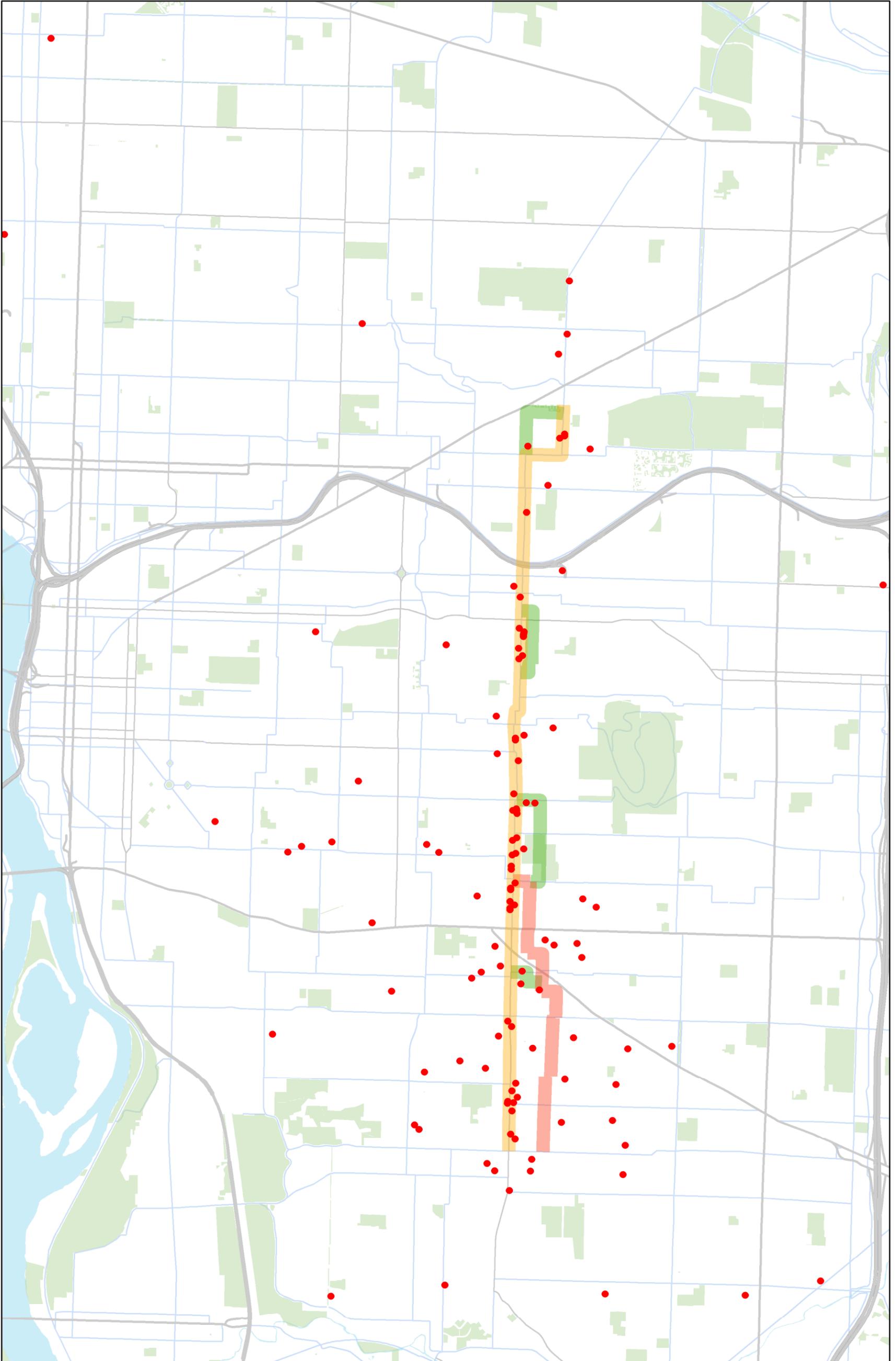


Where Did Open House Attendees Come From?

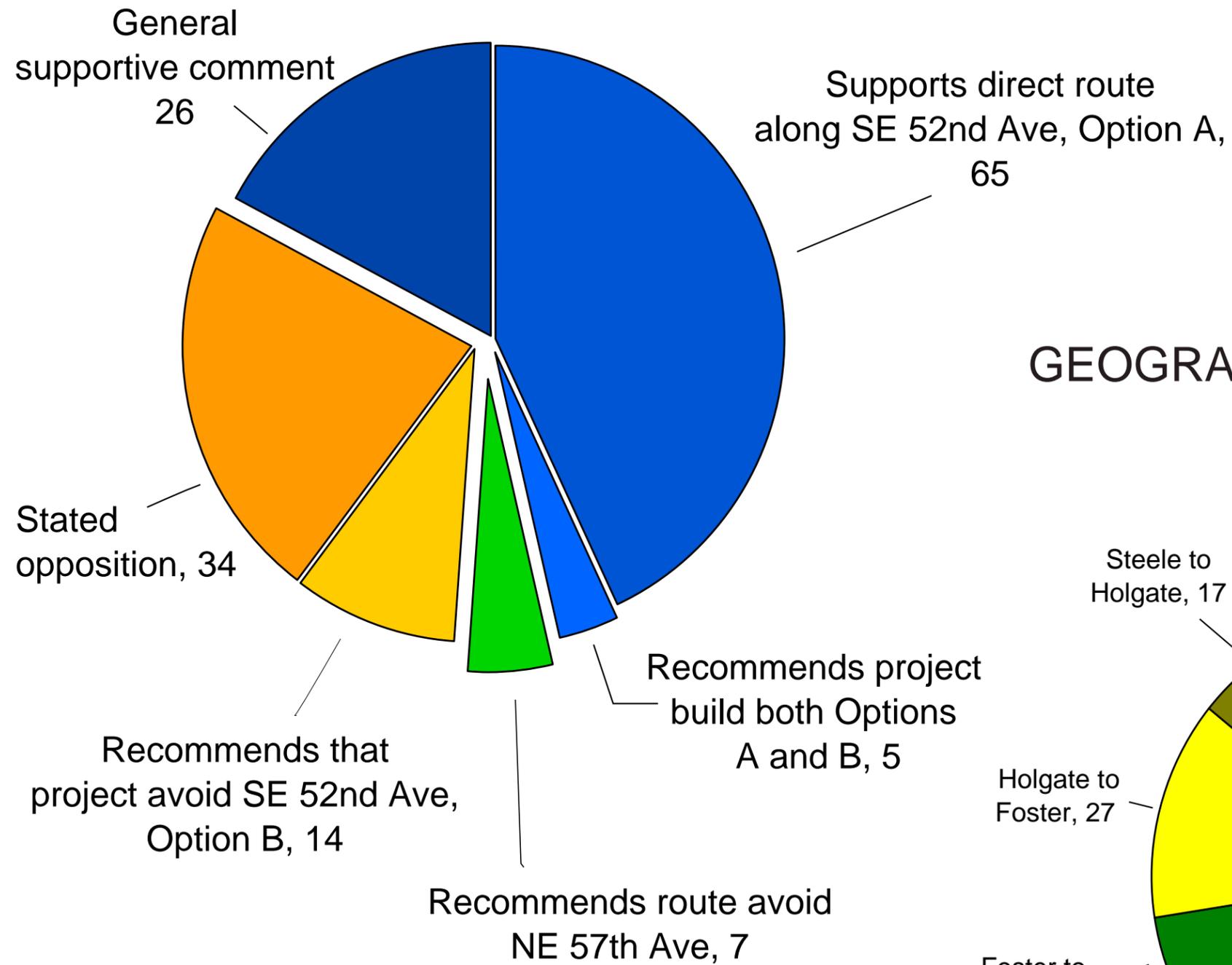
50s Bikeway Project Open House: January 26, 2022

117 distinct addresses provided

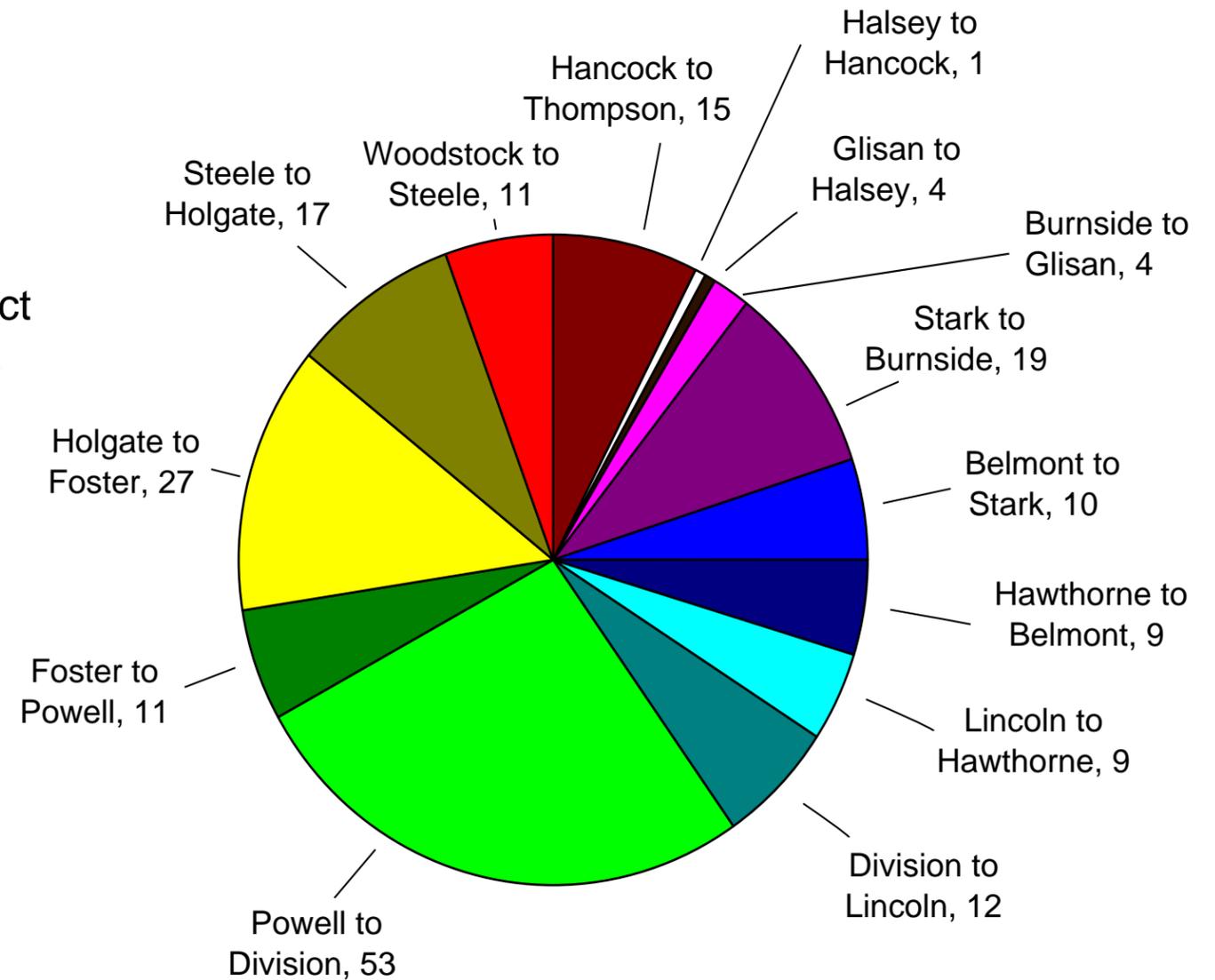
41% live on an alignment option



COMMENT SUMMARY



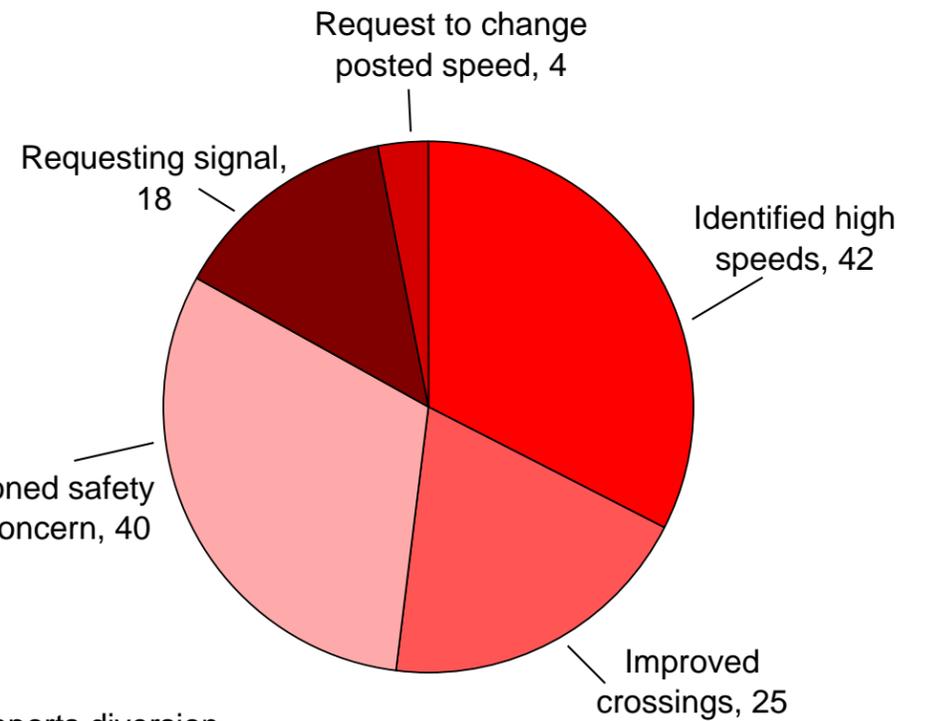
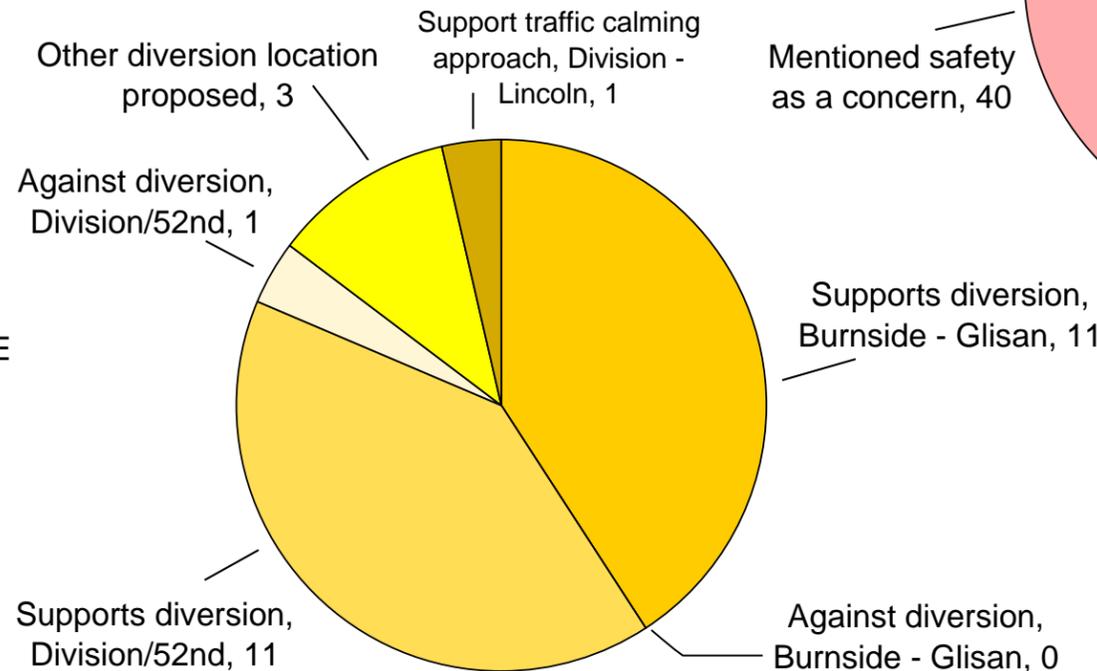
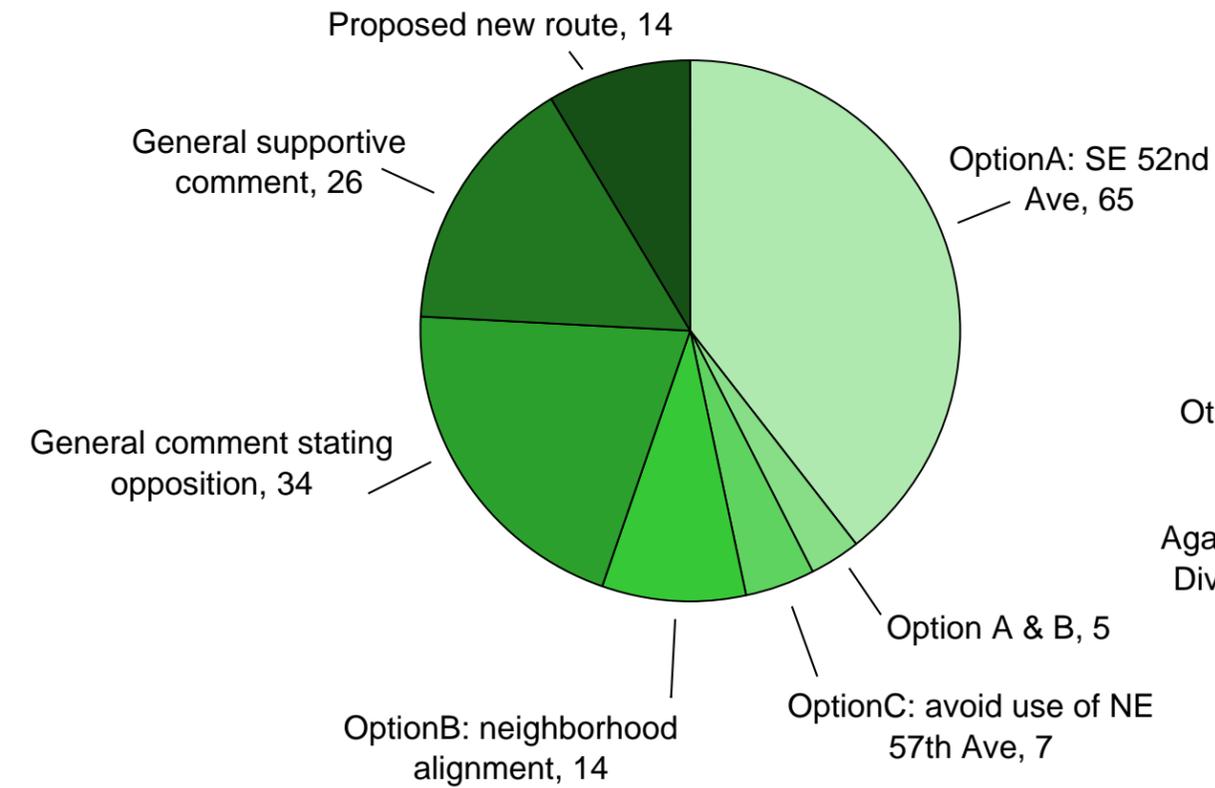
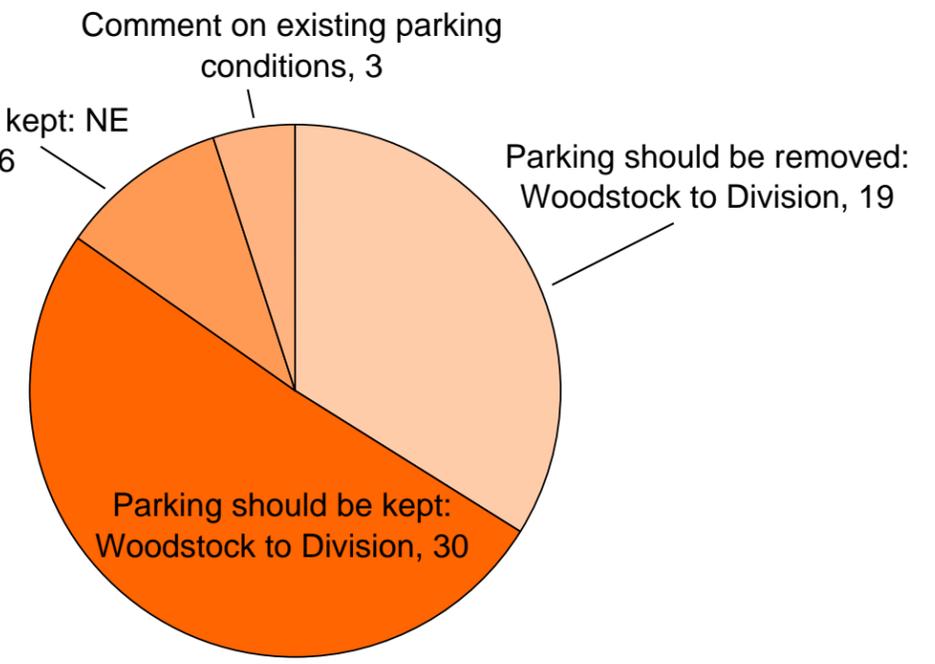
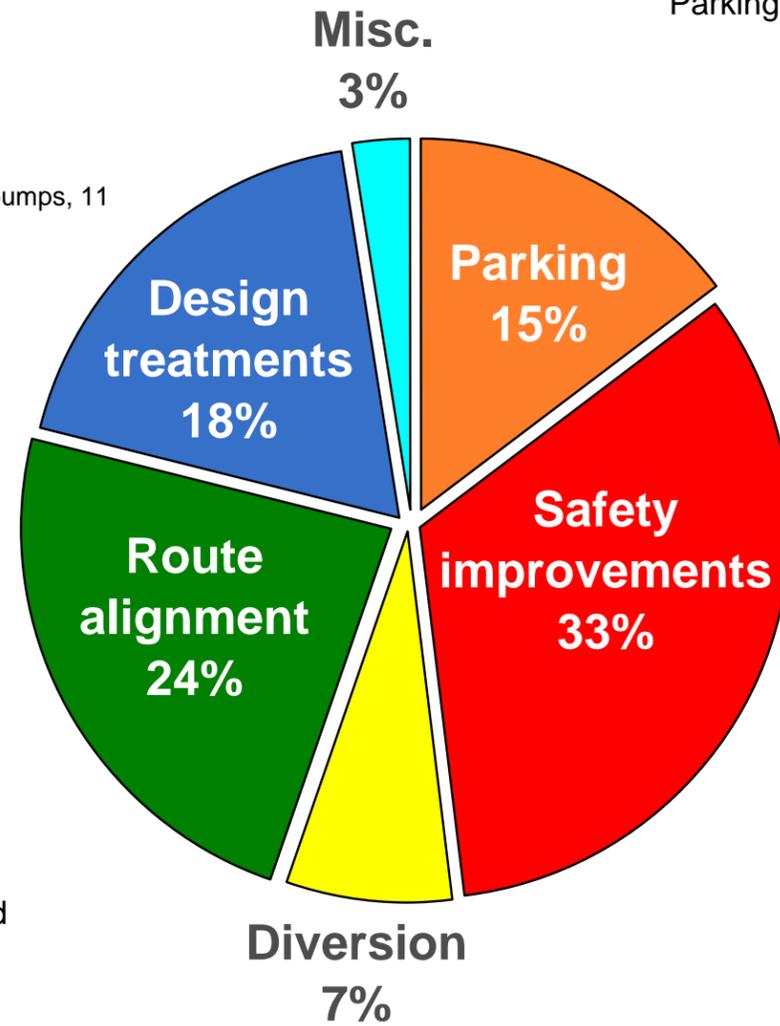
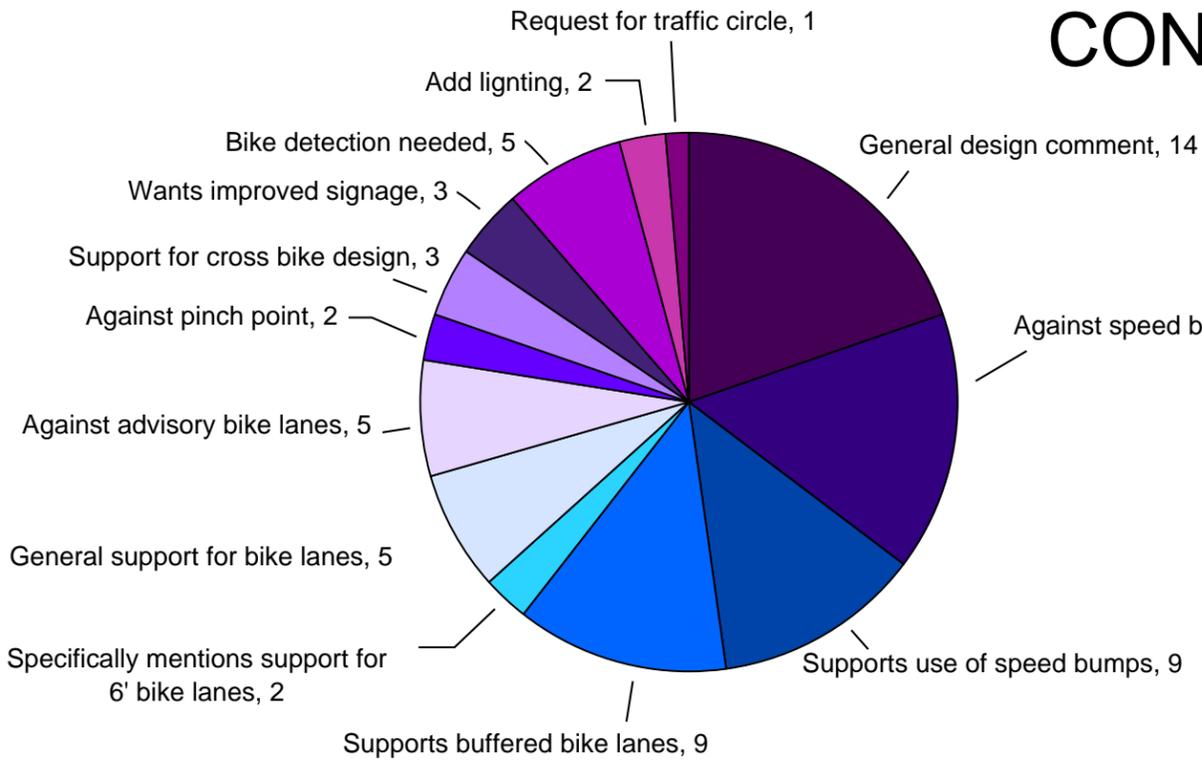
GEOGRAPHIC SUMMARY of COMMENTS



This Comment Summary represent 151 general comments.

The Geographical Breakdown covers 199 comment notes attached to the existing condition and design option maps.

CONVERSATION BREAKDOWN



This summary incorporates 579 specific issues raised from 309 individual comments that were received via email, comments box, comments boards, and on the open house maps.

COMMENT SUMMARY PAGE

	Boards	Box	Maps	E-mails	All
TOTAL COMMENTS RECEIVED	34	37	199	39	309
Existing Conditions Stations	13		114		127
Design Options Stations	21		85		106
GENERAL ALIGNMENT SUMMARY					
OptionA: SE 52nd Avenue	7	10	37	11	65
OptionAB: Both 52nd Ave and Neighborhood route	1	1	3	0	5
OptionC: Avoid use of NE 57th Ave	0	2	4	1	7
OptionB: neighborhood alignment	0	4	8	2	14
General comment stating opposition	1	5	16	12	34
General supportive comment	4	9	3	10	26
Proposed new route	0	0	14	0	14

ISSUE IDENTIFICATION

CATEGORY BREAKDOWN	377
Safety improvements	129
Route alignments	77
Design treatments	71
Parking	59
Diversion	24
Misc	17

	Boards	Box	Maps	E-mails	All
totals	51	74	412	42	579

SAFETY **129**

Identified high speeds	8	11	20	3	42
Mentioned safety as concern	4	9	22	5	40
Improved crossings	8	4	13	0	25
Requesting signal	2	2	14	0	18
Request to change posted speed	1	2	1	0	4

DESIGN **71**

General design comment	0	1	13	0	14
Against speed bumps	0	0	6	5	11
Supports use of speed bumps	3	2	4	0	9
Supports buffered bike lanes	2	1	6	0	9
Specifically mentions support for 6' bike lanes	0	1	1	0	2
General support for bike lanes	3	1	1	0	5
Against advisory bike lanes	1	0	4	0	5
Against pinch point	0	0	2	0	2
Support for cross bike design	0	0	3	0	3
Wants improved signage	0	2	1	0	3
Bike detection needed	3	0	2	0	5
Add lighting	1	1	0	0	2
Request for traffic circle	0	1	0	0	1

	Boards	Box	Maps	E-mails	All
PARKING					59
Parking should stay: Woodstock to Division	2	6	16	6	30
Parking should be removed: Woodstock to Division	2	4	11	2	19
Parking should stay: NE 57th Ave	0	2	2	2	6
Parking should be removed: NE 57th Ave	0	0	1	0	1
Comment on existing parking conditions	0	0	3	0	3
DIVERSION					24
Supports diversion - Burnside-Glisan	1	2	8	0	11
Against diversion - Burnside to Glisan	0	0	0	0	0
Supports diversion - Division	0	0	11	0	11
Against diversion - Division	0	1	0	0	1
Support traffic calming approach: Division -Lincoln	0	0	1	0	1
Other diversion location proposed	0	0	3	0	3
MISC					17
Enforcement requested	1	0	6	0	7
Frustration with bicyclists	0	2	0	4	6
Positive comment about open house/outreach	1	2	0	0	3
Negative comment about open house /outreach	0	1	0	0	1

GEOGRAPHIC BREAKDOWN OF MAP COMMENTS

NE Hancock to NE Thompson	15
Halsey to Hancock	1
Glisan to Halsey	1
Burnside to Glisan	4
Stark to Burnside	19
Belmont to Stark	10
Hawthorne to Belmont	9
Lincoln to Hawthorne	9
Division to Lincoln	12
Powell to Division	53
Foster to Powell	11
Holgate to Foster	27
Steele to Holgate	17
Woodstock to Steele	11

Index of 50s Bikeway Open House Comments

GENERAL COMMENTS RECEIVED

- Bush St west of 50th is a school zone, with no sidewalks, poor drainage and is unsafe. Increased traffic due to eastbound Gladstone @ 42nd has occurred. The Creston school, pool and park pedestrians need sidewalks
- Need a stoplight at crosswalk at Woodward and 52nd
- Crossing Powell absolutely requires a traffic light and not just a rapid flash beacon.
- 52nd between Division & Powell speed is too fast - what does it take to get police enforcement
- Need speed bumps on 52nd from Division to Powell
- Speed limit of 30 mph is too high on 52nd from Division to Powell
- I support the full implementation of the direct option. Thanks
- Changing the speed limit wouldn't be as effective as engineering the roadway to make it "uncomfortable" for drivers to do more than 25 mph. Narrower lanes, speed bumps & traffic circles would help, but emergency route needs consideration!
- Intersection at Woodward & 52nd NOT SAFE, needs round about
- All I know from being a driver and a biker is that this project is sorely needed. The "missing link" forces bikes onto streets like 20th and 49th/47th NOT bike streets and put bikers in danger from no alternative.
- Need better street lighting no 52nd
- I just moved (6 days ago) to 52nd just south of Lincoln. I was surprised by the speed of traffic on what seems like a quiet residential street. I don't see very many cars parked on our block so losing some parking doesn't seem like an issue
- Parked cars get hit on 52nd - need to slow down traffic
- 50th & Holgate - traveling southbound on 50th @ Holgate cyclist cannot trigger light signal from pocket to turn East onto Holgate. Tune signal loop detector or place bike positioning markings please.
- I'd favor something even better than bike lanes. Bike only roads or something the new BMP. Not designs from the 1990s

- There are no crosswalks between Holgate & foster on 52nd - how can kids get to school or the pool at Creston? A triggered crosswalk light would give this problem and allow bikes to cross too.
- No sidewalks south of 50th on Bush. Walkway to Creston school & park dangerous for kits
- Straight down 52nd Please
- Can you give any kind of projection if the hope is that auto traffic will decrease on the major bike routes? 2 years, 5 years, 10 years?
- Hi, I live near the proposed route and would be overwhelmingly happy to have it run up 52nd. Let's do it!
- Where it would be useful to remove parking, but spaces are heavily used, check several times to see if the same cars are in the same place, not moving. No need to accommodate long term storage
- I'm very supporting of this project. Go Portland.
- Please consider a buffered bike lane option between division & Woodstock. Conventional bike lanes are insufficient and unsafe.
- I like the wider, buffered bike lanes. Woodstock to division are much preferable. No worries about being "doored." Also like speed bumps on 52nd Powell to Division.
- I think you're doing a great job presenting the options and gathering feedback
- I ride 52nd/53rd between Woodward and Glisan or further north fairly often, and it's not a bad ride other than crossing Burnside. Making it safer would be great. I haven't ridden the southern stretch much, but would probably use it as a route further south rather than 69th or 72nd if it was improved.
- 57th Parking - Rose fest staging area, Pickup + drop-off for ...Yard Maintenance.
[Unreadable]
- I am on 53rd between stark & Burnside. Please don't remove on street parking
- I like on 53rd between stark and Burnside. We very much want the bikeway to go down 53rd, Thank You
- Please prevent cars from crossing Burnside at 53rd, This flow causes excessive speeds and volumes on 53rd
- Advisory bike lanes look like disasters waiting to happen. No driver is going to act as if on a queuing street unless they absolutely have to - and many don't get it even then
- Any and all demand [actuated] signals need to have loop detection systems for bikes. Pushbuttons invite right hooks.

- Don't favor speed bumps - discourages emergency vehicle access (53rd stark & Burnside)
- Thanks so much! We're very excited about the proposals. They will make our bike trips from Woodstock to friends and work further north much safer. We'd prefer both option A and B adopted.
- The Rose City Park Neighborhood Association Board will be submitting an NA position following the February 1 board meeting. The RCPNA Land Use and Transportation Committee have discussed this project at the December and January monthly meetings. Dave Crout of the CAC is a fellow Board and Committee member. Some members of the LUTC are concerned about the removal of parking on NE 57th having a negative impact on property values as well as inconveniencing members of our neighborhood. A suggestion would be to route traffic north on NE 56th from Hancock and then east from NE 56th to NE 57th at Thompson. There is an existing crosswalk light at mid-block between Thompson and Sacramento that could be relocated (admittedly at some expense) to Thompson. This would retain the parking on 57th, allow those properties to retain their value, and provide a safer (less exposure to high volume traffic) route for drivers.
- As a lifetime resident, cyclist, bike commuter and auto commuter, closing off 52nd to autos between Division and Lincoln is unnecessary. MTNA neighborhood meeting participants supported retaining auto traffic here. I've previously bike commuted between 52nd / Lincoln to Oregon City without bike lanes. Shifting traffic to side streets is not an improvement, i.e. 53rd, 54th, 55th, etc.
- Why is it that when a non-taxed bicyclist has a complaint, the City jumps to attention, but when an auto driver has a complaint, the City snubs their nose at the driver? It is the driver that is being charged for everything. That is discrimination.
- I strongly support the N/S 50s bikeway and support the removal of parking on at least one side, if not both sides of 52nd Avenue. The use of the public roadways for the storage of private vehicles is a waste of my tax payer dollars, and a general safety hazard. Thank you very much for spearheading this program and the cycling community is pretty much 100% behind this effort. Perhaps we are 8% of the traffic now, but, as fuel prices increase tenfold, the cycling public will expand exponentially.
- There is simply bicycle mayhem in this city; it comes from the Mayor's office. Bicycle riders need to obey the laws and stop at "stop" signs. There also need to be a law that bicyclists can't just go back and forth between being a vehicle on the street and then a pedestrian in an intersection. Bike riders need to "walk" their bikes if they are in a cross "walk".
- I support reducing parking to just one side of the street from Woodstock to Division on 52nd. From a cyclist's standpoint, removal of all parking would be better. However, I think this option would be best compromise between serving the needs of cyclists and residents along 52nd. Keeping the parking on one side will help make the road feel narrower, thus slowing down traffic. This is key. Later in the evening when motorists would be tempted to speed.

- Two brief comments: I would expect that in the future the City would bail the ???" to provide for public input at an earlier time in a project of this magnitude. To arrive here tonight and find the "proposal" in its final stages is upsetting. Your Citizen's Advisory Panel is not advising but promoting this project. Where were the nay-sayers early on? I am not in favor of this project, primarily because I do not believe it is a necessity at this time. Nevertheless, I enjoyed exchanging ideas tonight with Rich Newlands - informed, fair minded and professional. Tax dollars well spent on his salary.
- I live between Stark and Burnside on 53rd Ave, and I want our street to be a bike street. Ideally, there would be bike lights at both intersections (53rd and Burnside - 53rd and Stark). I would like speed bumps - trucks use 53rd as a cut-through sometimes and everyone drives too fast. I would even like to make our street bike only - making it impossible for anyone to enter onto 53rd from Burnside. Right now, there is a steady stream of bikers - even in winter, but the street is too narrow for two cars to pass each other, so bikers are at risk. Please put in speed bumps, or get speed limit signage, or find a way to slow the motorists down or discourage use of the street. Please include our street in the route. It is included not, but I saw one alternate route proposed 0 no. We are a street of bikers, and a street filled with children who are bikers. Please make our street a prominent part of the route. I bet most of the people on our block would agree to be "poster children" for the project
- Excellent design of community meeting - great visuals and explanations and forum for comments. Thank you.
- The one side of 52nd with parking and 6 feet bike lanes is a great option. This is coming from a resident on 52nd and Insley (homeowner).
- I live on 52nd between SE Woodstock and SE Reedway. I also have tenants and neighbors who usually park on SE 52nd (east side), yet I saw your stats board showing not a single vehicle as parking on either side of 52nd. That makes me believe you are missing a lot of data and makes me suspicious of the data you have published for comment. I think it is incredibly wrong to change SE 52nd Ave in any way that does not substantially make it safer for pedestrian traffic of which there is far more than bike. Peds will far out-number bikes even after bike lanes are installed. I do a lot of work (outdoors) on my place, and the ped traffic is constant. I do not see the City increasing ped safety, nor making any meaningful commitment to doing so within this plan. Therefore, I do not agree to have me and my tenants and neighbors removed / prevented from parking on SE 52nd. No.
- I'm not in favor of losing parking on 52nd. I like Option "B". When I ride, I make to SE 41st on side streets.
- As a home-owner (and car owner and bike enthusiast) who lives on 52nd between Division and Powell, it would be a real hardship to have our street parking completely eliminated. Furthermore, I am also a business owner. My business, Tulip Tree Preschool, is in my home, and parent use street parking (on the east side) to bring their very young children to school every day. It would be a real bummer if they had to park across the

street (a very dangerous street, I might add) or a couple block away to bring their children to school. Furthermore, if the decision is made to have no parking on our street, I think it should be part of the plan to petition the state to lower the speed limit, enforce it, and install more crosswalks along this section, as well as adding a flashing light to the existing crosswalk at 52nd and Woodward. It would certainly feel like a triple whammy to not be able to park on my street, to not have my preschool parents be able to park on the street, and to have nothing given back in terms of further safety measures for compensation.

- The principal has asked parents to form 1-way traffic during drop-offs / pickup times. Perhaps making the traffic adhere to the 1-way plan or making school traffic route that is followed during all school hours would keep our kids safer. I would also like to see safe bicycle routes to and around the school, clearly marked so kids and parents can ride more safely to school. Also - better lighting near Harold and 52nd. Also: Traffic shouldn't be able to go around L-turning (onto Steele) cars heading N-bound on 52nd. Pedestrians, bicyclists, and other cars are in danger when N-bound traffic zips around like that. A bus stop at the intersection adds even more "congestion" and the last thing we need is cranky early morning commuter losing control while speeding around cars and plowing into a bus stop or pedestrian or bicyclist. Also-Please think about slowing car traffic on Steele (east of 52nd).
- Alignment Option A - the straight route provides the best option for me. I strongly prefer it. The less direct route is okay for a leisurely ride, which can be done with low traffic volumes already. Please support the full implementation of the development along 52nd Ave directly. I ride it now from Flavel to Clinton, and it is unsafe.
- The bikeway signage and sharrows on bike boulevards are much improved - I was able to route very effectively from upper NE (MLK and Rosa Parks) very effectively without a map. Thanks for the great signage.
- I like the diverter on N side of Division at 52nd. Will make the problem of competing for lane space N of Division disappear.
- A bicyclist point of view: make it straight or don't do it at all. As a moderately confident biker, I would not ride the paths diverted off the main route (Plan B), and I don't expect many others would, either. As a resident on 52nd: I will give up parking for traffic calming. Narrow streets and traffic calming mechanisms would be ideal.
- Could there be markings on the street indicating where 52nd crosses??? East-west bikeway? I often miss signage next to the road.
- As a bike commuter who lives in the neighborhood (49th and Tibbetts), I would I strongly encourage opening up bike lanes on 52nd (either option). The reality is that cyclists will use this street regardless, and it would be a missed opportunity to not make it safer for this rapidly growing segment of our population. Cyclists have a right to get where we need to go in an expedient manner - this is not a luxury that should be reserved for motorists alone. Thanks for listening.

- Please consider the needs of people biking and walking - be willing to go for courageous solutions that protect their safety, like buffered bike lanes and signals. Portland has a chance to make a truly world-class decision about infrastructure, or just make something a bit nicer. Let's go for #1 so that neighbors and citizens all can enjoy a better future and enjoy Woodstock and Tabor neighborhood. I would ride here more if I felt safe.
- I love it. I would love to see both routes improved, but if there's only one, then the more direct route is the clear choice.
- Parking count statistics are not accurate. Calming / diversion should include 52nd between Division and Powell. Prefer safer option away from 52nd south of Division. Opposed to fully removing parking on 52nd from Division to Powell. Cross bike and speed bumps are not enough to make 52nd safe from Division to Powell. Woodward / 52nd intersection at Franklin H.S. is not safe, needs to be a traffic circle.
- You might want to have a glossary of terms. Staff using a lot of jargon (sharrow?)
- Keeping at least one side of parking on 52nd between Division and Woodward is absolutely necessary. There are several apartment buildings and shared housing units making it quite difficult to find parking as it is. Also, during sporting events, the parking from the high school takes over and causes congestion. Yes, it may be for only a few hours at a time, but it is very frustrating when you come home and can't find anywhere to park within a reasonable distance to home.
- Also, the speed of traffic needs to be slowed on 52nd with both vehicle and bike. I've nearly been hit by both. My first week living on this street (9/2010) a bike hit my vehicle and dented the rear corner. He must have been going incredibly fast to dent this part of a vehicle. It was in the middle of the nights, so I didn't see it happen, but there was also blood on the street. Anyway, I dig the whole idea. Thank you for considering everyone's ideas, concerns and opinions.
- Live on 52nd between Division and Powell and love the idea of a bike way, but am concerned about two things. One - biker safety with car speeds above 35 mph and the effect that the loss of parking would have on inhabitants of this stretch.
- The compromise would seem obvious to take the parking from one side, but I think an enforced speed limit of 25 mph would do much to divert north-bound traffic towards 50th and ultimately keep everyone safer - bikers, pedestrians and drivers. Good luck with the effects. I applaud and support the intent.
- We are desperate for traffic diversion @ 53rd and Burnside. No N/S traffic should cross Burnside on 53rd. Cars speed.
- We have terrible crashes along 53rd between Stark and Burnside and it's the road all the bikes use. Please put a hawk signal in, too. Please put a safe crossing in at Stark and 53rd, too.

- Yes to the project - safe crossing at Burnside, Stark are important. Even with school (Glencoe), crosswalk, speed bumps and crossing guards - traffic does not slow down or stop on Stark.
- I am so excited. A dream come true.
- As much as I understand a need for a direct bike lane this stretch of road at 52nd between Powell and Division would be a difficult place to take away parking. More than just in inconveniencing drivers, it's affecting home owner, especially those who only ??? on-street parking. I would strongly support option B in that area. Thanks for giving us the chance to comment.
- Really excited about the project. I think it is really important to seriously address 53rd between Burnside and Stark. This is a very narrow road with frequent car crashes. People use it as a through street because it crosses 84 and they go way too fast. I strongly recommend a median diverter at Burnside and 53rd. Many residents of our block agree.
- A six foot bike lane is completely unnecessary. It would eliminate the already limited street parking along 52nd Ave between Powell and Woodstock. The route would be better placed as markings along more residential streets where speed limits are lower, traffic volume is much lower, and parking can be spared. I support the addition of bicycle routes in my neighborhood, but not at the cost of lost parking and safety for all.
- Concern regarding stretch on 52nd between Division and Lincoln - The traffic volume needs to be reduced to make intersection of 52nd and Lincoln safer. Due to off set intersection and high volume of traffic, plus #71 bus, this intersection is a hazard for all traffic participants. Consider ??? on 52nd and Division prohibiting north bound traffic on 52nd. Prohibit east bound turn onto Lincoln from 50th. Add speed bump just south of Sherman (on 52nd) to slow down traffic.
- I am a resident of the Rose City Park neighborhood. I have lived at the bottom of the hill on NE 57th and Tillamook for 36 years. I feel it is not a safe idea for bikes to come down the hill from Sandy Blvd and then, at the bottom, when they are going their fastest to have to brake and turn onto Hancock. The traffic is also a concern because 57th is an arterial street. Hancock and 57th has a curb bump out on the northwest corner. Traffic has to hug the center line to swing out around it. Also, all of the cross streets on 57th are off set and have funny angles. If you plan to take away our parking on 57th, that would be a very hurtful thing to do to the home owners and the neighborhood. By taking away parking on 57th, the City is taking away our rights to have guests at our home and part of the true meaning of a residential neighborhood. It is tradition to have Christmas Eve at our home. How can that happen if there is no parking? I would not ask them to come, but park a block or two away. I also have other questions on this: What will this do to our property tax? What about the resale of the homes? Who would want to buy them if there is not parking? What compensation is the City willing to give us for this loss? What about the Rose Festival Parade that starts in the Rose City

Park neighborhood? Parking will be taken away from the children and parents that attend this City function. How about the idea of turning onto Thompson, to 56th and down 56th to Hancock?

NOTES POSTED TO EXISTING CONDITIONS MAP

SE 52ND AVE: WOODSTOCK TO STEELE

- As a neighborhood resident, I use 52nd as a connecting artery (North driving) and would not like to see the speed limit dropped. If street changes, make the speed limit more generally obeyed, that would be fine.
- I would like to see 56th Avenue.
- Through traffic on Steele East of 52nd goes way to fast! The street is too narrow with on-street parking, yet cars zip through. Is there a way to slow traffic?
- Traffic turning left onto WB Steele from NB 52nd... North bound traffic whips around L-turning cars. I have witnessed several near-collisions with pedestrians, bicyclists, and other cars. There is also a bus stop in the corner. Could we narrow 52nd at that point so cars can't whip around L-turning traffic.
- I would love to see the EB Steele bike route continue straight across 52nd, and then turn south on 57th or 60th to connect to Harold and continue EB. It makes more sense and is safer than a left turn off 52nd onto Harold. Possibly "bikes only" thru that light EB?
- Eastbound traffic on Steele should be diverted north and south like Clinton. This would help to resolve the bike-car conflicts.
- The grid misalignment and lack of turn signals at 52nd and Steele cause many bike-car conflicts. I would love to see this resolved.
- Both 52nd and an alternative route would be nice, so more people would feel comfortable riding.
- Alternate path is just bad all around. Commuters would skip it, and use 52nd like they do now.
- Please add a signal to cross near or at Harold street
- SE 52nd from Division to Woodstock is too narrow to put a bike lane, the traffic is horrendous, and buses make it even more difficult to even get out of our driveways.

SE 52ND AVE: STEELE TO HOLSATE

- Alternate (B) route seems like it would encourage fewer new commuters.

- I live on SE 52nd and do not like giving up on street parking. Our house sits on the middle of the block at the T intersection -parking is bad enough. I prefer option "B". When I ride my bike I do not use 52nd; I use the side streets and SE 41st Ave.
- Need to consider 41st and 60th
- Why was 41st avenue not considered? It features lower traffic volume, speed bumps, and existing bike lanes! It is hellish to cross Holgate on bicycle. [+1]
- It is important to keep on-street parking available on both sides of 52nd Ave between Holgate and Woodstock. Many people do not have large driveways to park more than one vehicle and many elderly live on 52n who need to be able to park near their homes.
- West side of 52nd can do without parking from Division to Woodstock. Cars may need to park around the corner or on the other side, but it's only a few compared with many bike riders.
- I agree with removing parking on only one side of 52nd. Adding crosswalks and curb extensions for peds would be awesome.
- I strongly support bike lanes with or without parking on 52nd from Woodstock to Division. It's fine to eliminate parking on at least on one side, specially from Woodstock to Foster.[+1]
- It is very important to keep parking available between Holgate and Steele on 52nd. It is important that "no parking" areas on 52nd near Holgate be enforced. Currently, customers of businesses disregard these signs and it creates a visual barrier between those of us who back out on driveways and cyclists/peds.
- We support the 52nd Ave route. We live on 52nd, and would be fine losing parking in exchange for the benefit of a viable North/South path! Great idea.
- On-street parking should be removed from both sides of SE 52nd to allow for two buffered bike lanes. On-street parking is not a right.
- Anything we can do to get bike lanes on 52nd would be preferred. As bike commuters, we should have the same access to direct arteries as motorists. People will use this street regardless - we should take this opportunity to make it safe.
- I would not use the alternate route at all. 52nd is better and faster even without a path designated.
- I like the plan and concept. Please do not use advisory bike lanes. Allowing cars to drive on bike lanes at any time sets a bad precedent.
- Buffered bike lanes would be overkill on 52nd. I ride the lane on Oak Street in Downtown, and find that it is wide enough that cars use it. A smaller lane makes it obvious that is not for cars.

- I'd love to see the plan for 52nd avenue implemented however it can be done. 52nd is an amazing resource for me, both as a commuter and as a free-time ride from my home in Lents.
- We live on 52nd and think a buffered bike lane on both sides of the street is a great option. The parking spaces are worth it!

SE 52ND AVE: HOLGATE TO FOSTER

- I strongly support removing parking on at least one side of 52nd between Woodstock and Lincoln to preserve cyclist's safety and reduce vehicle speed. [+1]
- What is the difference between right of way and right of parking?
- I support parking on the street removed on 52nd. The direct route option A is the best route.
- Streets are very narrow through here, and traffic in Boise is very fast (It's a cut through from Foster to 52nd) If option B is chosen, I strongly suggest bumps or other traffic speed controls on SE Boise.
- I support removing at least one side of on-street parking on 52nd South of Division. I'd also like to see real effort made at traffic calming.
- Rode this stretch (Foster to Woodstock) for probably the first time tonight. A little scary, but made easier by lack of parked cars. Long gap of empty parking, but not consistently on one side.
- There are no safe crossing on 52nd between Holgate and Foster to get children to their neighborhood school (Creston), the park or the pool there. Crossing 52nd in the am commute with two kids is dangerous and scary! A crosswalk and light for pedestrians is necessary.
- Traffic goes very fast between Steele and Foster -often hard to merge onto NB 52nd from Gladstone (coming east) because traffic does not stop. [+1]
- 52nd avenue is completely lacking pedestrian crosswalks! There is no access to Creston School. Kids are at risk! Please combine a crosswalk with Gladstone crossing.
- Crosswalks -across 52nd red light cameras at FOPO and FO/52nd, and drainage at FO/PO
- I strongly support installation of a buffered bike lane. Regular bike lanes are unsafe.
- I would not want to live on a stretch this busy. Could see traffic calming adding to the value
- Light at 56th and Foster is very slow to change for cross traffic (bike/ped) especially at peak times. I have waited five minutes after pressing the button to get the light. It makes this option way less desirable.

- Option B is less desirable than option A. [+1]
- Keep the route as direct as possible. Most folks who want to ride and are not regular commuters do not like the meandering routes. Keep it as straight as possible with easy ability to make left turns when feasible.
- This intersection -52nd and Foster- often collects huge paddles on SE corner, so we either have to join traffic or get on sidewalk.
- A red light camera at 52nd and Foster would be a great revenue source for the City.
- As a rider, I prefer 52nd. I would love buffered lanes, but would still feel better than I do now with 6' lanes. Having both routes implemented would be ideal to meet a variety of needs.
- Direct is better, and clearer to both bikers and drivers.
- I like the pedestrian sign. A beacon may work? That's what they have in Seattle on the Gilbert trail.
- Holgate: Add bike cross stripping to crossing.
- Like the buffered bike lanes! Separation from traffic, plus, no chance of getting "doomed"
- Crosswalks for pedestrians/bikes to cross 52nd! Nice to have a bike route, but need a way to connect it from below 52nd and above 52nd instead of just dead ending.
- I fully support a bike lane on 52nd. If it did not detract from the finances, and additional route (B) would be a nice improvement.
- This route is too circuitous! The route on 52nd is much better.
- Se 57th route seems to circuitous and indirect. 52nd is much more direct.
- I agree! Direct is better and easier to follow.

SE 52ND AVE: FOSTER TO POWELL

- 52nd is the best route (A); Route B is too convoluted and cyclists would ignore it and ride on 52nd anyways.
- Cars routinely blow through stop sign at 54th and Rhone.
- Existing circuitous bike routes in this area are confusing (barely traveled). A more direct route is preferable
- The proposed 50's bikeway, especially the stretch from Foster to Lincoln, would greatly improve my a.m. commute to work downtown, making it safer and easier. PLEASE implement as soon as possible.

- 52nd is the most direct route for cyclists, route B is too zig-zaggy to be useful.
- Need signal on 54th and Powell -relying on drivers to stop is unsafe. -It is too fast and people do not see pedestrians or bicyclists. Very dangerous intersection without a light signal!
- Option B is much safer for everyone. 52nd is too congested to make this the bikeway. [+1]
- We already use 52nd -would use more if bike lanes are installed. For alternate route, definitely need signal at 54th and Powell Xing.
- This section of 52nd is very distracting as a driver. Anything like colored lanes or raised bike lanes to help bikes be visual would be great.
- 54th and Powell rapid flash beacon is not enough. People will get hit. A full stoplight triggered by bikes and pedestrians is the only thing that will work.
- Beacons don't seem to be enough here. Consider connecting the routes at Rhone and Franklin, to put people thru at signal?

SE 52ND AVE: POWELL TO DIVISION

- No bike lanes on 52nd. 1--> Busy street: bus service, fire department station, tri-met bus drivers change their shifts there; 2--> Parking: Do not take away out parking on 52nd, everyone uses 52nd to park during Franklin High School sport events.
- Consider 54th Ave instead. You do not need bike lanes, just mark a bicycle route. Bike lanes cost more TAX PAYERS money.
- 54th = nobody will lose parking space, cheaper, easier and safer. On 54 there is a safe crossing (crosswalk on Powell, then the park, then crosswalk over Division where the elementary school is. It's very safe, children cross there as well.
- So many of the houses along 52nd here have not driveways! Parking can be hard, even now. This would be a particularly difficult stretch to take away parking. Option B seems better!
- 52nd Ave: --> Taking parking away from school; --> Use for emergency vehicles, unsafe as they travel at high speed; --> More pedestrian traffic, creates changes for accidents.
- Parked cars along here make it hard to use the route with least up hills -52nd best for biking moms and dads!
- The benefits of biking outweigh the cost of removing parking. Cars take up so much space already!
- Use 54th and Powell crossing. Make it work. Add a triggered light or something, or bikers can just wait like we do at plenty of crossings for cars to pass!

- a) park on Franklin; b) Good, more exercise for you; c) Use it all the time on a bike; d) TriMet can park elsewhere as well.
- This is where we live, and we do not agree with eliminating parking in front of our house: a) I have a home business, that would not allow my clients to park safely; b) we have an RV, that would not allow us to load in front of our house; c) It's a congested area and not safe for bikes; d) TriMet uses the parking.
- A bike lane on 52nd would make my daily commute safer and easier between Foster and Woodward.
- As a neighborhood home owner, I have concerns about eliminating parking on 52nd. Even if driveways are available, pulling in and out on a busy street is not so safe. Also, crossing the street to your car is not safe. I strongly oppose it.
- Strongly opposed to eliminating parking on 52nd. If bikeway goes on 52nd, need many safety improvements! It is not safe to bike and not safe to cross to reach parked cars.
- I have several neighbors with no driveways or access to off-street parking. One of the reasons I love living where I do is I do not have to compete for parking.
- There are two TriMet bus stops on 52nd and Franklin where bus drivers change shifts. Parking would get congested in this area if parking is eliminated.
- There are many families with children on 52nd, taking away on-street parking would be very dangerous for children, parents to cross such a busy street, let alone have to park on dark side streets far from home.
- Crossing on 52nd is tremendously dangerous at crosswalks. More needs to be done to improve safety for pedestrians.
- I strongly support elimination of parking on at least one side of 52nd between Woodstock and Lincoln. Trucks parked on SW side block view of traffic coming up the hill [+1]
- Personally, I will continue to stay on 52nd between Division and Powell even if there was another official route. Cutting through Franklin high school property does not seem sensible but maybe a "good to know" alternative. (but not worth cutting a new path past tennis cts.)
- Do not think removing parking on 52nd is viable -too much need. Alternative could be at least cutting over to 53rd/54th off Woodward. [+1]
- I would like Woodward to be straightened a little more. The City owns the SW and NE corners, so it would not require to buy more property.
- In the absence of a bike lane, I generally take the full lane on 52nd. This really pisses off drivers. I would love an alternative.

- Area South of 52nd on Woodward is very dangerous during high school drop-off/pick-up times. It is on my daily commute and can be quite risky due to distracted drivers/traffic.
- This Franklin high school side is busy with walkers, joggers, strolls, and loiterers. Not a good mix with bikes.
- We have lived in the are for 20 years and have a handicap father and not having parking would be impossible. We have no off-street parking and the City would not allow us to place a driveway next to our home due to zoning. I don't mind bikes, but loosing would not work.
- Why is 50th not an option?
- Need to preserve right turn lane NB 52nd to EB division -heavily used.
- The 52nd/Lincoln intersection needs some sort of traffic calming or a light. Also, the light at 50th and Division is mis-timed, forcing more cut-through traffic onto the block of 52nd between Division and Lincoln. Preferably, these blocks should be one-way.
- 52nd between Division and Lincoln: to be able to stay on 52nd to Lincoln, it helps to take congestion off Division between 52nd and 60th when going north on 60th.
- Traffic cutting through on 52nd and then Lincoln trying to avoid the light on 50th and Division. In addition, bus # 21 also travels here. Cut through traffic needs to be abrogated to make the stretch Division to Lincoln safe. Divert on 52nd and Division?
- I am very supportive of a bikeway, but it needs to include ways to decrease car traffic on our blocks -otherwise, people and pets will get hurt.
- Se 51st Ave crosses Hawthorn and Lincoln better than 52nd does; it is a less trafficked street. Why not include it between Taylor an Woodward?
- 52nd Powell to Division is a local street not an arterial. Speed bumps will help change perception and slow speeds here.
- I disagree with saying 52nd Powell to Division is a local street. I have lived in this are for over 50 years. 52nd has been used as a through street!
- We need a light at this intersection.
- Put gaps in speed bumps for bikes
- Try to see if 51st Ave from Woodward to Taylor is as good as 52nd for that section. It crosses Lincoln and Hawthorn better than 52nd. Crossing Division is usually easy because car traffic is slow between 50th and 52nd -Cliff Hutchison (503) 201-1482
- Whatever route is chosen, please consider left turns for cyclists. It is difficult sometimes to signal you are turning left and feel safe with motor traffic.

- Love this partial closure (transit/bike) at Division/Lincoln
- Have parking on west side in this area due to limited off-street parking on dead end streets. East side has more parking options. Woodward - Division
- With regard to #2 separation approach, as both a regular bike commuter and infrequent driver, this is just not a good idea. From a driver's perspective, it would make me nervous to drive on a street without a dividing line, and it seems very narrow. From a cyclist perspective, it seems too congested.
- Don't like pinch point approach! It feels unsafe to me.
- I think before you mess with anymore streets, you need to educate and register bikes being used as main transportation. Car drivers have to; bicyclist should be no different.
- I strongly support a full diversion with bus couplet or at least partial with specific enforcement plan on 52nd at Division. The high volume of traffic makes that section very challenging, especially with buses. Reducing traffic would also hugely improve the traffic problems at Lincoln where cars cut down to 50 or up to 60.
- A serious diverter on Division (couplet!) is essential to diminish cut-through traffic on 52nd.
- Are there any other options for 52nd and Division?
- The diverter at 52nd and Division is essential. The cut-through traffic is really bad, and there are plenty of options for neighborhood residents to get to their home among the streets. This is really to reduce all those people who cut through.
- If only the Powell-Foster is completed as shown, it would be a huge improvement to the corridor.
- Buffered bike lanes are best.
- 6' bike lanes are improvement over current conditions, although 8' buffered lanes are better.
- Please consider keeping parking on the West side of 52nd between Powell and Division.
- Bike turning boxes are great for offset intersections.
- I support buffered bike lanes as much as possible in high traffic speed sections.

SE 52ND AVE: DIVISION TO LINCOLN

- The speed limit between Division and Lincoln is too high. I've had to take evasive action to avoid getting hit while coming out of my driveway on my bike. Diverter at 52nd /Division would be welcome or a roundabout at Sherman/52nd Ave. There is too much cut-through traffic and this endangers kid, peds, and cyclists.

- I have a concern about the safety of adding more bike traffic. There is a growing number of home rentals on the block, which increases the number of autos parked on the street. I don't endorse the idea of eliminating parking. Slowing both auto and bike traffic would be the only way to make this a safe plan.
- We have lived on this block for 7 years and it is getting busier with cars cutting through to avoid the light at 50th and Lincoln. Much of this traffic is speeding. 52nd and Lincoln is extra dangerous. We would like to have the bikeway on 52nd as well as traffic calming at 52nd/Sherman, Lincoln and Division.
- Photo radar to enforce bus, bicycle only?
- Like the diverter features to reduce traffic on 52nd and Division
- Traffic option is good. It won't keep resident from accessing their neighborhood -others will force traffic onto other streets in greater.
- I live on 52nd between Lincoln and Division. I do not believe any of these will slow traffic except the diversion option.
- Do not divert traffic at 52nd and Division. Allow cars and bikes to share space -limited traffic.
- We live on 52nd between Sherman and Lincoln. Please add the diverter at Division; there is too much cut-through traffic.
- I live between Lincoln and Sherman. I am a cyclist and also have a car. I support the Division option very strongly because this is our best hope for reducing car speeds and preventing serious injuries/fatalities to pedestrians cyclists and pets.
- I am not all about the separation approach, unless we have a solid line instead of a dotted one. Please consider removing on-street parking on one side of the street.
- Putting a diverter at 52nd and Division is ridiculous! 52 is a much used car thruway. Why not use 51st? Bikes would be safer and north-south car traffic would not be affected.

SE 52ND AVE: LINCOLN TO HAWTHORNE

- High cut-through traffic on 52nd and Lincoln is becoming worse. At some point, there will be a fatal accident at 52nd and Lincoln from cars crossing Lincoln and bikes traveling down the hill.
- Because intersection is offset (52nd N of Lincoln), it is very confusing for everybody crossing. High traffic volume (due to cut-through traffic trying to avoid 50th and Division) and 71 bus turns onto EB Lincoln makes this intersection very dangerous.
- Yes please! Let's make the direct route happen!

- Concern about low visibility backing cars out of driveway; it is difficult to see bicyclists. Use 50th or 51st between Lincoln and Hawthorne -a safer bet. 52nd and Lincoln is not a shot across -it zags. Difficult to see uphill when driving N on 52nd and Lincoln.
- The 52nd and Lincoln intersection is really dangerous, with buses, bikes, cars, all diverting at one spot.
- Consider placing a 4-way stop at this intersection, for the benefit of all who navigate this class of traffic, and the additional speeds people pick up down the hill (all modes of transportation)
- I am in favor of your ideas, but 5 years ago, the City took out the extension at Lincoln and 52nd. Now you are putting them back! It's a very safe place; I would not add any extensions.
- Bus/bike only lanes to divert traffic are awesome. Way to think outside the box! Keep innovating PBOT!
- Curb extensions are not necessary the answer, put people too far out into the street -not just at this intersection, but at other spots too.

SE 53RD AVE: HAWTHORN TO BELMONT

- 53rd between Hawthorn and Taylor has much less chance of conflict at intersection of Madison and Salmon, and it is not any steeper than 52nd.
- This is a very dangerous intersection! It needs stop signs, at least East/West minimum.
- 52nd and Madison is a dangerous intersection!
- Bikers report using 53rd more (Hawthorn to Taylor). Safer intersection at 53rd and Madison.
- Please do not add speed bumps on 52nd North of Hawthorn. If problems with cross traffic, add stop signs.
- 52nd and Belmont: It would be great to prevent automobile traffic from crossing North/South.
- Are speed bumps possible?
- A direct North/South path on 52nd is the best option!
- Install traffic speed enforcement cameras to stop speeders (or lessen). Cost of system paid by revenues, a net gain that could be used for road maintenance.

SE 53RD AVE: BELMONT TO STARK

- This is a bad idea: 52nd is a big hill; it is the entrance to Glencoe Elementary and it is a really narrow street with parking on both sides and 2-way traffic.

- If you do this, we would need to change the drop-off for Glencoe (One-sided parking on Morrison with bike path and one way). Most parents use 48th Ave to get to Glencoe due to problems (hill/traffic) crossing Belmont at 53rd. Please Discuss further with Glencoe.
- It would be great to eliminate automobiles crossing North/South
- 53rd and Stark is very difficult for cyclists to cross, worse than Burnside -consider a signal.
- Love the cross-bike idea! Do it!
- No speed bumps please! Add stop signs!
- Please provide safe crossing at 53rd and Stark -it's almost impossible to cross. Cars are fast and do not stop.
- Please install the median crossing refuge at 53rd and Stark -retracts traffic onto 53rd and slows NB/SB cars on Stark.
- SE 53rd Glisan to Division --> Set up lots of semi-diverters.
- Diversion at Stark and 53rd -restrict North bound, -numerous crashes on 53rd between Burnside and Stark.

SE 53RD AVE: STARK TO BURNSIDE

- The speeding we have results to at least one crash/year and many minors ripped off. We also have hit and runs. Just the 23rd we had a DUI and a crash.
- We would agree to a one way and/or speed bumps with the current proposed bioswale or curbs to narrow the intersection.
- Please maintain on-street parking. Very important!
- No speed bumps.
- Make street one-way traffic with speed bumps, plus pedestrian crossing and 53rd and Burnside intersection. We currently want to move because cars drive to fast down SE 53rd for our children to be safe. We would stay otherwise.
- Burnside and 53rd: This intersection is a pain to cross as it is. It would be awesome to get a user operated signal. Yes, this is the place I most often am stuck awhile on this route.
- Burnside and 53rd: crosswalk would be helpful. Bike cross stripes at least, signal would preferred.
- Please remove on-street parking
- Do not remove on-street parking

- Use 51st or 54th between Powell and Division. This would allow parking to still be available and keep our bicycle commuters much safer
- Need: Median pass-through at 53rd and Burnside.
- I would like to see a semi-diverter and a restrict SB traffic. We have had 7 DUI on our street in the last 5 years
- Love pedestrian crosswalks: that is important. No speed bumps.
- 53rd between Stark and Burnside needs more serious traffic control. It's a very narrow street with many small children. Frequent car crashes on our block. 53rd crosses freeway so people use it as a major thru-way and they drive fast. We need to restrict traffic from Burnside like at 20th and Ankeny.
- Definitely signal light! There are so many children on this block -please install speed bumps!! Or find some way to slow traffic or divert it away from 53rd. Maybe curb extensions? Maybe make it bike only access from Burnside? So happy to be part of bike route!
- Please choose the median pass through on 53rd and Burnside and a signal. Thanks!
- No mid-block curb extensions.
- I really like the idea of advisory bike lanes, but will drivers understand them? Are we getting too crazy with the new complicated road markings?

NE 53RD AVE: BURNSIDE TO GLISAN

- Please consider median pass-through between Burnside and Glisan. Also, cross-bike striping on crosswalks as much as possible! Pretty please!
- I would like to see traffic diversion for the bikes. Speed bumps would not be enough if a signal is added at Burnside and 53rd.
- Please consider making this intersection. (traffic is mostly from Providence's parking lots) A right turn only option...It is very difficult for people turning left to see cars approaching from the North.
- I have had a few calls with cars coming out of this access road behind the hospital. I think the fence by the freeway inhibits visibility

NE 53RD AVE: GLISAN TO HALSEY

- Hospital traffic needs visual warnings for cyclists.

NE 53RD AVE: HALSEY TO HANCOCK

- [Partly Illegible: divert a block or two; avoid the light/busy intersection. Just 54th, back on 52nd.]

NE HANCOCK/53RD AVE TO NE 57TH AVE/NE THOMPSON

- Use 56th instead of 57th between Thompson and Hancock. Quieter and safer. Retaining parking sustains property values on 57th.
- Disagree strongly with this (comment id#17)
- Move crosswalk light to Thompson
- The carbon dioxide scheme is more important than bicyclist taking responsibility for their own safety.
- Human life and safety is more important than private storage needs.
- This intersection is currently tricky to navigate.
- Please do not take away our parking on NE 57th. It would be a very hurtful thing to do. We would no longer be able to have guests at our homes. (my car is not private storage)
- Turn west onto Thompson to 56th, go south to Hancock.
- I paid taxes and last time I checked that did not give a night to store my personal property in public space. If you need to take away parking on 57th, do it!
- Straight is better than circuitous. 52nd works better for me.
- I ride this every day and would still take 52nd/53rd to Thompson, even if improvements were made to 57th
- Why not going down to 47th at his block to connect to 47th/Wisteria/Alameda?
- Thompson is the shallow street; path from 53rd to 57th is a preferred route.
- Sacramento has parking (one side) alternating each block. Impossible to have a bike lane. Traffic is fast -used as shortcut Sandy to 57th.
- Remove parking on 57th will lower property values. Parking must not be removed. Keep the bikes on 53rd from Hancock to Thompson. An alternative route can be Thompson from 57th to 62nd, then to Tillamook.

E-MAIL COMMENTS RECEIVED

- As a resident of the Rose City Park neighborhood where the proposed project will be running through, I must offer my objection. First, I don't think having a route run through dimly lit streets and intersections that are already compromised by missing stop signs, trees, etc. would be safe not only for bicyclists. I would like to know the reasons as to why this route is actually needed when bicyclists already have numerous routes to travel throughout the southeast and northeast.

- I saw the meeting in the SE Examiner. I have been a year round bike commuter for 7 years now. I was just discussing this very topic the other night with friends who have moved NE due to cheaper housing prices. To visit with old friends, it is a car ride because there is no efficient bike route S <-> N. I brainstorm ideas on my bike rides all the time ... this will be my new topic to come up with ideas for the meeting. I work 10 hour shifts. Therefore, I will be late to the meeting. However, I plan on being there. I tend to be more of a listener when discussions take place ... but I am full of ideas ... especially when it comes to bike commuting.
- I received notification of your BE/SE 50s Bikeway Project. I appreciate the work you have done for bicyclists, as the bicycle has been my main transportation for six years, after my daughter took my Corolla to college in Canada! I indeed travel on the route you are intending to update, and also frequently use the 205 bike trail, to get to work (I go up Holgate to the 205 trail, then on to Portland Adventist Hospital). If this new project is economically feasible, I agree to its implementation.
- I just wanted to thank you for sending me information on the proposed NE/SE 50s Bikeway Project. I think this is a great idea! I live on SE 52nd, part of the proposed route, and would be happy to have more bike lanes near my house. I commute to work downtown by bike and like to ride around the neighborhood with my toddler. I just moved back to Portland 6 months ago after being away for 10 years and was really excited to see how much the city has improved in terms of accessibility for bikes.
- I am not able to make it to the meeting but wanted to give my input. Simply, it is a bad idea and waste for many reasons. One, although not many business are along that pathway, there is a few and they need all the on street parking they can get. I go to a local restaurant on 52nd and already am irritated by lack on street parking due to bus stops. I know there is neighborhood parking, but this is not appealing to patrons (and I say this as a business owner myself). Second, it is a waste money in times when budgets are tight. There are so many other important programs that need funding and that are facing budget cuts that it is criminal that people would take funds to "improve" perfectly good roads instead. Sure it might be nice, but the city simply does not have the budget to be wasting it on bike lanes. They spent a fortune on putting bike lanes on Holgate, including taking away a lane for traffic therefore causing more vehicle congestion, and I have yet to see bicyclists actually on that road (and I drive it regularly). These are just my 2 cents as the person who will end up paying for this and suffering the consequences!
- I was reviewing the proposed routes of the 50's Bikeway plan and see that my home looks to be part of the bikeway in some of the map options. I would like a clarification on what is meant by the column that is titled "Parking Loss" on the various maps. Among the several options, some of the "option B" maps show the route going along Lincoln Street where I live. My house does not have a garage, meaning my wife and I park on the street. The house next to mine has an old, unusable garage so the people there also park on the street. Can you tell me if the options running the bikeway on Lincoln would result in bike lanes that would preclude parking on Lincoln? My immediate concern is for parking on Lincoln between SE 54th and SE 55th, but there may well be other residents on Lincoln

who would be impacted as well. I might also add that I know of other houses on the numbered streets in my area that do not have a garage and any removal of parking on those streets for the bikeway would also cause hardships.

- Can you please not screw up NE Portland with this proposed bikeway project? Over and over again we hear that bicycles make up 2% of the commuting population....that is the commuting population. Why are we spending so much on these projects all across Portland for 2% of a commuting population? The Cully neighborhood doesn't even have streets. There is something so messed up at the Bureau of Transportation if you are putting a small number of people ahead of a whole neighborhood. Studies show that the commuting numbers aren't changing despite the added bike blvds. The roads you are proposing are streets that hold tons of parked cars and 53rd in many areas is down to one lane as it is near Belmont. I wish I could make the meeting, but I will be at work. Don't spend our money this way...pump it into making some streets for the residents of Cully. Read some comments about the bike backlash on OregonLive....residents of Portland are sick of bike projects getting rammed down our throats. Sad that Jonathan Maus and his bike soldiers have the City's checkbook.

- Unfortunately I won't be able to attend the open house on the 26th, since (once again) I will be staffing my own public meeting that same night. So, I finally sat down and reviewed the material you have online, and offer the following thoughts for consideration by staff and the CAC: I frequently commute to work by bike on 52nd between Holgate and JCB and am most interested in connecting the bike lanes through this segment of the project. (I occasionally ride to destinations to the north also, and appreciate the cross-town connection this project will make). I often ride the N/S 40s bike route, and don't at all mind the slightly meandering route that created an alternative to the hazards on Chavez. However, since 52nd is an attractive, direct route that is somewhat bikeable now, (unlike Chavez), I don't think that the options that propose various detours away from 52nd are a good idea. Though these alternatives may be attractive for some riders, when I am commuting I would probably still bike on 52nd rather than go out of my way to take the slower route for such a short stretch. If I had to choose one of the alternatives, I would go with B-1 because it would allow cyclists to avoid the 52nd/Foster/ Powell intersection area, and I can see that this would be nice for many types of riders. I'm sure I don't understand all of the impacts and variables, so take these comments with that in mind. Thanks to everyone who is working on this project!

- I would like to express to you loud and clear that I fully support PBOT's efforts to create a '50s bikeway. As I understand it, there is some opposition to this based on the removal of on-street parking. Being educated in transportation issues, you and I both know that free on-street parking is a subsidy that the city of Portland cannot long afford. It's important for our city's economy to support a wider range of transportation options in order to reduce the cost of maintaining infrastructure as well as to increase safety and neighborhood health. I applaud your and PBOT's work in developing a more healthy streetscape and hope to continue supporting you in this realm. Thank you for your time.

- I saw the article on bikeportland regarding the upcoming 50s bikeway project and followed the link over to the city info page. May I be added to the interest list please? I own a home on NE 52nd Avenue and NE Wasco Street, just off the proposed alignment so I'd like to stay tuned. One specific concern I have is over traffic diversion on 53rd north of I-84. NE 52nd from I-84 to NE Halsey is a non-traffic-calmed and heavily used alternative to the traffic-calmed 53rd Avenue stretch, and I'm concerned that any further calming initiatives will displace thru car traffic onto 52nd and the other quiet neighborhood streets. Has this been considered in the plan so far? I admit I have only been over the materials briefly but it wasn't clear to me where to look to see if this has already been covered. I do think the bikeway is a great project, as I've ridden this stretch to visit friends in the Woodstock neighborhood and it certainly could use some improvement

- Thanks for all you're doing on the 50s bikeway! I've been reading about it on BikePortland with great interest, as I live close by (by 40th & Powell). Just wanted to put my two cents in on the issue of 52nd Ave. between Division and Woodstock—I'm fully in support of as much bikeway space as possible. Making biking feel safer and more comfortable is crucial to making it accessible to the "interested but concerned." If we need to remove motor vehicle parking to do so, so be it. Perhaps residents' concerns about removal of parking could be allayed if they could be assured of significant traffic calming on their street. Losing parking from an area where off-street parking is common but gaining safety and quiet could be a reasonable bargain. In particular, the piece of 52nd between Division and Powell seems ripe for increased traffic calming. It seems to me that drivers need more encouragement to move to 50th Ave. instead.

- I am writing to you regarding the proposed NE/SE 50's bikeway project. As a citizen who lives in the area directly related to the proposed bikeway path, I have a personal investment in the outcome of this project. I respect and am proud of the bike culture that Portland has cultivated and maintains (I use my bike whenever possible!), but must voice my concerns regarding this project. I currently live in one of the many apartment complexes on SE 52nd St, in between SE Division and SE Powell. I, like so many others, rely on my vehicle for transportation to and from my multiple jobs. Not only do I work out in Troutdale, I coach high school athletics and am a full-time graduate student. To take away street parking on SE 52nd would be devastating to those who currently use it, such as myself. Between SE Woodward and SE Division the street is full with those who utilize the street parking that is currently available. If I am no longer allowed to park on the street my commute to Troutdale will double in time from 25 minutes of driving time, to over 1 hour using various modes of public transportation. In addition to the added travel time, it would impact my ability to be able to make it to my second job (as a coach for Portland Public Schools). I coach not only because it is my way of giving back to the community and because I love working with my athletes, but because financially, I am dependent on my second job to survive. If you take away my ability to maintain both of my positions, you are, in essence, taking away my ability to work, and therefore survive. Looking through the different options, Alignment option B would be the best for the area between Division and Woodstock. SE 52nd gets busy during rush hour (with those going to work) and during drop off and pick up times for Franklin High School. Street traffic gets halted when school gets out, and adding a bike lane will only further exacerbate the traffic flow during those time periods. In addition to that, bus #71 goes down 52nd,

which is just another added detriment to placing a bikeway in that location. I certainly do not want to add more obstacles for both drivers and cyclists on the road. Looking at the data collected regarding street parking, it is clear that the area between Clinton and Woodward consistently has some of the highest usage of street parking. To strip that community, as well as the community up to Woodstock, would be devastating to the people who utilize the 200+ parking spots between Division and Woodstock. I sincerely hope that you consider all the factors and repercussions of the proposed bikeway. I know that there are others, like myself, who would be greatly distressed if our ability to maintain a vehicle was taken from us. Please support Alignment option B. Thank you for your time and consideration

- My wife and I live at 52nd and Clinton and we are very much in favor of improving the street for cyclists. South of Division, 52nd is a scary place to bike and it would be wonderful if the city made it safer. We ride this street every day and increasing the safety would mean a great deal to us. We are looking forward to the meeting and hope to make it. Thank you.
- I am not able to come to the open house on Wednesday, but I would like to send some comments your way so you at least get my input. I know that several of my neighbors on this street (I live between Salmon and Hawthorne, on SE 52nd) would like to have a stop sign installed on the North-South route of the street; I have tried to look at the stop sign issue from several points of view, and I have decided that I will not be able to support a stop sign at SE 52nd and Madison in the North-Side direction. I am not supporting it for a couple of reasons: 1. As a cyclist, I would hate to have one more stop sign put on a cycling route ~ especially at a point where a bike must stop, go a block, and then stop again at Hawthorne. This doesn't make good sense. If a stop sign is considered, might it not be better to have one going East-West to allow cyclists to continue North or South, uninterrupted (until Hawthorne), on their route? 2. At one point, I thought a speed bump deterrent would be a good idea because it would slow down the traffic on the whole of the street rather than at one intersection. Then, I read about a street in SW Portland that has had much trouble with the constant noise from the cars going over the bump, and I would like to re-think that option. It sounds like it has created more problems than it solved. I would also re-think speed bumps on a street that is bike designated; those are not the best kinds of streets for a cyclist to travel. 3. I have not seen the proposal, but would "SLOW DOWN FOR KIDS AND BIKES" signs help remind people that it is a neighborhood and also a bike route? These are just some thoughts; thank you for considering them in the decision for the 52nd Avenue Bikeway.
- I oppose the bike route on 57th Ave from Hancock to Rose City School. Losing our curb parking is just crazy to put in bike lanes. There has been a bike box on 57th Ave and Sandy Blvd. and I have not seen ONE bike there. I see lots of my neighbors park on the street, let alone anyone coming to visit will now have to park around the corner. Keep the bike path on a side street so they are not competing with cars and buses. I do not see Rose City school as a destination point of bike riders. Enough of the bikes getting everything and the people that pay the taxes and drive cars get it in the ass. I AM NOT IN FAVOR OF THIS RUNNING UP 57th Ave. You took out a lane on Holgate for bikes and again I see no bikes there when visiting a friend.

- As a resident on 52nd avenue I oppose any bike ways along this street as parking is already at a premium. It is nearly impossible to park in front of my house because residents and guests often take up open spaces.

- Can someone please start making bikes pay something in road fees? New Jersey is making bikes lisc. Why cant we? I spent over \$680 in GAS tax for my car last year (county, state and federal). Can someone please start making bikes pay something in road fees? New Jersey is making bikes lisc. Why cant we? I spent over \$680 in GAS tax for my car last year (county, state and federal).
680 doesn't include lisc fees. You cannot put it all of the taxes on cars. Gas is going to double in the next few years and people will be riding bikes, more. Then where is the money going to start being generated from? WE MUST PRO ACTIVE - DO NOT wait till we are over extended and need the money for roads and bikes to implement bike fees. DO IT NOW- before it hits! I drive from SE 92nd to 122nd on Holgate - 2-3 times a week. Portland cut that road from 4 lanes to 2...for bikes. In 2 years I have seen 3 bikes on it- TOTAL! How much did that cost? "Fill pot holes, before you make more bike lanes"

- Earlier this evening I attended the Public Open House at Our Lady of Sorrows Parish regarding the proposed NE/SE 50s Bikeway Project. The Project Team and the Citizen Advisory Committee are to be commended for the amount of time and effort they have put into this proposal to provide more clearly defined north/south routes for bicyclists. While driving home along the route I became more aware of some of the unique issues my immediate neighborhood (SE 53rd between Burnside and Stark) experiences that are somewhat different from others on the proposed bikeway. These issues pertain not only to safety of bicyclists but to residents, their children, pets and property, as well as cars traveling the street. I've listed a few of my thoughts/concerns below: The section of 53rd Avenue between Burnside and Stark is narrower than all other streets along the bikeway; There are no cross streets on 53rd Avenue between Burnside and Stark; The number of vehicle-related accidents has risen over the past few years; The cause for the majority of these accidents has been due to the rate of speed at which cars have been traveling; Since there are no cross streets, no speed bumps, no caution/speed signs posted, drivers use the street as a raceway to get from one end of the block to the other. While most on my comments have been related to the safety of residents on the street, I am also very concerned about bicyclists on this stretch of the route. Once the NE/SE 50s Bikeway Project is completed, I expect the number of bicyclists will increase far and above what it is now. We have been very fortunate thus far that only parked vehicles have been involved in any of the accidents. If, however, something isn't done to prevent drivers from traveling at breakneck speeds on this stretch of 53rd, it's only a matter of time until a person, adult or child, is severely injured or killed as the result of a speeding vehicle. Now is the appropriate time to once and for all address these issues that have been a major concern for residents on our street for a number of years.

- my name is Daniel Eggleton and I live at 2425 se 52nd ave. as it is already parking is very limited. and our complex has no driveway or parking so parking on the street is all we have. I am not against a bike lane but I am against having to park somewhere else for one or other people crowding our parking on 52nd.

- I have attached my concerns with regards to the bike lane proposal on 52nd avenue. I am not certain that I will be able to attend the open house tonight and wanted my concerns officially recorded. Can you please send a response email stating that you received this email and were able to view my concerns?

- I am contacting you regarding the proposed bike lane between NE Thompson and NE Hancock. I am a resident of the neighborhood and in fact live on 57th in the proposed area. I'm also an avid cyclist including a frequent bike commuter. I fully appreciate the increased bike designated roads, bike friendly markings, and other improvements the city has made for cyclists. However, I'm writing to express my opposition to the plan. Specifically I am significantly concerned about the potential for eliminating on-street parking in the proposed area. I encourage consideration of diverting the bike traffic at rose city elementary and linking with 53rd from there. The neighborhood streets are ideal for such traffic given their low car traffic. Alternatively, simply keeping the lane and marking as is still allows for effective bike traffic for the short distance between the lane and turn onto the designated bike road. Eliminating parking for those in the neighborhood seems to be a notable inconvenience to add two blocks worth of bike lanes, especially since there could be alternative options.

- 52nd is not safe for bicyclists It is my opinion that 52nd Avenue between Division and Powell is not an appropriate alignment for the proposed bikeway. I hold this opinion because:
 - The street is not safe; vehicles travel too fast and are not paying attention.
 - There are not many current users, having lived on 52nd for 8 years, I have not seen many bike users.
 - The proposed parking impacts to residents along 52nd seriously and negatively impact their safety. When I ride my bike I get off of 52nd at the first available cross street and travel north or south on safer streets. I am not even comfortable walking my child in a stroller along 52nd, let alone riding a bike along it. We have had 2 parked vehicles hit in front of our house, and on each side of us our neighbors have had their vehicles hit, one of which was totaled. 52nd is not safe for bicyclists. Complete parking elimination is not acceptable However, I understand that the bikeway project may continue to propose to align itself along 52nd Avenue between Division and Powell. If this remains to be the case, I can tell you that I will strongly and whole-heartedly oppose a solution which completely removes parking from 52nd. That proposal is completely unacceptable to me. One side parking elimination safety improvements needed If the proposal continues to include eliminating parking from one side of 52nd Avenue, then I believe the following improvements are necessary to mitigate the negative impacts to safety that single-side parking would create for residents, many of whom are families with children, along 52nd. This list is not a menu to choose from, I am not asking for a few of these improvements. I am asking for a solution that includes all of them or at least addresses the mitigating intent of each of them. Reduce the speed limit to 25 mph The 30 mph speed limit is not consistent with the "local" street classification, especially when combined with the long, wide straight stretches that allows drivers to ignore the speed limit. The speed of traffic combined with their perceived wide lanes causes drivers to not pay attention. In recent years, four parked vehicles have been hit in front of my house and my two neighbors' houses – they were parked, not even moving and they were hit, one of them was totaled. Install speed bumps/tables Assist in keeping traffic to the lower 25 mph speed limit by installing traffic bumps at regular intervals. Install a round-about at

52nd & Woodward (the high school intersection) This offset intersection at the top of a hill is very dangerous and has a high level of vehicle, bike and pedestrian traffic. The offset nature makes it even more dangerous. Property line boundaries are already cut back from the corner; it is likely that a generous round-about, capable of accommodating the Fire Station 25 ladder truck could be created without taking additional property for the right-of-way. Make curb-cuts at remaining un-cut sidewalk corners Some sidewalk corners do not have accessible curb-cuts, making persons with disabilities, and people with strollers, etc. have to enter the street at the nearest driveway, travel in the parking lane (or vehicle lane) across the street intersection to the next available driveway before returning to the sidewalk. Improve Street Lighting Nighttime visibility is low for many areas of 52nd Avenue, impacting safety of pedestrians and bikes. Provide additional street lighting as necessary to avoid dark areas. Pave Tibbetts Street east of 52nd Ave. With reduced parking on 52nd, vehicles will need to park on side streets. The current unimproved and significantly dis-repaired/degraded condition of Tibbetts is unacceptable for parking. Improve the service of the intersections at 50th and Powell and 50th and Division. The intersections at 50th and Powell and 50th and Division are too busy, making many vehicles prefer to travel on 52nd (a "local" street) instead of 50th (a "collector" street). This is not fair to those of us on the local street, our safety has been sacrificed because 50th has not been improved to be consistent with its classification. Remove parking near the intersection of 50th and Division and create left turn lanes for traffic turning from Division to 50th. Enforce criminal laws against drug sales There are known locations on 52nd where drug sales occur. These create a safety concern for residents, especially if we will now be forced to park farther from our homes, at sites of drug deals, and walk from there. These drug deals need to be stopped to improve safety.

- I live on SE 52nd Ave. between Division and Powell and it has recently come to my attention that the City is considering eliminating parking on one or both sides of the street in order to facilitate bike traffic. I am out of town until February, so I will not be able to attend the open house on this forum; however, I wanted my views to be heard. There are multiple reasons I think that the City should look at alternative streets for parking removal and/or bike lane retrofits. 1.- Danger to residents – 52nd Ave is a very busy thoroughfare, eliminating parking on one side of the street would force residents (many of whom have young children, dogs, etc..) to cross over to their houses on the other side of the street. Not everyone has a driveway on 52nd Ave. The speed limit may be 35 MPH; however, due to the long straight stretch of road through this area, there are many speeders. 2. - Danger to bikers – Again, due to straight stretch of road, folks go quite fast down this street. Directly in front of my house, 3 parked cars have been hit in the evening over the last 2 years by people "not paying attention" due to the straight stretch of road and the false perception that provides. 3. - Better alternatives – There are many streets in the SE that transit this same thoroughfare that likely have less than ½ of the traffic, and have more safety provisions to check drivers speed. 4. - Need – I have lived on this block for over 4 years now, and the number of bikers that transit this section of road is miniscule compared to many other thoroughfares in Portland. It seems like the City might be creating a solution for a problem that doesn't exist. I feel that a better alternative may be to install some speed checks (road bumps, center turns, etc...) along 52nd Ave, keep parking as is, and make it safer for everyone. Thank you for hearing and considering my opinion.

- I just received this flier telling me that our parking may be taken away. I am very sick so I will not be able to make the meeting and also I just got it now which is 15min until the meeting starts. I called and left a message for both Rich and Sarah. I am against this. I want the parking to remain. We have no driveway to park in. Bikes have the road to travel on if they so chose to.
- I wanted to let you know that I wholeheartedly support the NE/SE 50s Bikeway Project. I wanted to attend the open house tonight but am unable to, so I'm emailing you now. I think the NE/SE 50s Bikeway Project is a great idea and will help people like me, who commute and get around town on my bike. I live in NE and would use the NE/SE 50s Bikeway. I hope the turnout was good at the open house, and I regret not being there, voicing my support. I hope the NE/SE 50s Bikeway Project comes to fruition and I thank you for your work on this.
- I live on 1208 SE 53rd - basically SE 53rd / Salmon. I'm concerned about the proposal to add speed bumps to SE 52nd - and believe it will direct additional auto traffic to SE 53rd. This occurred when bumps were added to the street directly to our North - SE 55th - many years ago. Has anyone at city done any analysis to project what the impact would be to SE 53rd?
- I'm a cyclist, father of two young children and homeowner on 52nd and Insley and am very excited about the proposed bike lanes and improvements. As I'm sure you are aware, that section on 52nd is heavily traveled and speeds are often excessive for a residential street. After attending the open house yesterday I overheard many residents' concerns. I'm not certain that they realize the potential benefit the bike lanes and traffic/speed reducing infrastructure would likely have. My concern is that there should be even more traffic calming design on the south area of the project. This section of 52nd needs it most as it is the most heavily traveled area of the plan. Once you get above Powell, the traffic is greatly reduced, but this is where most of the proposed calming design is placed. Shouldn't we put more into the areas with greater need? More calming features would help many bike riders feel more comfortable in this particular busy/speeding section of the Bikeway. I am concerned that Woodstock might get neglected because it is further out. Have rumble strips or barrier bumps (small round bumps) been considered to remind unaware or careless motorists that bike lanes are off limits and illegal to enter? They used to have pretty good size (at least 3-4 inches tall and 8 inches diameter) round barrier bumps in some of the southern suburbs around Portland that were effective. I remember riding next to these as a child. More publicity informing community stakeholders regarding the potential increase this project will have on the livability of our neighborhood might be helpful. I would love to be more involved. Please let me know if there is anything I can do to promote this and other projects like it.
- Hi. Was unable to stop by the Open House yesterday / last evening regarding the proposed 50 Ave Bikeway, but I wanted to express my strong support for such a change. As a cyclist I would frequently use such a route. I currently ride on 50th and 52 occasionally, but more frequently have to cut into 42 / 41 to go south, then come back out to 50-ish on Woodstock. As a resident of SE 51st Ave, I would support reduced

parking, narrow lanes, traffic redirection, or any other necessary change to make the bike route a reality. Please add my enthusiastic support to your collection of public feedback, thanks.

- We attended the meeting last night and would like to add our option. We live on SE 53rd and Salmon and I commute by bike to work nearly every day. I believe and support the addition of bike routes especially north/south routes since there are few. I have 2 concerns: I understand that speed bumps are being considered along 52nd. As a bicycle commuter speed bumps are a nuisance and hinder my desire to use routes with speed bumps. As a home owner, the speed bumps will almost certainly push more traffic onto 53rd creating the need for more speed bumps. The use of speed bumps is short sighted (trading 1 problem for another) and does not address the need for arterials to efficiently carry car traffic. While I support efforts to enhance bicycle traffic I, the people of Portland and the City of Portland must accept and insure that car traffic can move about the city. This is based on my personal and business need to be able to get around the city in a car.
- Please include the following comments on the NE/SE 50s Bikeway Project. My husband is a bike commuter and I served as the director of the Willamette Pedestrian Coalition. My husband and I own the home at the SE corner of NE 53rd and NE Hancock. The Bikeway makes turns east from NE 53rd to NE Hancock at our corner. In reviewing the recent plans I am concerned about the stop signs between NE 53rd to N 57th. The intersection at NE 52nd also has a stop sign. The first east west stop sign along Hancock is at NE 50th. I am very concerned the number of controlled intersection will create a thoroughfare for cars, creating speeds that are unsafe for children and cyclists. I recommend the Bikeway continue north along 53rd and turn east at Sacramento. In addition to eliminating the need for the stop signs along Hancock, it would eliminate the portion along NE 57th. NE 57th is not bike friendly. I know there are other cyclists in our neighborhood who would prefer to see the route continue along 53rd and avoiding 57th.
- The speeding issue is common in the north/south streets of 52nd and 53rd. This is caused by the lack of an arterial to carry traffic. 49th was designed to be an arterial, neighbors complained, speed bumps were installed and what happens? 52nd gets the traffic and complains, where is this going to end? You all must see that the current traffic planning "methodology" is not solving but creating problems. The city must be willing to make the hard decisions to designate arterials and make them efficient for carry traffic. I believe that a number of the intersections on 52nd are unmarked as on 53rd. Stop signs would do more to discourage traffic and make the intersections safer than speed bumps as well as making a more direct bike path. Any additions of stop signs and (hopefully not) speed bumps along the bike path must consider the surrounding streets; let me know what your plans are for any issues that will certainly be created.
- I think it is time for bicyclists to help pay for bike lanes, signage, added street lights, etc. Each bike should be registered. Each bike owner should pay a registration fee which helps offset the cost of bike lanes, signage, etc. Each bike should have a license plate. Red light cameras should be ticketing motorists AND bike riders who run red lights, since both modes of transportation are considered vehicles. There should be forms of self-

sustaining revenue. Portland has the tendency to pay for things it cannot afford. Since we cannot afford to keep our schools open, it seems to me we cannot afford more bike lanes at this time. We have to make cuts in our police force and in our number of school teachers. We can make cuts in the number of bike lanes created. It amazes me that in spite of all the added revenue from lottery funds, we have to close schools. We have no money to help children who are victims of sex trafficking. We have no money to help those with mental disorders. We do, however, have money for trams and for bike lanes. Portland's carbon footprint is not the end-all priority for me. (I'll wait while you regain consciousness) I believe Portland's priorities are all out of whack. I think we should be much more fiscally responsible. Let's rebuild Marysville Elementary. Let's keep our schools open. I have lived in Portland nearly 40 years. I have biked all around Portland since I was a young child. Yet somehow I was able to do it without bike lanes, and I don't have a scratch on me.

- Though my husband and I were unable to attend the most recent open house, we'd like to express my whole-hearted support for the project. We live at 48th and SE Woodward, and both bike commute to and from downtown every day. Having a north south arterial corridor available in the 50's would be so helpful, since many of our evening and weekend destinations are directly along the proposed 50's north/south route. I could see using these bike corridors often. Please add me and my husband to the interest list for further discussions.
- I couldn't make it to the public comment meeting, but I would like to voice my support for the 50's bikeway plan. I would use this route frequently to travel from my home in Northeast to destinations in Southeast. I think the loss of a few parking spaces is a very small price to pay for a safe north-south corridor in a part of town that is underserved in terms of bike infrastructure. FWIW, I ride and I drive. I support bike infrastructure both as a motorist and a cyclist. Bikeways are good for ALL road users. I also don't believe my tax dollars should go towards subsidies for public storage facilities for private property (aka, on-street parking). Thank you.
- I live in the South Tabor neighborhood, and I'm very excited to hear about the bike lane that's going on 52nd. I won't be able to make the meetings, but please let me know if there's anything I can do to help. This new route will be an awesome advancement for comfortable, safe biking in that area.
- I met you both following the discussion at the Mt. Tabor neighborhood association meeting on Tuesday. My partner and I both currently live and work in NE Portland, myself at a public school on Alberta and Bonnie at Oregon Food Bank up by Columbia. In a month we will be moving to a house we bought at 52nd and Lincoln that we bought partially because we are bike commuters and loved the idea of living at the intersection of bike boulevards. Biking to and from work, we will likely spend about an hour every day on the 50's Bikeway in the coming years. I was more than a little disturbed by the reaction of the Neighborhood Association to a project that I thought would be universally appealing to all residents, not just cyclists. In any case, both Bonnie and I would love to be put on any relevant interest lists, and we would also love to support the project in any way that

would be helpful. Thank you again for your work on a truly wonderful project that will hopefully make healthy and sustainable living feasible and attractive for more people!

- City of Portland Plan for the Future: Pave no roads, just bike paths, to have cleaner air, healthier citizens, etc. I have to tell you that TriMet buses runs on the roads too, and those who have the health and stamina to ride a bicycle (just a block or two) are very few and far between. I disagree.