

ROSE LANE PROJECT

WINTER 2020/2021 PUBLIC INVOLVEMENT SUMMARY

Appendix B - Open-ended comments



PBOT
PORTLAND BUREAU OF TRANSPORTATION



JULY 2021

Appendix B: Open-ended comments

Comments submitted through the general feedback survey

What factors are most important when determining which projects to construct first?

People who selected “Other” said:

Concerned about low quality of quick and inexpensive work to be negotiated by pedestrians.
Please do not paint the entire lane, use diagonal stripes to reduce the cost.
associated increase in traffic congestion / delay for commuters / interference for drivers
keep street parking for the handicapped
Busiest routes; e.g. eliminate standing on OHSU Express buses
Here's the only important thing. Start mass transit projects that increase access without putting a stranglehold on the current ways people get around the city.
None of the above. This seems to be a one sided survey
Love your use of acronyms in the questions
Re-pave the roads first!!
connection to underserved areas, eg lower SE Portland
all four need to have a number 1 !!!
Reduce pollution and dependency on fossil fuels
I am single black woman and I don't see how this is doing anything for the small black population of minorities in Portland. If you were improving Gresham I could see it but most can't afford to rent or buy in Portland and asking the people who are hardly hanging on like myself to keep paying for these things are the reason I'm losing my home. My taxes have increased to over 6200 a year on top of my payment and bills on one income. You remove lanes on busy streets to make bus and bike lines and it gridlocks traffic in this small city that needs better planning and structure. Please Stop!
SAFETY
Significant, comprehensive improvements along a bus route (i.e. long stretches of red bus-only lanes), NOT just fragmented, incremental spots of improvement.
WHY ISN'T PUBLIC SAFETY FIRST PRIORITY OVER THIS PROJECT? WE ARE BEING SHOT AT, BURGERLY, LARCENY, ASSAULT
Don't decrease lanes
Climate change
Safety, too many unpredictable people and drug use on bus now
I think this whole thing is a scam
Impact to those who don't or can't use public transit effectively to get around the city.
please add more north / south service on westside of metro area
Neighborhood impact when car users seek alternative routes through neighborhoods (specifically NE 122nd and Halsey proposal) - very easy for cars traveling South on 122nd to Halsey to cut through Neighborhood using San Rafael and then up.
One can and should apply a racial equity lens when analyzing improved job/housing access. These are not purely discrete categories.
Fastest GHG emission reductions
public transit is a joke in Portland. very unsafe.
Minimal or no impact on congestion and parking
consider ALL impacts--local businesses, etc.
PUBLIC SAFETY; elderly family members too scared to walk to bus stops and stations
designing a system specifically to benefit one race of people (even BIPOC) is discriminatory and racist.
Quickly and inexpensively are two different questions.
Job access impact and benefits to biopic people are directly related.

What factors are most important when determining which projects to construct first?

People who selected "Other" said:

You can't force people to ride, walk or roll, no matter how hard you try to cram it down our throats, people will still drive their cars, and all you're doing is screwing up our streets, causing more congestion, and making people angry!!!

A savings if 4 minutes on an hour+ ride is essentially meaningless.

Ability to provide protected stops/access

Safety

Don't take away parking for businesses

Easily reversible if it doesn't work as expected

Decreasing traffic in a meaningful way. Your idea of taking lanes away from the busiest streets is a horrible spiteful implementation because your solutions do not provide alternatives for vast majority of Portlanders. I am all for Public Transport, but Eudaly and co seem to do it in a way that actually increases traffic, makes it harder for BIPOC and poor people while increasing air pollution and deaths.

Effects on residents and businesses

I disapprove of these "road diets" that make it more difficult for commuters who have to use their cars because public transit does not go where they need to go and does not allow work equipment to be brought along. I resent my tax dollars being used to waste my time in longer commutes.

Benefit to BIPOC? Folks ride the #12 every day and it's it's b-----t to say that this will improve BIPOC. You say that to get your agenda through.

The logic used to come up with this plan is absurd. So now we can all go slower. Which means more air pollution, not less. The only way to drastically decrease car transportation is to raise gas prices to like \$15 per gallon. And your plan will increase racism b/c people will be pissed b/c their commute time will drastically increase .

Not doing it because someone is leaving office and wants to push her agenda forward

Impact on the people living nearby doesn't seem to be a concern. The parking is very important! More and more apartments are being built with no parking impacting already established neighborhoods. Portland is becoming unlivable and unsafe!

This project seems like it will add congestion and travel time.

No bus you add will help me and most others who have to conjure longer distances to work, who need a car for shopping and other errands and who don't have the luxury of a whole day to ride buses all over the town. Stop this insanity.

number of giant turtle habitats destroyed

Most important should be whether or not there is an actual need.

Overall large scale impact to neighborhood and to the service truck drivers who these projects also effect These projects will lengthen to time for an auto to drive anywhere which will increase pollution and waste more time than you will save during the short peak travel times.

None of these matter. Stop these stupid projects, as they are a waste of money!

To not cause negative impact and cause gridlock for auto traffic which is the majority of road use

Income, employment status, disability, parking costs rather than BIPOC affects who rides the bus.

The Rose Lane Project is not in neighborhoods with a significant BIPOC population. Also the majority of employment opportunities are not downtown.

Your asking an uneducated audience these questions points to a lack of understanding of project management

2020 changed a great deal. Put this project aside and instead look at how you could be rebuilding community based businesses and REALISTIC housing for actual families - so people can more likely afford to live and work. Create jobs that are more than just min. wage.

Impact on other traffic and businesses along the corridor

The world is changing - people will continue working from home, transit systems will need to shrink in order to accommodate the new world.

Loss of parking for the local businesses

What factors are most important when determining which projects to construct first?

People who selected "Other" said:

How will this impact traffic /congestion for cars?

Safety. Public safety crisis on east side.

consider the size of lanes- do not make them like halsey/weidler!!!

Construct none of them!

This project is a waste of time and money.

Reducing the cost per ride and increasing the On-Time frequency of buses would increase ridership the most.

environmental/air quality impact

Bus shelters at the bus stops & trash cans

None of this bandage approach helps. Build a subway for true speed and easy transfers in all weather.

Using common sense + not blocking drivers of cars.

Retired people will find it harder to get around their neighborhood

Safety. I am not safe riding but more importantly after dark I'm not safe waiting for the bus or walking to m home. I am older but work and have a disable sticker. I have no options with Portland's public transit system

I feel that job access/travel time savings will directly and indirectly create benefits for BIPOC TriMet riders.

safety for everyone

Inability to find parking with densely built housing and no parking

whether you remove parking which impacts small business

This project should be aborted! Taking away parking and forcing people onto crowded buses and max trains will only continue to spike the COVID virus.

Impact to car drivers. By taking away driving lanes, you are creating massive congestion for cars and decreasing the quality of life for people who live in our neighborhoods... And are also the people footing the bill for the inconvenience.

The buses do a great job now changing all of this is not gonna help it any more!! The hard-to-reach places will still take forever on the bus

Sandy Blvd. demographics fail to support BIPOC riders.

Quick and cheap can no longer be acceptable for these generational transportation projects.

Community support

climate impact (do highest first)

ability to justify/sell to the public to keep momentum!

I do not believe that equality means to focus on race/ethnicity/gender. Equality should be about policies and goals that would be equal to every person, regardless of wealth, ability, color, gender, status, age, ect. It would mean ALL are equal, not how it is being pushed by your policies.

My understanding is that this type of project work best when it's cheap, fast, and iterative. We have already failed on speed, which I suspect it's the most important. I hope we can manage iterative.

Creating safe travel lanes for bikes that are consistent across the city (not different styles)

benefits for BIPOC members are needed, but they manifest as time saved, job access, and the ability to roll out these changes in a timely and financially reasonable way

These are artifical metrics

Which trade-offs are most important to consider? People who selected “Other” said:

some elderly can not take the bus. they need parking

Making buses more accessible and more frequent is a goal I definitely share, but it is naive to think that cars will magically become less essential for many people in this city. Folx who have multiple jobs and have to rely on an extended network for childcare and have irregular and demanding hours very frequently need cars too. (That is, it's important for all socioeconomic statuses and demographics.) The Rose Lane project will be a major detriment to the city if it does not seriously take into consideration the need to make our narrow, dense streets drivable for the many who do not have the luxury of riding a bike or getting tied up in complicate bus routes.

Remember the impacts of parking removal can be positive...

above circles cannot choose same number on another level

Make solo car driving unpleasant, difficult, expensive.

Re-pave the city streets first!!

again, all 4 need to be a number 1 !!!

The healthiest prioritization would be pedestrians first, other means of transport ie, bike, rolling, second, at the very last and least valuable for a safe and healthy community are single occupancy vehicles. Please drastically reduce SOV use in downtown PDX and surrounding communities. You're on the right track. Thank YOU.

Please stop removing lanes of traffic that are needed. The traffic and streets of Portland are disastrous and we need more lanes and better info structure. We need to improve accessibility for everyone in the city

Elderly parents too scared to walk to transit or ride. Must use car and park to help them. Too much gang and vagrant activity. Needles and feces at transit stops; aggressively hassled.

Why are no resources being spent on public safety on Eastside; where is our tax money going?

Don't worry about removing parking or increased travel times for drivers. Drivers are already heavily prioritized in our transportation system.

please add more north / south service on westside of metro area

NE 122nd is deadly for pedestrians and drivers - Halsey has proven deadly this year for pedestrians and drivers - study should be done on driving habits of those impacted by the change of traffic flow relative to safety of drivers and pedestrians.

While I don't have much sympathy for urban drivers, I do get concerned that some impediments to single-passenger vehicles can encourage aggressive driving like zipping around buses or waiting vehicles, which makes it more dangerous to be a pedestrian/cyclist/etc. It's important to me that even if drivers are delayed overall, markings are clear and easy to understand for all users to reduce frustration and road rage (I do not buy the rhetoric that "forcing people to pay attention" works).

This question is confusing. I'm reading this as 1 being most important to retain.

this is a car city. it rains too much and too suburban in layout

Please consider the safety of cyclists and allow cyclists easy merger into rose lanes, which can sometimes be the safest place for cyclists on busy roads. In my experience bus drives are extremely careful and respectful drivers of cyclists. But cars are not, so please make the transitions to rose lanes easy for cyclists to navigate.

Public transit is much more important than parking spaces.

I tried to mark Most Important for parking impacts, but could not

Must drive elderly relatives/park at doctors. They are terrified of violence and gang shootings, robberies in our neighborhood

I don't support removing parking from Sandy, especially in front of businesses that are already suffering. Bad idea.

Impacts on biking and driving impact me the most, but pedestrian safety is probably most important.

Don't make it a mess like you did on Halsey. What a nightmare. I do not shop there anymore. More congestion no place to park crosswalks not in right places who designed this monster?

Bike lanes are a fantasy. Please stop appeasing a very small radical group. Bicycle usage has decreased every year and you are trying to screw over people who have no other choice than drive. We do not have the luxury of 2 hours each way of traffic, and not all of us have able bodies.

Which trade-offs are most important to consider? People who selected "Other" said:

Terrible for businesses and people who are older and can't walk long distances, have items to carry. Not everyone can use public transportation for everything.

Impacts to taxpayers who are forced to lose their way of life

I do not approve of my tax dollars being wasted on these useless road diets. It just makes traffic worse.

It is VERY important to consider the impact on drivers. Making public transportation faster by increasing automotive congestion does NOT push more people to ride the bus. It really doesn't.

What bike lanes? Leave Sandy alone.

Instead of focusing on decreasing racial inequality via redesigning the street lay outs the city should determine what socio-economic factors make minorities more likely to rise public transport in the first place. MONEY or lack thereof is the determining factor as to why they are more likely to use it.

This project will have a negative impact on businesses.

How do you expect businesses to sustain themselves if people can't park there?

impacts on the native giant moose trees

Ridiculous project to take away street parking when you have allowed building apartments with no parking on site. Many small business would have no parking.

Any time savings derived from these projects will be offset by the increased driving time required to go anywhere in the city be the same people who might find committing to work an option. Study the increased driving time caused by these money losing projects.

I do not want street parking removed or bike lanes compromised. I live on a street where drivers travel between 20 and, possibly, 50 depending on their urgency. Crowded car lanes encourage this dangerous driving.

Impact on accessibility and safety, regardless of mode.

I see danger and accidents from confusing lanes and constant changing of lanes from right turn and bus only to regular traffic flow, I suspect drivers will just dart in and out of traffic. Example: Bike lane "Improvements" on NE Halsey in Gateway are so confusing, the bike lane weaves in and out the parking is hard to figure out and there are so many signs and changes it's hard to figure out what's going on, entering through parked cars is hard to see, and some drivers dodging back and forth and cyclists appearing and disappearing forth

None of these matter. Stop these stupid projects, as they are a waste of money!

Reduced street parking will affect the livelihood of businesses and quality of life for residents who drive traffic diverted to neighborhoods to avoid Sandy Blvd

You're killing business on Sandy Blvd that depend on parking. You've already packed the residential side streets around Sandy by removing residential parking requirements. This is not New York City. Homeless issues are driving office workers out of downtown as is increased crime.

Increase in new apartment buildings with no parking spaces.

People need to drive to and park on Sandy Blvd & Hollywood District to shop. Also, the Boomer population is aging & their need to drive & park are increasing.

You assume we buy into this plan already. I don't.

bike lanes should be on separate routes, not main thoroughfares

Again, reassess realistically priorities of projects you should be working on first, in light of 2020. Where are people commuting to if there are no jobs? How safe are you guaranteeing commuters lives, especially when vaccines are running short, there is no set time once someone has the shots how long immunity lasts and against other forms covid, and this plan certainly seem to support herd mentality over safety.

Are you serious about removing parking? Seriously?

The increased car traffic by removing lanes is going to be catastrophic. Traffic diversion is definitely going to happen, with increased speeding and likely accidents in residential areas.

Impact on workers who live in Gresham and work downtown. They can't afford to live in Pdx.

Functions fine as is! Amazing that you think you have to change things just to make it look as though your doing your job! Fix the streets that are in disrepair!!!!

Again, this project is a waste of time and money.

Which trade-offs are most important to consider? People who selected “Other” said:

Not diverting traffic to neighborhood streets and maintaining parking for small business patrons are the most important.

I don't feel that businesses should lose their parking.

Bus shelters at the bus stops and trash cans.

Stop taking parking away, especially with all the new apartments/condos built with no parking.

You will force traffic of main streets into neighborhoods

Inconvenience to car travel most important

Not enough disabled parking for working people

Roads too narrow!

Also parking. Parking in Hollywood and other areas are already a problem.

WHY would you want to cause more congestion on Sandy Blvd and other major streets by bottle necking streets for buses that run empty a majority of the time?

Sandy Blvd. peak use times fails due to serving as a By-pass between I-205 and I-84

Bus-only lanes in the Hillsdale Commercial District will hurt small business by affecting vehicle traffic. Time savings for transit riders should not be prioritized over economic health of neighborhood businesses.

Impact on cars/ vehicular traffic should not be considered. Increased ridership, access and pedestrian safety are the most important

If you want fewer people to drive and the modal triangle to be your guiding principle, stop making concessions for motor vehicles and start designing this city for people

Impacts to water quality and stormwater facilities

Completely confused here - does important mean these considerations are given more or less weight

Second only to serving existing transit riders is getting drivers out of their cars. We may not have a civilization for long if we fail in that.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

Please mark the lanes with diagonal stripes to reduce costs. The green bike box markings cost over \$3,000 each!

I would ask that you not discount the effect on people who need to drive to maintain a job and support their family.

Make all changes accessible to persons with disabilities including the Blind.

The Portland war on cars is alive and well!

How does this alleviate traffic congestion? If not, then it is no help to me.

People with physical and other disabilities or people that are Hard of Hearing/deaf don't always have interpreters or people that understand the language. We need more disabilities accommodations/modifications and visual aids to help us communicate

Making our streets more and more inaccessible to cars by carving portions away bit by bit is not a feasible long-term solution to transit or traffic. Many people, for economic, health, family, professional, [dis]ability, etc. reasons cannot feasibly manage their very demanding lives in this busy and expensive city without using a private car. While furthering bus access is a goal I definitely agree with, we cannot be myopic in simply ignoring the effects on traffic. Lower and middle-lower income people often need to drive too.

Please watch out for removing current bus stops. This impacts people with disabilities of all communities.

Safety and continued distancing etc is my top concern

Buses are already rolling roadblocks. There are almost no places outside of downtown and near the east end of bridges where Rose Lanes will have anything more than minimal impact for transit riders but they will have large impacts for others, including cars and pedestrians

Most low income people are not living in close-in Portland as it is not affordable. While it makes sense to improve congested area in the inner city for faster and reliable transit, what help them more would be, I think, is a express line that does not stop every single block in the inner city while using the Rose Lane. If we still have so many stops in the inner city, and add lower the cost, it will add more perks to those white people with money to use transit making and the gap between color and white may not close. Dont get me wrong, more people using transit will be better for environment, but perhaps inner city commute should focus more bike/walk lanes.

Free the 20! And here's the thing: the streets are much better when buses don't bunch. I sometimes have to drive downtown. Without bus bunches traffic moves better.

I saw nothing proposed for N Lombard or SE Johnson Creek Blvd (line 75). Why is this? The auto traffic is terrible there at peak times.

Keep it consistent. Having different signs and labeling make it confusing for people who don't drive on those roads all the time. I drive the Grand/MLK couplet twice a week and always see several people blasting up the bus only lane to beat traffic.

I live in St. John's. I started my current job taking the bus. 15 minutes of walking (rain or shine) to the #16 bus. 15 min to the #15 bus. Wait 10-15 minutes for the #15 bus. Arrive at work 50-60 minutes after I walk out the door. The same trip by car is 15 minutes. Now you keep shutting down traffic lanes, apparently trying to make commuting by car as miserable as commuting by bus. Are you talking about actually increasing your light rail? Of course not. That costs money. Money means taxes. None of you have the guts to ask for higher taxes unless it's for making dreamcatchers or something. Far easier to paint a few lanes red and pat yourselves on the back because you've saved 2 minutes on an hour and a half commute by, and doubled the time the same trip takes by car. I guess that's one way to get at equality, but there is another. Build the Max out. Build it into St. Johns, into the NW industrial area, into all the neighborhoods that you pay lip service to. Make the Max something that you might want to take. I'm telling you: RAISE OUR TAXES FOR TRANSPORTATION. Also, you know it rains for 7 months out of the year, right? Build some damned shelters at your bus stops.

Burnside - it's not an easy street to ride a bike on, walk on or around, and cars go very fast, I would love to see it become a corridor for all types of travel instead of just a highway type street.

122nd Ave intersection stops need to be upgraded.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

Hawthorne

We should be prioritizing transit, walking and biking. We should be prioritizing equity and environmental justice.

Educate, educate, educate . . . about the beneficial effects on travel time, congestion, travel costs. Make transit use glamorous - skinny film stars credit walking to bus with beauty; muscle-bound quarterbacks credit walking to bus with football success. Don't harp on climate; harp on glamorous Portland, the glamorous futuristic city. Glamor, glamor.

Yay! More rose lanes!

I try to be objective by reading all of the details - but what you fail to produce is a real definition of who can and can't travel in a rose lane. Only busses? Cars must yield to busses? A whole lane devoted to a bus that arrives every 20-30 minutes, taking away traffic lanes, is not viable in the city. Portland seems to be forcing people to get rid of their cars. This isn't going to work by taking away lanes and not requiring new construction to have off-street parking. Are you planning to build parking structures in residential areas? No. No, you're not. You seem to be forcing rather than encouraging people to take public transport. I am disabled and walk with a cane. It took me several HOURS to go from stop 3455 to the Streets of Tanasbourne one Saturday. The bus was only every hour so I had to walk over a mile from SW 185th, then wait 45 minutes for a ride on the first of 3 busses and a MAX ride to take me home. Oh, and that was on a bus where people weren't wearing masks or had them under their noses because during a pandemic Trimet told drivers they would be fired if they told people to put on a mask! After going through this survey, heavily weighted towards the positives of this plan, I don't think you're really interested in my opinion or anyone else's. No one seems to be able to stop this - you're going ahead with the plan. The time for surveys was before this deal was sealed.

I would like to see the bus service we had before the Covid lockdown restored in Gresham. That is more important to me than new service that I will barely use.

If these changes are implemented that include taking away parking spaces in our retail neighborhoods, then where will shoppers park? To say that shoppers will find onstreet parking nearby is a joke. Just ask those who live near SE Division...who cannot find parking near their homes on a regular basis. How do you plan to measure that impact?

Single drive lanes down sandy will be a nightmare. This only works if you are also mitigating traffic from Vancouver via 205. More often than not when I took the 12, the bus would sit idle somewhere between 57th and 42nd because it would be ahead of schedule so do not understand how faster access in the preceding streets is needed.

I can't believe you're spending time on considering this for line 75 which would save ONE minute each way, end to end, per trip. Really? Are you serious? Is this make-busy work?

The traffic circle at Cesar Chavez and Glisan is a death trap for pedestrians.

The 4 is notoriously off schedule... too much time spent in traffic on Williams and Vancouver. Waiting downtown for a N-bound 4, the arrival time can be at 4 minutes for 10 minutes. That is not a one-off. Not only does the 4 serve an underserved community but has a considerable number of riders with disabilities who cannot move quickly. I continually see driver's not let the bus merge in (particularly s-bound in the morning commute).

I think you need a better way to educate the public regarding this project. Break it into pieces, get the media on board helping you (but you need a more concise message to do that). Why call it the Rose project, then talk about red lanes, and never use red on the map. Where is the education about how to navigate around the lanes when you want to turn, etc. How do drivers know what to do when they see red lanes? I know people that still don't know what the green lanes are for. Now with red meaning that cars cant use, are people going to assume green is good to go? I think your maps are horrible. Hard to use, colors don't make sense.

Cesar Chavez should be the last on the list. It only saves riders" less than 1 minute in commute time for a huge expense.

Received notification about changes not clearly relevant to me.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

SW Alder is already a mess getting out of downtown. Adding a Rose Lane is ridiculous. TriMet is focusing on one segment of the population pretty exclusively

Red lane for line 6, please!!!!!!

I like the idea of adding a Rose lane for #20 all the way up and down the west hills from PSVMC, I'm just not sure how that'll work since it's mostly a two lane road. I live on Barnes right where the two lanes become one and people honk like mad at the merge now. It could be even more problematic if there's a lane they can cut around one another illegally with. Highly recommend that you work with local law enforcement partners to monitor any potential merge if the merge remains at 88th Ave and Barnes rd.

Please work on making bus stops and using the bus in mid to east portland more inviting. Take more lanes of traffic away in east portland and make it better for bikes and buses.

This type of change is a stick not a carrot. The on-going slowing of cars by lowering speeds, adding car restricted lanes, are not balanced in approach.

very interest in the project on Sandy, hoping it makes the street feel safer as a pedestrian too

Re-pave the streets first! All my driving life I've been taxed for road repair and there has been little to show for it. Quit wasting our money!

Too much emphasis on BIPOC. Read Martin Luther Kings speech. We need to work together. Do not try to separate us. Good transit for BIPOC is also good transit for everyone.

Rose quarter freeway expansion funding should be diverted to build out rose lane project.

Please include bike lanes or at least consider bike safety in your plans. Don't create a competition between bike lanes and bus lanes. Both are desperately needed in PDX

We go through some very black areas and there have never been issues. I don't see what that has to do with transportation improvement

In question #9 I rated the projects as having a fairly low impact. That is NOT because I don't think these projects are important (they are), but because I don't think they do enough. I think the projects need to be larger and more aggressive to have a significant impact.

This project is long overdue!

A healthy community priority list: 1st - Pedestrians 2nd - Other means of transport ie, bike, other rolling 3rd - Public transport ie, bus, MAX, Streetcar 4th - Car share LAST and very LEAST - SOV I believe you know all of the above and perhaps knowing that more of us support this important change will encourage you to make healthier choices. Thank you.

Please consider bike safety and access for all projects. Bikes provide important transportation connections

Go big! 82nd and the highest ridership corridors first.

I can't stand the "rose" color.

I believe the projects with the most cross-benefits to active modes of transportation should be built first. Improvements to cyclist routes and pedestrian safety should be the highest priority as those are the people who are most likely to take the public transit in the first place. Thank you for doing this project, it is an amazing investment in the future of Portland as a functional city and will encourage many people (I hope) to get out of their cars.

Quick implementation can signal to riders and other citizens that "things are happening" and PBO is able to launch new projects around the city successfully. With that in mind, doing the easy lifts first could help with ridership perception of the Rose Lane Project being effective.

I think the Sandy Blvd #12 bus is a key route. In particular I hope that the team will consider making the 37th & Sandy intersection safer for pedestrians and bikers.

Add more car traffic lanes on freeways and busy streets like 122nd, Lloyd center area remove those parking spaces that take up lanes for driving. Remove parking from Ross parks Blvd and bring back a lane for cars Consider those intersections where safety is an issue, and especially where it would be easier to accomplish (e.g., Hawthorne/Cesar Chavez). When transit is delayed unnecessarily, drivers may try to quickly get around buses - putting pedestrians and bikers in danger. I'm sure this happens at many of the intersections you identified...

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

very excited for the rose lane projects

Please consider safety and convenience for pedestrians during construction. The construction on SE Powell a couple of years ago was a mess for peds crossing at 20th!

Family members too scared to ride transit now. On Max, many with no masks. Family members sat on needles and vomit. Can't walk to transit safely. Will no longer be riding. Had purse grabbed while walking to Max station. Where are the public safety officials, It's Wild West in East side. HELP US.

Red might be a challenging color for the color blind to see against pavement. Red appears gray to me.

These are great projects that honor the community values surfaced during our high-level planning processes: equity, sustainability, smart growth. Do more!

I oppose this or any project that increases congestion and travel time for drivers.

Lines 14, 75, and 71 all provide important connections adults/commuters and for students at Portland's middle and high schools to get to school everyday (particularly the 75). These are integral transportation connections to our community and deserve prioritization.

Please look into traffic delays caused by this project. In the case of the line 12 Rose Lane 4-7minutes per direction in savings seems optimistic at best and I don't believe engineers took into account what this can do on a major east west arterial street

We need an underground clean, reliable subway system like Vienna or Rome

More honest public engagement please

These changes must make the city more human scale and livable for ordinary people.

It seems like removing downtown parking will hurt downtown businesses. The floating parking lane is dangerous for drivers and passengers exiting their vehicles

Stop removing car lanes.

Increased intergovernmental transit routes for neighboring cities, towns, communities. i.e. Wilsonville, Oregon City, Tigard, etc.

This project lacks credibility, especially with decreased traffic due to covid and the likely permanent shift to increased working from home. due to working from home. It is dubious that it accomplishes anything more than continuing the anti-car ideology.

I am very surprised and disappointed to see how deeply limited and un-ambitious this plan is! With all of the energy and build-up to this proposal, why are we not seeing long, major sections of new red, bus-only lanes? Why are you not committing to comprehensive improvements to dramatically improve bus travel times on routes like Route 6? I use this route, and I was honestly expecting to see major changes along many parts of MLK. This plan seems to display an utter lack of ambition, and a disregard for the desperate need for *game-changing* improvements to transit riders' travel times and experiences.

Elderly, children, etc, can no longer walk to transit safely. Look at PDX Incident Map. There is a public safety crisis on Portland's Eastside.

I did not see anything about project costs in the presentation. How can I know that trade off?

Stop decreasing lanes and parking! I've seen more accidents on Halsey near gateway and had more close calls since you reduced the lanes than ever before

Get off the racial kick. It's just political correct trendiness. Work to improve the transportation system for all Portlanders—black, brown, green and purple. That is how you unite a community around public transportation.

Getting transit moving as fast if not faster than SOV travel is vitally important to encouraging folks to get out of their cars. At the end of the day, people will take the fastest option, so the goal must be to make the fastest option for many commutes be transit.

Stop them all

I'm very concerned about the Sandy Blvd route, as this is now considered a "Major City Bikeway." I would encourage the project team to consider how to include protected bike lanes in the design, possibly by removing on-street parking. A shared bus-bike lane is not preferable, but can work if the ROW is constrained. Please consider making Rose Lane projects exclusively zero emissions transit lanes.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

Any potential impacts on people driving or parking should be completely ignored.

I really appreciate the thought that went in to this and the analysis of impacts on low income and people of color who ride the bus.

the balance of serving BIPOC and White community is the most important part of this.

Let's be unifiers not dividers. Your excessive focus on BIPOC is creating animosity and actually decreasing public support for the very thing you are trying to achieve.

I am fully in favor of the Rose Lane project though I'm primarily a bike commuter, I believe access to fast, efficient, and reliable transit is extremely important.

Rose lanes should be more clearly marked for turning drivers. Especially when the lane is not visible around the corner, such as at Cornell and 185th in Hillsboro.

I agree with the goals of the project but am concerned that the greatest impact is a 14 minute end to end time savings and the average seems to be far less. The overall impact is not as large as I assumed given the costs.

Climate change, that is CO2 reduction seem like it should be the top priority.

Please stop, we are living in another world now and obit has made local streets inaccessible to many people and chaotic with bike lanes and bus lanes with the empty buses

I would love a crosswalk at Chávez and Lafayette for the bus stop. When I've tried to cross at Powell and Chávez I sometimes encounter rushed drivers in a hurry to run me over so they can make their turn. It's a bit scary.

Put more effort in East PDX. As I refer to the interactive map, there is a lack of north and south bus lines in east PDX. More bus connections should be accessible for the max. Just like it is in areas where BIPOC communities got displaced.

It would be SO WONDERFUL if part of this project could also be an investment in improving shelters & platforms at stops. While it is great to have improved travel time, it is awful to wait for the bus in a driveway (!!!) or on a patch of grass/mud, especially in the rain. Not only is this an issue of dignity, it is an issue of access for people with limited mobility/who use mobility devices. A simple shelter, or when impractical at least a firm surface to stand on, makes a huge difference for how long it seems the bus takes to arrive (an 8-15 minute wait on a bench under a shelter can feel shorter than a 5 minute wait in the rain while standing on a patch of grass along N Rosa Parks Way).

I have seen a proposed example where the bus would unload into a bike lane. This is completely unacceptable and very dangerous. Bicycles can be high speed and dangerous vehicles to pedestrians particularly those with disabilities and/or elderly.

Deep North Portland is very diverse, and the proposed routes there seem to have the highest percentage of time/travel benefits. It is also isolated from the central grid system due to the rivers on both sides and the freeway dividing everything - improvements in transit will benefit a lot of people. The east/west travel is limited to just a few corridors, and will feel demand as the area grows with new 2020 comp plan zoning along Lombard and in St. Johns. I support improving infrastructure in this area.

Bus bi-pass (red) lanes at on-ramps (OR and WA) of the I-5 Interstate Bridge.

Don't do Sandy Blvd!!!

I'd love to see Portland move into the direction of being a car-free space. Too many people don't view transit as an option for them, or worse a viable option for anyone. Prioritizing low-occupancy vehicular traffic is prioritizing selfishness and isolation. We must be better than that.

Good work on bike and pedestrian safety improvements

The cost and safety of Tri-Met are huge concerns. I used to be a primary bus traveler but have slowly shifted away first from cost and then from the violent incidents that have happened on or around the bus and Max.

When you look at the map, there is SO much focus on NW and the westside and very little in the outskirts of Portland, which is where people who are poorer, BIPOC, and most likely to need to GO to work instead of work remotely from home. You need to invest in THOSE areas, not the rich, white areas where so many investments have already been made

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

The need to take into account the need for parking on commercial streets and areas, that does not bleed into the neighborhoods. There are parking structures and meters downtown, why not Broadway NE, Division SE, NO PO etc.

Bike lane improvement and general street improvements would be a nice impact of these projects

Please consider the widths of adult tricycles, double wide strollers, wheelchairs and cargo bikes when changing ramps, bike lanes ect. Not everyone is on a regular bicycle.

please tell ODOT to make a road diet on barbur

Please do two studies - a traffic safety study for the plan at NE 122nd and Halsey and a traffic flow study. Unlike in other areas of the town - the grid street pattern in Outer East makes it very easy to cut through neighborhoods (already a problem in Argay Terrace off of Sandy blvd and 122nd that the city has not been able to solve) Please add to your goal matrix - anticipated increased community livability impacts through less traffic and air pollution for areas around projects. This plan has the potential to send drivers into the neighborhood (San Rafael to NE 111th and NE 132 nd) away from the business corridor of 122nd. Please consider the organic whole of the community.

More rose lanes! Everywhere! Please :)

My family and I spend roughly equal amounts of time cycling and driving in Portland. To date your efforts have not enabled our ability to use public transportation in any way. The amount of time it takes(pre-covid) to get my kids to school or to my mom's house via car has doubled as a direct result of your dogmatic traffic pattern meddling. This often forces me on to the neighborhood streets to circumnavigate daily intractable logjams. Result: I drive farther and more aggressively, on streets I would naturally avoid otherwise, which I, and I'm sure everyone else, dislikes. You allow huge apartment buildings to be built with no parking, meanwhile the houses in my neighborhood that used to have a couple or a family with one or two cars, now have five adults, each with their own car, and there is a sizeable population living in cars. Your idea that people aren't going to want cars is a fantasy of Trumpian proportions. Cars are more popular than God! I bicycled 6 miles round trip with my kids 85% of their elementary school days. My spouse commutes 25 miles by bike 5 days a week rain or shine. I would use and encourage their use of public transit were it anything approaching pertinent to our needs. However I still need a vehicle for my work, after school activities, and caring for my mom. Clearly your intent is to make driving in Portland so unpleasant/futile that we offload our carbon belching monstrosities and leap aboard a bus or bike. Although I agree with many of your ultimate goals all stick and no carrot is a crappy way to "serve" the community. I feel certain that many of your Sandy "improvements" will negatively affect my commute and create, yet again, worse bottlenecks in which buses are caught up along with everyone else. Sorry to be the bear of bad news, but everything you've done in the last 7 years to promote the agenda of that cycling ideologue in LA has made my life more difficult: greenways, arterial reduction, all serve tiny elite populations with the leisure to stroll/cycle around to the detriment of those of us who depend on vehicles to make a living. Build up the transit system, and I'll use it. Broadway corridor from Hollywood westward is absolutely too wide to encourage safe driving speeds and creating a separate transit lane and protected bike lanes (with actual physical barriers) will bring utility and local business benefits.

Projects near the central core would seem to have a lot of bang for the buck and benefit a wide range of riders, including people who live and work far away from the actual improvement if they ride the line.

I strongly support removing on-street parking to improve transit travel times, especially on Sandy Blvd.

Stop prioritizing street parking and single occupancy vehicle throughput. It's time for Portland to get serious about building reliable, efficient public transit. A route is only as fast as its slowest bottleneck. Drivers will always demand more parking and more lanes, but a vast majority of public right of way is already ceded to single occupancy vehicles. Be bold and build projects that will actually make transit fast instead of half-baked projects.

People tend to not use crosswalks now matter how safe you make them. Impacting traffic negatively is not going to make people magically start riding transit. There are many reasons why people choose to drive instead.

Move fast and don't listen to the free parking addicts.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

Reallocate as many parking spaces and vehicle lanes as possible for dedicated transit please!

The City needs to spend money on projects that will solve problems not increase problems for people to manage around the city

No one is riding the bus. No one! We don't need more public transit in Portland. This is a car city bc of the rains and bc of the way our neighborhoods are laid out. Everyone drives. No one takes the bus

Build the projects that will provide the most travel time savings and benefit the most people first.

Removing parking is unfair to businesses.

Thank you so much for this wonderful project. We need public transit to be fast, reliable, free, demilitarized (no transit police with guns), and ubiquitous. This project helps prioritize busses over cars, which reduces driving and help everyone be safer.

Please get as many cars off the road as possible. They kill, make our air crappy, are noisy, lead to increase rates of obesity, take up too much space.

Please put in protected bike lanes

Alternatives to devoting scarce roadway space to bus-only traffic need to be examined, such as signal priority for buses. Rose lanes sit idle for the vast majority of time, forcing auto traffic to become more congested on the reduced road space. Taxpayers paid for the roads. They must be allowed to use them. Buses can be sped up during rush hour through temporary lane restrictions, and by getting them through intersections faster by giving them green lights. The signals can be for buses only, so drivers don't cheat and drive through behind the bus.

Very supportive of the Rose Line Project...particularly when the removing parking spots to create more bus-only lines.

Please continue expanding the rose lanes. This not only benefits people of color, but also people with disabilities who are transit dependent such as myself.

I'm reminded of the Vision Zero failure, where goal was to reduce pedestrian deaths and those stats went up under the program. This has reduced my trust in what PBOT does and how it goes about making change (for instance, distributing 20 Is Plenty signs is a pretty mediocre project with mediocre results, not surprisingly). Now that the Residential Infill Project allows dense housing everywhere, might as well abandon all transportation planning.

I am a strong supporter of Rose Lanes. I used to commute from 74th and Sandy to downtown, and the implementation of the Rose Lane across the Burnside Bridge cut my commute down by several hours a week. It had an immediate impact on me. I now commute from Foster-Powell, and adding a Rose Lane would also help my and other riders commutes. Some people have argued that the Rose Lanes remove parking and cause congestion, but Rose Lanes actually encourage bus ridership and alternative forms of transport to cars. Parking is a waste of space, and cars cause congestion.

The mass transit system is unsafe. Until you make it safe, you should not be focusing on extra lanes for something that nobody wants to ride. I used to ride the Max, I don't anymore, I was tired of the abuse I took while on mass transit.

I am in support of this in the hope it will reduce highway commuters using sandy as a cut through to avoid the highway.

Please, please, please prioritize the movement of buses over the storage of private automobiles in our public right of way. Every intersection and bus route that we can improve has a multiplied network effect for our entire transportation system - we need to eliminate all of the chokepoints and bottle necks and unapologetically promote rapid bus movement across town, parking spots and private automobile concerns be damned.

Continuous removal of lanes will increase traffic one way or another. You cannot decrease traffic lanes and expect everyone to flood the freeways. It will create more pollution.

Please re-route the 15 through downtown in the eastbound direction. Even though I'll need to walk further to catch my bus in the evenings it will speed up journey times for many riders.

overall i support the concept of this program, i believe it's esp important for residents of the east side...

Nothing will work unless crime wave is addressed first.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

I am extremely concerned about the removal of parking and the increased traffic. This is NOT a good idea. It will very negatively impact the residents in the area.

I believe bike and bus lanes on diagonal streets should be prioritized, as they have been in other cities. When I rode my bike 10 miles a day round trip to work, it took a toll on my legs so I drove sometimes instead. I could cut out 10%-20% of that toll if there was a safe way to ride diagonally down sandy blvd.

Keep parking on Sandy especially in the retail commercial areas. Add a bike lane each way, I see bikers dangerously using Sandy every morning. Add better crosswalks/signage especially in the Hollywood district. Improve the time of the crosswalk light in front of Du's Grill on Sandy, it takes too long rendering it ineffective.

Need to consider how removing street parking will impact businesses. Possibly turn the bus only lanes into parking lanes on the weekends or off-peak hours or something like that to allow businesses to have parking. consider looking at the overall efficiency. Dedicated mass transit lanes are bad for businesses, a poor use of a common resource (streets) and inefficient for the majority of people in cars

Build ones that you can use to prove the results and inform the future projects.

Getting travel times to job centers would be the most important factor for getting ridership up for BIOPIC populations. Though the switch won't happen over night either. It takes awhile for people to realize that it's an option. I'd highly suggest giving away monthly passes those in apartments and schools in Gresham to help the populations affected to realize that it's an option (once the improvements have been made). Once a person establishes a habit and alternative transportation option, they are likely to associate benefits with riding that method on a more ongoing basis. It takes time and investment to establish a regular ridership.

More lighting along any walking area, better brighter lights because we are a dark city & the rain changes drivers(& walkers views).REFLECTIVE PAINT ON SIGNS AND ON GROUND WOULD BE HELPFUL

Let's clean up Sandy blvd. It's such a great street to get downtown on. Make it easier and faster for commuting.

The in putting of bus and turn lanes is the least impact with most benefit. Any removal of already low amount parking in Portland is ill advised.

A continued focus on Sandy would be amazing. The street feels very unsafe as a pedestrian and the removal of parking for a rose lane would be amazing. Also, Sandy is such a direct route from NE to the close in neighborhoods/businesses. Prioritizing it for busses (and bikes, please!) is key.

The city really needs to charge for parking on these corridors if not already. PBOT will experience unnecessary pushback by people who expect free parking. The sooner we have our city value parking as an asset the more we will be able to accomplish for our future.

Please minimize the number of trees removed when implementing these projects. Trees provide shade and protection to pedestrians in the sidewalk and make outdoor dining much more pleasant.

None of these projects should be built, you clearly have a very small picture of the big picture, and it's obvious none of you live, or travel, in or around any of these proposed projects.

Part of the impact on the city's traffic issue is directly due to the fact that major streets have been funneled down to two lanes. Sandy is the only street that doesn't have a real issue. The busses flow fine as it is. Fremont is a two lane road. It is slow going and the traffic gets backed up as it is. If you're behind a bus, there's no way around it except a residential neighborhood. Which causes a lot of drivers speeding to get to get to where they need to go. The 20 is Plenty signs aren't working. Actually a lot of people don't even know what that means. Creative yes, but what we need is safety. This is a bad idea. Adding more busses and bus lanes and taking away accessible roads is not going to increase or encourage a large percentage of people to ride the bus. Especially if you have a family. I challenge the project team to use public transit as their sole mode of transportation for two months. Do it as if you aren't working from home, (as in pre-covid). Do ALL of your shopping, errands, drs appointments, picking up kids from their soccer games...Bring your kids along on those errands....that'll give you an idea from your out of suburb space perspective of the decisions you're making that will impact traffic and neighborhoods. Find a better way to spend tax payers money. How about the jacuzzi sized potholes that are so big in NE Pdx? The city reorganizes itself constantly and makes crappy decisions whenever they do.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

I am curious to know the trade-off between bus versus private vehicle transit times. This should consider peak vs. non-peak hours.

Impacting people's ability to drive in Portland has caused increased traffic accidents, residential street traffic, delays, road rage/angry drivers and an overall opposite impact.

Please do not remove car lanes.

If you take parking away on already busy, packed streets where small businesses are struggling, how are customers supposed to park and give said businesses revenue? Sandy is already difficult to find parking.

The Sandy project is short-sighted and will make our local economy worse, which will negatively affect everyone in the community.

You are pushing car access and parking out making it difficult to get around. I am unable to take fixed route due to health issues but not needing LIFT yet.

For Sandy project, if a dedicated lane for buses is needed then PBOT should reduce car lanes, not parking spots. Parking helps local business (and residents) on Sandy. As usual, the city's priority for our neighborhood is how fast car commuters can get through it to the Westside where important and powerful people live and own businesses. Or in this case, adding bus lanes without disturbing those same car commuters.

The main question I have is: Will this actually serve as a true benefit to people using Trimet or is this another situation that only looks good on paper to appease the current level of unrest in our community?

Concerned about Parking for businesses on ne Sandy and the negative impact on their business

Without offering more, faster public transit there is no incentive for drivers to switch. Right now a destination that i could drive to in 7 minutes would take an hour and 4 minutes to reach by bus. Reducing this to an hour with extreme road diets, etc., is certainly not enough benefit to justify the changes or incentivize me to ride.

When the benefit is only 1-3 minutes per trip, it doesn't seem that important or high of a priority.

Concerned about impact on businesses. I don't frequent restaurants on Hawthorne very frequently any more due to the removal of parking.

Do not remove any parking

We really need to stop reducing car lanes and street parking in major thoroughfares on the east side.

Without public parking garages on the east side, the parking will just clog neighborhoods. The transit system will need a major overhaul (actual subway system!!) to make it viable and sustainable for people to stop using their cars. Especially with the amount of people who have to commute outside of PDX for work. I've lived in bigger cities with amazing public transit on the east coast and didn't own a car - Portland is not that kind of city. The transit projects need to focus, for now, on actually maintaining the streets that we have - ESPECIALLY deep on the east side. If you want to talk about helping the BIPOC community, let's talk about how they keep getting pushed further East along with the lower income white people and are forced to live in areas with abysmal streets. Many not even PAVED. You're pandering to the better off and able bodied members of our city at the detriment to the rest of us.

Stop making bikes a priority. I am disabled and don't appreciate it.

STOP TAKING AWAY DRIVING LANES!! We are never going to give up our cars. Quit making it more difficult.

Fix the freakin streets first. It's like a minefield over here. Motorist pay the taxes- not bikers walkers or bus riders. Move the traffic to parallel streets and what happens? Those streets go to crap and you don't fix them. Potholes galore. Street lighting sucks and street signs are so washed out you can't read them. I hate what you did to the Halsey area. Now I have to shop right here on Sandy- screw that up and I won't be able to shop anywhere- who is going to carry all the bags onto the bus for me?

I doubt that your team even gives a crap

Your projects keep missing the mark on how this city is growing

Similar improvements appear to be reasonable and feasible if trimet would consider express MAX and Bus lines that skip stops. This seems like it will adversely impact vehicle traffic on Sandy Blvd, resulting in increased pressure on side streets and increased exposure to hazardous air pollutants both due to the increased idling/delays and the inevitable rerouting of traffic to side streets, intentionally or via WAZE app, etc. this will also increase risk to cyclist that use the side streets.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

I am for more public transport. However, I find your implementation strategy to be a disaster. I am against removing lanes from the most congested places to increase public transport. Why is this the only way? This is a bad implementation of a good idea. All you are doing is creating more resistance, pushing more traffic to side streets. Your ideas will also increase traffic time for poor people and minorities who live on the outskirts. Good ideas, terrible implementation. Please stop taking lanes away from already congested areas. Stop the war on cars, the vast majority of residents drive. No one wants to take the bus. Stop taking away roads and lanes you're only worsening air quality by increasing idle time. Expand I-5 to 4 lanes if you want to improve air quality and reduce congestion. This is why nobody respects us as a true city.

Yes. STOP IMPLEMENTING GOOD IDEAS IN A SPITEFUL WAY. 80+% of this city drives. Most of us have no real alternatives. WHY ARE YOU TAKING LANES AWAY FROM THE BUSIEST STREETS? This is done to punish drivers, yet people drive more, and more people die because you are trying to find simplistic and spiteful solutions to real issues. Do you think we want to drive? But I have no choice. I can't take 2+ hours each way. I can't carry everything in a bus. Bike lanes are a joke. NONE ARE BEING USED OUTSIDE THE DOWNTOWN WHILE PEOPLE SPEND HOURS IN TRAFFIC. I will NOT VOTE for any more progressives, nor transport bills. And I am a die hard public transportation advocate. Stop screwing people due to politics of Eudaly. Stop implementing good ideas in a zero sum way. Stop creating more traffic, more deaths. Why can't you implement this in a way that a) doesn't hurt those who have to drive and b) using the busiest streets. You are no different than Trump.

Sandy Blvd is difficult to cross the street when walking

Projects that protect left turns and provide turnouts for busses will have the greatest impact and should be prioritized.

I do not like parking removed.

Scrap this project all together. Start over. There are streets that are still gravel in Portland. Backwards use of taxpayer money. Businesses will suffer. I don't go to businesses I can't easily park near. City commissioners have made these changes/decisions with little to no business and community opinion. Go back to the drawing board. This plan does not serve our city and you must do better. No one WANTS this plan AS IS.

When a bus doesn't pull over or pulls in at an angle it slows down all the other road users. This should be lessened and should be easier to report.

Please consider the impact to local businesses and neighboring streets if parking is to be removed on Sandy Blvd. If parking is removed, convenience to business is lessened. Diverting traffic and parking to parallel/neighboring streets would increase the burden on areas that are not equipped to handle the increase in traffic.

Do not make bus traffic better than cars just by making car traffic worse.

The Rose Lane project will make a mess for traffic, harm businesses and make it difficult to use businesses.

Projects in downtown or closest to downtown will help the most people soonest but I think personally it's good to spread around the benefits. I like the lane modifications on Sandy, due to the heavy use of this road. Build none of them. This project is a weak, poorly planned way to spend taxpayer money.

As a business owner in the Hollywood district for over 45 yrs., car parking has been a problem as comments from our customers. The curb extensions have already removed many parking spaces for customers. Any future street parking removal will hurt the many small businesses in the Hollywood district. With the recent new apartments built on Sandy Blvd (NE 28th, NE 33rd, NE 41st, NE 47th, NE 52nd, and several proposed sites, these all have very few if any parking spaces available. Maybe a possible solution would be to better synchronize traffic signals (less expensive) to improve traffic flow and safer pedestrian crossings.

The road diets and bioswales are a complete waste of my tax dollars. Please use the money for fixing potholes and putting in left-turn signals.

Don't reduce traffic lanes in Portland! Makes commutes too long! Whole project a very very very bad idea

This seems like a dumb project with little study of how the changes would actually happen and a lot of disruption for minimal travel time savings. Small businesses have been decimated by Covid and you want to experiment with taking parking spaces away from them and a long term construction project? Maybe "slow your roll" and see what traffic patterns and transit use actually look like after a vaccine is widely

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

administered. As a long term Portland resident it is refreshing to see that planners are still using weak data and shoehorning unrelated outcomes into their work, always on point with this City of Portland.

There's no room in the Hollywood district to change traffic flow, but after 57th it's almost never congested.

This will harm our already stressed independent local businesses. It feels like a direct attack on small businesses that rely on parking.

Don't mess with Sandy. Leave it alone. People can ride the #12. Stop looking for things to bother. Whatever b-----t you pull here will end up clogging residential streets. You will not get fewer people driving overall. You will get fewer people driving on Sandy, and more standstill traffic. You idiots.

Traffic has slowed down considerably by reducing lanes on Foster creating huge back-ups!

I feel that there is going to be a huge increase in traffic without a rose lane due to the number of multi unit apt's that are being built on sandy between 57th and 12th. The congestion is going to make it impossible to use sandy to get to the places I go, including the highway entrance at 38th. Removing a lane at this time is going to be catastrophic for people who use a car to transport my children to their activities or go to the grocery store.

Because of all the massive high-rise apartment buildings along major streets with no parking we can't lose anymore of the parking we still have. Just no.

USE YOUR HEAD

Reducing lane will impact travel time along Sandy Blvd greatly. Most people still drive cars.

Not Sandy blvd! COVID is likely to be around for all of 2021. Buses are too risky re: transmission.

Fix pot holes on 82nd Ave!

dont mess up traffic that is flowing well now

The potential congestion caused by removing travel lanes and parking is a huge problem and access to businesses along the project routes will be negatively affected.

Reducing bottlenecking at downtown, bridges and inner Eastside for buses and streetcars would, in my own opinion with no research to back up, greatly impact a higher majority of transit commuters in a short period

I am so annoyed with a white lady saying she is doing this for BIPOC communities when she already removed travel ability with her green lanes in historically black neighborhoods putting in bike lanes for the gentrifiers.

It will not work, and way are you wasting money on this. Fix the street first, before wasting money on transit.

Transit parking lots and/or high-rise parking buildings

You can't force public transportation by taking away lanes and parking. That's not how you're going to make change with the public. Making these decisions without vote from the public is an a-----e move. You made SE Foster worse by taking away lanes, what data or information are you going off of that forcing the reduction of lanes and parking will make lasting change. You will just increase traffic and commute time which is already an increasing inside in portland. go back to the drawing board and actually involve the public in this. And you are thinking of reducing parking in NE on Vancouver etc, where you have allowed homes to be torn down to make way for condos and apartments that will triple or more the amount of people needing to park?! And not requiring builders to make non-street parking? Do not further reduce parking where many small businesses are in popular parts of the city or you will further damage businesses more than COVID has.

Hawthorne please as part of paint and paint - but more than just at Chavez!

There is no mention of the impact on businesses along the Rose lane corridors in this survey, and I was made aware of the project via nervous business owners who will lose their street parking spaces.

More protected (by barriers/concrete) without cars required to merge through bike lanes would be much appreciated.

If you want people to ride the bus and MAX, then make it free. Make it an attractive option because we will save money. Make people want to give up their cars because they will save money.

Most people drive for work and chores. Reducing lanes does not help this growing city and makes commuting more difficult.

Do not reduce lanes of travel on Sandy Blvd for car and truck traffic. Reducing lanes will create a nightmare for those of us who drive to work!

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

Leave Sandy Blvd alone, its a well traveled street now don't mess it up

Decreasing travel to one lane on Sandy with all of the new apartments going up will create a traffic nightmare.

I think this is an awful solution because it makes travel extremely difficult causing increased traffic jams and hurting the businesses on Sandy Blvd. People are going to park in the neighborhoods causing disruption in the residential areas.

We have enough problems with traffic. Reducing streets to one lane just makes it worse.

All of these trimet changes are not working. Most people refuse to take trimet because it is not safe and takes too long to get from point A to B. When it comes to removing parking and driving lanes this is causing more accidents in the roads.

Sandy would help a lot

Seems very short-sighted and driven by political agenda, not reality. In order to save a bus rider 5 minutes/trip, you will increase traffic congestion and travel time for everyone else, with a causative: 1) increased air pollution, decreased fuel efficiency 2) road rage/driver frustration, leading to more accidents/fatalities 3) increased traffic and speeds on side streets 4) decreased parking and customer access for businesses already facing historical struggles Just because an idea has merit does not make it the right thing to do, especially when weighed against cost and negative impacts. Like it or not, reality is not everyone is within convenient walking distance of a bus stop for both their starting and end point(s).

Please have people living with vision impairments (and other physical limitations, different-abilities, etc) give you real time input on any structural, directional & other changes impacting actual use of your new space/s. Please & thank you!

They are more important ways to spend transportation dollars. I know several streets that could use sidewalks. Safety should be the priority. It seems like there's a conscience effort to make it inconvenient to get around Portland. As a long time resident Portland transportation is a lot less livable. We are seriously considering moving because of the mismanagement and lack of sensible planning.

Removing lanes from Sandy Blvd. is a terrible idea, and will make traffic there completely unbearable. It will also remove crucial parking from a lot of businesses without private lots.

none Of the above !

Where does it compare the benefits to the trade offs for the Sandy Blvd project? A 4-7 minute improvement is not much for such a long bus route. Does it include just from the east side to downtown or all the way to the SW terminus? How much will it increase the ride for those who have to drive the same distance? How much parking will be removed and where relative to restaurants and shops and workplaces along the way? There are already housing projects being built without parking for the residents that will make parking very congested in some areas. We want the NE neighborhoods to remain family friendly. Even if people use transit or bikes to commute to work, they often need to own a car for family needs.

That you have asked for comment but you have already made up your mind

I really worry about doing this change on Foster. I don't see how it can be done without destroying the neighborhood.

There are lots of concerns on Next Door about how travel times for cars would be impacted. Would be good to have some projections of impact to ease fears. Also people are worried about losing parking spaces and the impact on businesses on Sandy, so it would be good to have more details about the loss of Parking as well.

Taking away a lane of traffic specifically for buses will additionally add more traffic into already congested areas.

Many of our businesses are having financial difficulties. Anything you can do during construction to limit impacting the few customers they are getting should be a high priority.

Too much emphasis on race. You are creating division and anger. You could just a well focus on low income individuals (instead of BIPOC) and you would reach your same objectives without creating unneeded hostility.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

The lanes done on Glisan and Halsey are fine for those streets; however, doing a similar project on Sandy would be a disaster. This is a terrible idea that would snarl traffic and devastate businesses.

This is terrible. Downtown is a mess because of similar projects, and while the stated goals are good, drivers are not going to switch to public transportation, it is just going to make our already bad traffic problems even worse. I was a tri-met rider for six years until I finally bought a car, it was constantly late, dirty, and unsafe. Many routes do not make sense and have insane waits for transfers.

I have commuted to my work by cars for years as previously mentioned a 20 minute vehicle trip takes almost 2 hours on TRIMET. I have twice daily observed the bike lanes on SE 92ND AVE from STARK to POWELL and counted 4 cyclists using the bike lane in over a 6 month period. This bike lane removed a traffic lane for TRIMET buses travelling back to their garage and traffic now on SE 92ND AVE can back up all the way to DIVISION from POWELL with nary a cyclist seen riding by, And NOTE the I205 bike path is under 400 feet away. The impact of cars increasing using our neighborhood side streets to get around a project like this decreases safety for pedestrians and cyclists using neighborhood designated bike routes on neighborhood streets.

Leave Sandy alone.

I am very concerned about the removal of parking from 37th through the Hollywood district. Businesses are already struggling with the lack of parking and we do not want that area to be nothing but empty store fronts!

Do not reduce lanes of traffic and f--k the roads up like you did to Foster.

STOP TAKING PARKING SPOTS AWAY. YOU ARE DESTROYING SMALL BUSINESSES.

The Sandy Corridor is a major artery into the city- when i was able to bike commute the available bike streets worked great to get me safely to work by bicycle as Tri Met did not get me quickly into inner SE with out transfers etc -the Rose Lane Project seems superfluous and unnecessary and will cripple the commuters and delivery peoples who rely on this thoroughfare

Doing the Sandy Blvd route would have obvious immense benefits, but I trust your judgment on which route is better for the people of the city overall

Portland is becoming an increasingly difficult place to drive in. Mass transit is not an time efficient method of transportation. Your environmental claims are nonsense. The reduction in livability in Portland due to previously completed projects is already felt by me. I regularly laugh at the absurdity and oppression you force on your subjects by your 4 to 2 lane reductions and decreased speed limits. People will leave.

Don't listen to complainers. Foster is thousand times nicer, can't wait for Sandy and Halsey to change as well. Avoid confusing/non-standard signals and striping.

Build none. Truly do not understand why PBOT continues to remove laned of traffic that then impacts side streets where there is more foot and bike traffic. You've completely messed up Foster and Burnside with one lane sections. We no longer patronize those areas. Foot traffic seems to be in greater jeopardy. It's mind boggling why you think any of this is fantastic idea and has any benefit to the neighborhood. You all must live on the west side as you have no clue as to what you're doing.

Take your time and ease be diligent in researching/testing your ideas. So far, the proposed plans appear counterproductive.

Do not take away parking!!!! Small business owners along Sandy already have much to contend with without taking away parking. Portland thinks everyone can bike or take public transportation to work but many many of us can't. Please address the reality of how people commute and get around vs the fantasy that we are/will become a city of bikers and public transportation users. Portland must get cleaned up first before thinking we are going to head out into the lawless city Portland has become.

You already know the Black community does not like these projects that attempt to force people not to use cars and take away parking.

The westbound left turn lane from 57th onto Sandy, coupled with the now-moved bus stop will create a disaster at some point. Not enough room behind the bus for traffic to wait, cars caught in the intersection try to go around, driving in the oncoming traffic turn lane.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

I fear you are sacrificing safety, of walkers, cyclists and drivers by weird and confusing lane additions and changes (see above). A smooth, predictable, consistent flow of traffic is easier to navigate for all. The addition of more bus routes, especially crosstown and to employment hubs (why is there not a bus on 82nd from Sandy to the airport/Cascade station, where there are always people walking along the side of the road to work?) to eliminate transfers and reach more places would do more to serve commuters that shaving a few minutes off a few lines. Most people I know don't ride transit because it takes too long to get where they need to go, including several transfers. We go all over the city, not just back and forth to downtown (esp. now!). And if we want to make the in and out of the city lines faster we need to bite the bullet and go big with a real subway or elevated line, not these half-a***ed fixes. I think we need to look at the bigger, and long range picture before investing in small changes that we will have to change again, and start, even if it is slow, the system we want in 50 years, subways, etc., not just strange traffic patterns that we hope might help.

I think people who travel this route for work and who depend on public transportation for a speedy commute near to where they live (East County) is the important thing for less stress.

This is a bad bad idea. It will crush small businesses that are already struggling and jam up traffic that will worsen air quality and remove parking which is already terrible due to large development that doesn't have enough parking for residents

This project is a titanic waste of taxpayer dollars.

The summary of benefits for the Sandy project states: "Combined, Line 12 buses are delayed for 78 hours each day due to traffic.* If you add that up for all Line 12 riders, that's 5,138 hours of people's time lost!" That though ignores that absent an expansion of capacity, a much larger number of commuters will experience delays. Those delays will result if more pollution and loss of productivity.

You stated theses project guidelines: The Rose Lane Project is guided by the following measures, which describe the outcomes we want to realize through the program: "People of color will experience average commute times that are comparable to average commute times for white people." "People will consider public transit to be a rapid and reliable choice for their daily transportation needs (live, work, worship, and play)." "People who use public transit will have more choices for where they want to live and work." "People who use public transit will experience decreased transportation costs in both time and money." "People living near congested corridors experience better overall air quality." HOW did you *even* dream up these cockamamie guiding principles? They have nothing to do with the traffic constriction on Sandy Blvd. that is going to create HAVOC on regular mortal lives. Get your heads out of fantasy and leave a normal, functioning road alone!

I think you should be rolling this out slowly, not shocking PDX with changes to every major street in SE/NE all at once. Many people are still working from home right now, and you cannot feel the impact of these vast changes until social distancing/covid pandemic is truly over, which will cram traffic onto small neighborhood roads which will be a huge risk to safety for drivers, pedestrians, kids, and cyclists. Also many small businesses have been devastated by the pandemic, seems like a nail in the coffin to take away street parking during the recovery period from all this, when their business may have a shot at turning around.

I dont understand why all of these rose lane projects only save a minute or two in travel time end to end, when congestion can make the trip 30 min longer than normal

As a homeowning neighbor I very much support your efforts to promote better and less car dependent transportation

These projects will destroy businesses in the areas where parking is removed. Saving 15 minutes isn't worth the destruction of our neighborhoods. COVID-19 has already closed many for good.

During rush hour look at how many drivers from Washington are on Sandy. With only one lane it will be chaos.

Please include tons of signage in any of these projects! The lanes only work of people understand how they work before they have to decide what to do upon approaching them. Portland is infamous for posting signs after you need to make a decision (esp in a car)

In my neighborhood there is not enough parking as it is. I am concerned that this will exacerbate the problem.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

With increased housing density in the Hollywood District and Grant Park areas, we need all the street parking we can get. It is currently a falsity that if you live in one of the newer buildings, you are more likely to bike or walk therefore parking in the buildings or on the street is needed. For example, it is now hard to do business at the US Bank on NE 42nd just off Sandy because you can't find parking there. This one example. Having parking around Paulsen's, Rite Aid, Whole Foods is also important. The more you remove parking, the more people (who already do) will park on my residential block making it unsafe for us to pull out of the driveways. Leave parking on Sandy.

There are no valid KPI's for these projects. Ridership is down because of COVID, when it's over and riders return, it is an invalid argument to say the Rose Lane's are a success.

Not Sandy blvd!

I really do enjoy being able to park in front of a business on Sandy, Gilsan etc. there aren't enough parking lots and people get really upset when their neighborhood streets are taken up by people parking for businesses.

stay away from Sandy Blvd. It's a vital artery and removing street parking will only hurt those businesses that are already struggling.

We are not New York City and never will be. These projects do more harm than good.

Do not pursue the Rose Lane Project. Share rides (Uber Lyft) are the future.

Stop this madness.

Have seen this on Foster. Up to 4 block back ups at signals! Worst travel time on most days.

I have not seen improvements in transit throughput with the right turn only except bus lanes on the central east side.

I used to ride the #12 bus but stopped because it was so slow, and often off schedule because of traffic. There were many times where I was able to jog home along Sandy Blvd. and beat the #12 to the Hollywood District - and I am a slow jogger!

Solutions that will last or can be improved will determine how livable Portland metro will be. As weather patterns change, more folks with means will be moving here. The focus on equity is right on. Also include appeal campaign to get more riders. General impression: "Streetcars are sexy. Buses are dirty."

I'd hate to see Sandy blvd go the way of Powell. I do not see it worth the cost of losing lanes on Sandy. I could see no parking available on Sandy, but do not cut out driving lanes.

Stop taking away parking. It just creates more congestion. This will also increase traffic on the sidestreets because people with cars will look for ways to get around the bottlenecks. PBOT is the biggest failure of Portland government.

Yes. Go back to the table and consider what 2020 has done and how can Portland be rebuilt so that areas can be neighborhoods which are inclusive and not just become generic transit stops, where small businesses have a chance to be rebuilt and supported, where the word diversity also includes also a diversity of ages and economic abilities.

My main concern is that removing lanes on NE Sandy will increase traffic congestion on Sandy traveling SE in the morning commute, between 57th and I-84. It already can take 20 minutes or more to travel 20 blocks for those of us who rely on the freeway.

Figure out the safety of the riders and the impact of the flow of traffic. More people drive than ride and it seems like traffic will slow and I doubt you'll see an increase in ridership because people feel unsafe with all the violence.

It is another example of tremendous waste to force people into what the minority and bureaucrats feel is important

Businesses need more parking not less. Also, the focus on BIPOC is just political correctness gone astray. It's trendy but you are creating divisions in society, not unity. A much better approach is to support transit for ALL citizens.

Waste of tax dollars.

Take a look around. Bus stops are not in the right place or too far away from each other. Busses are the major traffic problem. Streetcars are the best. And if there is no street parking then I won't shop there.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

You know, delayed and diverted car and truck traffic could offset the air quality improvement you want to see from decreased bus time.

Don't take car lanes away got buses or bikes. Portland has done too much of that. We're a city that has the beach and mountains an hour away - people have cars and people drive. The money that supports this city are from people who have cars. Don't punish that.

Parking is too difficult already. Please stop taking driving lanes and parking away.

stupidest waste of tax payer money next to the bike lanes no one uses

Ode project will propel cars to use side streets and congest them. This idea was dreamed up and proposed rather sloppily . It will NOT help the people but will make construction owners very happy- laughing all the way to the bank

I'd like to see street and sidewalk improvements prioritized before these improvements are undertaken. Kids and neighborhoods need adequate streets and sidewalks.

I don't support the idea of reducing lanes on these streets. If a bus lane can be created *without* removing existing lanes, that might be good, but reducing lanes in already busy streets is not the answer. The number of car drivers who will then switch to the bus will not offset the insanely heavy traffic this is going to create. The phrase "s--t show" comes to mind. Bad, bad idea.

Please make sure all rose lanes support all non-automobile transit, primarily bikes. Allowing carpools should also be considered.

You should NOT implement Rose Lanes where car lanes would be reduced to one lane. The impact on congestion and resulting pollution would exceed any benefit on increased bus efficiency.

Please don't make our car traffic worse and take away parking from our businesses. Business is in enough trouble already!

Stop taking car traffic lanes away. It hurts businesses. Ease of parking is a primary consideration of where I shop for my tools, products, equipment & groceries. I cannot rely on bike for these reasons, as well as theft concern with leaving my bike out of my sight for even a minute.

Sandy blvd!

PBOT is dysfunctional

Stop all these projects. Transit expansion will not be needed for many years due to the new reality that covid has created. Give the money back to the tax payers. This is a Democrat's perspective.

STOP SPENDING MONEY LIKE THIS!

Was there any survey on how this project will impact business in the area involved, the cost to the city and how commuters will be effect. This project should be delayed as we don't have any money to fund this project

Reducing lanes for cars doesn't make sense. People driving cars are not going to change their transportation mode bc it's not convenient and it's not safe. So you will just make congestion work.

Please don't make major arterials like Sandy more congested with traffic by removing lanes.

Businesses will be the most impacted as I will not shop or choose a business if there is not parking available. I refuse to travel by bus if it takes me more than 30mins to get to a business then have to turn around and ride another 30+mins to my destination. Plus the safety on buses and max is way too risky. Unfortunately, I refuse to allow my daughter to ride trimet to and from school due to safety concerns. My eldest daughter did ride trimet to and from school for 4 years, but the safety has dramatically gone down that we will not consider this for my younger daughter.

Hmmm....don't create anymore reduced lane and/or one-way streets.

Taking away parking for businesses to benefit bicycle riders will negatively impact businesses and back up traffic. You won't solve traffic issues because these proposed changes will just take traffic through residential neighborhoods BAD IDEA!!!

Harming the few businesses surviving. No place for elderly customers to park. Very ageist. Cannot take elderly parents on public transportation. THEY ARE TERRIFIED. Feces, graffiti, assaults, have to now use car 100%. Can no longer safely walk to Max or bus in Hollywood.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

None of them! It would be different if you could manage the streets that you have already!

I am living with the mess you have created on SE Division Street & SE Foster Road and this project will create the same. I also take offense to the fact that you specifically differentiate between White & BIPOC. What a crock. The more you people focus on the differences the more you drive the wedge that separates us and creates conflict.

We should not be limiting car lanes or parking

No one sane wants to ride public transit in this city. You'll get knifed, raped or have your hair cut and heaven forbid, you're a well-off, middle class person and you will be looked at as the criminal. Crazy homeless people and Jeremy Christian, anyone? I won't ride public transit in Portland until that piece of s--t Jeremy Christian is executed. Only then will I feel this city has the safety of its citizens in mind.

Minimal impact proposed projects should be built and proposed projects that would negatively impact auto passage and parking should be discarded. If you really want to speed mass transit, then make a dedicated street to bikes and mass transit separately from auto passage, even though it may have to displace some housing. The decisions of PBOT are causing more congestion and unsafe situations for bikes, buses, and cars by trying to squish them all on the same roads. It is making everyone angrier and leading to road rage, and hindering the prosperity of small businesses. In this time of pandemic stress and loss of income, we should be spending our money wisely and not inefficiently.

Very bad idea to make Sandy Blvd. a two lane road. Way to many travelers leaving downtown to NW Portland. Leave it the way it is!

I'm really not in favor of any of these projects. Local business has been hurt enough and there are better ways to spend our tax dollars. Take out bike lanes instead of parking.

It absolutely does not make sense to remove lanes from thoroughfares in an effort to increase the speed of public transit. Buses still require regular stops for riders which negates the benefits of a dedicated lane.

I'm concerned about the impact on rebuilding ridership post-COVID. I know lots of people who no longer ride because they no longer work downtown. If we go back to work, I'd like to see us go back to riding. BUT I care more about keeping the local businesses alive than rejiggering the streets. Will restaurants get to keep their "parklet" spaces they are using for outdoor dining?

I am glad that improvements are being made.

Chloe was voted out for her crazy ideas and yet the city is still moving forward with her "vision". This is expensive even if the city only paints the streets red. Look at the expense of the green bike boxes. How can you proceed with this in a time when mass transit isn't safe due to the pandemic and lack of police and our city has so many really pressing issues such as gun violence, homelessness, sanitation, garbage, drug use, riots, graffiti and so many other important issues that really affect the entire city.

Is any money be earmarked for cleaning the buses on a regular basis?

After studying the interactive maps I am disappointed to say that I don't think most of these are worth the amount of money involved to implement them.

Does it impact parking to businesses? That is a factor on where I go. If it's far away I'll choose other places. Wish PBOT would quit wasting our taxpayer dollars especially being destructive + creating more HAZARDOUS driving conditions!!!

Build the ones where there is room to build them, not where it is already crowded.

You're wasting out tax dollars. Just make a bus service that works and people will use it.

Very few ride transit to merit inconveniencing a whole lane of traffic for a xx bus that goes by infrequently. More bureaucratic tape shoved down our throats for benefiting your egos.

Repair the roads we already have - especially in the poorer areas. The rich neighborhoods have excellent roads and streets.

Not sure how making Sandy Blvd a parking lot during rush hr would improve anything for the area. This is not a viable option to pursue.

Businesses on Sandy Blvd have recently (pre-Covid) been opening and they need street parking to be able to thrive. Removing this small business support is not good for the neighborhood.

Leave Sandy Blvd alone. This will only cause more congestion

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

more safe bike lanes

Older folks need to be able to drive since we can't all bike or deal with public Em transit

There are numerous multi-unit apartment/condo buildings going up on NE Sandy between 45th and 57th, none of which have parking lots built in or adjacent to said buildings. Removal of street parking added to this situation will have unintended consequences - idling waiting for a parking spot, circling residential blocks for parking, etc. What is PBOT's role (if any) when dense housing is proposed? It seems like the environmental impact of traffic will be pushed further into neighborhoods actually.

Not at all pleased about the disappearance of parking

I would suggest you fix the potholes first rather than spend even more money on areas that you that make these decisions do not even live.

Sandy is already a nightmare with only 2 lanes each direction. This will make it worse through intersections and back up traffic even more. Also taking away street parking will have a huge negative affect on already struggling businesses. And trying to hide this behind the guise of helping BIPOC riders...shame on you. If you really want to help them lower fares, put more frequent routes to areas with predominantly BIPOC folx and make it safer for them as riders (especially woman). Don't use diversity to push your own agenda. That just reeks of white savior complex and privilege.

Hopefully it will not be like Halsey & Wiedler or 102nd, which have in my opinion been ruined!

Has anyone factored in decreased public ridership during pandemic?

WHICH "proposed projects" are you stating?

Sandy blvd businesses depend on on street parking

People who have to take mass transit do, people who have cars and can pay for insurance drive cars. I like this project better than all the added bike lanes.or the horrible job done with the project zero in East County. Cutting down lanes, making weird parking spots in triangles that are hard to understand, stupid bumps when you are turning on places on stark and halsey...buses and fire trucks can hardly turn...horrible horrible project. Just read nextdoor...people are still mad.

I would rathe that sandy be left as is

These main thoroughfares need to have plenty of parking and traffic needs to flow for those driving. The businesses that have been so affected by Covid cannot withstand more loss of business from decreased parking.

This is a massive waist of money until people feel remotely safe on purchasing transit

couldn't figure out what changes are proposed at NE 57th & Sandy from your obscure on line open house information

Stop messing with pdx and fix the homeless situation

This is a f-----g joke. You propose to cut one of the major surface routes down to one lane each way for cars. Ridiculous. Traffic through bordering neighborhoods and parking will be a nightmare. People will not just decide to ride a bike because of limited car access. And has any thought been given to deliveries by truck to the businesses(sp?)in the affected areas? Imagine driving a 18 wheeler down this new route. I am heartily sick of Portland trying to reinvent the wheel. We are 10 years behind on road repairs and this is a judicious use of taxpayer money? A change at city hall and a city manager, not an elected board of twits can't come soon enough!

Taking away parking will greatly impact our businesses

Eastside improvements have often been neglected, ignored, residents seemed powerless, so - move it up in priority, why don't you!

I appreciate these are difficult issues trying to balance all the competing needs/desires.

I am a Portland resident from birth. I have worked for the Tri-Met and driven bus in Portland. I do NOT believe that this project is a asset to our transit system, or people who do not ride the transit system.

Anything to reduce car usage please I beg you.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

Covid has been a financial burden to businesses now you want to take away parking? This will negatively impact businesses in the area. Seems like there is a prejudice for people driving cars or trucks and favoring bicycle riders. What's the deal?

NONE of these projects should be built. Parking is already minimal on Sandy Blvd....and now you want to remove more? Are you trying to put the small business owners out of business??? I can't believe that you want to reduce lanes, create bottle necking add to the drivers commute time, to encourage ridership of buses and max, which with COVID is a TERRIBLE IDEA! I suppose if your goal is to continue reducing the population in Portland this might be a great way to do it, force masses of people to ride together and spread that COVID!

Please ask the neighborhoods that you are impacting. Just because the wizards in Portland DOT think this is a good idea, doesn't mean our neighborhoods do.

I don't think you need to do any of it!! I've seen it done on 102nd there are no people in the bike lanes nothing but congestion for cars!!

Hire some f-----g traffic cops you a-----s.

Is there really any point to this survey? Won't you all just go ahead with what you have planned, no matter what the results of the survey are?

Anything but Sandy Blvd. please leave it alone.

Do NOT build the Sandy Blvd. Rose Lane. The roadway suffers severe congestion, system failures during peak commute times due to its use as a bypass. Businesses will be ruined by loss of on-street parking.

Neighborhoods will suffer from through-traffic trying to cut through due to Rose Lane "improvement".

Congestion will double causing even more air pollution, opposite from your "assessment"(which is absolutely false!)

Line 6 and Line 12 improvements seem significant and should probably get bumped to the front of the line.

I encourage the team to think holistically. Reducing car traffic and advantaging those taking public transit is key to reducing pollution (noise and emissions) in our neighborhoods thus making walking and biking also good alternatives to driving. We must encourage and incentivize folks getting out of their single occupancy vehicles. Thank you!

I hope Trimet and PBOT will collaborate to continue to explore more options for N/S travel by bus. We need more N/S routes in the inner Eastside in general. I understand that is less likely to be a priority because of who lives in inner East, but I think long-term it will make the bus network more competitive with driving, which should benefit the network and all riders overall.

This survey ignores the tradeoffs by drivers affected by PBOT efforts. Many of which are the same people affected disproportionately in general, and that this project claims to benefit.

There are many diverse voices in Hillside Neighborhood. Please listen to riders and workers.

I am OPPOSED to the proposed Bus-Only Lanes in Hillside Commercial District. have any studies been done to assess the impact of proposed bus-only lanes?

Removing parking is great! Cars are unhealthy

It is critical that there are projects that visibly enhance the performance of transit for areas with under-served populations, such as neighborhoods east of I-205.

Please, please paint the bus lanes we currently have red to help autos see them (Transit Mall, NW Everett btwn 1st & 5th, SW Madison btwn 2nd & 5th, SE 82nd btwn Monterey & King especially)

Thank you for building the rose lane project.

build more roads

Traffic is crappy enough. Quit messing with the roads.

In the last year it has become difficult to park in my neighborhood. I am now walking two blocks to get to and from my car. This includes carrying groceries, etc. I am fortunate that I am able bodied, but I can't say the same for my elderly neighbor who is having a worse time than me. I must drive to get to work, and drive all over town to meet with multiple clients a day, nearly everyday. There is no "car-less" option for me 5 days a week, 9-5pm. Just because you harvest lanes and parking doesn't mean people will stop owning or needing cars.

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

This is a god awful idea.

Improve access for people or color, shorten travel times to job access

This is a waste of time and project should be scrapped until people start using public transportation again

Portland needs great transit, so please don't let labor unions get in the way!

Make transit free for all.

Car needs access to the rose lanes during non-rush hours, especially in east county. Pbot seems to think that you can bus your entire family to daycare, soccer practice and to and from work but that is b-----t.

César Chavez should be a high priority, same with Hawthorne.

Please consider including 25 bus line traveling south on Greeley from Lombard - huge backups and delays to bus due to single car traffic

In addition to bipoc equity, prioritize ride time and frequency. In the future track the ratio between public transit vs personal drive. When that ratio will approach to 1, more and more people will switch to transit, which will be a virtuous cycle. Currently, with 2 small kids and 2 jobs on different corners of the city, public transit would take 7x longer than driving.

Should fix the streets so first responders can do their jobs and not wait for a TriMet bus to get out of the way.

Please continue to center equity and transportation access for pedestrians and transit riders.

This is a great idea and I look forward to construction.

None of them. We are in a fiscal crisis.

Please, wherever possible, leverage these projects to enhance the City's Pedestrian and Bicycle Master Plans. These modes should be complementary and work better when the connections are seamless.

Having cars idling in one lane makes air quality much worse, and encourages people to cut through neighborhoods, making it impossible to achieve "Vision Zero" (which is arguably impossible).

Projects that coincide with improved walking and biking facilities should be prioritized.

Rose lanes should remove street parking outright and reduce lanes to further improve travel times for buses. For example, 1 min time savings is not good enough on Cesar Chavez Blvd.

I wonder if there is a way to improve the bike/pedestrian experience crossing I84 on Sandy as you add in the bus lane. At the very least be aware that is a tricky tricky place for bikes!

Confusion- Rose lane projects make travel in Portland confusing for drivers, riders and pedestrians.

Confusion leads to poor safety. Lack of parking leads to unnecessary circling the neighborhood looking for same. Lane reduction leads to congestion, delays, noise and smog.

Increased public transportation along Sandy Blvd would have a positive impact on the surrounding community. Less car traffic and more access is a win.

Projects on bus lines with less frequency could benefit riders more than ones on lines with greater frequency.

I hope that the Rose will investigate the nexus of dedicated bus lanes and bike infrastructure--especially a solution that allows bikes to use the improved bus lanes. That's a win for both riders and bikers!

Urge caution to NOT reduce pedestrian connectivity choices and accessibility options in pedestrian districts (e.g. Hawthorne Blvd) by not closing existing crossings (e.g. Foster Streetscape). Similarly, bikes and transit are complimentary services and shouldn't be pitted against one another in a zero sum analysis of our roads without first analyzing removal of parking in public right of way and reduction of standard travel lanes. A "bus mall" on the eastside corridors is conceivable and preferable to reducing low-impact-transportation access to our commercial streets and districts.

I'm highly supportive, and can't wait to see more of this around town.

Trips to/from downtown should not be the only priority. Getting downtown is already easy via public transit, I drive when going to another part of town would require a downtown transfer and delay.

I could see a big benefit on N/Williams/Vancouver, unsure of other areas. If traffic speed decreases on busy roads it may push cars to more side streets.

What lines will see the greatest improvement for riders who commute the farthest? That's what I'd prioritize first as those people spend the most time on the bus. Like don't put me first, my commute is all inner

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

Portland and it's not that bad. Although I can imagine some inner city locations might be high priorities is they are bottlenecks that show down lines as a whole. Anyway, you all have that data on speeds and ridership, not me.

You have to address the problem of getting people to stop driving their cars so much. Making it so that people WANT to use mass transit is critical. Transitioning GM after the bailout of that company to a company that made bullet trains and more light rail would be an illustration of the type of development necessary if we are to adopt policies like a green new deal instead of a return to "normal" (everybody driving and creating gridlock, internal combustion engine / fossil fuels reigning supreme).

I'm all for public transit. Portland's system is not good, so improvements need to be made. BUT Portland is also heavy on car usage and all the stupid stuff PBOT is doing to eliminate lanes on roads is just creating more of a mess. Think about the big picture. Really feels like PBOT continues to have priorities in screwed up.

I think we may need to reach a certain tipping point before we'll see widespread effects. I hope to see a broad shift in our collective behavior, which won't be accomplished by a small number of piecemeal projects, but by making public transit and active transit preferable to driving on the whole.

do not alienate drivers

Bike lane on East Burnside shouldn't be between the bus and the curb. It should be on the left side of the bus lane, like it is on SW Madison.

More MAX lines and trains! The bus is fine, but they seem to be much more prone to delays and traffic.

I don't mean to second-guess your research-based decision making, but looking at the map, it sure seems like areas outside downtown/the Pearl/NW are being kind of left out. From a total layperson's perspective, of course!

Better bus stops is extremely important for safety and comfortability and is shown to dramatically increase ridership.

Please do not put bike/bus lanes on rail lanes. It's not very safe to ride a bike with the rail tracks, and while I can maneuver, cars who edge into the lane often make safe travel difficult.

High-quality transit should take precedence over SOVs and on-street car storage. Please don't get bogged down in endless traffic modeling or concern about making on-street car storage less convenient. Our city's values should drive the decision making, and SOV convenience isn't one of them.

I use all modes to get around - mostly bike, but I have a car, take the bus, occasionally use uber, etc. I think that it is important for PBOT to remember that accomplishing its goals - especially reducing travel time disparities, improving air quality along congested corridors - will require space to be reallocated from parking and auto-priority use, to transit/cycling/walking use. We have to reign in single-occupancy vehicle use to realize these goals.

PBOT and the City of Portland have not to date shown an ability to 1) mitigate harms to BIPOC from large construction projects and 2) equitably deliver benefits of infrastructure improvements to BIPOC residents in areas of improvement. I do not have much faith that this will change despite the language you're using here.

6 line is too slow & crowded

bikes lanes please!!

Since covid, I've replaced bussing with biking, for the most part. I only bus when it's raining hard. I've noticed that biking on the Burnside bridge is very comfortable, not like it used to be. Please, when you make these bus lanes, but a bike lane near the curb so we are far removed from the speeders. Bus drivers are so much better at driving!

You are finally getting at the problem - what you've done for busses so far has created more tra

The Cully corridor as it is the quickest route downtown from the NE

The rose lane on southbound Greeley Avenue looks unfinished, there is a large gap in the middle with permanently parked cars blocking the path of the bus and forcing it to re-merge with congested traffic. It will be less effective unless it continues unimpeded from Rosa Parks to Killingsworth.

This is exciting! I'm especially excited about the research being done on how to have bikes and buses safely share lines. As a frequent bicyclist, having safe relatively car-free ways to commute and get around the city is

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

incredibly important. I also appreciate prioritizing BIPOC travellers, and love seeing more development in the North and East parts of Portland

I'd look for some more impactful projects to work on. Given how few people travel end-to-end, the travel time improvements are, for the most part, insignificant, and will not produce the benefits in climate change and ridership you are promising.

The proposed impacts to Cesar Chavez will be a disaster. This is one of the few north south routes in east portland that actually works. Shutting it down to one traffic lane each way for cars will hurt communities and send speeding traffic into the neighborhoods. I dont drive very often, once or twice a week, Cesar Chavez is a wall of cars all day and all night. If you reduce this to one lane each way, where will these cars go?

I prioritized transit time over BIPOC benefits because time saved is also a benefit for BIPOC. I prioritized bike lanes because when cyclists have to decide between speed/impedance caused by traffic regulation and likelihood of collisions the cost will be in lives or motivation to continue cycling

Many, *MANY* low-income and BIPOC people cycle to work and to get around. PLEASE make sure bus lanes are not built at the expense of protected bike lanes on arterials, or you are NOT building an equitable transit system.

I know you will face resistance, but I hope that a few good examples will help the haters see the benefits of faster public transit!

I think doing a line at a time and really showing off the benefits would be useful. Working on line #4 or #6 would show a big benefit (and help me personally)

Goodbye Chloe Nice to see you go You've helped make Portland the pit it is today

Prioritize whichever projects will improve transit times for the most riders.

Besides the fact that you want to solve racism with racism? You just make traffic worse. Not everyone who's "not white" takes public transit. There are so many trades who have to drive. How about delivery drivers? Also your affordability questions are flawed. Nothing is free. Cheaper fares mean higher taxes for others and businesses. Oh and did you know poor white people exist? Oh and here's some Portland demographics for you White: 77.10% Asian: 8.06% Black or African American: 5.76% Two or more races: 5.51%. How about talking about helping ALL poor people or hell just ALL people. This white guilt b-----t has got to go.

This project seems terribly biased and will impact single family households with special needs children who may not live near their houses. It will also impact people who work in a gig job and may need to drive themselves to and from "work". Please reconsider.

No. I ceased to be a regular transit rider when I started bike commuting, and now I'm not commuting at all. Build where there's already ridership.

You have screwed up a number of streets in NE Portland that has almost doubled travel time. Idle time, waste gas and time ..

The City should remove free parking and install transit only lanes. People should have free transit, not free storage.

Please prioritize protected bike lanes over bus lanes.

Many of the problems with this from a cycling point of view could be solved by explicitly allowing cyclists to ride in the rose lanes. If you aren't going to have separated bicycle lanes on a street like sandy for instance then you need to allow cyclists to use the rose lane so they don't have to be exposed to the inevitable road rage from drivers if they attempt to ride in the only remaining vehicle lane.

Please consider adding sidewalks on Terwilliger between Lobelia St and Boones Ferry Road to make lines 38/39 more accessible. Also adding bus shelters on those stops to make it more safe and comfortable.

Big mistake narrowing Foster to one lane each direction because now the Rose Lane will choke Foster to a sure death as a street. I see that the Foster change produced 99 percent negative comments.

With the defeat of the Metro transportation measure, the entire Barbur corridor should receive a continuous painted Rose Lane to immediately give transit a leg up in that corridor and deliver benefits to the marginalized east African community in West Portland Town Center.

I find any mention of race, color or ethnicity extremely offensive.

I love Rose Lanes! Build as many as you can as fast as you can :)

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

Chole got fired. You're next.

An increase in frequency on line 75 (ideally to every ten minutes or less) would make the decision to take the bus much easier for me.

I see Flavel Drive on the list of proposed improvement projects, it would be nice to have a bike lane on Flavel Drive from 52nd to Johnson Creek

SW Capitol Hwy, especially the hill going up to Hillsdale, badly needs a dedicated bus lane. It will actually speed up travel times for everyone b/c cars will no longer get hung up at the stop just before Sunset. And it's just wrong to have dozens of people in buses wait behind single-occupancy cars for the light at Sunset.

Personally, I would benefit most from the 15, 14, 4, and 20

Inner Hawthorne is a DANGEROUS road for my BIPOC childrens to interact with. Please reduce the number of travel lanes by giving lane space to cyclists and priority for buses so I can commute more easily without fearing for my children's life. I have no car.

Like most of PBOT's projects, the benefit all goes to downtown and East of the Willamette. I see very little benefit for the Southwest at all. B-H Hwy is listed as a 'priority' in the report but not on your map of planned projects. Barbur is dependent on funding for MAX that just got defeated at the ballot. Build what you want on the east side - it won't help me at all. I honestly don't know why I participate in these online surveys.

Love it! Let's go!

Please build out the improvements on Burnside and 82nd as they are high ridership corridors with very frequent delays

My quality of life keeps going down whenever new PBOT plans go into effect. More traffic on my street. Difficulty getting out of my driveway. Increase noise from buses.

Can Trimet re-evaluate bus stop locations in connection with travel time savings, enhanced boarding platforms, and traffic lights to also improve travel time?

I'm not sure that the survey questions 9 and 10 are designed properly. The questions doesn't explicitly ask for a ranking (especially #9), but the bubbles force a ranked response (i.e. it's not possible to say that more than one item has a "strong benefit").

Make transit free!

122nd needs help.

More safe crosswalks. Also add bus priority to traffic lights, particularly around the bridges.

Why only buses and street cards in the Rose Lane? Have delivery vehicles been considered?

ones to help the most riders

Build as many of these projects as possible!

Hoping to build projects that will impact BIPOC communities first

I don't know why you continue to want to shrink rather than expand our roads. I'm all in favor of better options for POCs and anyone else who needs public transportation, but I don't see this as anything that will make a real impact. Seems like a band aid, like the 20 MPH thing that everyone ignores. Portland is too small to take away driving lanes. Put in things like left hand turn lights, time the lights, have less red lights in the first place. That's what truly adds to pollution and long commute times. This project will only make it worse for everyone. Maybe have more bus routes and more frequency.

How will the Rose Lane Project personally impact you?

I rely on the 75 to get to and from work, and it can be very unreliable--sometimes half an hour late on a line that's supposed to run every 15 min. That's a big impact and can make me late for work or for picking up my child from care

There should be construction sites to be adequately blocked for those who can't see. Also want increased and consistent notification to pedestrians in advance of project start and end.

Maybe not much. My biggest problem is the 12th St freight train blocking my access to MAX , #2 bus diverted around my destination stops, and #70 delayed for 30 min or more. Fixing the freight train chuffing issue is alot more important to me than Rose Lanes.

Very little.

I'm not in favor of the changes to the intersection at 57th and Sandy. It is hard enough to turn left on Sandy as currently configured, this will only make things worse. Maybe a left turn light at 47th and Sandy could help?

I do not believe it will impact me at all

Speed up my travel time to work

Because of work I do, I am a Daily Trimet Rider on Buses, Max, and Streetcars.

I own a beauty shop and have people who are elderly and /or handicapped. There needs to be street parking for them. Lack of parking will negatively impact my woman owned business

Live near Hawthorne.

I used to live in an area that would have been greatly benefitted by the Rose Lanes, but due to Covid and income loss we were forced to move to the outer part of the city and unfortunately the Rose Lanes will not impact my future transit use.

More as a driver: Having more to pay attention to in an already crowded, busy, and potentially hazardous traffic environment.

Make day-to-day life harder by impeding driving (to childcare, to my work, to my partner's work—and back again, plus to get groceries and prescriptions—and all other essential daily activities).

Some of the changes on the 12 line will personally impact me but I have yet to actually see how. I am concerned about possible stop removal on that line.

Slow down grocery shopping.

no way since i do not depend on a private car to get around

Make the city less accessible by greatly increasing driving times while minimally decreasing bus times.

It will have almost no impact when I ride and a large impact when I drive.

Only way that it might, would be in a more frequent schedule on Line 20.

Faster travel times.

i'm not totally sure yet

Was a frequent user of 54/56 and OHSU express buses. Great idea for them. Occasional user of #6 within downtown. I hope it won't negatively impact parking and bike lanes in downtown.

Lessen traffic congestion and allow for the speedy transport of the workforce.

More frequent and reliable commute would be an incentive for me to stay away from driving my own car. But if the cost of using public transit is more expensive than my gas, I'd opt to bike to work instead of bus/max to work when I don't drive to work.

I used transit daily and plan to continue.

Decrease transit time to work

If the bus goes faster bus riders go faster.

not very much -- main commute is on MAX line, which both home and work are very close to

I don't know.

If the 12 can be quick and consistent it will give me an alternative on bad weather days to get my kids to school

I ride the 56/61 to get to work—a bus trip that takes 3 times as long as driving

I'm hoping it will make trips on the 15 quicker and more reliable.

It won't make the bus any more attractive. It will just make my life more miserable.

How will the Rose Lane Project personally impact you?

During the pandemic, I explored more options to travel around Portland like the bus, max, and streetcar. These travel options are fairly affordable, but not always reliable when it comes to arrival and travel time. The Rose Lane Project would make travel time and the frequency of the bus great for regular travel especially after the pandemic when more people return to public transit.

Less crowded buses during peak AM/PM times when high school students especially are riding.

It could make line 75 a lot more useable on weekdays, if it improves the reliability of the line by getting the buses out of traffic and back on schedule.

Savings in travel time

Line 20 faster service

If the Rose Lang Project cuts down time on my commute once I go back to working in-person, it could save me a lot in the long run since I have to commute from almost Tigard to the Hollywood District.

Great idea. helps us eliminate gas car pollution

If I can't catch the 43, I have to take the 12. I am physically less than optimal, so anything closer and faster is great.

It will affect how I get around the city. More importantly, it will affect underserved communities.

It would likely improve transit time and reliability for my commute to PSU

I live almost on the Clackamas County line, so the benefits will accrue mostly on lines to which I transfer.

I will be more likely to ride the bus

faster service on route #54

See above. I would rather see you put more money and consideration into the protection of your riders and damn it. the drivers you employ! i.e.: I've heard from at least 5 different drivers that they were told not to ask people to put on masks!!! I've ridden with passengers with no mask or a mask under their chin for 10 months before you made an announcement that masks had to cover rider's noses. Put some money into Trimet security, especially on the MAX. Put money into expanding bus lines, especially in Washington County, who, by the way, pays more in employee tax than the other 2 counties making up the Metro area.

It may decrease travel time to and from work.

It doesn't improve service in Gresham where I live.

I anticipate increasing traffic backups along westbound Sandy at the on-ramp to I-84 in the mornings. The traffic already slows back to 45th and sometimes 47th. This will increase traffic noise and pollution in my neighborhood

If this means that the 54/56 bus stops downtown will be moved, reduced or otherwise screwed with, this will not be helpful.

Not too much

More consistent travel time greatly reduces frustration with public transit.

As the plan for SE Division moves forward, it will make it impossible for cars and buses to navigate this street at the same time or ever. These Portlanders are already impacted by parking issues even before this project was thought of. Yes, it's great to go ahead with any/all of these projects because of funding opportunities, but it feels like you are doing the surveys and holding online meetings just to be able to check off something on your to do list without looking at the big pictures. No matter what is planned, those who live in high-density areas still have cars, even if they are only used infrequently. Look at all of the factors. Portland can't afford to lose any more residents....

Will drastically impact my commute time via car. I never intend to take a bus again, though will take max from time to time.

Less than one minute, since I don't ride 75 end to end. 74 is usually on time. Line 12 is a good idea.

Not a whole lot

Faster means less time spent on transit

It won't. I'm retired and will work around the project

I have seen on lines where the Rose Lane already exists, the ridetime is cut significantly (i.e. Steel Bridge entrance from Everett St.).

more frequency of busses

How will the Rose Lane Project personally impact you?

It's going to make driving/parking hard for me - I have a disability permit. I can't go to many businesses on Division now, as there is no where for me to get access. I think that giving busses priority for roads is great, and I think it will help get more workers on the bus - though I used busses and max when I worked, so I already like them. I think it is too bad that you aren't appealing to the general population and getting them onboard.

The short Rose lane on SW Main was helpful. I think the Division and Hawthorne Rose lane will hinder traffic, deter business from the small businesses on Division and make traffic more congested.

Will be riding #15 a lot less, if at all, as new route means I will have to walk 5-6 blocks more than I do now...am almost 71 and must use a walker.

Not sure, appears to have no improvement to Barbur section of lines 12/94

Well right NOW I cannot drive a car but I am still pretty young. 34 so, I think that I will HOPEFULLY be driving SOON.

Working downtown is a disadvantage already. This will just add to the situation.

I rode the bus twice a day, M-F before COVID

I live near Sandy Blvd in Hollywood. Removing traffic lanes on Sandy will cause a lot of congestion resulting in more auto pollution and frustration.

When I commuted to PDX in the morning in early 2020, I took an early #20 eastbound passing my home around 5:24am. This leg of the trip in the morning is unlikely to get faster. If the rose lanes speed up the frequency and transit time for me westbound around 4:30-5:00pm in the evenings from the city center, this will personally benefit me! But the main thing I saw for that particular stretch was heavy ridership, followed second by traffic slowing the bus. I wonder if it'll make a huge impact; I hope so!

I commuted for 2 years on the #12 from Parkrose to 20th and Sandy, connecting to the ctran system. My overall commute to the ctran park and ride often times took 1.5 hours each way. My worst days in the car were 1.5 hours, and often times it was half that time. The bus just took too much time. If we could make it consistently faster, that would convince me to get back on the bus. But double the time each way right now is too big of a hurdle daily. I need more incentive.

Line 6 is the closest to my house and they way I got around in the Before Times. The bus not getting stuck in traffic on MLK would be amazing.

Improve reliability of my transit to/from work near emanuel

I would love to be able to rely on the 15 bus, if I take it during the PM peak times my projected arrival fluctuates so much that it can make me up to a half hour late, but by the time I'm at the bus stop I've committed to that mode and have no other choices (unless I want to call an Uber which I don't support). It's really frustrating, and I can't imagine how that could affect folks who have shift jobs/can't afford to be late at all.

I typically ride the 6 bus from NE Portland to the City Center for work. This project will improve schedule times and reliability of service due to buses not getting stuck in SOV traffic

Not sure

It isn't clear to me if it will impact me personally.

Overall negatively. Any action that negatively impacts car travel is a negative to me.

hoping that it makes the streets more predictable (i am a cyclist and person who walks). cars can be make surprising moves as they try to navigate around buses. would be great if these improved and calmed traffic flow. and it would be great to see less cars if people converted their trips to bus travel

The Rose lane project has already had a significant negative impact on my ability to navigate the city. I have found it to increase congestion and to cause distraction for drivers which further reduces pedestrian and bicycle safety. As such I strongly oppose any additional Rose Lanes and recommend the removal of existing Rose Lanes.

I always use Alameda for exiting and entering the neighborhood because traffic on 57th is so backed up during rush hour. This project will make it worse.

Don't really care. City just does whatever is politically trendy versus really listening. It seems like the city thinks it is smarter and better than the citizens.

How will the Rose Lane Project personally impact you?

I will use transit more often and get to more areas of the city not directly served by bus routes near me or within walking / biking distance.

n/a

Frequency and ease of getting around

easy travel time

None. Although I ride the 4 and 75, saving 1 minute over the course of the whole route will not make any difference over all. It will only impact those specific locations where Rose Lane projects are implemented.

I don't think it will.

NE Broadway/Weidler needs to be calmed! with transit given priority and bike riders protected.

Please read other comments made. We must improve our air quality and return our streets, neighborhoods, AND downtown Portland to the people. We need to improve our sidewalks, bike lanes, and transit stop sites, please. The single occupancy vehicle has received too much real estate, too much funding, too much of your attention. Time to focus on pedestrian travel, public...PUBLIC transportation PLEASE and thank you. (I know you are working on this, of course. Thanks : -)

Potential to increase travel times and reliability for a bus connection I regularly use

When more people use transit our streets are safer and healthier. We need to invest more in transit over personal vehicles. This is just the beginning.

It will slow down motorist which will cause more pollution and lower car efficiency.

Transit priority will encourage me to use transit more frequently to make trips to the store or to work once the pandemic ends. It will also give me a great talking point to use when speaking to my co-workers about using public transit as a shining example of how a City should be treating it's bus and light rail system: as a prioritized way to get around. Hopefully reduced fare or fareless transit is on the horizon!!

System improvements anywhere in the city is a win to me!

If the RLP cuts down commute time, it will make my (one daily) commutes faster and give me more personal time.

It will speed up the time to get to/from daycare when I take the bus to pick up my daughters, giving me more time with them.

Probably very little since I live relatively close to everything (inner SE) and prefer to bike/walk as much as possible. Still, the travel time, reliability and safety benefits are what I'm most excited about.

This will speed up my commute time and make taking the bus even easier! Love it!

Should save time in my trips and ease pollution in my area.

I live in the suburbs and mostly commute there, so probably not much. Still think this is a good idea!

It will speed transit times

No impact. Family members will no longer ride transit due to safety concerns, will have to drive everywhere. Physical intimidation on walk to bus stops.

By improving transit and making transit a more attractive option, more people will choose transit over single occupancy vehicles. I benefit from an improved environment and social fabric, Portland will raise the quality of life in this city for myself and others.

I primarily ride the 9 and 72, so I won't be directly impacted. Let's get transit priority and transit-only lanes on those roads too!

It will increase travel time and congestion

It would provide significant benefits for me regarding continued use of transit. I commute across town (north-south commute) most days with east-west trips to Downtown several times/week for work often from my office. Improvements to the 14, 71, 75, and the 12 will be very beneficial for me, especially if reliability of the time tables improves. I want to keep commuting on transit and as reliability has degraded on the line 75 (my main commute bus) it is increasingly stressful.

It will slow me significantly

Not sure yet.

For those days that I can't ride my bike, the bus might actually be an option for me to get downtown from Foster-Powell.

How will the Rose Lane Project personally impact you?

Unfortunately I don't think it will reduce pollution as it contributes to more vehicles idling for longer periods of times in neighborhoods. Sidewalk construction on one side of the street and street repairs on the west side of Portland would have a more positive impact.

I hope it works.

Lack of street parking where the businesses are and more congested parking in neighborhoods.

It will allow me to make more efficient errand-related trips by hopefully not spending as much time waiting at various stops around Portland. Spending less time waiting at stations and stuck in traffic will allow me to get more done and have more time at the end of the day.

It just adds to the growing de-legitimacy of PBOT with the public

I am really disappointed not to see any changes that would improve Streetcar (A and B Loop) travel times in the Broadway Bridge area. I used to ride this route to commute from NE 7th & Broadway/Weidler to PSU. The afternoon rush-hour traffic eastbound on the bridge especially makes the streetcar (whose tracks were placed in the left lane) sit stuck in traffic for up to 15-20 minutes, making almost no progress. This causes massive delays across the streetcar system, which makes arrival times hugely unpredictable. Even well before the pandemic, I had to stop using the streetcar (and started using my car instead), because I could not trust that my afternoon streetcar ride home would a) arrive on time, and b) get to my destination in less than 35-40 minutes--which is *insane* for less than a 3-mile trip!! Please fix this bottleneck immediately.

Will not use. Cannot get to transit safely. Cannot get to job early morning/late night with Eastside crime wave. Why don't Eastside Portlanders deserve police protection and crime abatement strategies?

It will potentially reduce my commute using transit when I start going to my office again.

It takes away lanes for cars! So frustrating!

Traffic will substantially increase on my nearby side street and it would be hard to park at the local businesses I go to.

I live on Lombard St with #4 and #75 passing by. Mississippi is already a very dangerous intersection. I will watch future plans for this area and recruit neighbors to watch and comment also.

As a senior, it will make it even harder to get out of inner North Portland. Too much pushing and shoving on the busses.

Annoy me because it's a top down driven improvement. The request for and response to public input appears to be perfunctory.

I do not drive, so besides carpooling transit is my primary means of long-distance travel in the city. Many of my trips are long eastwest commutes along the major corridors (Burnside, Powell, Division, etc), so anything that gets transit moving faster will directly benefit my travel times.

Minimally. I live in NE Portland and work in Clackamas County. I need to drive everyday. Most concerned about delays in my route to I-84 access via Sandy/52nd.

Potentially less traffic on NE Broadway.

It has already impacted me the project on 102nd has made people angry drivers I've seen people passing on the wrong sides and yet the changes do not seem to be worth the traffic congestion. The project on Sandy to remove Lanes is going to be horrible. Unfortunately 10-15 years from now we will be paying even more money to get these changes reverse

Probably increase driving times

Connecting to jobs, services, and neighborhoods that would otherwise take too long to bike to.

With faster travel times I will be more likely to take the bus to many destinations instead of my car.

It would hopefully make my daily commute faster, more efficient, and safer. I am getting harassed more and more especially at bus stops, so the less time I am spending waiting for the bus the better.

I have already benefitted from the bus lane over the Burnside bridge which made my commute to/from work competitive with riding my bike and faster than driving. I would hope that the Rose Lane Project would eliminate troublesome spots to a similar degree for buses headed East especially on NE Sandy which I frequently experience in the evenings.

It will improve transit travel time for me.

It will make a huge difference. I often spend 20-30 minutes stuck in traffic on the Line 20 going over the Burnside in the morning and afternoon. I take my toddler to daycare downtown and then go to work from

How will the Rose Lane Project personally impact you?

there. I started walking an extra half mile each way with my 3 year old to catch the 15 because it is more frequent and has a dedicated lane going westbound in the mornings so it's faster and more reliable. Rose Lanes for the Burnside approaches would save me and my toddler many hours per month.

not directly as I mostly ride the #8

If I could get to work in a reasonable amount of time on the bus, I would have another option, especially on rainy days when I don't want to bike.

Economic hardship as my small business will be negatively affected

I live right next to Greeley Ave. and frequently take the 35 line to/from work in non-Covid times. I am fully in favor of the work to make that line (and all other Rose Lane projects) to make the bus run quicker and more efficiently. Once I resume riding the 35 line again, I look forward to seeing how the completed project impacts the transit time.

Not much. I live next to the max and drive to places that are not on the line

I will consider how to ride transit again; travel times versus a car are still very high but I'll look to how I can integrate this mode into my routines again.

I expect it will make taking my daughter to school faster and will help improve my own safety and comfort when biking and taking transit to work.

I don't see it impacting me significantly, since my bus route is largely unaffected by traffic since I've been riding it (April 2020). But in the future, it will enable me to travel around Portland more easily, and I highly value this a civic, equitable, and sustainable investment.

my expected use of public transit will increase

There won't be any street parking for my house on 58th because parking will be removed from Sandy Blvd. it's already very tight and annoying.

Well, I live on the #9, so probably not much personally. But I always want to see more and better transit for all citizens in our city.

Unable to work

When Powell gets its bus line it will dramatically improve my quality of life as I frequently walk along Powell and 2 of the schools my kids are potentially to be zoned for (Kellogg and Cleveland, tentatively), are right on Powell. There are a lot of PPS students who are counting on ODOT to work with you so that we can get a safer Powell. I can't wait.

Taking a car lane. I believe Rose Lane should be on time basis. for Ex: Bus only from 7 a.m.-10 a.m. & 4 p.m.-7 pm. Then the lane can be used for other modes of transportation without worrying about getting a ticket from officers.

Improved reliability of the 6 will make me more likely to ride transit during peak hours (I have previously left early/stayed late to avoid slow bus rides).

Will improve my ability to use transit as my only form of transportation. Will dramatically move Grand/King to a calmer safer couplet. Is a clear public statement of transit and transit availability. The rose lane mimic many of the benefits provided by fixed rail transit.

So far, it doesn't look like it will, but I have hopes you'll be able to improve the 19's situation on Milwaukee someday (traffic gets really backed up there, frequently, also on Powell)

I'm not sure. I don't use the bus lanes impacted.

Fail to see how 2 minutes of travel time matters. Every day there is a mechanical issue on MAX

Increased travel times by the continuing choking of road access for our cars - increased idling - which will also increase the amount of carbon pumped into the air. Rose lane on Sandy is an evil idea - don't do it.

I don't think it will impact me much, personally. Currently I live in SW Portland and work in Salem. I drive to Wilsonville everyday (when not in COVID times) to take the bus to work. That new max line would have been a god send to me and I could have completely cut driving out of my work-day commute. Please keep fighting for that project.

More difficult to drive and park but that is a good thing

I freelance and sometimes have jobs downtown or near downtown, and then I become a primary bus commuter. The Rose Lane will make access to those jobs much faster. The overall experience of taking the bus however is pretty unpleasant between the high cost, over crowding, and the horrible loud noises the bus

How will the Rose Lane Project personally impact you?

now makes at every. single. stop. Honestly, if you could remove that horrible screaming the bus makes at every stop that would be a massive improvement.

If implemented well, it would mean mass transit would actually be a better option than driving. The AM bus only lanes on Greeley is a great example of getting the busses to be a faster option than driving. You need to consider Rose Lanes for any new road project, just like bike lanes are put in everywhere. For example, the road diet that is happening on Lombard St would be a PERFECT opportunity to put in a Rose Lane (or AM/PM bus only with parking the other times) INSTEAD of bike lanes. Busses are truly more accessible for everyone - people with disabilities and people who are poorer (including BIPOC) who live further away. It is unreasonable to expect someone to BIKE from St Johns to the Yellow Max line, but it is perfectly reasonable for someone to take the BUS. But only if the bus is actually faster than driving. Putting in a bus-priority lane on Lombard would better achieve the City's goals for equity and climate change than the current proposal to put in bike lanes. Bikes are really for a very small group of people -- typically wealthier, white, no kids, standard job hours, and live close in

not a lot

Will speed up my commute

Make my commutes faster and errands quicker!

1

it will help me to get to West Slope, Beaverton, Multnomah Village, and southwest and nw regions faster.

It has a high probability of making my drive to the local grocery store on 122nd and San Rafael more dangerous. Being older it is not an option to take a bus and carry the groceries home. Note that this is the only grocery store on 122nd until you get to Powell. The Fred Meyer and WINCO on 102nd each has security issues (crime stats available on Portland Maps) making the 122nd WINCO the preferred grocery store for a large population in Outer East - many who are elderly and BIPOC. The turn into WINCO is on the block where the project will be placed. The danger will come from frustrated drivers who already speed on 122nd - increasing their speeds around the project creating an increased danger for drivers turning on San Rafael and turning into the drive from 122nd to the WINCO grocery store. If drivers choose to travel on San Rafael to avoid the area (again, highly likely they will be speeding since it is already an issue) it will increase the danger of getting out of the drive of WINCO that is on San Rafael.

I bike or take the bus to work almost every day (and have continued to do so during the pandemic as an essential worker). I would benefit immensely from decreased transit times, but it is also important to me that this doesn't come at the cost of decreased bike safety and accessibility.

It will cut down my public transit commute time by 10-15 minutes and will make me more likely to choose TriMet over my car for other trips.

Will increase traffic on Sandy Blvd with Washington drivers commuting into/out of Portland. It's already a nightmare during rush hours.

I don't want to have to drive everywhere just because I have a toddler. travel time on the bus shouldn't go up an order of magnitude during rush hour.

It could make some cross-town trips that are impossible a reality on transit.

If the project reduces car volume in neighborhood streets, I would ride my bike more.

If successful in reducing travel times, it will radically improve my ability to use public transit to get around town in a timely manner, which is my preferred transit mode.

Shorter commute time.

Removal of a traffic lane on Sandy will negatively effect my driving time on Sandy and will cause diversion of auto traffic onto side streets in my neighborhood.

Safer, faster commuting, and being able to take buses more places at reasonable times, not just commuting downtown.

I'm hoping for bus-protected bike lanes with floating islands for passenger loading.

Not much since I bike to work but trips downtown will be more convenient.

I will be able to reliably choose to travel with transit with my children if service is more frequent and reliable in duration. No one has time to spend on a bus in traffic with a toddler who needs to be home for nap time.

How will the Rose Lane Project personally impact you?

Pre-COVID, the Burnside Bridge transit lane honestly made me feel...this is going to sound corny, but some renewed hope with the direction of this City. Honestly. It was demoralizing, more than I realized, that my 1.5 hour evening commute from Tualatin to Montavilla included 10, 15 minutes sometimes stuck on that bridge while cars would sneak through, people on foot would pass us. It's not so much the few extra minutes on a commute, and the cumulative impact of that time, it's the DIGNITY. It's the respect. It's being able to make a socially responsible choice for how to get around my city (you know, the one with less pollution where I'm less likely to accidentally murder someone with my vehicle and live in place where people can afford to live with thriving businesses...) and not be put at so much of a disadvantage for it. It's being able to look at the luxury SUV you're passing when you're crammed shoulder-to-shoulder on bus 20 and feel happy.

I will be able to have more time with my family each day. I will be able to reliably pick up my child from daycare on time.

I used to ride transit frequently to work downtown before the pandemic, but rarely used it for personal trips because travel times are too slow. Dedicated transit lanes would encourage me to take transit much more frequently.

To commute via transit, I would have over half a mile walk at both ends plus at least 1 transfer, resulting at best an hour commute for what takes me 12 minutes to drive. The Rose Lane project looks like it will result in my drive being several minutes longer.

Drive less, and provide better options to get to work and kids to school

It will help everyone by lessening the impacts of climate change

It will make it more likely that I will take the bus when I need to get around the East Side!

Traffic impact on side streets. I watch what has happen on the Halsey and Glisan street projects, and it has only caused confusion for parking and I think the out cropping of the curbs is more dangerous. Not sure who this would benefit, as it doesn't benefit business along the street. Really we need to figure out how to better use our money, as most people don't want these projects that are seem to come only out of government.

It will slow down and make driving a car more irritating.

It will make my commute faster and more pleasant.

Make it less user friendly. I have kids so public transit is tough to use for shopping and errand trips

Rose lanes will be one more tool I have to safely and efficiently move around the city in a low carbon way. I am deeply committed to helping solve the climate crisis through mass personal actions (critical mass). We need to make it easier for people to live car free. This is a positive step in that direction. The rose lanes will also help me feel safer on a bike, providing a safe haven from cars when I find myself on unsafe roads. Thank you!

Shorter travel times and more reliable buses will make me more likely to choose the bus for a trip.

This round not much, but with the previous improvements at NW Everett I save a few minutes on my commute each week and my wife saves about 30 minutes, with improves coming to Greeley Ave that will be even more. This is a very tangible benefit, one that I hope all Portlanders soon get to experience.

Faster and more reliable commute.

Local street crossing will hopefully be safer for me and my family

It will increase the amount of time I spend in a car and away from my family every day.

I will visit downtown Portland less often. It's already too difficult to park and traffic congestion is unmanageable. Portland has authorized growth without providing the infrastructure to manage the increased traffic. The "war on cars" turns off people who need to use a car for work and have been displaced by Portland's housing policy failures that make it impossible to afford to live in the city if one is a low-wage worker. My time is valuable; Portland has no respect for people's time. Saying Rose Lanes will help BIPOC people is gaslighting. It treats them as second-class citizens who must use transit to get around instead of providing them the economic opportunity to afford a car. To make transit equitable, wealthy white people are the ones who need to be using it.

It appears that traffic on Alameda will be diverted onto streets from NE 50th to NE 56th and, especially, NE Wistaria. These are all narrow streets where residents will be subject to increased risk from more cars. And, cars will be attempting to turn onto Sandy from NE 54th. The folks on NE 56th will really suffer from this and

How will the Rose Lane Project personally impact you?

the SE Asian Vicariate and St. Rose areas will be a nightmare on Sundays and days of religious services. If there is no east bound access at the light at 57th from Alameda, my goodness this will be a mess. Have you even thought about this issue? I'm unable to see from your website the thought-process that went into this deal let alone the data you've collected to form the basis for this idea. In general, the Rose Lane idea seems good, but it will cause big problems in neighborhoods with little practical means to deal with them. Please respond. Thanks, your neighbor at NE 52nd on Wistaria Drive.

Shorten commute times in the future. Improve neighborhood air quality by getting people out of cars and into more reliable and quicker buses.

It will likely reduce my commute times and allow me to more quickly and easily access various services and recreational opportunities around the region.

More time in traffic, more reason to move out of town

I live near Sandy Blvd. I support the idea in theory, but am very concerned about increased traffic on neighborhood streets.

The Rose Lane Project will personally impact me by shortening my commute time to downtown, shortening my commutes to grocery stores, and helping relieve congestion on Foster Road. Please implement this project.

I don't want my money going to a project that will not work. Making more lanes for buses does not make it safe. Where is your common sense?

If it speeds up the 12 line, I will be much more likely to use it. Right now the 12 line is too slow to be useful for me. I am able to bike to destinations in downtown much quicker.

I live in St Johns, and I would love to see the 44 and 75 improved and made more frequent, reliable, and quick. The improvements in the Hollywood neighborhood and on North Williams will make it that much easier for me to choose to get into town without using an automobile, saving me money, reducing my carbon footprint, improving local air quality, and giving me a chance to read a magazine on the bus instead of having to drive.

I have family that lives in the area and I occasionally use that route to commute.

Less parking, More congested roads Doesn't make sense to do this

It should make my commute faster and more reliable.

i am likely to take the bus more often; also looking forward to air quality benefits

No longer plan to use public transit. As a female have been threatened, followed, cannot walk safely to transit at any time of day.

They will make Portland a easier and more convenient place to get around!

Very negatively. It will increase the traffic for me to get to my house. The removal of parking spots will increase the overflow parking onto our already too crowded narrow streets.

I believe bike and bus lanes on diagonal streets should be prioritized, as they have been in other cities. When I rode my bike 10 miles a day round trip to work, it took a toll on my legs so I drove sometimes instead. I could cut out 10%-20% of that toll if there was a safe way to ride diagonally down sandy blvd.

I live right off of Sandy so this project has big implications.

anything that improves public transport in Portland gets my vote. Faster service, more frequent service and more extensive service will benefit all Portlanders

Will increase travel time - elimination of car lanes and parking has increased travel times in other similar PDOT projects and negatively impacted local businesses. PDOT needs to maintain existing car travel lanes as priority 1. Priority 2 should be adding bike lanes as possible.

Discourage me from taking the bus on Sandy

It will cause me to sit in traffic longer when driving my car. I don't think I'll see much improvement in bus commuting times.

I expect to see heavier traffic near my home along the Sandy corridor.

Definitely going to increase commute times if it reduces lane availability for cars. I'm also curious about the environmental impact of all the green and red paint that has on the rivers as it washes down the storm drains. Pbot and Odor don't like to salt the roads in the when it snows because of the runoff. The paint seems substantially worse for the environment.

How will the Rose Lane Project personally impact you?

Very little as we are exploring moving out of the area. Increased crime and the inability of our governing bodies to enforce the law are the motivating factors.

I am starting a job in Gresham in January of 2021. I am a 13 year veteran of taking alternative transportation to work. Though before now, I've always only commuted downtown. Now that I'm looking for transportation options in Gresham, I am so discouraged by the offerings that this BIOPIC community has had to endure. I am a HUGE advocate of alternative transportation options, and would love to share these beliefs with my students, but I want to make sure that these options are viable for them without having to spend copious time on transit. Just last week someone was killed while walking in a bike lane 15 blocks from where my job will be. I had THOUGHT that riding would still be an option (based on commute distance), but I'm not prepared for the level of hazards that are present in this community. It makes me so sad that they have not had the same opportunities for alternatives to car commuting that I've had, largely as a result of the color of their skin. Please help change this for the students and residents of this community!

Mixed results. Modest improvements for transit will be appreciated (I ride buses and Max on workdays), but may face increased congestion and cut-through traffic from impatient motorists.

Most of my work is close-in NE and SE Portland. I rely on being able to drive with minimal delays and easy access to parking. I am a remodeling contractor.

I'm afraid of road rage on Sandy as I live directly off of it. Ppl on SE Fosters new 1 lane project has created crazy dangerous bottlenecks and if there's was ever a citywide emergency there would be absolute chaos (ppl doing whatever they can to get out first). Create new parking hubs (various ones along the route) near the rose lane area for folks to have parking near small businesses. More side/residential streets could become 1-ways for parking & emergency vehicles to go down. Are there streets that could have parking put in, in middle lanes, on parking strips like the street off of Sandy/NE 42nd by The Wet Spot fish store & by Hollywood's natural grocer?

I would love to make the Sandy corridor a safer street to walk on and be on. People drive it like a freeway with four lanes. They run the lights and it's not safe. I'd love for the speed limit to be reduced and the lanes to be reduced. It would encourage more walking on Sandy and more businesses to be outside; cafes, etc. Encourage more small businesses to open if Sandy was a friendlier and safer place to walk on, rather than a loud highway.

It would cause me to have to relearn roads that are being redesigned, and depending on new routes may make traveling to work in inclement weather easier/more attractive.

Please carefully consider the removal of on street parking. This greatly impacts businesses. If there is not a parking spot, it greatly influences a consumers decision to shop. Foot traffic is very important to businesses and so is visibility of the store. If there are busses whizzing by frequently, and no parking for customers then I fear businesses will suffer, in addition to their pandemic struggles.

I'd be much more likely to use the bus if it had priority over cars.

It might make my students journey to school quicker and more convenient. I might consider taking transit if it runs more efficiently.

I hope to ride transit more often!

The Rose Lane Project is just one more thing that is adding to the destruction of our once beautiful, and peacefully habitable city. Your studies are so narrow, there is no possible way you have any idea what the masses want. You think you're doing a good thing, but you're not.

Not being able to park in front of my house or even close to it. More traffic back up on Sandy blvd. Which will have people diverting and speeding more than they already do through residential neighborhoods. Which means...more cars getting side swiped...hit and runs, potential of kids and pets getting hit. These things are already happening...there will be just more of it.

Impacting people's ability to drive in Portland has caused increased traffic accidents, residential street traffic, delays, road rage/angry drivers and an overall opposite impact.

Increase car commute time. I use Sandy every day. Increase air pollution from extended traffic slow downs and idling.

Long term air quality questionability, eventual congestion (more so than pre and during Covid)

More travel time and miles in my commute

How will the Rose Lane Project personally impact you?

Worsen my commute.

Make me avoid the area and find other areas to shop and eat.

I really don't like the way our crosswalks are going to be impacted from this. It's difficult enough to get cross Sandy Blvd now!!!!

Probably make it more difficult and time-consuming to get around. When I do drive my car instead of take the bus, it's because I have no choice at the time. Most people I know do the same, only drive when we have to. So by prioritizing dirty unsafe buses, you will be punishing people who don't have a choice. I would think it would be better to work on making buses safer, cleaner, not so crowded etc. so that more people CAN choose the bus instead of needing to take their car.

It will increase my commute time when using my own vehicle, limit parking on my street as a result of no parking on ne Sandy

I will certainly use more back streets to reach my destination by car.

I live within blocks of 3 of the projects and so worry about increased stagnant traffic and air quality going down, as well as the inability to drive somewhere when needed. The project on hawthorne sounded like it had only minimal benefit to transit so not sure it makes sense. The bus route I usually take is not impacted so I may not see any benefit but appreciate ways the city could make the transit system work for more diverse people. I would not ride the bus if my work did not cover most of the cost. I think \$5 per day is too much for most of us in the inner city. Biking is a cheaper, quicker option, and driving is cheaper and quicker when there is no cost to park (running an errand across town).

It will drive traffic into my neighborhood streets vs keeping it on the main roads such as sandy.

Ruin business

Harder to stop at businesses

It will take me much longer to get anywhere because of the pandering to people who choose to not drive.

It will help me and others break free from automobile dependence for most transit needs and improve over all quality of life.

Anything that makes the roads work better for non-drivers, and tries to take our needs into account, has an impact in my life.

Increased time to travel through that area. Discourage travel to businesses where parking removed.

It will make me want to move. If you use the same stupid design as Halsey there will be more pedestrian hits not less

Moving out of Portland and as y even move out or Oregon

If sandy blvd is shrunk down traffic will congest the side streets. Instead of this silly project of bus only lanes maybe Trimet and the city should focus on bus rapid transit.

It sounds like it will only worsen my already traffic commute

It appears to make a potential mess of Sandy Blvd.

Reduce lanes for vehicles without proving that mass transit can be as effective or more effective than personal transportation.

It will make my life far worse. Your buses do not go to places i want to go. I already have too many people cutting through side streets. Air pollution got much worse since you started taking away lanes to give to bicycles - which are almost never utilized. Traffic fatalities are increasing. Your idea of making it unbearable to drive is not working. 20 is plenty didn't work.

By making traffic god awful and making me sit in it more.

IT WILL BE WAY WORSE FOR ME. It will screw up my commute even more, and it will make sure I will never vote for people who support such ridiculous implementations. You are making people vote for people who are anti public transport by your horrible implementation. STOP TAKING LANES AWAY FROM THE BUSIEST PLACES. STOP TAKING PARKING SPOTS AWAY.

It will cause more problems then there already are

Hoping for better air quality and fewer cars on the road.

Personal safety when using mass transit is my greatest concern. If these projects will reduce the chances of being attacked, exposed to infectious diseases or needing to deal with drugged up crazies then this will positively impact me and increase my utilization of mass transit.

How will the Rose Lane Project personally impact you?

I have already quit shopping at other businesses where you have removed parking spots. This will mean I will continue to cut out more businesses because of this. Public transportation is a joke (non-existent) from my home. My car is it.

I live in the area..we already have cars racing through side streets where kids PLAY..you have zero consideration or thought on how this will impact public safety..why no just increase the number of busses..it looks like a waste of time and money and appears to be a project that is based on a vision that nobody in the city understands..your point about persons of color having the same access as whites???? What is the percentage of persons of color living in that corridor? What is the REAL benefit to them..that statement is baseless. You have provided no current state future state comparisons..in short it comes off ignorant and pandering to the BLM movement to support it. Please use facts and common sense. The money that would be used to do your project could be better spent.

It will encourage me to walk more in my extended neighborhood, since parking will be a pain.

It will be annoying af to see a poor plan forced upon my neighborhood. My neighbors will have to deal with increased car traffic on their side streets making it less safe to walk and bike in a currently very safe neighborhood. Throw this plan in the garbage! I will also be equally more careful in who I vote for. All of the changes made by this commissioner and committee have been crap.

I might ride if busses are given priority (timed lights, priority etc)

It could increase traffic on my street even more - which has already seen a rise in traffic due to a previous road "improvement" project.

I live & shop near Sandy Blvd every day. Fixing the turning ability/wait time at the Fremont/Prescott/Sandy intersection will be nice.

Make it harder to get around Portland.

I'm older and cannot walk long distances to access businesses or get to the various transit stops. I can't carry packages and walk even medium distances. It would take an hour just to get to the post office. How do I carry multiple bags of groceries home without using a car.

It would be another free ride for all the homeless people.

Projects in and around SAndy will benefit me and the time I spend commuting.

More crowded streets. More cars parked on side streets for loss of parking on main roads. More taxes. More homeless people on main thoroughfares. More help for people not paying taxes.

I drive through this area frequently

I believe that there would be more traffic congestion and harder to locate parking spaces in the Hollywood district.

Please stop labeling a "road diet" as a "road improvement" on ballot measures. We know why you want fewer lanes! You want to make driving private cars so difficult that people will give up and just take public transportation anyway, even though it is much slower and less convenient. You elites in government think that you know better than we do. You think that you know what's best for everyone, instead of allowing the free market to determine changes in transportation. Show me a public transit system anywhere in the world that has improved the quality of life in its area AND has a budget that it can live within. You can't. Because no such system exists. Stop wasting MY tax dollars on your stupid "improvements"!

Wastes my tax money and makes my commuting time longer and more dangerous. I want these useless projects stopped. And when putting these projects on the ballot, stop calling them "road improvement;" that is deceptive. Filling potholes and adding left turn signals are real road improvements.

It will provide a huge negative impact on me, and I strongly oppose it. The 37th St. intersection is already a mess, and limiting one of the two lanes to buses will introduce even more of a negative impact for cars and motorcycles. I've used public transport in all other major cities I've lived in and strongly support it, but I do not support this project. I don't think this comment realistically will have any impact whatsoever on the decision to proceed, but hopefully someone will read it and re-consider limiting automotive traffic even further at that intersection because frankly, it's a horrible idea.

Increase traffic and commute times. I have to use my personal vehicle for work so I cannot use public transit.

Make my life much more difficult- don't do it

I hope there are more lines going to more places.

How will the Rose Lane Project personally impact you?

Our local businesses are a vital part of our community and this with purposefully harm them without care by the COP. My neighborhood's vitality is crucial.

It will add time I am on the road and not at home or work.

Same issue as above plus it will affect parking for me at my dentist, auto repair and restaurant.

I use sandy blvd all the time to drive my kids to their activities (I stay pretty local, my home is off 57th and sandy), the grocery store, highway 84 access, everywhere! I am hugely concerned that by forcing people to use the bus so they can circumvent hours long traffic on sandy will increase the bus avail and the safety while riding. It is not my ideal to grocery shop and lug everything home on the bus with or without my 2 children. It is not going to make my commute to their activities any faster either.

It really won't, I mostly ride paratransit (TriMet LIFT) and when I ride the city busses I'm happy with their ability to stop at the stops and pick me and others up for our rides. The only impact Rose Lane has on me is negative, because it means when my family and friends and I do drive we have nowhere to park so we have to park in front of random people's houses on sidestreets, thus frustrating neighbours.

LONGER COMMUTE TIMES

Will make it harder to get from east to west side of Portland, and increased danger crossing Sandy Blvd while walking

It will increase my driving time sitting backed up in only one lane of traffic & so increase air pollution. Bus is not convenient for my destinations.

Make traffic more of a nightmare in my neighborhood. Traffic cutting through the neighborhood. Businesses on Sandy losing street parking. More congestion for the backed up traffic, that will take longer to travel through these neighborhoods along Sandy Blvd

Need more parking access not less, reducing lanes is not good.

I will experience the congestion and lack of business access mentioned above.

Reduce bus commute times due to bottlenecking at downtown, bridges and inner Eastside

Increase my travel time when using my personal vehicle. Reduce parking availability.

As someone with a small kid who needs a carseat, any impact on being able to drive my own car to get around, will impact me because I do not have a lot of choice in the matter, which means my kid's ability to get to the doctor, school, or other activities is impacted.

This is a bad idea.

Force me to shop in suburbs i/o locally

This will Make commutes worse and parking more difficult. And possibly not shop or eat at locations where I cannot find parking cuz what the hell am I to do if there is no parking?! You can't pretend car owners don't exist for your ideal project. I'm happy you are looking into improving the transit for the community, but you also need to figure out how to get your constituents to progress along side your plan without force, but incentives and a desire to grow.

Potentially diverting traffic into my neighborhood, but I support it because it helps people in less well off neighborhoods.

As an active transportation user, I look forward to improvements to our transit system to speed it up. I can typically bike faster than taking the bus, but to get these two things closer in time is a good thing.

You don't really care how this impacts anyone. You will do what you want and to hell with anyone who lives on Portland's east side. You should all be ashamed of the way you have destroyed this city.

I might have a slower diagonal route across town as I drive.

Rush hour traffic will be significantly worse on Sandy, people commuting from areas where public transit doesn't go, will be negatively impacted with no alternatives.

turning Sandy and or CEC into one lane each way is a terrible idea.

I am concerned about the impact to businesses on NE Sandy when parking is removed, and concerned about the impact to car travel, both on Sandy and the diverted traffic in the neighborhoods due to this change.

I travel to stores on 102nd frequently. Lanes have been reduced for bikes, and I hardly ever see a biker there. Idealistic concepts must be measured against pragmatic realities. Portland weird should not be Portland crazy.

Poorly if lanes for cars and trucks are reduced.

How will the Rose Lane Project personally impact you?

Living near Sandy Blvd, that project would have the most impact. Being able to drive on and over this street in a timely manner is important.

Created more delays and congestion

I ride my bike nearly every day and have opportunities to be hit or killed by cars almost every time I ride. Better and safer bike lanes would be a huge improvement.

Traffic

I use Sandy to get to grocery stores and run errands, tasks I use my car for and then need to park. I see the impact all the new housing and increase in density has had on traffic, and removing a traffic lane is going to make it a mess and divert traffic onto my quiet residential street

I travel on Sandy daily. This will increase my travel difficulties tremendously.

It will negatively impact car traffic and u disagree with the project. Construction is done to help developers not those in community. Building apts without parking causes congestion and puts developers first not the community

Increased safety and livability

It will increase time in traffic.

I live near Sandy and already have a hard time driving those roads because of the speed changes and lane changes that have happened. Removing the parking and lanes will not take cars off the road it will just add traffic to people driving their own vehicles.

Would use bus more

see above - all those will apply

Negatively

I will experience both short term & long term personal and professional impacts. I work for Multnomah County Health Department supporting clients all over our community. My employer provides a bus pass, but my day to day work requires use of a vehicle, due to the high number of clients I support. I own a home in Cully, and work at the Southeast Health Center (on SE Powell & SE 34 Ave). I frequently drive on NE 57, NE Sandy Blvd, NE Freemont, NE Prescott, NE Cesar Chavez Blvd, the Hollywood area, and all of SE too. I frequently walk along the NE 72 Ave greenway, and pay attention to transportation projects impacting NE Portland, especially around the Cully area. I am a 20+ year resident of Portland, and plan to stay, and hope to purchase a second home in Cully, too.

I will try and avoid going there unless it's a necessity.

I live on Sandy and this will absolutely devastate my daily commute in the worst possible ways.

I will not be using buses to go anywhere. Did that for years. Got coughed and sneezed on and caught colds from it, stepped in urine, got my wallet stolen, watched drug deals happening on board, sacrificed hours of my time for "the greater good." I will not ride again to go shopping (how will I carry groceries back?), to go to work (in Tualatin), run "quick" errands. I'm not willing or able to walk to distant or uphill bus stops, wait in the cold or rain or heat or dark for a bus, and I don't believe the majority of Portlanders are either. Spend the money on cleaning up the city and making it safe, bring back fairless square, reduce your rates if you're so interested in making your services equitable for all.

BAD. TRAFFIC MOVE.

Where does it compare the benefits to the trade offs for the Sandy Blvd project? A 4-7 minute improvement is not much for such a long bus route. Does it include just from the east side to downtown or all the way to the SW terminus? How much will it increase the ride for those who have to drive the same distance? How much parking will be removed and where relative to restaurants and shops and workplaces along the way? There are already housing projects being built without parking for the residents that will make parking very congested in some areas. We want the NE neighborhoods to remain family friendly. Even if people use transit or bikes to commute to work, they often need to own a car for family needs. And there are some people for whom transit is not effective if they have difficulty getting to the bus or need to carry a large amount of materials or tools with them to work.

Make may commute even worse then it already is

It will remove accessible parking I use at least twice per week

How will the Rose Lane Project personally impact you?

Realistically mostly it will impact me with how long it will take when I drive on NE Sandy. I almost never take the 12 going East past 57th because I am almost always doing something that I need my car for. When I take the bus, it is generally too and from the inner core.

This will directly impact me by the Sandy Blvd project. This area is not smart since before 82nd and Sandy traffic is normally light but at the JCT of I-205, Sandy BLVD, and Killingsworth/ US-30 Bypass it is heavily congested in that area but you aren't surveying there... Wasting money by putting BRT in an area that doesn't need it will cause more harm than help

Not much. Sounds like an important project for the city. My two teenage daughters will likely be happy transit users going to PCC, etc, once covid is over.

Increase my daily stress due to more traffic, cut throughs in my neighborhood and more difficulty in finding parking near local businesses. I'll probably just go to the box stores more.

My employment requires the use of a car and I have been working as an essential employee during the entire year.

It would worsen our regular daily/weekly travel on Sandy. Please don't fix what isn't broken

It will make me stay home. This project will only be effective if it causes people to switch from driving their cars to taking the bus, and that is not going to happen. It is just going to make people late, worsen our air quality and accelerate our traffic problems. We are not New York City. People drive here. That is not changing.

It will increase my commute time to work.. I am the primary care giver of parents in their late 80s who require me to be transport them to medical appointments, etc.and this will increase my commute time to their home. I live very close to SANDY and already experience cars cutting through the neighborhood to avoid the SANDY during rush hours bot times of day. This will only increase.

Traffic in Hollywood will be very conjested trying to get on the freeway, going to school, and going to the gym in the morning.

Terrible impact on businesses and parking options.

I am opposed to it because it will not decrease the number of cars but create more congestion and more traffic on residential streets.

Enjoying the businesses on Sandy Blvd.

More Rude people on bikes and more parking in our neighbourhods.

Since I my work is in my vehicle, the delays expected from cutting lanes of traffic will be problematic. I will also think twice of visiting businesses that I can't just walk to since there would be less parking.

It is a stupid project helps a few hurts many

If you take away parking spots. I am disabled and can't walk far.You ruined Division Street and I can no longer shop there as I have to park blocks away.

It will affect access to small businesses in my neighborhood and potentially put them out of business by removing street parking. It will also encourage drivers (from Washington) to divert off Sandy and onto my street (Alameda east of 57) to speed their commute. Our street is a bike lane and drivers already threaten cyclists with their speeding

When cars / traffic does not move it pushes anxious drivers into the surface streets - the heavily trafficked Sandy already has major trucks and speeding drivers whipping up and down our neighborhood - I am horrified to think what reducing this major artery down to two lanes will do to further push cars off Sandy and into the neighborhood where children actually do play in the streets

I drive on Sandy a lot, and need to drive to carry tools and equipment, however I know that Sandy and other routes prioritize cars too heavily and need to prioritize people. It will positively impact the community at large, thus it will positively impact me.

Your existing projects frustrate me constantly. I use Sandy Blvd. many times every month to access my bank, post office and shipping branch. I feel extremely oppressed when I drive in Portland.

Myself and at least 3 of my neighbors on my block all commute (by car) to Beaverton/Hillsboro (pre-COVID) and live in the Hollywood district and use Sandy Blvd as the main connection to the freeways. My work schedule is flexible enough to avoid peak traffic and sometimes allows working remote so the quality of life in our neighborhood has, for 20 years of living here, out-weighed any inconvenience of a longer commute

How will the Rose Lane Project personally impact you?

but this Rose Lane Project which could add quite a bit of time and frustration to those long commute days could start to tip the scales. Mass transit travel out to my work isn't terribly feasible as it can take close to 2 hours each way door to door due to the transfers and timing (versus 30min-1hr each way off-peak normally by car) so I'm not likely to be encouraged to switch to mass transit as the commute option. Anyway, I would guess there are a number of folks in my position, relatively high income earners and tax payers who commute to the suburbs to work at Nike, Intel, and other companies that will see this as a change that will do more harm to them than help. If you want to drive folks like us out of the city then this might be the push that makes me put up the for sale sign and move to the burbs.

My neighborhood. Less people hauling a-- on Sandy and Halsey, which is a constant problem.

Better commute times or frequency.

Time and more frustration towards the city that works against it's citizens. Shouldn't you be focusing on different major issues like homelessness, the economy, our rundown streets, street signs that are no longer legible, etc? Do something that brings value to our neighborhoods. Stop ruining them.

Not helpful or healthy.

I will not be able to visit the many small businesses that only have street parking on Sandy Blvd.

Make it harder to get around the city and further waste our tax dollars. Trimet numbers will continue to plummet after covid bc the city is increasingly dangerous. I used to exclusively bike and bus. No way I'm stepping foot on a bus or MAX again until the homeless problem is back under control.

It will greatly impact my commute, as a driver. I do not and will never be able to ride transit. It's a waste of money and time while impacting those that contribute to the economy most

It will make it much more unsafe for me to drive. The current Rose lanes are poorly marked for nighttime visibility in the rain.

Making bus service more reliable and more frequent is key to me using it more.

Traveling to and from work is fairly easy currently but if lowering traffic lanes it will deeply impact my commute.

I have an easement/shared driveway and had street parking removed

Opening up more options for transit

I live in Rose city park and this will have a negative impact. It's already contested on Sandy and the buses were 20% full prior to the pandemic.

I get on and off Sandy probably once a day in my car, or on foot, and as I have said, the intricate and confusing traffic patterns just make traffic worse, because the street is not just used in and out of downtown but in small neighborhood and crosstown trips. Also, drivers already divert through the neighborhood when Sandy clogs up. Making Sandy slower/confusing for cars will just put more traffic on the neighborhood streets with the bikes and children, (and not enough stop signs) making them more dangerous.

Sandy Blvd will be a parking lot instead of a direct route to the freeway/work

Traffic air quality parking. Work on homelessness instead. Tents, garbage road improvement. We have ample public transportation. Improve what we already have.

I live directly off Sandy Boulevard on 65th and would expect my rather narrow street to be packed with parked cars and congested as hell.

Greater pollution and negative impact on livability.

Driving home during rush hour will be HELL! Yes, yes, I know. You think I will be forced onto mass transit, but that won't speed my commute up any, it will just make it even *more* miserable! The goal is fewer cars, at ANY cost. You don't give a RIP about what citizens want. This survey is so that citizens feel like they've had a say. Perfunctory process. The more I think about it, the madder I get. I'll stop here.

Will greatly impact my driving commute on Sandy.

increased commute times will affect us on several levels; we do not have the option of public transportation as we run a construction company. we will not only be spending more time driving, but will be paying higher payroll costs for our employees' extra commute time. removal of street parking will increase neighborhood parking congestion and cause increased traffic, where there are already too many intersections without stop signs.

How will the Rose Lane Project personally impact you?

Rose Lane Project did not consider that 4 different schools (all non boundary, transfer schools - meaning students come from all parts of Portland to go to Buckman, Da Vinci, Le Monde, and Central Catholic) that exist between 16th and 26th Street off of E. Burnside. 3 out of 4 of these schools are students between the ages of 5 and 14, meaning most of these students cannot ride mass transit alone at this age and a parent/guardian has to accompany them. Also, parents often have kids in different schools and it is not feasible to escort their kids to different places solely on mass transit then also go to work in the morning. I drive E. Burnside to take my child to school, and another child to a different neighborhood, then I switch and use mass transit to go to work, and there are ALREADY tons of cars speeding thru neighborhood streets and driving unsafely during morning rush hour. Rose Lane on Burnside and other major thoroughfares will make this problem so much worse! Did you even coordinate this project with Safe Routes to Schools and how zooming cars through neighborhood roads will impact all the commuting children that walk, ride bikes, etc to school? Forget about transit police monitoring that, the police don't monitor or respond to small crimes anymore. Also, sidenote, but this really seems like progressive ignorance - that a policy change in city hall will suddenly cause a giant shift where no one uses their car for commuting. People don't like being told what to do, you are in fact, going to piss off most of voting Portland with this project and waste a lot of money in the meantime. To get people to adopt to major lifestyle changes, you really need to focus more on the psychology of it and human behavior, this seems doomed to fail from the get go. Most of us lower and middle class folks are already struggling during this pandemic and this feels like one more hurdle in life to make things a lot harder. We already feel overburdened by taxes, employer takeaways, high cost of living here, high cost of childcare, rose lanes doesn't help any of those - you want to help lower income people that live farther out in East Portland, but have you ever tried to take groceries for a full family on a bus with 3 different kids in tow that go to different schools? Its not happening - its not feasible. You really missed the "family" angle on this. Seems like this is an ideal for the single, childless, box apartment living worker that is going to move away from Portland in 5 years anyway. This won't have a positive major impact on a huge amount of people like you think it will, not enough to not anger small business owners, parents, permanent residents of SE/NE Portland, and make a huge chunk of voters even more unhappy and disillusioned by city hall. This is why Eudaly lost btw, these voters aren't going away, and most of them will not be supporting rose lanes. At least have the common sense to roll this out very slowly.

Increased traffic and congestion boooooooooo

This is going to be ugly for a largely car-dependent resident like me. On the other hand, my kid (who commutes downtown) will save time. Rose City Park is also about to experience an influx of new residents in apartment buildings. Improvements to public transportation will help reduce car overflow on neighborhood streets. I am keeping my fingers crossed for this project!

It will make it less likely that I visit businesses on sandy blvd

It makes for a more livable city

I believe that it will significantly slow down traffic on Sandy and cause further congestion. Parking is already a problem which will worsen. I do support bike lanes. Bicyclists are in danger when riding on Sandy.

I live 1 block off Sandy Blvd and will suffer when the business district is decimated.

It will add to drive time, and make the side streets where I bike more dangerous as commuters will be avoiding the Rose Lanes.

MORE DIFFICULT TO GET AROUND MY OWN NEIGHBORHOOD NOT TO MENTION EVERYWHERE ELSE. ALL STARTED WITH INFILL HOUSING PROJECTS -- HUGE UGLY APARTMENT BLDGS THAT DON'T FIT. WHY NOT PAIR WITH BIRTH CONTROL INFO?

Parking for bisnuses and people living near Sandy blvd. will be seriously impacted since more and more apartments are being put up in the Sandy corridor

I'm hoping it will make bike travel safer and improve (sound, air, accessibility, ambiance) high-travel business districts.

Faster commute times, may be easier to cross the street at my bus stop

It will probably slow down traffic as I live near Broadway.

I don't use public transport and will continue that for the next 18 months while the virus gets under control.

I prefer to walk or drive, so anything you do to take traffic lanes, block lanes, will impact my life.

How will the Rose Lane Project personally impact you?

Not sure

Now you have one less lane to pave, at least pave the streets first before you attempt to narrow anymore road.

Traffic jams will increase and cause more pollution as cars sit and idle

I use Sandy Blvd to commute during the school year. The project will add significant commute time when I use my own car. I will likely take a different street if the project goes through.

We have a wheelchair van and parking is important to us but public transportation is difficult to use with wheelchair access

I work from home, so the impact is minimal. I am concerned about the removal of more parking spaces, particularly as people continue to build apartments with no parking

This is going to create less parking for the numerous businesses on Sandy Blvd, and will discourage residents from dining/shopping at these places due to this reason. This will also cause more traffic congestion which defeats the purpose of reducing pollution. People will drive no matter what if they have the ability to.

I think overall the project will be great. I take surface streets everywhere rarely do I get on the highway. I think this project will be great for people. I do ride my bike so I hope this supports cyclists.

any increase in congestion is not an acceptable trade off. people are not going to start riding buses and give up their car unless they have to financially.

Faster access to/from downtown. Safer pedestrian crossing of Sandy Blvd.

People of mid to low income are being pushed out further east. Those who need cars to get around now need to spend more time and money in traffic making congestion worse. Not to mention driving can now be dangerous when people have a hard time parking and park on corners and on main road which make it hard to turn on to from residential streets. Lots of times I have to hope for the best when I turn on some of these roads. And now with covid less people are likely to take the crowded busses. Even without all of these improvements the powell and Holgate bus and a few others and max were always packed at 7-9 and 3-6 If more people can't afford or don't have space for a car and are forced to take transit the 1.5 minutes saved is not worth it if you need to wait for the next bus because its so full or you need to ride early so you are not late. Please instead focus on the broken roads and sidewalks in outer east portland or give the money to low income communities to offset cost of transportation.

Would make it easier for me to get around without needing to maintain a car.

It will prevent me from shopping on Sandy Blvd. It will give me anxiety knowing that people will be cutting through neighborhoods at high rates of speed, with ambivalence to safety. It will ruin neighborhoods bordering Sandy Blvd. Again, majority of jobs are not downtown and ride sharing is the future. Do you have any statistics on the number of people who have moved out of NE Portland? I don't, other than seeing "Sold" signs on houses around NE Sandy Blvd, and talking to some of the owners of the homes being sold, and all that I talked to moved to Bend. They were all 40- to 50-year-olds—not Boomers

More taxes and more traffic congestion. It will be just another item on the "leave Portland" list.

It will increase my travel time near my home and congest my personal, on street parking availability Sandy like Foster is a major route. Travel times will increase and ease of general commutes will slow and exhaust from vehicles will increase.

It will reduce street parking not good. People will be parking in neighborhoods not good.

Congestion will be worse where I live (lines 12, 19, and 20) with the addition of right turn only except bus lanes, with little to no anticipated benefit to transit from my experience so far.

I will drive less of the #12 is faster and more reliable.

Probably no impact. Wish this was hilt along NE Broadway.

I love the attention NE Sandy is getting. We cross it often, rolling and walking. It was scarier when the kids were on scoot bikes. It's a little better with the pedestrian light to get to library. Some cars still ignore it, but it has gotten way better.

It most likely will cause more traffic on the routes I drive.

If Sandy blvd is reduced in driving lanes this will heavily impact my commute in a negative way.

The Sandy Blvd section will probably result in bottlenecking for car traffic. Sandy already has slowdown issues.

How will the Rose Lane Project personally impact you?

I use Sandy BLVD instead of 84 when it's packed. You have basically f'ed all the commuters with this project. Why do you HATE commuters??? I have a great job in Vancouver and it's impossible to take public transit there. I worked in Beaverton - same. You don't bring jobs to the core - I know of no ONE who worked or works downtown. Why do you pander to this myth??

We live near international district where many minority owners, they will be negatively impacted due to parking being removed. Homeowner taxes will be affected people will not be able to afford to live here. Noise will increase and environmental impact will happen in green spaces as cars from developments with no parking given to tenants moves even further into neighborhood. Fabric of local neighborhoods along Sandy and current "main street" will be lost. Our only emergency evacuation route will be compromised. Why not compromise and have dedicated transit lane just during weekday drive times 7-9, 4-6? So many other basic and much needed priorities right now should be considered by the city instead.

Will greatly increase vehicle travel time on NE Sandy approaching I-84.

It would impact my daily drive.

Sandy is the perfect street, except it's packed and people drive too fast. It's terrifying to bike on or cross on foot (even in a crosswalk). Slowing traffic is a great plan. From 47th east it's a pretty fast crazy street. I like anything that will narrow it and make it safer.

See above. Traffic will slow things down

I will be grateful for safer bike lanes and better access for BIPOCs.

Cars forced into one lane and reduced parking is a ridiculous idea!

Decrease my disposable income as my business will be negatively impacted. Only good thing is, I will pay less taxes so you will have less of my money to waste on frivolous projects.

Parking

Will take away traffic lanes from our daily commute. Let bicyclist pay for their own damn lanes.

You are just making traveling more inconvenient.

People are not giving up their cars. Rules for me, not for thee.

Sandy Blvd is a major thoroughfare and it's ludicrous to propose reducing it to one lane. Further, this city needs to be more friendly to business and removing parking on Sandy is to make commercial interests much less accessible and consumer-friendly. Which wizard in City Hall came up with that idea? Why don't you mess with the west side of Portland? East side is pretty well battered thanks to erstwhile Commissioner Eudaly.

It will be harder to get around and will take more time being in my car

I ride a bike most often, and I'm usually glad to see improvements that mean easier biking. But taking away as much parking as you are planning, along with the slow down of car and truck traffic, is going to anger a lot of people and angry people don't make careful drivers. Diverting traffic to side streets also angers drivers AND residents; angry people are more likely to speed through residential streets and roll through stop signs, behaviors that make biking and walking more hazardous. There's so little enforcement these days that drivers have become unpredictable and being able to predict how other drivers are going to behave is what makes our system somewhat workable.

See above. Take away driving lanes and parking and you have unhappy citizens.

It won't unless in driving or commuting in this area

more traffic congestion. no on street parking.

Living on a street near Sandy, the cut through traffic has increased 10 fold in last 6 years. It's disgusting

Likely to increase my commute time.

Increased traffic in my extended neighborhood, likely increased dangerous driving on my immediate surrounding neighborhood streets (which have a plethora of odd four-way stops without stop signs.) I anticipate increased speeding in neighborhoods, increased vehicular accidents, and likely increases in pedestrians and cyclists being struck.

My family uses bikes, bus, walking, and personal vehicles every day. We strongly prefer public transit and active transit. Any efforts to divorce able-bodied folks for their vehicle dependency has numerous trickle down benefits. I look forward to bike/bus travel being safer for kids and elderly and for Sandy being more pedestrian friendly.

How will the Rose Lane Project personally impact you?

It will make my commute by car more congested and leave me no where to park (on street parking).

Minimally I suspect. I already commute mostly by bike/transit, and prefer bike boulevards to busy thoroughfares, even those with bike lanes.

It will increase my commute.

I drive Sandy to work and will not take bus because it's dirty and uncomfortable

more traffic; less parking, more shuttered businesses

Slowing down car traffic makes my jobs less efficient and I want to move out of Portland. I cannot effectively use public transit daily as I must haul tools & equipment with me. And I'm "on call" having to drive from one point to another on short notice, could be from one city to another.

I live just west of I205 in a small pocket of neighborhood just off of NE Sandy Blvd. In my experience, the majority of traffic on Sandy Blvd consists of drivers commuting from downtown to either Vancouver (via the 205 bridge), or far east of the city. As a cyclist commuter and frequent pedestrian, it's clear that the Portlanders that live in the neighborhoods that border Sandy Blvd suffer as a result of the heavy commuter usage of the street by people who don't live in the area. Livability in the surrounding neighborhoods and pedestrian/cycling safety should be a priority and I firmly believe the rose lane project will facilitate those things. Commuters who choose to live outside the city and their congestion concerns should not take priority over the residents of the neighborhoods who border Sandy Blvd and who pay taxes with an expectation of safe, walkable streets. Please prioritize the Sandy Blvd rose lane project!

Sandy Blvd businesses will lose business. Biking is already over funded. Few bikers during COVID but more walkers. PBOT is out of touch with reality

More troublesome parking issues in the Hollywood / Rose City Park / Roseway neighborhoods as a result of lost street parking. Until ridership percentages are much increased, it makes little sense to dedicate an entire lane to buses. If ridership increased, to a point where removing bus / car sharing of a lane made quantitative sense, then it would make sense to dedicate the lane to buses at that time. But that time is very unlikely in my mind to be now.

Less parking. Longer commute times. More traffic congestion.

I am one of the commuter who has to travel downtown to work. I live in a house with roommates already. I can't afford a rent increase, and increase the time of my commute with a coworker who I pay gas for. The bus is unsafe with Covid social distancing, and crazy people who scream the entire time. As a lone black woman who has been screamed at. I don't feel safe taking the bus

Cause me a longer commute and harder to get to my kids at Afterschool in time to pick them up causing me problems at my job

some businesses will have to close if parking near them is gone. At this time closing more businesses that need near parking is very wrong thinking. It's been proven this will drive traffic to side streets

Traffic congestion .

Please see above comments.

Getting around Portland used to be easy, but now it's maddening to try to zig-zag my way around, guessing at which route will be most congested at any given hour, and most aggravating of all...getting stuck creeping down a congested one lane road that used to allow for two or three lanes of traffic. Those of us with multiple children attending various schools don't have the luxury of being able to hop on a commuter bus to get to work. It would take HOURS to get to work each day after taking my children to school. We need to have clear, reliable roads for cars to drive on and get around town. It shouldn't take 45 minutes to drive 10 miles!

Increase traffic through residential neighborhoods and put businesses in the area out of business due to no parking. Clog up Parking for those of us living in the neighborhood.

It's already delaying my commute, increasing engine idling time. I rarely see buses using the lane that is now 24 feet wide in the MLK/Rose Quarter area.

Concern for increased traffic in my neighborhood side streets due to NE Sandy and Halsey changes.

Take away parking

Will be a big contributor to more pollution for all as cars sit longer in traffic. Street lights should be timed to help with idling at stop lights.

Loss of nearby parking. Against the expense of this project when other priorities are present.

How will the Rose Lane Project personally impact you?

Sandy blvd was a mess pre covid, hopefully it can be fixed

Impact transportation of elderly and infirm to medical facilities and hospital. Not everyone is 21 and capable of bike riding. Ageist.

I am already pretty happy with local transit - so not worried about saving minutes. I might be less likely to drive if Sandy is slow going for cars.

if the lanes are impeded more than they are now i will have to take side streets

It's only going to cause more traffic! It's like the Burnside bridge! One whole lane (Bus Lane) going east that is hardly ever occupied.

I will by-pass and find another neighborhood route.

It will create more traffic and congestion for me. I have school aged kids who require afterschool care and I need to be there to pick them up by 6 pm. My one hour drive will now likely be 90 minutes long. Screw this stupid pet project. Fix the schools in PPS before you start another b-----t project that won't help anyone anyway.

Pain in the butt bad idea

If you put a dedicated bus lane down Sandy Boulevard, it will cause greater auto congestion. This will cause me to not frequent the businesses along Sandy that I currently go to. I rode the buses and Max for over 33 years to my work downtown. The biggest problem with them were being early, late, extremely crowded, and breaking down. It was never the time from getting on the bus to getting to my work downtown. I'm retired now, so don't take the bus as often, because I make short trips with my car to purchase what I need. I would really hate to see a 10 minute drive down Sandy Boulevard turn into 20 minutes, because I would stop going to the small stores I currently visit. I won't increase the traffic on neighborhood streets either, since it is dangerous for kids.

Worried it will slow me down getting to work in Salem.

By taking income from my local businesses. The city should stop new projects until it fixes the problems it already has.

I live and work immediately adjacent to Sandy blvd and I commute via multiple forms of travel. Sandy blvd should not have lane size reduced or it would dramatically reduce the quality of life for all of the neighbors, make the bicycle commute more dangerous as driver divert from Sandy and make everyone more frustrated.

Leave sandy Blvd alone not wanted. It will impact side streets cars will race around to avoid sandy Blvd congestion.

I like taking the bus! But most of the time biking is faster for where I need to go

It would encourage me to walk to the nearby restaurants instead of driving whenever possible. Hopefully it would encourage others as well. I've heard grumbling on NextDoor about parking removal.

I will save time traveling on Tri Met when all the improvements are made.

Reduce parking and our access to businesses along the corridors, increase traffic, slow the majority of commuters, increase frustration with our city planners and force traffic onto residential streets. The buses are not really used and are you actually assuming that BIPOC don't have vehicles?

It will make my commute much more reliable which is critical when trying to juggle work/home schedules.

Don't know.

I have a very short drive to work and mostly ride my bike. My main hope is to see speeding reduced and cut-through traffic reduced. Those both affect the livability and pleasantness of our neighborhoods.

Unfortunately the Rose Lane Project doesn't do enough to deter these activities. Why not put the money into traffic enforcement instead?

The increase in traffic due to fewer car travel lanes will negatively impact me and my neighborhood. The loss of street parking will devastate small businesses along these routes.

It is on my commute path

I have no use whatsoever for this stupid, wasteful, destructive project!!

It will make it more difficult to drive on Sandy. In areas such as Hollywood, there is already too much traffic in a restricted flow pattern. In Roseway, commute traffic is backed up for blocks in two lanes. Many of these

How will the Rose Lane Project personally impact you?

drivers are from Washington and they are not going to take the bus. If that is reduced to one lane, the congestion will be even worse.

Parking removal will negatively impact local businesses in my neighborhood. Many may be forced to close. The impact on street parking for local businesses should be an important factor!

Concerned about safety, drag racing, noise, property values, Portland neighborhood feeling.

Traffic will be driven into my neighborhood

It will likely cause me to lose time driving - I don't expect to do much of that though as I'll be retiring in June

It will force traffic from 205 to downtown to use side streets, my neighborhood. You should move into out neighborhoods before you have a say on what goes.

Changes to Sandy Boulevard will result in increased traffic and parking issues on side streets. We are already experiencing problems due to new developments with little off street parking

Anything that makes Sandy Blvd less of a freeway is welcome

Cause more of a headache to drivers.

Force me to drive and park in the neighborhoods

I use Sandy, to get to the closest freeway entrance, for work. Over the years, and when 84 is slow, cars use Sandy as a bypass, which has slowed travel times (pre-pandemic). I'm not able to bus to work.

Traffic and longer commute time in addition to no long term disabled parking near my office. I guess older disabled people aren't supposed to work and live on old peoples ghettos

I live 1 block off of Sandy Blvd. It would make it a nightmare to get anywhere on Sandy Blvd during rush hr. It severely impact all side streets in a negative way.

The changes you're proposing will turn NE Portland around Sandy Blvd into a parking lot, and I will not be able to get home without dodging all over the neighborhood. The busses are virtually empty on Sandy except at rush hour, prioritizing them is an ignorant use of road space. Eliminating any parking on Sandy means I will no longer make purchases from the businesses on Sandy. I will not hunt for parking on side streets.

It looks like it will make my life harder while pretending to improve transit and mobility.

Living one block off Sandy Blvd, my neighbors and I are worried that shoppers will be forced off Sandy and be driving/parking on our block which has so many young children playing outside. This will create unsafe conditions for these young families.

I will not use Sandy Blvd. I try to stay off all streets being changed in this manner. They are even more unsafe.

decrease traffic on Sandy Blvd

It may increase traffic on Sandy in my neighborhood

I've lived off sandy blvd for 20+ years traffic and parking is only getting this is absolutely a horrible plan obviously designed by someone without a clue about the neighborhood!

It will take me longer to get places in the city and be harder to park, therefore harder to walk longer distances from car to where I'm going.

I do not currently take the 12, though I have in the past as a morning/evening commuter to downtown from deep NE and may again. The proposed changes do not address the number of WA state commuters who use Sandy to/from 205 - which are many! These commuters will not suddenly migrate to being TriMet bus riders. With Waze and other navigation tools, prepare for more surface street congestion as drivers try to avoid Sandy during commute times.

Might impact businesses and make sandy more congested

my husband and i share a car, so having access to public transport would be nice closer in the area

This will make my transportation experience much, much worse

more congestion. Not less.

It will make my already nightmarish commute even longer. I would consider using public transport, but takes way too long, I have to change busses in unsafe areas and do not feel safe on Trimet busses as a woman.

Depends on how much road you leave to drive on.

How will the Rose Lane Project personally impact you?

It will mean poor air quality bc of cars driving through side streets, possible increase in pedestrians being hit by frustrated drivers avoiding Sandy, harder time finding parking with increased density and parking spots being removed.

Removing parking is going to kill business before we can even start to improve the area. Focus on streetcar. No one rides the bus and no one ever will. They are dirty and unsafe. I walk a mile from the max stop home to avoid busses.

I live in the Hollywood area and am opposed to what I have so far been shown to be in proposed.

I won't go to many sandy Blvd businesses if it's a problem to park, and a pain to get to.

Minimally

It will only impact me if you reduce the lanes on NE Sandy which I do not support in any way. I do, however, like what you did with 57th and the weird intersection on Sandy there. It did help. Very positive.

It will slow my walk and the way I get the bus

It will lead to more traffic which will negatively affect my small business for which I must drive a car. It will also negatively affect certain local businesses that I would like to support. I have seen catastrophic traffic and loss of business on Halsey.

It will add increased travel time for people in their own vehicles. It will NOT increase public transportation. Guaranteed.

Longer commute time and decreased access to local businesses by car.

Ruin business I support and make me avoid yet another area of town

could possibly speed up #12 bus route but if you're removing parking could ruin numerous businesses that I count on

Too much traffic. Not enough parking.

I live directly off Sandy Blvd. and feel that this will impact me in a most negative fashion. Parking will become like NW Portland where permits(!) are required just to park in front of your own house.

Increase congestion because I do not have a way to take mass transit to work.

I live near Sandy Blvd, and it would be preferable to add bike lanes and reduce traffic lanes (like Burnside or Williams) and keep parking for the struggling businesses (Hollywood area in particular has confusing lanes and parking) rather than make the road even more auto/bus centric. More car and bus lanes will only feel less residential and less walker and biker friendly.

It will add to my commute time as I pass through Sandy Blvd to reach my job every day. The lights already take a long time to pass

I live off sandy blvd and the congestion that is already there is bad enough. Taking away 2 lanes will increase that congestion and add a lot of time to my commute- especially with all the left hand turn folks who will cause more congestion as there won't be another lane to get by. Also the parking on my street and the telephone pole at the end of my driveway make it almost impossible to get out of my driveway now. With no parking on sandy this will become much worse and impact my livability in a way that makes me angry and unhappy. This is a poor project especially during this budget time. I can not express enough how much I oppose this.

Probably increase road rage.

Construction very little but if bike access is improved my kids and I would ride to get haircuts and post office visits

As a senior, I have to take into account in greater importance based on my limited abilities how readily I can drive to essentials like grocery store, farmers market, library, bank, clinic and to much lesser degree cross city transportation. I do worry about removal of parking in my immediate area that would reduce access to services.

It will probably motivate me to drive less, or at more minimal traffic times and perhaps divert my routes at times. Even though I do depend on my car at times and will be inconvenienced through some of these changes I will say as a culture we need to become less dependent on cars so I see moves in this direction as a positive thing.

By removing parking on Sandy Blvd. in business areas will impact me considerably as I am 88 years old and it is going to make me walk further to do business at businesses on or near Sandy.

How will the Rose Lane Project personally impact you?

The only thing keeping me from more regular transit use (besides pandemic) is cost and multiple transfers. Traffic congestion. Meg impact on businesses. Bicyclists putting others in danger because they don't follow the rules and don't care about people driving.

Would consider leaving Portland for good if this is implemented. Just get a functioning light rail system like a normal city.

It will be a hardship getting around in my neighbor hood. I am disabled and use my own car to get to doctors, clinic etc. I already have a hard time finding parking on Sandy Blvd to frequent shops and restaurants, and you want to remove more??? This is a terrible idea!

This will create a massive increase in commuting time when leaving and returning from work. I fervently oppose this in my neighborhood.

It will impact me in then I won't be able to park near my neighborhood businesses and lots of congestion in major intersections with only a handful of bikes using the lanes. I don't think changing the way the roads work will change peoples minds on how to get around. You either ride a bike or drive a car or take mass transit because you don't have a car or don't want to pay the parking downtown!!!

It will clog my neighborhood.

My business is on NE Sandy and we are dreading this. Our clients drive work vehicles and will not take the bus, it will just be a nightmare with parking accessibility and safely pulling out into traffic. Obviously the impact on small neighborhood businesses were not a consideration, nor was the safety of neighborhood streets that people will speed down trying to avoid Sandy.

Removing parking from Sandy/Hollywood area where I shop, eat and visit professional advisors and medical teams.

I have lived off of Sandy Blvd for over 40 years. It serves as the major artery for most of all my services. Due to the 1/2 block Commercial zoning strip along Sandy's frontage parking has been forced by the City to be accommodated along this street. Deleting on-street parking is a reversal of this formative regulation. In such cases reparations and incentive funds for alternative parking need to be considered by the City in order for many of these small businesses to survive. In addition, cut through traffic is a current issue that will become increasingly dangerous as volumes increase due to minimizing vehicle lanes on Sandy Blvd. Insane proposal with no substantive studies on its impacts!!

I'll save a minute or two of travel time, it looks like, but I'm not a heavy transit rider since I work from home. Still, I appreciate the investment in transit-friendly infrastructure, even if the benefit to me personally will be small!

I have lived in two other cities with roughly the population of Portland and in neither of them did I feel the need to own a car because they had good public transit. In Portland, I have to own a car because it had the public transit system of a city a third of its size. Rose lanes is one of many steps needed to remedy this. I strongly support it. My primary worry is that you won't implement it as boldly as needed. Taking transit needs to be the faster and cheaper option in order to get enough people to use it. It was faster and cheaper for me to take transit in both DC and Seattle but it is slower and weirdly expensive for me to take transit in Portland, especially since I have to own a car in Portland. If I don't leave work by 7:40pm, the last bus home will have left. What kind of a public transit system is that? If Rose lanes help make transit faster and increase ridership and then investments can be made in frequency and hours of operation, I would take it more often and even get rid of my car.

I live near Sandy and will use the 12 to commute to PSU when school reopens, improved times on that Corridor will be welcome!

All transit operations will improve! Even with indirect impacts such as better connectivity, ease of making transfers, and balancing of ridership.

I live near Hawthorne and Chavez. I believe more efficient transportation options will not only benefit those riding the bus but they will also help calm traffic on these terribly busy and dangerous streets.

Seems like I might have a slightly shorter commute downtown, so not much effect for me -- but I'm happy to see the focus on outer PDX neighborhoods and BIPOC Portlanders.

The Rose Lane Project is another gentrification effort that makes living in Portland more difficult. It pushes people with less means outside of close-in Portland.

How will the Rose Lane Project personally impact you?

I rode transit for almost 30 years. Now that I'm retired, before Covid, we rode transit to cultural events downtown. We will continue to ride transit when we can.

Minimally, given my current bus usage - but I have used mass transit regularly in the past and would consider it again if it becomes faster than biking.

Increased traffic congestion in Hillsdale commercial area. Confusing traffic patterns in Hillsdale Commercial Area.

Slow me down while driving. I think this project is miserably conceived.

My commute used to take me alternately to downtown or to Gresham for the bus to Sandy. I would have expected both trips to be more reliable and rapid. Since I have retired, I may see little direct effect of the Rose Lane Project.

As a TriMet bus operator it will help me be able to provide a much quicker, safer, and more reliable service to all of my customers

Would love faster bus times from Eastside to downtown!

I drive all over the city for work and am very grateful for this project even if I sit in traffic longer. This is what our city needs to tackle equity and climate goals.

more traffic

If the Rose Lanes proposed in inner NE/SE, all come to fruition, I will likely use public transit more for leisure travel. If travel times are faster, I would use public transit more in general. I work downtown and live in inner NE and have limited access to a personal vehicle, so any improvements are great! However, please don't take away any of our existing bike lane structure.

Longer commute time. HUGE inconvenience for me.

I usually travel around Portland by bike because it's reliable, time efficient and predictable. If our transit system was a good alternative for those values then I would use transit more frequently.

I won't know until they happen and I can see for myself.

SANDY BLVD ROSE LANE PROJECT WILL CAUSE MORE TRAFFIC.

I live in SE and travel to N Mississippi for work. From the office on Mississippi I often travel to other parts of town (in and outside of Multnomah county). This will directly negatively impact my daily commute, as well as making my daily client appointments more challenging to get to and to park at.

It will balloon already existing congestion. I recently spent a month in Taiwan. No bus lanes but good bus infrastructure. Worked very well. Don't destroy the ability to get around this city for those who REQUIRE a personal vehicle for their work.

I am already experiencing the benefit of the Rose Lane Project. I have noticed the buses don't get as congested when coming and leaving downtown. As a biker, I feel safer with the Rose lanes as well. Thank you for what you are doing.

It will hopefully make drivers more aware of lane priorities and intensity of use. Hopefully it will help to reduce traffic hazards for bicyclists and people with walkers.

It will shorten travel time needed to work, and cost of my time traveling.

I'm not a fan of the Rose Lane projects because it seems like TriMet is now the most important on the road. There are folks on bikes that choke on the exhaust from buses and deal with bus only lanes. I know that we're trying to prioritize mass transit as it's better for the environment but these projects can only do so much. Taking a lane from cars, increases the amount of time vehicles are emitting greenhouse gases.

Make my commute longer

If the city cleans up public transit, I'll want to take public transit more often. First, though, the city needs to address the safety and health problems caused by the vagrants making it unsafe for Portlanders (especially women, older people, and people with kids) to use public transit. If the stops and vehicles are safe and clean, a critical mass of Portlanders will return to using it. But if not, I'll have to keep using my car.

Minimally. I ride my bike 90% of the time.

It's far encompassing reach is impacting to everyone and not in a favorable way.

Don't know, line 35 has two tiny lanes on Greeley but only southbound. It might save 2 minutes. The northbound direction sees no benefit whatsoever.

No direct impact now, maybe when children are older.

How will the Rose Lane Project personally impact you?

It will be a negative impact to me and my way to work because TriMet doesn't operate when I need to be at work and only encourage people to come into my residential neighborhood to rob our houses.

It will improve bus commute times.

I've lived without a car in portland (by choice) for two years. I'd like to continue relying on public transit, but the increased commute times are a burden. Clearing some of the congestion would allow me to feel good about choosing public transit as my primary mode of transportation

More people on transit will lead to fewer single occupancy vehicles on the road, which will help me feel safer when cycling and walking.

It will spend my tax dollars on an unnecessary project in uncertain financial times

The delays on SW Capitol Hwy are real and freeing up a lane for buses (and turning vehicles) could really speed up so many TriMet lines. It will also enhance the bicycle lane on that stretch.

It will make my life worse. It will make traffic worse. Idling cars pollute more than cars that run. It will make it unsafe for my children, and other BIPOC children to play in their front yards, as angry drivers will use neighborhoods as cut throughs.

It will mostly make me ride my bike with busses instead of cars generally. I hope that transit times will be reduced if I do take the bus. I don't think this will get any of my neighbors to take their bikes OR the bus.

It will make transit a more viable option for getting around town in timely manners.

I work on Belmont Street. If bus 15 is more reliable and more frequent, it will entice me to use the public transit instead of my car. It took me 25-35 minutes to get to work during pre-covid rush hour with my single occupancy vehicle. It would have taken me 2 hours on TriMet for the same route.

It will make me more likely to use bus instead of car for trips because the travel time will go down. In the future it will increase the independence of my daughters as they can take the bus quickly downtown / other places. We live very near to 37th and Sandy and currently commute the kids to school near Sandy and Burnside - the time savings may make it feasible to bus rather than drive.

Make my life worse by making riding and driving more dangerous, confusing and delayed. Parking is hell. Thanks for nothing

I live near proposed project areas and look forward to increased public transportation access.

Reduce time spent in bus.

I use the 10, 14, and 72 regularly. I look forward to the 72 improvements but have reservations that the proposed changes to line 14. I walk and bike and take transit on Hawthorne regularly. The Paint & Pave proposals, as part of the Rose Lane Project, will reduce the urban fabric of a well connected, safe, and accessible pedestrian and bicycle experience via closures of existing crosswalks as happened with the Foster Streetscape. Do not pit pedestrian/bicycle access against transit. Maximize existing parking circulation to increase access through city-wide parking management along commercial corridors. Doing so will reduce the amount of parking spots needed and freeing up more of the ROW for both transit, bicycling, and other low-impact-transportation modes.

I could get to work faster if the Lombard line is instituted.

Concerned that bicycle facilities/routes will be negatively impacted.

It will benefit all of us whether or not we ride transit. Thank you!

I live off line 6, so I could personally be advantaged by a shorter commute time.

I'll let you know if I get right hooked on my bike

My bus is on the future list. Could impact where I live in the future if bus times improve in other parts of the city

Doesn't seem like it will at all, but I'd love to see more improvements targeting Southeast Portland transit beyond 52nd, particularly the long transit times to inner SE and downtown

I mean the obvious answer is that it will improve my daily work commute whenever I go back to working in the office post covid! Maybe more importantly though, a faster, more frequent, and more reliable transit system would presumably encourage more riders. Reducing automobile traffic would improve my life ALL the time, not just when I'm on the bus. Better air quality, slow climate change, less traffic & congestion overall, safer experience as a pedestrian and cyclist. Everything good!

Impact isn't a verb

How will the Rose Lane Project personally impact you?

The Hawthorne/Madison project will decrease my travel times when I ride the bus, but also improve my biking experience when I bike -- a win-win!

It will decrease parking available on sandy blvd. It will push more retail parking in the neighborhood we live in. Sandy blvd from 65th to town already feels fast and reliable...the same speed as if driving.

So far it's just creating a mess, don't have high hopes for improvements as the project goes along.

Disappointed in PBOT (again).

Hopefully it'll cut down on car traffic, thus making it safer and less stressful to ride a bike. If more people use transit it'll add to quality of life and reduce greenhouse emissions, which helps everyone in the long run.

It will make my car commute to East Portland longer, decreasing my quality of life and the time I can spend with my family.

Prioritization of transit on key corridors will significantly help with transit times during rush hours. There were times I could walk home almost as quickly as the bus moved down Belmont on busy days (especially when the bus was full).

It will allow me quicker access to the red areas shown on the map.

Hard to predict! But I worry that car traffic will be pushed onto my commute, where I already observe a lot of dangerous driving in the afternoons.

Better connect me to other neighborhoods around town

I'm hoping I'll be able to bike more. I bike commute less now than I used to because of increased traffic congestion, and because I moved from SE to NE (and there's less infrastructure/more dangerous spots here).

My family will have greater freedom to get around Portland without a vehicle.

Minimally

It will make it more likely for me to use the bus (after the pandemic) when it is congested.

The current plans don't impact me as a SE resident.

Prohibiting bicycle riding in rose lanes is unfortunately. It would provide more stress free cycling if they could be used for both bus and bikes.

hopefully allow me to get where I'm going more quickly, and therefore enable me to use public transit more often

I bike every single day, this will hugely impact my commute

Honestly, travel times aren't the end of the world for me (I live fairly close to the central city), but the main benefit is making me feel prioritized as a transit user. Often it feels like car drivers are first-class citizens and I'm second-class as a bus rider. Choices you all make like the Rose Lane project make me feel better about my choices & my station in life. It actually makes me happier.

Construction in general creates more traffic, especially when multiple projects appear along the same commute line(s). This happens regularly in Portland. Some bus changes (don't know if Rose Lane) have increased traffic all around (e.g. bus stops that don't allow traffic to flow by when the bus is stopped).

Personally, I have no idea about how this project will affect me, but there seems to be a real disconnect (denial) with the policy makers that people who live here and move will or want to own a car.

I believe it will help ease travel into downtown for me. I don't drive into downtown, and always use MAX or bus, so it's a big help. the fewer SOVs on the road, the better.

It would actually make my main connection downtown slower by car, but after by bus/bike. Thumbs up for the whole project, this is what we need. Cities like Mexico have had it for ages. Any South American major city area has it. Please build it.

Any non-car specific transit updates to the cityscape; be it bike lanes, transit lanes, street-lighting, crosswalks, etc; will help most every one of my trips.

I ride a bicycle a lot and have not cared for odd separations from the traffic lanes that confuse drivers, so am not hopeful that this will be a good change.

Division Street: faster travel times and more frequent service

I will take the bus more often if the travel time is not double the time it takes to drive due to congestion.

If the line-14 rose lane is picked up I think it'd make getting to work by bus (usually on rainy days) faster, and as a cyclist I hope it will make me feel safer on the roads!

The benefits seem so minimal that I don't think they will impact me at all.

How will the Rose Lane Project personally impact you?

I already live on a cut through street that people use because there's no left turn onto west bound Belmont from northbound Cesar Chavez. I see this going exponential as wait times increase on Cesar Chavez and cars and delivery trucks will take the easy shortcuts to avoid Cesar Chavez. Every morning our street is inundated with beer delivery trucks and others trucks avoiding the light at Belmont and Cesar Chavez.

Not likely as much as most as the route I take of only 4 miles somehow still takes longer by bus (2) than it does by bike. And it can be done safely. But having lived all over Portland and the possibility of living elsewhere in the city in the future makes me an interested stakeholder

Not a lot until there are stops closer to our home. Currently the nearest stop with regular service is about two miles away.

Improve safety for cyclists and walkers

I'd love to see more bus only lanes on MLK, near my home!

Ultimately it will impact me by reducing car trips and pollution around me. The travel time impacts to me personally won't make a difference but I want to live in a more just society

Slower traffic Fewer parking spaces

I would ride the bus more often with better reliability and higher frequency.

I'm over age 70 and drive to most places. Your project will adversely affect my ability to get around Portland.

Being a cyclist I like the possibility to hop on the bus when conditions require me to do that.

I just won't go near those areas and it pisses me off that we're wasting money on this nonsense when there's literally thousands of homeless people ruining the city.

I live in Foster-Powell, surrounded by high traffic streets that create unreliable bus service. When my neighborhood receives improvements I think it will be a big help to my community. My greatest wish is that it reduces traffic enough to make crossing Powell safer for my young child and that bus stops become community gathering places.

It would be to beat traffic by riding the bus instead of stuck in it

It will make my family's driving needs much more difficult - I have two kids and we don't have a lot of financial stability and this is a terrible idea for people like me

Diesel buses crawling in traffic do not make for good air quality. If this is the success I hope it is, I may live longer.

Clog up lanes to double traffic , travel time and dangerous for pedestrian s

It will hopefully speed up and increase the reliability of bus routes in my neighborhood. My commute to work will become more convenient and less stressful.

I may be able to ride a bike in the bus lanes. Otherwise, they will have no effect or will make the roads less safe.

I hope that it will help eliminate a common problem on the 72 and the 12 during busy periods where instead of one bus every 15 minutes or so you end up with 2 buses coming together every 30 minutes or in extreme cases 3 buses coming together every 45 minutes. Accoridianing causes a lot of wasted investment.

It will not personally impact me because unfortunately I live in a transit desert in the Collins View neighborhood in southwest Portland. It is hard to get to lines 38/39 because Palantine Hill Road and Primrose St do not have sidewalks.

It won't affect me because I don't commute downtown. I feel sorry for all the businesses that will be negatively impacted.

When I ride transit, the trip will be faster and more reliable.

It will create congestion, increase fuel consumption, travel costs, frustration, anger, road rage and air pollution.

Make the bus more competitive with driving alone

Made traffic worse. Nobody takes mass transit now with Virus and homeless riding. Pay people of color the savings from this program so they can get an uber or buy a car.

It will open up the city to me

Living off Lombard, I'll experience decrease in congestion pollution. I'll also be impacted by longer drive time during high traffic times, but I'll schedule around avoiding driving at this times as a result.

How will the Rose Lane Project personally impact you?

Rose Lane Project on burnside bridge has already made my commute way easier. These additional projects will make it easier to get around the city.

I ride a bike for transportation, it may save my life one day if there are safe methods for me to share the roads with car users.

I will be more likely to take the 12, 44, and 45 buses b/c it will be faster to get downtown and especially to get home.

I will be able to save time and also advocate for people to get rid of their cars.

I would be able to travel around Portland much more easily and safely as a person of color. We all know the dangers of 'driving while black' due to police racism, so I ride the bus everywhere! I used to bike more but now I have two kids who are getting too big to haul around. The bus is my spot; please make it faster!

I like to see public transportation have a priority over private transportation and the positive impact that will have on climate change.

I hope for increased biking safety

I think Cities have been using bus lanes for 40 years or more globally. So why are we bragging how great we are with our Rose lanes, when we are 40 years behind bus lanes.

Probably not at all.

I will be more likely to take transit if it is quicker.

I use line 20 daily to and from work between Portland and Gresham, as well as to get to downtown. Please be ambitious with this project--consider longer stretches of rights of way for the buses instead of just at busy intersections. More reliable service will boost ridership!

Line 20 is by far the bus line I ride the most, and I had already seen the impacts before the pandemic hit and I stopped riding transit. Can't wait to get back to it!

Makes my life more difficult

By improving the travel time for getting into, out of, and through downtown Portland on bus.

Make not having a car less of a burden when I consider trips that are otherwise manageable with a car. The closer we get to equality of commute times (or set a goal for equitable commute times) the better for this city. Taking transit will always be a burden to many if it takes longer.

I have already benefited from the changes on the Burnside Bridge, and downtown at 1st and Madison. Keep them coming!

The less time busses are stuck in traffic the more likely I am to take it.

Saving an average of a minute or two isn't a big deal, but clearing the most extreme delays of 10+ minutes will be a benefit for me and encourage more transit ridership.

I'm greatly irritated that entire lanes on major already over-burdened streets are being held empty. My bus commutes just aren't that much faster. What kind of planner takes important lanes out of action in a time of increased demand? Especially again, since it just doesn't impact bus rides much at all.

I live near Sandy Blvd and if there is a new Rose Lane there it will increase the times I take the bus but should also make a difference in the overall safety of the road by slowing down traffic.

Make 122nd Ave safer and more inviting for people.

A, B, and C projects (NW Vaughn, W Burnside) will most affect me as I walk/jog/bike those streets.

More reliable, faster transit.

It will impact me if it improves travel times.

I will probably take public transit more often. I will (hopefully) live in a city where low income and BIPOC folks will have a less stressful and expensive life than previously/in other cities.

I need to feel proud of my city again

Faster transit would be great!

It'll just make getting around Portland even more unpleasant than it already is. I'm very skeptical that this will add any value to anyone.

I rely on the 75 to get to and from work, and it can be very unreliable--sometimes half an hour late on a line that's supposed to run every 15 min. That's a big impact and can make me late for work or for picking up my child from care

How will the Rose Lane Project personally impact you?

There should be construction sites to be adequately blocked for those who can't see. Also want increased and consistent notification to pedestrians in advance of project start and end.

Maybe not much. My biggest problem is the 12th St freight train blocking my access to MAX , #2 bus diverted around my destination stops, and #70 delayed for 30 min or more. Fixing the freight train chuffing issue is alot more important to me than Rose Lanes.

Very little.

I'm not in favor of the changes to the intersection at 57th and Sandy. It is hard enough to turn left on Sandy as currently configured, this will only make things worse. Maybe a left turn light at 47th and Sandy could help?

I do not believe it will impact me at all

Speed up my travel time to work

Because of work I do, I am a Daily Trimet Rider on Buses, Max, and Streetcars.

Comments submitted through phone surveys conducted by Community Engagement Liaisons

What factors are most important when determining which projects to construct first?

People who selected “Other” said:

I think equal benefit for all and I do not want people think that we are looking for better benefit for people of color. We just want to be treat the same as white people.

Which trade-offs are most important to consider? People who selected “Other” said:

No responses

Is there anything else you would like to share with the project team to inform which of the proposed projects we build first?

No responses

How will the Rose Lane Project personally impact you?

The elimination of parking will be bad for me because I have a car.

If this project is cheaper that will be benefit for me because I am homeless/day laborer and do not have much money.

Not sure

It is a great project. I drive most of the time but sometimes I use the bus and it takes so long to come or it is not often. I hope this project makes more faster our ride when we take the bus.

I am not sure because if this project is to create more bus lines and get to your destination on time it will be great.

It will be the elimination of parking. It good if you can ride the bus only but if you drive too. It will be hard to find parking

I do not know

I may going to use more bus than my car if the service it is better and faster.

I do not know

It will be a big impact if they improve the side walks because i like to walk

I don't know

I'm not sure

Is going to improve to ride the bus

Buses will be faster than before

Better public transportation

I think it is positive the impact to improve the bus system in Portland.

I hope it is better for me to make easier to get to my job faster

I hope this project is going to better for us who use in a daily basis the bus

I am also use the bus all the time and it is good for me.

I do not have car and this is good for us who do not have car

I think this project is going to be great for people like me that we do not have car.

I think to eliminate the parking is a big impact for the people who drive and need parking

I will use the bus more often to help the environment

I can use less my car and more the public transportation

If we get buses more often where I live it will be great.

I believe it is better for all of us who drive and people who use the public transportation.

Comments submitted via email to the project team

I note that this change may well have unintended consequences for the residents in the area west of NE 56th. All of the east bound traffic will now funnel down NE Wistaria Drive or NE 54th. There is already a significant problem with speeding motorists coming off Alameda and down the very narrow tail end of Wistaria Drive. And, when church services and events resume post pandemic at the SE Asian Vicariate and St. Rose, the traffic tie-up already significant will be horrendous for hours before and after.

Please share what you expect will be alternate routes for motorists affected by the change. Wistaria is a narrow street that cannot handle extra traffic that I expect will occur due to this proposed change.

I'm very concerned about the impacts this change will likely have those of us residents living just west of NE 56th. All of the east bound traffic will now be forced to route down NE Wistaria Drive or NE 54th. There is already a significant problem with speeding motorists coming off Alameda and down the very narrow tail end of Wistaria Drive, which runs directly in front of my home. Also, when church services and events resume at the nearby SE Asian Vicariate and St. Rose, what is already a veritable nightmare will be horrendous for hours before and after. I have had situations, BEFORE this change, in which it took me 30+ minutes to be able to simply leave my neighborhood or even driveway!

How is Tri-Met planning to run a rose lane all the way up and down the hill? Don't get me wrong, I absolutely LOVE the idea as I live right off of 88th Ave and Barnes Rd. by PSVMC, but since I live at that merge and hear the mad honking almost daily of commuters merging badly, I'm wondering how this will be accomplished? Is the plan to just run two lanes in each direction all the way up and down the hill? I can see there being an enforcement issue ongoing with the temptation to zip up and down the hill around traffic being too strong. (I would welcome this, people tend to zip up and down the hill a bit too fast.)

Relative to the Rose Lane Project - particularly as to the impact on the area between NE 50th and NE 56th on Alameda and Wistaria streets - I submit the following suggestions to mitigate the impact of the proposed changes for the NE 57th / Alameda intersection

1. Eliminate [prohibit] left turn from Sandy Blvd, eastbound, on to NE 54th;
2. Make NE 54th one-way southbound between NE Alameda and Sandy (leave existing parking on west side of NE 54th street);
3. Eliminate [prohibit] left turn from NE 54th on to Sandy Blvd;
4. Pedestrian Curb Extension Installations:
 - a. At the entrance to NE Wistaria Drive where it meets NE Alameda at the NW and SW corners - these will encourage caution by traffic as it enters Wistaria eastbound and exits westbound;
 - b. At the entrance from NE 54th on to Sandy Blvd so that traffic must make a right turn only;
5. At the, then newly narrowed, eastbound entrance to NE Wistaria Drive erect signs such as:
 - a. Speed Limit 15 mph (this will be the same at the signs already on NE Wistaria as it descends from NE Alameda);
 - b. CAUTION - Slow - Congestion / Children at Play

Although many of us support the efforts of the proposed "Rose Lane Project" along line 73, this project has only increased our fears and concerns. Per <https://www.portland.gov/transportation/rose-lanes/line-73> we discovered PBOT is proposing a "Bus-only lane approaching Halsey, in both directions." This will likely impact automobile traffic on Halsey which we feel highly confident will further increase the amount of drivers using 119th to bypass traffic.

Online materials provide information only that decisions have been made. I have had no reference to materials that would show considerations that might have been made as to the affect on traffic in the adjacent neighborhood, impact on businesses on Sandy Blvd or means that would be employed to mitigate impact if anticipated. Concerned about the manner in which this project could challenge the many small businesses on Sandy. Many of them are fearful of the possible affect of the elimination of parking spots on Sandy. The owner of Thien Hong at 67th and Sandy spoke about this at the Rose City Park Neighborhood Association meeting on Jan 26th. Regrettably, that fell after the comment period ended on January 24th. I've no idea if you knew about his concerns.

Why is there no clear explanation/drawing of the changes proposed for Sandy at 57th Avenue? It's almost as if you don't want the public to know about your proposal even as you pretend that you're communicating about it.

Other open-ended comments received

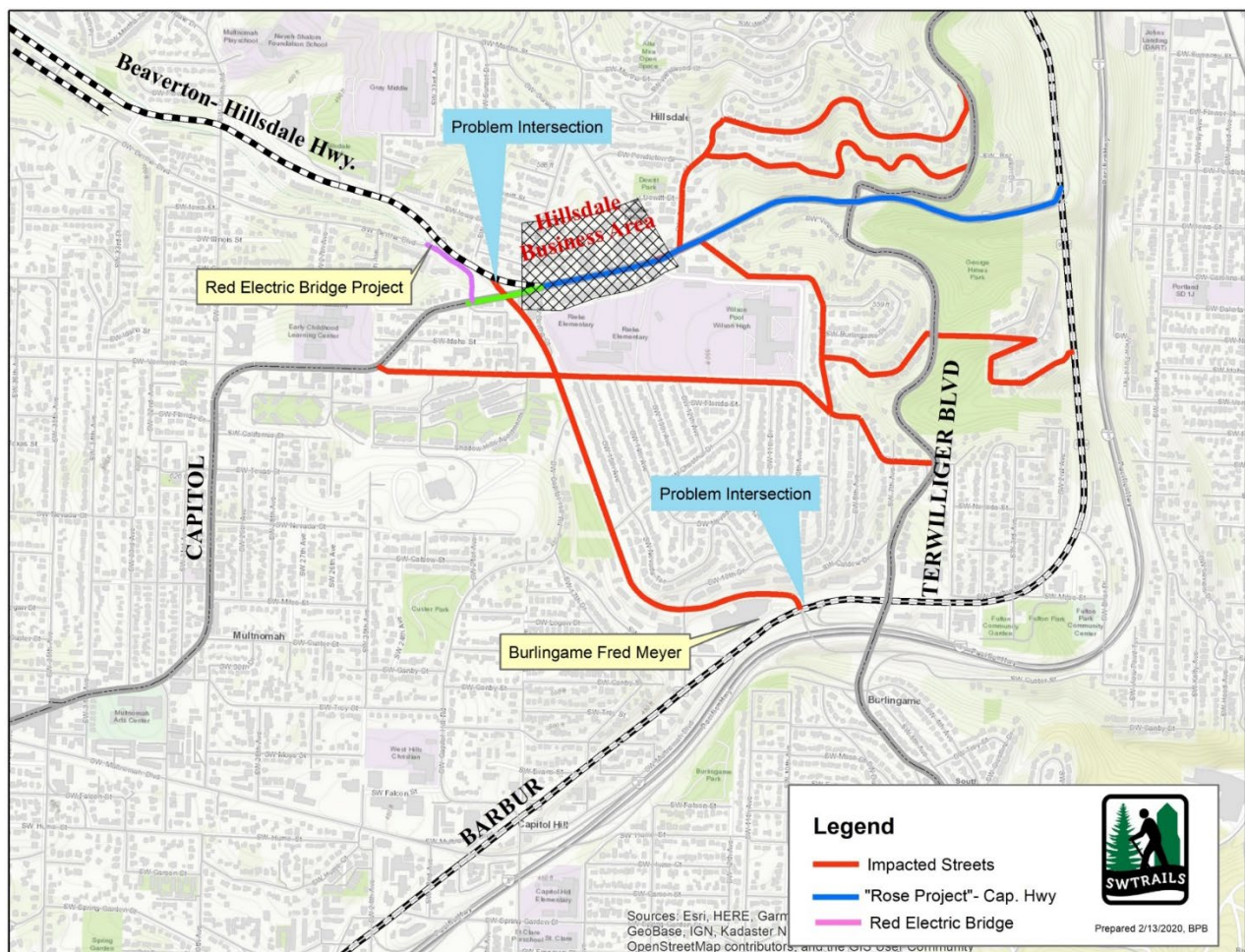
Testimony to Portland City Council on Rose Lane Project by representatives of SWTrails PDX (Glenn Bridger and Don Baack) 2.13.2020

We support the idea of improving bus transit times.

BUT NOT BY DECREASING PEDESTRIAN AND BICYCLE SAFETY ON OUR SW STREETS WITHOUT SIDEWALKS UNLESS MITIGATION EFFORTS ARE UNDERTAKEN.

AND NOT BY JEOPARDIZING THE FRAGILE BUSINESS ENVIRONMENT IN THE HILLSDALE COMMERCIAL AREA ALONG CAPITOL HIGHWAY.

The removal of one lane on each side of Capitol Highway in the Hillsdale Commercial area from Bertha Ct to Burlingame Ave is expected to affect the business environment of Hillsdale merchants by decreasing the amount of through traffic and restricting the right turns for vehicles traveling eastbound on Capitol Hwy.



Diversion Impacts

Based on our review of the Rose Bus Project, we expect significant diverted traffic in the Hillsdale area due to the devotion of one lane to bus only traffic on the following streets shown in red on the attached map.

Diversion from Terwilliger due to congestion at Capitol Hwy and Terwilliger:

- SW Westwood
- SW Cheltenham
- SW Cheltenham Ct
- SW Chestnut
- SW Vermont

Diversion from Barbur due to congestion on Capitol Hwy from Barbur west to Bertha Ct:

- SW Parkhill Drive
- SW Nebraska
- SW Burlingame Terrace
- SW Burlingame Ave
- SW Bertha Blvd

Let's put the traffic diversion into perspective. This part of Portland lacks **street redundancy**; the parallel streets that are found in much of Portland do not exist here. PBOT knows this well from their efforts to lay out the Bicycle Greenway System in SW Portland. The few possible connectors that they developed as Bicycle Greenway are destined to become the busy traffic diversion routes with the development of the ROSE LANES as presently proposed.

Based on our cursory review, we do not find current traffic volume and speed data by land and hour for any of the above streets nor for Terwilliger or Capitol Highway in the Hillsdale area. Given the near certain diversion issues that will occur and the adverse effect that the lane closure proposals entail, we feel it is imperative to conduct base line current traffic activity (hourly vehicle counts and velocities) analysis and model the expected effect of the proposed changes in advance of implementation. **See our detail requests attached.**

The Bertha Blvd/Beaverton Hillsdale Highway intersection is currently viewed as a suicide mission for pedestrians and is likely to be an even more serious problem due to diverted traffic around Hillsdale. It is important that the funded but long delayed Red Electric Bridge be completed before this plan is implemented. The new Red Electric Bridge will allow bicycles and pedestrians to avoid the Bertha Blvd/Beaverton Hillsdale Highway intersection

Bertha Blvd eastbound near Fred Meyer currently experiences long delays for vehicles seeking to access I5 at Barbur as well as Barbur eastbound. Closing the right eastbound lane through Hillsdale will likely add to the delay and congestion at Barbur and Bertha.

Business Impacts

The Hillsdale Business Community has neither supported nor opposed a test of the dedication of the east bound right lane of Capitol Hwy from Bertha Court to Burlingame Ave. They do support the collection and analysis of the vehicle counts and speeds on all of the streets we have noted.

Of greatest concern to the Hillsdale Business Community is the loss of customers due to reduced traffic on Capitol Hwy. If there is a test of the concept, the economic effect of the change on the businesses of Hillsdale Businesses must be a major part of the evaluation. PBOT/TriMet should consider running independent tests of the east bound closure separate from the westbound closures as the economic effect likely will be very different.

SWTrails, the Hillsdale community and neighborhood residents all would like to be involved in the design of any tests.

Mitigation Pedestrian Impacts

We ask that you view Pedestrians as the most important transportation priority, as outlined in your Transportation policy documents. Recognize that if you can carve out space for a transit lane, creating a sidewalk should be and even greater priority for your local communities.

Prior to what is widely recognized as an increase of traffic on important pedestrian routes SWTrails seeks to have the 300 ft extended shoulder(no parking) /sidewalk installed on Cheltenham Ct.

Prior to a test of lane closures A sidewalk on the south side of Capitol Hwy (as called for in the 1996 Capitol Hwy Plan) should be completed.

We also seek to have traffic calming installed on Westwood, Cheltenham, and improved traffic calming on Chestnut St, and Vermont to reduce the 85% speed to 15 mph from the current higher speed.

We ask that the Speed limit in the Hillsdale commercial area of Capitol Hwy be reduced from 25 mph to 20 mph and that the mid-block and Sunset signals be more responsive to pedestrian needs. Revise the signal sequence at Bertha Ct so pedestrians move with the signal rather than ignoring the signal due to poor timing.

The Red Electric Bridge must be completed before any trial of lane closures begins.

Mitigation of Business Areas

If the test of the eastbound closure for just busses is deemed successful, we seek to implement a key action element of the 1998 Hillsdale Town Center Plan which would allow parking in the right east bound lane during non peak commuting hours. This would entail building up the bicycle lane to sidewalk height to assure it continued to function when cars are parked alongside the bicycle lane. This needs to be an assured investment to support the business community.

Data Collection Requests

PBOT/ and the community need factual current traffic volume and speed information so we can judge if it is reasonable to even consider changing the street traffic configuration. The information below is also what the PBOT staff should be looking at to understand the impact on the business community and the adjoining neighborhoods of such a move. The Hillsdale residents and business owners on the affected streets will be very interested in seeing the same data and judging for themselves if the proposed changes will be acceptable, and the test, if there is one proves to be acceptable to all concerned.

Current data including vehicle counts and speed by direction by hour and clear daily summaries for an extended period for the following streets:

2 Lane Streets

Diversion from Terwilliger due to congestion at Capitol Hwy and Terwilliger:

- SW Westwood
- SW Cheltenham
- SW Cheltenham Ct
- SW Chestnut
- SW Vermont

Diversion from Barbur due to congestion on Capitol Hwy from Barbur west to Bertha Ct:

- SW Parkhill Drive
- SW Nebraska
- SW Burlingame Terrace
- SW Burlingame Ave
- SW Bertha Blvd

3 and 4 Lane Streets

Capitol Highway in Commercial Area Numbers of vehicles and the speed profile by lane by hour eastbound and westbound for the 4 lanes going through Hillsdale

Capitol Highway Sunset East to Barbur Numbers of vehicles and the speed profile by lane by hour eastbound and westbound

Traffic Diversion Studies

We request PBOT/TriMet perform study of the likely traffic diversion on all of the streets listed above as well as the expected benefit to the TriMet system for making the proposed changes.

• The analysis should address if residents along Burlingame Avenue will be able to access Capitol Hwy westbound during evening rush hour.

Plans for Street Configuration Changes

We request that SWTrails, the Hillsdale Community; and the Hillsdale Businesses be presented plans for what the street layout, signage and other factors being changes be presented for review prior to any test being conducted. This would include tentative plans of what a dedicated bus lane allowing right turns from the vehicle lane eastbound left turns from westbound lanes and right and left turns from the business parking area on the south side of Capitol Hwy would look like on the ground, including expected signage, lane designation etc to accompany the expected changes.

We request to be involved along with the other stakeholders in the determination of the criteria by which a test would be judged



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