

NE/SE 20s Bikeway Project
South Open House #2 Comment Sheet

	NE - SE 20s Bikeway Project - Open House "SOUTH" Comments	Live in 1/4 mi of any route? Y1, N2, Other	Sections of Interest North, Central, South	How often do you cycle?
S1	Our family lives between SE 39 th & SE 45 th on Crystal Springs Blvd. It is a major cut-through for commuter traffic – cars travel FAST, often run the stop sign and it is not safe for us to ride bikes on. I would LOVE to see either speed bumps or a MPH notification sign to make it easier for us to ride. We support this project and hope it uses our street! Thanks!	1	S	seldom (for safety reasons)
S2	Within the Eastmoreland neighborhood – 32nd Ave is wider than Reed College Place so it is easier for a car to get around a bicyclist (than on Reed College Place) Both 32nd Ave and Reed College Place are generally more level than the big swing from 27th to Crystal Springs. Both streets are also less traveled than 28th as it winds south from Steele to Bybee to 27th and Crystal Springs. A traffic signal at 28th & Powell to permit bike and pedestrian traffic across Powell will take some getting used to by the motorists on Powell.	1	S	sometimes
S3	Turned stop signs on Clinton have made it a difficult & sometimes dangerous route to bike, since cars prefer this to traffic on Powell & construction on Division. A one sided bike lane makes another road design that is not standard. This makes for more confusion as we bike/drive through the city. By the time I'm routed to 30th I might as well have just ridden on the 34th & 33rd route (in central section) Having a TSP map for the N-S routes would have been helpful NE 28th Ave options: 2 way cycle track Riding N on the left against traffic makes me feel really uncomfortable. 6 South: is there a possibility of partnering with Reed College to build a separate (maybe bike only) path through their campus to avoid the Bybee & Woodstock intersection when travelling east from 28th/Reed College? 28th place & Clinton should get a stop sign, cars and bikes will be going fast down Clinton's hill. General planning approach comment: I completely understand the need to connect neighborhoods to schools, having grown up riding to grade school. Unfortunately, my husband (once) and I (twice) have been hit by drivers with children in their vehicles. We d	1		frequent

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S4	<p>Generally the proposals for NE area do not affect me, but from Division on South, I like the idea of the couplet and turning N bound traffic at Holgate & 28th over to 26th is excellent. As a homeowner on 28th, I've seen the traffic increase N bound exponentially over the past thirteen years, and bicyclists are often forced to use the sidewalk on the E side of the street going North. Having traffic diversion installed there will help keep down the extremely high volumes of "cut-through traffic".</p> <p>Mostly for the NE portion, the diagonal crossing at Sandy seems in line with progressive cities all over. Couplets also work well.</p> <p>Additional signage advising cyclists to Not use Powell or Holgate for E-W travel due to them putting themselves and drivers at risk; might be a worthwhile consideration, and advising them of the availability of E-W bike lanes elsewhere, just a few blocks away. Paint alone does not protect cyclists. High profile markers should also be considered such as those used on the Hawthorne Bridge.</p> <p>Thank you for your hard work!!!</p>			
S5	<p>Interesting idea not using SE 27th through Eastmoreland. Though I avoid Reed College Place N/S because of all the stop signs. I like 32nd SE route, but would like to see adequate signage/visibility of the route as most people that bike also drive & would think to take Reed College Place or SE 27th.</p> <p>As a fearless rider, I wouldn't take the SE 26th Av. Couplet S of Division if I had to share the road. Traffic is too fast to not have a bike lane or better. If one direction will be "share the lane or take SE 28th" I would take SE 28th. Like above, there should be awesome signage & visibility alerting casual riders of the preferred way to go.</p>	1	S	frequent
S6	no comment			
S7	<p>SE 26th between Gladstone & Holgate is used as a truck route by Union Pacific. The city ok'ed this w/o talking to us neighbors. Trimet also uses 26th although not as much since 17th is open. (you can check) I don't understand why the trucks are using it since they could go west to McGloughlin (sp). It's dangerous to bike between Gladstone & Holgate; taking parking out won't make the industrial traffic go away; it's really narrow for that.</p> <p>We need N-S routes but this section is problematic.</p> <p>See sheet for email address and notation of Brooklyn Yard, Union Pacific.</p>	1	S	sometimes

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S8	<p>I live on Reed College Place and I'm not too concerned about the proposed Greenway on RCP. I would not want to see speed bumps or loss of parking on the street though. I would recommend against SE 32nd as a greenway as it is very narrow with parking on both sides and buses travelling on this road.</p> <p>SE 27th is not a bad choice from point of view though as it is the least narrow route and takes the route near the Bybee Trimet sta. which seems like a reasonable destination. A signal at at SE 27th & Bybee might be a reasonable option anyway to slow traffic and to let bicyclists use the route more safely.</p> <p>Of the three routes through Eastmoreland I think 27th is best but RCP is okay if no changes other than traffic markings were made. I definitely recommend against SE 32nd.</p>	1	S	seldom
S9	<p>I support using either Reed College Place or 32nd street options through Eastmoreland. If on Reed College Place I suggest sharrows & east/west bound stop sign additions. I think speed bumps are unnecessary.</p> <p>Thanks See sheet for name and address</p>	1	S	frequent
S10	<p>Concern – If 32nd (SE) is the preferred route – consider safety in regard to the bus already running along 32nd. Most cyclist barrel down SE Bybee w/o stopping at any sign. More traffic on 32nd doesn't seem safe or fair.</p>			sometimes
S11	<p>Great concept. Hope it is implemented in entirety. I ride around Portland on regular basis & finding convenient, safe route from our home on 40th & Crystal Springs to North Portland would be great.</p> <p>Love the notion of Crystal Springs 45th to 28th being included. Would hope the Woodstock neighborhood Association be included in future discussion. The neighbors along Crystal Springs have been surveyed and are overwhelmingly in favor of the use of the road in this project. We see it as an opportunity for bike safety as well as improving traffic issues along this section of road.</p> <p>We also see this route to 45th as a route to Errol Heights a notoriously underserved neighborhood. We are excited & fully supportive.</p> <p>See sheet for name, address, email</p>	1	all	frequent

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S12	I live on Crystal Springs Blvd and feel that the bike route is an excellent way to connect different parts of Portland. There is a desperate need for traffic calming on the 39th to 45th section of Crystal Springs Blvd. Please consider emergency vehicle compatible speed tables/humps or traffic diversion. Drivers speed and ignore stop signs in this section. Residents in this section of Crystal Springs have written to the city regarding this problem and are waiting to hear from city officials as to what can be done to keep all safe, and to be part of the bikeway project. See sheet for name and email	1	S	frequent
S13	SE Crystal Springs Blvd, between 36th and 45th narrows to about 28 feet and becomes a local residential street. However, it has become fairly high volume traffic bearing with much higher than 25MPH speeds. This bikeway project is a great idea in totality, and for this section of Crystal Springs Blvd. However, in order to make it suitable for increased bike use and to increase safety and livability for current and future residents, significant traffic calming needs to be put in place on this stretch of Crystal Springs. Speed bumps or cushions would be one of the most effective options. Another appropriate solution would be traffic diversion, as on Lincoln and Clinton at SE 39th. The neighborhood greenway approach that is presented at the open house appears entirely consistent with these comments. See sheet for name and email	1	S	frequent
S14	1. Franklin & 26th very difficult area 2. Managing volume that leaves north-south corridor to get thru Ladd's Addition = 20th + Division = aargh!	1	C	sometimes
S15	I strongly support the south option (in Poster #7). Turning south in the original proposal onto 27th at Bybee is very difficult. I ride this route every day as a commuter and I know this intersection well. The alternate options are much better.	1	S	
S16	1. Bike lanes @ 26th/28th south of Clinton St are too narrow. 2. Couplet design has some merit, but only if it's built in a way that is useful to cyclists. Don't build something nobody will use. 3. Do not remove N bound bike lane on 26th N/S of Powell 4. Connect to future cycle infrastructure on orange line trimet @ 17th Ave & 12th/Powell/Clinton - new bridge. 5. Provide fast and easy cycle commute options from SE to downtown.	1	S	frequent

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S17	<p>Property owner Gladstone to Holgate. Have already fought with Union Pacific take over SE 26th for their privately owned purposes. Taking away on street parking is going to further deteriorate (sp) the livability of the neighborhood. Light rail commuters, to 17th & Holgate, according to Tri-Met, will walk ½ mile to light rail stop. They will also need parking which is going to affect livability. There are not enough bicyclist on SE 26 to warrant taking out the parking. This is not a "field of dreams" type of project. Thank you for your time to explain this.</p> <p>P.S. Please make Gladstone E.B. to 28th then 28th S.B. the main bicycle thorough-fare.</p>	1	S	never
S18	<p>Maintain livability in the neighborhood should be the main concern, as they are long time tax payers who maintain their property and maintain a high quality of life in the neighborhoods, and City of Portland should not disturb the neighborhood for a few bikers. The bike use south of Powell to Holgate is 50-60 a day, pedestrian traffic is over 100. The bike paths are fine and there has been hardly any problems with the way it is. The neighborhoods should not lose parking as 26th ST south of Powell to Holgate is an older neighborhood with older people who need parking access for visitors and those that assist them. Neighborhood livability should be priority period.</p> <p>Just because The City of Portland received a grant does not give them the right to screw up a lot of nice neighborhoods. This whole process reminds me of the movie "Field of Dreams" if we build it they will come and the mean time the neighborhood and property owners who have supported the city will be the big losers in this pipe dream process. Save the parking spots, as this will save neighborhood let the bikes & cars share the road – livability</p>	1	S	sometimes
S19	<p>Safety: Density of 25 lot housing makes too numerous driveways for bike safety Caesar Chavez to 45th on Crystal Springs Blvd. Same for parked cars proposed plan – is without traffic count on above section. Wow. Process and plan was not presented to Woodstock Neighborhood Assoc!</p> <p>A long term plan of separate car streets and bike streets should be a required goal for safety, livability, traffic control of different kinds. Speed bumps hinder ambulance speed and patient safety and emergency treatment.</p>	1	S	sometimes

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S20	<p>I spoke with Rich Newlands today who assured me that there will be no parking loss on SE 26th Ave between SE Division & Powell Blvd. This is critical, as the neighborhood cannot afford to lose any more parking.</p> <p>We also discussed the very high volume of traffic on SE 26th which makes it much more dangerous for cyclists than SE 28th Ave (again referring to area between Division & Powell) With the dangerous conditions on SE 26th, it might be safer to put the route entirely on SE 28th Ave. However the proposed "couplet" with southbound traffic on SE 26th Ave and northbound traffic on SE 28th might also work.</p> <p>(under no circumstances should SE 26th Ave be used for northbound traffic between Powell & Clinton!)</p>	1	C	sometimes
S21	<p>I completely support the "couplet" option for improving bike traffic between Division and Powell. A wider bike lane, southbound, on 26th would be safer for bikers and motorists and would preserve existing parking. There should be no parking loss at 26th & Clinton, and existing parking on 28th can be preserved as it was on SE Clinton.</p>	1	C	never
S22	<p>We currently live on Crystal Springs Blvd and find that our bike routes leaving on street is rather dangerous due to the level of traffic. I have a 3 year old who I would like to bike with in the near future but I am concerned about safety. This project sounds wonderful to me and I am a big supporter. Thank you for helping our communities gain better access to the city.</p>	1	S	

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S23	<p>1. I am very excited to see the idea of a (car) traffic diverter on Powell/26th – I hope this area also receives special treatment to slow cars down, as it seems that people speed up there, in anticipation of getting to/onto Powell. □ there’s a HS right on that corner and a lot of pedestrian/bicycle/transit traffic.</p> <p>2. I am also eager to see bikeways that do go through business districts. I shop, including parking, by bike, and most Portland bikeways miss business districts. I don’t travel on streets that don’t have bike facilities, and I don’t wander into business districts in the hope they’ll have something to offer. Those businesses are missing my business.</p> <p>3. Please please please reduce the speed limit on these bikeways to at least 20, if not lower. I ride everywhere and want to be able to do so with my kids, too – but at the moment I remain interested but concerned [that Portland’s roads will never actually be safe for children to ride anywhere but on the sidewalk]”. Lower speeds, separated facilities, and through-traffic diverters, please!</p> <p>4. I hope to see signalized crossings that cycle automatically for ped/bike traffic, rather than</p> <p>5. More diverters on all bikeways! Clinton has become a horrific bikeway with cars speeding</p> <p>Thanks!</p> <p>Keep up the good work & don’t forget to keep trying harder!</p>	1	S c	frequent
S24	<p>1. Why did the city not send the green card notices to all affected businesses & residences within the bikeway corridors. 20,000 notices were sent but I personally asked my neighbors & business owners & they did not get these notices!</p> <p>2. Why do you think that removing cars from the front of homes & businesses will benefit the neighborhoods?</p> <p>I live in a location that will have parking removed from my home and as a cyclist I do not feel comfortable riding with traffic here.</p> <p>3. The city of Portland is adopting a bad policy of forcing people to move into housing without parking for a least one vehicle per unit. This forces major parking congestion. Bikeways do not solve this. Bike lanes remove parking. Is this what I, as a property owner get for my tax dollars?</p> <p>4. Businesses in my neighborhood are operating on thin margins. Any more reduction in their income may force these businesses to close if customers cannot find a place to park. I thought that the city of Portland supported small business.</p> <p>5. No matter what happens, bicyclists will still choose whatever route make sense to them. Bike lanes & bike routes are an option. There is no law to make bike riders use bike</p> <p>6. Eliminating potholes, building sidewalks, & paring roads make much more SENSE than</p> <p>7. In my mind, Optional Route on SE 28th Ave between Clinton and Division makes more</p> <p>8. Speed bumps, stop signs, bioswales, & traffic islands will not interfere with traffic flow</p>	1	C	sometimes

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S25	<ul style="list-style-type: none"> • SE 28th between Stark & Broadway definitely needs a bike lane. Not safe in its current state. • SE 26th Ave south of Division needs a wider bike lane • I know you are addressing both these areas and your work looks great so far. • SE 26th between Gladstone & Holgate has a serious amount of truck traffic – pls avoid 	1	C	frequent
S26	<p>The 26th Ave/28th Ave couplet between Division & Powell seems like a great idea: it retains parking along one side of 26th which has been a concern of local residents (?) will lead to elimination of the abrupt end of the bike lane(s) just S of Clinton and would lead to signalization of 28th & Powell improving safety on Powell.*</p> <p>As chair of Hosford Abernethy NHSB district I will be interested in the comments from my neighbors.</p> <p>*I very much like the design of the 28th/Powell intersection with R turns only onto Powell.</p> <p>-I am troubled by the cross section design showing one street of a couplet with a bike lane going one direction (good) and a bike box in the opposite direction lane. This encourages bicyclists to ride on that street rather than taking the responsibility to ride on the other direction of the couplet and forces drivers/cars and peds – to make way for them.</p>	1	C	seldom
S27	<p>When/how are intermodal issues/opportunities addressed?</p> <p>With shrinking bus and MAX service it is now inconvenient for me to use these because they are too far of a walk. However if I could bike to them (and be able to park my bike there) easily I would start using them again.</p> <p>The area around 28th & Sandy offers great possibilities for a fully alternative – modes transportation hub (bike/bus/streetcar/new MAX station and Sullivan’s Gulch trail.)</p>	1	N C	sometimes
S28	<p>A. Definitely use the 30th street option 28th too busy</p> <p>B. Very hilly section (Stark to Hawthorne)</p> <p>C. Like the 28th optn (south of Harrison), but recommend some traffic calming near school perhaps 1 side of the road parking & speed bumps. The hill in front of the school is blind to drivers going north & south – both directions</p> <p>D. Still on 28th if light option @ Powell fails the I would suggest 3rd signal crossing with light – then rejoin 28th from Francis</p> <p>E. No good choices 28th or above (Eastmoreland)</p> <p>See sheet map for locations of A through E</p>	1	C	frequent

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S29	<p>Generally prefer to use existing bike routes/master plan as much as possible w/traffic calming/diverters/speed limit enforcement as a priority – seems counterintuitive to divert existing bike route to accommodate primarily drivers. Traffic calming would improve not only bicycle infrastructure, but neighborhood livability & quality of life for SE residents as a whole & a safer environment for children, pets & pedestrians. Would help to view this process as this larger picture rather than as a reductive & divisive bikes vs cars issue.</p> <p>Also have a comment on the stretch of 28th Ave between Gladstone & Holgate which is the existing & well traveled bike route in the Portland master plan (though mislabeled on the maps here) – would love to see the greenway option as a resident of this street! Makes a lot of sense to move buses and emergency response over to 26th (turning at Holgate) and add sharrows/signage to 28th would love diversion of northbound automobile traffic as it is a tiny residential street suffering from vastly increased cut through traffic traveling on average 10-15 miles over the speed limit.</p> <p>Also somewhat opposed to diverting bike routes so far off 28th between Woodstock and Gladstone. In general, driver education would make a lot of sense as a part of the larger scope of the project. Thanks for the consideration!!</p>	1	South	frequent
S30	<p>My street (see sheet for address) is a residential local street with high volume traffic. It has two lanes with parking on one side. It is also a currently designated bicycle path with no signs or markings indicating such. I encourage the proposed greenway treatment and diversion to the collection street (26th) at Holgate. In addition, I recommend markings and signage indicating it is indeed a designated route for cyclists.</p> <p>As a cyclist, I should not have to be bullied onto the sidewalk on a residential street. As a driver, I should not have to pull over and wait for traffic to pass before making a left turn into my driveway.</p> <p>Furthermore, I don't understand the logic of the bus route on 28th between Holgate & Gladstone. 28th becomes a narrower street at this point. There is more room to turn onto Holgate than onto Gladstone.</p> <p>I mostly drive because I feel unsafe on a bicycle. I think we should have more education on safety and cyclist/pedestrian rights as both drivers and cyclists.</p>	1	S	sometimes

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S31	<p>You cannot add traffic to Crystal Springs. Additional bike routes should not be built. Having condemned this project, if the city insists on implementation the preferred route in Eastmoreland is:</p> <ol style="list-style-type: none"> 1. 27th Ave along the golf course 2. Where the road turns east to become Crystal Springs obtain right of way from golf course (city course anyway) & connect to springwater corridor by crossing golf course, proceeding south, at 27Ave & connect to spring water trail just east of McGloughlin. Do not go down crystal springs or 45 AVE. 			
S32	<p>Perhaps stoplights along the route could have this pattern: Stop: 30 sec Bike: 15 sec GO: 15 sec Also, we could make a glass arch over all parts of the route that are between stoplights.</p>			
S33	<p>Low stress crossing or major streets strongly influence my regular bike routes I live near the central/28th Ave section and if I didn't live in the neighborhood I probably wouldn't drive there due to a *perception* that parking is already full. Perhaps this perception can help mitigate any parking removal on 28th. Also if any routes could open up north/south transit service, great! There's a lack of N/S service between 12th & 39th.</p>	1	C	frequent
S34	<p>Most concerned with section between SE Hawthorne & NE Broadway along 28th I take this route north frequently (several times a month) as it is the most direct (close by) over the highway. In its current state it can be very scary and frustrating to deal with high volume of cars & those that pass unsafely or otherwise act aggressively. I support the couplet idea w/buffered lane Nbound on 28th – it would make a much more safe and pleasant biking experience! I like to shop/eat/visit many of the businesses located there but the high intensity of riding keeps me from stopping on the fly if I hadn't already planned to. I think this would also enhance my experience along that stretch as a pedestrian (as I often walk there also). Even if car volume is not lessened, I'm hoping that at least traffic speed will lessen, helping to create a calmer environment. Thank you for all your work on this project – we badly need a new north/south route around here and I'm excited at the prospect of riding a designated route where I feel safe and valued!</p>	1	C	frequent

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S35	<p>I still like the Reed College Place option:</p> <ul style="list-style-type: none"> - Better lighting at night - Straight sightlines – you can see for a few blocks as a cyclist - Stop signs at almost every street – shows bicycle & car traffic - Driveway on only one side of street – fewer conflicts w/cars <p>We should still think about bike/ped/auto improvements in 27th/28th/Bybee/Tolman confluence – but for connecting to springwater trail, Reed College Pl is best option</p> <p>See sheet for notes on map: bad left turns for bicyclists westbound, problem intersection</p>	1	S	frequent
S36	<p>I am very concerned about a bike route right thru our neighborhood and especially along my street (see sheet for address). The width of the street is not desirable since most homes have single car garages and park on the street. This would make a dangerous situation with added bike traffic. Since a large number of cyclists abide by stop signs and think they have the right away at all times. A safer alternative would be to use the adjacent Spring Water Trail or use a route along light rail. I am for healthy biking especially for recreation. I have lived on (see sheet for address) for most of my 66 years. And do not want our neighborhood become a thoroughfare for biking commuters. Thank you for your consideration.</p>	1	S	Seldom
S37	<p>I bike to and from my house to workplace almost daily. This route takes me from SE 22nd Ave & Division north to 33rd drive just south of Marine Drive.</p> <p>I am excited about improving safety along this route and I like the planning I see! I was hit by a car while biking along 20th SE and Stark so I feel these are important issues. My current safety concern is just north of this project, crossing Columbia on 33rd avenue. There are very few options to cross Columbia anywhere near this intersection. Going north the route begins with a shoulder over the Columbia overpass, but then spits you out between 2 lanes of fast moving traffic. My suggestion is to please consider extending the bikeway project north of Columbia Boulevard. I don't know what could be done, but it's a dangerous area from 33rd Ave between Holman north to Argyle.</p> <p>Please continue the great work!</p>	1	N	frequent

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S38	Hello, we live at corner of SE 26th and Harrison. Daily, we witness considerable honking/yelling frustration between cars & bikers at the intersection. Often either doesn't stop at the stop sign west. Adding add'l bike traffic crossing Harrison there would add considerably to this and concerned about accidents. I have lived here for 10 years and have made recommendations to improve visibility and such to help alleviate this. The route on SE 28th would make more sense and provide direct pass by Hosford Middle School/sports/dog park and bypass this 26th area. Also, regarding 26th cars cannot easily pass closer to Division and there's a regular bottleneck. I'd be concerned about safety for bicyclists there, particularly children en route to school. Thanks for your work.			
S39	Proposed couplet south of Hawthorne looks good – anything to widen the too-narrow lanes on 26th between Division & Holgate anything to slow traffic on same section (Div – Powell esp) also appreciated	1	C S	frequent
S40	I do not support bikeway on Reed College or 32nd. Buses on 32nd are a problem. Street already narrow. Reed College becomes an issue with Reed College parking along both sides at street from Woodstock to Tolman. It becomes a safety issue again around Duniway School. Not only must with think of school-day parking near and around the school we must also consider weekend parking near and around the school w/sporting events year-round. Also I would hate to see bikers use the center strip as a path since we have spent \$\$ and time restoring it. The most logical route is SE 27th/28th. The logical thing to do would be to put a light to mitigate the safety issue in crossing Bybee. Please look at SE 36th. Once again, I'm sure a decision has been made to put the bikeway where the city wants it and comments don't matter.	1	South	sometimes
S41	I question that the project is necessary for Eastmoreland. Bicycles traverse the neighborhood without the help of the city transportation dept. I know the justification is to use federal funds because they are available Perhaps the best alternative would be to return the funds			
S42	I live in central section, and am a daily bike commuter for 11 years. I like the route on 28th instead of 26th from division to burnside. 26th from powell to Harrison St is very problematic.	1	C	frequent

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S43	<p>We live at 42nd/ Crystal Springs. If the Bikeway Project is able to provide traffic calming btwn. 39th (Cesar Chavez) & 45th, we feel this would be a great route.</p> <p>We are a bit confused abt Woodstock being used as a bikeway option. The business center (39th to 52nd) is very congested and difficult to navigate. You also have the added burden of TriMet & the fact they don't pull over. Traffic stops behind them. We'd be thrilled to see more bicycle traffic on Crystal Sp this section can't afford to lose on street parking – The cities push to increase density is impacting the Woodstock neighborhood tremendously.</p> <p>Thank you See sheet for name</p>	1	S	Seldom
S44	<p>I live at 3806 SE 26th Ave. My preference would be to to have the bike couplet option on SE 26/28th. I also feel the speed limit should be reduced to 25 instead of 30. This seems appropriate, since you are expecting more bikes in the coming years.</p> <p>Removing parking completely from the street would be a hardship on me and my access to my house. Please do not remove our parking. As it currently stands we can only park on one side of the street now. Thank you for your consideration & hard work on all the planning.</p> <p>See sheet for name</p>	1	S	sometimes
S45	<p>I like the idea of the couplet with S bound bike traffic using 26th and N bound traffic using 28th. Nobody loses parking. Bikes are safe and traffic on 26th can improve. My hope is N bound 26th traffic can resume a right turn on red once the bike lane is removed.</p>	1	S	sometimes
S46	<p>On street parking is critical on SE 26th Ave between Powell & Holgate</p>			
S47	<p>"Continued from Dick Gedrose's comments"</p> <p>The bikeway from SE 45th to Bybee and 27th gives us direct access to the Bybee Max Station. We live on (see sheet for address). We are very support of this project. Too many cars. Need more people using bicycles to commute to work and other locations around the city.</p> <p>See sheet for name</p>		S	sometimes
S48	<p>Since the Max station is going in on Bybee Blvd, the current route on 27th is ideal for accessing the station since there is no designated car parking. It's a perfect tie in for commuting by bike.</p>	1	S	frequent

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S49	<p>Re: Central corridor I advocate bikeway routing along 30th Ave instead of 28th from Stark to Glisan for these reasons:</p> <ol style="list-style-type: none"> 1. Removing parking from this area would be very harmful to the businesses on 28th...many are small and struggling and losing parking would add hardship 2. We need a bike/ped crossing at 30th & Glisan anyway. This spot is difficult & dangerous to cross! 3. 28th Ave in this region is not a safe road for cars & bicycles to co-exist even if you do create bike lanes, largely because of the high truck volume & other wise vehicles. Better to route bicycles to another road i.e. 30th <p>Thank you for all your hard work and thank you for seriously considering our concerns in your planning!</p>	1	C	sometimes
S50	<p>Safety is a concern. It would be great to minimize stops for bikes.</p>	1	C S	frequent
S51	<p>Safety seems to be a major concern, and I agree..however all the best bike routes in the world will not educate a rider about the rules of the road...sharing the road. I am increasingly concerned that many bicyclists do not ride in a safe manner. They weave in and out of lanes, sometimes many abreast, frequently entering traffic from nowhere, often do not stop & take turns at stop signs.. Add the projected volumn of bike traffic and Yikes...how terrifying is that? Please require that bicyclist know the rules of the roads, share the right of way appropriately. I do not want to hit a bicycle, but frequently I am accosted by reckless riders. Enforce or something! Thank you for reading this and doing something about safety education.</p>	1	All	
S52	<p>There has been almost no discussion of the extension of the path beyond Eastmoreland to the south, and there were no representatives at the stakeholders meetings (I attended 3 of 4) from that area. The 37th Ave connection is the Eastmoreland gateway to the Springwater, Sellwood, and Milwaukie. Ending the bikeway at SE 42nd & SE Harney is a much less desirable solution. See sheet for name, address, email</p>		S	frequent

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S53	<p>It doesn't seem that making a bike lane south bound on 28th from Sandy to Stark and a bike corridor on 30th in this section makes much sense given the cost to local businesses and neighborhood residence. 28th will still be dangerous for cyclist and peds, more cyclist will use the south bound path but cars will travel faster not having to worry about parked cars. The people that continue to drive will look to the neighborhood to park adversely effecting neighborhoods to the east and west of 28th.</p> <p>I haven't seen or heard anyone address how changes on 28th will effect the coke building and the dozens of semis using this section of 28th.</p> <p>Where will the delivery zone on the south side of the street on 28th between couch and Burnside be relocated! Dozens of trucks use this spot weekly supporting the business in this neighborhood.</p> <p>Where will people coming to the neighborhood by car park? Your present parking study done by PSU is based on 2 days in the summer time, and before 2 new condo units with limited parking have come to the neighborhood. This strip of 28th is thriving right now at night. I think, from 16 years of observation, that it works because it is serviced by multiple</p>		C	frequent
S54	<p>Very excited about this opportunity to create north south route through PDX. Be BOLD! Create safe bike route so that families feel comfortable allowing their children ride to school. Create buffered and protected bikeways within 10 blocks of Hosford, Cleveland and all other schools. I won't ride on SE 26 between Steele and Clinton because it's too narrow and too busy. I bike to work 8 months of the year. Would do it more if it was safer in the dark. Create traffic calming/road **** on SE 28th between Clinton and Steele - or neighborhood greenway. Make 28 south of Steel safer/wider. Curves are scary. Cars can't see you.</p> <p>Yes to light and traffic calming at Powell and SE 28th!!!</p> <p>What a GREAT opportunity to increase ridership (bikes)! Make it SAFE for all reluctant riders and it will transform our city!!! Thank you!!!</p>	1	S	frequent
S55	<p>I love the idea of bike routes. It looks like the end goal is to get biker safely to crystal springs trail. We should focus on routing bikes on 28th up Woodstock and then down Cesar Chavez (39) to crystal springs. 28th may also work put a stop sign at Bybee & 28th. You could also look at 36. Please don't put on 32nd Ave SE, it already is overly congested with buses and poses safety risk. Reed College Place is also too narrow for bikes</p>	1	S	frequent
S56	<p>I'm excited to see additional bike infrastructure developed. Would love ot see the bike lane on 26th between Division & Gladstone widened a bit.</p> <p>Also, I live on 25th between Gladstone & Holgate. Lots of cars speed through there & I'm concerned that diverting traffic to 26th from 28th will push even more people onto our residential street. I'd love to see this project add some speed bumps or a stop sign N/S-bound at Cora to mitigate this impact. Thanks!</p>	1	S	sometimes

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S57	I live on SE 25th where motorists cut through from Holgate up to Gladstone to avoid lights on 26th. I'm afraid more people will choose this route if 28th is diverted. Could you help clam traffic on 25th if this is the case? Thanks	1	S	sometimes
S58	I'd prefer to see the whole Division to Steele route on 26th. South of Holgate there is often significant traffic (w speeding) on 28th. I find it much easier to go left onto Woodstock at 28th – following 28th to Bybee & Crystal springs intails a left turn across traffic (again often fast-moving). Going North on Reed College Place, the left turn onto Woodstock can be troublesome at rush hours. 32nd has a 3 way stop, so it is easy to make the left auto Woodstock. Buses rarely run on 32nd (it's an alternate route for the #19), so I don't find the buses troublesome. I would love to see traffic calming on Crystal Springs – it is being used as a cut-through to Clackamas county at rush hour – I once watched cars at 42nd & Crystal Springs – 19 of 20 ran the stop sign, though many at least slowed a bit...	1	C S	frequent
S59	The map on this page doesn't show preferred option of 32nd Ave (rather than 28th which is dangerous) on most southern part of route. Talking to people traveling this area, no one uses 28th to get from Steele to the other side of Woodstock. All use 32nd or Reed College Place.		S	frequent
S60	26th from Division to Harrison parking continues on both side of street only 1 ½ lane available. Division to Caruthers both sides continuously cull from park and riders and business in area. Very congested. School within 1 block		S	never
S61	I support having a bikeway on Reed College Place, connecting to Springwater Corridor at 37th. Install some sort of traffic calming at the intersection of RCP & Woodstock. I'm not sure what that should be, but it is necessary for both pedestrians crossing to & from Reed College there and for bicycling out of the neighborhood. On RCP, ensure added safety for kids on foot & on bikes around Duniway School & the playfield there. At the 37th access point to springwater, explore options to make it less steep At Powell & 26th, explore instead crossing Powell at @ 28th & making the existing pedestrian crossing safer	1	S	sometimes
S62	I support bike lanes generally – the more, the better. In particular, I support a bike lane down Reed College Place. That is the best route through my neighborhood – Eastmoreland. Thank you. PS but you need to put a stop at Reed College and Woodstock	1	S	seldom

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S63	<p>Safety SE 26th/SE 28th with heavy traffic to/from Cleveland high school and less Grout/Tucker-Maxon drop-off, pick-up also industrial/commercial traffic S Holgate & SE Powell crossing Access – exclusion of Sellwood – Westmoreland neighborhoods except crossing viaducts at heavily traveled Bybee or Holgate</p>			
S64	<p>Biggest concern I have is the north/south crossings at Holgate, Powell, Division, Hawthorne etc... I like the couplet greenway options and feel they offer the best compromises. Would like to see an option that calms N/S traffic on 28th near Burnside.</p>	1	S	frequent
S65	<p>To Whom It May Concern:</p> <p>My name is (see sheet) and I am the manager at Pets on Broadway. We are a large independent pet store located on the corner of 28th and NE Broadway in the Sullivan's Gulch neighborhood. After nearly 25 years in business we were able to purchase our building last year. It was a huge step for us and gave us a good measure of security and confidence in our future. We love the idea of the Bikeway Project and hope to show why the 26th Ave option would allow Pets on Broadway, a strong and vibrant community partner, to stay active and grow with the city.</p> <p>We employ 25 people, the majority of whom are long term and full time. Our staff enjoys outstanding benefits that focus on health, well being, and community involvement. They include things like reimbursement for expenses related to being active (gym memberships, running shoes, yoga classes), paid time off to volunteer, and charitable gift matching.</p> <p>We pay for half of a monthly bus pass and reimburse bicycle maintenance expenses. We offer outstanding health insurance through Kaiser Permanente (medical, dental, vision), of which we pay 70%. We also offer education reimbursement for any type of class or work.</p> <p>We also work very hard to be a great community partner. Our philanthropic efforts focus on...</p> <p>We support multiple animal welfare groups including the Multnomah County Animal Shelter...</p> <p>We stock products at all price levels in an effort to be as inclusive as possible for our customers...</p> <p>What the big chains do offer is parking. For a store like Pets on Broadway, large bags of dog food...</p> <p>Additionally, the only delivery option for Pets on Broadway is our loading door on 28th street...</p> <p>We are currently making an effort to expand to another storefront and a warehouse. We want...</p> <p>We are only able to be such a beneficial partner to our staff, our community, and our customers...</p>	other	North	sometimes

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S66	<p>I am concerned about the narrow/irregular "S" curve behind Fred Meyer on NE 28th. It did not seem safe for bicyclists or motorists especially in rainy or low light conditions. It would be much safer to re-route onto NE 26th Avenue.</p> <p>Also I am a customer of Pets on Broadway. There is almost no parking space open on NE Broadway so I park on NE 28th to get my 30lb bags of dog food and 15lbs bag of cat food. If there is no longer parking on NE 28th it will be a tremendous inconvenience for many customers and I am worried that it will cause the business to relocate or close entirely. This will only get worse after the New Seasons mixed use development opens on NE 33rd/Broadway.</p>		N	sometimes
S67	<p>I feel that the proposed route along SE 32nd Ave. is not a good choice because of the amount of traffic (both bus and auto) that this street currently supports. Residential parking on both sides of the street already uses up a good portion of the road surface and adding a bike lane would just compound the congestion. As a "sometimes" bike rider, this route seems to be the wrong choice.</p>	1	S	sometimes
S68	<p>I live on 32nd Ave in Eastmoreland between Bybee and Knapp. The traffic volume may be "low" because it is a very congested area. If TriMet comes down the street all traffic, bikes and cars, have to pull over to let bus come thru. Many times cars have to back up to let the bus come down the street. If there are more bikes on the street, bikes will move to the sidewalk and be in walkers way (such as walking) school children when the bus moves down the street. The bus comes every 15 minutes going north to south, than a few minutes later the bus will be going south to north. Thus, a bus is on the route about every 7 minutes. To me the best route is 27th next to the golf course where there is not a bus or school bus would be a better alternative.</p> <p>We are a neighborhood of older adults that move slower and vision is not as good. Would be be more accidents? SAFETY is an issue</p>	1	S	sometimes
S69	<p>March 17, 2014 Area: 28th between Broadway & Sandy (see sheet for name and address) I am a resident property owner on NE 28th/Weidler. The only parking availabl to easily access my home is Northbound on 28th. That's it. I support the proposal to take the bike oute over to 26th in this area for the following reasons:</p> <ol style="list-style-type: none"> 1. Not safe for bicycles even if parking removed (substandard in width) 2. All the houses along that area of 28th are cul-de-sac i.e. there is no access to 27th Ave until B'way so no parking on 28th would have a significant impact on residents and safety 3. Intersection of 28th & B'way is already a problem with traffic backing up on 28th & needs for pedestrian safety 	1	N	sometimes

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S70	No: Reed College Place No: SE 32nd Yes: SE 27, along the golf course where parked cars are minimal. Reed Col. Pl. already too busy, especially around the school. – also too narrow. S.E. 32 as buses – too crowded. Put a light at 27th & Bybee	1		frequent
S71	Good job – and I hope you keep your word or I think there might be a hangin		S	frequent
S72	Appreciated information provided. Wish we had received a post card from city informing us of open house rather than depending on our neighborhood assoc. We have no objection to NG designation for our street – 32nd Ave – but would oppose parking removal.	1	S	never
S73	I am concerned about cyclists who do not seem to follow traffic rules. They seem to think they have all the rights to do what they want to do.	1	S	never
S74	We live on Claybourne St at 32nd Ave. We are concerned about poor visibility for bikers on 32nd due to high number of cars parked on both sides of the street. Visibility is reduced – as many are large. The buses – every half hour in each direction further complicates the problem. Reed College Place with parking on only one side on either side of the parkway would be safe for cyclists.	1	S	
S75	Parking on SE 26th & 28th is a major concern. I believe there are enough bike lanes. It is pathetic how the city constantly makes improvements that are not improvements, but setbacks such as the green bike boxes. If you are concerned about safety make the bicyclists obey the same laws the cars do. Stop giving bicyclists special rights...they/we should obey traffic laws that make sense. Stop spending tax dollars frivolously!	1	S	sometimes
S76	Looks well thought out – limited impact on neighborhoods. Might make me more likely to get on my bike!	1	C	never
S77	Please include the Woodstock Neighborhood Association on the Stakeholder Advisory Committee	1	S	frequent

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S78	I am opposed to a bike path along Reed College Place for the following reasons – 1. Safety – the streets are narrow and one directional, north & south. There is on street parking making it more dangerous for cyclists to move about. Each house on RCP has driveways many with limited visibility adding to an unsafe environment. 2. The middle strip is used for walking. Increased traffic and potential for cyclists to use the middle strip causing stress to the park strip 3. RCP is a community centerpiece with many children utilizing the strip and street for the annual Duniway Parade etc. 4. A better alternative is 27th along the golf course up to the springwater trail. Its wider & more scenic and is consistent with the 20's theme of the path. 5. Another alternative is 39th or Cezar Chavez and it is already designed to be a connector street and can handle dedicated bike paths.			
S79	I drive my car to 28th when I eat at the restaurants near Couch Street. Removing parking from one side is fine with me. I will still be able to find a place to park on nearby streets. I would appreciate safer bike routes, on 28th, where the businesses are.	1	C	Seldom
S80	Keep route on 26th south of Division. Remove parking on both sides of 26th from Taggard to Powell to get wide bike facilities on 26th. Widen R-O-W just north of Powell - Move sidewalk 5' east into Cleveland HS lawn, do some widening into Burgerville to get wider bike facilities (& boxes) on 26th at the intersection. Remove on one side from Division to Taggart.	1	0	Sometimes
S81	Need bike access to NE/SE 28th between Ankeny and Davis. Remove parking on one side to we have at least separated bike facilities in one direction. Calm traffic w/speed bumps, sharrows in other direction.	1	C	Frequent
S82	Bike lane on 28th from Stark to Glisan, southbound! I drive to businesses there, but I mostly park on side streets anyway. The parking removal is not that bad of a thing. People will figure out where to park.	1	C	Seldom
S83	I own Clinton St Coffee House Corner on SE 26th & Clinton. I rely on parking for my clientel, as well as Cycle & foot traffic . Please do not take parking from east side of 26th! I probably prefer the 28th north/south routing and using Clinton St. as a south only.	1	S	Sometimes

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S85	While I generally support plans to encourage bicycling and other forms of transit in the City of Portland, removing parking from SE 26th Ave between Powell and Holgate would create a huge hardship for me and my family. I have a child under 1 yr. old and need to rely on my car for transportation often, particularly at night and in inclement weather. My only parking is on the street in front of my house, on SE 26th Ave. Removing this parking would cause me to walk much farther than I would otherwise w/a young child. It would also prohibit me from being able to make trips to my car (i.e. to unload) when along w/my child. (name & address on sheet)		S	Frequent
S86	It appears the City is on a mission to eliminate existing parking spaces. The City should state this is its real mission. Who does this policy serve? How do you expect me to get to a court hearing wearing a suit on a bike? Shall I take my infant son to daycare on a bike? Who will buy a \$400,000 house in my neighborhood with no parking spaces? Who will be able to go to shops on Clinton St when you eliminate those spaces too? How many more Division Streets (with no parking) do we need? Will any of this increase the tax base? Shall we expect the elderly to trade their cars for bikes. If families w/small children, professionals who wear suits, and old people are no longer welcome in close-in SE Portland, who will live there?	1	S	Seldom
S87	This is insane. Many streets cannot handle current traffic, such as Woodstock & Crystal Springs, let alone funnel more bike traffic. Bicycles are inherently unsafe e.g. passing on the right, cannot be seen and endanger everyone: motorists, bicyclists & pedestrians. When are you going to start taxing and licensing bicyclists for use, special use of roadways. The money should be used to reimburse the theft from the water bureau & used to resurface roadways like 82 Ave which, like many other streets, are becoming impassable.	1	C S	
S88	I live at 4351 SE 26th. The proposed route would eliminate street parking on my side of the street. We are a two car household and our driveway only accommodates one car. Concerned about daily use as well as having guests or future resale/rental value. This portion of SE 26th is heavily used by semi trucks – concerned about cyclist safety (and want truck traffic to go away – overall safety concern & trucks are not supposed to use this portion of 26th) What happens to property value? Is there a reduction of property taxes with the loss of street parking? It is a daily hardship & safety concern to lose this option. Thx!	1	S	

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S89	<p>I live on SE 26th between Cora and Holgate and believe the elimination of street parking on the west side of 26th will decrease my property's resale and rental value. I also believe the local residents opportunities for collisions with bikes will increase. I'd like to know the benefits home owners along this route will see. Have other streets experienced similar issues? Have their prop values changed? Increased accidents?</p>			
S90	<p>Please take a look at a detailed map of the area (larger than the small map on the flyer you sent out) - and better yet, drive the area or talk to folks on your staff who have "ground-truthed" the area.</p> <p>My husband and I live on SE 32nd Ave, between Rex and Lambert. We live on the east side of the street, and driveways on our side of the block slope down to 32nd Ave. (Driveways on the west side of our block are flat to the street.)</p> <p>A disadvantage of 32nd is that it has a bus line on it from Woodstock on the north to Rex on the south (that's 2/3 of the way down the neighborhood).</p> <p>The bus turns west down Rex to 28th, then back north to Bybee and west over the Bybee Overpass.</p> <p>However, 32nd is wider for cars and bicycles than Reed College Place (RCP), which is bisected by a double-row of linden trees in between the south-bound and north-bound lanes.</p> <p>So, there is more room for cars and bicycles to co-exist, along with any cars parked on the street.</p> <p>I think 32nd Ave has stop signs at Woodstock, Tolman, Bybee and Rex (but not at Crystal Springs ...).</p> <p>Reed College Place has a stop sign at every intersection, and traffic on numbered streets</p> <p>Both 32nd and RCP have longer areas that don't have hilly slopes, compared to 28th Ave</p> <p>In addition, bicycles along 28th Ave have to contend with cars whizzing around the same</p> <p>The cars can really barrel along around those curves, and would definitely be intimidating</p> <p>And, although 27th Ave is wider than most other neighborhood streets, it has a longer, hill</p> <p>I'm honestly not sure how bikes coming from the Springwater Corridor get to 32nd Ave -</p> <p>Also, does the Springwater Corridor continue along Johnson Creek from 45th west to where</p> <p>In any event, there are cyclists currently using our block to and from the north and south</p> <p>Many of those experienced cyclists travel during mid-to-late morning, as well as mid-after</p> <p>From the poster-boards at the open house, it looks like "speed bumps" would be planned</p> <p>My basic question is - Why?</p> <p>Speeds are generally not great along those streets, and for people living along those street</p> <p>Also, are driveways for houses across the street opposite each other, or offset from each</p> <p>Wouldn't that make speed bump placement more difficult to determine?</p>			

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S91	<p>We understand the city is considering removing parking on SE 26th Ave. for the 20's bikeway project. This would cause considerable hardship for our business. We have 26 employees some who park during their workday and several who are in and out during the day. Additionally we have customers arriving for proof checks and press checks and many who choose to "will call" their finished product. Please reconsider this project by giving thought to the inconvenience it will cause to many of us on SE 26th. (See sheet for name and email)</p>			
S92	<p>As a cyclist, I'm thrilled that Portland Bureau of Transportation is addressing the northsouth travel issues. As a homeowner, I am only slightly concerned about the elimination of parking in front of my home on (see sheet for address) - two blocks south of Powell Blvd. Elimination of parking will certainly cause issues in the surrounding blocks as residents with zero or limited off-street parking will have to move their vehicles. Add to that the increasing number of commuters who park and ride the bus from our neighborhood, and parking will get competitive on SE 27th, SE 28th and the east-west streets. So it will be inconvenient. What I'm primarily concerned about is safety. I am aware of the "neighborhood collector" status of this section of SE 26th Ave south of Powell Blvd. So I realize it will inherently receive more traffic. I realize it is the desired route for emergency services and can have a bus route.</p> <p>It is also a route for children traveling to and from Grout Elementary, Hosford Middle School and Cleveland High School. Most of it is a designated "Safe Route to School" by PBOT, and it is the main bike lane in the area. SE 26th Ave. is a heavily-biked street connecting a large swath of South In PBOT's effort to make a safe route for cyclists, pedestrians and vehicles, the speed limit should be 25 mph. Should a semi-truck need to reach the Fred Meyer office building or make a delivery to one of the Fred Meyer stores in the area, SE 26th Ave. is the most direct route. Thank you for your time and attention. See sheet for name, address, phone, email</p>			
S93	<p>I spent quite a lot of time at the open house last night at Cleveland School. Well presented information, thank you.</p> <p>Since then, one important thing has occurred to me and I wish to contribute it as a comment for the yellow sheets and overall feedback:</p> <p>If a traffic light is put in at SE 28th and Powell, unless the intersection is re-configured such that no vehicular traffic can use it in or out of Powell, this would have a considerable negative impact on the immediate neighborhood. Auto traffic has already increased on 28th between Division and Powell as a result of all that is currently happening on Division. Furthermore, the high school is on 28th & Powell and it is not wise to increase auto traffic on other sides of it. (see sheet for name, email)</p>			

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S94	<p>I know you hear from a few adamant individuals from the Eastmoreland Neighborhood Association but they do not speak for all of us. You may hear stronger voices from the people on Reed College Place and 28th because their homes are worth more money. Don't let money talk this time.</p> <p>My section of Eastmoreland strongly favors the bike route down 28th as the BEST option because:</p> <ol style="list-style-type: none">1. Cars seldom park on the right hand (gold course) side so it is available2. Homes are on one side and need less parking3. Less cars travel 28th (because houses are only on one side) and NO buses travel 28th4. It gets bikes off of busy Bybee sooner <p>We are opposed to a route down 32nd because:</p> <ol style="list-style-type: none">1. Homes are on both sides and need parking on both sides2. It will be dangerous for bikers because of greater car and daily bus traffic3. Busses travel every 20 minutes at rush hours which is when many bikers will need a route <p>See sheet for name, address, phone, email</p>			
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S95	<p>I was unable to attend the Open Houses but after talking with my neighbors, I wanted to comment on bike route options being considered.</p> <p>1) SE 32nd. This is my best idea, so I'm going to put it first! As long as Tri Met continues to run busses through Eastmoreland, 32nd avenue is the most dangerous option for cyclists but read on. Residents who live along SE 32nd have always parked their cars on both sides of the street, often making it difficult for Tri Met to get their busses through. Countless times, I have witnessed a service vehicle blocking the bus route because the driver had no place to go. If you place a bike path lane along the curb on just one side of the street, Tri Met busses will not have enough room. UNLESS you eliminate parking on that side of the street! It would be a bold move that many residents would carp about, but would make sense. I see that as the only way Tri Met and cyclists could safely co-exist on 32nd avenue. There is already a flashing red stop sign at Woodstock/ 32nd so cyclists could turn south safely, without the city needing to install a new signal.</p> <p>2) SE 32nd, Plan B. How about Tri Met taking their busses off of SE 32nd, and restricting t</p> <p>3) SE 27th along the Golf Course. SE 27th is the widest of your three options but will fill u From both the east and west can turn south along the Golf Course safely.</p> <p>I'd like to see the same sort of flashing signal that was installed at NE Klickitat/33rd incorp</p> <p>4) Reed College Place. The weakest option because it would direct cyclists into the occasio</p> <p>SUMMARY: the best choices are either to keep cyclists AWAY from the Light Rail congestio</p> <p>Thanks for reading all the way to the end!</p>			
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S96	<p>I was unable to attend the open houses for the subject project but I wanted to provide a few comments. I prefer the original proposed route through the Eastmoreland neighborhood - Crystal Springs to SE 27th - but believe that an all-way stop sign would be needed at the corner of SE 27th and Bybee Ave. This intersection receives a lot of traffic and congestion which will only increase with the completion of the Bybee max station and additional bike riders. It would also make for a safer pedestrian crossing. My second choice would be to route the bike pathway along Reed College Place - this is essentially a wide, one-way street which is conducive to bike riding and has slower traffic due to the placement of Duniway school along this street.</p> <p>I do not support the routing of the bike path down SE 32nd Ave. I live on this street and find there to be a lot of traffic as a major N/S route in and out of the neighborhood and the only route for the bus line. Adding additional bikes to this already congested street would be a very poor choice given the limited visibility with parking and bus/car/bike traffic which is not the case with the other two routes.</p> <p>I hope you will be able to consider my comments in your decision. (See sheet for name, email, address)</p>			
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