



70s Greenway: Cully Connector Online Open House and Survey NE 72nd Avenue - NE Killingsworth Street to Sandy Boulevard

Hello. Welcome. Thank you for taking time to learn about the greenway project and tell us what you think. Our team needs your help to make sure this project works for the community before we start construction in 2023.

¿Habla español? Hola. Le damos la bienvenida. Tenemos disponible una encuesta en español. Para acceder, elija "Español" desde el menú desplegable que aparece en la esquina superior derecha de esta pantalla. Los gráficos de la encuesta incluyen descripciones tanto en inglés como en español.

We have made this online open house and survey available in the English and Spanish language. You can toggle between language options for text in the upper right-hand corner. All graphics display both languages.

The City of Portland ensures meaningful access to City programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. To request these services, contact 503-823-4000 or TTY 503-823-6868.



70s Greenway: Cully Connector Online Open House and Survey

Before asking for your input, we want to tell you about the main project elements.

The Portland Bureau of Transportation (PBOT) and Metro are partnering to make NE 72nd Avenue safe and comfortable for pedestrians and people biking by building a neighborhood greenway through the heart of the Cully and Roseway neighborhoods.

Neighborhood greenways are residential streets that place a priority on pedestrians and people biking. Greenways typically average fewer than 1,000 car trips per day, with speeds of 20 mph or less.




How greenways make streets more comfortable:

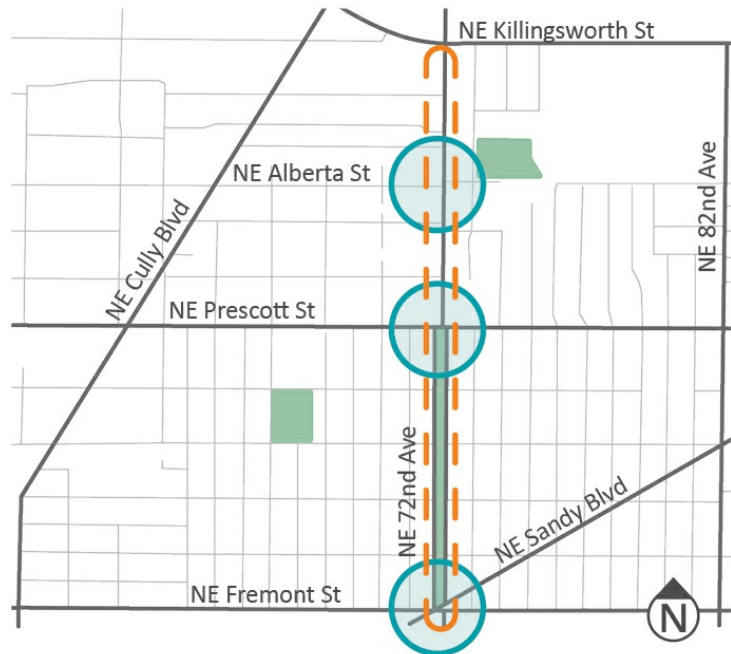
- Less traffic and slower vehicle speeds on residential streets.
- Safer crossings at busy intersections for pedestrians and people biking.
- Where necessary, separate paths for pedestrians and people biking.

□

Vicinity Map / Mapa de alrededores

Legend / Leyenda

-  Project Area on NE 72nd Avenue
Área del proyecto en NE 72nd Avenue
-  Parks/Green Space
Parques/espacio verde
-  Safer Intersections
Intersecciones más seguras



1. Why are you interested in this project?

- ☐ I live in the neighborhood
- ☐ I own a business or work in the neighborhood
- ☐ I visit people or businesses in the neighborhood
- ☐ I often travel through the neighborhood
- ☐ Other (please specify)

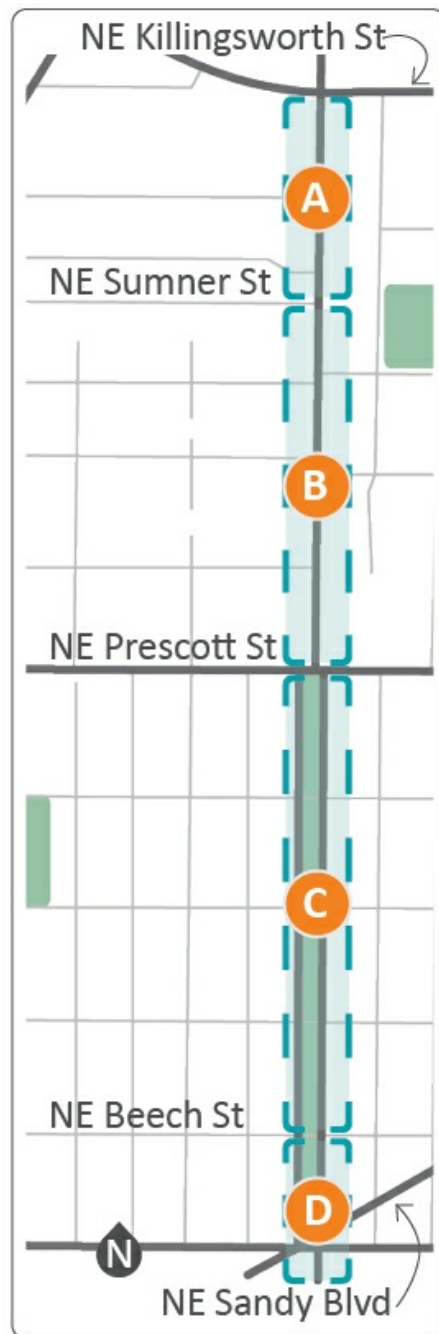


70s Greenway: Cully Connector Online Open House and Survey

Making the street more comfortable for pedestrians and people biking on NE 72nd Avenue is our priority. Where necessary, PBOT will design the greenway to create separation between the vehicle travel lanes and the pedestrian and bike paths.

Because NE 72nd Avenue varies in width, we've designed the project with four distinct sections of improvements. Sections A through D, depicted in the graphic below, show the locations of these areas. The design varies between each section to protect pedestrians and people biking as much as possible, while keeping on-street parking mostly unchanged. These preliminary conceptual designs will evolve as we enter the final design phase.

The next few pages share design concepts for each section and ask you questions about the proposed improvements.

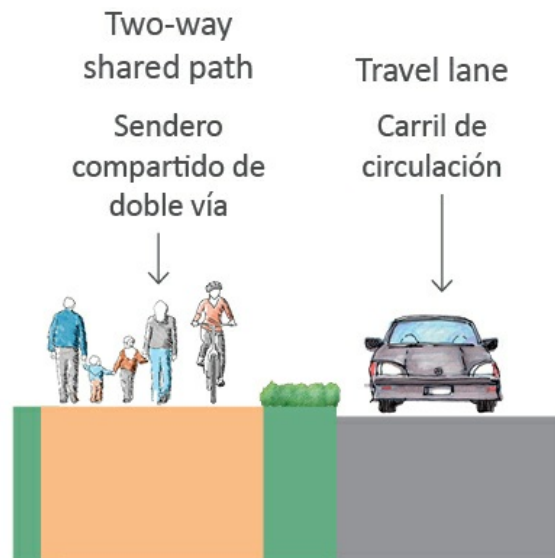
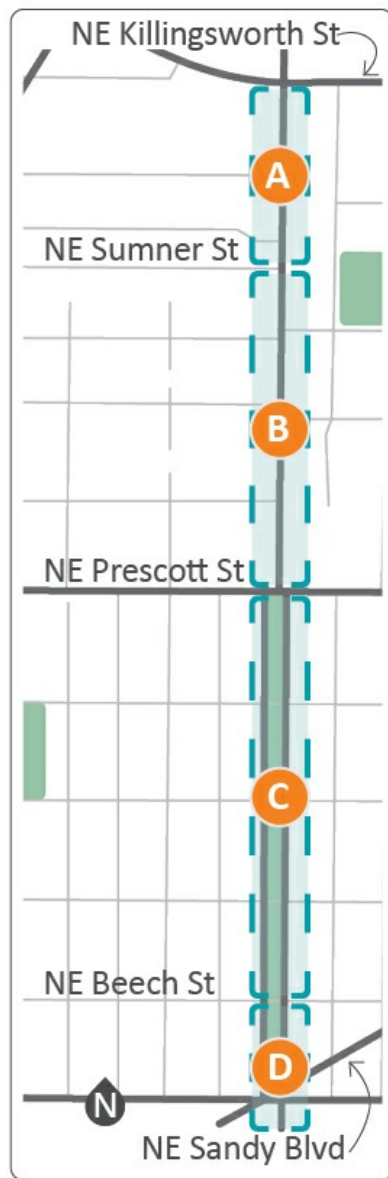




70s Greenway: Cully Connector Online Open House and Survey

Section A: Killingsworth to Sumner

The right-of-way is narrow in this section. We have limited space available for street improvements. To separate pedestrians and people biking from vehicles we propose a shared-use path on the west side of the street. The width varies between 10 to 12 feet.



A KILLINGSWORTH TO SUMNER

- A new shared-use path for both pedestrians and two-way bike traffic on the west side of the street.
- Parking not allowed on the west side of the street.
- No changes to the east side.

DE KILLINGSWORTH A SUMNER

- Un nuevo sendero de uso compartido tanto para peatones como para el tránsito de bicicletas en los carriles de doble vía en el lado oeste de la calle.
- No se permite estacionar en el lado oeste de la calle.
- No hay cambios para el lado este.

2. How comfortable would you be using this shared path as a pedestrian?

Very uncomfortable	Somewhat uncomfortable	No opinion	Somewhat comfortable	Very comfortable
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. How comfortable would you be using this shared path for biking?

Very uncomfortable	Somewhat uncomfortable	No opinion	Somewhat comfortable	Very comfortable
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

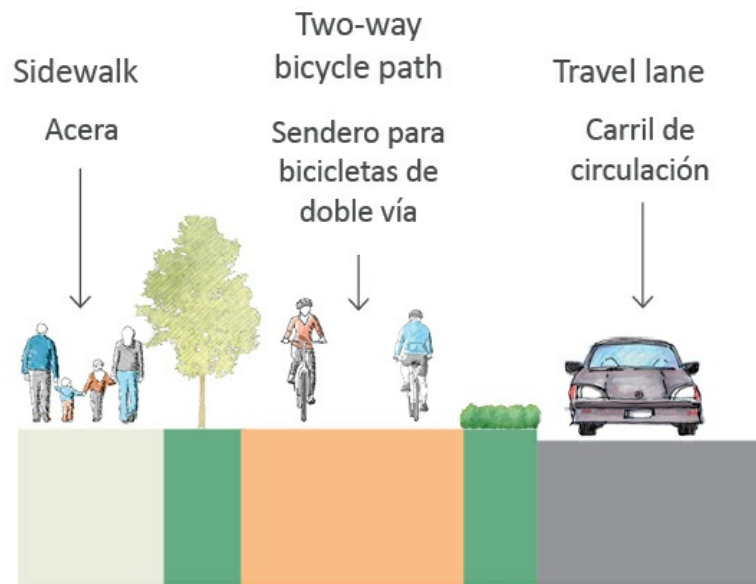
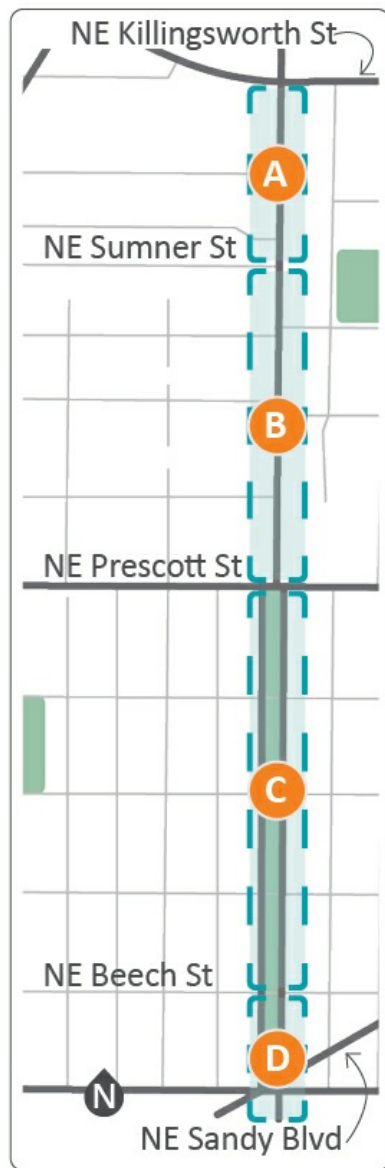
4. Is there anything else we should consider in making this section more comfortable for pedestrians or people biking?



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Section B: Sumner to Prescott

We have enough width in the right-of-way to provide separate paths for pedestrians and bicycles on this section of NE 72nd Avenue. The width of the pedestrian path will typically be 6 feet but may narrow to 4 feet in a few tight spots. The bicycle path width varies between 10-12 feet.



B SUMNER TO PRESCOTT

- New sidewalk for pedestrians and a separate two-way bike path on the west side of the street.
- Parking not allowed on the west side of the street.
- No changes to the east side.

DE SUMNER A PRESCOTT

- Nueva acera para peatones y un sendero separado de doble vía para bicicletas en el lado oeste de la calle.
- No se permite estacionar en el lado oeste de la calle.
- No hay cambios para el lado este.

5. How comfortable would you be using the sidewalk as a pedestrian?

Very uncomfortable	Somewhat uncomfortable	No opinion	Somewhat comfortable	Very comfortable
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. How comfortable would you be using the separated, two-way path for biking?

Very uncomfortable	Somewhat uncomfortable	No opinion	Somewhat comfortable	Very comfortable
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. Is there anything else we should consider in making this section more comfortable for pedestrians or people biking?

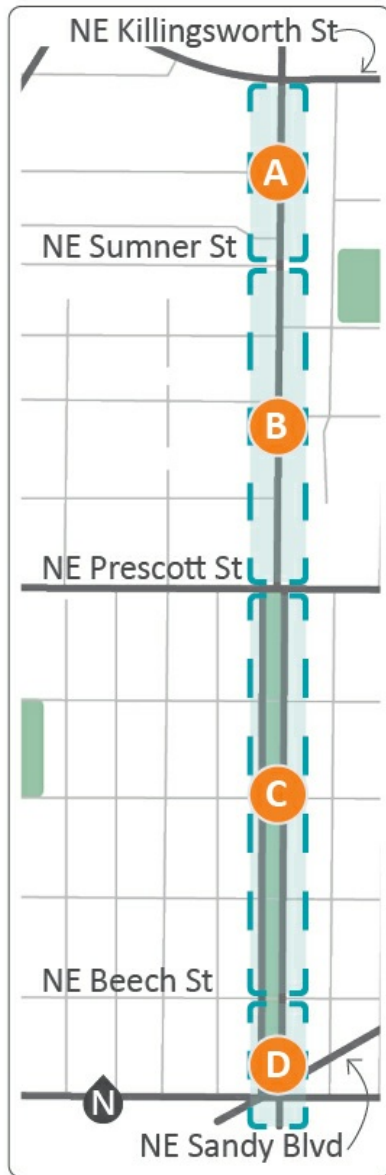


70s Greenway: Cully Connector Online Open House and Survey

Section C: Prescott to Beech

This section of NE 72nd Avenue contains the Roseway Parkway median. Neighborhood residents value this area as parkland. Changes proposed at the NE Sandy Boulevard and NE Fremont Street intersection should prevent cut-through traffic and reduce the number of cars travelling on NE 72nd Avenue.

We believe a shared travel lane ("sharrow") for bicycles and cars will result in a calmer, more comfortable local street. We will explore adding speed bumps to slow vehicle speeds and create more enjoyable outdoor area for everyone traveling and recreating in the greenway.



Shared travel lane

Parking allowed

Carril de circulación compartido

Estacionamiento permitido



C PRESCOTT TO BEECH

- No change to existing sidewalks and on-street parking.
- Explore adding speed bumps in both directions.
- New “sharrow” markings on the road, in both directions, which indicate that bikes and cars share the road.

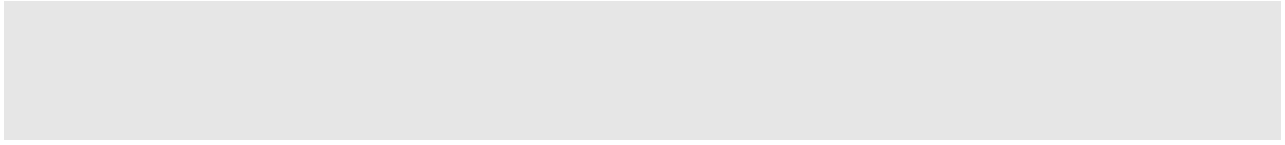
DE PRESCOTT A BEECH

- No hay cambios en relación con las aceras existentes y el estacionamiento en la calle.
- Analizar la idea de agregar topes o badenes en ambas direcciones.
- Nuevas marcas para señalar la carretera compartida entre bicicletas y vehículos (“sharrow”), en ambas direcciones.

8. How comfortable would you be biking in this shared lane with vehicles?

Very uncomfortable	Somewhat uncomfortable	No opinion	Somewhat comfortable	Very comfortable
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. Is there anything else we should consider in making this section more comfortable for people biking?

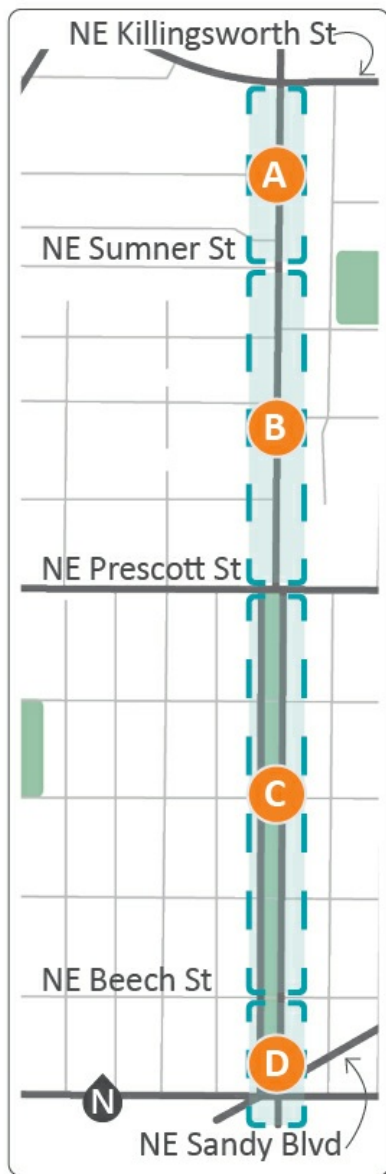




70s Greenway: Cully Connector Online Open House and Survey

Section D: Beech to Sandy

This section of NE 72nd Avenue is one block in length and located at the southern end of the Roseway Parkway median. The conceptual design considers providing striping to separate travel areas for cars and bicycles on this block. Cars and bicycles travel in separate lanes through the busy Sandy Boulevard intersection but use a shared travel lane north of Beech Street. A striped separation benefits drivers and people biking by giving them time to transition between traveling in separate and shared lanes on a calmer street area. We will explore adding speed bumps to encourage slow vehicle speeds during this transition.



D BEECH TO SANDY

- No change to existing sidewalks and on-street parking.
- Explore adding speed bumps in both directions.
- Potential striping for a designated bike lane on the Roseway Parkway median side, in both directions.

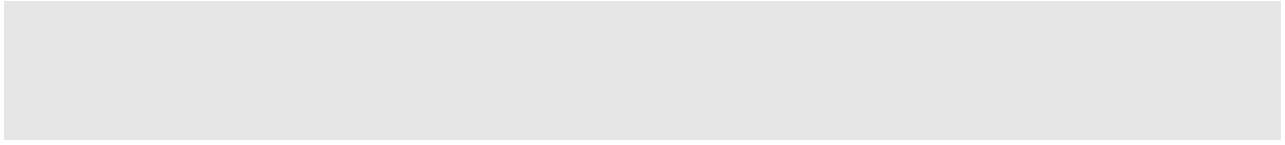
DE BEECH A SANDY

- No hay cambios en relación con las aceras existentes y el estacionamiento en la calle.
- Analizar la idea de agregar topes o badenes en ambas direcciones.
- Es posible que se pinten marcas con rayas para designar un carril para bicicletas, del lado de la mediana de Roseway Parkway, en ambas direcciones.

10. How comfortable would you be biking in this designated bicycle lane?

Very uncomfortable	Somewhat uncomfortable	No opinion	Somewhat comfortable	Very comfortable
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11. Is there anything else we should consider in making this section more comfortable for people biking?





70s Greenway: Cully Connector Online Open House and Survey

Intersection Improvements and Safer Street Crossings




The project proposes safer crossing conditions at busy intersections to keep travel along the greenway corridor comfortable for pedestrians and people biking. We are also exploring changes at some intersections that will reduce vehicle trips on NE 72nd Avenue. The previous street section graphics showing bicycle improvements between NE Prescott Street and NE Sandy Boulevard noted the potential use of speed bumps to slow vehicle speeds. The combination of all these measures should create a calmer and more comfortable residential street.

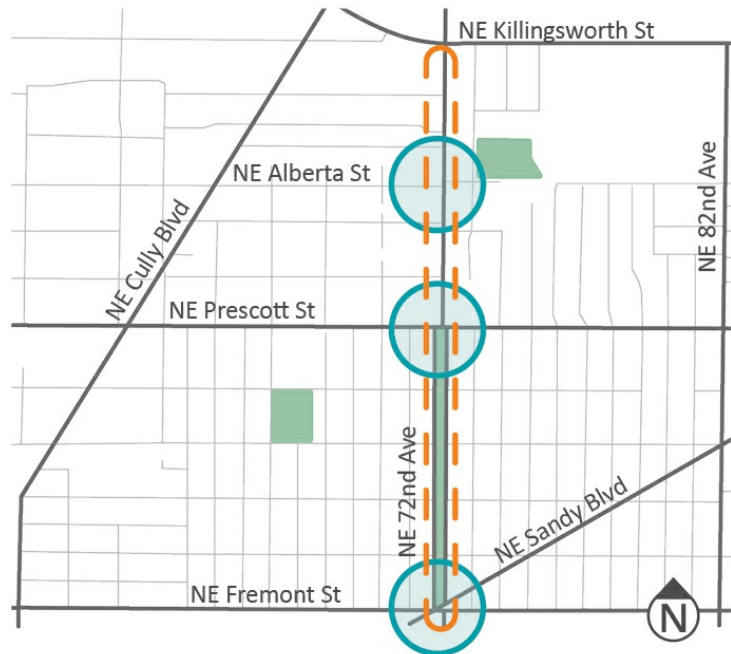
The next set of questions will share graphics of proposed improvements at the following intersections and ask for your input.

- NE 72nd Avenue at NE Sandy Boulevard and Fremont Street
- NE 72nd Avenue at NE Prescott Street
- NE 72nd Avenue at NE Alberta Street

Vicinity Map / Mapa de alrededores

Legend / Leyenda

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Área del proyecto en NE 72nd Avenue
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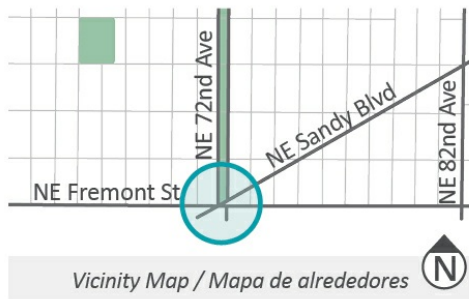











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Proposed Crossing Improvements: NE 72nd Avenue at NE Sandy Boulevard and NE Fremont Street

This graphic shows the improvements proposed for the NE Sandy Boulevard and NE Fremont Street intersection. It identifies crossings for pedestrians and people biking and potential turn restrictions for vehicles. We propose turn restrictions in three vehicle lanes to help cross-town drivers stick to the main roads and prevent cut-through traffic in the neighborhood. It also improves safety by simplifying travel paths for drivers where the three streets intersect. The graphics on the upcoming pages will highlight each turn restriction and ask for your feedback.



LEGEND

-  New or Relocated Crosswalk
Cruce peatonal nuevo o reubicado
-  Existing Crosswalk
Cruce peatonal existente
-  New 2-way Cross-Bike
Cruce para bicicletas de doble vía nuevo
-  New Cross-Bike
Cruce para bicicletas nuevo
-  New Bike Path
Sendero para bicicletas nuevo
-  New ADA Ramp
Rampa para personas con discapacidades (ADA) nueva
-  New Sidewalk / Median / Pedestrian Island
Acera / Mediana / Isla divisoria para peatones nueva



- A** Potential bike lanes for one block (Sandy to Beech)
- B** Vehicle right-turn only
- C** New signalized pedestrian crossing
- D** Extended pedestrian island
- E** Two-way cross-bike on its own signal
- F** The southbound bike separation is optional
- G** Sharrow (bikes and vehicles share roadway)
- H** Vehicle right-turn only onto NE Fremont. Proposed island prevents through traffic.
- I** Proposed striping and plastic posts to shorten pedestrian crossing. This also has the effect of restricting right turns.

- A** Posibles carriles para bicicletas de una calle (de Sandy a Beech)
- B** Giro vehicular hacia la derecha únicamente
- C** Nuevo cruce peatonal señalizado
- D** Extensión de la isla divisoria para peatones
- E** Cruce para bicicletas de doble vía con su propia señal
- F** La separación de carriles para bicicletas hacia el sur es opcional
- G** Carril con la marca de una bicicleta y dos flechas o "sharrow" (carretera compartida entre bicicletas y vehículos)
- H** Giro vehicular hacia la derecha únicamente en NE Fremont. La isla divisoria propuesta evita el paso del tránsito vehicular.
- I** Las marcas con rayas y los postes de plástico propuestos para acortar el tramo del cruce peatonal. Este cambio también influirá en la restricción de giros a la derecha.



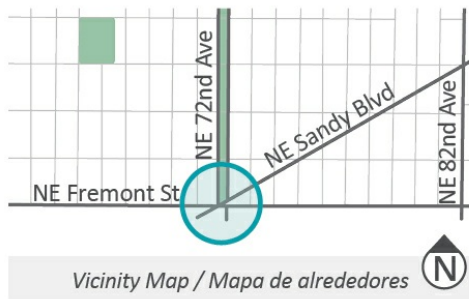
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Turn Restriction: Southbound NE 72nd Avenue at NE Sandy Boulevard and NE Fremont Street








Area B has a turn restriction that reduces cut-through traffic on NE 72nd Avenue. Drivers traveling south have two options as they approach the intersection:

- Make a U-turn to access the northbound NE 72nd Avenue travel lane before reaching the NE Sandy Boulevard intersection.
- Make a right turn on NE Sandy Boulevard or NE Fremont Street.

This travel lane will not allow vehicles to turn left onto NE Sandy Boulevard or access NE Fremont Street and NE 72nd Avenue on the south side of the intersection.



LEGEND

-  New or Relocated Crosswalk
Cruce peatonal nuevo o reubicado
-  Existing Crosswalk
Cruce peatonal existente
-  New 2-way Cross-Bike
Cruce para bicicletas de doble vía nuevo
-  New Cross-Bike
Cruce para bicicletas nuevo
-  New Bike Path
Sendero para bicicletas nuevo
-  New ADA Ramp
Rampa para personas con discapacidades (ADA) nueva
-  New Sidewalk / Median / Pedestrian Island
Acera / Mediana / Isla divisoria para peatones nueva



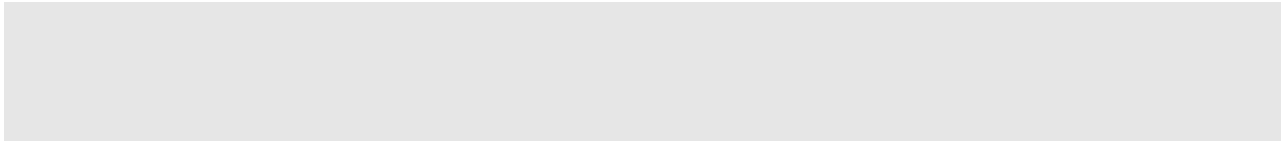
B Vehicle right-turn only

B Giro vehicular hacia la derecha únicamente

12. What is your level of support for the vehicle lane that allows only right turns onto NE Sandy Boulevard?

Very unsupportive	Somewhat unsupportive	No opinion	Somewhat supportive	Very supportive
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13. Do you have any concerns with this proposed change?

A large, empty rectangular box with a light gray background, intended for the user to write their response to the question above.

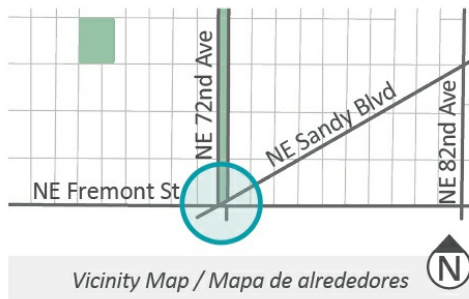


70s Greenway: Cully Connector Online Open House and Survey








Turn Restriction: Northbound NE 72nd Avenue at NE Sandy Boulevard and NE Fremont Street

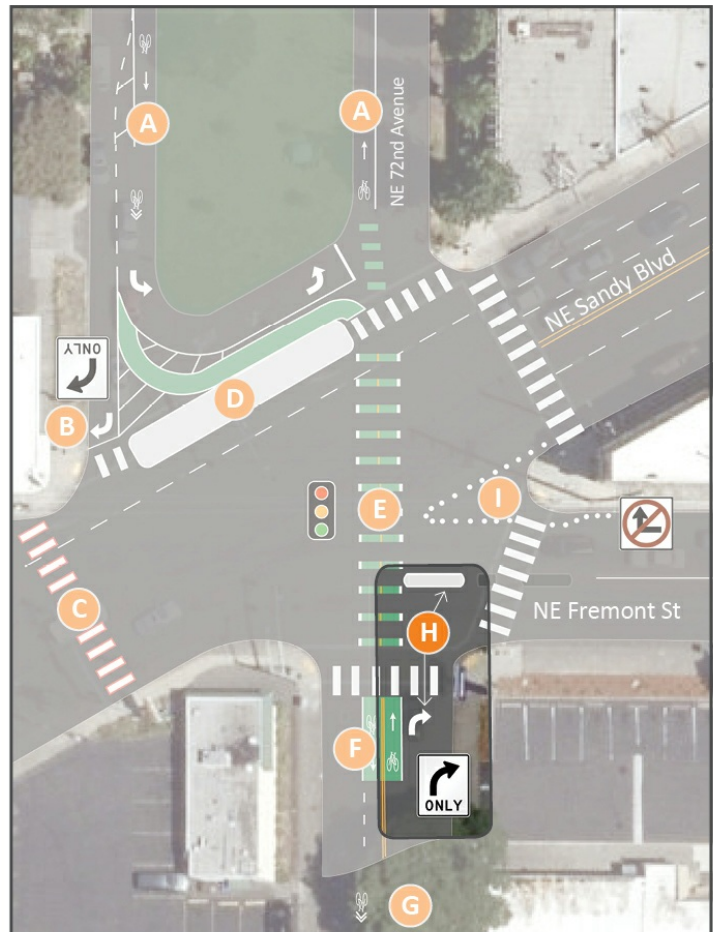
Area H has a turn restriction that reduces cut-through traffic on NE 72nd Avenue. Drivers traveling north on NE 72nd Avenue must turn right onto NE Fremont Street as they approach NE Sandy Boulevard.

A new island prevents vehicles from turning onto NE Sandy Boulevard or crossing to the north side of the intersection.



LEGEND

-  New or Relocated Crosswalk
Cruce peatonal nuevo o reubicado
-  Existing Crosswalk
Cruce peatonal existente
-  New 2-way Cross-Bike
Cruce para bicicletas de doble vía nuevo
-  New Cross-Bike
Cruce para bicicletas nuevo
-  New Bike Path
Sendero para bicicletas nuevo
-  New ADA Ramp
Rampa para personas con discapacidades (ADA) nueva
-  New Sidewalk / Median / Pedestrian Island
Acera / Mediana / Isla divisoria para peatones nueva



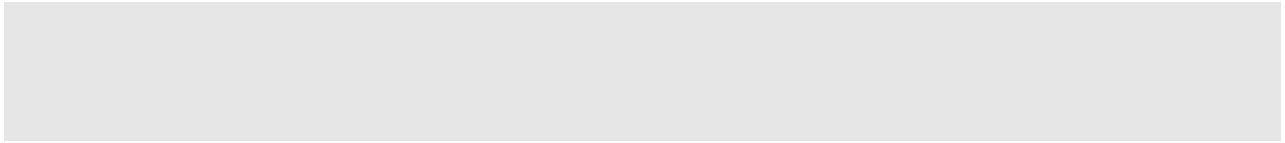
H Vehicle right-turn only onto NE Fremont.
Proposed island prevents through traffic.

H Giro vehicular hacia la derecha únicamente en NE Fremont. La isla divisoria propuesta evita el paso del tránsito vehicular.

14. What is your level of support for the vehicle lane that allows only right turns onto NE Fremont Street?

Very unsupportive	Somewhat unsupportive	No opinion	Somewhat supportive	Very supportive
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

15. Do you have any concerns with this proposed change?





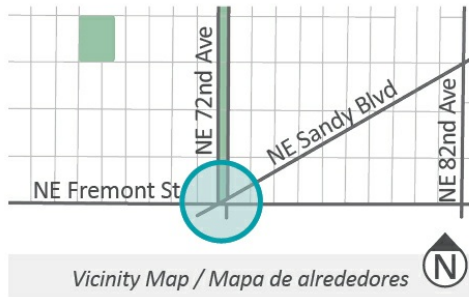
70s Greenway: Cully Connector Online Open House and Survey

Turn Restriction: Westbound NE Fremont Street at NE Sandy Boulevard and NE 72nd Avenue








The striping and plastic posts in Area I shorten the crosswalk on NE Fremont Street, increasing pedestrian safety. A side effect of this change is a restriction of right turns from NE Fremont Street onto NE Sandy Boulevard and northbound NE 72nd Avenue. This measure also helps calm NE 72nd Avenue by reducing cut-through traffic in the neighborhood.

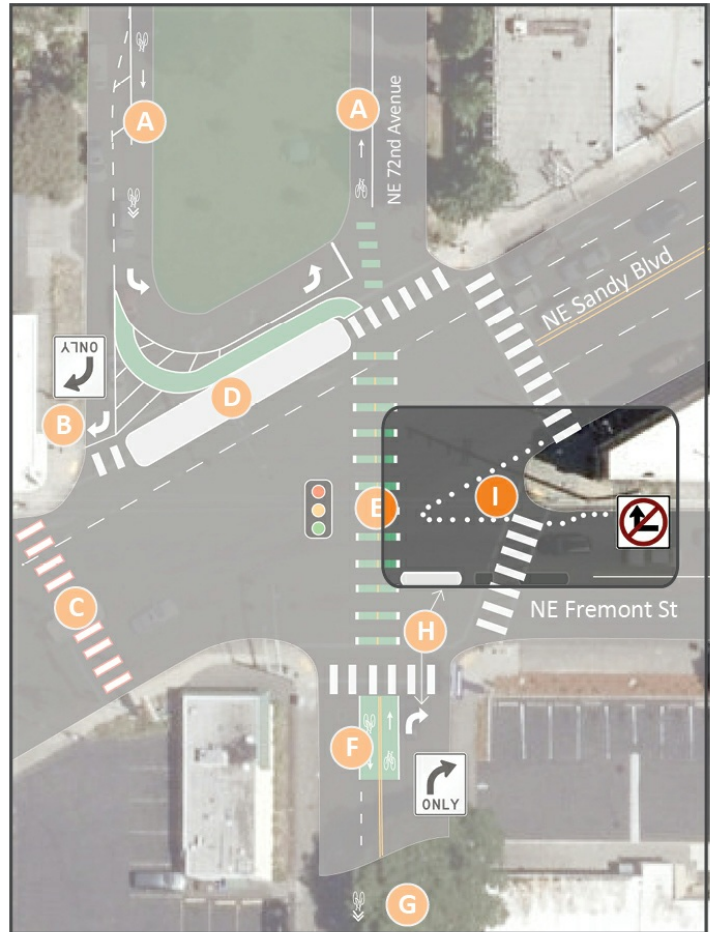
Drivers traveling west on NE Fremont Street have three options at the intersection:

- Continue through the intersection on NE Fremont Street.
- Turn left onto southbound NE 72nd Avenue.
- Veer left through the intersection to travel west on NE Sandy Boulevard.



LEGEND

-  New or Relocated Crosswalk
Cruce peatonal nuevo o reubicado
-  Existing Crosswalk
Cruce peatonal existente
-  New 2-way Cross-Bike
Cruce para bicicletas de doble vía nuevo
-  New Cross-Bike
Cruce para bicicletas nuevo
-  New Bike Path
Sendero para bicicletas nuevo
-  New ADA Ramp
Rampa para personas con discapacidades (ADA) nueva
-  New Sidewalk / Median / Pedestrian Island
Acera / Mediana / Isla divisoria para peatones nueva



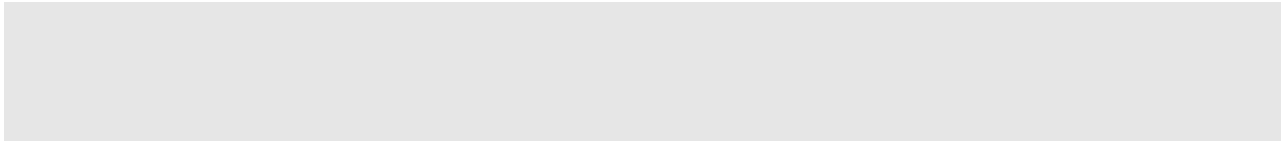
- I** Proposed striping and plastic posts to shorten pedestrian crossing. This also has the effect of restricting right turns.

- I** Las marcas con rayas y los postes de plástico propuestos para acortar el tramo del cruce peatonal. Este cambio también influirá en la restricción de giros a la derecha.

16. What is your level of support for this crosswalk improvement and the right turn restriction from NE Fremont Street?

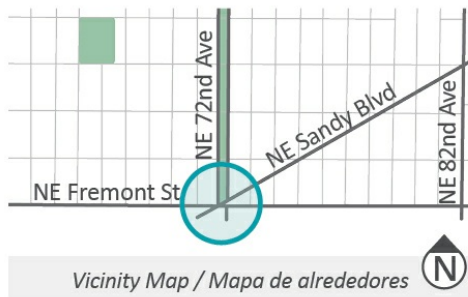
Very unsupportive	Somewhat unsupportive	No opinion	Somewhat supportive	Very supportive
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

17. Do you have any concerns with this proposed change?










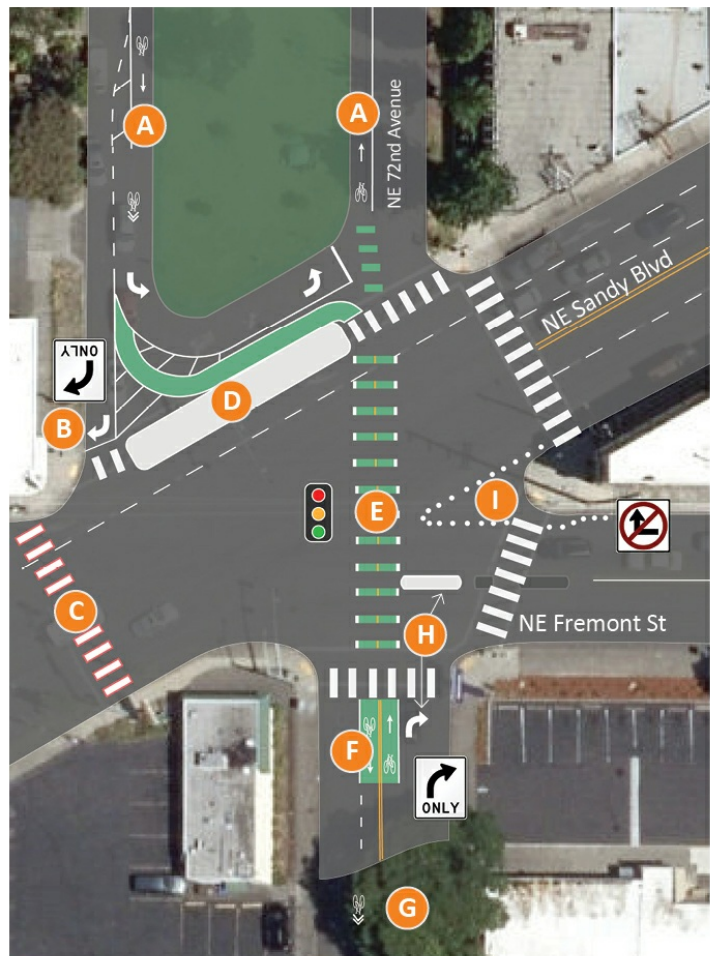
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To create safer crossings for pedestrians and people biking at this intersection, we propose new pavement markings, shorter crosswalks, curb extensions and signals. Existing crosswalks and proposed improvements are shown in the graphic below.



LEGEND

-  New or Relocated Crosswalk
Cruce peatonal nuevo o reubicado
-  Existing Crosswalk
Cruce peatonal existente
-  New 2-way Cross-Bike
Cruce para bicicletas de doble vía nuevo
-  New Cross-Bike
Cruce para bicicletas nuevo
-  New Bike Path
Sendero para bicicletas nuevo
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Rampa para personas con discapacidades (ADA) nueva
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Acera / Mediana / Isla divisoria para peatones nueva



- A** Potential bike lanes for one block (Sandy to Beech)
- B** Vehicle right-turn only
- C** New signalized pedestrian crossing
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- E** Two-way cross-bike on its own signal
- F** The southbound bike separation is optional
- G** Sharrow (bikes and vehicles share roadway)
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- I** Proposed striping and plastic posts to shorten pedestrian crossing. This also has the effect of restricting right turns.

- A** Posibles carriles para bicicletas de una calle (de Sandy a Beech)
- B** Giro vehicular hacia la derecha únicamente
- C** Nuevo cruce peatonal señalizado
- D** Extensión de la isla divisoria para peatones
- E** Cruce para bicicletas de doble vía con su propia señal
- F** La separación de carriles para bicicletas hacia el sur es opcional
- G** Carril con la marca de una bicicleta y dos flechas o "sharrow" (carretera compartida entre bicicletas y vehículos)
- H** Giro vehicular hacia la derecha únicamente en NE Fremont. La isla divisoria propuesta evita el paso del tránsito vehicular.
- I** Las marcas con rayas y los postes de plástico propuestos para acortar el tramo del cruce peatonal. Este cambio también influirá en la restricción de giros a la derecha.

Consider existing crosswalks and proposed conditions at the intersection. If we construct all the proposed improvements at this intersection:

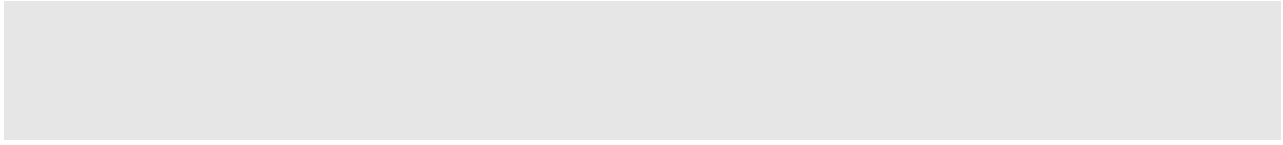
18. How comfortable would you feel as a pedestrian crossing the street?

Less comfortable	About the same	More comfortable
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

19. How comfortable would you feel as a person biking across the street?

Less comfortable	About the same	More comfortable
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

20. Is there anything else we should consider in making the design more comfortable for pedestrians or people biking?








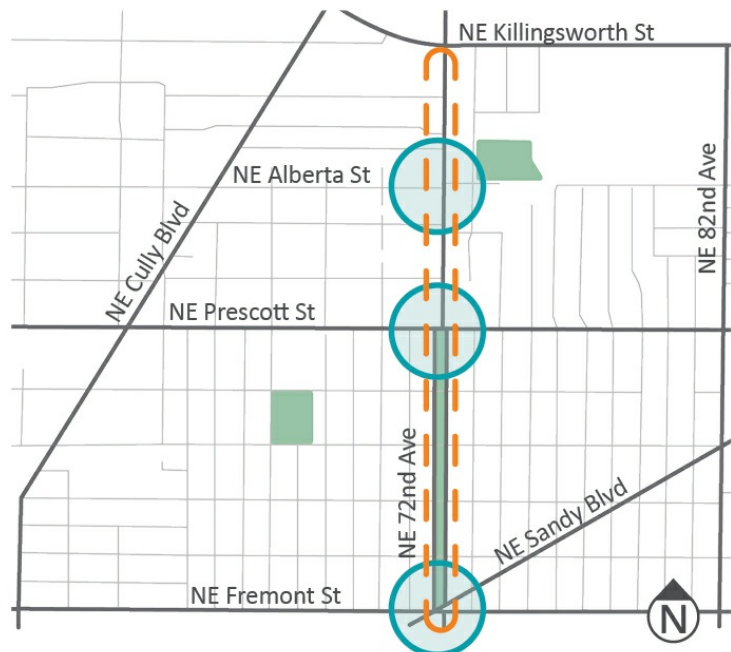
70s Greenway: Cully Connector Online Open House and Survey

Safer crossings are also proposed at the NE Prescott Street and NE Alberta Street intersections. We will share the improvements proposed at the NE Prescott Street intersection next.

Vicinity Map / Mapa de alrededores

Legend / Leyenda

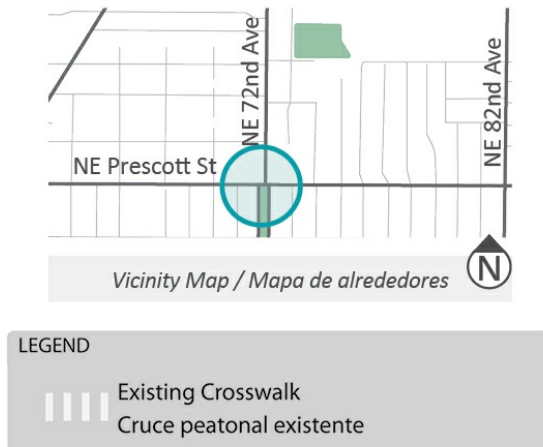
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Área del proyecto en NE 72nd Avenue
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Existing Crosswalks: NE 72nd Avenue at NE Prescott Street

The current crosswalk striping is located at the corners, several feet in front of the stop signs.



We propose new and relocated crosswalks that align with stop signs and ADA curb ramps. New cross-bike striping guides bike riders where to cross as the greenway changes from a separated 2-way path, north of NE Prescott Street, to the shared lanes along Roseway Parkway.

These changes improve safety by:

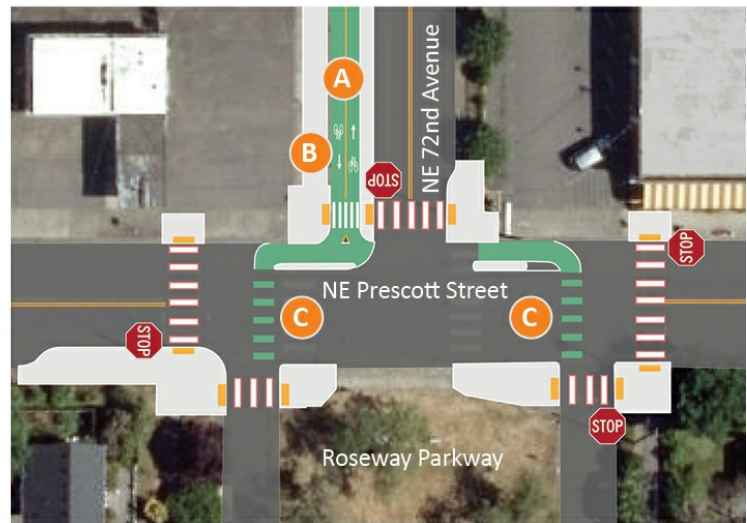
- Increasing driver awareness of pedestrians in crosswalks and people biking in cross-bikes.
- Preventing the overlap of pedestrian and bicycle crossings in the intersection.

Proposed Crossing Improvements: NE 72nd Avenue and NE Prescott Street



LEGEND

- New or Relocated Crosswalk
Cruce peatonal nuevo o reubicado
- Existing Crosswalk
Cruce peatonal existente
- New 2-way Cross-Bike
Cruce para bicicletas de doble vía nuevo
- New Cross-Bike
Cruce para bicicletas nuevo
- New Bike Path
Sendero para bicicletas nuevo
- New ADA Ramp
Rampa para personas con discapacidades (ADA) nueva
- New Sidewalk / Median / Pedestrian Island
Acera / Mediana / Isla divisoria para peatones nueva



A Construct new 2-way bike path

B Construct new sidewalk

C New cross-bike connection to north and southbound travel lanes on NE 72nd Avenue

A Construir un nuevo sendero de doble vía para bicicletas

B Construir una nueva acera

C Nueva conexión de cruces para bicicletas con los carriles de circulación en dirección norte y sur en NE 72nd Ave

Consider existing and proposed conditions at the intersection. If we construct all the proposed improvements at this intersection:

21. How comfortable would you feel as a pedestrian crossing the street?

Less comfortable About the same More comfortable

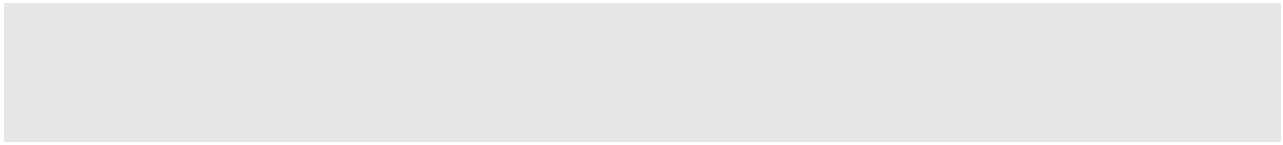
☐ ☐ ☐

22. How comfortable would you feel as a person biking across the street?

Less comfortable About the same More comfortable

☐ ☐ ☐

23. Do you have any concerns with the proposed crossing improvements at NE Prescott Street?

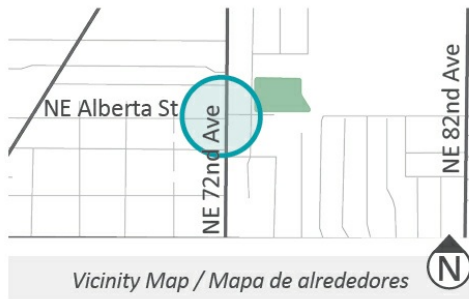











70s Greenway: Cully Connector Online Open House and Survey

Proposed Crossing Improvements: NE 72nd Avenue at NE Alberta Street

NE 72nd Avenue at Alberta Street is the third intersection with proposed improvements. Safer pedestrian and bicycle crossings proposed for this intersection are shown below. New crosswalk and cross-bike striping across NE 72nd Avenue and NE Alberta Street improve safety by providing separate crossing lanes for pedestrians and people biking and increasing driver awareness of their presence.



LEGEND

-  New or Relocated Crosswalk
Cruce peatonal nuevo o reubicado
-  Existing Crosswalk
Cruce peatonal existente
-  New 2-way Cross-Bike
Cruce para bicicletas de doble vía nuevo
-  New Cross-Bike
Cruce para bicicletas nuevo
-  New Bike Path
Sendero para bicicletas nuevo
-  New ADA Ramp
Rampa para personas con discapacidades (ADA) nueva
-  New Sidewalk / Median / Pedestrian Island
Acera / Mediana / Isla divisoria para peatones nueva



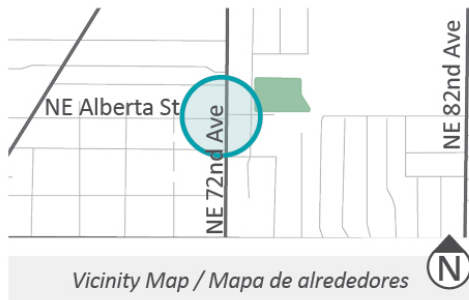
- A** Construct new 2-way bike path
- B** Construct new sidewalk

- A** Construir un nuevo sendero de doble vía para bicicletas
- B** Construir una nueva acera








Optional Intersection Improvements

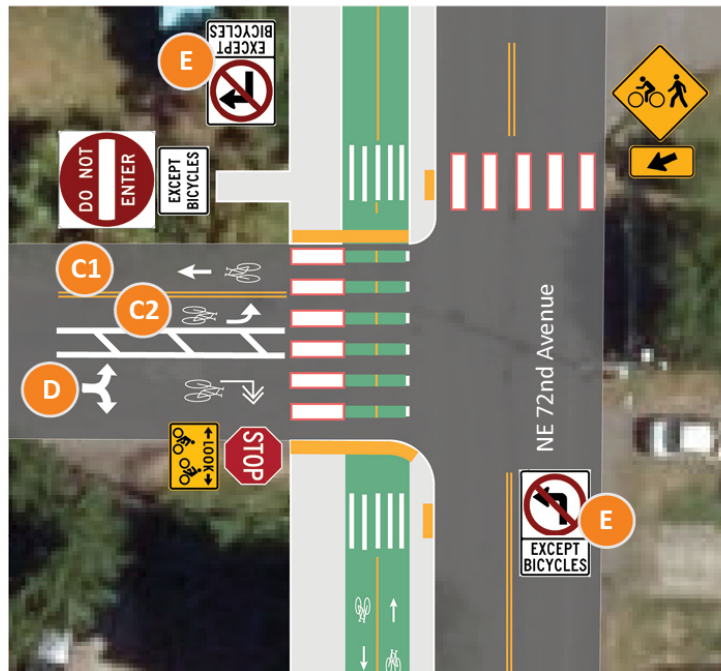
We are considering restricting vehicle turns from NE 72nd Avenue onto westbound NE Alberta Street. People biking can turn and travel in all directions. Vehicles traveling east on Alberta can turn onto NE 72nd Avenue. Adopting this change provides the following benefits:

- Create safer turning conditions for people biking. Restricting vehicle turns reduces conflicts in the travel paths of drivers and people biking at the intersection
- Reduce traffic on Alberta Street west of NE 72nd Avenue



LEGEND

-  New or Relocated Crosswalk
Cruce peatonal nuevo o reubicado
-  Existing Crosswalk
Cruce peatonal existente
-  New 2-way Cross-Bike
Cruce para bicicletas de doble vía nuevo
-  New Cross-Bike
Cruce para bicicletas nuevo
-  New Bike Path
Sendero para bicicletas nuevo
-  New ADA Ramp
Rampa para personas con discapacidades (ADA) nueva
-  New Sidewalk / Median / Pedestrian Island
Acera / Mediana / Isla divisoria para peatones nueva



- C** Dedicated bicycle lanes. Vehicles restricted.
 - Lane C1: Bicycles travel west on NE Alberta
 - Lane C2: Bicycles turn left, accessing the northbound NE 72nd Avenue bike lane
- D** Shared turn lane for eastbound travelers.
 - Vehicles allowed two-way turns
 - People biking turn right, accessing the southbound NE 72nd Avenue bike lane
- E** Vehicle turns onto Alberta restricted.

- C** Carriles dedicados para bicicletas. Se restringe el tránsito de vehículos.
 - Carril C1: Los ciclistas van en dirección oeste en NE Alberta
 - Carril C2: Los ciclistas giran a la izquierda y acceden al carril de bicicletas de NE 72nd Avenue en dirección norte
- D** Carril de giro compartido para quienes van en dirección este.
 - Se permite que los vehículos giren en ambas direcciones.
 - Los ciclistas giran a la derecha y acceden al carril de bicicletas de NE 72nd Avenue en dirección sur
- E** Se restringe el giro de vehículos a la calle Alberta.

24. How supportive are you of these optional improvements?

Very unsupportive

Somewhat
unsupportive

No opinion

Somewhat supportive

Very supportive

C. A dedicated left turn lane for people biking on NE Alberta Street.

☐☐☐☐☐

E. Vehicle turns restricted onto Alberta from NE 72nd Avenue.

☐☐☐☐☐

25. Do you have any concerns with the proposed improvements at the NE Alberta Street intersection?

26. Is there anything else we should consider in designing this greenway project?