into this project and into the great presentation posters on display today! I commend the goals underlying the project - increase bicycle (non-motorized), transit, reduce carbon intensity in transportation, and accessibility. A summary of findings from existing studies at analogous projects would be useful. For example, impacts on noise, impacts on businesses, impacts on congestion. There must be studies from other cities & countries. I personally have no problem with removal of parking, so long as the gains for the public are expected to be large in comparison to public losses. While it may be difficult to draw a direct comparison, there are methods one of which is a clearly articulated description of how the benefits and drawbacks were weighed.	1	N	Frequent
N6	Zig-Zag bend on NE 18th adjacent to Fred Meyers is the ideal for scaring off new riders - Therefore alternative on NE 26th to Alameda Ridge seems much more sensible, plus it leads to one of the gentler climbs/ descents of Ridge.	1	N	Frequent

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N7	Transportation Department is a total failure. (1) Improve unpaved streets with no sidewalks, (2) Concentrate on repairs and repaving existing streets, (3) Clean streets on a regular basis. The only street cleaning I've seen was the \$30.00 leaf removal which was a failure because leaves were frozen, (4) License bikes to collect fees to make and improve bike lanes and repair streets, Add'l on (4) A license would record bike serial numbers. Therefore, recovered stolen bikes could be identified and returned to rightful owner, (5) Maintain bio swales. After being built there is no ongoing foliage maintenance, (6) In my opinion, Mayor Hales and Commissioner Fish have failed this City on Transportation issues. Our streets are so dirty I am ashamed to entertain out of town visitors. (name & phone number on sheet)			No comment
N8	Biking on Ainsworth is <u>stupid!</u> Not enough room for cars and parked cars and bikes. 29th between Killingsworth & Ainsworth is <u>narrow</u> , streets nearby n/s are wider!	1	N	Seldom
N9	I am in favor of the " <u>corridor option</u> " using 26th & 30th between Stark & Glisan I feel this is a win/win. We offer a safe route for bicycles and access for business customers & freight delivery between Stark & Glisan on 28th. This also provides a safe route for kids traveling to and from DaVinci and Central Catholic. We do not have to run the bike lane through DaVinci's Playground we can move it right behind Coca Cola. Thank You	Other	C	Sometimes
N10	N-S bikeway = fantastic. That's what we need! I am glad the surface conditions of roads are being taken into consideration.	1	N	Frequent
N11	Pavement is key! I don't take NE Going anymore because I realized traffic volume is low enough on Skidmore... so please pick routes w/smooth pavement. In the North, NE 32nd is best, Regents is nice too. Move the definition of "bike boulevard" to truly mean it's for bikes only, except local residents' cars.	1	N	Frequent

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N12	I live on NE 26th north of Broadway. I like the route on NE 28th because of the ease of crossing Broadway. I do not like the 26th Ave. Option between Fremont & Knott for several reasons: (1) Noise from cyclist especially later at night. (2) Too much traffic on NE 26th. Cars use it to connect from Knott & Broadway up to Regents. Traffic calming is needed on NE 26th if more bikes are added. A traffic hump is not enough. A diverter is needed. (3) The crossing at NE 26th/Broadway is very dangerous. I would strongly prefer NE 28th. I would anticipate that with the New Seasons opening traffic will get much worse. Traffic eastbound on Broadway from Weidler comes around the curve at 24th and accelerates. Drivers will tend to ignore some crossing signals and create auto/bicyclist conflicts. (4) NE 26th traffic addendum. Between Fremont & Broadway there are a lot of young children who play in the street, etc. Bicycles are quieter and are not heard as easily as a car (albeit less dangerous). Adding more traffic from bikes onto this street to the existing car load is too much. (name & phone number on sheet)	1	N	Seldom
N13	Great idea! Glad planning is in progress. Is there any consideration to making night-time riding safer? (I almost never ride at night, but would if I felt safe)	1	N C	Sometimes
N14	Thanks for the meeting. Rich was very gracious and answered my concerns.	1		Seldom
N15	I recommend 26th Street.	1	N	Never
N16	If the route travels briefly east/west in Ainsworth, can you consider a separated bike facility in the median or elsewhere? This is a high-speed car route that is unwelcoming to tentative riders. Dedicated facilities would be recommended to cross Ainsworth. Any possibility of an uphill bike lane on NE Regents, instead of just N'bhd hiway treatment? Slow uphill bikes need space. Or divert onto traffic. Or install advisory bike lanes so there is uphill and downhill space. Or a designated bicycle mount/dismount area for people who want to walk their bike. (refer to street map on back of sheet)	2	N	Frequent
N17	NE 28th between Glisan & Stark: Parking or lack of is my primary concern. However, I believe we need to improve the primary bike routes. It's also a concern that if 26th is designated as the route, bike riders will continue to use 28th.	1	C	Never

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N18	<p>*24-28 ft wide 1200CPO To improve the safety of bikes on 26th *between Halsey and Broadway in Sullivan's Gulch. Dead end Multnomah between 25th & 26th to block cars and trades from accessing 26th & Multnomah - This will reduce auto traffic as 24th is the next easiest option for escape from S.G. 24th & WEidler intersection would need improvements on esp. for pedestrians.</p>			No Comments
N19	<p>Pavement improvements needed on most of the surface streets on this route. Who decides about speed bumps? Speed Limit - 25 mph North bound on 28th st. Bridge. Speed reader board on 28th.</p>			No Comments
N20	<p>#4 - Would like to see the bike couplet concept on 28th - btwn Sandy & Stark. I think the facility should be on the north-bound lane, creating a buffer from cars for peds on the higher- use east side of street & better opportunity <u>for</u> sidewalk ? <u>WASCO/Oregon options:</u> Like the 2-way bikeway on west side of street. Think will help make the diagonal Sandy crossing more intuitive to cyclist if they are doing both the same diagonal behavior. Option A. <u>#6 -</u> Really think the couplet on 26/28th at Powell is essential. The large affordable housing complex on 28th would greatly benefit from the crossing to reach the west bound bus stop. Plus 26th ave bike lane is substandard. <u>Burnside & Stark</u> - Really like the two-way separated treatments at both as both would be intimidating for interested but not concerned. <u>Glisan-Stark</u> - Have shared parking arrangements been pursued with the Whole Foods & Arch...? Parking lots? This seems like an underutilized asset that could help make repurposing a parking lane of 28th for a higher use (better low cost transportation options).</p>			No Comments
N21	<p>Areas of concern about bicycle safety & its enforcement! 56% - are or will be greenways as per Posler #____ *<u>Speed limit reduction</u> by posting signs to reduce speed to 20 mph <u>DOES NOT</u> make it so - <u>IF</u> this is not enforced <u>regularly</u>, it does not exist to the driver of a car - my experience of 45 & Wistaria <u>confirms this</u>, cars still go 40 - 55 mph. I am <u>fearful</u> that this is an illusion to "<u>Safety</u>"...If <u>56%</u> of projection is of greenway - (over 1/2) What is the plan of enforcement of 20 mph... (from present experience at 45th & Wistaria - there is more <u>to do</u>) w/out which this type of plan will only set up the cyclist for injury, accidents, death WITHOUT ENFORCEMENT OF 20 MPH another <u>pipe dream</u> or PR more. I ride bike, scooter 250, & SUV as well as walk. I am aware of issues of each, does financial (Nat'l) guarantee enforcement money? (Name and phone on sheet)</p>	2	N C S	Sometimes

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N22	I'm impressed with ALL that you've done already and I have no specific input except GO FOR IT! Thank you for all that you are doing.	1	N C S	Frequent
N23	Would be nice to go along streets that have quality pavement. Going would be perfect without the rumble. Coupletts are good when they can be placed somewhere near a more direct route for stronger riders. It looks like most of these are good but if folks lose a good route, it will be harder to sell. Liveable streets mean I can hire better engineers for my startup. e.. They'd rather move to Portland than be stuck on the Facebook Campus.	1	N	Frequent
N24	I am very opposed to eliminating parking or any 1-way streets. I am happy to drive 10 mph with speed bumps. Most concern: NE 28th from Sandy to Stark.	1	C	Seldom
N25	I would like to see how this addresses the city's 2030 plan "Green Transportation Hierarchy". Consider the needs of the 8-80 year old age range when considering the use of physical separation in primary commercial streets - a la NE Multnomah. Diverters! YES! Alternate side-routes, yes, for the comfort of less intrepid riders, but still make significant improvements on the main routes, or else the same problems that exist today will remain. (name & phone number on sheet)			No Comments
N26	I am <u>very</u> strongly in favor of a dual bike-lane or cycle-track option for the section of 28th between Stark and Broadway, even if it means losing vehicle parking on both sides of street. I do understand the political expediency of your current recommendation of the 1 bike lane / 1 shared-lane option. That option would be more palatable to me with the bike lane north bound rather than south bound. At any rate a slower and more bike focused treatment there would substantially increase the chances of my riding by and casually stopping and patronizing these businesses rather than bypassing them altogether on 30th. Although I live in North Portland, I <u>very</u> frequently use this bike route from mid-se to home.	Other	N C	Frequent
N27	Amsterdam is full of bicyclists because biking is safe and it is safe because cars and bikes do not share the road. Please put the bikes on side streets, not main ones if that is the best that can be done.	1	N	Seldom

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N28	I am a owner of a condo at 701 NE 28th Ave. Our parking can already be problematic, especially with the Dog Day Care and Crossfit customers using the spaces around our building. Though I am pro-bike, I also need a car. I would like to see an option that would either not remove parking between Glisan and Sandy or which would go hand-in-hand with a resident permit area. The value of my condo as a rental is of great concern to me. My current tenant has already declared that he would move if parking diminished any further. He is a friend of mine, and becoming a landlord to strangers is not something I'm interested in. Therefore, I may need to sell my condo in the event parking becomes a aproblem. Sadly, I see this bike program costing me a lot of money in lost equity. Also, no one on our HOA board is aware of this proposal, nor were any of us consulted. I also frequent many of the restaurants on 28th between Burnside and Glisan. I urge the planners of this project to do a survey of how many cyclists actually frequent these businesses. One restaurant owner of Fonda Rosa (where I eat 2-3 x/week	1	C	Never
N29	I am missing the open house in my neighborhood tonight (Division/Stark) because this route is <u>so</u> important. I am a <u>strong</u> proponent for bike lanes on as much of 28th as possible, esp. the central business district. That area terrifies me. A copule just makes it harder to plan routes and still limits access to the business district. If you must do a couplet (please don't!) then place the lane in the <u>uphill</u> direction. That may not seem like much of a slope, but it is for lots of riders and more so when a car is right behind you. That scenario does not improve bike access in that area. Straight, obvious routes, even w/substandard bike lanes would be a huge improvement. In the south (where I would be coming from) either 26th or 28th could be fine w/a lean towards 26th - but <u>no couplet</u> . In north, would prefer 28th all the way, though 26th is acceptable.	Other	Central	Frequent
N30	NE 28th from Sandy to Stark. <u>Please</u> don't eliminate parking on 28th or create one-way situation! Or on NE 20th too heavily used by cars. Let's <u>share</u> .	1	S	Sometimes
N31	On 28th would the archdiocese be interested in sharing parking to allow bikeway on 28th? Whole foods and hot dog place too? Sharing economy as a way to solve some trade off issues?	1	N C	frequent

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N32	<p><u>Burnside to Sandy</u>: I would prefer to see 28th Ave either all on-street parking removed and replaced with buffered bike lanes and a rebranding campaign for the businesses <u>or</u> no on-street parking removed and a shared street environment created w/ enhanced sharrows, fire friendly speed humps, and raised pedestrian crosswalks.</p> <p><u>Sandy to Wasco</u>: I would prefer to see buffered bike lanes on each side of the street.</p> <p><u>Wasco to Broadway</u>: I would prefer to see enhanced sharrows until after 'the curve' and then a northbound bike lane to allow cyclists to be prioritized and jump to the front of the queue - no matter if 26th or 28th is the chosen route, as riders wanting to head NE will still want to use 28th to access <u>existing</u> diverter north of Broadway.</p> <p><u>North of Regents Drive</u>: I would prefer to have the 32nd Ave route, with <u>diverters</u> in place, in many places (ie Alberta and <u>Mason</u> - some cars already cut through along Regents.)</p> <p><u>If the route crosses 26th/Broadway</u>, I feel that RRFBs won't be enough, and would only use it if it had a HAWK.</p>	1	N C	Frequent
N33	Concerned about preservation of parking surprised 4 ft. wide bike lane is deemed inadequ	1	S	Seldom
N34	This is all quite complicated. I ride a lot and generally just find quiet streets. I drive a lot too and can't believe that cyclists ride on 21st between NE Bway & Irving. I generally think that the couplet idea is better than cramming 2 narrow bike lanes onto one street.			No comment
N35	I live to the east of the proposed bikeway, (around 40th), but I use 28th a lot. I've shaded the area that concerns me most (see his sheet for shading). I do like the 26th option north of Wasco for the "Design Cyclist", but I will still like the 28th, and would love to see signage/ calming/ situated from Wasco to Broadway. I'm ok with the 30th ??? Stark to Sandy. But I will still use 28th, and would like separated facilities northbound & southbound. Maybe we come back ...(see sheet, can't read)	other	C	Frequent

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N36	<p>1. I favor using 29th rather than 30th from Burnside to Oregon. Closer to 28th businesses and more likely to attract riders of all kinds, particularly "median" riders (neither "direct focused" nor "safety above all") side street signage listing 28th businesses could mollify businesses losing padding. Also consider having a "direct" route (28th) and a "safer" route (29th) with appropriate signage.</p> <p>2. I favor the diagonal crossing on 28th & Sandy both erilse directions on west side of 28th and feel a crossing as Wasco would be inherently unsafe.</p> <p>3. I favor fully signalized crossing at 26th and Broadway and think the flashing beacons & crosswalk would be inadequate and unsafe. There will be a new signal at 32nd as a part of Grant Park Village and a fully synchronized signal would integrate well with existing signals and would be much safer.</p>	1	N	Frequent
N37	<ul style="list-style-type: none"> • In the North section, I would prefer the route to take 26th or 27th for directness – 32nd is too far out of the way. • Crossing Broadway at 26th w/o a signal is a safety concern. I would choose the light at 28th instead. • From Sandy to Burnside going south is downhill and therefore preferable for sharrows. Bike line would be best going north uphill. • Signal at Belmont seems necessary for safety & crossing ease (similar to 16th & Hawthorne) • As direct & in the 20s as possible is best!!! <p>Thank you!!</p>			
N38	<p>28th between Sandy & Stark is in need of the most improvement. The bike couplet design is already a compromise so I would strongly recommend the bike lane be placed on the (slight) up-hill side (east).</p> <p>My other concern is arterial crossings. More signalized crossings please.</p>	1	C	Frequent
N39	<p>The planning looks well thought out. It looks like a tough decision. Cyclist safety is priority for me.</p> <p>Thanks!</p>	other	N	seldom

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N40	<p>I live on this corner (29th & Killingsworth) I cross every day – it’s a dangerous intersection because 29th is narrow, offset, and has poor visibility because of tightly parked cars on Killingsworth.</p> <p>30th has an existing crosswalk, is wider with better visibility (including 2 bike corrals to prevent parked cars). The signal needs to be updated for pedestrian + bike crossing.</p>	1	N	frequent
N41	<ol style="list-style-type: none"> 1. Mark the maps with code meanings(e.g.---- means a proposed or alt. route) 2. When adapting measures to specific streets and intersections, do not exceed 3 variants. Two is better. One is excellent. More variants leads to confusion by cyclists and motorists. 3. Bike paths with parking on right increase the number of vehicle doors opened in cyclists’ faces. (Especially true at Whole Foods, 42nd Sandy.) 4. Protections such as walls tend to hem in cyclists who otherwise can get around temporary obstructions. 5. The Oregon Legislature in 2005 passed a regulation making every intersection a pedestrian crosswalk. But many mid-block and intersections are marked with bold white stripes. Drivers reasonably see traffic lights and striped walks as legal and do not see other intersections as walks for which they are obligated to stop for pedestrians – even though violation carries a \$280 fine! As a cyclist waiting for traffic in both directions, I dismount and flag motorists to walk across the intersection. I think it would be less 	1	N	Frequent
N42	<p>I strongly favor the alternate route suggested on SE 28th ave (not SE 26th) between SE Powell Blvd & Division. This is a much quieter & safer residential route (more comparable to the East-West corridor on SE Clinton.) Even with the existing bike lanes, the traffic on SE 26th is terrible!</p> <p>Also parking on SE 26th between SE Woodward and Clinton is very rare and at a premium – removal of more parking spots in this zone (especially on the E side of 26th would present a terrible undue burden on both small businesses & residences. The SE 28th Ave alternate is much quieter in this zone, with no commercial businesses at all. For all these reasons, SE 28th Ave would be a preferred route. (see diagram on back of form)</p>	1	C	Sometimes
N43	<p>Concerned about higer bike useage of SE/NE 21st with no safety built in. This seems like a good alternative. Parking is not too much of a concern for me – if I dread having to find parking I am more inclined to bike or ride mass transit, which is good for one and the city.</p>	1	N	Sometimes

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N44	28 th Ave crossing of Knot is not a good option. I go by there daily on my bike and it is very difficult. I prefer 26 th Ave option.	1	N	Frequent
N45	I am concerned about using different bike lane methodologies on the route. Whatever type of "lane" is used, it should be used consistently across the route to avoid confusion by all users of this route. Whatever is implemented I hope that some traffic calming measure are taken. I know that I'm in the minority but roundabouts are awesome. I lived in the UK for a year and once I got used to them I began to appreciate them for how they manage traffic flow.	1	N	
N46	Live @ 26th & Halsey – like the greenway onto Wasco up to 26th w/crossing light @ Broadway! (keep the parking on the roads) North of Regent – would prefer the smoothest route, but not one on a transit route. Area between 84 and Stark – Oregon to 30th would be ok as long as major road crossings are safe. There will still be cyclists on 28 to reach the businesses. Would like one side of parking removed on 28th as well as the greenway – otherwise it is difficult to reach the businesses. Need good crossing options at major street crossings. Sandy intersection w/28th is very difficult and needs to be bicycle friendly.	1	N C	Frequent

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N47	<ul style="list-style-type: none"> • Nine options: Use 32nd to Holman & use 26th to stay away from bus & university traffic. • Or 26th all the way (new pavement treatment S of Alberta) North is treatment is not too bad lots of riders & young families on 26th • Killingsworth crossing requires flashing light not just crosswalk due to high car volume and speed • If bike traffic is routed from 28th to 26th before Broadway left turn must be very visible and easy to make for bakes. Currently cars often do not stop at existing crossing. • 26th NE of Broadway good option. Challenge with 28th at school open/close times - lots of kids & parents with cars. • NE Alberta needs extra curb treatment to see into the street • NE Dekum: Improve bike lanes mainly around Faubion install • South Powell: 28th couplet extension to improve pedestrian crossing • NE Wasco Option 1 presented (dual bike lane on west side) is preferred to avoid dangerous left turn on Wasco. It also allows family & cargo bikes & options to pass without getting in car lane. • Stark to Sandy on 28th <p>Education on other parking options Leverage parking guide system to parking lots not wed at certain times Charge for parking Resident parking permits More blue corrals</p> <p>Key for any crossing improvement is timing of traffic lights – if possible delay crossing for</p>			
N48	<p>Among the 3 options for NE Wasco to NE Oregon, I prefer the one that does not slow down traffic with a separate bike signal, and maintains normal riding positions on the roadway, rather than confusing riders with shifts back and forth between riding on the right and left side of the street. It is not difficult to stop and wait for a break in traffic to make the left turn onto Oregon when one is riding south on the right side of 28th. Other things being equal the Reed College Place option at the south end might be pleasant to ride because it has more of a boulevard character.</p>		N C S	frequent
N49	<p>I support treatment of 28th because of the local access to business and safety on 28th. I like a less hilly treatment (26th) between Stark and Salmon. Also think that climbing the Alameda ridge on Regents is most intuitive.</p>		N C S	frequent

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N50	<p>1. "S" curve on 28th by the Fred Meyer (just south of Broadway) is currently a mess. Detouring the route to avoid this makes it more difficult to access the Fred Meyer.</p> <p>2. Can we please build a pocket park at NE Buxton & 28th? Pretty please?</p> <p>3. Instead of the hybrid bike lane/sharrow idea in the central (Sandy-Stark) area, what about just reducing the speed limit to 15. Keep the parking, just give the entire lane width to cycle/cars etc. I'm afraid that the bike lane in 1 direction, sharrows in the opposite direction would not be intuitive to drivers not accustomed to that route.</p>	1	C	frequent
N51	<p>Access to businesses on 28th please including Fred Meyer. And thanks for doing it.</p>			
N52	<p>The North section feels pretty safe already. I favor the 32nd option because it is more direct and avoids the bus route. I like the 26th option near Broadway as long as the crossing is safe, but I think 28th also needs improvement around Fred Meyer, ideally by removing the unnecessary parking south of the freeway we need bike lanes on the 2 way cycletrack. I like the 26th or 30th options crossing Glisan and Burnside, but 28th needs major traffic calming, sharrows, speed bumps, etc. because that is where the destinations are. Farther south I favor 26th for easy access to destinations, but 28th is ok too. Please also consider impacts to transit.</p>	Other	C	Frequent
N53	<p>I think 32nd is the clear choice for the northernmost part of the bikeway. It has the best quality pavement (since there is probably not funding for any repaving of the route) & it feeds directly onto Regence which is a nice diagonal down to either 26th or 27th. Pavement quality is hugely important for those of us who ride cargo bikes, especially. Regarding 28th between Burnside & Broadway. Anything less than a two-way cycle track on 28th is unacceptable. If we really want to ever get to a 25% mode share, as our plan says we want to, then we have to make top-quality facilities that make all people feel safe and welcome. Safety without the convenience of easy access to businesses (ie – parallel bikeway) is not good enough.</p> <p>I'm sure you've seen the studies that show businesses along a bikeway see increased sales, right? We have to be willing to take out some parking here and there in order to make room for all modes to share the road. If that stretch gets a parallel bike boulevard, I will never use it. Ever.</p> <p>Even when I'm riding my cargo bike with my dog, I will take the lane on 28th. But I'm a very confident cyclist & I realize that. I don't expect most people to have that confidence, I've heard that a building owner along that stretch – not a business owner – has been ver</p>	1	N C	Frequent