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Jo Ann Hardesty Commissioner **Chris Warner** Director

70s GREENWAY: CULLY CONNECTOR – PROJECT CONCEPT SURVEY REPORT

This report summarizes the Portland Bureau of Transportation's (PBOT) public involvement and communications activities that took place in Fall 2020 through Spring 2021, during the conceptual design of the walking and biking facility improvements proposed along NE 72nd Avenue through the Cully and Roseway neighborhoods.

The first two pages contain high-level takeaways from the recent online survey. The full report continues after.

Survey Reach

- 500 survey respondents
- Survey advertised by sending 1,000 postcards, posting 40 lawn signs in the neighborhood, emailing 1,000 subscribers, and attending Cully and Roseway Neighborhood Association meetings

Overall Reaction to Project

- Shared path (Killingsworth to Sumner section) was viewed favorably by about 70% of respondents, both for pedestrians and biking
- Separated pedestrian and bike paths (Sumner to Prescott) were viewed favorably by over 80% of respondents, both for pedestrians and biking
- Shared travel lanes (park blocks section from Prescott to Sandy) were viewed favorably by about 60% of respondents
- Turn restrictions at the Sandy/Fremont/72nd intersection were viewed positively by clear majority of survey respondents
 - o 63% in support of right turn only from southbound 72nd to westbound Sandy (versus 26% not in support)
 - o 58% in support of right turn only from northbound 72nd to eastbound Fremont (versus 33% not in support)
 - o 70% in support of restricting right turns from westbound Fremont onto Sandy/72nd (versus 22% not in support)
- Changes to Prescott crossing were seen as improvements for pedestrians (72%) and people biking alike (66%)

Some Suggestions for Improvement



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- Ensure that speed bumps are added and/or enhanced to reduce speeds
- Pay close attention to signage and pavement markings, especially as the facilities transition from one type to another
- Consider impacts to nearby streets, and add additional stop signs at uncontrolled intersections to handle potentially increased traffic
- Think about how residents will reach daily destinations when driving cars
- Coordinate with the food pantry to ensure services can continue to operate during construction and after the project is completed
- Make sure street lighting is bright enough at intersections for pedestrians and people biking at night

What Does This Mean for the Project?

Overall, support for the project is strong – even the more controversial elements, such as turn restrictions, were supported by a clear majority of respondents. Refinements will be made throughout the design phase, but major changes to the scope are not anticipated at this time.

When possible, we will be working to incorporate some suggestions received in the open-answer fields. Some items brought up by survey respondents that will most likely be added are:

- More illumination at crossings. We have already performed a lighting analysis and will be adding lighting at crossings where it's too dark.
- Adding/enhancing speed bumps. We plan to add speed bumps throughout the project and will be coordinating with Portland Fire & Rescue on our plans to ensure that emergency response times are not negatively impacted.
- Analyzing nearby streets. We will collect before and after traffic data on nearby north/south streets to keep an eye on impacts from the 72nd Avenue project. Some of the uncontrolled intersections (ones without stop signs in either direction) may also be getting stop signs as part of this project depending on the traffic engineers' recommendations.

We received additional constructive criticism that will continue to refine the project as design advances, but additional analysis is required. More takeaways from this feedback are included in the full report below.

FULL REPORT CONTINUES ON NEXT PAGE →



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PROJECT OBJECTIVE AND PUBLIC OUTREACH APPROACH

The main objective of the street improvement project is to provide a safe and comfortable place for people to walk, use mobility devices, and bike along the continuous neighborhood route between Sandy Boulevard and Killingsworth Street. The primary objective of the public involvement process was to provide residents adjacent to the project limits and other target audiences with information about the proposed improvements and to build awareness of the project prior to the start of construction. On the spectrum of public participation, the level of engagement focused largely on informing and consulting with neighborhood residents within 0.25-miles of the project limits, as well as the larger community who travel this corridor by bike or as pedestrians.

Informing the Public. We utilized the following materials and methods to create awareness of the project and inform community members of resources available to learn more about the project. These resources communicated the project objectives, benefits, design elements, timeline, and opportunities to provide feedback.

- **Project Website (Launched Fall 2020)**

The PBOT website contains a page dedicated to sharing project information. The information describes the project components, goals for safety, provides exhibits and multi-lingual materials for download, features a link to subscribe for project updates and more.

<https://www.portland.gov/70s-greenway-cully>

- **Fact Sheet Flyer (Spring 2021)**

The project team prepared a two-sided [fact sheet](#) to inform people about the purpose, timeline and proposed conceptual designs of proposed street section improvements. The fact sheet was available for direct distribution to stakeholders via email or via download from the project website. The material is also provided in [Spanish](#) on the project website.

- **Intersection Concept Exhibit (Spring 2021)**

The project team developed an [intersection concept exhibit](#) to breakdown the improvements proposed at four intersections. A keyed legend corresponds to an aerial view that provides a brief description for each improvement or change under consideration. A [Spanish](#) language translation intersection concept exhibit is available for download on the project website.

- **Right-of-Way Lawn Signs (Spring 2021)**

To grab the attention of roadway users, the public involvement team placed 40 temporary lawn signs along the project corridor. This included the Roseway Parkway median and several shoulders of right-of-way intersections between NE Sandy Boulevard and NE Killingsworth Street. Twenty English language and twenty Spanish language signs were installed.

The signs alerted the public to upcoming street improvements, provided a preview of potential street section designs, and invited people to visit the website and participate in the online survey.



Figure 1: Lawn signs installed at NE 72nd Ave. and NE Killingsworth Street

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Figure 2: Example of lawn signs installed at the intersection of 72nd Ave., NE Sandy Blvd. and NE Fremont St.

Consultation with the Public. The project team utilized two techniques to consult with the community and obtain feedback prior to finalizing the design.

- **Small Group/Stakeholder Briefings (Fall 2020 & Spring 2021)**

The project manager virtually presented project information via Zoom and answered questions to the following groups:

- Neighborhood focus group (November 20, 2020)
- Roseway Neighborhood Association (March 9th & April 13th)
- Cully Association of Neighbors (April 20)

- **Online Survey and Open House (Spring 2021)**



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The project hosted an online open house and survey on the Survey Monkey platform between April 19, 2021 and May 31, 2021. The online open house explained the project goals and elements and asked for feedback on the proposal. The content shared and questions asked in the survey are provided in Appendix A.

We invited community members to learn more about the project and provide feedback in the survey via this tool using the following outreach methods:

- Email update to those in the PBOT stakeholder database. This includes people who signed up for project alerts, community groups, and bicycle advocacy groups.
- Post card mailers sent to property owners and residents within approximately 0.25 miles of NE 72nd Avenue. This included just under 1,000 recipients.
- The installation of 40 lawn signs with QR code links to the multilingual survey in English and Spanish.

During our outreach efforts to the community, awareness for the project within the bicycling community was helped by a [blog article](#) posted by BikePortland, a local bicycling advocacy group. The May 11, 2021 post invited the cycling community to learn about the project and participate in the online survey.

Approximately 500 people visited the online open house link and participated the survey. We inquired about why people were interested in the project. Most people who responded (78%) were residents in the neighborhood. However, people were able to select more than one applicable answer. Two other common responses we received were that people often travelled through the neighborhood (37%) or visited people or businesses in the neighborhood (24%). Approximately 4% of participants indicated they owned a business or worked in the neighborhood.

KEY MESSAGES

Our outreach materials emphasized the following project elements:



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New Facilities for Pedestrians & People Biking. The conceptual street improvements for bicycle and pedestrian facilities between intersections were presented to the community as four main sections (A-D) along NE 72nd Avenue:

Section A - NE Killingsworth Street to NE Sumner Street. A shared-use path on the west side of the street frontage for walking and biking.

Section B - NE Sumner Street to NE Prescott Street. Separated bicycle and pedestrian paths on the west side of NE 72nd Avenue.

Section C - NE Prescott Street to Beech Street. New sharrow markings on the pavement indicate that bikes and cars share the road. Speed bumps are under consideration in this area.

Section D - NE Beech to Sandy Boulevard/Fremont Street. Consideration for a striped bike lane on this block to give drivers and people biking time to transition between traveling in separate lanes to a shared lane. Speed bumps are under consideration in this area.

Intersection Crossing Improvements. The messaging related to intersection improvements focused on the benefit of safer crossing conditions at the following busy intersections to keep travel along the greenway corridor comfortable for pedestrians and people biking:

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

We also presented potential changes at some intersections that will reduce vehicle trips on NE 72nd Avenue and create a calmer, more comfortable street.

COMMUNITY FEEDBACK

The survey responses included a combination of multiple choice and open comment answers. Summarized below are common themes and preferences that emerged as we analyzed the survey data.



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STREET SECTIONS FOR BICYCLE & PEDESTRIAN IMPROVEMENTS

Section A - NE Killingsworth to NE Sumner: Shared-Use Path

Participants generally supported the proposal for a 10 to 12-foot shared use path. When asked how comfortable they would be using the shared path as a pedestrian, approximately 71% of people who responded to the question indicated they would be either somewhat (36%) or very comfortable (35%). When asked how comfortable they would be using the path for biking, a similar number responded favorably with approximately 69% of people indicating they would be somewhat comfortable (38%) or very comfortable (31%). Between 5% and 8% of respondents had no opinion, while the remaining people reported some level of discomfort.

Comfort Level Using the Shared Path

	Very Uncomfortable	Somewhat Uncomfortable	No Opinion	Somewhat Comfortable	Very Comfortable
<i>As a Pedestrian</i>					
% of Responses	11%	13%	5%	36%	35%
<i>As a Person Biking</i>					
% of Responses	9%	12%	8%	39%	32%

We asked people if there is anything else we should consider in making the shared-use path more comfortable for pedestrians or people biking. Among approximately 200 open comments received, the most common themes were:

- Pedestrian/Bicycle Conflicts. A preference for separate travel lanes for pedestrians and people who bicycle. People are concerned with potential conflicts between pedestrians and bicycles sharing the same facility. A request for pavement markings or reflective bollards to delineate areas for travel modes was common. Some community members are not comfortable using the facility as a pedestrian or person biking if the modes share the same space because people



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biking travel at fast speeds.

- Physical Separation from Vehicles. Requests for physical separation between the path and the vehicle travel lane. The project proposes physical separation in the design with a raised curb that begins at the landscape buffer. Moving forward the project team should emphasize this design element in the project materials.
- Mitigating Parking Encroachment. Ensure parking cannot encroach onto the path. The current design of a raised curb and planter strip should prevent parking encroachment. Moving forward the project team should emphasize this design element in the project materials.
- Provide Landscaping. People find tree canopy and shrubs important to create a pleasant experience on the path, helping to provide shade, beautification, and buffer from vehicles. Several requests for native trees were noted.
- Concern for Trash/Debris. People are concerned with the lack of maintenance on the street to remove trash and debris that accumulates along NE 72nd Avenue.
- Signage Needs. Clear signage for transitions between shared and separate travel lanes, as well as a change from one-way to two-way directions of travel on the street. The community also requested signing that helps educate people on how to use a path that includes shared modes of travel and which mode has the right-of-way.
- Slowing Vehicle Speeds. Implement effective measures that slow vehicle traffic on NE 72nd Avenue for the safety of adjacent pedestrians and people biking.
- Illumination. Requests for street lighting to improve visibility.

Section B - NE Sumner to NE Prescott: Separated Pedestrian & Bike Paths

We presented the same questions to community members regarding the separated bicycle and pedestrian paths proposed between NE Sumner and NE Prescott. Approximately 86% of participants responded that they would be either somewhat comfortable (14%) or very comfortable (73%) using



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the sidewalk as a pedestrian. Approximately 80% of people indicated they would be either somewhat comfortable (15%) or very comfortable (65%) using the separated, two-way path for biking.

Comfort Level Using the Separated Paths

	Very Uncomfortable	Somewhat Uncomfortable	No Opinion	Somewhat Comfortable	Very Comfortable
<i>As a Pedestrian</i>					
% of Responses	8%	3%	3%	14%	73%
<i>As a Person Biking</i>					
% of Responses	7%	5%	8%	15%	65%

We asked people if there is anything else we should consider in making the section with separated paths more comfortable for pedestrians or people biking. Among approximately 115 open comments received, many of the responses were additional comments of support for the separated design, posed with a question of why this design doesn't continue up to Killingsworth Street. The most common suggestions for improvements within this section were:

- Visibility turning onto NE 72nd. Do the bicycle pedestrian paths allow for adequate sightline visibility for eastbound drivers turning on to NE 72nd Avenue? Will encroachment into these paths or crosswalks occur to gain visibility before turning?
- Concerns for Two-Way Bicycle Path. Some people who bicycle have concern for the design of a 2-way bicycle path. Participant concerns included confusion for changing the design of facilities between segments on the same street and the request to install a physical barrier between the directions of travel on a two-way bicycle path. A few participants requested a single bicycle lane on each side of NE 72nd Avenue to avoid confusion and conflicts between people biking in different directions of travel.



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- Physical Separation from Vehicles. A request for physical separation from the vehicle travel lane. The project proposes physical separation in the design with a raised curb that begins at the landscape buffer. Moving forward the team should emphasize this design element in the project materials.
- Signage Needs. People requested clear signage for transitions between shared and separate travel lanes, as well as when a change occurs from one-way to two-way directions of travel for people biking. Signage is desirable to direct people how to enter, exit, and turn into the different sections of design.
- Parking Changes. Requests to clarify where parking will be removed. There is a concern from some on the potential loss of resident parking on the street.
- Illumination. Requests for street lighting to improve visibility.
- Provide Landscaping. Request to ensure the planting of trees and shrubs as a buffer from the vehicle lane to provide separation, shade, and mitigation for noise and dust.
- Concern for Trash/Debris. People were concerned with the lack of maintenance on the street to remove trash and debris that accumulates along NE 72nd Avenue.
- Food Pantry Operations. Concerns for impacts to the operation of the Food Pantry. Is there enough room remaining on the street for vehicles to queue for pick-up? Can PBOT examine safer crossings for pedestrians accessing the food bank?
- Eastside Street Improvements. Requests to construct an additional sidewalk or bicycle lane on the east side of NE 72nd Avenue.

Section C – NE Prescott to NE Beech: Shared Lane for Bicycles and Vehicles

The project proposes a shared travel lane (“sharrow”) for bicycles and cars in this section and will explore the feasibility of installing speed bumps to slow travel speeds. We asked participants how comfortable they would be biking in the shared lane with vehicles. Approximately 60% of participants who answered the question responded with either somewhat comfortable (36%) or very comfortable (23%).



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Comfort Level Using the Shared Travel Lane

	Very Uncomfortable	Somewhat Uncomfortable	No Opinion	Somewhat Comfortable	Very Comfortable
<i>As a Person Biking</i>					
% of Responses	13%	20%	7%	36%	23%

We asked people if there is anything else we should consider in making the sharrow more comfortable for people biking. Among approximately 228 open comments received, the most common suggestions for improvements within this section were:

- Speed Bumps. We received the most comments regarding the optional speed bumps proposed. More than 54 people believed they were necessary to slow vehicles speeds and feel somewhat or very comfortable on the sharrow segment. However, 13 people were opposed to the speed bumps. The reasoning provided ranged from a belief that they were ineffective at slowing traffic in between speed bump locations on the street, slowed the response time of emergency services, or created a hardship for people biking to keep pace with vehicles. At a minimum, people biking requested a cut out in proposed speed bumps to help them maintain an adequate speed.
- Separate/Protected Travel Lane. Many people are uncomfortable with a design of a shared travel lane and want to see a separate lane for bicycles, either by removing on-street parking or considering a path through the park median. It is undetermined if those requesting this design alternative are residents or people who travel through the corridor. Reasons people provided for their discomfort include:
 - Vehicles travel at faster speeds, even when speed bumps are present. The incline on southbound NE 72nd Avenue is of significant concern for many participants unable to match the pace of vehicle speeds.
 - Many people described the stress of sharing the lane with impatient, tailgating, or honking drivers on the street.



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- The narrowness of the travel lane does not provide adequate space for a car to pass a person bicycling and can pressure people biking to ride in the “door zone” of parked cars on the street.
- Traffic Diverters. A request for traffic diverters to reduce the number of vehicles that travel in the shared lane. These comments were received before the survey informed participants of intersection improvements that restrict vehicle turns to divert traffic.
- Signage Needs.
 - Include signage to educate road users on how sharrow designs function and modes of transportation interact in the travel lane. There is concern that it is a meaningless symbol for drivers.
 - Consider installing stop signs on the cross streets within the Parkway blocks to help position car and vehicles for turns with less conflict.
- Travel Lane Width. We received several comments related to concerns of inadequate width in the shared travel lane and a request to consider removing parking. One participant recommended signage to direct people biking to remain in the middle of the lane and avoid the “door zone” for parking cars on the street.

Section D – NE Beech to NE Sandy: Striped Bicycle Lane

The project proposes a striped bike lane on this block to give drivers and people biking time to transition between traveling in separate lanes to a shared lane. Speed bumps are under consideration in this area. We asked participants how comfortable they would be biking in the designated bicycle lane. Approximately 67% of participants who answered the question responded with either somewhat comfortable (37%) or very comfortable (30%).



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Comfort Level Biking in the Striped Bicycle Lane

	Very Uncomfortable	Somewhat Uncomfortable	No Opinion	Somewhat Comfortable	Very Comfortable
<i>As a Person Biking</i>					
% of Responses	8%	17%	8%	37%	30%

Among approximately 174 open comments received, the most common suggestions for making this section more comfortable for people biking include:

- Speed Bumps. Speed bumps remain top of mind for folks. We received approximately 20 comments requesting the speed bumps and 9 comments opposed to the speed bumps for the same reasons listed under Section C.
- Separate/Protected Travel Lane. The same concern for safety is expressed in the comments for this section. Although some people found the striped lane more desirable than the sharrow design from Section C, we received approximately 26 comments from participants requesting the lane have a protective barrier/separation from vehicles. Five of the comments requested consideration for a path through the park median.
- Location of Lane. Several participants expressed concern over confusion in riding on the left side of vehicles, rather than the right side, and transitioning to other areas along the corridor. More consistency is desired.
- Bicycle Signal & Bike Box at Intersection. We received many requests for a designated bicycle crossing signal and a green bike box at the NE Sandy Boulevard and Fremont intersection to provide a head start as they ride into this area.
- Traffic Diverters. There were many requests for the installation of traffic diverters to reduce the number of vehicles that travel on NE 72nd Avenue. These comments were received before the



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survey informed participants of intersection improvements that restrict vehicle turns to divert traffic.

Key Take-Aways

Participants generally indicated some level of comfort (70-86%) for walking on either the shared use path or separated pedestrian path. However, significantly more people believe they will be very comfortable on the separated pedestrian path (72%) compared to the shared use path (35%). People who considered bicycling on these paths also anticipated a greater comfort level on the separated path compared to the shared-use path. A significantly greater proportion of participants indicated they would feel very comfortable (65%) on the separated path compared to the shared use path (32%). Based on the responses in this survey, the hierarchy of what is perceived as the most comfortable bicycle facility design to least comfortable design is:

1. Separated, protected bicycle path (Section B)
2. Shared-use path (Section A)
3. Striped bicycle lane adjacent to vehicle lane (Section D)
4. Shared (sharrow) bicycle and vehicle lane (Section C)

Comparing Comfort Level Between Facility Types

Improvement Type	Somewhat Comfortable (%)	Very Comfortable (%)	Combined (%)
Section A: Shared Path			
Pedestrian	36%	35%	71%
Biking	39%	32%	71%
Section B: Separate Path			
Pedestrian	14%	73%	87%
Biking	15%	65%	80%
Section C: Sharrow Lane			
Pedestrian	No Change to Existing Sidewalk		
Biking	36%	23%	59%
Section D: Striped Bike Lane			
Pedestrian	No Change to Existing Sidewalk		
Biking	37%	30%	67%

INTERSECTION IMPROVEMENTS & SAFER STREET CROSSINGS

NE 72nd Avenue at NE Sandy Boulevard and Fremont Street

The project proposes improvements such as crosswalk, cross bike, and ADA ramp treatments to create safer crossings for pedestrians and people biking through the intersection. This project also proposes turn restrictions in three vehicles lanes to reduce cut-through traffic on NE 72nd Avenue.

Crossing Improvements

After reviewing the proposed crossing and turning improvements, most participants indicated they would feel more comfortable crossing the intersection as a pedestrian (67%) or person biking (68%). Approximately 32% indicated their level of comfort as a pedestrian would remain the same (28%) or decrease (4%). Approximately 31% indicated their level of comfort as a person biking would remain the same (25%) or decrease (6%).



We asked participants to share what else we should consider in making the crossings more comfortable for pedestrians or people biking. Among the 146 open comments we received, the most common themes include:

- Signage. People want clear signage directing the path of travel. Some people who bike are hesitant with bicycle lanes and crossings that are on the left side of vehicles and how to transition into and out of these locations.
- Dedicated Signals. Some people would like PBOT to consider pedestrian and bicycle signals installed as a phase that allows only their mode of transportation for the duration of the signal. They appreciate dedicated signals and loop detection sensors for their mode, as well as light intervals that are timely and adequate in length to cross the intersection.
- Design Complexity. Overall, hesitancy remains for some people because the intersection is intimidating with its complex design and high volume of traffic.



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Turn Restrictions

We asked participants to indicate their level of support for each turn restriction location and share concerns. Because there were similarities in the concerns shared at each of the locations, the findings are summarized in one overview below.

Area B - Approximately 63% of participants responded with some level of support for the proposal to create a right-turn only lane in the southbound NE 72nd lane. This improvement would restrict left turns onto NE Sandy Boulevard and access to NE Fremont Street and NE 72nd Avenue on the south side of the intersection.

Support for Right Turn Only Lane onto NE Sandy Boulevard

	Very Unsupportive	Somewhat Unsupportive	No Opinion	Somewhat Supportive	Very Supportive
% of Responses	19%	9%	8%	18%	46%

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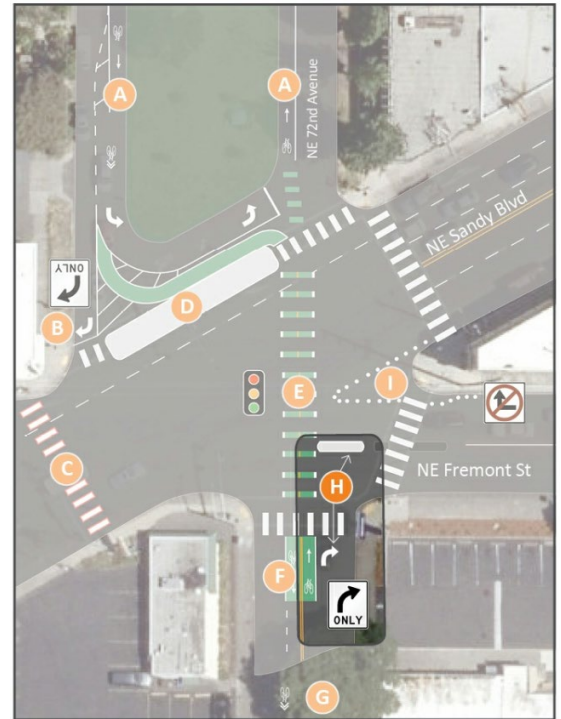
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Area H - Approximately 59% of participants responded with some level of support for the proposal to create a right-turn only lane onto NE Fremont from the northbound NE 72nd lane. A new island prevents vehicles from turning onto NE Sandy Boulevard from northbound NE 72nd Avenue or crossing through to the north side of the intersection.



Support for Right Turn Only Lane onto NE Fremont Street

	Very Unsupportive	Somewhat Unsupportive	No Opinion	Somewhat Supportive	Very Supportive
% of Responses	22%	10%	10%	19%	40%

Area I - Approximately 70% of participants responded with some level of support for the proposed turn restriction on westbound NE Fremont Street at NE Sandy Boulevard and NE 72nd Avenue. Striping and plastic posts in Area I shorten the crosswalk on NE Fremont Street to increase 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:

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



19Support for Crosswalk and Right Turn Restriction from NE Fremont Street

	Very Unsupportive	Somewhat Unsupportive	No Opinion	Somewhat Supportive	Very Supportive
% of Responses	14%	8%	8%	22%	48%

The concerns people shared across all three locations of proposed turn restrictions were similar. Below is a summary of the most common concerns people shared for the improvements on NE 72nd Avenue at the NE Sandy Boulevard and NE Fremont Street intersection:

- Driving Access. Residents are concerned that it will be difficult to reach daily destinations easily as drivers. How will drivers get home or gain access to travel in the directions that are now



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restricted? What safe route should school traffic or other commuters take?

- Driveway Access. Consider effects of driveway ingress/egress for the businesses at this intersection.
- Increase Unsignalized Crossings. There is a concern for added inconvenience for drivers and that they may be encouraged to cross NE Sandy at other challenging non-signalized locations.
- Redirecting Cut-Through Traffic.
 - Concerns that this improvement will cause cars to route through other local streets in the neighborhood and create unsafe, cut-through conditions and additional wear and tear on those streets.
 - Concerns that many adjacent north/south streets lack stops signs, and that potentially diverted traffic will have an unrestricted route to speed through.
- Dedicated Turn Signals. Several people would like PBOT to consider improved traffic signals with dedicated turn phases to improve safety while still allowing turns.
- Advanced Warning Signs. Request for clear signage and signalization and an advanced warning of turn restrictions approaching the intersection.
- Traffic Violations. Concern with driver compliance with the turn restriction. Nothing prevents drivers from attempting the prohibited turns and the danger it presents when violations occur. For example, drivers proceeding through the intersection in Area B, veering into the bike lane to get around the curb proposed in Area H or driving through plastic posts in Area I. People who are in support of these treatments want PBOT to consider more permanent and durable barrier materials and methods, such as stormwater planters.

NE 72nd Avenue at NE Prescott Street

The project proposes new and relocated crosswalks that align with stop signs and ADA curb ramps at the NE 72nd Avenue and NE Prescott Street intersection. These changes improve safety by increasing driver awareness of pedestrians in crosswalks and people biking in cross-bikes. It also prevents the overlap of pedestrian and bicycle crossings in the intersection.

After reviewing the proposed crossing improvements, most of the participants who answered questions on this improvement indicated they would feel more comfortable crossing the intersection as a pedestrian (72%) or person biking (66%). Approximately 28% indicated their level of comfort as a pedestrian would remain the same (25%) or decrease (3%). Approximately 29% indicated their level of comfort as a person biking would remain the same (29%) or decrease (5%). We had close to 385 responses for these questions.

We asked people to share concerns they have with the proposed improvements at the intersection. Below is a summary of the most common feedback we received among the 131 open comments, as well as important safety considerations that were raised:

- **Northbound Bicycle Crossings.**
 - Cross-bike striping for northbound cyclists turning left to cross NE 72nd Avenue must go through two areas. There is concern for the complexity of the travel path for northbound bicycles and the requirement to cross west over NE 72nd Avenue on the north side of the street, rather than along the park median.
 - The east-west crossing on the north side of NE Prescott does not depict cross-bike striping and drivers may not be aware of the approach paths of people biking to the new two-way bicycle path on the west side of NE 72nd Avenue. Some cyclists shared their intention to stay in the northbound lane with vehicle traffic as they proceed through and past the





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intersection, rather than proceed through multiple stop signs and cross into a two-way bicycle path on the left side of the street.

- Vehicles from the westbound lane of travel on NE Prescott may attempt a right turn onto NE 72nd Avenue and not notice people biking northbound through two stopping points. There is a concern with the difficulty people biking will have to watch behind them for drivers turning northbound onto NE 72nd Avenue.
- Bicycle Turning Movements. Can the turning radius proposed for bicycles at this intersection accommodate longer bicycles with a child trailer or tag-along?
- Adjacent Driveway Access. How will drivers enter and exit the driveway for the business at the northeast corner of this intersection? When does a driver have the right-of-way for this access point?
- Flashing Warning Lights. Many people requested the activation of flashing lights on pedestrian and/or bicycle crossings.
- Traffic Signal. There were many requests for the installation of a traffic light to mitigate the rolling stops at this intersection and clarify which travel lanes and modes have the right-of-way.
- Illumination. Some people are concerned that the light levels at the intersection are deficient for safe crossing by pedestrians and people biking at night.

NE 72nd Avenue at Alberta Street

The project proposes new crosswalk and cross-bike striping at the NE 72nd Avenue and NE Alberta Street intersection. The improvements will improve safety providing separate crossing lanes for pedestrians and people biking and increasing driver awareness of their presence.

We asked survey participants for feedback on their level of support for additional optional intersection improvements that would restrict vehicle turns from NE 72nd Avenue onto westbound Alberta Street. We communicated the intent to create safer turning conditions for people biking by reducing conflicts in the travel paths of drivers. It also provides an additional benefit of reducing traffic on Alberta Street west of NE 72nd Avenue.

Approximately 67% of participants that responded indicated some level of support for the dedicated left turn lane for people biking on NE Alberta Street. Approximately 61% of participants that responded indicated some level of support for restricting vehicle turns onto NE Alberta Street from NE 72nd Avenue.



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- | | |
|---|--|
| <p>C Dedicated bicycle lanes. Vehicles restricted.</p> <ul style="list-style-type: none"> • <i>Lane C1</i>: Bicycles travel west on NE Alberta • <i>Lane C2</i>: Bicycles turn left, accessing the northbound NE 72nd Avenue bike lane | <p>C Carriles dedicados para bicicletas. Se restringe el tránsito de vehículos.</p> <ul style="list-style-type: none"> • <i>Carril C1</i>: Los ciclistas van en dirección oeste en NE Alberta • <i>Carril C2</i>: Los ciclistas giran a la izquierda y acceden al carril de bicicletas de NE 72nd Avenue en dirección norte |
| <p>D Shared turn lane for eastbound travelers.</p> <ul style="list-style-type: none"> • Vehicles allowed two-way turns • People biking turn right, accessing the southbound NE 72nd Avenue bike lane | <p>D Carril de giro compartido para quienes van en dirección este.</p> <ul style="list-style-type: none"> • 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 |
| <p>E Vehicle turns onto Alberta restricted.</p> | <p>E Se restringe el giro de vehículos a la calle Alberta.</p> |

The percentage of people who had no opinion on either of these improvements was significant; approximately 18% for the dedicated left turn lane for people biking and almost 17% for the proposed turn restriction onto NE Alberta Street. Overall, 15% of participants indicated they were unsupportive for the dedicated left turn lane for people biking and 22% were unsupportive of the restricted turns for vehicles onto NE Alberta Street.

Level of Support for Optional Improvements at NE Alberta Street

	Very Unsupportive	Somewhat Unsupportive	No Opinion	Somewhat Supportive	Very Supportive
<i>A Dedicated Left Turn Lane from NE Alberta Street for People Biking</i>					
% of Responses	9%	6%	18%	17%	50%
<i>Restricting Vehicle Turns onto NE Alberta from NE 72nd Avenue</i>					
% of Responses	12%	10%	17%	15%	46%

We asked people to share concerns they have with the proposed improvements at the intersection. Below is a summary of the most common feedback we received from the 111 open comments, as well as important safety considerations that were raised:



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- Physical Barrier. Many people requested a design that installs a physical barrier to enforce the turn restriction for vehicles onto NE Alberta Street. There are concerns that drivers will ignore the restriction if it is only installed as paint and signage.
- Resident Access. Several residents living on NE Alberta Street shared concern for the inconvenience this creates for reaching their home by car via NE 72nd Avenue and the lack of other convenient alternatives.
- Stop Sign Alternative. Concerns that the turn restriction for vehicles onto NE Alberta Street will route drivers onto adjacent streets that are not paved. There were some requests to consider a three or four-way stop at the intersection to reduce conflicts in lieu of the turn restriction.
- Curb Ramp Locations. The plans show a curb ramp on the south side of the intersection, but no marked crosswalk. Evaluate adding markings or closing the crossing.
- Cyclist Queuing. The scenario without the turn restriction for vehicles onto NE Alberta doesn't appear to have a place for cyclists turning right from NE 72nd onto eastbound NE Alberta to wait without blocking a cycle lane.
- Food Pantry Operations. Consider the vehicle queuing operations of the food pantry and how the vehicle back up could affect traffic flow at this intersection.