

320 WOODLARK BUILDING
813 SW ALDER STREET
PORTLAND, OREGON 97205-3111
503/225-0192 • FAX 503/225-0224
coc@coganowens.com • www.coganowens.com

**COGAN
OWENS
COGAN**

PLANNING
COMMUNICATIONS
CONFLICT RESOLUTION
SUSTAINABLE DEVELOPMENT
ENVIRONMENTAL PROJECT MANAGEMENT
GOVERNMENTAL/COMMUNITY RELATIONS

NORTH PORTLAND ROAD AND NORTH COLUMBIA BLVD INTERSECTION DEVELOPMENT PROJECT

**Summary Report of Open House
Trucks Safety and Livability:
How to Improve North Fessenden and North St Louis Avenue
on November 17, 2011**

Prepared by Cogan Owens Cogan, LLC

November 30, 2011

OVERVIEW

TYLin and Cogan Owens Cogan, LLC (COC), with assistance from members of the Stakeholder Advisory Committee (SAC) and Portland Bureau of Transportation (PBOT) staff, conducted an Open House November 17, 2011, between 6 and 8 pm at the St. Johns Community Center.

Attendees were invited to receive information about the process and timeline of the North Portland Road / North Columbia Blvd Intersection Improvement Plan and its implications on truck traffic and neighborhood livability on North Fessenden and North St Louis. Informational boards about the project and process were provided by TYLin and placed around the room. PBOT staff provided 5 table-length aerial photographs of the study area which attendees commented on by applying post-it notes to localize and identify issues and challenges along the corridor. Attendees also were encouraged to fill out comment forms and post other comments on the chartpacks placed around the room.

In attendance as staff were Bob Hillier and Rich Newlands, PBOT; Sorin Garber, TYLin; Mike Coleman, Kittleson and Associates; and Elaine Cogan and Ellen Wyoming, Cogan Owens Cogan. Approximately 75 attendees came to the open house and several SAC members helped staff the registration table and talked with attendees. In accordance with Title VI requirements of the Oregon Department of Transportation, sign-in sheets at the registration table solicited voluntary gender and race/ethnicity information; 24 (approximately 35% of attendees) marked the voluntary form with their anonymous information. Of these, 45% were female and 55% were male; 4% were Native

American/American Indian/ Alaska Native, and 95% were white. 16% identified as Hispanic.¹ Sign-in sheets and Title VI information are in Appendices A and B.

From 6:45 – 7:30 PBOT, TYLin, and Kittleson staff made a short presentation about the project and answered questions. Further discussions were held with staff at the aerial photograph tables and boards. For the remainder of the open house, approximately 127 comments were made on post-it notes on the aerial photos of the study area. A handful of comments were made on chartpacks around the room. A total of 18 comment forms, including one mailed in after the open house, were received.

Comments were catalogued in the following manner:

- All comments from post-it notes placed on the aerial photographs were recorded in an Excel spreadsheet by intersection or road segment.
- All comments on comment forms were recorded in Excel with questions across the top as column headers.
- Comments from the chartpacks were also recorded in an Excel spreadsheet.

GENERAL THEMES

Aerial Photograph Comments

Of the 44 intersections or road segments on which people concentrated, the following generated the most feedback:

- N. St Louis St. and N. New York Ave. / N. St Louis St. and N. Seneca St.
- N. Fessenden St. and N. Columbia Way
- N. Columbia Way and the Columbia Blvd Ramp
- N. St Louis St. and N. Lombard St.
- Pier Park Place and N. St. Louis
- Fessenden St. and N. Charleston Ave.
- Fessenden St. and Oswego St.
- Polk St. and Fessenden St.
- N. St Louis St. and N. Smith St.
- N. St Louis/Fessenden St. and Iris Way
- Fessenden St. and Burr Ave.

¹ Hispanic is an ethnicity, not a race, thus the percentages add up to over 100%. People who identify as Hispanic can be of any racial ancestry.

These 11 road segments/intersections account for 25% of all locations commented on and represent 46% of all comments made.

Repeated themes:

- Increase pedestrian and bicycle safety with improved facilities
- Lower speed limits
- Implement traffic calming measures along key corridor areas

Additionally many comments refer to:

- Accidents seen by recorder
- Trucks misuse of the road
- Speeding
- Pedestrian dangers

Verbatim comments in full are found in Appendix C.

COMMENT FORMS

17 comment forms were turned in before attendees left the Open House; one was received afterwards by mail.

In answer to the first question:

Did the Open House provide sufficient information?

14 people stated that they received enough information; two said they did not and two declined to answer.

Two important themes emerged in answer to the second question - *What are the most important issues we should address?*:

- Pedestrian and Bicycle safety
- Speed enforcement/reduction

In response to the third question - *Anything else?* - respondents emphasized possible solutions and additional recommendations. The complete summary is found in Appendix D.

CHARTPACK COMMENTS

Few comments were made on the free-standing chartpacks. One individual posted a detailed action plan which includes the following:

Provide a shopping list of each type of improvement and cost:

- *Cross walks*
- *Signs*
- *Curb extensions*
- *Police officer*

Let the community select their choices and create a proposed budget. What would \$2 million buy on the shopping list?

Propose that study money be spent on actual shopping list items.

All additional comments are found in Appendix E.

North Portland Road and North Columbia Blvd Intersection Development Project**Appendix C**

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Reno Ave to St. Louis Ave

Intersection	Comments
N Lombard and N Reno Ave	Heavily used pedestrian intersectin - often cars/trucks don't stop. 2 people made this comment.
N Lombard, N Jersey, N St Johns Ave Intersection	Crosswalks on all streets at this intersection (was a graphic representation of this concept) Coming off the N Lombard curve here, vehicles have crashed into homes.
N Lombard between St Johns Ave and Catlin Ave	Vehicle crashed into home last month from this curve.

North Portland Road and North Columbia Blvd Intersection Development Project

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Macrum Ave. to Burcham St.

Appendix C

Intersection	Comments		
N Mears and Midway Ave	consider a traffic light - can take 5 min to drive across to her neighborhood at evening traffic hours. Midway is short but very hectic intersection, needs attention at times!		
Midway b/w mears st and fessenden	Middle School walking route down N. Midway from George to N Columbia way would be good.		
Midway and Fessenden intersection	<p>Lots of people cross the street here. 2 active businesses and two bus stops. Cars never stop, if they do they risk a rear ending. Lots of traffic crashes here. People cut thru from Columbia to Fessenden and N. Columbia Way clogging the intersection.</p> <p>"I have lived on Midway 8 years. Most of my neighbors avoid this intersection"</p>	<p>Needs a light - people park on both sides to access restaurant and stores. Constricts midway so when you turn onto midway it's very dangerous. A lot of near accidents that I see frequently.</p>	
Fessenden between Alma and Midway	This area has a new stores on both sides of the street and only 1 cross walk and light which is not often used by pedestrians. East bound traffic is FAST here as drivers speed to make green lights. It is dangerous.		
Fessenden between Alma and Fairhaven	Speed and lack of safe pedestrian crossing is major concern: one solution: tree lined boulevard throughout entire corridor		

North Portland Road and North Columbia Blvd Intersection Development Project

Open House - November 17, 2011

St. Johns Community Center - 6-8 pm

Aerial Photograph Comments: Macrum Ave. to Buchanan St.

Appendix C

Intersection	Comments
Fessenden and Burr Ave	I think the signal @ fessenden and burr should either be a real signal or eliminated. It's hard for traffic on Burr to cross and half the time the pedestrians cross after they have pushed the button but before the light changes.
Slow this signal down to lengthen trip time	Turn this light on a regular cycle so it stops and slows traffic. Right now it only turns on for peds and traffic coming off N Burr ave.
Fessenden between buchanan and Calhoun	Duplicate tree well islands and other improvements from smith on fessenden

North Portland Road and North Columbia Blvd Intersection Development Project

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Macrum Ave. to Buchanan St.

Appendix C

Intersection	Comments
N Mears and Midway Ave	
Midway b/w mears st and fessenden	
Midway and Fessenden intersection	
Fessenden between Alma and Midway	
Fessenden between Alma and Fairhaven	

North Portland Road and North Columbia Blvd Intersection Development Project

Appendix C

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Macrum Ave. to Buchanan St.

Intersection	Comments
Fessenden and Burr Ave	
Fessenden between buchanan and Calhoun	There is a park across the road from a school - dangerous (crossing) to KIDS

North Portland Road and North Columbia Blvd Intersection Development Project

Appendix C

Open House - November 17, 2011

St Johns Community Center - 6:30 pm

Aerial Photograph Comments: Buchanan Ave. to N. New York St.

Intersection	Comments		
N New York/Seneca and St.Louis	Lots of kids cross St. Louis at Seneca/New York to get to Pier Pool. There needs to be a crosswalk or similar traffic calming measure.		
Pier Park Place and St. Louis		Could we have some quick solutions while we wait for these great long term solutions? Signs - blinking lights - better lighting would be some quick and easy starters	Very dangerous curve for truckers because of L/R turning vehicles to PP Place and Kids running across Fess/St L. to catch bus or go to school.
Dear Lord, put a crosswalk here!		No sign for Pier Park Crossing	
St. Louis/Fessenden and Iris Way	This road (iris) has very high pedestrian traffic due to the two bus stops on fessenden and the significantly large population that lives down the street in the multi-family housing complexes	Blind corner does not allow peds to cross. Truckers make this corner very fast.	Stop signs ignored on regular basis
Fessenden and N Charleton Ave	I live at N. Iris where fessenden meets St. Louis at the other end of Iris is the Woods Apt complx. We have problems crossing the street due to poor sight at this curve.		Crossing Fessenden and Charleston is really scary because cars park there you can't see traffic w/o pulling onto Fessenden. Designated parking plus reduced speed limit would help. We've actually gotten into habit of crossing @ Oswego or Mohawk instead.
	Need a marked and lighted x walk here to the library on charleston	I cross here to go to downtown st. johns	Medians with greenspace (trees, grass) as way to slow traffic and beautify and make it look less industrial (2x).

**Aerial Photograph Comments: Buchanan Ave. to N. New York St.
St. Johns Community Center - 6-8 pm
Open House - November 17, 2011
North Portland Road and North Columbia Blvd Intersection Development Project**

Appendix C

Intersection	Comments
Charleston Ave north of Fessenden/St Louis	Charleston is where the library is - Iris has a large amount of people who walk there to use the computers.
Charleston is a significant pedestrian and bicycle corridor saw three accidents in front of my building last summer. 1 was a hit and run on our car in June. We need a median and traffic calming	There should be an easy way to cross Fessenden/St. Louis
Richmond and Fessenden	Richmond gets lots of Lombard to Fessenden traffic, often at high speeds. Speed bumps may help?
unpaved alley between richmond and Oswego	make this alley a through street, seneca from oswego to charleston (2x)
Fessenden b/w Oswego and Richmond	fessenden to oswego is the local fire depts main route to columbia - it would be smart to increase awareness of this through traffic measure
Fessenden and Oswego	move bus stop east one block - better lighting
Good place for a stop light	Facilitate ped crossing @ this intersection
Good place for a stop light	We NEED a stop light!

North Portland Road and North Columbia Blvd Intersection Development Project

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Buchanan Ave. to N. New York St.

Appendix C

Intersection	Comments
Oswego Road	speed bumps. Fire and Police use this route - many families with small kids on this street
Fessenden at mohawk Ave	Speed limit to 30 mph on Fessenden
Allegany and Fessenden	Islands and roundabouts would work fabulously on St Louis and Fessenden (they work on Smith now) another heavy traffic is WVA drivers cutting through to St John Bridge to Germantowne
N Tyler and Fessenden	If you use the bike lanes you are often in danger of getting nailed by speeding cars zooming into the bike lane to cut around other cars turning left
Polk and Fessenden	Many people use public transportation here but there is no safe crossing anywhere near. Trucks speed thorough and are extremely loud.
	I can't walk across the road to see my grandparents - I think trucks should be banned
	I got stuck in the middle of Fessenden here and cars would not stop

North Portland Road and North Columbia Blvd Intersection Development Project
Open House - November 17, 2011
St Johns Community Center - 6-8 pm
Aerial Photograph Comments: Buchanan Ave. to N. New York St.

Appendix C

Intersection	Comments
N New York/Seneca and St.Louis	25 mph limit could start here
Pier Park Place and St. Louis	At this curve there are significant safety issues for pedestrians crossing fessenden. This is because of the limited sight lines. There are also two very heavily used bus stops at this curve used by residents.
St. Louis/Fessenden and Iris Way	Need cross at n pier park place and st louis - fessenden st.
Fessenden and N Chareltton Ave	Speed bumps please! I cross Fessenden here twice a day with my 4 year old (as do a lot of other families) to catch the bus. The blind corner from St. Louis is dangerous!! The cars are aggressive. We've been bonded at just trying to cross when we thought we had an opportunity (which is hard to get!)
	Pedestrian crossing with lights and traffic calming!!

North Portland Road and North Columbia Blvd Intersection Development Project

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Buchanan Ave. to N. New York St.

Appendix C

Intersection	Comments
Charleston Ave north of Fessenden/St Louis	
Richmond and Fessenden	
unpaved alley between richmond and Oswego	
fessenden b/w Oswego and richmond	
Fessenden and Oswego	Oswego has a lot of cut through traffic - could use a speed bump (lombard to columbia) I wish this was a 4 way stop or a true stoplight

North Portland Road and North Columbia Blvd Intersection Development Project
Open House - November 17, 2011
St. Johns Community Center - 6-8 pm
Aerial Photograph Comments: Buchanan Ave. to N. New York St.

Appendix C

Intersection	Comments
Oswego Road	
Fessenden at mohawk Ave	
Allegany and Fessenden	
N Tyler and Fessenden	
Polk and Fessenden	<p>Very dangerous to cross here. Have lived on Polk for three years. Fessenden is not a neighborhood street. Can't speed limit be dropped to 30?</p> <p>And more ped crossings put in?</p>

North Portland Road and North Columbia Blvd Intersection Development Project
Open House - November 17, 2011
St Johns Community Center - 6:30 pm
Aerial Photograph Comments: Buchanan Ave. to N. New York St.

Appendix C

Intersection			
N New York/Seneca and St. Louis			
Pier Park Place and St. Louis			
St. Louis/Fessenden and Iris Way			
Fessenden and N Charleton Ave			

North Portland Road and North Columbia Blvd Intersection Development Project

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Buchanan Ave. to N. New York St.

Appendix C

Intersection	
Charleston Ave north of Fessenden/St Louis	
Richmond and Fessenden	
unpaved alley between richmond and Oswego	
fessenden b/w Oswego and richmond	
Fessenden and Oswego	

North Portland Road and North Columbia Blvd Intersection Development Project

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Buchanan Ave. to N. New York St.

Appendix C

Intersection
Oswego Road
Fessenden at mohawk Ave
Allegany and Fessenden
N Tyler and Fessenden
Polk and Fessenden

North Portland Road and North Columbia Blvd Intersection Development Project**Appendix C****Open House - November 17, 2011****St Johns Community Center - 6-8 pm****Aerial Photograph Comments: Smith St. to Ivanhoe St.**

Intersection	Comments
N. Smith St and N. Chicago Ave	Add a white painted crossing sign on roadway or a flashing yellow light should be placed intersection.
N. St. Louis Ave and N. Seneca St	This is major crossing from the community center to the pool in Pier Park. Lots of kids in the summer time. I hear a lot of trucks braking and honking here. Many exhaust brakes used here by the trucks.
N. St. Louis Ave and N. Windle St	Truck caused vibration shakes at this house many times every day.
N. St. Louis Ave and N. New York Ave	This is where ladies with kids don't cross the street into traffic.
N. St. Louis Ave and N. Smith St	How long is this going to take? We want speed bumps on Fessenden and a pedestrian refuge.
N. St. Louis Ave and N. Fessenden St	We need more pedestrian crosswalks with flashing or stop lights.
N. St. Louis Ave and N. Central St	Where is our traffic calming device? We were promised it in June 2011. We need them all the way to Portland St.

North Portland Road and North Columbia Blvd Intersection Development Project

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Smith St. to Ivanhoe St.

Appendix C

Intersection	Comments
N. St. Louis Ave and N. Lombard St.	Put a sign or tressle here that says "Welcome to St. Johns Neighborhood" low enough for cars and trucks to pass under, but no semis. Roundabout.
N. Lombard St and N. New York Ave	Light needs a turn signal.
N. St Louis Ave and N. Ivanhoe St	Unnatural traffic pattern for neighborhood streets.
General to N. St. Louis Ave	Please keep our streets safe from pollution and fast drivers. Make some restrictions on what kind of trucks go by oversize, double trailers, not covered. We see it all on St. Louis. Last year the bumps were fixed but they cracked in no time. House shakes, trucks slow down door pops open. Take the 35 mile/hour sign out.
General to N. Lombard St	Need speed bumps down business area.

North Portland Road and North Columbia Blvd Intersection Development Project

Appendix C

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Smith St. to Ivanhoe St.

Intersection	Comments
General to N. Ivanhoe St	<p>I know this is outside of the zone you are considering but living just off of St. Louis on Ivanhoe we are subjected to cars and trucks racing down our street to avoid the light at St. Louis and Lombard. 2 speed bumps per block are needed. Many children live upon this stretch, including my own.</p> <p>Living on N. Ivanhoe I see a lot of truck traffic - it might be local but they are large potentially overweight cutting through to avoid Lombard. Speed bumps on Ivanhoe west of St. Louis to eliminate truck traffic and speeding from cars cutting through avoiding Lombard traffic.</p>

North Portland Road and North Columbia Blvd Intersection Development Project

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Smith St. to Ivanhoe St.

Appendix C

Intersection	Comments
N. Smith St and N. Chicago Ave	
N. St. Louis Ave and N. Seneca St	
N. St. Louis Ave and N. Windle St	
N. St. Louis Ave and N. New York Ave	
N. St. Louis Ave and N. Smith St	Truck noise and congestion from 5:30 am - 9 am and again from 4 pm - 7 pm.
N. St. Louis Ave and N. Fessenden St	
N. St. Louis Ave and N. Central St	

North Portland Road and North Columbia Blvd Intersection Development Project

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Smith St. to Ivanhoe St.

Appendix C

Intersection	Comments		
N. St. Louis Ave and N. Lombard St.		Widen truck turn north on Lombard. Truck route sign. Intermittent light for turn.	Need a sign for residential zone slow done.
N. Lombard St and N. New York Ave			
N. St Louis Ave and N. Ivanhoe St			
General to N. St. Louis Ave			
General to N. Lombard St			

North Portland Road and North Columbia Blvd Intersection Development Project

Appendix C

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Smith St. to Ivanhoe St.

Intersection	Comments
General to N. Ivanhoe St.	

North Portland Road and North Columbia Blvd Intersection Development Project

Appendix C

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Clarendon St. to Oregonian Ave.

Intersection	Comments
N. Clarendon Avenue and N. Columbia Blvd	The North Peninsula bike path dead ends here. It needs to be connected to the path around the waste water treatment plan.
N. Columbia Way-Columbia Blvd Ramp	Line of sight makes this very dangerous.
N. Columbia Blvd overpass	Lower the bridge so that trucks cannot go under it. Or hang a dangling sign that says No Trucks from the bridge so that it hits the top of the semi trucks, but allows for cars and pickups to travel under it freely.
N. Columbia Blvd - Portland Rd Ramp	If the ramp is closed to get off Columbia there could be a large/easy on ramp to Columbia west from N. Portland south.
N. Portland Rd-Columbia Blvd Ramp	Needs big sign - for truck route with violation warning.
N. Fessenden and N. Columbia Way	This six way intersection is not pedestrian friendly.

North Portland Road and North Columbia Blvd Intersection Development Project

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Clarendon St. to Oregonian Ave.

Appendix C

Intersection	Comments
N. Oregonian Ave and N. Columbia Blvd	I live off Oregonian and Columbia Blvd. Please consider an "island" on Columbia Blvd for pedestrians and bike riders to get across the street. #16 bus is there too. No access from that neighborhood to BES water lab trails - sidewalks end.

North Portland Road and North Columbia Blvd Intersection Development Project

Appendix C

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Clarendon St. to Oregonian Ave.

Intersection	Comments	
N. Clarendon Avenue and N. Columbia Blvd		
N. Columbia Way-Columbia Blvd Ramp	Poor visibility merging and from eastbound slow lane on Columbia Blvd.	Parabolic mirror - any improvement to current.
N. Columbia Blvd overpass		
N. Columbia Blvd - Portland Rd Ramp		
N. Portland Rd-Columbia Blvd Ramp		
N. Fessenden and N. Columbia Way	Double-trailer traffic showing on map.	Slow this light to mitigate truck drive time. Really hard and scary to turn left here if you ride a bike. One of those green blocks might be helpful.
		From 2:56 pm to 3:17 today I counted 12 semis and 8 semi- cabs at this intersection just taking a short cut.

North Portland Road and North Columbia Blvd Intersection Development Project

Open House - November 17, 2011

St Johns Community Center - 6-8 pm

Aerial Photograph Comments: Clarendon St. to Oregonian Ave.

Appendix C

Intersection	Comments
N. Oregonian Ave and N. Columbia Blvd	

North Portland Road and North Columbia Blvd Intersection Development Project
Open House - November 17, 2011
St Johns Community Center - 6-8 pm

Comment Form Responses

Appendix D

Old the Open House provide sufficient information?	Explain:	What are the most important issues we should address?	Anything else?	Name	Address
Yes		Pedestrian Safety! Bicycle Safety!	Trees, bioswales and crosswalks are all good	Josh Guerra	8443 N. Hartman - 97203
For now		Thru traffic on Fessenden, improving pedestrian access	Send your mailer a bit earlier	Lucius DeLorenzo	9435 N Midway - 97203
	I came with modest expectation.	My 1st meeting less fear.	A positive thing about St. Louis/Fess is that the traffic flows smoothly and quickly as in it is an efficient road, with relatively low idling. My concern is that considering 2/3 of the traffic is local, will disruption of the route result in a significant increase in idling traffic, particularly during commuting hours		
Yes		Making St. Louis/Fess safer for ped xing	Thank you!	Philip Goetzinger	9327 N. Trumbull Ave
Yes	I wish there was more information on the project timeline	Pedestrian safety issues related to bus stops and community centers like parks pools and libraries	Can we have some signage in the meantime? Like "truck route" pedestrian crossing signs? Quick solutions while we wait for the big improvements	Francesca Berrini	9533 North Pier Point Place - 97203
Mostly		Safe crosswalks, more 4 way stops or lights on Fess - slowing traffic. Roundabouts - medians (think Ainsworth tree strip)	more info on how we as neighbors can support the city and add traffic calming devices onto eh side street in St Johns	Christina Pucci	8443 N Hartman St
Yes		Enforcement, speed, pedestrians	The section of N Ivanhoe from St Louis to N Catlin either requires speed bumps or Ivanhoe should be capped off at St. Louis!	Arrin Schoedinger	9134 N Ivanhoe

North Portland Road and North Columbia Blvd Intersection Development Project
Open House - November 17, 2011
St Johns Community Center - 6-8 pm
Comment Form Responses

Appendix D

Did the Open House provide sufficient information?	Explain:	What are the most important issues we should address?	Anything else?	Name	Address
Yes/No	Did I miss discussion of wider contextual issues, i.e. new bridge/205 diversion, etc.	contextual driven solutions (longer range) and certain short range solutions	Electronic/camera monitoring 24 hour for trucks entering @ N Lombard/exiting other end and giving citations for trucks violating the law.	John Petty	
		What's the status of the bike blvd. crossing on St. Louis from Central? Traffic speeds, traffic calming and moving trucks off St Louis/Fes. Traffic speeds are too high on St. Louis Fessenden. Lighting and visibility atnight are concerns as well.	Lots of kids go from the community center to pier pool by crossing St. Louis at Seneca and New York. There needs to be a flashing yellow crosswalk, curb extensions and or median island to improve crossing conditions	Greg Stiles	9124 N Seneca
Yes		Traffic issues on Fessenden/St. Louis. Need some sort of crossing and way to slow down traffic on the blind corner.	Speed bumps on N Irisway. Stop signs are continually ignored and speeding is a big issue	Emily Kernen	9721 N Irisway

North Portland Road and North Columbia Blvd Intersection Development Project
Open House - November 17, 2011
St. Johns Community Center - 6-8 pm

Comment Form Responses

Appendix D

Did the Open House provide sufficient information?	Explain:	What are the most important issues we should address?	Anything else?	Name	Address
Yes	This is a great opportunity to revitalize Fessenden while also making it safer. Make changes attractive as well as functional.			Kristen Carter	8216 N Fox St.
Yes	Hot spot intersections: St. Louis and Lombard, Col Way and Col. Fessenden, Col. Way and Col. Blvd. Slow speeds along Fess. Facilitate Pedestrian crossing Safety, pollution, old houses yes, first step in the process	Oswego Ave is used frequently as a high speed shortcut from Fessenden (northbound) to Columbia Blvd. Would like to see speed reduction features effected like speed bumps, islands, etc.	get some signs to slow traffic	Beau Buckman	10116 N Oswego Ave
No		This was pretty disappointing. It felt like the "experts" cut the meeting short. I think they should have taken more questions and comments from the entire audience instead of breaking into small groups			
no	The need for traffic calming devices and signalized pedestrian crossings spaced every 2-3 blocks on St. Louis Fessenden	use roundabouts and islands on fessenden and st. louis and at col. Way and col blvd and use the study \$\$ to get going!		Mrs. Ed Wesala	
Yes	Not to offend truck companies so they leave				

North Portland Road and North Columbia Blvd Intersection Development Project
Open House - November 17, 2011
St Johns Community Center - 6-8 pm
Comment Form Responses

Appendix D

Did the Open House provide sufficient information?	Explain:	What are the most important issues we should address?	Anything else?	Name	Address
Yes		<p>Lowering the speed limit on Fessenden, providing more pedestrian crossings on Fessenden, installing street trees and medians to slow traffic and improve the crosswalks on Fessenden. Potential options: reduce speed to 25 mph, no parking on corners of intersections, 4-way stop, preventing trucks from using fessenden</p>	<p>I would like to see more permanent garbage cans along Fessenden. The street litter is extreme, largely as there is no place for pedestrians to dispose of garbage</p>	<p>Joshua Blanchard</p>	<p>9475 N Tioga Ave</p>
Yes		<p>Improving pedestrian crossing safely - Fessenden. Reducing traffic/truck noise</p>	<p>My main issue is road visibility. I can't see traffic on Fessenden when crossing due to parked vehicles and traffic often on foot. Roundabouts? Middle divider with shrubs, etc. narrow Fessenden</p>	<p>Jacob O'Brien</p>	<p>8320 N Hendricks St.</p>
			<p>Slowing the traffic would largely address/mitigate these problems</p>	<p>Mark Hill</p>	<p>9459 N. Polk Ave</p>

North Portland Road and North Columbia Blvd Intersection Development Project
Open House - November 17, 2011
St. Johns Community Center - 6-8 pm
Chartpack Comments

Appendix E

Comments
We need a bridge from US 30 N of Linnton to Kelly Point Industrial Area t.5 - t.6 (two people second this)
Buy us all out and turn Fessenden-St. Louis into an industrial parkway! (one person seconds this)
Take 3S miles sign out
Fessenden not a truck route, cross walks, lights, stop signs slow traffic to residential level (25 mph)
How many accidents is "low"?
How bad was each accident? - What injuries to Ped/Cyclists?
Pedestrian and crosswalk features to cross Fessenden between Iris (blind curve) and Oswego Ave/Not Ped. Friendly
Seems like signage and speed limit changes are cost effective and can be quickly implemented.
More traffic control devices on St. Louis/Fess.
Enforce posted "No Trucks" access restrictions. Trucks travel N Ivanhoe N of St. Louis/ Ivanhoe intersection in the morning hours.
Action Plan:
Provide an shopping list of each type of improvement and cost:
cross walks
signs
curb extension
police officer
Let the community select a few of these choices and create a proposal budget
What would 2 million dollars buy on the shopping list?
Propose that study moves quickly and spend study money on actual shopping list items