



# ↑ NORTH PORTLAND IN MOTION

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## Community Engagement Summary #2 Appendix: Open-ended comments from Online Open House

This appendix includes all open-ended comments received during the North Portland in Motion Project Ideas Online Open House from late August to early October 2022.

Participants were asked to describe why they chose the projects they did when asked about Corridor Improvement project ideas and Neighborhood Greenway project ideas.

The project numbering and naming has evolved since the Project Ideas Online Open House. The Online Open House is still available for reference online at:

<https://openhouse.jla.us.com/north-portland-in-motion-2#>



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

Which three Neighborhood Greenway projects do you think are most urgently needed in North Portland?	Which five Corridor Improvements and Critical Connections projects do you think are most urgently needed in North Portland?	Use the space below to tell us about why you chose the projects you did. Please let us know what project you're commenting on by sharing the project name and project ID.
N Willamette/Reno (NG.1) Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5)	N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Portsmouth (CI.7) N Greeley (CI. 12)	N Greeley CI 12: I take bus 35 M-W and see the congestion/need for faster bus service as well as safer cross walks during the commuting hours.
N Willamette/Reno (NG.1) Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5)	N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5)	I chose Lower St. Johns / Cathedral Park (NG.4) because I live on this segment of N Jersey; I chose N Princeton (NG.5) because of its proximity to The Belmont Goats. I chose N Willamette (CI.5) because it's a main component of my daily walk for exercise and health.
N Willamette/Reno (NG.1) Kenton (NG.8) North Overlook (NG. 12)	N Wall Ave (CI.6) N Portsmouth (CI.7) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	N Wall is an absolute disaster when it comes to the amount of traffic and extreme speeding, your speed bumps are a joke especially the ones with the tire cutouts, don't even need to slow down! Start with at least 2 stop signs and maybe round a bouts or islands! We have to have more traffic police running radar!
Lower St Johns / Cathedral Park (NG.4) Kenton (NG.8) N Ainsworth (NG.10)	N Willamette (CI.5) N Greeley (CI. 12) N Fessenden St (CC.2)	Project (NG.4) would provide opportunities for traffic calming. Project (NG.8) would fix a difficult connection to a neighborhood hub. Project (NG.10) would make Ainsworth more useful for connecting with NE
N Willamette/Reno (NG.1) Kenton (NG.8) North Overlook (NG. 12)	N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Ainsworth St (CC.4) N Alberta St (CC.5)	I chose n interstate (CI. 14) because I routinely see cars on this corridor encroaching on the small bike lane, endangering cyclists. additionally, i'm concerned for pedestrian safety as there are few timed light crosswalk like n interstate and n going have. Additionally the N alberta (CC. 5) and N Ainsworth (CC. 4) critical connections are extremely important to me. I5 is extremely hard and awkward to cross, particularly at n. alberta. it poses a danger to bicyclists, pedestrians, and drivers alike. there are no signs, only a blinking a red light for 4+ directions of traffic. I don't feel safe crossing it as a pedestrian, there aren't even marked crosswalks on both sides of the street.
Upper St Johns (NG.2) N Gilbert (NG.3) Lower St Johns / Cathedral Park (NG.4)	N Chautauqua (CI. 9) N Fessenden St (CC.2) N Lombard St (CC.3)	CI 9 is a street with heavy speeding and dangerous pedestrian crossing at killpatrick and winchell. CC2 has a challenging intersection because it is at a 45 degree angle. CC3 there is a light pole in the middle of the sidewalk and traffic is too fast going by peninsula crossing.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	My twin 11 year old boys bike to George Middle School each day and cross N Lombard and N Fessenden ... please make these streets safer by making the bike lanes better and the speed bumps larger.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Ida (CI.2) N Willamette (CI.5)	Upper St Johns (NG.2) I've lived on N Charleston & N Smith for 9 yrs. In that time I've noticed an increase in cut through traffic and excessive speeds over 50mph. This is also marked as a safe route to school which feels like a joke on most days. As a parent to young kids and pets this is increasing stressful. The latest speed survey was conducted during the pandemic & in a way to that seems like the city was intentionally trying to skew the data. It happened on a Monday between 1-3pm not accounting for morning school traffic and evening rush hour traffic. Many drivers speed down our road between Central and Smith because there are no calming measures. Even if stop signs was added at N Hudson or a crosswalk at Central/Charleston I think the issue would be greatly improved.

N Princeton (NG.5) N Fiske (NG.6) North Overlook (NG. 12)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Wall Ave (CI.6) N Chautauqua (CI. 9) N Lombard St (CC.3)	I chose all these projects to ensure the neighborhoods along Lombard are more walkable and bikable—and that there's easier access for the rest of the neighborhoods to St. Johns.  The one thing I didn't see was a ferry option. Which is something the area and the city desperately needs.
North Overlook (NG. 12)	N Killingsworth (CI.15) N Ainsworth St (CC.4)	I chose N. Killingsworth as a top project because my neighbors and I frequent that street daily. We have seen the growth and identified a need for a crosswalk a long time ago as cars are always parked on the side, making it difficult to see, and people drive too fast. We generally have to job across the street. With all the new construction, this street is destined to become something even more special, with more retail and foot traffic in the near future.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) Cathedral Park Access (CI.4) N Willamette (CI.5) N Fessenden St (CC.2) N Lombard St (CC.3)	I chose CC.2 and CC.3 because getting from the St. Johns Peninsula to Portsmouth as a pedestrian or bike is a lot more difficult than it should be. I chose CI.1 because Smith is the primary neighborhood street for pedestrians and bikes for everyone in St. Johns North of Lombard -- non-neighborhood traffic should be using Lombard, Fessenden, or Columbia.
Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5) N Woolsey (NG.7)	N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5)	I chose NG5 because of the number of pedestrians and students in the area and how fast cars drive here. I chose CI5 because I don't feel safe riding my bike here and I know many neighbors feel the same. I'd love to see more tree cover in all the areas above.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) Cathedral Park Access (CI.4) N Portsmouth (CI.7) N Columbia Blvd (CC.1) N Fessenden St (CC.2)	My husband is a teacher at James John and we know a lot of students and families that have to cross Fessenden and Smith (with no crosswalks). It seems really unsafe, many people speed and we would love to see more features for pedestrians.
Kenton (NG.8) N Ainsworth (NG.10) North Overlook (NG. 12)	N Willamette (CI.5) N Denver (CI. 13) N Interstate (CI. 14) N Lombard St (CC.3) N Ainsworth St (CC.4)	N Denver is probably most important to me. It would make the Rose Parks bike lane so much more connected to N portland.
N Fiske (NG.6) N Woolsey (NG.7) N Villard (NG. 9)	N Portsmouth (CI.7) N Willis (CI. 8) N Chautauqua (CI. 9)	There was a recent death on Chautauqua (CI. 9) at a spot that was known to be unsafe. Also, Portsmouth (CI. 7) and Willis (CI. 8) have been longstanding concerns of the Cesar Chavez community and at least one student has been hit with a car by a driver at the intersection of those two streets. The PBOT test of safety improvements there was half-hearted despite the work put in by PSU students and it needs immediate, permanent fix.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Lombard St (CC.3)	We need better bike crossings over the cut. Doesn't have to be on Lombard - it would be better if it weren't. But improving Lombard would be great. Willamette heading into cathedral park need improvements - it gets too narrow and people drive too fast. We need to stop having giant RVs parking in the street.
N Willamette/Reno (NG.1) N Princeton (NG.5) N Villard (NG. 9)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Greeley (CI. 12)	Corridor Improvements around Cathedral Park are important to support new developments in this area. Housing development is being advertised as close to transit, and with very little off-street parking, but pedestrians and cyclists must climb the steep hill to reach transit options. This is significant barrier to many people.

<p>N Willamette/Reno (NG.1) Upper St Johns (NG.2) N Fiske (NG.6)</p>	<p>N Smith (CI.1) Cathedral Park Access (CI.4) N Willamette (CI.5) N Portsmouth (CI.7) N Willis (CI. 8)</p>	<p>I made my picks because these are the routes I most often use, and am most familiar with. I chose N Portsmouth because I see cars speeding up and down that road every single day and crossing it is a terrifying experience. I chose N Willis because the street has a ton of potential and would really benefit from tree coverage. I chose Cathedral Park Access because it's hard to tell what streets in that area are meant to be used for cycling vs. cars. I chose N Willamette because that particular stretch sees a LOT of speeding and there's no strong bike lane infrastructure there.</p>
<p>Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Ainsworth (NG.10)</p>	<p>N Smith (CI.1) N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Ainsworth St (CC.4)</p>	<p>I chose Upper St Johns NG 2 because I live and bike in the area and N. Willamette CI 5 because I bike commute along N. Willamette.</p>
<p>N Willamette/Reno (NG.1) N Ainsworth (NG.10)</p>	<p>Cathedral Park Access (CI.4) N Portsmouth (CI.7) N Interstate (CI. 14) N Killingsworth (CI.15)</p>	<p>Interstate in particular. Biking on the section above Killingsworth with no bike lane is TERRIFYING. That is waaay overdue.</p>
<p>N Ainsworth (NG.10)</p>	<p>N Willamette (CI.5) N Greeley (CI. 12) N Denver (CI. 13) N Killingsworth (CI.15) N Ainsworth St (CC.4)</p>	<p>I chose the N Denver project because speeding and blowing through stop signs has been a big issues I've observed.</p> <p>I chose the N Ainsworth project because speeding/ street racing has been popular, and it is a serious safety hazard for the many pedestrians/cyclists. I believe a roundabout placed at N Denver and N Ainsworth could do a lot to reduce the speeding and racing behaviors.</p> <p>I chose N Killingsworth because the street is popular for bikes but remains very narrow and without a dedicated bike lane.</p>
<p>N Willamette/Reno (NG.1)</p>	<p>N Portsmouth (CI.7) N Chautauqua (CI. 9) N Denver (CI. 13) N Columbia Blvd (CC.1) N Lombard St (CC.3)</p>	<p>I choose Portsmouth because I live in Portsmouth. I feel like when ever the city does an improvement, they focus in area that are already fine and completely neglect high residential areas that absolutely need improvements. Portsmouth is absolutely a death trap. Yea n the last 4 years our toddler like many toddlers have grown up here and every year the traffic incidents get worse because there is no consequences. Putting up speed signs doesn't help the residents it helps the city feel good about them selves. We need deeds not words. Speed traps, cops the ticket. Actual enforcement that tells people it's not okay to run through the stop signs and kill children, or to go 50 in a 25 on a one lane neighborhood road.</p>
<p>N Willamette/Reno (NG.1)</p>	<p>N Wall Ave (CI.6) N Portsmouth (CI.7) N Chautauqua (CI. 9) N Fessenden St (CC.2) N Lombard St (CC.3)</p>	<p>I live next North Gate Park along the Greenway N. Houghton which desperately needs improvement. I bike my daughter to day care 4 days a week towards N. Chautauqua. There is inconsistent paving with many potholes and unsafe drivers. I am wondering why improving this greenway was not included, especially deterrents for drivers.</p>
<p>N Woolsey (NG.7) Kenton (NG.8) N Ainsworth (NG.10)</p>	<p>N Willamette (CI.5) N Willis (CI. 8) N Lombard St (CC.3) N Ainsworth St (CC.4) N Alberta St (CC.5)</p>	<p>I selected these projects because they all provide critical East-West routes where no safe alternatives exist, whether because of limited crossings if I-5 or the BNSF cut. Bike Lanes have been needed on these routes for decades. For example, when I was a student at UP over a decade ago, a bike lane on Willamette would've made a huge safety improvement. Currently, living in the Boise neighborhood just to the east of the project area, there are a lack of safe routes to cross I-5 that limit my ability to safely navigate to/from the project area.</p>

Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Wall Ave (CI.6)	School access/ walker/cyclist/notable usage
Upper St Johns (NG.2)	N Smith (CI.1) N Willis (CI. 8) N Fessenden St (CC.2)	These are the routes my child takes to walk to school and i take to get to work on bike.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Willamette (CI.5) N Portsmouth (CI.7) N Fessenden St (CC.2)	I choose ng4 as I commute by bike daily with my kid and it's dangerous due to speeding cars, blind corners and crossing willamette!
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Fessenden St (CC.2) N Lombard St (CC.3)	I live on Ivanhoe and Reno and because there aren't any stop signs for Ivanhoe, there have been two car accidents with cyclists at this crossing. I hope that the NG.1 project would implement a 4 way stop option and/or crosswalk option to encourage slower speeds.
Kenton (NG.8) N Villard (NG. 9) N Ainsworth (NG.10)	N Willamette (CI.5) N Argyle (CI. 11) N Denver (CI. 13) N Interstate (CI. 14) N Alberta St (CC.5)	These are the routes I most frequently find useful navigating around N. Portland. Many of the others are just not really on the way to anywhere.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) N Ainsworth (NG.10)	N Willamette (CI.5) N Lombard St (CC.3) N Ainsworth St (CC.4)	I chose the projects I did because those are projects that will significantly improve the safety of pedestrians and cyclists in North Portland. N Portland has few safe avenues for non-vehicle transportation and making our routes more pedestrian/ cyclist friendly will meet Portland's safety and climate goals.
0	0	0 These projects will help 3 percent of the st John's population leaving the rest of us dealing with long traffic lines and congestion. St John's is in the middle of WAREHOUSES AND TRUCKING. There are truck routes here that serve these businesses and employees the people of st John's. These projects do nothing but cause us more problems.
Upper St Johns (NG.2)		0 Please do not make it even more difficult to navigate Lombard. Bikes do not use Lombard or Smith to the extent that any money should be spent. Instead of thinking about the handful of bikes, how about you focus on the crosswalk at Burr and Smith where 100's of kids walk every day? I would like to know how more improved bike areas effect marginalized communities? Roosevelt mainly consists of kids from these marginalized communities and they are 100% being effected by not being able to safely cross the street. It is shameful how these surveys are presented and how offensive most of the decisions are. Common sense people. Try not adding to this city's enormous amount of disfunction.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) Kenton (NG.8)	N Peninsular (CI. 10) N Interstate (CI. 14) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	As a biker I feel uncomfortable riding in the areas I checked. I think this is wonderful and commend everyone's work on this project
Upper St Johns (NG.2) N Gilbert (NG.3) Lower St Johns / Cathedral Park (NG.4)	N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Fessenden St (CC.2) N Lombard St (CC.3)	The lower St Johns is where my children walk to school. I chose the rest because they make it safer for the kids to walk to school where we live.

Upper St Johns (NG.2) N Fiske (NG.6) N Woolsey (NG.7)	N Portsmouth (CI.7) N Willis (CI. 8) N Chautauqua (CI. 9) N Columbia Blvd (CC.1) N Fessenden St (CC.2)	I chose the projects that would most impact me. I live in the New Columbia neighborhood and use TriMet/walking to get around. Improving Fessenden (cc.2), Portsmouth (ci.7) and Columbia (cc.1) feel especially important to me.  I did not see the Fiske/Columbia intersection on this map but I wish we could see a safer crossing here. People on foot and bikes use it to connect to the trail by the treatment plant but it is SUPER dangerous.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Ida (CI.2) N Willamette (CI.5) N Portsmouth (CI.7) N Peninsular (CI. 10) N Lombard St (CC.3)	I chose N Ida(CI.2) because we are so close to this street.
N Fiske (NG.6)	N Portsmouth (CI.7) N Fessenden St (CC.2)	Projects to slow traffic and build better bike infrastructure on Fessenden and Portsmouth are my priority because the drag racing on these streets is out of hand. I live at this intersection and I have had two cars totaled in two years while parked in front of my house due to excessive and erratic driving. Both were hit and runs. The unsafe driving is absolutely out of control.
Lower St Johns / Cathedral Park (NG.4)	N Wall Ave (CI.6) N Peninsular (CI. 10) N Lombard St (CC.3)	I chose lower ST Johns. I live on Jersey and Buchanan and have 3 young kids. This amount of fast/cut through traffic on Buchanan is unsafe. The cars speeding on Jersey is unsafe.
Kenton (NG.8) N Ainsworth (NG.10) N Montana (NG. 11)	N Greeley (CI. 12) N Interstate (CI. 14) N Ainsworth St (CC.4)	Interstate needs some help in places
N Princeton (NG.5) N Fiske (NG.6) N Ainsworth (NG.10)	N Willamette (CI.5) N Portsmouth (CI.7) N Interstate (CI. 14) N Ainsworth St (CC.4) N Alberta St (CC.5)	I mostly prioritized to assist in getting the most ridership to/from the MAX stations. I think we need to ensure the high number of households that are being built on the East side of the I-5 need safer connections to MAX through biking. Also the Interstate Bike Lanes are a long-time coming.
N Woolsey (NG.7) Kenton (NG.8) N Ainsworth (NG.10)	N Argyle (CI. 11) N Greeley (CI. 12) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	I chose N Argyle (CI. 11) because it currently lacks even basic traffic calming or crossing infrastructure and has the highest proximity to children (in the park and nearby Discovery Gardens daycare) The northern end of Kenton park has no indicated crossings or protection for pedestrians.
Lower St Johns / Cathedral Park (NG.4)		0 I chose lower St Johns/Cathedral Park (NG.4) Neighborhood Greenway project because drivers use Jersey Street to avoid Lombard and we have witnessed many crashes and near crashes plus drivers not obeying stop signs. It is very dangerous. I would love to see this as a Greenway for cyclists and pedestrians traveling from Willamette and Lombard into and out of downtown St. Johns.
N Woolsey (NG.7) Kenton (NG.8) N Ainsworth (NG.10)	N Willis (CI. 8) N Chautauqua (CI. 9) N Peninsular (CI. 10) N Argyle (CI. 11) N Greeley (CI. 12)	I chose all of these because I use them daily or weekly and I can see they are in need of attention.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Macrum (CI.3) N Willamette (CI.5) N Portsmouth (CI.7) N Chautauqua (CI. 9) N Fessenden St (CC.2)	Currently there is no safe way to cross from upper St John's to the Willamette bike route

N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	Cathedral Park Access (CI.4) N Interstate (CI. 14) N Killingsworth (CI.15) N Columbia Blvd (CC.1) N Ainsworth St (CC.4)	I chose Cathedral Park Access (CI.4) and N Willamette Blvd (NG. 01) projects as two of my top improvements because these roads lack basic safety for pedestrians and cyclists. Cut-through traffic and speeding is big problem in these neighborhoods and as a cyclist, I have multiple first hand experiences of aggressive drivers putting me at risk. I wish these projects would also extend to N Ivanhoe St and N Saint Louis Ave as they, too, have ongoing safety concerns with speeding and lack of marked crosswalks.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	All the projects selected will hopefully cut down on speeds and cut through traffic.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Fiske (NG.6)	N Ida (CI.2) N Wall Ave (CI.6) N Portsmouth (CI.7) N Fessenden St (CC.2) N Lombard St (CC.3)	I chose Lower St Johns because I actually live on one of the streets (Jersey) that is being considered. It has always been a street that many people fly down and has made nervous with kids always being out. Many of the others I chose were to help our families in the lower income areas have safer routes.
N Fiske (NG.6) N Woolsey (NG.7) Kenton (NG.8)	N Portsmouth (CI.7) N Willis (CI. 8) N Lombard St (CC.3)	These are the corridors I use the most on my bike travels.
Upper St Johns (NG.2) N Woolsey (NG.7) N Montana (NG. 11)	N Macrum (CI.3) N Willamette (CI.5) N Portsmouth (CI.7) N Interstate (CI. 14) N Ainsworth St (CC.4)	I chose N Willamette Bl (CI.5) because this is the most frequently used bike route to and from St. John's and UoP to the rest of the city. There are substantial bike lanes for a large portion of the route that suddenly drop off.  I chose N Interstate (CI.14) because the gap in bike lanes on Interstate creates a very dangerous and discontinuous route for cyclists traveling from downtown or the inner east side to the Kenton neighborhood.  I chose Upper St Johns (NG.2) because this neighborhood hasn't been cared for in a long time. Fessenden has nice bike lanes and a signed Greenway connection to them would help increase ridership.
Upper St Johns (NG.2) N Woolsey (NG.7) Kenton (NG.8)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Fessenden St (CC.2) N Lombard St (CC.3) N Ainsworth St (CC.4)	I focused on crossings over the cut and over I-5 because those are both major impediments to safely walking and biking throughout North Portland.
Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5) Kenton (NG.8)	N Ida (CI.2) N Portsmouth (CI.7) N Lombard St (CC.3)	Per N Princeton (NG.5) - My daughter attends Holy Cross Catholic school where a large percentage of students are students of color and are on tuition assistance so please do not discount this "private" school - this greenway project would also benefit these students. Per N Lombard st (CC.3) - Improving this connection would bring greater safety thus encouraging us to use it more.
N Gilbert (NG.3) N Princeton (NG.5) N Woolsey (NG.7)	N Portsmouth (CI.7) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3) N Alberta St (CC.5)	I feel that CC.1, CC.2, and CC.3 are the most important critical connections because these are areas that are historically unimproved, dangerous / unfriendly to pedestrians, as well as critical bridges and streets that connect neighborhoods across the railway cut. All of these improvements are necessary, but these seem to be most in need of attention.

	0 N Lombard St (CC.3)	We live off Rosa Parks Way and three cars have been totaled in front of my house since the street pattern was changed to accommodate protected bike lanes. The traffic pattern on Rosa Parks DOES NOT WORK. Delivery trucks are regularly driving over the protected lanes, delivery and lyfts etc are always squeezing into the bike lanes totally confused about how to pull over, drivers are regularly clipping the cars that are parked in the middle of the street in the line of traffic. Multiple bikers have talked with me about how they don't feel like the protected bike lane on Rosa Parks is any safer than Denver. I've also seen multiple run ins between cars and pedestrians or bikers with cars pulling in and out of driveways that cant see beyond the cars parked or with cars turning left that can not see bikers blocked by the cars. I request speed bumps on Rosa Parks to help slow down traffic. Parking is also becoming a critical issue in North Portland. There has to be a way to both protect bikers and pedestrians and provide ample parking.
Kenton (NG.8) N Villard (NG. 9) N Ainsworth (NG.10)	N Greeley (CI. 12) N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Ainsworth St (CC.4)	N Greeley CI. 12 is incredibly important; current speeds and lack of crossings are a critical safety threat.
	0 N Willis (CI. 8) N Chautauqua (CI. 9)	I chose N Willis (CI.8) because there is a bus line running down much of that street, but inconsistent sidewalk access. I chose Chautauqua (CI.9) because I like to walk in/near Columbia Park, and people are always racing up and down that street. There are so many kids and families walking! Also, people often turn donuts in the intersection of Willis and Chautauqua.
N Willamette/Reno (NG.1) N Princeton (NG.5) N Fiske (NG.6)	N Willamette (CI.5) N Willis (CI. 8) N Peninsular (CI. 10) N Greeley (CI. 12) N Lombard St (CC.3)	I chose the projects that help me get from my home to my frequently visited areas. I commonly use Willamette on bike, so CI.5 and NG.1 will help me get to places like Cathedral Park and Pier Park more easily. CC.3 will also help me get across the cut on bike more safely. CI.12 will help me get to destinations south of Lombard on bike. I live near peninsular, so improved crossing safety on bike and on foot will be helped with CI.10. The combination of CI.8, NG.5, and NG.6 will help me cross the peninsula from Kenton towards St Johns more directly rather than going all the way north to Fessenden or south to Willamette.
Upper St Johns (NG.2) N Princeton (NG.5) N Woolsey (NG.7)	N Smith (CI.1) N Portsmouth (CI.7) N Willis (CI. 8) N Argyle (CI. 11) N Fessenden St (CC.2)	I chose corridor improvements that help me to move between N Piedmont (the Loveleigh neighborhoods, still part of North Portland, but not included in this effort) and St. Johns. I'm am still blocked by my inability to safely efficiently cross I5, but prioritized East/West connections and paths that take me on routes North of Lombard. These routes allow me to include my child's daycare near Columbia Park in my route planning.



<p>N Willamette/Reno (NG.1) Lower St Johns / Cathedral Park (NG.4) N Ainsworth (NG.10)</p>	<p>N Willamette (CI.5) N Lombard St (CC.3) N Ainsworth St (CC.4)</p>	<p>I lived in St Johns for many years and still bike there to work nearly daily from Southeast. In the more than a decade that I have commuted by bicycle to and from this neighborhood, I have noticed a steady decline in safety along Willamette Blvd, N Ainsworth, and other residential streets that connect St Johns to the rest of North Portland. It is for this reason that I believe that improved bike and pedestrian infrastructure along N Willamette and N Ainsworth are the most urgent projects. I appreciate that the speed limit along Willamette was recently reduced to 25 mph, however, many cars still exceed that limit by 10 or more mph. I believe that increased pedestrian crossings, buffered bike lines, and speed cameras are needed to slow traffic down. Diverters and speed bumps are desperately needed on N Ainsworth as more and more drivers speed down this street as a cut through between N Interstate and N Greeley.</p>
<p>Upper St Johns (NG.2) N Princeton (NG.5) N Fiske (NG.6)</p>	<p>N Wall Ave (CI.6) N Portsmouth (CI.7) N Willis (CI. 8) N Lombard St (CC.3)</p>	<p>I retired from ODOT as a staff engineer. My selections were based on need and options that have street width as stated in the multnomah county survey maps for these streets. I researched the title and deeds for these various street in the vicinity of the Portland harbor super fund site. You can asked the county recorder office for any street in Portland or go to sail websites and read the title and deeds for the city street is hand written but the maps clearly describes legal roadway (aka. Streets)</p>
<p>N Woolsey (NG.7) N Ainsworth (NG.10) N Montana (NG. 11)</p>	<p>N Willamette (CI.5) N Willis (CI. 8) N Argyle (CI. 11) N Greeley (CI. 12) N Alberta St (CC.5)</p>	<p>The N Ainsworth (NG. 10) and N Greeley (CI. 12) are priorities for me because I live near the corner of N Ainsworth and N Greeley and witness multiple near accidents every day. People exceed the speed limit on N Ainsworth and nearly hit bicyclists and pedestrians, and oncoming traffic the area between N Greeley and N Delaware where the street narrows and there is lots of street parking for the nearby small businesses. N Greeley has standstill traffic during the morning and evening rush hours, and impatient drivers often run red lights or speed down side streets to try to get through the gridlock quicker.</p>
<p>N Villard (NG. 9) N Ainsworth (NG.10) North Overlook (NG. 12)</p>	<p>N Chautauqua (CI. 9) N Argyle (CI. 11) N Greeley (CI. 12) N Denver (CI. 13) N Ainsworth St (CC.4)</p>	<p>I chose N Ainsworth ng10 because this is a very important biking, walking, family stretch of ainsworth leading to the middle school that traffic has begun to completely dominate with unsafe speeds and dangerous moves around bikers and pedestrians including children walking and biking to and from school</p>
<p>N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Smith (CI.1) N Ida (CI.2) N Macrum (CI.3) Cathedral Park Access (CI.4) N Willamette (CI.5)</p>	<p>I chose N Willamette/Reno (NG. 1) as one of my top projects because I walk, bike, and drive through the area often. With the popularity of Cathedral Park, this street can become very busy and full. I sometimes feel stressed/worried driving or biking through the area underneath the bridge because of how busy it feels.</p>
<p>Lower St Johns / Cathedral Park (NG.4) Kenton (NG.8) North Overlook (NG. 12)</p>	<p>Cathedral Park Access (CI.4) N Willamette (CI.5) N Chautauqua (CI. 9) N Denver (CI. 13) N Killingsworth (CI.15)</p>	<p>These projects would make moving around within my neighborhood and between the neighborhoods easier by bike and walking and make it safer. Some of these projects I didn't choose because they would make driving around too hard. I don't think we should make driving harder for folks - the projects I selected felt like a good balance and will make the neighborhoods more accessible and enjoyable.</p>
	<p>0 N Willamette (CI.5)</p>	<p>N Willamette CI5 would provide bike lanes on a section of Willamette which has high bike ridership but no bike lanes. I would also urge that more consideration be given to maintaining existing facilities rather than building new ones. There are existing bike paths and sidewalks that are almost unusable because they are not maintained. There are also traffic signals that are not being maintained, resulting in excessive delays to bikes and pedestrians and diversion of traffic through neighborhoods.</p>

N Montana (NG. 11)	N Greeley (Cl. 12) N Fessenden St (CC.2) N Lombard St (CC.3)	I think Michigan is a good north south option near the freeway that could feel safer than interstate. I've been advocating for better traffic along greeley since a neighbor was killed in a crosswalk there. I have friends who live on the other side of the cut and none of the rr crossings feel safe to walk our bike on.
Kenton (NG.8) N Ainsworth (NG.10) North Overlook (NG. 12)	N Greeley (Cl. 12) N Interstate (Cl. 14) N Killingsworth (Cl.15) N Lombard St (CC.3) N Ainsworth St (CC.4)	CC.4 Any updates/upgrades to Ainsworth would be welcomed. Particularly at N Detroit. This is a very dangerous, high-speed zone
	0 Cathedral Park Access (Cl.4) N Willamette (Cl.5) N Greeley (Cl. 12) N Denver (Cl. 13) N Lombard St (CC.3)	All of them have excess traffic and heavy bike and pedestrian traffic!
	0 N Portsmouth (Cl.7)	I chose N. Portsmouth (Cl.7) for Corridor Improvements & Critical Connections project because urgently needed to slow down traffic on Portsmouth between Lombard & Willamette Blvd. Traffic road bumps would slow down speeding traffic like new bumps on Fessenden have. Astor school has students crossing, increased commute traffic in recent years & higher numbers of cars from University of Portland make crossings/bike riding dangerous. Increased exhaust fumes also a problem for medically fragile residents.
Kenton (NG.8) N Ainsworth (NG.10) N Montana (NG. 11)	N Peninsular (Cl. 10) N Greeley (Cl. 12) N Denver (Cl. 13) N Ainsworth St (CC.4)	N Denver (Cl.13), because people drive 50+ MPH and cut through side streets.

<p>N Ainsworth (NG.10)  N Montana (NG. 11)  North Overlook (NG. 12)</p>	<p>N Greeley (Cl. 12)  N Interstate (Cl. 14)  N Killingsworth (Cl.15)  N Ainsworth St (CC.4)  N Alberta St (CC.5)</p>	<p>GREENWAYS:  Ainsworth (NG.10): major E/W connector from NE/Interstate/Vancouver-Williams couplet to the bluffs/Willamette/NoPo. ROW width varies strangely. Cars speed.  Montana (NG.11) would be a great alternative to Interstate.  North Overlook (NG. 12): great connector to Alberta/NE and internally to Overlook (overlook is a disjointed neighborhood)  CORRIDOR/CONNECTIONS:  N Ainsworth/N Alberta (CC.4 &amp;5): these ARE critical connections to the surrounding context, connecting North Portland to the rest of portland. So many services, bike connections, jobs, etc are located to the east and south (which you need to go east for). Main bike routes to downtown from NoPo utilize Williams/Vancouver. I've been yelled at as a biker multiple times for waiting in the middle of the lane at the Ainsworth/Interstate intersection (to trigger the light), visual clarity of space would help.  Interstate (Cl.11): Interstate is a scary road for bikes and peds, yet contains daily services like grocery stores and the MAX.  Greeley and Killingsworth (Cl. 12 &amp; 15): Greeley is in dire need of some help for bikes and peds. We are finally getting more density and mixed use along the street and it needs some help with livability. Greeley gets piled up with traffic at rush hour still - seems like people trying to skip I-5. Also tons speeding (people try to race from light to light), crashes, road rage, and late night drag racing (they use the greeley, lombard, interstate loop). Hard to see out onto Greeley from side streets as a driver and as a ped/bike because of parked cars. Because of all this, Greeley is a hard boundary in the fabric, bifurcating the neighborhood.</p>
<p>N Willamette/Reno (NG.1)  Lower St Johns / Cathedral Park (NG.4)</p>	<p>Cathedral Park Access (Cl.4)  N Willamette (Cl.5)  N Interstate (Cl. 14)</p>	<p>The area near Cathedral Park sees s ton of use not only from St Johns residents like myself, but people walking and biking from all over Portland. Cars tend to take over in these areas, and this is such a good opportunity to provide bike lanes, safer crossings, and slower speeds on Willamette and the surrounding streets that connect the park and neighborhoods to downtown St Johns.</p>
<p>N Villard (NG. 9)  N Ainsworth (NG.10)  N Montana (NG. 11)</p>	<p>N Greeley (Cl. 12)  N Interstate (Cl. 14)  N Killingsworth (Cl.15)</p>	<p>Greeley: I live on Greeley and have seen crashes and near-pedestrian fatalities first hand due to the poor visibility and high volume of aggressive motorists who use it as a commuting corridor. Corners must be daylighted, crosswalks must be PAINTED, and PBOT should probably take another crack at removing one parking lane in favor of the bus (with improved headways, please!)</p> <p>Killingsworth: It's like driving on the surface of the moon. I get a smoother ride when I take the car off-roading out in Timber. Crossings could also stand to be more visible.</p> <p>N. Interstate: I wanted to say western Willamette because it's terrifying having to bike so close to cars with no lane out there, but the same is true for N. Interstate. It's kind of embarrassing how poor / almost non-existent the bike facilities are on that stretch.</p>
<p>N Willamette/Reno (NG.1)  Upper St Johns (NG.2)  N Princeton (NG.5)</p>	<p>N Macrum (Cl.3)  Cathedral Park Access (Cl.4)  N Willamette (Cl.5)</p>	<p>Honestly, all of these projects seem really important. I know we have to prioritize. I chose the ones that would help me the most.</p>
<p>North Overlook (NG. 12)</p>	<p>N Willamette (Cl.5)  N Interstate (Cl. 14)  N Killingsworth (Cl.15)  N Alberta St (CC.5)</p>	<p>N Alberta is essential. The highway still divides the neighborhood and we need help wherever we can get it to mitigate the division.</p>

N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Macrum (CI.3) Cathedral Park Access (CI.4) N Willamette (CI.5) N Columbia Blvd (CC.1) N Lombard St (CC.3)	Improvements focused on increasing connection from the end of the peninsula
N Willamette/Reno (NG.1) N Princeton (NG.5) N Ainsworth (NG.10)	N Interstate (CI. 14) N Killingsworth (CI.15) N Alberta St (CC.5)	It is challenging to cross over N Interstate Ave and I-5 via bike from North Portland. Ainsworth is best but during "rush hours" there are too many cars that drive way to fast, and intersections that need to be daylighted. Alberta is scary because of the freeway ramps.
Lower St Johns / Cathedral Park (NG.4) N Villard (NG. 9) North Overlook (NG. 12)	N Ida (CI.2) N Willamette (CI.5) N Peninsular (CI. 10) N Greeley (CI. 12) N Killingsworth (CI.15)	N Peninsular CI.13 can be difficult to drive safely when looking for pedestrians and bikers.
N Gilbert (NG.3) N Princeton (NG.5) N Woolsey (NG.7)	N Ida (CI.2) N Portsmouth (CI.7) N Willis (CI. 8)	I tried to consider my own neighborhood, which is near N Willis and N Portsmouth( and C. Chavez School), and Roosevelt HS. If working on N. Willis, please considering turning the concrete triangle at N Willis and N Hereford into bioswale or garden with trees. I think it would help slow cars down and create shade.
Upper St Johns (NG.2) N Gilbert (NG.3) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Ida (CI.2) N Macrum (CI.3) N Willamette (CI.5) N Portsmouth (CI.7)	We need safer speeds and greenways in our neighborhood. We have a lot of young children attending schools in the area and cars are speeding down Buchanan and Jersey to avoid Lombard and Willamette or to connect between the two.
Upper St Johns (NG.2) N Gilbert (NG.3) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Ida (CI.2) N Macrum (CI.3) N Fessenden St (CC.2) N Alberta St (CC.5)	Upper St Johns (NG.2) is particularly needed as it connects neighborhood kids walking/biking to schools. Also, this part of the neighborhood is sad and needs beautification and more trees. N Smith (CI.1) is also needed for children walking to school. The new speed bumps are helping to slow traffic, but this street is being used by pedestrians all day every day.
N Gilbert (NG.3) N Fiske (NG.6) N Villard (NG. 9)		0 The existing green space and bike trail in St. John's that runs from Fred Meyer (where the Belmont Goats are) to Columbia Blvd needs to be addressed. Last year I spent the year teaching at Roosevelt and many students have to walk through homeless camps or on the edge of homeless camps to get to school. I do think infrastructure for students is needed to safely cross high traffic areas and to bike in areas that are near Columbia Blvd and Fessenden but also this spaces need to be kept safe so people, young people especially can benefit from using this spaces. When the bike paths and greens spaces become overtaken by people that don't have housing. These areas that are designed to be community assets turn into community deficits. Members of the community used to be able to use the bike path between Lombard and Columbia Blvd but not any more.
	0 N Ida (CI.2) Cathedral Park Access (CI.4)	I refuse to choose anything that lists more speed bumps. I routinely drive the sped limit and strongly resent that I can no longer Lea e my home without deteriorating my suspension with dozens of new speed bumps in every direction. The answer to speeding is police presence or speed cams, not destroying everyone's cars and causing distress to anyone with back and other musculoskeletal-related disabilities with every. single. bump.

N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Portsmouth (CI.7)	I chose these projects as these areas have yet to have any improvements at all and are all very trafficked with more and more people moving in.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) N Gilbert (NG.3)	N Smith (CI.1) N Willamette (CI.5) N Denver (CI. 13) N Killingsworth (CI.15) N Fessenden St (CC.2)	As an Overlook resident and frequent cyclist and pedestrian, Killingsworth St and Denver Ave and the safety and crossings on those streets could be improved the most. (Ainsworth is not as bad.) The areas of St. Johns I picked are ones that I've bicycled and seem to have the most safety and traffic calming needs.
Upper St Johns (NG.2) N Gilbert (NG.3) Lower St Johns / Cathedral Park (NG.4)	N Willamette (CI.5)	I live on the corner of Buchanan and Kellogg. I selected the Lower St Johns Greenway project (NG.4) as most critically needed because I personally witness cars fly down Buchanan daily. On a street where visibility is limited and the number of pedestrians and cyclists is high, this is unacceptable to me and would love to see some improvement on this street so give some priority to cyclists and pedestrians. Buchanan is a major thoroughfare between Lombard and Willamette for cyclists so a greenway project here would be much desired. Thank you!
Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5) N Ainsworth (NG.10)	N Willamette (CI.5) N Portsmouth (CI.7) N Chautauqua (CI. 9) N Peninsular (CI. 10) N Lombard St (CC.3)	A cyclist recently got killed on Chautauqua near Columbia. The northern segment of Willamette between Richmond and Ida is not safe for cyclists, owing to mixed traffic, high auto traffic volumes, and narrow lanes. Lack of safe access over the railroad cut makes Lombard a priority. Portsmouth/Peninsular would improve existing popular cycling routes.  Ainsworth project would improve a popular cycling route. Lower St. Johns (NG.4) would provide a lower stress alternative to Willamette. Same with N. Princeton. We could *really* use a dedicated bike/ped crossing over the railroad cut.
N Willamette/Reno (NG.1) Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5)	N Macrum (CI.3) N Willamette (CI.5) N Killingsworth (CI.15) N Columbia Blvd (CC.1) N Lombard St (CC.3)	I see critical connections to the peninsula crossing trail as a key barrier to use of the Multi Use Path. Also N Killingsworth is becoming a cool area with bars. Good Bike access could make it a destination point.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5)	N Ida (CI.2) N Willamette (CI.5) N Wall Ave (CI.6) N Fessenden St (CC.2) N Lombard St (CC.3)	In my opinion, the biggest threat to progress on most of these projects is the Peninsula Crossing Trail. It's a main artery that impacts the connection between the upper and lower peninsula. Without proper enforcement to ensure this publicly-funded trail is safe and passable, none of the adjacent projects to it really matter.
	0 N Willamette (CI.5) N Greeley (CI. 12) N Interstate (CI. 14) N Killingsworth (CI.15)	I chose these projects due to high volume of traffic as well as support for local businesses.
N Ainsworth (NG.10) North Overlook (NG. 12)	N Greeley (CI. 12) N Interstate (CI. 14) N Killingsworth (CI.15) N Ainsworth St (CC.4)	People cross at Greeley and Jessup all the time and people rarely stop. Something is needed there. Ainsworth and Killingsworth have long been neglected - Ainsworth would be a great Greenway; Killingsworth needs serious help with the ability to cross, maintenance, etc.

<p>N Willamette/Reno (NG.1) Kenton (NG.8) N Ainsworth (NG.10)</p>	<p>N Willis (Cl. 8) N Argyle (Cl. 11) N Columbia Blvd (CC.1) N Lombard St (CC.3) N Ainsworth St (CC.4)</p>	<p>NG.1 Willamette Blvd is a popular bike route to Kelley Point and needs better bike protection from cars. NG. 8 Kenton we need a more direct to connection from Downtown Kenton to the existing greenway. NG.10 Ainsworth another popular biking route can be safer with slower car speeds. CC.1, CC.4, CC.3 are gaps in the existing bike route networks and need to be addressed. Cl.8 Willis is a great opportunity to make better use of the wide space on Willis. Cl. 11 Arygle is unsafe to cross or bike - needs improvements to slow cars and trucks and make space for other road users.</p>
<p>N Willamette/Reno (NG.1) Kenton (NG.8) North Overlook (NG. 12)</p>	<p>Cathedral Park Access (Cl.4) N Willamette (Cl.5) N Denver (Cl. 13) N Interstate (Cl. 14) N Killingsworth (Cl.15)</p>	<p>These projects seem to improve streets that I use frequently by foot, bike, and car. I would love to have better access by bike to Cathedral park, so I picked some projects that contribute to that. Some of the descriptions sound more urgent than others so I picked those too.</p>
<p>0</p>	<p>0</p>	<p>The most important project for me is having continuous sidewalks. For example, Bryant Street has a five block gap in the sidewalk between Villard and Oatman. This is a major route to/from Chief Joseph Elementary, Arbor Lodge Park, the bluff. I was told there was no money for sidewalks, yet they had money to remove one speed bump and then add a new one just a block away. That seems like a waste and I'm confident that the city could come up with the money if wasteful expenditures like this were eliminated. Speed bumps may cause cars to drive a little slower, but they'll still kill people who are forced to walk in the street.</p>
<p>N Willamette/Reno (NG.1) Kenton (NG.8) N Villard (NG. 9)</p>	<p>Cathedral Park Access (Cl.4) N Peninsular (Cl. 10) N Greeley (Cl. 12) N Denver (Cl. 13) N Lombard St (CC.3)</p>	<p>As someone who has biked from Kenton area to Cathedral Park, Cathedral Park Access (Cl.4) is something I've noticed. N Lombard St. (CC.3) is always very congested near Fred Meyer. There is no crosswalk at N Villard (NG.9) even though it is right across from a Walgreens. I've seen people cross there, on more than one occasion, even though there is no cross walk. They wait until it's clear because it's so direct and it's dangerous. Would be nice to just have a crosswalk there that could light up.</p>
<p>Upper St Johns (NG.2) N Princeton (NG.5) N Ainsworth (NG.10)</p>	<p>N Willis (Cl. 8) N Chautauqua (Cl. 9) N Peninsular (Cl. 10) N Argyle (Cl. 11) N Greeley (Cl. 12)</p>	<p>Cl.10 - traffic coming off of Columbia zips up Peninsular. It is a street that many cross to access parks on either side, and also has bus route stops, including yellow bus. The street grid isn't connected, so anything to make the "jogs" you have to make safer would be great, especially with consider to those biking or pushing strollers/in wheelchairs! Cl.8 - Willis is a critical through way in N Portland, with many bikers and missing sidewalk. Please prioritize! Cl.12 - anything to improve bus service (why isn't the 35 as frequent anymore!?) to downtown would be greatly appreciated Cl.11 - This street is currently a disaster, the number of near accidents due to cars parked in front of the new Reach complex (uber drivers, delivery drivers) - there is not enough space, speeds are high, the sidewalk and crossing side streets feel unsafe because of low visibility and the number of parked cars + high speeds. Cl.9 - another busy pass through street from Columbia - prioritize due to high use of the amazing Columbia Park, need safer crossings (cars speed through what is there already, low visibility due to parked cars)  NG.10, NG.2, NG.5 - these fill critical gaps and connect families to parks and schools. High priority!</p>

<p>Upper St Johns (NG.2)  N Gilbert (NG.3)  N Woolsey (NG.7)</p>	<p>N Macrum (CI.3)  N Wall Ave (CI.6)  N Columbia Blvd (CC.1)  N Fessenden St (CC.2)  N Lombard St (CC.3)</p>	<p>I live in the "small residential area" north of Columbia Boulevard. Upper St Johns (NG.02) and N Macrum Ave (CI.03) will drastically improve the safety of my bike commuting and make it substantially easier to access the rest of St Johns and Kenton from my house.</p> <p>The changes to N Lombard St (CC.3) and N Fessenden St (CC.2) will improve the safety of cycling and walking on the only two routes across the cut.</p>
<p>Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Greeley (CI. 12)</p>	<p>Before you put more bike lanes and those awful metal posts that I have near misses with on dark nights, improve street lighting and paint those metal posts with bright lime green or hot pink paint and have a VERTICAL light strip on those posts. They are a hazard on our poorly lit streets. Do that before doing all these money wasting "improvements."</p> <p>You are forgetting those of us who need to go to work in a timely manner. I will NEVER ride a bike, nor can I ride a bike. Yet they are creating unsafe driving conditions. People on bikes need to not wear dark clothing at night. Their bikes need to have lights on their tires and a light in the front and a good light on the back of their bikes. Rather than wasting the money mucking up the traffic flow, spend it on better street lighting and SAFETY -- as in criminals running these neighborhoods. Livability also means to do something about the high crime and the homeless people who are parked on every street in in every neighborhood. When you address the crime and the homeless issues, then some of these ridiculous "improvements" would make sense. Until then, quit wasting taxpayer dollars on making it harder for those of us who go to work via CAR can do so without being stuck behind a bicycle or worse, at the four way stops through which they go making it hard to stop on a dime.</p> <p>Greeley needs more parking spaces as does Interstate avenue instead of less. I will not take that homeless camp on wheels, or better known as TRIMET. Max is a joke. It takes me 20 minutes to walk to the nearest MAX stop The MAX stops are few and far between. They are filthy and the homeless have made them into their mobile homes. Address that first. All these plans are a joke as long as we have homeless camps all over the place and rising crime. My next door neighbor had his car stolen a couple of weeks ago. We are sitting on pins and needles wondering who will be a target next. I resent having to pay a TRIMET tax --- get rid of that. I resent having to pay a payroll tax for transportation. Get rid of that. These "improvements" are not an improvement at all.</p>

0	N Lombard St (CC.3)	<p>The more the city keeps messing with the reconfiguring of streets the less safe they have become. North Lombard by the Walgreens and Chase bank (Lombard and Greeley is now a sheer mess. Going west on Lombard toward Greeley there is a Chase bank. You can no longer make a left hand turn (going west) into the Chase bank parking lot. I had to turn left on Greeley, which took over 5 minutes, then I had to go south one block and turn into a side street, then left onto another side street to get to the bank's parking lot that was only designed to be an exit. That side street is very narrow and a car was blocking part of what used to be the exit. I almost hit another car trying to maneuver part way onto the curb, avoiding a telephone pole and fence to squeeze into that opening. That is so unsafe. I talked to the branch manager that is not a good entrance but he has no choice or say in the matter because your PBOT has totally screwed that up by no allowing a left hand turn from Lombard (going west) into that parking lot. This is NOT an improvement but rather a hazard as you are diverting traffic onto narrow side streets. SHAME ON YOU! You know how to waste money.. Total lack of understanding that we still need to drive. Putting up these barriers only creates unsafe conditions -- especially on neighborhood streets which will now see more traffic.</p>
0	N Ainsworth St (CC.4)	<p>Stop screwing up North Ainsworth. You have made a total mess of it. Do something about those bicyclists who wear dark clothing at night with no bicycle lights. Ever since you took out the lines designating east and west lanes, that street is now a hazard. Those bicyclists take up most of the street. Improve the lighting at night on streets. They are too dark to see those bikers. Bikers who don't understand they cannot be seen easily with no bike lights or lighter clothing are a hazard. I have come close to hitting several of them if I had not spotted movement just in time. Need better regulations for BIKERS -- they need to wear helmets with reflectors and those bikes need LIGHTS front and back, not just tiny little reflectors on their pedals. The bikers are getting away without following rules of the road and are getting away by not having proper gear. The bikes with the rims that light up are a wonderful -- you can see them on those dark, cold rainy nights when they normally blend in with the background. Work on that instead of screwing up more streets. You already made a HUGE mess of Greeley and Rosa Parks. Not being able to park at the curb is a hazard for those of us who need to get in and out of our cars. Bikers do not stop for those of us who need to get in and out of our cars or carry armloads of groceries to your homes. We end up trying to not collide with those bikers and tripping over curbs. SAFETY for all not just those privileged bikers. Parking in front of our residence when we are carrying groceries or furniture or appliances is becoming a hazard when we cannot safely park next to the curb. Most apartment buildings no longer have parking spaces --- that is so STUPID. You are forcing people to ride mass transit. First clean up those homeless camps on wheels (buses and Max). add more street lighting. THAT would be a better improvement. As far as MAX -- it is so unsafe I seldom take it. The last time I HAD to take it was in April to go downtown because the city has totally messed up the parking in downtown. What a joke. MAX is filthy and seems more like a shelter for the homeless. Also, the doors close too quickly. Many times I see people getting hit by those doors because they can't move fast enough. Clearly mark the Max trains where the entrance requires the ascension of stairs. The doors open and you have four or five stairs you have to climb. With full hands and slower knees that is a hazard especially when the doors close on your shopping cart. My elderly neighbor has been in that situation many times with her shopping cart</p>



N Ainsworth (NG.10) N Montana (NG. 11) North Overlook (NG. 12)	N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Ainsworth St (CC.4) N Alberta St (CC.5)	The Alberty connection is one of the most dangerous I've seen in Portland. It's confusing even for drivers, and walking/biking is 10x more so.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Montana (NG. 11)	N Smith (CI.1) N Ida (CI.2) N Macrum (CI.3) Cathedral Park Access (CI.4) N Peninsular (CI. 10)	I chose projects that would disrupt the routes I travel the least. I am a mobile veterinarian that travels over 2000 miles per month in and around Portland and Vancouver, I need to get to my patients quickly and efficiently.
Kenton (NG.8) N Ainsworth (NG.10) North Overlook (NG. 12)	N Portsmouth (CI.7) N Denver (CI. 13) N Columbia Blvd (CC.1) N Lombard St (CC.3) N Ainsworth St (CC.4)	N Denver CI.13: the city clearly is unsure whether Denver is supposed to be a car traffic route or a bike route and the confusion is obvious at every intersection. Please slow cars down on this road. Please protect and prioritize Denver as a bike lane.
Lower St Johns / Cathedral Park (NG.4)	N Lombard St (CC.3) N Alberta St (CC.5)	safety
Lower St Johns / Cathedral Park (NG.4)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Portsmouth (CI.7) N Columbia Blvd (CC.1) N Lombard St (CC.3)	I chose Greenway NG.4 because it would prevent speeding motorists from cutting corners during rush hour traffic who use Jersey and Buchanan to access Willamette. Cars consistently speed down Buchanan at high speeds due to zero stop signs from Lombard and Buchanan all the way to Willamette. Myself and neighbors have had numerous close calls with speeding cars. Many young families and their children want the ability to have a safe neighborhood. This is a small low cost step that can help ensure that.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Fessenden St (CC.2) N Lombard St (CC.3)	I chose NG.4 because of safety concerns. There are many small children living in this area. Unfortunately, people speed through Jersey and Buchanan at dangerous speeds.
Lower St Johns / Cathedral Park (NG.4)		0 I chose Lower St John/Cathedral Park (NG.4) - My grandchildren attend Roosevelt and feel very unsafe taking their bikes up to Willamette to catch the 44 bus because there's no stop sign or light at Burr and Willamette. Also, the stop signs are usually not enough to keep the speeding vehicles running east and west direction.
Upper St Johns (NG.2) N Princeton (NG.5) Kenton (NG.8)	N Ida (CI.2) N Willamette (CI.5) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	I chose N Ida (CI.2) because of the significant mix of pedestrian, transit, and vehicular traffic associated with Roosevelt HS, the Intersection of Ida and Lombard, and the almost exclusively auto-oriented retail development at the intersection of N Ida and Lombard (Fred Meyer, McDonalds, gas station, etc.). It's a very tough mix of uses, and I've personally seen Roosevelt students hit by vehicles at that location and experienced a "right hook" collision while riding my bike on this stretch. Fixing the crossings at the cut is also important, especially North Lombard. I'm not sure whether you should invest a lot in connectivity with the Peninsula Crossing Trail. It is nearly unusable due to the large-scale homeless camps that occupy its full length.
Upper St Johns (NG.2) N Gilbert (NG.3) N Princeton (NG.5)	N Macrum (CI.3) N Willamette (CI.5) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	Neighborhoods that have been historically under-served, and known pain points for pedestrians and bicyclists

Kenton (NG.8) N Ainsworth (NG.10) North Overlook (NG. 12)	N Willamette (CI.5) N Interstate (CI. 14) N Lombard St (CC.3) N Ainsworth St (CC.4) N Alberta St (CC.5)	I think that the project I see the most need for in my day to day is the four way intersection where Alberta has on ramps for the 405S. This intersection is difficult to navigate in a car and is flat out dangerous on a bike. I would love to see something done like the similar intersection at Rosa parks
Lower St Johns / Cathedral Park (NG.4) N Villard (NG. 9) N Ainsworth (NG.10)	N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Lombard St (CC.3) N Ainsworth St (CC.4)	For me, crossing I-5 and connecting to schools is particularly important
Lower St Johns / Cathedral Park (NG.4) N Ainsworth (NG.10) N Montana (NG. 11)	Cathedral Park Access (CI.4) N Interstate (CI. 14) N Lombard St (CC.3)	Places I use a lot
N Ainsworth (NG.10) N Montana (NG. 11) North Overlook (NG. 12)	N Greeley (CI. 12) N Interstate (CI. 14) N Killingsworth (CI.15) N Lombard St (CC.3) N Alberta St (CC.5)	They are all areas that I walk on in a week. I walk a lot and these areas could use the help.
Kenton (NG.8) N Ainsworth (NG.10) N Montana (NG. 11)	N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15)	they are mostly around the Kenton neighborhood and I am most familiar with that areas needs and I feel that Denver, Greeley and N. Interstate are ore heavily trafficked than anything in St. John's
N Willamette/Reno (NG.1) N Princeton (NG.5) N Ainsworth (NG.10)	N Willamette (CI.5) N Killingsworth (CI.15) N Ainsworth St (CC.4)	Willamette has a lot of potential to be a much better street for the neighborhood instead of a highway. Ainsworth has a lot of width. And Killingsworth is a really important street to connect to NE where I live.
N Fiske (NG.6) Kenton (NG.8) N Villard (NG. 9)	N Willis (CI. 8) N Peninsular (CI. 10) N Greeley (CI. 12)	Live near, walk on and cross most of these streets regularly and it can be real nightmare somtimes, with the latest Lombard improvements some of the side streets have gotten much worse as folks are speeding through them after getting off Lombard.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5)	N Smith (CI.1) N Ida (CI.2) N Fessenden St (CC.2)	As a pedestrian, I chose N. Smith (CI.1) to reduce traffic speed and have more pedestrian crossings
N Willamette/Reno (NG.1) N Villard (NG. 9) N Ainsworth (NG.10)	N Willamette (CI.5) N Interstate (CI. 14) N Killingsworth (CI.15) N Lombard St (CC.3) N Ainsworth St (CC.4)	I prefer to bike and walk when I can, both to get around and for exercise/meditation/happiness. Willamette Blvd is a great route for all of this -- for getting to St. Johns from Mississippi District, for enjoying some of the city's best scenery. But the safe bike route ends before the railroad bridge (near Fred Meyer). So NG.1 N Willamette/Reno would bring a lot of value. Willamette gets so much bike use! Get these folks more safely connected with St. Johns. Ainsworth NG.10 is important, too, as that's a major bike corridor that connects to Alberta Arts District. It feels like it loses focus west of Albina/Ainsworth. I always feel some trepidation approaching N Interstate. N Villard NG.9 looks like a really sensible and inexpensive way to connect to Willamette/Greeley/Skidmore Bluffs. It would help tie the bike network together and would make it safer to travel N/S by bike in the district. For corridor improvements, CI.5 Willamette improvement is crucial to connecting to St Johns safely. I am always worried about cars when I take that stretch by bike, enough so that I don't take that route as much, which is a shame. N Interstate C.14 is really a bummer to travel by car or bike. Because the MAX runs along it, we should do more to ensure safe crossings, better visibility for pedestrians and bikes... slower auto speeds.

N Willamette/Reno (NG.1) Kenton (NG.8) N Ainsworth (NG.10)	N Portsmouth (CI.7) N Greeley (CI. 12) N Killingsworth (CI.15)	N. Greeley (CI.12) is far and away the most important to me, as someone who frequently walks and bikes across it. It's incredibly dangerous to non-vehicular traffic because of the high speeds and lack of visibility to pedestrians. Lots of cars run red lights on Greeley, too. I see families having to make very risky trips across it almost every day.
N Fiske (NG.6) Kenton (NG.8) North Overlook (NG. 12)	Cathedral Park Access (CI.4) N Portsmouth (CI.7) N Chautauqua (CI. 9) N Interstate (CI. 14) N Killingsworth (CI.15)	More places I go to
N Willamette/Reno (NG.1) N Ainsworth (NG.10) North Overlook (NG. 12)	N Willamette (CI.5) N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Ainsworth St (CC.4)	I use N Denver and N Willamette a daily basis and any improvement in safety would be better for everyone in the area.
N Willamette/Reno (NG.1) Kenton (NG.8) N Montana (NG. 11)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Greeley (CI. 12) N Denver (CI. 13) N Interstate (CI. 14)	I chose several corridors in the Arbor Lodge neighborhood, because as construction of multifamily homes increases, so does the population in the area. Parking is limited, and people live here for accessibility to bike lanes and the MAX. I'm scared to cross Interstate either on foot or by bike sometimes! Similarly, I travel to Kenton and St Johns regularly by bike, and I'm aware of how fast the cars go on Denver and Willamette, despite the high traffic bike lanes. The Cathedral Park area has also regularly been a huge question mark for me, as it is a very popular place to visit, but getting there (by bike, transit, or car) is in no way intuitive.
N Willamette/Reno (NG.1)	N Portsmouth (CI.7) N Interstate (CI. 14) N Lombard St (CC.3)	I live and commute around Interstate (CI. 14) and Lombard(CC. 3). I would love to feel safer when biking down these streets. I am impressed by the recent improvements to the Lombard St. bike lanes, but I would love to see more separated lanes whether that means a thin layer of physical protection between bikes and vehicles, or something like a lengthening of the bike lane all the way down to Interstate. I feel that the bike lane ends suddenly and abruptly, just before some of the major busy roads, and I would love to feel safe on the major streets, instead of being forced to ride into the neighborhoods.
Upper St Johns (NG.2) N Woolsey (NG.7) Kenton (NG.8)	N Willamette (CI.5) N Portsmouth (CI.7) N Chautauqua (CI. 9) N Argyle (CI. 11) N Lombard St (CC.3)	I chose N Argyle because it's probably the most unsafe street I drive on a regular basis, so bad that I don't walk/run/bike it.
N Willamette/Reno (NG.1) N Villard (NG. 9) N Ainsworth (NG.10)	Cathedral Park Access (CI.4) N Peninsular (CI. 10) N Greeley (CI. 12) N Interstate (CI. 14) N Killingsworth (CI.15)	the N Killingsworth project (CI. 12) is top of my list! I commute down Killingsworth many times per week and the condition of the road between Interstate & Greeley is abysmal. It's such a wonderful neighborhood, I'd love to see that smoothed out! I'm also interested in the improvements to Interstate & Greeley - they're such crucial arterials to N PDX so it'd be supportive to invest in their repair and safety.
N Princeton (NG.5) N Fiske (NG.6) N Woolsey (NG.7)	N Willamette (CI.5) N Portsmouth (CI.7) N Willis (CI. 8) N Columbia Blvd (CC.1) N Lombard St (CC.3)	I choose all the above because of the volume of pedestrian/bike travel on each route (particularly by children).

<p>Lower St Johns / Cathedral Park (NG.4)  N Woolsey (NG.7)  North Overlook (NG. 12)</p>	<p>N Chautauqua (Cl. 9)  N Columbia Blvd (CC.1)  N Fessenden St (CC.2)</p>	<p>NG.4 - I would love to have a safe, direct route from St John's to Fred Meyer's. Walking/biking on Lombard is very unpleasant.  NG.7 - I see so many people speeding down Woolsey, even around the park. This is unacceptable.  CC.1 - Columbia Blvd is extremely dangerous for anyone to be on, at any point of day. I would hope that this new proposed connection would protect cyclists and pedestrians. In addition, there is a lot homeless people on the Peninsula Trail Crossing. It is not safe to be here in the evening. Is there a way to continue sweeping the area? Even on bike this area feels unsettling. I would also propose the addition of street trees in the area, vegetation to calm from the noise and exhaust coming from the trucks on Columbia  CC.2 - N Fessenden is another dangerous place to be. I see so many abandoned cars here, especially around the Northgate park area. Can we do a sweep of this area? Also, there was a recent murder at Northgate park, where the park meets N Fessenden. Is there any way we can brighten up the area? I know it was just remodeled, but this is a bad look for the area.  Cl.9 - I recently heard that there was a fatal vehicle collision around N. Chautauqua and N Columbia. Everyone really needs to slow down around here. Folks get excited because N Columbia feels like you're entering the highway already, but the speed limit is 40 mph! So any way we can slow people down through the neighborhoods as they get to Columbia, or even within Columbia Blvd., that would be ideal.</p>
<p>Kenton (NG.8)</p>	<p>N Willis (Cl. 8)  N Argyle (Cl. 11)  N Denver (Cl. 13)</p>	<p>These have the highest traffic in residential areas and present the greatest safety risk</p>
<p>N Willamette/Reno (NG.1)  N Ainsworth (NG.10)  North Overlook (NG. 12)</p>	<p>N Greeley (Cl. 12)  N Denver (Cl. 13)  N Interstate (Cl. 14)  N Ainsworth St (CC.4)  N Alberta St (CC.5)</p>	<p>i chose the projects in the areas that I am most familiar with; Overlook, Arbor Lodge, Kenton. Unsafe speeds are particularly worrisome for me as I live right off Interstate Ave and we experience excessive speeding.</p>
<p>N Gilbert (NG.3)  N Fiske (NG.6)  N Woolsey (NG.7)</p>	<p>N Portsmouth (Cl.7)  N Argyle (Cl. 11)  N Greeley (Cl. 12)  N Killingsworth (Cl.15)  N Fessenden St (CC.2)</p>	<p>It is challenging to select which are most urgent. Which ever are chosen, lets make them successful!</p>
<p>N Princeton (NG.5)  N Ainsworth (NG.10)  North Overlook (NG. 12)</p>	<p>N Argyle (Cl. 11)  N Denver (Cl. 13)  N Killingsworth (Cl.15)  N Ainsworth St (CC.4)  N Alberta St (CC.5)</p>	<p>Cl.13 N Denver is my top corridor improvement because I commute by bicycle and car on this street daily. Cars go too fast, drift into the bike lanes, and don't seem to come to full stop and check for pedestrians at cross walks. The speed bumps don't help and it feels like you have to defer to the cars if you're walking or biking.   CC.5, CC.4, NG.10, &amp; NG.12 are priorities for me because they are some of the few cross connections for pedestrians and cyclists across I-5, a major physical barrier to NE Portland. The Killingsworth crossing of I-5 should also be part of this list.   Cl.15 is a priority for me because of the car speeds and lack of visibility from the street corners. It's difficult to walk across despite being a narrow street.</p>

<p>N Woolsey (NG.7)  N Ainsworth (NG.10)  North Overlook (NG. 12)</p>	<p>N Portsmouth (CI.7)  N Denver (CI. 13)  N Killingsworth (CI.15)  N Ainsworth St (CC.4)  N Alberta St (CC.5)</p>	<p>NG.7: Residents of New Columbia should have easy bike/walking access to parks, schools, and social service organizations.  NG.10: N Ainsworth is wide and accommodating to bicyclists, but it's not well signed (especially at the I-5 crossing). Traffic moves quickly.  NG.12: Improvements here are important because this connects to one of the few roads that cross I-5.  CI.7: Traffic speed is too fast on these corridors.  CI.13: N Denver will continue to become busier as new mixed-use developments on N Killingsworth are completed. N Denver is very wide and the speed bumps are not effective in slowing vehicle traffic. I'd like to see median islands along this corridor, and I'd also like to see the street narrowed through the implementation of protected bike lanes. I'd also like to see more active crossings on N Denver, either through lighted signage at crosswalks or bulb-outs at corners (particularly at highly-used crossings like the one on N Jessup by the Bethel Lutheran Church).  CC.4: It is difficult to cross I-5 on bicycle. N Ainsworth is one of the few areas to cross, but there are not even bike lanes on the bridge. Cars are often parked along the side of the road, leaving less room for bicycles to make it across the bridge.  CC.5: There should be safer I-5 crossings for bicycles.  CI.15: Vehicles drive too quickly down N Killingsworth. I'd like to see daylighting at corners where neighborhood streets intersect with N Killingsworth. Cars park all along N Killingsworth, making it very difficult to see oncoming traffic and pedestrians when turning left or right onto N Killingsworth from streets that don't have a four-way stop.</p>
<p>Lower St Johns / Cathedral Park (NG.4)  Kenton (NG.8)  N Ainsworth (NG.10)</p>	<p>N Argyle (CI. 11)  N Denver (CI. 13)  N Interstate (CI. 14)  N Lombard St (CC.3)  N Ainsworth St (CC.4)</p>	<p>I live on N Denver Ave in Kenton (NG.8) and volunteer at the rose gardens on N Interstate (and N McClellan) and in Peninsula Park on N Ainsworth. I also frequently travel along and across N Lombard and have an interest in the Kenton Women's Village on N Argyle. Pedestrian and bicycle access &amp; safety on N Denver (CI. 13), N Ainsworth (NG. 10 &amp; CC.4), N Argyle (CI.14), N Interstate (CI. 14), and N Lombard (CC.3) are sadly lacking. Just this morning I dodged a bicyclist crossing N Interstate at Ainsworth because that route has no designated bike lane. Bicyclists have a heck of a time during pick-up and drop-off times at Ockley Green Middle School. Bike access on N Lombard is impossible, and pedestrian crossings, although improved by the new (smooth) road design, is still dangerous east of N Mobile Ave., where the new surfacing &amp; road design don't reach. I'm especially concerned with the N Denver and N Interstate intersections at N Lombard, which are not safe. Traffic speeds south on both N Denver &amp; N Interstate, putting pedestrians &amp; bicyclists--and other drivers--in jeopardy.</p>
<p>N Fiske (NG.6)  N Woolsey (NG.7)  N Ainsworth (NG.10)</p>	<p>N Macrum (CI.3)  N Portsmouth (CI.7)  N Willis (CI. 8)  N Greeley (CI. 12)  N Lombard St (CC.3)</p>	<p>I think Macrum is vital because finding a safer way to cross Columbia is essential.</p>
<p>N Willamette/Reno (NG.1)  N Villard (NG. 9)  N Montana (NG. 11)</p>	<p>Cathedral Park Access (CI.4)  N Willamette (CI.5)  N Interstate (CI. 14)  N Lombard St (CC.3)  N Alberta St (CC.5)</p>	<p>(CI.5) is needed as a continuation of a very popular biking route to St Johns. (CC.5) is absolutely needed and is currently unsafe but popular biking route over I-5. I would also recommend looking at sidewalk egress along Willamette between Greeley and Interstate. There are many non ramp curbs that make walking unsafe.</p>
<p>North Overlook (NG. 12)</p>	<p>N Chautauqua (CI. 9)</p>	<p>Safety near Beach school</p>

N Princeton (NG.5)	N Willamette (CI.5) N Fessenden St (CC.2)	Emergency vehicle traffic is being negatively impacted by the lack of access streets and calming devices.
N Willamette/Reno (NG.1) N Woolsey (NG.7) North Overlook (NG. 12)	Cathedral Park Access (CI.4) N Fessenden St (CC.2) N Lombard St (CC.3) N Ainsworth St (CC.4) N Alberta St (CC.5)	The pinch points in N Portland are some of the worst in the city. It's not so hard to find quieter routes when the main streets are hostile, but crossing the rail cut or freeway forces you into unsafe situations with no alternative. Of course, the improvements on those mains streets would also be great.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Macrum (CI.3) Cathedral Park Access (CI.4) N Willamette (CI.5) N Portsmouth (CI.7) N Fessenden St (CC.2)	Macrum and the roads it must cross to get you to Willamette is a death trap; and is a vital connection to those of us living north of Columbia.
N Princeton (NG.5) N Fiske (NG.6) N Woolsey (NG.7)	N Willamette (CI.5) N Portsmouth (CI.7) N Willis (CI. 8)	I'm most excited about ci.7 and ng.6. Both Portsmouth and Fiske suffer from high speeds in different ways. I love the idea of some kind of traffic calming on Fiske, especially!
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Willamette (CI.5) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	I live in St Johns and experience daily traffic issues- speeding cars, Washington drivers cutting through both ends of a a work day, difficulty in crossing, unsafe roads for my two children to walk and bike on. Reduced speeds, speed bumps, safety crossings would all help us navigate our neighborhood more easily.
	0 N Willamette (CI.5) N Chautauqua (CI. 9) N Peninsular (CI. 10) N Denver (CI. 13) N Lombard St (CC.3)	I chose N. Chautauqua because I live on N Chautauqua. The speeds that people drive on this street are terrifying at times. There are no crosswalks at the south end of Columbia Park (Chautauqua and Russet). Visibility at the intersection of Russet and Chautauqua is incredibly limited anytime there is an event in the park, leading to numerous near-miss accidents at that intersection.
Upper St Johns (NG.2)	N Columbia Blvd (CC.1) N Fessenden St (CC.2)	Upper St Johns may be the most impactful area to renovate. Everyday I witness many kids walk to George and Roosevelt. They all live in the apartments in the back corner. I live on Swenson and two houses from Charleston. This intersection is incredible - possibly one of the worst in Portland. Everyone runs the stop signs. Everyone knows to be careful here.  By improving this corner of the area first, we know that change can only spread towards the center. Otherwise, how many years before this area is safe again?  Likewise, let's fix Fessenden even further, and connect all the way to the school and all of the people who live in apartments on the other side of Columbia way. Many Roosevelt students will also feel this change. Fessenden is now much safer with all of the speed bumps, but people still routinely ignore those.
Kenton (NG.8)	N Denver (CI. 13) N Interstate (CI. 14)	N. Denver north of Lombard needs speed control ... cameras, speed monitoring and display signs, something. PIR and the stretch of N. Interstate north of the Paul Bunyan statue where cars emerge from I-5 and side streets seems to encourage increased speeds as drivers proceed southbound on Denver just past N. Schofield as they depart the heart of downtown Kenton. The noise from many vehicles is increasingly louder as well. Loud Harleys and noise enhancing car tail pipes are increasingly bothersome.

Lower St Johns / Cathedral Park (NG.4)	N Macrum (CI.3) N Portsmouth (CI.7) N Willis (CI. 8) N Peninsular (CI. 10) N Columbia Blvd (CC.1)	I live in the neglected part of St. Johns the area down by CC.1 there is no easy way to cross N Columbia Blvd, the one cross walk we have on N Columbia and Macrum Is always overgrown with BlackBerry bushes when trying to access the peninsula crossing towards n. Portsmouth street. We have a lot of runners on this side on st. johns who don't have it ways to cross this busy street. The cross walk is also not ADA accessible and forces us to use the street putting us in danger with the incoming traffic.
N Ainsworth (NG.10)	N Denver (CI. 13) N Killingsworth (CI.15) N Ainsworth St (CC.4)	Roundabout needed at Denver and Ainsworth
N Gilbert (NG.3)	N Smith (CI.1) N Ida (CI.2) N Macrum (CI.3) N Willamette (CI.5) N Lombard St (CC.3)	Cc.3 is my top priority. It is currently very dangerous to cross the street to get to the bus and the walk and bike paths are narrow and trashed.
N Princeton (NG.5) Kenton (NG.8) N Ainsworth (NG.10)	N Willamette (CI.5) N Portsmouth (CI.7) N Argyle (CI. 11) N Columbia Blvd (CC.1) N Ainsworth St (CC.4)	<p>I chose N Portsmouth (CI.7) because I often use it to connect to the trail network north of Columbia Blvd and it always represents the least pleasant experience of my rides.</p> <p>I chose N Columbia Blvd (CC.1) because this is another route I can take to connect to the trail network north of Columbia Blvd and the three-block missing link between Portsmouth and the Peninsula Trail Crossing is easily the least pleasant experience of this entire trail connection.</p> <p>I chose N Ainsworth St (CC.4) because Ainsworth is by far my favorite way to cross I-5 due to it's lack of freeway ramps and I ride it frequently.</p> <p>I chose N Willamette (CI.5) because this is by far the street I ride most frequently and due to the railroad cut, this is really the only option I have to get into St Johns and Cathedral Park neighborhoods.</p> <p>I chose N Argyle (CI.11) because I frequently use this street to connect into Kenton and the Delta Park area. The existing Columbia Blvd path is a mostly pleasant facility to use (the street crossings could be improved!) but the final connection up into Kenton via Argyle is very unpleasant and represents a huge missing link that deserves to be filled.</p>
N Villard (NG. 9) N Ainsworth (NG.10) North Overlook (NG. 12)	N Willamette (CI.5) N Portsmouth (CI.7) N Denver (CI. 13) N Ainsworth St (CC.4) N Alberta St (CC.5)	<p>I chose N Villard (NG 9) as my top Greenway project as I bike on it everyday to work and it would be very beneficial for my morning commute to have it a set bike line.</p> <p>N Denver (CI. 13) is my top corridor connection as crossing that street has been difficult and I do not like biking on it as feels unsafe at times.</p>

	0 N Columbia Blvd (CC.1)	I have LONGED for a safe sidewalk or bike access from Macrum x Columbia to Portsmouth x Columbia for decades. The older I get the harder it is to do the work around to get over there. I used to commute by bike and getting along Columbia is scary and dangerous. There are beautiful bike/walking paths all along Columbia to Denver... both along Colimbia and along the Slough... but we can't get there without driving or adding an extra mile that includes crossing N Columbia Way x Macrum... which also is dangerous. This has made me sad for 22 years now. I used to commute by bike both to SW Portland and to the Rivergate area. I don't anymore. It's too scary. It's scary to deal with traffic just going up to Fred Meyers on Lombard x Ida by bike. I don't try any more. I'd LOVE to ride my bike for ecology, economy, exercise and keeping my mobility... but I need to feel safe and I know I'm not alone.
N Willamette/Reno (NG.1) Lower St Johns / Cathedral Park (NG.4) N Woolsey (NG.7)	N Argyle (CI. 11) N Killingsworth (CI.15) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Alberta St (CC.5)	Connections over I-5 are stressful. Any improvements to these connections are critical for 8-80 aged riding. There's some excellent multiuse paths on Columbia and adding these connections make these paths even more attractive to interested but concerned riders. Really any greenway improvements in St Johns are great. These just seem to connect the most distance both E/W and N/S. I live in King but ride in the North Portland in Motion study area 2-3 times a week.
N Princeton (NG.5) N Ainsworth (NG.10) North Overlook (NG. 12)	N Willamette (CI.5) N Ainsworth St (CC.4) N Alberta St (CC.5)	I choose the variety of projects (NG.10, NG.5, NG.12, CC.4, CI.5, CC.5) because I regularly ride my bike on/near these areas. I find the lack of connection to various 'safe' street options lacking, so these project areas would connect more streets that I favor.
Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5) N Woolsey (NG.7)	N Willamette (CI.5) N Wall Ave (CI.6) N Portsmouth (CI.7) N Killingsworth (CI.15) N Lombard St (CC.3)	We chose N Portsmouth (CI.7) and N Wall (CI.6) because we often drive these streets and would love to see the speeds reduced and pedestrian use encouraged. We chose N Willamette (CI.5) and N Lombard (CC.3) because we run and bike that stretch a lot and it is not currently conducive to safe passage, as there are no bike lanes and cars move too quickly. We chose N Killingsworth (CI.15) because we like to bike to this area for meals and it is not currently conducive to safe passage, as the road is narrow and there are no bike lanes.
N Willamette/Reno (NG.1)	N Smith (CI.1)	Smith is a Neighbour hood street that have to much traffic. The speed bumps are nice but people are still speeding.
N Villard (NG. 9) N Ainsworth (NG.10) North Overlook (NG. 12)	N Greeley (CI. 12) N Denver (CI. 13) N Killingsworth (CI.15) N Ainsworth St (CC.4)	N Denver CI 13 and N Ainsworth NG 10 are my top priorities. Both streets are popular for drivers and pedestrians. Speed limits and stop signs are regularly ignored creating a dangerous situation for people on walks or biking. These need to be modified to ensure safety.
N Princeton (NG.5) N Ainsworth (NG.10) N Montana (NG. 11)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Greeley (CI. 12) N Denver (CI. 13) N Killingsworth (CI.15)	CI.12- Greeley is impossible to cross during rush hours and now there are so many businesses along it CI.13- So many people doing doughnuts in the intersections on Denver at night CI.5- Such a central corridor for biking and walking CI.4- It's such a nice park! And not any great ways to walk from downtown
	0 N Willis (CI. 8) N Greeley (CI. 12) N Interstate (CI. 14)	CI 8- It would be nice to have sidewalks on Willis. It seems weird to be in a major metro area and have the sidewalks end abruptly. It can make it hard to get to the bus stop to feel like you're walking in someone's yard and people with reduced mobility are limited with how they can move around the neighborhood. CI 12- Greeley is a traffic nightmare these days. Making the bus be able to move faster would be great. CI 14- making Interstate flow even better would generally be great.



N Willamette/Reno (NG.1) Kenton (NG.8) N Ainsworth (NG.10)	N Denver (CI. 13) N Interstate (CI. 14) N Ainsworth St (CC.4)	This whole web interface is horrible. I want to be able to leave comments on the map, I was told there was a pencil icon but it never showed up. Please pause this web interface and let people meet in zoom meetings once a week and talk live with PBOT staff, and have PBOT staff show up to neighborhood association meetings
N Willamette/Reno (NG.1) N Princeton (NG.5) N Ainsworth (NG.10)	N Willamette (CI.5) N Portsmouth (CI.7) N Greeley (CI. 12)	I chose N Willamette (CI.5) because this stretch is exceptionally busy with biking, walking, jogging.
Kenton (NG.8) N Montana (NG. 11) North Overlook (NG. 12)	N Greeley (CI. 12) N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Alberta St (CC.5)	Overlook can feel cut off from some of the major business areas around N Portland at times, being blocked in by Interstate, I5, N Going, and N Greeley. These projects would help make it more comfortable to transit in and out of Overlook on foot or bicycle.
Upper St Johns (NG.2) N Gilbert (NG.3) N Woolsey (NG.7)	N Ida (CI.2) N Macrum (CI.3) N Wall Ave (CI.6) N Columbia Blvd (CC.1) N Fessenden St (CC.2)	Upper St Johns, N Woolsey & N Gilbert (N Ida, N Columbia, N Fessenden, N Macrum & N Wall) are all in under-served neighborhoods which lack many of the safety improvements that are already present in the other (richer & whiter) parts of St Johns.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Ida (CI.2) Cathedral Park Access (CI.4) N Columbia Blvd (CC.1) N Alberta St (CC.5)	I chose the CI 1, CI2, CI4 because these would have the greatest impact on my quality of life based on where I live right now. There is significant pedestrian traffic in these areas. I chose Cc1 and CC5 because these are areas that I could see myself frequenting if such improvements were made.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) N Princeton (NG.5)	N Smith (CI.1) Cathedral Park Access (CI.4) N Willamette (CI.5) N Greeley (CI. 12) N Lombard St (CC.3)	living in the St Johns neighborhood, I either drive or bike on the options chosen most frequently which would translate to the largest impact. This isn't just for me, these are the routes most take when leaving the N. Portland area to get to other parts of portland. N. Greeley for example is a route taken every time I need to get to I-5 or boise/alberta/woodlawn neighborhoods. before getting to greeley, I have to take willamette or Lombard, which are also chosen.
Lower St Johns / Cathedral Park (NG.4)	N Ida (CI.2) Cathedral Park Access (CI.4) N Portsmouth (CI.7) N Fessenden St (CC.2) N Lombard St (CC.3)	The most important is Lower St Johns/Cathedral Park (NG.4) due to the traffic that speeds through on Buchanan. Speed bumps and a designated bike path would do a lot to improve the neighborhood and make it safer.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) Kenton (NG.8)	N Greeley (CI. 12) N Killingsworth (CI.15) N Lombard St (CC.3)	My top choice is n St. John's... every kiddo heading to George middle school faces big traffic challenges on their walk to and from.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) N Woolsey (NG.7)	N Willamette (CI.5) N Wall Ave (CI.6) N Portsmouth (CI.7) N Willis (CI. 8) N Fessenden St (CC.2)	I chose N Portsmouth (CI.7) because there is no protected way for students to cross the street to Chavez. The sightline is bad at Houghton, and there are too many cars at the four way stop at Willis. That crossing is the number one reason I am hesitant to allow my student to walk to school alone. Getting across the Cut on foot or bike is unsafe. I can never decide which is worse, Lombard or Fessenden. The Peninsula Crossing Trail is unusable due to campers.
N Woolsey (NG.7)	N Smith (CI.1) N Willamette (CI.5) N Portsmouth (CI.7) N Willis (CI. 8) N Killingsworth (CI.15)	I choose these projects because they are all routes I bike regularly, and I would feel safer taking my kids on them with improvements.

<p>Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5)</p>	<p>N Smith (CI.1) N Ida (CI.2) N Willamette (CI.5) N Portsmouth (CI.7) N Chautauqua (CI. 9)</p>	<p>I live on Charleston between Smith and Hudson. I have a four year old child. I bike for commuting and recreation with my family. I chose Upper St Johns (NG2) as my number one because Charleston Ave has experienced multiple road rage, speeding, car accidents, and life-threatening injury incidents in the seven years I have lived here. I disagree with the initial analysis that indicates traffic volume is already adequate for a neighborhood greenway designation and challenge PBOT to conduct a traffic speed and volume study on a school day and NOT during a pandemic. I also encourage PBOT to evaluate John Street as it experiences dangerous speeding adjacent to the St Johns Park.</p>
<p>Upper St Johns (NG.2) N Princeton (NG.5) N Woolsey (NG.7)</p>	<p>N Ida (CI.2) Cathedral Park Access (CI.4) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)</p>	<p>CI.2 - Two access points within 7 blocks of a heavily foot-traffic/cycle traffic area at the busiest grocer in town is insane. Fix this please. CI.04 - It's a huge mess when there's any event happening, much less someone doing wedding shoots. Not enough access for the amount of parking available. The more accessible it is without having to drive and park, the better. CC.1 - Columbia Blvd is a perpetual mess that even the most avid cyclists will avoid if they can, much less any real pedestrian traffic. More than enough room to give everyone safe space to move. Right now it's just wasted space with broken access points.  Lombard and Fessenden are perpetual shit shows that never get the love they need to attract and keep businesses around.</p>
<p>N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Smith (CI.1) N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Lombard St (CC.3)</p>	<p>I chose improvements in the St John's area mainly because we are a family who walks and bikes in the area and have for several years been noticing the issues to be addressed by these projects.</p>
<p>N Villard (NG. 9) N Ainsworth (NG.10) N Montana (NG. 11)</p>	<p>N Greeley (CI. 12) N Denver (CI. 13) N Killingsworth (CI.15) N Ainsworth St (CC.4) N Alberta St (CC.5)</p>	<p>I ride my bike (with my son on the back) across I-5 at Ainsworth and down Ainsworth to Willamette daily. The congestion near Ockley Green as parents drop their children off at school is unsafe. People are pulling off in all directions, trying to get around each other, and there is generally too much going on for people to pay attention to bikes.  I also walk along Killingsworth on both sides of the highway, and cars go WAY to fast and regularly do not stop at the existing crosswalks.</p>
<p>Upper St Johns (NG.2) N Gilbert (NG.3) Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Smith (CI.1) N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Lombard St (CC.3)</p>	<p>I'm specifically concerned about the N IDa / Central Street intersection. Even with the new speed bumps, drivers moving through the Ida/Central st intersection are moving at unsafe speeds. As a pedestrian walking my dog, I REGULARLY have to yield to cars that blast through the stop signs with no regards for pedestrian traffic. I am very certain there will be a fatality at this intersection within the next year, and have active plans to move my family away from this area.</p>

<p>N Woolsey (NG.7) N Villard (NG. 9) N Montana (NG. 11)</p>	<p>Cathedral Park Access (CI.4) N Willis (CI. 8) N Peninsular (CI. 10) N Argyle (CI. 11) N Greeley (CI. 12)</p>	<p>N Woolsey (NG.7) would provide a vital connection from New Columbia, Rosa Parks school, Charles Jordan Community Center, Portsmouth, and multiple parks south to Lombard, Willamette, and on to Downtown--benefit to tons of people and connecting important community places.</p> <p>There is a great need also for Cathedral Park Access (CI.4) and N Argyle (CI.11) improvements, due to urbanization and growing population with lots of pedestrians. N Argyle has become particularly dangerous and desperately needs new/better crossings.</p> <p>N Greeley is often THE way we on the Peninsula access the rest of Portland by bus, and it's time to modernize and prioritize transit there--the recent improvements have not relieved traffic for northbound buses during afternoon rush hour.</p> <p>Recent upgrades on N Peninsular similarly have not done enough to calm traffic (speeding, and racing on the north half), and better sidewalks, lighting, and bus shelters would be welcome.</p> <p>There is also a lot of cut-through traffic from Argyle and Willis east of Peninsular that creates conflicts with vehicles and pedestrians, and the N Peninsular/N Willis intersection is hazardous when busy.</p> <p>N Willis presents an opportunity to calm speeding and make this connector people-friendly--and plant trees! Does Willis really need on-street parking, when the houses have extra-long driveways? A bike lane might be better.</p> <p>I did not select the Kenton (NG.8) greenway because it does not include N Delaware north of Halleck/Kilpatrick, which is the problem area in my opinion: there are a bunch of bad intersections and conflicts with cut-through, ignored stop signs, and illegal parking.</p>
<p>N Woolsey (NG.7) Kenton (NG.8) N Villard (NG. 9)</p>	<p>Cathedral Park Access (CI.4) N Willamette (CI.5) N Willis (CI. 8) N Peninsular (CI. 10) N Greeley (CI. 12)</p>	<p>I chose N Woolsey NG.7 because people drive really fast down that ride. My friends live there and have kids, so I know it is a constant worry for them.</p> <p>I chose N Villard NG.9 because that will help me make connections to the south on a regular basis</p> <p>I chose Kenton NG.8 because i have been using Delaware for biking for the last 10 years and I would like to see all of these improvements complete</p> <p>I chose N Peninsular CI.10 because I walk this corridor every day and people drive too fast</p> <p>I chose N Willamette CI.5 because so many cyclists use this corridor and the bike lane should go all the way through</p> <p>I chose N Willis because CI.8 I use this road a lot and it could be safer</p> <p>I chose N Greeley CI.12 because I drive and bus down that corridor and it needs safety improvements. I like the idea of a rose bus lane. The bus gets stuck in the morning traffic on weekdays</p>
<p>N Willamette/Reno (NG.1)</p>	<p>Cathedral Park Access (CI.4) N Willamette (CI.5)</p>	<p>NG.1: N Willamette/Reno</p> <p>We live on N Willamette near intersection of N Burlington. We're south of Burlington and cars speed up the hill around our corner (Willamette and Leavitt). A speeding driver recently crashed into our front parkway. She narrowly missed a cyclist, and our two children were luckily not out front, they could have been struck and killed on the sidewalk. We have speeding cars all day/night and frequently see/hear accidents and beeping horns. Off street parking is also not safe, our cars have been hit twice while parked (past 2 years). We ask our children (12 and 9yo) to not cross the road without us because it is too unsafe. Please help us slow the traffic down! I'm afraid there will be a fatal accident soon at this site.</p>

N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Lombard St (CC.3)	I chose NG 1 because it is very dangerous for drivers, pedestrians on foot and cyclist. The intersection at Willamette and Burlington is so busy and cars are not observing the posted 20mph speed limit. We don't feel comfortable walking or biking there and often choose our car because of the excessive speed on that part of Willamette.
Upper St Johns (NG.2)	N Lombard St (CC.3)	Lombard bridges over the cut urgently need to be replaced/seismically upgraded
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) Kenton (NG.8)	N Willamette (CI.5) N Chautauqua (CI. 9) N Lombard St (CC.3)	CC.3 I think N Lombard as an artery to St. John is crucial, and as such should be a slow road that allows businesses and residential activity on its sides.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Ida (CI.2) Cathedral Park Access (CI.4) N Columbia Blvd (CC.1) N Fessenden St (CC.2)	I chose lower St. Johns, NG.4 because we live on Jersey and the cut through traffic is dangerous and high speed.
N Willamette/Reno (NG.1) N Princeton (NG.5) N Woolsey (NG.7)	N Macrum (CI.3) N Willamette (CI.5)	having a safe corridor for cyclists in N Portland would be great. Protected lanes especially on N willamette would be awesome. I live directly on willamette in university park and the speeding is terrible. I would strongly encourage speed bumps. even with the posted 25 MPH signs people are going 40 +. This would be a huge issue to address.. Thanks again for all your work...
Upper St Johns (NG.2) N Princeton (NG.5) N Woolsey (NG.7)	N Portsmouth (CI.7)	I chose to only check N Portsmouth (CI.7) for corridor improvements and critical connections because this is the only one with a true speed issue. Many others have other traffic calming measures are more narrow or have less cut through traffic. The number of large semi trucks going down Portsmouth is increasing every week and speeds are too high for a residential street.
0	0	This survey cannot provide truly accurate feedback if there are not options to voice opposition to these projects.
Lower St Johns / Cathedral Park (NG.4)	N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Lombard St (CC.3)	All of these (NG.4, CI.2, CI.5, CI.4) are important for improving biking, safer walking/crossing, and neighborhood access - giving us a more person-friendly neighborhood (as opposed to car focused).
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Macrum (CI.3) N Willis (CI. 8) N Columbia Blvd (CC.1) N Lombard St (CC.3)	I directly experience the lack of greenways and connectivity issues on the routes regularly. They are high pedestrian and cycling traffic routes that are often unsafe due to lack of maintenance, poor layout, or high speed driving.

<p>N Gilbert (NG.3)  N Fiske (NG.6)  N Montana (NG. 11)</p>	<p>N Smith (CI.1)  N Ida (CI.2)  Cathedral Park Access (CI.4)  N Willis (CI. 8)  N Columbia Blvd (CC.1)</p>	<p>I chose N Gilbert NG.3 greenway because I live in that neighborhood and that is a good route for kids going to the high school and to fred meyer and I do not think it will push too much traffic onto other streets. I am concerned some of the other greenways proposed for that area will make traffic on Smith and some of the smaller streets off of Smith like Sedro get more busy as people cut thru to avoid the greenways. I also chose Fiske NG.6 because I ride the bus through there are there is a lot of foot traffic and bikes, so they need that there. I chose Montana NG.11 because I used to live right there and that is a great spot for a greenway because there are a lot of people walking and biking to the park and new seasons and pcc nearby. I chose corridor improvements N Smith CI.1 because, although the speed bumps have helped, people are still racing (and I use that word literally) down using the emergency gaps to avoid the bumps and tearing out around the corner at Columbia way behind the high school. I live on that intersection and I can hear people tear out and speed off down Columbia way nearly once every 20 minutes during the day and once an hour at night. This is where kids walk to go to the high school. It is so unsafe. I literally worry about a car driving into my living room. There was already a drunk driver who crashed last month and her car was up on the sidewalk inches from where my car was parked and a few feet from my picket fence. I chose N. Ida CI.2 for the same reasons I chose Smith. People use that street for commuting up to Vancouver and it is inappropriate for such a small street next to a school. Nearly every license plate I see during commute time is from WA. I chose N. Columbia Blvd CC.1 in the hopes that any improvement or structure may dissuade the street racing in that area. I chose N Willis CI.8 because I take the bus through that area and there is a lot of foot traffic so improvements would be good for that area. I chose Cathedral Park CI.4 because that area is going to blow up and develop and maybe be built up into a nice waterfront and having good pedestrian and bike access is prudent.</p>
<p>Lower St Johns / Cathedral Park (NG.4)</p>	<p>Cathedral Park Access (CI.4)</p>	<p>The CI.4 and NG.4 is where I see the most pedestrians on daily basis. Improving crossings and evaluating road speed and looking at Burr as a greenway</p>
<p>N Villard (NG. 9)  N Ainsworth (NG.10)  North Overlook (NG. 12)</p>	<p>Cathedral Park Access (CI.4)  N Denver (CI. 13)  N Killingsworth (CI.15)  N Fessenden St (CC.2)  N Alberta St (CC.5)</p>	<p>Having previously lived in Arbor Lodge before moving to St Johns, I had more insight into how N Ainsworth (NG 10), N Villard (NG 9) and North Overlook (NG 12) add safety to major corridors for bike and pedestrian travel. Having worked as a teacher at Beach and Ockley Green schools, I can appreciate how improvements on Killingsworth and Alberta will improve access for students. As a cyclist, I appreciate the improvements along Fessenden and other points where all vehicles must cross the "cut".</p>
<p>N Willamette/Reno (NG.1)  Upper St Johns (NG.2)  Lower St Johns / Cathedral Park (NG.4)</p>	<p>Cathedral Park Access (CI.4)  N Willamette (CI.5)  N Fessenden St (CC.2)</p>	<p>I chose Lower St Johns and Upper St Johns because my children bike to and from James John Elementary every day. The cars are so scary that my daughter has cried a few times. Kids should be able to bike four blocks to school without being scared of getting hit by a car.</p>
<p>N Willamette/Reno (NG.1)  Upper St Johns (NG.2)  Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Smith (CI.1)  N Ida (CI.2)  N Macrum (CI.3)  Cathedral Park Access (CI.4)  N Willamette (CI.5)</p>	<p>I chose CI.4 because I often use these streets to get between my apartment, Cathedral Park, and Downtown St. Johns. Improving pedestrian connections between these areas would be great.</p>

Upper St Johns (NG.2)	N Smith (CI.1) N Ida (CI.2) N Willamette (CI.5) N Greeley (CI. 12) N Lombard St (CC.3)	CC.3 is extremely important to me as St. Johns has very minimal connection points across the cut rail crossing and Lombard is one of the most walkable. With that being said it is technically walkable and bikeable but the access is extremely unpleasant. Bikes often are on the sidewalk over the bridge, people speeding by, the sidewalk has cracks and bumps that almost pop your bike tire. I would never bike in the road across the bridge because I'm scared of getting hit by a car so it's either bike on the sidewalk and risk a popped tire from the massive cracks or risk getting hit by a car. Going north to Fessenden or south to willamette is not a much better experience either direction. We need to improve the ability to cross the cut in any other way besides a car.
Upper St Johns (NG.2) N Woolsey (NG.7) N Ainsworth (NG.10)	N Smith (CI.1) N Portsmouth (CI.7) N Fessenden St (CC.2) N Lombard St (CC.3) N Ainsworth St (CC.4)	Imagining each of these improvements has me super excited! But I prioritized CC.2 and CC.3 because biking across the St. John's railway cut is always a little stressful! Otherwise I prioritized projects that would improve streets I ride my bike on often.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5)	N Macrum (CI.3) N Willis (CI. 8) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	I chose N Macrum CI3 because my partner and I have a thriving business, we just moved out of our rented location on N Fessenden and INTO a warehouse we purchased of N Macrum and N Richards, right before the railroad tracks. We have over 250 current members who visit our health and fitness studio multiple times per week. We are doing everything we can to serve this community. We live in at John's and are invested in seeing nopo thrive. There is not great access to our new building (7024 N Richards) and N Macrum is the ONLY way to get there. Any improvements to this area would be greatly appreciated by many many locals.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) N Princeton (NG.5)	N Smith (CI.1) Cathedral Park Access (CI.4) N Willamette (CI.5) N Fessenden St (CC.2) N Lombard St (CC.3)	This is a general comment about speed bumps, which have been installed on N Smith (CI.1) and N Fessenden (CC.2) in our neighborhood: I am all for slowing down traffic, but the gaps for emergency vehicles has made driving on these streets much more dangerous. Many people now drive in the middle of the street to avoid the bumps, often at speeds far above the speed limit. I understand emergency vehicles need access to critical locations like schools, but as someone who must drive both of these streets daily, it has gotten much less safe for vehicles.
N Woolsey (NG.7) N Ainsworth (NG.10) N Montana (NG. 11)	N Willamette (CI.5) N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Ainsworth St (CC.4)	CI.5: a heavily-trafficked bicycle corridor should be safe for the entire route, this is the most important connection to and from St Johns. CI. 14: N Interstate: a common-sense project to extend bike lanes that already exist to the south, and provides a valuable safe connection to Fred Meyer and Kaiser offices CI.14: N Killingsworth is becoming increasingly dense and traffic speeds can be far too high for how narrow the street is with on-street parking. Safety needs to be improved now with an eye toward a larger, future project CC.4: Ainsworth is a very important bike route (one of the few lower-traffic streets that crosses I5) that currently has no designation as such. Heavily trafficked by middle schoolers on foot and bike, and by cyclists accessing Willamette Greenway and Peninsula Park, as well as Vancouver and Williams CI.13: Denver Ave: a lot of potential as a major commuting route as a straight shot from Kenton down to Going Ave. The bike lanes here should be better protected from what can be high speeds and large vehicles.

<p>Upper St Johns (NG.2) N Gilbert (NG.3) Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Macrum (CI.3) N Columbia Blvd (CC.1) N Fessenden St (CC.2)</p>	<p>N Macrum (CI.3) is my number one choice. I live on the corner of N Macrum and N Bank St. so am most familiar with the traffic issues here. I think it should extend past Bank St to the end of N Macrum. There is a wedge shaped property that could be developed into a small park here and since the steel plant is closing, there may be new businesses (or housing? If zoning can be changed..It's 87 acres and would be great for housing especially if access to Smith and Bybee Lakes can be developed, I digress). M Macrum has no speed signs, but does have plenty of residents walking the street. Now that traffic has changed west of Macrum on Columbia Blvd, traffic has increased on Macrum and east-west streets like Bank as drivers now enter the neighborhood on this route. Also the Columbia (CC1) project doesn't go far enough west in my opinion to connect to Macrum St and allow access to the Peninsula Crossing trail, sidewalks on Columbia and the slough trail, for residents of the neighborhood north of Columbia Blvd.</p>
<p>N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)</p>	<p>Cathedral Park Access (CI.4) N Willamette (CI.5) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)</p>	<p>I live and use these areas all the time with my daughter. We need the improvements in St John's! Thank you</p>
<p>N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Smith (CI.1) N Ida (CI.2) N Macrum (CI.3) Cathedral Park Access (CI.4) N Willamette (CI.5)</p>	<p>Ida is terrifying and Roosevelt students go to Fred Meyer every day. Jersey St. has crazy traffic evasion (people bypassing two traffic lights on Lombard). I like Cathedral Park Access, but don't care about the specific proposed interventions-- this project should be reworked to focus on walking and traffic calming rather than bikes. Macrum is low-income and super wide. Smith is a no-brainer.</p>
<p>N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Smith (CI.1) N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Lombard St (CC.3)</p>	<p>I chose Lower St Johns/Cathedral Park (NG.4) Greenway and N Ida (CI.2) Critical Connection because my family uses this area daily and I have a child who attends Roosevelt High School. It would be such an amazing transformation to this section of St Johns if we could slow traffic down along N Jersey St and increase the freeway for cyclists. We have quite a few cyclists already that use N Jersey to get to the bike lane on N Ida or to shop at Fred Meyer. Unfortunately, we also have few stop signs on N Jersey and cars speeding towards Fred Meyer. Many neighbors have commented on how N Jersey could use speed bumps to slow car traffic down and make this street safer for the many cyclists that already use it. Additionally, having the Greenway connect up to Roosevelt High School, along N Burr would benefit all the high school students who use this corridor to walk between the bus stop on N Willamette and Roosevelt High School. This project (NG.4 Greenway) is the one I feel would benefit this area of North Portland the most as it effects a large range of community members; neighbors, cyclists, students. I also would love to see N Ida improved; better bike lanes, more trees, and improved sidewalks would be really great for an area of the neighborhood that gets a lot of foot traffic to and from the high school and significant automobile and bike traffic from various North Portland residents as they access the amenities at N Ida and N Lombard.</p>
<p>N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Lombard St (CC.3)</p>	<p>I live on North Jersey and can attest to how safety on this street would be greatly improved by slowing traffic, particularly between Buchanan and Ida. Buchanan is also a high speed road, with many cars using it as a connection between Willamette and Lombard, and going well over 20mph regularly. North Jersey St. is also a main cycling road connecting downtown St. John's to Fred Meyer on Ida, we see quite a bit of bike and pedestrian traffic. It would definitely benefit from speed bumps and reduced speed limit!</p>

N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Willamette (CI.5) N Columbia Blvd (CC.1)	N Willamette CI.5 is critical - we have James John Students crossing Willamette at Tyler and it is very dangerous. Cathedral Coffee is also popular and everyone who crosses is at risk. Columbia Blvd CC.1 removes a dangerous section for bicyclists. N Smith CI.1 improvements help students at James John and Roosevelt.
Upper St Johns (NG.2) N Ainsworth (NG.10) N Montana (NG. 11)	N Ida (CI.2) N Willamette (CI.5) N Greeley (CI. 12) N Fessenden St (CC.2) N Lombard St (CC.3)	I chose N Willamette and N Fessenden Corridor Improvements because those bridges need attention. Would be great to retrofit them to be resilient to CSZ earthquake.
Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5) North Overlook (NG. 12)	N Ida (CI.2) N Willamette (CI.5) N Greeley (CI. 12) N Lombard St (CC.3) N Alberta St (CC.5)	Lower St Johns / Cathedral Park (NG.4) greenways for children biking to school and access to local shops, and Corridor N Ida (CI.2) and N Lombard St (CC.3) for walking to grocery stores. N Willamette for buffered bike lanes and safer cross-walks to our community coffee shop. N Princeton (NG.5) to create a missing greenway to connect to parks (and biking alternative to Willamette in that part of N Portland).
	0 N Alberta St (CC.5)	I didn't look at all of these, just the ones near me. The one that matters most is crossing I5 on Alberta safely. It's super dangerous even for an alert and nimble person
	0 N Greeley (CI. 12) N Denver (CI. 13) N Killingsworth (CI.15)	I am not in favor of any traffic diversions, the budget has been cut for transit which means people will continue to need cars to get around the city. If transit is not reliable then we need to make things easier for cars, not harder.
Lower St Johns / Cathedral Park (NG.4)	N Willamette (CI.5)	I live on Buchanan along the proposed NG.4. People absolutely fly down Buchanan between Willamette and Lombard. The dedicated bike lanes along N Willamette (CI.5) could also use better definition.
N Willamette/Reno (NG.1) Lower St Johns / Cathedral Park (NG.4) Kenton (NG.8)	N Portsmouth (CI.7) N Willis (CI. 8) N Greeley (CI. 12) N Interstate (CI. 14) N Lombard St (CC.3)	N Interstate CI.14 is an absolute must. The lack of bike lanes or adjacent facilities for northbound cycling really makes this link critical. The other corridor or critical connections are on busy streets that need safety improvements.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Ida (CI.2) N Macrum (CI.3) Cathedral Park Access (CI.4) N Willamette (CI.5) N Lombard St (CC.3)	Lower St. Johns /cathedral park NG.4 to allow the kids in the pocket between Willamette and Lombard to walk/ bike to school safely since they are too close for school buses.  N Ida CI.2 for better /safety access to Fred Meyer and Roosevelt HS. And improve aesthetic and tree coverage.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) Kenton (NG.8)	N Smith (CI.1) Cathedral Park Access (CI.4) N Portsmouth (CI.7)	St Johns and Portsmouth are rapidly expanding due to the relatively affordable cost of living relative to much of Portland and the traffic during rush hour is starting to resemble areas of Los Angeles. With the number of commuters in the neighborhood it's important to make forward-looking improvements before this gets out of control.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Interstate (CI. 14)	The one that's of importance to me is N. Ida (CI.2). I frequently cross it when going to Fred Meyer and it's a pain. The crosswalk along N. Ida and Lombard is the only safe place to cross if traffic is too heavy. Having an extra crossing would be useful, especially due to a homeless encampment behind the McDonald's that's had me walking further up so I don't have to deal with the trash and rank smell. Also, having sidewalks in places where there aren't any would be nice. Many of the houses along one side of N. Ida only have bare yards. You either have to walk in these areas or go into the street.



<p>N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Smith (CI.1) N Ida (CI.2) N Wall Ave (CI.6) N Fessenden St (CC.2) N Lombard St (CC.3)</p>	<p>I tried to choose areas that are main crossings or routes for school kids.</p>
<p>N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)</p>	<p>Cathedral Park Access (CI.4) N Portsmouth (CI.7) N Chautauqua (CI. 9) N Peninsular (CI. 10) N Interstate (CI. 14)</p>	<p>I chose all of the projects I did because these are areas I travel and exercise in. Particularly cathedral park access (CI.4) is an area that I rarely feel safe traveling in on my own. I will run there with my partner but the difficulty navigating the traffic patterns on my own while running is anxiety producing.</p>
<p>Lower St Johns / Cathedral Park (NG.4) N Ainsworth (NG.10) N Montana (NG. 11)</p>	<p>Cathedral Park Access (CI.4) N Interstate (CI. 14) N Fessenden St (CC.2) N Lombard St (CC.3) N Ainsworth St (CC.4)</p>	<p>NG. 4 Lower St Johns: A huge potential for the city to proactively install bike/ped infrastructure to a rapidly densifying neighborhood. Without these improvements, the neighborhood is disconnected from so many services for folks without a vehicle</p> <p>NG. 10 Ainsworth: This street is CRITICAL for providing a safe, low-stress option for people who bike between North and Northeast Portland. It currently sits as one of the BUSIEST streets for bikes in the City as its connections, its crossing over I5, and overall directness make it so desirable for all folks who rely on their bike. Even with the bike counts it currently receives, the amount of vehicle traffic has recently made Ainsworth a dangerous street for users, especially in it's widest parts. I full-heartedly believe one of the best things PBOT can do is provide a diversion implementation plan to really devote this critical corridor as a safe, low-stress, people-priority street for all North Portlanders. Also, cars have Killingsworth and Rosa Parks for east-west bound travel:)</p> <p>NG. 11 Montana: One of the 'alley oops' of effective planning is the marrying of good land use and good transportation access. N Montana currently resides as the backbone as one of the most rapidly densifying, and densely zone neighborhoods in the entire region. I believe it would behoove PBOT to proactively implement this NG before this housing is in place to provide a critical change before feedback focuses on parking or vehicle access. Also Montana is a straight arrow to grocery stores, which I see as a critical trip-type to committing to car-free or car-light communities that this area plans to be.</p> <p>CC.4 Ainsworth: this is the ONLY people-first, low-stress, safe crossing of I-5 for folks walking/biking from NE to N Portland. Whatever we can do to limit the vehicle traffic that use Ainsworth as a cut-through for Rosa Parks/Killingsworth will help the many families and North Portlanders who rely on Ainsworth to connect them safely to NE Portland.</p>

<p>N Willamette/Reno (NG.1)  N Ainsworth (NG.10)  N Montana (NG. 11)</p>	<p>N Columbia Blvd (CC.1)  N Fessenden St (CC.2)  N Lombard St (CC.3)  N Ainsworth St (CC.4)  N Alberta St (CC.5)</p>	<p>Willamette/Reno NG.1: This is a critical path to getting a lot of new residents access to Pier Park and other open spaces. It acts as the 'Lombard' for bikes/peds/other non-car users.</p> <p>Ainsworth NG.10: This is a highly stressful street for people biking. The high amount of vehicle traffic makes this one, safe east-west bike connection dangerous. Its already used by many bikers as it has the calmest crossing of I-5.</p> <p>Montana NG.11: This corridor would be cheap and quick. With new, dense affordable housing coming online throughout this corridor, it's imperative to get this corridor installed before parking and vehicular demand becomes a greater issue to solve. This corridor also would provide access to shopping via the Buffalo entrance to Fred Meyer</p> <p>Columbia CC.1: All of the 'critical' connections are CRITICAL to uniting a safe, accessible, comfortable North Portland. Both the split and the I-5 trench have made the peninsula just that much more separated from the rest of Portland. When all these trips get funneled to just a handful of streets, its essential to make sure those streets serve all Portlanders who rely on getting around without a car.</p> <p>Ainsworth CC.4: As mentioned above, Ainsworth serves as one of the primary E-W route for bikes travelling from inner NE Portland. Mostly because of its relatively calm, low-traffic crossing of I-5. Whatever can be done to make sure this remains a calm, low-traffic crossing would help a large portion of North Portlanders who rely on their bike to get around, and help create a safer space for nearby students at Ockley Green and those who may want to get on a bike to get to destinations in NE Portland.</p> <p>Fessenden CC.2: Critical means critical: these few crossings become the weakest link in Portland's</p>
<p>N Princeton (NG.5)  N Fiske (NG.6)  N Woolsey (NG.7)</p>	<p>N Portsmouth (Cl.7)  N Willis (Cl. 8)  N Chautauqua (Cl. 9)  N Columbia Blvd (CC.1)  N Lombard St (CC.3)</p>	<p>Portsmouth is an important route for bus, bikes, and peds. Calming car traffic would greatly improve the experience for people who live and travel on this route.</p>

0	0	<p>This survey is biased and assumes support that is not present for these initiatives. Where's the option to dissent? You've ruined transit on Lombard and now that is causing traffic to divert to side streets, which makes the side streets less safe for everybody. You've made Rosa Parks a hazard with zigzag driving lanes that have already caused accidents and near accidents with parked cars in the driving lanes. Main roads should be for vehicle transit and bikers and pedestrians should be diverted to safer side streets. The idea that bikers and pedestrians can ever truly be safe on roads with cars is a myth. All the speed bumps do is slow people down who were already driving slower and annoy people who were already driving faster while not stopping them from driving faster. And now they're driving faster and driving in the middle of the lane to avoid the speed bumps because there are holes in the speed bumps for emergency vehicles. They are only actually effective against low-riding street racers, who weren't the entirety of the problem. You've basically just created a bunch of traffic hazards for drivers while not actually making pedestrians safer. The only way to make these systems work is to have police enforcement at the scene, but not only is that impossible because the cops aren't doing their jobs, but it would also create a police state. Create safe alternatives for bikers and pedestrians. Stop forcing them to coexist in the same transit corridor as multi-ton metal deathtraps.</p>
<p>N Villard (NG. 9) N Ainsworth (NG.10) N Montana (NG. 11)</p>	<p>N Willamette (CI.5) N Interstate (CI. 14) N Lombard St (CC.3) N Ainsworth St (CC.4) N Alberta St (CC.5)</p>	<p>I chose CC.5, CC.3, and CC.4 because I feel that making connections between existing facilities is especially important if we're trying to help people get around!</p> <p>I picked CI. 5, CI. 12 and CI. 14 for safety reasons.</p>
<p>N Willamette/Reno (NG.1) Upper St Johns (NG.2) N Woolsey (NG.7)</p>	<p>N Ida (CI.2) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3) N Alberta St (CC.5)</p>	<p>I chose N Willamette/Reno (NG. 1) as one of my top improvements because I live on the section of N Willamette just south of the St. John's bridge and I see reckless, impatient, speeding drivers every day of the week driving down what is effectively a neighborhood street. Parked cars have been hit on multiple occasions and more than once I have seen cars pull into the opposing lane to leapfrog drivers going the speed limit. The downhill slope from N Richmond to N Burlington exacerbates this.</p> <p>I also chose N Woolsey (NG.7) because the intersections with N Willamette and N Lombard are really awkward for cyclists and pedestrians in an area that is very popular for both.</p> <p>I chose Upper St. John's (NG.2) because greater connectivity with schools would be great, and anything that slows traffic down on Fessenden and Columbia in those areas is appreciated. It's a hot area for street racing.</p>
0	0	<p>I've lived in St. Johns for ten years, so I have a sense of the area. Are you doing an identical project for NE Portland? Please put the money there. Another way to help our neighborhoods is make a better effort at curbing nighttime racing. In this neck of the woods, there have been far more recent deaths and injuries from that as opposed to daytime traffic.</p>
<p>Kenton (NG.8) N Villard (NG. 9) N Ainsworth (NG.10)</p>	<p>N Willamette (CI.5) N Peninsular (CI. 10) N Lombard St (CC.3)</p>	<p>I chose N Villard neighborhood Greenway project because I live on Villard, and the street has become more crowded, and speeds have increased. Because Lombard has become worse and worse with recent changes, traffic is being pushed into neighborhood streets because people cannot navigate Lombard with its very confusing and unfriendly barriers and signals that never turn green (left arrows at Greeley and Lombard, for example). This is the case for many other streets.</p>

N Ainsworth (NG.10) N Montana (NG. 11) North Overlook (NG. 12)	Cathedral Park Access (CI.4) N Greeley (CI. 12) N Killingsworth (CI.15) N Lombard St (CC.3) N Ainsworth St (CC.4)	N Greeley (CL.12) I live and work on this corridor and see some really dangerous speeding. I've witnessed a pedestrian getting struck by a vehicle Just South of Ainsworth. With all the new apt. buildings and new businesses on this corridor we need to enforce the existing limit of 25.
N Willamette/Reno (NG.1) N Fiske (NG.6) N Woolsey (NG.7)	Cathedral Park Access (CI.4) N Interstate (CI. 14) N Killingsworth (CI.15)	CI.4 - I go up this way a lot and this would be a great amenity to the Park, adding connectivity and continuity. CI.14 - Needs improvement, very busy and clearer/safer elements for bikers and walkers appreciated. CI.15 - I never bike here because it's so busy and the lanes are tight - would be nice to feel safer on this main street.
Upper St Johns (NG.2) N Woolsey (NG.7)	N Smith (CI.1) N Macrum (CI.3) N Greeley (CI. 12) N Interstate (CI. 14) N Fessenden St (CC.2)	I currently rarely bike between neighborhoods because it feels dangerous due to traffic, a risk for a flat tire, and just very ugly. I wish I wanted to bike more. Cars are constantly drag racing on Bristol St which is so dangerous for all the young kids who live nearby.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) N Princeton (NG.5)	N Smith (CI.1) Cathedral Park Access (CI.4) N Portsmouth (CI.7) N Willis (CI. 8) N Chautauqua (CI. 9)	I think the N Smith project is very important because ever since the speed bumps have been put in on Fessenden, there has been increased and speedy traffic on N Smith. I also think the corridor of Ivanhoe coming off the St John's bridge is important too. Many bicyclists have been killed there, and if there was only a way to divert truck traffic, that would make that hub safer. That's a much longer view project since it would probably require a second bridge.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) N Princeton (NG.5)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Portsmouth (CI.7)	Even though I do not live in North Portland I visit the area by bike frequently. The most import to me are NG1, CI5, CI7 because of the increase to cycling safety they would provide.
N Woolsey (NG.7) Kenton (NG.8) N Ainsworth (NG.10)	N Portsmouth (CI.7) N Willis (CI. 8) N Chautauqua (CI. 9) N Columbia Blvd (CC.1) N Fessenden St (CC.2)	These are some of the most dangerous roads in North Portland and in desperate need of improving overall travel safety and safe for people outside of cars specifically
N Willamette/Reno (NG.1) N Princeton (NG.5) N Woolsey (NG.7)	N Willamette (CI.5) N Portsmouth (CI.7) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	N Portsmouth C1.7 - the most annoying and dangerous street in our neighborhood. N Woolsey NG.7 because it connects to schools and community and people go screaming fast on the parts without speed bumps. Columbia, Willamette, Lombard and Fessenden projects because they are identify key points of obstacles - the Cut, and getting across Columbia to get to the beautify green spaces on the other side.
	0 N Peninsular (CI. 10)	I LIVE ON PENINSULAR AVE. AND I'VE TRIED EVERYTHING TO REACH OUT TO THE CITY OF PORTLAND ABOUT OUR SAFETY ON THIS STREET. YES, THERE'S SPEEDBUMPS COMING DOWN PENINSULAR OFF OF LOMBARD. BUT AFTER WILLIS BLVD, PEOPLE SPEED UP TO RUN DOWN TO COLUMBIA BLVD. WE NEED SPEEDBUMPS TO SLOW TRAFFIC DOWN. I HAVE 5 CHILDREN AND ITS SO UNSAFE FOR THEM TO GET IN OUR CAR OR EVEN WALK ON THE SIDEWALK BECAUSE THE CHAOS. MANY ACCIDENTS HAVE OCCUR ON THIS STREET. IM CONCERNED AND WORRIED! PLEASE DO SOMETHING ABOUT PLEASE. THAT WOULD HELP OUR COMMUNITY FOR SURE!

Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) North Overlook (NG. 12)	N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Greeley (CI. 12) N Fessenden St (CC.2)	I chose Cathedral Park Access CL4 because I live across from the Park. It is often unsafe with car racing, motorcycle racing, drug sales, drunken people and gun shots. If there were speed bumps on Crawford and a gate preventing access by vehicle to the lower park after 10 pm it might help. The N Willamette CL5 is of interest because there is a park below the "Cathedral" coffee shop that is unsafe for use because of people living in the park and approaching people for money etc
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5)	N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Fessenden St (CC.2) N Lombard St (CC.3)	I picked Lombard cc.3 and Fessenden cc.2 because both those streets are super dangerous as is. All the others I chose because I rode my bike or walk in those areas regularly. Also maybe stop people from camping, starting fires, getting in fights, leaving spent needles, and driving on the peninsula crossing trail. I can't believe that's not listed as an improvement, it's easily the most pressing safety need in my neighborhood.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Woolsey (NG.7)	N Macrum (CI.3) Cathedral Park Access (CI.4) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	I choose macrum CI and banks CI. There are many good bike ways in st John. These 2 are good opportunity to connect our neighborhood to the rest of St. John. And bring awareness to cyclist and pedestrians along Columbia.
Upper St Johns (NG.2)	N Smith (CI.1)	Smith street is a local through street which frequently sees drivers blow through stop lights, stop signs, and intersections. The street has no crosswalks and is currently treated like a highway ever since speed bumps, crosswalks, and lights were added to Fessenden. A lot of drivers find smith faster so choose the neighborhood as a through street which is especially dangerous near the high school, community center, and senior care facility.  Additionally now that speed bumps were added to smith we have drivers swerving to avoid them and veering into the bike lanes putting cyclists and runners at risk. It has not reduced the number of drivers on smith as intended. Vehicle diversions, safe crossings, and narrower streets would be a huge help in slowing traffic.
Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5) N Woolsey (NG.7)	N Willis (CI. 8) N Interstate (CI. 14) N Lombard St (CC.3)	I chose N. Princeton as one of my Neighborhood Greenway because I dislike the lack of direct access to St. Johns from Interstate Ave via bike. St. Johns isn't really that far, but biking there involves going out of my way to get there.  I chose the N. Lombard St. Corridor improvements for the same reason. I don't mind biking on busy streets if there is a bike lane.
Upper St Johns (NG.2) N Woolsey (NG.7) N Ainsworth (NG.10)	N Smith (CI.1) N Portsmouth (CI.7) N Chautauqua (CI. 9)	I utilize my choices (NG 2,7,10) based off of my bike commute for work. I try to bike/trimet as much as i can. It has proven to be difficult on bike due to the amount debris left in the bike lanes.
Upper St Johns (NG.2) N Princeton (NG.5)	N Macrum (CI.3) N Wall Ave (CI.6) N Portsmouth (CI.7) N Lombard St (CC.3)	NG 5: We need speed bumps on N Princeton St between Macrum and the train cut. People blast through here and do donuts in the Princeton/ Macrum intersection.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) Kenton (NG.8)	Cathedral Park Access (CI.4) N Wall Ave (CI.6) N Portsmouth (CI.7) N Interstate (CI. 14) N Lombard St (CC.3)	CC.3 Is my #1 problem in getting around. Every time I go to ride my bike I have to decide how I will navigate this dangerous bridge on Lombard. Speed in neighborhoods is my second biggest issue. We need speed bumps! Too many long runs between stop signs. Need on between Portsmouth and Wall on N Hudson St. It would be nice if we had low concrete barriers on Lombard for bikes. I ride on the side walks because I am too scared.

N Villard (NG. 9) N Ainsworth (NG.10) N Montana (NG. 11)	N Interstate (CI. 14) N Killingsworth (CI.15) N Columbia Blvd (CC.1) N Ainsworth St (CC.4) N Alberta St (CC.5)	I chose the ones that were the furthest away from where I live and work and therefore the least likely to have a negative impact on my life. I've lived in North Portland for a long time now and have seen what a horrible curse PBOT's involvement in my community actually is. So, I would want any projects that PBOT undertakes to be as far from where I live or work as possible.
N Princeton (NG.5) N Fiske (NG.6) N Woolsey (NG.7)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Wall Ave (CI.6) N Portsmouth (CI.7) N Lombard St (CC.3)	I choose N Princeton, N Fiske, N Woolsey and N Portsmouth as priorities because of the need to provide safer routes to Astor Elementary and to Holy Cross School (5202 N Bowdoin), and to connect the neighborhood parks together (McKenna, Portsmouth, Columbia Park & Annex).
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Lombard St (CC.3)	CI 1, CI 2, CI 4, CI 5 and CC 3 because we live near and use all these spaces. They need to be improved.
N Willamette/Reno (NG.1) N Fiske (NG.6) Kenton (NG.8)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	Wow! These are all impressive and needed projects. I chose based on safety concerns I have personally encountered. I worry about bicyclists (and have been worried as one) on N Willamette, which caused me to select NG.1 and CI.5. If I had to choose a highest priority CC.2 marks a tight area on Fessenden that is precarious for bicyclists.
N Villard (NG. 9) North Overlook (NG. 12)	N Greeley (CI. 12) N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Alberta St (CC.5)	These are all roadways I regularly bike on and have often wished were improved for bike and pedestrian safety!
	0 N Greeley (CI. 12) N Interstate (CI. 14) N Alberta St (CC.5)	I chose N. Interstate because I live in a townhome next to the Plaid Pantry at Interstate and Going. The speeding on N. Going down to Swan Island is very frustrating to see and hear. Also, and this is my most important issue....until the homeless are housed in Portland, nothing you do will increase the livability in N. Portland.
Upper St Johns (NG.2) N Princeton (NG.5) N Woolsey (NG.7)	N Smith (CI.1) Cathedral Park Access (CI.4) N Willamette (CI.5) N Portsmouth (CI.7) N Lombard St (CC.3)	I chose the projects that I did because I travel locally (within St Johns, Cathedral Park, and the Portsmouth neighborhoods) by walking. While walking, it becomes clear where the issues for pedestrians, cyclists, transit, and motorists are. Diversion traffic is a huge problem in North Portland, particularly in the Cathedral Park and St Johns neighborhoods. Neighborhood greenways that reduce speeds on local streets are very important, as they receive diversion traffic from Lombard (the Hillsboro/Beaverton area to Vancouver route for commuters residing in SW Washington, via German Town Rd, St Johns Bridge, and N Lombard).
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	Cathedral Park Access (CI.4) N Lombard St (CC.3)	they make improvements to the often neglected neighborhood of St. Johns
N Willamette/Reno (NG.1) Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5)	N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Fessenden St (CC.2) N Lombard St (CC.3)	I chose the lombard, ida and fessenden corridor improvements because as a biker or pedestrian there aren't many safe places that connect our peninsula across the railroad cut and that leads us to feeling cut off from the rest of the city

N Willamette/Reno (NG.1)	N Willamette (CI.5) N Argyle (CI. 11) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	CC1 is desperately needed. Being a cyclist or pedestrian in this area trying to access the trail behind the WW treatment plant is extremely dangerous! NG1 would drastically improve safety and connectivity in this area. CI11 would greatly benefit the new, dense, and affordable development, better connect Kenton Park and Downtown Kenton (Denver), and hopefully give this end of Kenton an improved sense of place. CC2 and CC3 are no brainers. We need to fill critical gaps like this!
N Willamette/Reno (NG.1) N Ainsworth (NG.10) North Overlook (NG. 12)	N Willamette (CI.5) N Greeley (CI. 12) N Interstate (CI. 14) N Columbia Blvd (CC.1) N Alberta St (CC.5)	Improve connectivity and safety
Lower St Johns / Cathedral Park (NG.4) N Fiske (NG.6) N Woolsey (NG.7)	N Portsmouth (CI.7) N Willis (CI. 8) N Chautauqua (CI. 9) N Interstate (CI. 14) N Columbia Blvd (CC.1)	I chose N Portsmouth (CI.7), N Willis (CI. 8), and N Chautauqua (CI. 9) because these are the 3 main streets my family uses to walk, run, take the bus, and drive most often. I chose N Columbia Blvd (CC.1) and N Interstate (CI.14) because we drive on these streets and/or take the Max t9 our destinations. All these streets need safety and speed upgrades.
Kenton (NG.8) N Ainsworth (NG.10)	N Denver (CI. 13) N Killingsworth (CI.15) N Ainsworth St (CC.4)	N. Denver cl.13 is absolutely critical as the existing traffic is far too fast despite speed bumps and posted 20 mph. With tolling coming to I5 one can expect more cars trying to use N. Denver as a thoroughfare in an attempt to circumvent tolls on I5 and traffic on Interstate Ave.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) Kenton (NG.8)	N Denver (CI. 13) N Interstate (CI. 14) N Lombard St (CC.3)	I think all the projects are worthy, but I chose the ones that affect my neighborhood the most. Both N. Denver and N. Interstate are death traps - speeding cars that run through red lights/signs, many elderly and disabled people trying to cross the street (esp the Interstate/Lombard intersection). Anything that slows down traffic and calms the streets is beneficial.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Ida (CI.2) Cathedral Park Access (CI.4) N Lombard St (CC.3)	Safer routes for children near schools and parks
N Willamette/Reno (NG.1) N Princeton (NG.5) N Villard (NG. 9)	N Portsmouth (CI.7) N Peninsular (CI. 10) N Greeley (CI. 12) N Interstate (CI. 14) N Alberta St (CC.5)	I think the N Greeley (CI. 12) project is urgently needed. This street is a major route between I5 and North Portland and the reckless, frustrated driving behaviors I see on this street are unfortunate. Travel during busy hours is slow due to the volume of cars and the lights, causing drivers to speed through neighborhood side streets, cut around cars waiting to turn left, and run lights. I frequently bike, walk, and run on the side streets around Greeley and lament having to cross the street anywhere there isn't a traffic light. It feels like a hazard in an otherwise lovely network of calmer streets. I hypothesize that drivers also feel the need to speed up once they cross or turn left on Rosa Parks to make up for lost time. I live very close to the Rosa Parks/Greeley intersection and see these behaviors frequently. Thanks.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) Kenton (NG.8)	N Argyle (CI. 11) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3) N Alberta St (CC.5)	Alberta is high traffic and super dangerous. The train bridge cuts on St Johns from the rest of town and Lombard is one of the scariest streets to bike on but also pretty much the only one, except Fessenden which is also an issue on this list, to get into town from St Johns. SJ is also one of the fastest growing neighborhoods and few that is still somewhat affordable in town but it feels like an afterthought. It needs to much help in terms of transportation and infrastructure (among other things).

<p>Upper St Johns (NG.2)  N Villard (NG. 9)  N Ainsworth (NG.10)</p>	<p>N Willamette (CI.5)  N Portsmouth (CI.7)  N Peninsular (CI. 10)  N Interstate (CI. 14)  N Lombard St (CC.3)</p>	<p>I chose upper st Johns ng2 because it incorporates Community gathering places like the library Farmers market Community center etc and because I'm always confused about which bike route to take once I need to get off Central.</p> <p>I chose n villard ng 9 and n ainsworth ng 10 because I bike downtown fairly often to take my kids to school and sometimes to work. There's no good connection between Kenton and the Willamette Greeley greenways to downtown. I often end up on villard but there are quite a few stop signs and the road is in rough shape. I also use ainsworth to get east west to the same Willamette Greeley Greenway, and I also use Ainsworth to go east to the Missouri Greenway. Ainsworth is my favorite East West crossing over interstate so anytime I'm heading to Northeast or Southeast I often use Ainsworth.</p> <p>I chose n Lombard street cc3 because it's difficult to cross the cut there but it's necessary to cross there if you don't want to go all the way north or south to get across.</p> <p>I chose N Willamette Blvd (CI.05) because it's a great bike and drive to cathedral Park or St Johns but gets really narrow and unsafe feeling in that section.</p> <p>I chose N Portsmouth Ave ci.07 because I like the idea of safer streets. This is a commonly used street that would feel a lot better if cars drive it at slower speeds.</p> <p>I chose N Interstate Ave (CI.14) because the description was compelling.</p> <p>I chose N Peninsular Ave (CI.10) because the description was compelling and I use it to get south to villard to Willamette to Greeley bike path. The current and recently updated intersection at villard/Lombard/Peninsula is terrible for biking north south. I hope this and the n villard Greenway can fix that.</p>
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<p>N Ainsworth (NG.10)  N Montana (NG. 11)  North Overlook (NG. 12)</p>	<p>N Denver (Cl. 13)  N Interstate (Cl. 14)  N Killingsworth (Cl.15)  N Ainsworth St (CC.4)  N Alberta St (CC.5)</p>	<p>N Interstate (Cl. 14) - I live right by Interstate and have ridden my bike along this route. I did not feel safe being so close to the cars and end up on the sidewalk, which is not wide. I'm also scared of the high incident of crashes along Interstate. Our family is expecting newborns soon and I want to feel safe walking along and crossing Interstate.</p> <p>N Killingsworth St (Cl.15) - The stretch of Killingsworth between Omaha and Concord is already home to several great restaurants. It's a shame that it's not more of a gathering place. We would love to see this location blossom and grow into a hub for those of us living west of I-5. In my opinion, it's much more convenient and has a more neighborhood feel than the stretch of businesses by the community college.</p> <p>N Ainsworth (CC.4) - We walk along N. Ainsworth to get to Peninsula Park with our dog regularly. There are a lot of school children and bikers that use this path and thought the road is wide, it's not marked leading both cyclists and motorists to be in each other's way.</p> <p>N Alberta (CC.5). - The 4 way stop to get onto the highway is insane. My partner literally got into a car accident in this spot and our car was totaled. I can't imagine anyone safely biking through it as is. There are too many lanes of cars crossing and trying to get on the highway. What this intersection needs is a traffic light to keep drivers organized.</p> <p>N Ainsworth (NG. 10) - As a frequent pedestrian and driver on Ainsworth, I feel there is too much traffic on Ainsworth for cyclists to travel safely. There are especially a lot of kids biking to Ockley Green so this road should be protected.</p> <p>N. Denver (Cl 13) - When we're out walking our dog on Ainsworth (see point above), N. Denver is by far the busiest intersection that we go through. The road is an important road for those who use it, and is surely wide enough to accommodate safety improvements.</p>
	<p>0 N Willamette (Cl.5)  N Portsmouth (Cl.7)  N Interstate (Cl. 14)</p>	<p>As a regular bike rider who does not own a car, these are streets where I am the most uncomfortable.</p>
<p>N Willamette/Reno (NG.1)  Upper St Johns (NG.2)  Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Smith (Cl.1)  Cathedral Park Access (Cl.4)  N Willamette (Cl.5)</p>	<p>I chose Cathedral Park Access (Cl.4) because it's essential for pedestrians / bikes to have a safe way to get to the park. Baltimore is very steep and extremely blind, making it a very dangerous street for bikers / pedestrians / pets and even cars. We need to make it safer! Someone was hit in September 2021 and almost died.</p>
<p>N Fiske (NG.6)  Kenton (NG.8)  North Overlook (NG. 12)</p>	<p>N Portsmouth (Cl.7)  N Willis (Cl. 8)  N Chautauqua (Cl. 9)  N Peninsular (Cl. 10)  N Interstate (Cl. 14)</p>	<p>I chose the projects I did (N Willis, Portsmouth, Kenton Greenway, Peninsular) because we commute in N Portland and do almost everything in the area. My kids daycare is in Portsmouth, there are few grocery stores in Kenton. Being able to travel by bike safely to community assets in arbor lodge and Portsmouth is crucial.</p>
	<p>0 N Lombard St (CC.3)</p>	<p>N Russet is a cut through from Chautauqua to Lombard. Despite the speed bumps, cars race through this area. Large trucks use is a short cut. There are no cross walks except at Chautauqua and Lombard. Chautauqua is a race way. Speeds are dangerous around the park.</p>
<p>Upper St Johns (NG.2)  Lower St Johns / Cathedral Park (NG.4)  Kenton (NG.8)</p>	<p>N Portsmouth (Cl.7)  N Willis (Cl. 8)  N Denver (Cl. 13)  N Lombard St (CC.3)  N Ainsworth St (CC.4)</p>	<p>I bike these streets up to St Johns several times per week and the connections over the Cut are difficult, especially with the PCT out of commission. St Johns has a lot of biking potential but the streets are still sketchy.</p>

N Montana (NG. 11)	N Willamette (CI.5) N Interstate (CI. 14) N Ainsworth St (CC.4)	I chose CC 4 because this section of the street becomes wild at school pick-up and drop-off times and needs a lot of help to be a safer connection to NE.
N Willamette/Reno (NG.1)	N Willamette (CI.5)	I chose N. Willamette because it is a dangerous area and needs to be finished to provide a complete route to St. Johns
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Fiske (NG.6)	N Smith (CI.1) N Willamette (CI.5) N Wall Ave (CI.6) N Portsmouth (CI.7) N Willis (CI. 8)	I chose N Willamette CI.5 because this is a crucial and incomplete portion of bike infrastructure. With low income housing going into St. Johns and the population increasing in the area it is one of the best and most beautiful rides in the city. Unfortunately it is very dangerous on the last stretch into st. johns with no lanes and speeding of motorists who lack the skills to negotiate the curves after N. Ida.
N Woolsey (NG.7) Kenton (NG.8) N Montana (NG. 11)	N Chautauqua (CI. 9) N Peninsular (CI. 10) N Argyle (CI. 11) N Denver (CI. 13) N Interstate (CI. 14)	I use all of these areas to bike/ walk with my children. I'm disappointed there isn't a focus on the N Fenwick and Lombard crossing to help connect the greenway on the north and south sides of lombard. You have to bike on the sidewalk to get across and it's really dangerous for pedestrians and bikers alike.
N Gilbert (NG.3) N Princeton (NG.5) N Ainsworth (NG.10)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	I frequently ride around the central and northwest sections of the study area. The main problems with the existing networks are poor or unsafe connections between existing bike routes/paths, potholes or debris in the bike lanes, and poor visibility at intersections. My selections reflect areas I personally find dangerous among the most useful bike routes around North Portland.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) N Woolsey (NG.7)	N Willamette (CI.5) N Portsmouth (CI.7) N Interstate (CI. 14) N Columbia Blvd (CC.1) N Fessenden St (CC.2)	I ride my bike a lot and these seem like areas that are difficult to navigate, some of them being critical travel routes for biking.
Upper St Johns (NG.2) Kenton (NG.8) N Ainsworth (NG.10)	N Ida (CI.2) N Portsmouth (CI.7) N Chautauqua (CI. 9) N Peninsular (CI. 10) N Fessenden St (CC.2)	Trying to find the greatest possible reach and connection for project dollars.
Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5) N Woolsey (NG.7)	N Wall Ave (CI.6) N Chautauqua (CI. 9) N Interstate (CI. 14) N Columbia Blvd (CC.1) N Fessenden St (CC.2)	Columbia Blvd feels very dangerous right now and we try to avoid it. People go way over the speed limit.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) Cathedral Park Access (CI.4) N Willamette (CI.5) N Portsmouth (CI.7) N Columbia Blvd (CC.1)	Willamette & Reno NG-1 is most important because Willamette is badly over-trafficked and Reno has Sitton kids and 40-mile Loopers on it alongside uncontrolled drivers. Yikes all day!!!
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	Cathedral Park Access (CI.4) N Wall Ave (CI.6) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	i chose each of these projects because they are in areas of high traffic, transportation need, and people who walk in the neighborhoods.

<p>N Fiske (NG.6) N Woolsey (NG.7)</p>	<p>N Portsmouth (CI.7) N Willis (CI. 8) N Chautauqua (CI. 9) N Fessenden St (CC.2)</p>	<p>My top priorities are CC.2, CI.7, and NG.7 in Portsmouth. This pocket often feels neglected in terms of safety and services.</p> <p>CC.2 &amp; CI.7 - Fessenden is a major walking and biking route for students and adults. The speeds and erratic driving on both Fessenden and Portsmouth are alarming and dangerous. Calming traffic on Portsmouth and Fessenden is a priority for me as a member of the neighborhood, and many of my neighbors as well.</p> <p>NG.7 - I often cycle on Fessenden in this particular stretch and safer bike lanes and slower traffic are desperately needed. The bike lanes on this stretch are also often impeded by cars and RVS, and have broken glass and trash in them. Sometimes I take a longer route along Willamette for a more pleasant and safer-feeling ride in St. Johns. I also thinking narrowing the street would calm traffic as well.</p>
<p>N Fiske (NG.6) N Woolsey (NG.7) N Ainsworth (NG.10)</p>	<p>N Wall Ave (CI.6) N Portsmouth (CI.7) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Ainsworth St (CC.4)</p>	<p>As a bike commuter, the speeds and unsafe driving behaviors make me feel unsafe in my day to day. Improved corridors in the neighborhood to slow traffic and improve bikeability would drastically increase my wellbeing and transportation ease.</p>
<p>N Princeton (NG.5) N Montana (NG. 11) North Overlook (NG. 12)</p>	<p>N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Alberta St (CC.5)</p>	<p>With the exponential growth in NE Overlook, Max and Trimet stops at Killingsworth/Interstate and families trying to safely commute to schools, I've selected N Montana (NG.11), N.Overlook (NG.12), N.Interstate (CI.14), N. Killingsworth (CI.15) and N Alberta St. (CC 5). There are very few safe school routes for kids to cross Interstate Ave going east/west. Please change this! Also, why isn't Killingsworth Ave between I-5 and Interstate Ave a Critical Connection? Please include this! The other project selected are other routes we frequent.</p>
<p>N Ainsworth (NG.10) North Overlook (NG. 12)</p>	<p>N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Ainsworth St (CC.4) N Alberta St (CC.5)</p>	<p>NG.10 N Ainsworth and CI.15 N Killingsworth are very important to us. We hope that the Killingsworth project will specifically prevent northbound and southbound drivers on N Concord Ave from crossing Killingsworth, to reduce cars speeding down Concord Ave between N Killingsworth St and N Ainsworth St. I know it wasn't mentioned in these projects, but we desperately need speed bumps on N Concord Ave between N Killingsworth St and N Ainsworth St. This three block section is missing speed bumps even though the rest of N Concord Ave south of Killingsworth is set up with speed bumps.</p>
<p>N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Willamette (CI.5) N Lombard St (CC.3)</p>	<p>N Lombard St (CC.3) because this is my neighborhood.</p>

<p>N Princeton (NG.5) Kenton (NG.8) N Montana (NG. 11)</p>	<p>N Willis (Cl. 8) N Chautauqua (Cl. 9) N Denver (Cl. 13) N Interstate (Cl. 14) N Ainsworth St (CC.4)</p>	<p>I chose North Princeton (NG.5) as a top neighborhood greenway because there is an obvious gap in bike infrastructure in that area. I chose Kenton (NG.8) because there's a lot of bike/pedestrian infrastructure there that could be connected, plus park, school, and amenity access I chose N Montana (NG. 11) because it seems particularly valuable from an equity standpoint, and serves Ockley Green I chose N. Denver (Cl. 13) because I ride that route often and it badly needs better protected bike lanes, its just too wide a road not to have them I chose N Ainsworth (CC. 4) because it is a critical connection to the other side of 5, and it seems more important to spread those connections out a bit more since the crossing at Skidmore is great and people definitely travel that corridor. I seriously considered the NG on Ainsworth as well, but there's really good ped/bike access two blocks north and south so it doesn't feel like a major priority. Alberta is a huge clusterfuck but it seems like a big lift to fix. I chose N Willis (Cl. 8) because filling in sidewalk gaps is a huge win for everyone, plus transit benefits I chose N Interstate (Cl. 14) because it has bike lanes half way already, and such a significant street should have better infrastructure and safety for everyone who uses it, not just cars I chose N Chautauqua (Cl. 9) Because I have a bias towards protected bike lanes</p>
<p>N Willamette/Reno (NG.1) N Woolsey (NG.7) Kenton (NG.8)</p>	<p>Cathedral Park Access (Cl.4) N Willamette (Cl.5) N Greeley (Cl. 12) N Killingsworth (Cl.15) N Columbia Blvd (CC.1)</p>	<p>Cathedral Park will need better access when new developments open. Willamette is a beautiful bike corridor that should be world class.</p>
<p>N Ainsworth (NG.10)</p>	<p>N Denver (Cl. 13)</p>	<p>Denver Ave is becoming an alternate to Interstate Ave for trucks -- and other cars wishing to drive the same speed as they would on Interstate. Many children live on Denver.</p> <p>Ainsworth also seems way too small for how much traffic drives on it.</p> <p>Many cars don't stop at the intersection of Denver and Ainsworth. Many nights (once per week) cars do donuts in the intersection of Denver and Ainsworth.</p>
<p>N Willamette/Reno (NG.1) N Ainsworth (NG.10) North Overlook (NG. 12)</p>	<p>N Greeley (Cl. 12) N Denver (Cl. 13) N Interstate (Cl. 14) N Killingsworth (Cl.15) N Ainsworth St (CC.4)</p>	<p>I chose N Denver (Cl. 13) as my top corridor improvement. The intersection at Denver and Ainsworth is incredibly dangerous and people (especially children) use these sidewalks often. Cars come and do donuts in the intersection and people often blow through the 4 way stop sign (going FAST!) This summer there was a collision from someone running the stop sign and one of the cars ended up on the sidewalk. No one was hurt but if anyone was walking on the sidewalk (especially a small child who might not be able to move as quickly) it could have been really, really terrible. That intersection scares me, we live a few houses down and often see close calls.</p>
<p>N Willamette/Reno (NG.1) N Princeton (NG.5) N Ainsworth (NG.10)</p>	<p>N Willamette (Cl.5) N Peninsular (Cl. 10) N Denver (Cl. 13) N Interstate (Cl. 14) N Killingsworth (Cl.15)</p>	<p>I chose princeton greenway and willamette corridor for an east/west connection. Specifically for biking. Same for denver and ainsworth corridors (connection)</p>

<p>N Princeton (NG.5)  N Woolsey (NG.7)  N Ainsworth (NG.10)</p>	<p>N Smith (CI.1)  N Willamette (CI.5)  N Portsmouth (CI.7)  N Willis (CI. 8)  N Ainsworth St (CC.4)</p>	<p>I chose Greenways Woolsey (NG.7), Princeton (NG.5), Corridor N Portsmouth (CI.7) and Corridor N Willis (CI 8) as my primary concerns because I live on Woolsey, I still have 1 child at Astor, and my neighbors go to Cesar Chavez. My family bikes, or tries to bike to school. On the first day of school we had a rode rage driver honk and swerve at us on Woolsey. Woolsey, both North of Lombard with the speed bumps and especially South of Lombard is so dangerous. Willis &amp; Portsmouth had a kid hit 2 years ago, and is consistently a problem. Portsmouth School Zone North of Lombard to UofP is ignored. No one stops at the cross walks unless you literally go out in them, no one drives the posted 20 or what should be posted 15 MPH. walking or biking, we've had so many close calls. PBOT, and I have this in email, literally said they lost all the communication from previous Astor Principal when Blake took over Astor - I had to quit the Astor Traffic Committee - you broke me that day. just broke me. all the years of work didn't matter. it was just gone. Even Cesar Chavez has more than Astor - but I guess when a kid finally gets hit, that's what it takes.</p> <p>Ainsworth (CC.4) is a route Google Maps insists on crossing Interstate with and it's really the only option if one doesn't want to bike through Concordia. lots of road rage there too. Even on a 20 mpg ebike. people are so mad that others even exist.</p> <p>I don't even know why I bother filling these out. I'm honestly surprised there's a map here. I've been taking the Princeton "suggested" slower route to Astor all this time and it's still so scary. I watch kids, sometimes alone, and wonder how no one has been murdered by the angry drivers or college kids speeding through.</p>
<p>0</p>	<p>0</p>	<p>as there appears to be no area to directly give independent feedback, I'll use this space. Not a bad looking general overview, some of the graphics could be improved, I can't read the names of the streets directly impacted in some of the cases on the map, not useful. Many proposed solutions reduce the parking spaces in large areas, while at the same time the city is allowing more construction of no off street parking multi family housing. Combined with the increasing density of the St Johns area this is a recipe for disaster and ill will among the residents. I also note one intersection that is ripe for diversion, the intersection of N Midway and N Fessenden. It is too often used as a short cut from N Columbia Blvd and I have personally observed many accidents ( including hit and runs involving pedestrians) at that intersection.</p> <p>I was unaware of this work before the postcard mailer arrived in my box or I would have commented earlier.</p> <p>Cheers</p>

Upper St Johns (NG.2) N Gilbert (NG.3) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Macrum (CI.3) N Chautauqua (CI. 9) N Fessenden St (CC.2) N Lombard St (CC.3)	I choose these as areas I access the most. I use N.Macrum (CI.3) often and often worry about getting t boned. With the street parking there it is really hard to see oncoming traffic. I've also personal being in a car accident on N. Chataqua. That would benefit from a light or stop sign as I got re-ended while waiting to turn left on there from Willamette. Also I live off of N. Smith (CI.1) and often am afraid to cross with all the traffic and lack of pedestrian crossing areas. Cars don't typically stop to let you cross on smith, which is a different vibe than other neighborhoods in Portland. Everyone is speeding.
N Ainsworth (NG.10) N Montana (NG. 11) North Overlook (NG. 12)	N Interstate (CI. 14) N Killingsworth (CI.15) N Lombard St (CC.3) N Ainsworth St (CC.4) N Alberta St (CC.5)	I chose N Alberta St (CC.5) and N Ainsworth (CC. 4) because crossing the highway is often the scariest part of biking in Portland. So much that I won't bike if I know I have to do that.
Upper St Johns (NG.2) N Princeton (NG.5) N Woolsey (NG.7)	N Willamette (CI.5) N Columbia Blvd (CC.1) N Lombard St (CC.3)	NG.2 is of particular interest to me because I live, drive, walk and ride on N Charleston and for the decades I've been here it has been used as a cut through by many vehicles which travel way too fast! With an schools, the library and many residences on these streets it needs more, better crossings and speed reducing infrastructure. I don't know when the traffic studies were done, but they don't match my experience of these streets - volume and speed is way too high. Recent improvements to N Smith have shown that things can get better.
N Willamette/Reno (NG.1) N Princeton (NG.5) N Ainsworth (NG.10)	N Smith (CI.1) N Willamette (CI.5) N Denver (CI. 13) N Fessenden St (CC.2)	I chose N. Smith because it's essentially a drag strip
Upper St Johns (NG.2) N Princeton (NG.5) North Overlook (NG. 12)	N Macrum (CI.3) N Willis (CI. 8) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	I chose these cross streets because I've noticed them to be higher commuter sites. I mostly drive around with my two daughters but would like to bike more with them more . We walk a lot around our neighborhood and St. John's but would like to bike more with them.
Upper St Johns (NG.2) N Princeton (NG.5) N Woolsey (NG.7)	N Smith (CI.1) Cathedral Park Access (CI.4) N Willis (CI. 8) N Fessenden St (CC.2) N Alberta St (CC.5)	I know the areas I chose best. I am not as familiar with improvements needed in other N Portland neighborhoods.
Kenton (NG.8) N Montana (NG. 11) North Overlook (NG. 12)	N Willamette (CI.5) N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Alberta St (CC.5)	CI5: Willamette feels like an obvious bike route heading to St. John's, but then you hit this stretch and it feels a bit like the rug was pulled out from under you NG12: Denver south of killingsworth already has significant bike traffic, as well as speeding cars/trucks heading south CI13: Personal bias. This is part of my bike route to/from my kid's daycare. CC5: this is _the_ way to connect to businesses on Williams and Alberta Arts, but it's particularly dicey.
N Princeton (NG.5) N Woolsey (NG.7) N Ainsworth (NG.10)	N Macrum (CI.3) N Willamette (CI.5) N Ainsworth St (CC.4)	Ainsworth and Willamette are major bikeways that need colossal safety upgrades to curb speeding and protect peds and bicyclists. Macrum is a well known drag strip.
0	0	Critical connections!!

Upper St Johns (NG.2) N Gilbert (NG.3) Kenton (NG.8)	N Macrum (CI.3) N Portsmouth (CI.7) N Interstate (CI. 14) N Columbia Blvd (CC.1) N Fessenden St (CC.2)	I live on corner of N clarendon and columbia blvd and frequent these areas many times throughout the week and see how dangerous speeds and conditions for pedestrians are. There are frequent wrecks on this section of Columbia. People cross the street on columbia often. There is a blind spot just over that hill and a sharp turn onto Clarnedon so many people are speeding and get honked at when turning on and off. People run across the street and it worries me. I myself get honked and and dearly hit often pulling in and out of my own driveway from people hurrying to get off of columbia and onto Clarendon.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Willamette (CI.5) N Lombard St (CC.3)	I chose CI.1 because traffic speeds down this street and there are gaps in pedestrian crossings. I chose CI.5 because I would like to continue riding in bike lanes on Willamette west of Alma, where the lanes end. I chose N. Lombard because this bridge is uncomfortable to cross on a bicycle with high-speed traffic.
North Overlook (NG. 12)	N Denver (CI. 13) N Killingsworth (CI.15) N Lombard St (CC.3)	I chose N Killingsworth St because I deliver Meals on Wheels by bike, and have to navigate this very dangerous street by bike every Tue. The potholes, lack of bike path , and dangerous drivers make this a nightmare.
	0 N Smith (CI.1) N Ida (CI.2)	We, my neighbors and I, received letters telling us that SPEED BUMPS would be installed on our street NORTH BUCHANAN AVE., from Lombard to Fessenden. Well, the bumps are on NORTH SMITH, but not on Buchanan Avenue. We have a 4-way stop on Buchanan and Central which is ignored. Please, SPEED BUMPS, asap.
N Willamette/Reno (NG.1) Kenton (NG.8) North Overlook (NG. 12)	N Greeley (CI. 12) N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Alberta St (CC.5)	These are closest to my home and affect us the most.
Upper St Johns (NG.2) N Gilbert (NG.3) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Lombard St (CC.3)	N Lombard cc3 & N Ida is really important for making it easier to safely bike and walk through the cut. Many students walk and bike this route along with community members. My family bikes our daughter to school on this route hit it feels unsafe, but due to the unsafe speed of traffic, the lack of proper bike lanes, lack of speed diversion, and high amount of crime-in the past two weeks I've seen multiple drug deals, lots of drug use, an open fire in a field, obvious intoxicated driving, and an assault. Kids of all ages should be able to safely commute by foot or hike to school and not fear high traffic speeds or crime.
N Willamette/Reno (NG.1) Upper St Johns (NG.2)	N Smith (CI.1) N Willamette (CI.5) N Wall Ave (CI.6)	I chose Upper St John's NG.2 to improve accessibility and safety conditions of covered areas. Too often neighborhood roads connecting north/south thoroughfares (Columbia, Fessenden, smith, Lombard) are overused or even abused by motorists. I look forward to having bikeable routes between parks, schools, the library, and downtown SJ. I live on Charleston Ave, and would recommend resurveying traffic trends; the last survey was conducted during the pandemic and not on a school day. I have noticed a resurgence of traffic, making it difficult to walk my dog/bike the street safely.  I chose N Smith ci.1 because I have noticed unsafe conditions and heavy usage. The new speed bumps may help, but for those who live in my neighborhood it is a great connecting street that could give preference to non-motorists while the motorists have thoroughfare options.

Lower St Johns / Cathedral Park (NG.4)	N Willamette (CI.5)	<p>I chose Lower St Johns / Cathedral Park (NG.4) because cars and trucks use streets running parallel to and south of Lombard as short cuts to and from St John's business district and St John's Bridge. They don't observe speed limits and often don't obey Stop signs. I've seen plenty of near-misses at the intersection of N.Jersey and N.Tyler. Jersey is used by numerous families with small children for access to and from James John Elementary. They walk or go by bike and need better protection from speeding traffic. The intersection of Buchanan and Jersey is difficult for cars to cross safely as vision both ways is obscured by trees or parked cars.</p> <p>N. Willamette (CI.5) needs more cross walks between N.Burr and Richmond. Traffic travels very fast along there (despite the 25 mile an hour speed limit) making it hard to cross safely especially for older people and those with strollers or small children.</p>
Upper St Johns (NG.2) N Gilbert (NG.3) N Woolsey (NG.7)	N Macrum (CI.3) N Portsmouth (CI.7) N Columbia Blvd (CC.1) N Fessenden St (CC.2) N Lombard St (CC.3)	The Portsmouth neighborhood continues to be underserved while St Johns, Kenton, and University park get multiple infrastructure improvements and traffic calming projects. Our little corner of Portland continues to be exceedingly dangerous for pedestrians and cyclists, particularly for children walking to school.
N Willamette/Reno (NG.1) Kenton (NG.8) N Montana (NG. 11)	Cathedral Park Access (CI.4) N Willamette (CI.5) N Greeley (CI. 12) N Interstate (CI. 14) N Alberta St (CC.5)	The projects I chose seem to need calming devices
N Willamette/Reno (NG.1) N Princeton (NG.5) N Ainsworth (NG.10)	N Willamette (CI.5) N Portsmouth (CI.7) N Lombard St (CC.3) N Ainsworth St (CC.4)	I am a daily bike commuter, I bike to work, I bike my kids to school, I bike to the grocery store. These are the frequent routes I take. Also there should be a priority on flashing lights to notify cars at the intersection where Rosa Parks meets willamette blvd.
Upper St Johns (NG.2) N Fiske (NG.6) N Villard (NG. 9)	N Smith (CI.1) N Ida (CI.2) N Willamette (CI.5) N Portsmouth (CI.7) N Denver (CI. 13)	N Ida improvements would benefit so many people who travel this route to get to Fred Meyer, Roosevelt HS and Columbia/Lombard or Willamette Blvd. N Portsmouth, Denver, Smith and Willamette are highly trafficked but also residential roads.
N Willamette/Reno (NG.1) Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4)	N Smith (CI.1) N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5) N Portsmouth (CI.7)	I chose NG-1 because this road is heavily biked but also used as a shortcut to gain access to the at John's bridge. As someone who lives on this street I see dangerous car speeds and close calls alongside bikers on a daily basis.
0	0	<p>Stop ruining Portland streets with all these super weird traffic patterns and parking spaces in the middle of the road. Instead maybe try to make it safer for nighttime driving in the rain. We can't see the lines on the road at night and the traffic patterns make no sense, so it's dangerous that we can't see the lines. Where is the data on the number of wrecks since the traffic patterns all over North Portland have changed? Drivers now have to make multiple rapid lane changes just to continue straight on N. Rosa Parks for example. The number of signs and plastic sticks and striped plastic speed bumps that have been placed all along our roads to try and clarify these bizarre lane changes and parking spaces in the street are distracting and chaotic. Our streets are a confusing mess and I'm wondering how many more accidents are happening now as a result of all that mess.</p>



<p>N Willamette/Reno (NG.1)  Lower St Johns / Cathedral Park (NG.4)  N Princeton (NG.5)</p>	<p>N Willamette (CI.5)  N Wall Ave (CI.6)  N Willis (CI. 8)  N Chautauqua (CI. 9)  N Lombard St (CC.3)</p>	<p>Better connecting bike corridors with protected lanes to St. Johns, Kenton and Willamette Blvd.</p>
<p>N Woolsey (NG.7)</p>	<p>N Lombard St (CC.3)</p>	<p>Because Lombard is currently a mess and desperately needs improvements. I appreciate the parts that have been fixed and look forward to more.</p>
<p>N Willamette/Reno (NG.1)  Upper St Johns (NG.2)  Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Smith (CI.1)  Cathedral Park Access (CI.4)  N Fessenden St (CC.2)</p>	<p>I chose Upper and Lower St J because these are the routes my children travel in daily to get to school or into downtown St J or to catch a bus. I chose N Smith, N Fess and Cathedral because I live right by these streets. Fess has too many angry, rushed drivers trying to race over speed bumps. Smith we cross several times a day to get to and from bus routes, school, exercise, family walks. Smith is a little bit better with the bumps but people don't stop to let pedestrians cross at intersections, you have to run and hope that the person behind the stop car doesn't try to swing out and go past them. even though its a wide road, cars roll up to the stop signs on Smith and do a rolling stop and barely notice pedestrians walking on the sidewalk. We've lived in this neighborhood for 15 years and it's one of the most intense experiences with cars that use our neighborhood as a route to WA, over St J Bridge, and/or trucking route. It sucks trying to train kids how to be extra cautious and to never trust a car. We also tend to stick to the sidewalks if we are on bikes, again, people fly through the neighborhood streets to try to get around the back up of cars on St Louis/Fess and Lombard.</p>
<p>Upper St Johns (NG.2)  Lower St Johns / Cathedral Park (NG.4)  N Woolsey (NG.7)</p>	<p>N Macrum (CI.3)  N Willamette (CI.5)  N Lombard St (CC.3)</p>	<p>These are all projects that would affect my day to day, or otherwise greatly improve things for those in that area. Specifically with the N Macrum (CI.3) project, that street is a huuuuge waste of space that could be greatly enhanced with the city's participation. The N Lombard St (CC.3) project is much needed as there are few ways to cross over the tracks to get to St Johns, and the N Willamette (CI.5) project would make that street much safer for pedestrians, bikers, and drivers alike.</p>

<p>Upper St Johns (NG.2)  N Woolsey (NG.7)  Kenton (NG.8)</p>	<p>N Willis (Cl. 8)  N Chautauqua (Cl. 9)  N Peninsular (Cl. 10)  N Greeley (Cl. 12)  N Fessenden St (CC.2)</p>	<p>As a Portsmouth resident, I'm stuck in an in-between space. There's so little retail in walking distance, and so many streets are geared towards fast-moving auto traffic. I chose projects that would allow my neighbors and I more freedom of movement, and encourage more sustainable, responsible modes.</p> <p>Better bike lanes and robust crossings would encourage more foot traffic in major centers like St Johns and Kenton, as well as facilitate pedestrians around developing retail on N Greeley (Cl 12). The lights along Greeley are sometimes long, and there are few marked crossings between lights. With incoming density, we're bound to have more people trying to negotiate this busy, fast-moving road.</p> <p>Meanwhile, traffic on Chautauqua (Cl 9) and Willis (Cl 8) desperately needs calmed. Drivers frequently speed on these routes. There are dense canopies in some places, but others bake in the sun. Sidewalks are sporadic along Willis. A dedicated bike lane would work wonders on either street, and facilitate riders to more established commercial areas.</p> <p>N Peninsular (Cl 10) is another street that conveys fast cars between Columbia Blvd and Lombard. Drivers are not keen to share the road with cyclists, and frequently ignore pedestrians at marked and unmarked crossings.</p> <p>N Fessenden (CC 2) - I seem to read about someone assaulted on this road at least once a week. There's got to be some kind of infrastructure used elsewhere in the city that discourages violence, as well as alteration to help convey pedestrians, cyclists, and transit riders? I'll take this road to St Johns in the daytime, but never past twilight.</p> <p>I chose Greenways that help make a contiguous set of paths for cyclists East and West. Projects NG 2, 7 and 8 provide cyclists an alternative to Lombard. In an ideal world, Lombard's priority is a steady stream of buses and the occasional car. To help meet that, slower-moving cyclists should be able to travel on a contiguous route North of that thoroughfare. It's currently a piecemeal collection of friendly and unfriendly streets. Anything we can do to link up those islands is welcome.</p>
<p>N Princeton (NG.5)  N Woolsey (NG.7)  N Ainsworth (NG.10)</p>	<p>N Willamette (Cl.5)  N Willis (Cl. 8)  N Chautauqua (Cl. 9)  N Greeley (Cl. 12)  N Lombard St (CC.3)</p>	<p>Greenways:  I chose N Princeton, Woolsey, and Ainsworth (NG.5, 7, and 10) for their ability to convey cyclists to better thoroughfares going all directions for the Mid-Peninsula. As it is, cyclists and pedestrians have to make shaky connections to reach higher traffic corridors to reach their destinations. Easier crossings and routes to quieter streets would make biking more approachable for those who currently drive.</p> <p>Corridor:  All of these project are undoubtedly important. I Focused on N Willamette, Willis, Chautauqua, Greeley and Lombard (Cl.5, 8, 9, 12, and CC 3) because they're all streets I use most often as a Mid-Peninsula resident. It's a major "in-between" location. My neighbors and I are just far enough from both St Johns and Kenton hubs. It's too far to walk, too sketchy to bike, and the bus is not frequent enough to compete with driving.</p> <p>As such, we're funneled into high traffic routes. There, we compete with other drivers and share the space with a stream of pedestrians and cyclists. That turn from Chautauqua to Willamette is especially difficult. Drivers on Willamette ignore posted speeds and regularly threaten cyclists. Pedestrians don't look out at busy crossings. It's negotiation every time, and it barely comes together.</p>

Kenton (NG.8) N Villard (NG. 9) N Ainsworth (NG.10)	N Willis (CI. 8) N Peninsular (CI. 10) N Greeley (CI. 12) N Denver (CI. 13) N Lombard St (CC.3)	I use my bike on all the area I picked and feel like any improvement to safety will encourage more people to bike. The N Lombard area really needs a lot of work for safety!
Kenton (NG.8)	N Willamette (CI.5) N Denver (CI. 13) N Interstate (CI. 14) N Killingsworth (CI.15) N Alberta St (CC.5)	All of those projects currently have safety issues as they stand today and as a frequent user of those routes my safety would be greatly improved if those projects go foreword.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5)	N Smith (CI.1) N Fessenden St (CC.2)	I chose N Columbia Blvd (CC. 1) because it would provide safer access for folks living north and south of Fessenden to St. Johns, and the two big parks: Cathedral and Penninsula. Although Lombard is a route to St. Johns, it is a very busy, main road. I chose N Smith St (CI.01) for similar reasons.
Upper St Johns (NG.2) N Princeton (NG.5) N Woolsey (NG.7)	N Macrum (CI.3) N Wall Ave (CI.6) N Willis (CI. 8) N Interstate (CI. 14) N Fessenden St (CC.2)	The intersection of Wall and Fessenden is desperately in need of calming and safety improvements. Also I live on Wall and highly support any speed calming that can be done, as well as increased bike access.
Upper St Johns (NG.2) N Princeton (NG.5) N Ainsworth (NG.10)	N Portsmouth (CI.7) N Interstate (CI. 14) N Killingsworth (CI.15) N Fessenden St (CC.2) N Ainsworth St (CC.4)	I chose areas that I feel are more frequented and can grow in the future for bike traffic, but also allows people to get to know the areas better if they can bike around them.
Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5) N Ainsworth (NG.10)	N Willamette (CI.5) N Interstate (CI. 14) N Columbia Blvd (CC.1) N Lombard St (CC.3) N Alberta St (CC.5)	Please extend the bike lanes on Willamette all of the way to downtown Saint Johns. We also need more safe crossings of I-5 that continue all of the way to N Williams Ave, not just N Michigan Ave.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Woolsey (NG.7)	N Smith (CI.1) N Wall Ave (CI.6) N Argyle (CI. 11) N Fessenden St (CC.2) N Lombard St (CC.3)	These are the areas that I not only frequent often but also notice a discrepancy of infrastructure available.
Upper St Johns (NG.2) Lower St Johns / Cathedral Park (NG.4) N Princeton (NG.5)	N Ida (CI.2) Cathedral Park Access (CI.4) N Willamette (CI.5)	Schools and how much foot traffic I see, especially kids

<p>Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Greeley (CI. 12)</p>	<p>Before you put more bike lanes and those awful metal posts that I have near misses with on dark nights, improve street lighting and paint those metal posts with bright lime green or hot pink paint and have a VERTICAL light strip on those posts. They are a hazard on our poorly lit streets. Do that before doing all these money wasting "improvements."</p> <p>You are forgetting those of us who need to go to work in a timely manner. I will NEVER ride a bike, nor can I ride a bike. Yet they are creating unsafe driving conditions. People on bikes need to not wear dark clothing at night. Their bikes need to have lights on their tires and a light in the front and a good light on the back of their bikes. Rather than wasting the money mucking up the traffic flow, spend it on better street lighting and SAFETY -- as in criminals running these neighborhoods. Livability also means to do something about the high crime and the homeless people who are parked on every street in every neighborhood. When you address the crime and the homeless issues, then some of these ridiculous "improvements" would make sense. Until then, quit wasting taxpayer dollars on making it harder for those of us who go to work via CAR can do so without being stuck behind a bicycle or worse, at the four way stops through which they go making it hard to stop on a dime.</p> <p>Greeley needs more parking spaces as does Interstate avenue instead of less. I will not take that homeless camp on wheels, or better known as TRIMET. Max is a joke. It takes me 20 minutes to walk to the nearest MAX stop The MAX stops are few and far between. They are filthy and the homeless have made them into their mobile homes. Address that first. All these plans are a joke as long as we have homeless camps all over the place and rising crime. My next door neighbor had his car stolen a couple of weeks ago. We are sitting on pins and needles wondering who will be a target next. I resent having to pay a TRIMET tax --- get rid of that. I resent having to pay a payroll tax for transportation. Get rid of that. These "improvements" are not an improvement at all.</p>
	<p>0 N Columbia Blvd (CC.1)</p>	<p>I have LONGED for a safe sidewalk or bike access from Macrum x Columbia to Portsmouth x Columbia for decades. The older I get the harder it is to do the work around to get over there. I used to commute by bike and getting along Columbia is scary and dangerous. There are beautiful bike/walking paths all along Columbia to Denver... both along Colimbia and along the Slough... but we can't get there without driving or adding an extra mile that includes crossing N Columbia Way x Macrum... which also is dangerous. This has made me sad for 22 years now. I used to commute by bike both to SW Portland and to the Rivergate area. I don't anymore. It's too scary. It's scary to deal with traffic just going up to Fred Meyers on Lombard x Ida by bike. I don't try any more. I'd LOVE to ride my bike for ecology, economy, exercise and keeping my mobility... but I need to feel safe and I know I'm not alone.</p>

<p>N Willamette/Reno (NG.1)  Upper St Johns (NG.2)  Lower St Johns / Cathedral Park (NG.4)</p>	<p>N Smith (CI.1)  N Macrum (CI.3)  Cathedral Park Access (CI.4)  N Willamette (CI.5)  N Columbia Blvd (CC.1)</p>	<p>N Willamette/Reno (NG.1) I live on the corner of Reno and Ivanhoe, and see the regular use mainly on Reno by bikes (part of the 40-mile loop) and small children on bikes and walking to Sitton Elementary. Cars speed around the corner from Ivanhoe onto Reno toward Lombard, and vice versa, with incredible speeds. I've seen a biker seriously injured in the middle of the day. I've seen cars who are likely coming from speeding around the peninsula who intentionally speed up to about 60 to blast through the stop sign on Reno heading toward Willamette Blvd (crossing Ivanhoe that doesn't have a stop sign). Cars and trucks regularly use the Reno to Ivanhoe cut-through to avoid Lombard, and disregarding children, dog-walkers, bikers. Our own car and next-door neighbor's cars have been hit and run while parked out front (again in broad daylight) multiple times.</p>
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