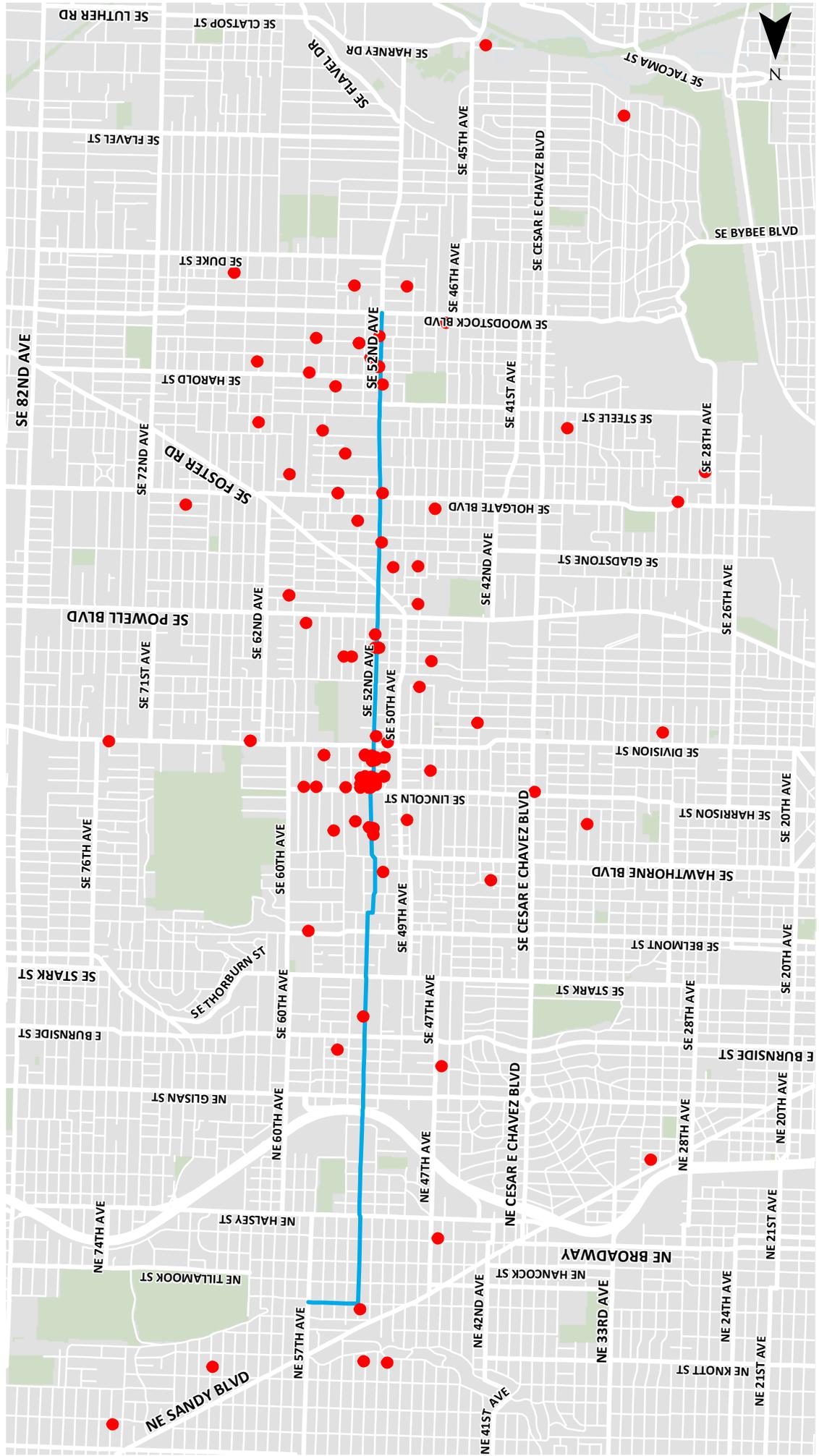


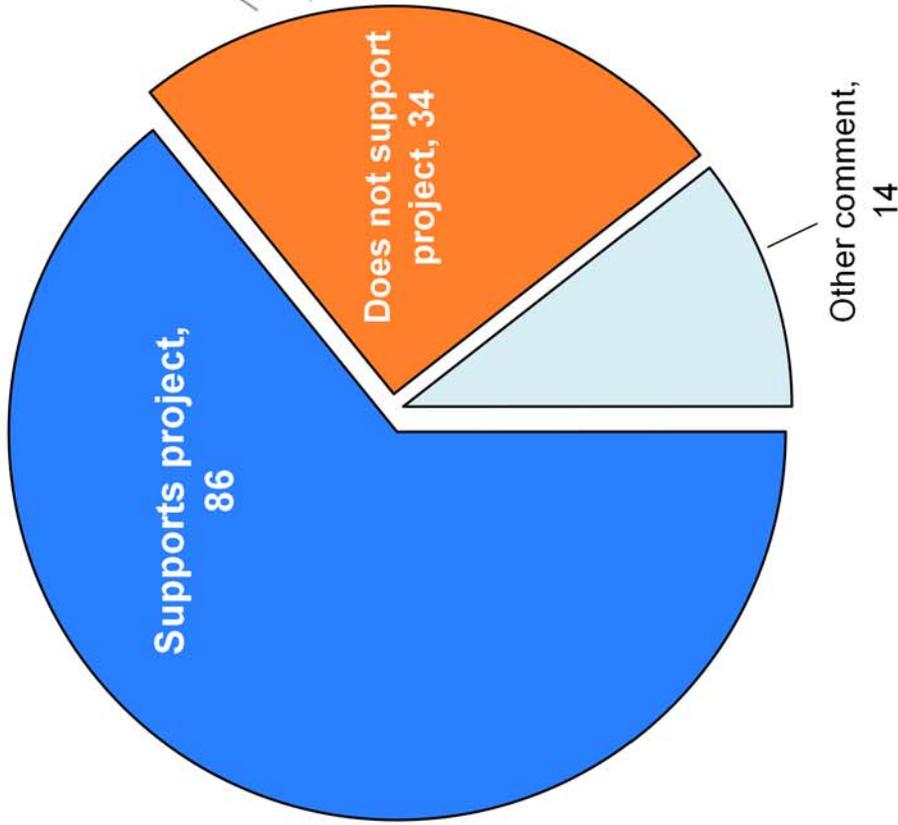
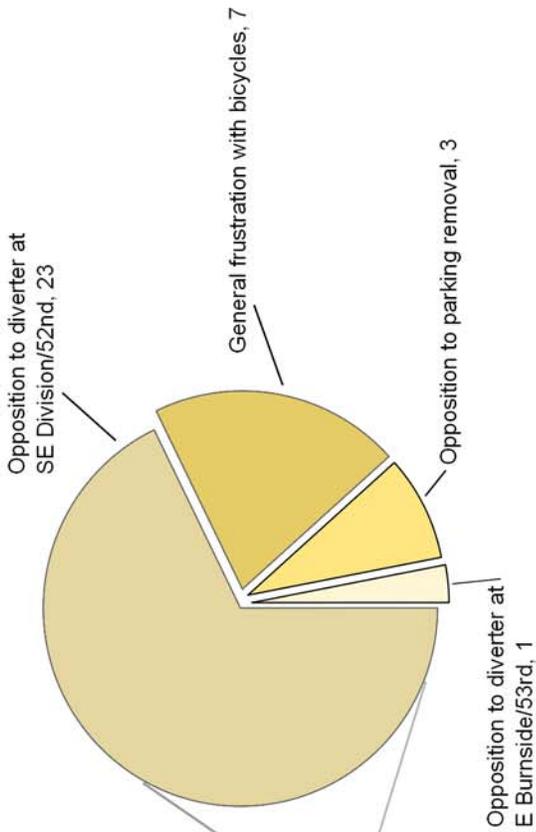


Open House #2: Where open house attendees traveled from (6/29/11)

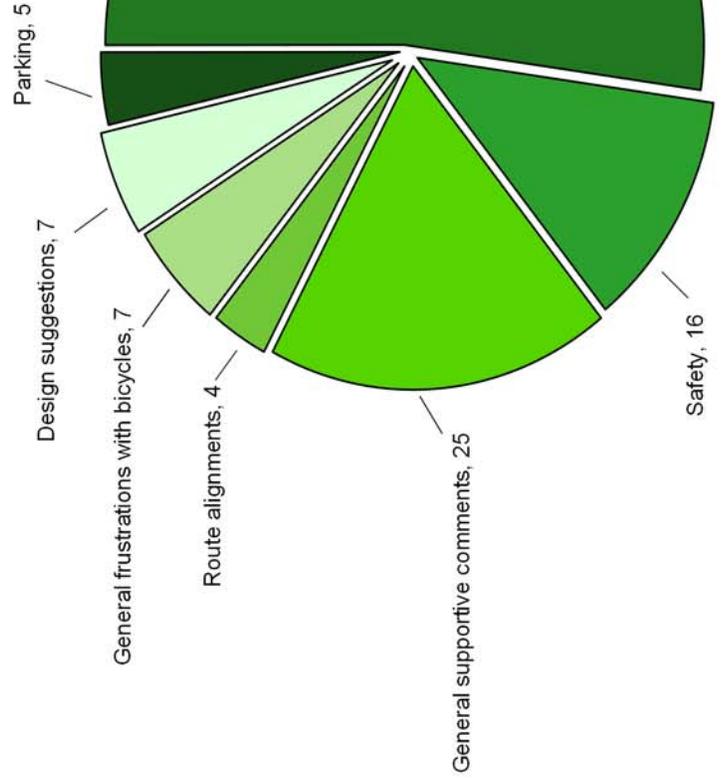
121 attendees signed in at the Open House #2 event; 120 addresses were provided.



# OPEN HOUSE #2 COMMENT SUMMARY



## ISSUE BREAKDOWN



This comment summary represents 134 general comments:  
 120 comment cards received at the event  
 14 emails received by staff

## COMMENT SUMMARY PAGE

	<b>Box</b>	<b>E-mails</b>	<b>All</b>
TOTAL COMMENTS RECEIVED	120	14	134
GENERAL COMMENT SUMMARY			134
In support of project	77	9	86
Not supportive of project	31	3	34
Other comment	12	2	14

### ISSUE IDENTIFICATION

If NOT supportive, due to:

- opposition to diverter at Division/52nd	22	1	23
- general frustration with bicycles	6	1	7
- opposition to parking removal	2	1	3
- opposition to diverter at E Burnside/53rd	1	0	1

If stated OTHER, due to:

- requested speed limit reduction	3	0	3
- offered design recommendation	5	0	5
- requested safety improvement	2	0	2
- included questions regarding parking	0	1	1

<b>ISSUE BREAKDOWN</b>	<b>Box</b>	<b>E-mails</b>	<b>All</b>
Diversion	65	5	70
Safety improvements	16	0	16
General supportive comments	20	5	25
Route alignments	3	1	4
Design suggestions	7	0	7
General frustration with bicyclists	6	1	7
Parking	3	2	5
<b>SAFETY</b>	<b>16</b>	<b>0</b>	<b>16</b>
Mentioned safety as concern	6	0	6
Improved crossings	1	0	1
Requesting signal	3	0	3
Request to change posted speed	6	0	6
<b>ALIGNMENT</b>	<b>3</b>	<b>1</b>	<b>4</b>
Supports the inclusion of the Neighborhood route	1	1	2
Does not support neighborhood route	1	0	1
Only support neighborhood and not direct	1	0	1

	<b>Box</b>	<b>E-mails</b>	<b>All</b>
<b>DESIGN</b>	<b>7</b>	<b>0</b>	<b>7</b>
General design recommendation	7	0	7
<b>PARKING</b>	<b>3</b>	<b>2</b>	<b>5</b>
Opposed to parking removal	2	2	4
Supportive of parking removal	1	0	1
<b>DIVERSION</b>	<b>65</b>	<b>5</b>	<b>70</b>
Supports diversion - E Burnside	3	0	3
Against diversion - E Burnside	1	0	1
Supports diversion - Division	37	4	41
Against diversion - Division	22	1	23
Supports diversion (Division) w/ added mitigation on adjacent streets	2	0	2
<b>OTHER</b>	<b>6</b>	<b>1</b>	<b>7</b>
General frustration with bicyclists	6	1	7
<b>GENERAL SUPPORT</b>	<b>20</b>	<b>5</b>	<b>25</b>
General supportive comments	6	4	10
Bikeway route is needed/desired	10	0	10
Positive comment about open house/outreach	4	1	5

## COMMENT CARDS RECEIVED

- I fully support the NE/SE 50s Bikeway Project as a whole as well as the original Diversion project at SE 52nd and Division Street to restrict northbound access for all vehicles except buses and bikes. The measures I support include "sharrow" pavement markings, destination signage, and reducing the speed limit to 20 mph. I do not think there will be unacceptably high volumes of diversion to adjacent local streets such as 51st, 53rd, and 54th. The diversion project will greatly benefit bicyclists & pedestrians using SE Lincoln St and SE 52nd as cycling corridors.
- I support proceeding with this project through the test phase.
- Simply great project. City needs to continue to support (in REAL concrete ways) sustainable transportation, as well as sport cycling/walking. Portland already enjoys a reputation nation wide for being a model for bicycle programs. Let's insure that our reputation remains in tack and that Portland continues to be a destination for progressive minded people. Nice work PBOT, and thanks for federal support.
- Recommended improvements are appreciated, although an increase in the amount of area given over to dedicated bike lanes would make me feel much safer cycling in this corridor (which I do frequently).
- I'm really excited about having a better Powell crossing and general attention to N/S routes. I'm more of a cut through-neighborhood-streets kind of person (and I'm mostly commuting south of Division) but it's still cool to have a safer more direct option. Thanks for having such an involved process. I LOVE PARTICIPATORY PLANNING.
- I think you need to test the Diversion @ 52nd & Division. We live on 52nd and see many bicycles come down our street every day. We ride bicycles and the intersection @ Lincoln & 52nd is a significant hazard for cars, pedestrians and bicycles. Reducing traffic volumes in this area would be a significant safety benefit. The lesser measures for slowing traffic would be insignificant in reducing the safety @ this area. Second Comment is that there is a need to better manage bicycles on heavy traffic streets like Hawthorne, Belmont & Stark. It seems unsafe to ride bicycles on these streets.
- I live at the intersection of SE 52nd and Lincoln Street. In the ten years we have lived there, I have been witness to 3 auto accidents and 1 bicycle/auto accident. There is too much traffic (2,800 vehicles /day) on 52nd and it is going too fast. Additionally, the vast majority of the traffic is cut-thru and not local neighborhood traffic. I strongly support the diverter at SE 52nd and Division streets.
- This is crazy idea to add bikes to heavy traffic on 52nd w/bus and police and fire dept. using 52nd frequently. Put bikes on 54th Ave, it is better and cheaper.

- I fully support this project. The safety and bike access improvements are long overdue. I am most excited about the reduced speed limit on 52nd near Lincoln, and the traffic diversion at Division. Can't wait to see these changes in action.
- The whole project doesn't make much sense. It is a busy street with bus service and frequent fire trucks and police using 52nd Ave. Adding bicycles to this is a bad idea. Bicycles should move to 54th where it is much safer.
- Thanks for all your hard work on the plan. I am extremely excited about the plan -a big supporter. Especially looking forward to the diverter @ 52nd & Division. I think the reduction of traffic on that stretch is crucial to the project's success. I think the diverter (w/additional mitigation on other streets if necessary) will make a huge positive impact on our neighborhood. Thanks again!
- Diversion on Division & 52nd is a stupid idea with the bus stop on the SE corner, with bus blocking the whole traffic so nobody will be able to turn right going east on Division. If the bus is there, so it is just going to back up traffic.
- Very hopeful about traffic calming effect bike lanes will have in addition to adding safety for cyclists (on 52nd). The speeds below Foster are very concerning (below Powell/Foster) and we are hopeful that some other measures can be used to reduce averages of close to 40 mph in a residential area.
- We live on 52nd Ave between Lincoln & Hawthorne. We were unable to attend the Neighborhood Assn meeting when the vote on the diverter at Division took place. I am in full support of the diverter test moving forward and think it will make a tremendous improvement to the quality of our neighborhood by reducing non-local traffic on 52nd. I love the total vision of the project as well. We are a family who enjoys cycling and will take full advantage of the bikeway. Thank you!
- I am a homeowner on 51st Ave just north of Division. I am opposed to the project. Traffic has increased in our neighborhood dramatically in the last 4 years. We cannot solve one problem and push additional cars in the neighborhood. Bicycle enthusiasts have stated they do not feel "Unsafe" on 52nd N of Division. They do not want the change. The traffic volume on Division has increased tenfold in the past year – pushing more vehicles into neighborhoods is not a solution. I agree no one wants additional traffic. Lets be honest – this is not a traffic calming solution – it is about encouraging bicyclists. We live in a City where there is traffic, things have changed in our neighborhood and everyone needs to share the increase and adjust. There should be NO changes. I commute Div. W to 50th S to Powell. There is always back up – when I have to go south on 52nd from Sherman to Division I may see 2 or 3 cars – only 1/3 of them go through Division onto 52nd. If this passes, I will be contributing to my neighbor's traffic problems. When I have to change my route – I cannot ever get onto Division from SE 51st to Division as it is. You can not change the slope of the test. I do not trust the testing – it will go through regardless - the only change that will occur due to testing will be diverters on 51 & 53. This is unacceptable.

- "Build it", to use an earlier rallying cry. I drove here tonight because I don't think there is a good way to cross Powell in the 50s. This project would solve that. I'm a year – round bike commuter, but really more in the "interested but concerned" category than in "strong & fearless". I can do what I do because of the continuous network of bike boulevards from Clinton almost to the Lloyd District. They're crucial. (And I'm making noise about the 12th Ave. overcrossing to make that network more complete.) Build it. Test where needed, tweak it or where necessary, and make it happen.
- I support the project and support returning our neighborhood to a residential area instead of being a through traffic zone.
- The bicycle community touts the exercise of biking, so why line up all the stop signs so they do not have to stop? Bikers get even more exercise when they have to stop at stop signs. Is there a double standard? How many drivers who do not bike are official members of the advisory committee? (To express the driver's view.)
- The 50s will be a valuable N-S bikeway and improve options for cyclists going in N-S direction. The addition of lanes between Woodstock & Division will improve safety and make me considerably more comfortable when cycling on 52nd. I like the "exit-only" on the N side of the 52nd & Division intersection (except buses & bikes). It will make the intersection safer for cyclists.
- I think this is a fantastic project – Good Job!
- I am in strong support of the project overall. I would like to see a beacon installed at the SE 54th & Powell crosswalk, if not a traffic signal.
- I have a huge amount of concern regarding the diversion at 52nd & Division since I live one block east on 53rd. As proposed, there is no mitigation of cut-through traffic on 51st, 53rd or 54th. Stop signs at Sherman would help. If the speed limit is reduced 20 mph 52nd, why not on the parallel streets also instead of the "unsigned" 25 mph? So: On 51st, 53rd & 54th, speed bumps, stop signs & 20 mph speed limits are needed.  
On a side note, when the speed bumps go in, repaving the 100 year-old streets would be nice.
- I think that staff work and community feedback have combined to produce an excellent project proposal. I strongly support the northern segment and both routes in the southern segment, including the diversion & traffic calming elements. I appreciate the parking removal choice on 52nd, which allows a good quality bikeway.  
Comments on specific treatments:
  - Use of medial refuge at Holgate/58th seems somewhat inadequate.
  - Powell & 54th; I hope PBOT will continue pushing ODOT on RFB & other improvements. Even RFB seems inadequate.
  - More should be done for Stark, Belmont & Hawthorne if any issues arise – need to monitor.

- It's regrettable that parking removal scotched the route on Hancock/57th. It looks like it would be better than the current alternative.
- Please keep local neighborhood streets local. The amount of cut-through traffic on 52nd between Division and Lincoln is detrimental to the safety of the bikeway. Especially the intersection at 52nd and Lincoln is a safety hazard for everyone. Please go ahead with the diverter plans.
- Recommendation for ODOT: Speeding traffic needs to be controlled between SE Division and SE Powell as well as between SE Powell & SE Woodstock for a bike lane treatment to be effective in creating a safer environment for bicycling on SE 52nd Avenue in those areas. This is essential for creating a low stress biking environment, especially with a school in the area, and it will encourage more students to bike to school. The speed limit in this area should be reduced to 20 mph similar to the stretch of 42nd Ave at Fremont (in all directions).
- I fully support this bikeway plan, especially the diversions and traffic calming at the intersections of NE Glisan, E Burnside, SE Lincoln & SE Division. These improvements are essential for creating a low-stress bicycling environment and will encourage more people to bike making the streets safer for everyone.
- Thank you! I'm so happy to finally have some bike improvements on 52nd. I have lived within 2 blocks of 52nd for the last two years and have been avoiding it when biking because it feels unsafe/ traffic is too fast. I don't even walk along it. I would like to see more ped. signals, esp at Gladstone, Raymond & Harold. Would LOVE to see a Bike Box or similar at Foster.
- Let traffic go north on 52nd at Division. This road is wide enough for traffic.
- I live on 53rd and Division and have voiced my opposition to the Diversion at SE 52nd and Division. I disagree with the City's proposed testing as it is simply a means to pacify neighbors while pushing their agenda through. Our neighborhood voted against the Diversion and these are the people directly affected by this – they should be heard!
- No Diversion at 52nd and Division. This will impact traffic on adjacent streets north of Division. Keep traffic on wider roads designed for traffic.
- Thank you for working so hard on this project. I would like to see some PUBLIC EDUCATION about the decrease in livability in neighborhoods where people are leaving the main arteries to cut through. I used to always do this – now I get it. I support the changes as proposed on 52nd. I think they would greatly enhance safety as well as quality of life on that street.
- I'm excited about the new bike route and bike lanes – excellent idea! I'm very glad to hear that speed limit would be reduced to 25 mph between Division & Powell on 52nd. I'd love to see speed bumps added in this section of 52nd as well. I hope there will be lots of bike route markings on the roadway and signs.

- Thank you! Design looks good. Having parking on one or fewer sides of 52nd street will help.
- We strongly oppose to the one of the ideas to move bus stop from SW corner of Franklin & 52nd to NW corner. It is an accident and tragedy waiting to happen. It is going to create accidents and some of the students from the Franklin High School could get killed. Because that is where they cross SE 52nd at lunch hour and cars will not be able to see them over the parked bus at that point. You are just shifting the parking problem to somebody else. There are better options. We would like to know what TriMet thinks about this idea.
- This is a general comment applicable to all bike boulevards: whenever stop signs are removed from the boulevard and applied to its side streets, these (achms sp?) must be accompanied by suitable traffic calming on the bike boulevards, like the speed bumps on NE Going. With the absence of such calming there is a marked increase in through traffic speeding through which is evident on Salmon St and is problematic on some stretches of Clinton St.
- I am pleasantly surprised by the level of planning and change. I think it will make my city and my neighborhood safer and less congested for everyone in it. Is there any possibility of giving more time for pedestrians to cross at 52nd and Foster? It's okay as a cyclist, but moms with strollers and older people with mobility issues have a hard time. THANKS!
- This seems like a very good idea and it's apparent that a lot of work went into this. Thanks to everyone who contributed.
- Level of support from 0-10... -0-  
Yet another reason to disappoint and embarrass the more traditional and long standing citizens of Portland! When they say "Keep Portland Weird" they indeed have serious intent. (and consequences) I do not believe changes to N.E. & S.E. 52nd are necessary or beneficial. Narrowing driving lanes on SE 52nd from 12 ft to 10 ft is unsafe. Student crossings @52nd and Woodward from FHS are already problematic. I fear future serious conflicts. Finally, bikers should be trained – licensed and registered. If they want to shape the road shape the responsibility as well.
- Homeowner 51st and Division. There seems to be a revised test plan – Now we understand the change will take place, this is a changed statement. If testing fails, divers will be added! Why are we easing traffic for 15-20 homes and impacting up to 100 households. The true issue here as stated by Rich N is "this isn't about livability, it is about bicyclists". Don't try to buy public buy in for traffic control. There has got to be a solution - give up please and leave us in peace. Thank you!
- I live on SE 52nd between Sherman and Lincoln. I support the bikeway as a whole and the diverter at Division and 52nd. From my porch I observe a lot of bicycles already using SE 52nd, as well as a lot of speeding car traffic. I would really like to see the car traffic reduced. Also, it is not just at rush hour. I also observe the intersection at 52nd and Lincoln – it is dangerous! It is not designed for the volume of traffic and the mix of use – bicycles, cars, busses and pedestrians – that it

receives. The offset of 52nd, the slope and the limited sight lines, make it a hazard. Finally, we own our house and note that the 2 blocks above Division are residential and should not have the traffic on them that we currently see. I see the bikeway as a benefit to all in the eastside of town – currently, it is difficult to find north/south routes to connect to the east/west bikeway. Finally, I see a vocal minority of people who oppose this plan as being unreasonable and they reject the idea of testing the bikeway and diverter.

- I own a home on SE 52nd Avenue between Lincoln and Sherman Streets. I bike round trip to downtown Portland more or less 5 days a week.

I STRONGLY SUPPORT TESTING THE DIVERTER at SE 52nd Avenue & Division Streets. I believe the diverter will move traffic from 52nd to 50th Avenue and keep cyclists, pedestrians and house pets safer than they currently are on our RESIDENTIAL blocks. I remain wholly unconnected by the anti-diverter group's (SE 51st, 53rd, and 54th Ave residents) arguments that traffic will increase a great deal on those blocks. Their efforts to organize against this appear to be informed by a desire to stop the biking at all costs and, at the least, to reap potential benefits without bearing any burdens. I have been attending 50s bikeway –related meetings since winter of this year and believe the process has been open, well publicized and professional. I believe any delays at this point would be frivolous. Kudos to Sarah, Rich, et al!

- NO DIVERTER Build the bike lane and remove parking only! I live on 51st & Sherman and am 100% AGAINST the diverter at 52nd & Division (to Lincoln). It is counter productive to divert 3,000 cars off of a neighborhood collector to smaller (less collector capable) streets. I suggest add a north bound bike lane, remove parking between Division & Lincoln on 52nd. This will impact approximately 20 parkers vs. 80 home owners who will absorb this unnecessary overflow. No reason to treat north of Division different than South of Division. Presentation at this open house is different than earlier agreement; originally promised to complete more testing & if traffic volume is unacceptable; diverter would be removed. Current presentation states, if traffic levels are high; put in speed bumps, stop signs, etc. This is not acceptable. Stick to your original agreement.
- I suppose this project is going to be carried out no matter what is said. No one can convince me this project is worthwhile. Printing white lines on the side of the road is NOT needed. The bicycles disobeying the traffic laws should be **ticked!** Bicyclist should have lights on at all times. Maybe bicyclists should be reregistered and licensed, then the money can go toward covering the reservoirs.
- Rich Newlands stated on June 8 at the Café Au Play meeting that the bikeway takes priority over neighborhood livability!! That is the wrong approach – the bikeway should be balanced with neighborhood livability. The diverter is unnecessary and sacrifices livability when it isn't needed – 52nd is safe as is or with minimal changes. There is no need to create a domino effect problem by forcing more cars on to Division, and more cars on to single – one way streets. We all benefit from a thoughtful genuine public process. Mt Tabor Neighborhood voted to oppose the diverter – PLEASE LISTEN!!

- I oppose the diversion at 52nd and Division. Division is already too congested and people cut thru on 52nd and get to Lincoln (& avoid Division.) A diversion will make congestion on Division even worse and increase cut thru traffic on 51st, 53rd, 54th – 59th. Why? Why not remove eastside parking on 52nd Division-Lincoln and put in a northbound bike lane just like is being done south of Division? This creates more bike safety and affects far fewer neighbors. A diverter will affect 100s of people ( people who use 52nd to get to Lincoln & residents of 51, 53-59th)but removing parking would be consistent with the bikeway south of division and affect far fewer people.
- I strongly oppose the traffic diverter at 52nd & Division! Please try other solutions first. SLOW THIS TRAIN DOWN!
- As a PDX native, car user & bike user, I truly NEED this bike route to make my commute safer as a rider AND a driver.
- So excited for the Bikeway! Thank you for your hard work! I just want to emphasize that the diverter on 52nd and Division is a necessity, and that opposition to it is fueled by misinformation. Let's go for the testing!
- Thank you for putting tonight's open house together. I am very excited about the NE/SE 50's Bikeway Project and I am looking forward to using this path to get to Mt Tabor and NE Portland safely.
- While I support the creation of a bikeway in the "50's", I feel it is not necessary to create two routes between Woodstock & Woodward. I feel that if experienced cyclists want to continue to use 52nd Avenue they should do so at their own risk, while a dedicated route should be provided along 57th/58th as proposed. The route along 52nd is costly, intrusive to residents, more dangerous, and altogether unnecessary.
- I live between Sherman & Lincoln on 52nd. I moved in on 1/15/11 after looking at our house twice. I was quite surprised by the volume and speed of traffic on our residential street. As a cyclist and neighbor, I FULLY support the entirety of the bikeway project.
- The public process on this has been atrocious. Portland should be ashamed. Mt Tabor neighborhood voted AGAINST the diverter. 2/3 of residents at a June 8 meeting voted AGAINST the diverter. PLEASE LISTEN and don't divide our neighborhood. Slow Down and work with residents to find a better solution for 52nd.
- I think the proposed bikeway on 53rd/52nd is a great idea. However, the proposed parallel bikeway on 54th/58th is not. My objection to this excess bikeway is twofold. My first concern is safety, my second is unnecessary cost. I have three concerns about safety on this additional route. 1) SE 54th between Woodward & Powell. When there are events going on at Franklin High School this stretch of road is very congested. Individuals drive back & forth looking for a parking spot.

Since this is a high school a number of the drivers are young and inexperienced. 2) The crossing of Powell on 54th. I cross this intersection at least once a day. I don't cross unless it's extremely clear or both lanes of traffic heading one way have stopped. I've had the nearest lane stop, but the farthest not even slow down and more than once. Also the strip in the median is very narrow. There is not sufficient room for two bikers heading opposite directions. 3) SE 58th for two blocks south of Boise is so narrow parking is only permitted on one side. Where cars are parked on the other side there's not enough room for a car & bike. Second major concern is the unnecessary cost of having two bike lanes so close along with the extra funds it would take to make the 54th/58th stretch safe.

- Can wait for this to actually happen!
- I am very supportive of the Bikeway Project and am anxiously excited about testing the diverter at 52nd and Division. I would love to see the buses get off of Lincoln by having the intersection at 50th improved for the buses to turn. I am a driver, walker, and bicyclist. I would like more if the streets were safer.
- Excellent project! A couple of suggestions! Please add a traffic calming island at intersection of NE 57th & Thompson. Please follow up closely with Providence Hospital to ensure that it takes its promised steps to reduce traffic surges at NE 53rd & Glisan (adjacent to the back of the hospital). Please further explore traffic calming measures along SE 52nd (south of Division).
- Hello, I live at XXXX SE 52nd and while I commend your ideology I think the whole 50s B.W. causes more problems than it cures. Seems to me the cyclists get down 52nd with no problems and we who live on the street are well used to the traffic. I feel bad for 51 & 53rd Sts as they bought a quiet street.
- I am definitely in support of this proposal. I bike everyday, both to commute to/from work and to go shopping, to activities and all the other everyday activities. I have ridden on 52nd a few times, mostly between Powell Blvd and Woodstock, and it was stressful with the level of traffic and the speed. My wife and I now use neighborhood streets to bypass 52nd, and always take into account how difficult it is to cross 52nd on bikes when planning our routes. I would love to see a move direct and safe bike route running north/south and I think the need is definitely high. The area streets are always full of bike, pedestrian, skateboard and other non-motorized transportation. As for any complaints about removing parking on 52nd or slowing traffic, I think those of that opinion are in the minority. Almost no one actually parks (sp?) on 52nd and the traffic needs to be slowed as evidenced by the speeding cars (survey provided by you). Thank you for this proposal and I hope it succeeds.
- SE 52nd between SE Foster to SE Woodstock speed needs to be reduced to 25 to 30 MPH with no left turns from side streets onto 52nd Ave to avoid collisions & traffic deaths. I am afraid that they will be many accidents & deaths along this route unless speed is reduced & left hand turns from

residential side street are eliminated. The residential bypass along SE 58th Ave north is a very good idea to keep kids & families safe!

- I love putting in bike route(?). We bought a house on 52nd thinking we were just on a normal street. But it has 100s of cars a day. Please make it stop!
- Favor Direct Route. I would hope that the bikeable Portland movement can weather backlash sure to come from certain elements of the political scene. We need to really get out the message of the benefits of this and the really small amount of \$ being spent. Sorely needed route. I live in the Woodstock neighborhood and commute daily total of 15 miles.
- I live on SE 52nd just north of Division (between Div. and Sherman), so this project will have a big impact on me. I am fully in support of the proposed bikeways project. In particular, I support the traffic diverter at 52nd & Division and addition of "sharrow" markings (though I wish it was a bike lane). I am also excited about the proposed curb extensions at 52nd & Lincoln, and also the improvements between Division and Powell. Though the proposed change will make it a bit harder for me to get to my house when traveling north, it is totally worth it to me in order to have a safer place for bikers to travel.
- Please reduce speed limit on 52nd – people drive FAST!
- I like the idea of a bike lane on 52nd. Suggestion. Do NOT end at Woodstock...extend on down to Duke & Flavel.
- Thanks for taking the time to do this important research on traffic usage in the neighborhood. I am fully in favor of using the diverter to lower traffic usage of the inner neighborhood roads.
- Bicycle lanes do not need to be planned with a 5 or 6 feet width. If motor vehicle lanes can be narrowed to less than the width of a TriMet bus – bike lanes can also be planned with a 4 foot width or less – down to the width of a set of bicycle handle bars.
- LOVE the removal/relocation of approx 150 ft of parking on east side of 52nd south of intersection with Franklin. I live at 3304 SE 52nd and have been countless accidents/near misses @ 52nd/Franklin because you can't see past the row of cars parked there. Many people also skirt the Powell/52nd intersection by taking Powell to 53rd & Franklin to 52nd so traffic merging from Franklin to 52nd (particularly from 53rd-not as much 51st) is high. Delivery semi-truck to Powell Paint Center also takes this route compounding the problem.
- I have a major concern about the dangers inherent in crossing Powell Blvd. without a full signal. As I understand it, the purpose of this project is to increase bicycle usage safely. A flashing signal @ Powell is insufficient to protect the safety of cyclists. I urge this committee to do whatever it takes to get a stoplight at the Powell St. crossing. I commute by bike and the high speeds and high traffic volume on Powell demand a stoplight if you're serious about safety.

- As a home owner on 51st and between Lincoln and Division, I strongly oppose this diversion plan. I do not see the logic in taking auto traffic off of two blocks only. Why are you treating the folks north of Division differently than the folks south of Division. You are proposing to remove parking; on street, from the south of Div. Why not remove parking north of Div. as well. This will give you more room for a bike path and you don't have to create a traffic nightmare in an already congested area. Please, re-think this diversion north of Division on 52nd. My street cannot handle the extra traffic this **WILL** create. Build the bikeway, remove on-street parking but keep the cars on 52nd which can handle the volume.
- Thank you for all your hard work on this project. I'm excited to have a bike lane going into SE 52nd Ave. However... 1) You can't put in speed bumps on SE 52nd because it's a safety corridor (Emergency Vehicles); 2) You can't stripe a bunch of sidewalks 'cause it give pedestrians (peds) a false sense of security, it's too costly, and there are too many "one-off" corners; (3) You can't put in more stop signs or red lights or anything else on SE 52nd Ave really. **BUT YOU CAN EDUCATE, PLACE SIGNS, AND ENFORCE CROSSING LAWS FOR PEDS!**  
HEADLINE: CITY CREATES PED HAZARD; MAKES CROSSING SE 52ND WORSE Tort Claims Roll In  
4) Consider the fact that you are removing parking for countless homeowners (yes, that's right, in spite of and contrary to the specious "street parking utilization survey" "results"!) and forcing us to cross an already very hazardous roadway. Cars will not stop for peds at legal corner "crosswalks" (unmarked, but @ corner). They will not stop for the one light/crosswalk between Woodstock & Harold! The city is creating more hazard by forcing us to cross on a road on which traffic laws are never or rarely enforced, and no education is provided auto drivers so that they learn they must stop for peds at all corners. Start watching for those Tort Claim Notices. I'll be among those to testify the city made no effort to improve safety for peds...only made conditions worse!
- We need your help – PLEASE!! I live on 52nd between Hawthorne and Lincoln. what some of us now call "SE Portland Freeway". We truly live on a freeway! I feel strongly that the idea (already considered) that we barrier as DEAD-END or Barrier Local-Access (with room around Barrier) to shutdown our street. I have heard reasons why you don't want to do this but an exception needs to be made here. Even a 50% reduction is not much difference when we should be a "residential" street. We have put in our time living in Mt. Tabor on what is a freeway of traffic. Let's fix the problem not a partial fix. Barrier locations at 52nd & Hawthorne – with consideration for 51st, 54th, etc., as needed. I will pay for the barrier at 52nd & Hawthorne!
- I support the test. I also am in support of the plan, ut would like to experience the test first to see the impact. If the diverter is put in place, stop signs should be installed on Sherman (the cross street).
- I'm very supportive of the overall project, although I do have concerns regarding auto diversion onto SE 53rd, between Division and Lincoln. I support installation of speed bumps and stop signs on SE 53rd at the onset of the diversion test, consistent with the Mt. Tabor Neighborhood Association position. Thanks for your work!

- Any street that is reserved for bicycles needs to be paid for by the people who ride bicycles and not the people who drive. That is only fair.
- I am a resident of 51st Ave. This project will have an enormous effect on our street. I ask for what? In my opinion your diversion at Division is extreme. This amount of motorists affected is unknown. The quality of our street will never be the same. I ask "For What?" Eliminate parking on street on the east side of 52nd between Div. & Lincoln, problem solved! On any given day/eve I count 6-8 cars parked there. This portion of the bikeway is not well thought out!
- I do not support this. I am really tired of all the changes and money spent for bicyclists. The bicyclists do not have to pay for all these changes, which they should. We need to be more concerned about how taking away space for motorists, taking away parking, and spending tax money is impacting people. Bicyclists do not (for most of them) obey laws. Personally, I wish they were ALL off the streets. They are not FORCED to ride bikes. Someone from the police needs to go down to 26th & Clinton to see how many bicyclists run those stop signs. If they are immune to the laws, then that's wrong. Peoples parking shouldn't be taken for bike paths.
- In my travels on the streets of Portland, I have had several near hits from bike riders. the majority DO NOT STOP for stop signs. They have been very rude and almost caused an accident. Go down the 26th & Clinton streets and count how many buzz through the red light. If you make bike riding only on the east side of 52nd to Woodstock, where will those people park? They have no driveways to use?? I think the bike riders are getting by too easy. Make them pay for the use of the streets like auto folks do! \$100 a year, they are on rubber wheels. We that have cars pay through the nose so why don't they have to pay? Most of the accidents they have are self caused because they won't obey traffic laws! They need to learn to do what's right.
- Traffic removal from 52nd Ave between Division and Lincoln needs to be part of the bikeway design. Removal of much of the non-neighborhood cut through traffic would make the intersection of 52nd Ave and Lincoln safer for everyone (Bikes, pedestrian, cars). In addition, less traffic on Lincoln would also benefit the existing Lincoln St bikeway. That the diverter would push traffic to adjacent streets is most likely unfounded. Please, do the testing so we have hard data to discuss. Please go ahead with the diverter plan, you have my full endorsement.
- Interesting data Point: Light at 52nd & Foster, northbound left turn light (52nd n-bound to Foster w-bound) Lets Max. 3 cars per green. May contribute to n-bound traffic on 52nd N to Powell and leads to cutting thru neighborhood).
- Live on 52nd. Would be great to move bus line. Since I have been hit twice. If one side of 52nd would be taken for bike lane, you would see that there would not be enough parking on street for the residents that live there.

- I whole heartedly support the NE/SE 50s Bikeway Project. I would particularly like to see the traffic diverter tested at 52nd and Division. I see no reason not to test this diverter and see what effect it has on neighborhood traffic.
- I support the 1-way street change in between SE 52nd & Division & Lincoln. I live on 52nd in that zone and we would appreciate the reduction in traffic in our immediate area. We have kids and feel that the current high traffic level s not very safe. A year ago a drunk driver crashed out in front of our house and he was on the street heading north because 52nd is a main traffic area. We support trying this change to 1-way with bike area.
- I am very supportive of the NE/SE 50s Bikeway Project. Both my husband and I are avid cyclists and live within a couple of blocks of the route (4817 SE Woodward). We really need a north/south route in the 50's to safely get to the Woodstock neighborhood. As it currently stands its dangerous south of Powell. I would also enjoy shopping at the Fred Meyer at 52nd & Glisan much more if the route were more contiguous.
- I highly support the NE/SE 50s Bikeway Project. Thank you for all your efforts to make our streets safer.
- I fully support limiting traffic on 52nd Ave between Division and Lincoln. I have lived there for 12 years and it has become almost unbearable. We leave our front door closed all the time due to street traffic. Please use me as much as you can to support this plan. BTW I would also love to reroute TriMet! One specific question – if the street becomes one-way, how do we ensure on-street parking on both sides of the street? My daughter has been ticketed twice for parking facing the wrong way.
- Please do not restrict north bound traffic on 52nd at Division. This will divert traffic to 53rd Avenue which cannot handle the increased traffic. It is too narrow, badly surfaced and lacks speed control measures. The impacts to 53rd Avenue are not proportionate or reasonable for a quite community.
- Reduce the speed limit on Woodstock (Business dist) More speed bumps on SE Harold and reduce speed to 25 mph.
- I'm in favor of the overall concept of the bikeways. I don't believe in the restriction of traffic in order to have a bikeway. The city should have looked for another route if they felt traffic was too much for bikes. I'm opposed to the diversion at SE 52nd & Division as it will 1) increase traffic on an all ready overwhelmed street – Division. And will simply move said "cut through" traffic onto adjacent neighbor streets, less adept at handling the additional vehicles. Our MTNA voted AGAINST the diversion and over 160 people have signed a petition against the diversion yet sadly tonight I see the city is pushing it through despite the neighbor's wishes. Very Frustrating and little trust.

- We like the idea of changing 52nd from a "Pass thru" street to a "Bike friendly" street.
- I endorse the entire 50s Bikeway project including the diverter at 52nd and Division. The diverter at 52nd and Division will be a key function of the bikeway at not only reducing traffic volumes on 52nd Ave., but also at reducing volume on another popular bicycle boulevard at Lincoln. The intersection at 52nd and Lincoln is very dangerous for cyclists coming down the hill on Lincoln Boulevard. Both [lanes?] of the boulevard have 3,000 plus cars a day, which is way too high for a Bicycle Boulevard. The diverter will reduce this volume and improve the overall safety of our neighborhood. I hope that city council move forward on this project as recommended by staff and so many others.
- I live on 51st between Division and Lincoln. I generally support the bikeway but I strongly oppose the proposed diversion at 52nd & Division. My street & adjacent streets (all the way up to 59th) already see a lot of cut-thru traffic b/c people want to avoid the congestion on Division, especially at 50th & 60th. To force ALL of the northbound car traffic that would normally take 52nd to Lincoln to go onto Division will increase traffic on my street which is a single lane and far less suited to handle this traffic. The diversion is unnecessarily drastic and creates a 2-block (northbound) car free zone, at the great expense of adjacent streets. East-side parking is being removed south of Division – a HUGE adverse impact on those residents – but inexplicably, no parking will be removed on 52nd from Lincoln to Division. Removing eastside parking from Division to Lincoln would be consistent with implementation elsewhere, would make room for a north bike lane and would not adversely impact 100's like a diverter would.
- Overall I really like the final proposal you had at the open house. Wish there could be more crosswalk additions such as the blinking lights on Foster by 82nd though. Can't wait to ride the new route.
- If bicyclists are going to be treated like pedestrians with cross bikes, they need to be required to walk their bikes instead of just darting out in the street like a vehicle. Currently, 90% of bicyclists DO NOT FOLLOW TRAFFIC LAWS. A cross bike is just another excuse for mayhem.
- Eliminate the traffic diverters at 53rd & Glisan. Diverting motor vehicle traffic off 53rd will add more pressure and congestion on 60th where the 60th & Glisan and 60th & Halsey intersections already fall for much of the day. Adding more traffic on 60th will also have a negative impact on pedestrian safety at the 60th Ave Max Station. Portland maybe considered a bicycle city, but it certainly is not a city of equity. To bring equity to this and other bicycle infrastructure projects bicyclists need to directly help pay for specialize infrastructure with license and registration fees.
- I fully support the project. I am a cyclist and am always happy to see thoughtful improvements that make our streets and neighborhoods safer for cyclists and more importantly pedestrians. I am a big fan of lowering speed limits, bike boxes and bike lanes, and making safer crossings at busy intersections. Thank you!

On another note, I'm curious to know what actions PBOT takes to enforce traffic laws and road user responsibility. I feel that both drivers and cyclists need a better education in road safety.

- Please do it! I ride to work everyday and would use this route from Woodstock to Tillamook.
- Thank you for all your hard work!!! I SUPPORT the diverter on 52nd & Division!!!
- I support traffic diversion at Division. Since 50th is a big street and there are no speed bumps, its quicker for cars. I support removing parking on 52nd avenue. I will be only on one side of the street, so there is still plenty of room to park.
- I use 52nd street and Lincoln street almost daily. I really enjoy the lighter traffic on Lincoln as compared to 52nd st. Frankly, the road bumps on 52nd between Division and Lincoln do little to slow auto traffic. There are folks riding bikes and walking along 52nd and crossing 52nd all the time. It's a neighborhood with high foot and bike traffic. I find the car traffic to be way too high along that portion of 52nd st. I fully support a diverter on 52nd and Division. Thank you.
- I support a traffic diverter at 52nd and Division. I use 52nd as a bike route, the section between Division and Lincoln is unsafe because of the car traffic. I also live on 52nd & Sherman and would like to see a car traffic reduction in volume and speed, a diverter at 52nd and Division would accomplish this. Thank you.
- I support the 52nd and Division Diverter. As a cyclist, driver, community member, mother and gardener, I feel that the traffic on our block is excessive and dangerous for the pedestrians. I often encounter situations that are of concern. My husband and 2 housemates have been in bike/car accidents. As the wife of a cyclist left with a brain injury I support the necessary changes to our traffic systems that will accommodate the cyclist and pedestrians on our streets. 52nd Ave from Division to Lincoln is a high traffic area where I personally experience/witness too many close calls.
- 1. My concern is where the money is coming from? Hopefully not another tax increase.
  2. Suggestion: First, repair the many pot holes, broken street lights & signs in our city. Second, then work on the bike projects.
  3. Suggestion: Money source – All bicycle owners/riders pay a yearly fee (small) to have a license to operate a bicycle.
- I absolutely support any bicycle improvements made to this stretch of roadway. I regularly ride between Hawthorne and Halsey along 52nd & 53rd. I agree that the crossings at Stark and Belmont need improvement. Any aid in crossing there is greatly appreciated. I don't think that Hawthorne needs any improvement since it is so low traffic east of 50th. A note about your numbered posters: anyone here already knows that NE & SE Portland has a high volume of bicycle traffic. You don't need to sell so hard. I would have like to see some specifics about proposed changes before your tenth poster.

- It looks great! I think this will be a great project that will improve most transportation issues. As a cyclist I am wondering if the roads will be re-surfaced as part of the project? There are some stretches where the asphalt is pretty gnarly. Especially in the southeast portion. Thanks for doing a great job!
- I wholeheartedly support this entire project, especially the diverter at 52nd and Division. This project will benefit me as a Richmond Neighborhood resident, and many, many others in SE & NE Portland. I am looking forward to testifying at Council (hopefully at an evening meeting) and seeing this project built.
- I'd love a "hawk" signal at 53rd and Burnside. I would recommend an additional signal at Stark and 53rd, as a daily user of this route, that is often the most difficult crossing. I support the use of control devices at Burnside and Division to limit north/south automobile traffic. I support removing as much on-street parking as is necessary to make a safe cycling route. The "neighborhood route" seems like a diversionary tactic, who wants to zigzag all over town? The crossings at Foster & Powell seem crazy. Thanks for doing all this work!
- I appreciate all the work that's been put into this bikeway! I am happy to see that motor vehicle diverters are being considered in sections. As many diverters as you can afford, I say! Crossings of major streets are also of the highest importance. Hopefully, the major street crossings for this bikeway will be more comfortable than for some existing bikeways – e.g. SE 42nd @ Division, NE 57th @ Hancock, SE 11/12th @ Clay, Thanks again!
- I support the 50s Bikeway Project with the following condition. There must be a northbound traffic diverter test at Division @ 52nd. I live on the portion of 52nd between Division and Lincoln. The auto traffic here is very heavy. There is also lots of bike traffic. With the increasing number of home rentals on the block, on-street parking has increased. As conditions exist currently it is hazardous to back out of my driveway and keep track of bikes traveling fast from Lincoln onto 52nd. If the diverter test is not done, the bikeway should not be installed. The safety issue would be too great, with even more bikes added to the street.
- I live at the intersection of SE 52nd and Lincoln St. Every day, my family is wit....
- LOOKS GREAT! Nice work! I hope Phase II works out! (Traffic control on Holgate...maybe) Bike lanes, trees.
- I am thrilled by the semidiverter at Burnside/53! This will be fabulous. Also the medial @ Stark. And the diverter @ Division. Too much good stuff to list, really. Just wish you could do something better @ NE 53rd/Glisan – all that hospital traffic is nasty!
- PEDESTRIANS! Make it safe to cross our street!
- Great job of planning the route. City Council: Please adopt this!!!

- Good job! Keep up the good work.
- I support the traffic diverter on SE 52 between Lincoln and Division. It would be unsafe to have an increase in bike traffic without the diverter in place, as there is already a high level car traffic.
- I oppose the diversion at 52nd & Division. Do other solutions 1st. PLEASE. This is too extreme and will force traffic onto narrow streets ill equipped to handle the increase.
- 51st, 53rd, 54th, 55th, 56th, 57th, 58th, 59th. These streets were built 1910 for horse and buggy not high traffic cars. Please do not divert traffic onto our narrow streets.
- I attended the June 8th Café Au Play meeting. 2/3 of the people there opposed the diverter at Division and 52nd due to degrading the livability of the neighborhood. Rich Newlands said "It's not about neighborhood livability, it's about the bikeway."
- This looks great! The one suggestion would be to highlight the (not as a bike box) northbound bike line @ 52nd & Division w/green fill-in. This is a very fluid intersection right now and I think that would decrease accidents. Thanks
- I'm very supportive of the overall project, and prefer low volume routes for my bike commuting.

#### **EMAIL COMMENTS RECEIVED**

- I am just writing to comment, since I can't come to the open house on the NE/SE 50's bikeway project. I just want to say I support it wholeheartedly! Those who are against improved bike routes are short-sighted. Thanks for your work!
- It seems to me that bicyclists need to have licenses and be required by law to perform in a specified manner--as are automobile drivers. This "laissez faire" attitude of bicyclists, in itself, creates more danger on Portland's streets than it should. It is very difficult to try to guess what a lawless bike rider is going to do on the spur of the moment because there is not a set of rules that everyone knows is in "operation." With cars we have a pretty good idea. With bicyclists, we do not. I am always shocked when, in a bicycle accident, the bike rider actually was not the cause.

Frankly, all bike riders (and please do not tell me that it is a very small percentage of them who don't) should stop at signals; and stop at STOP signs; walk their bikes on sidewalks and pedestrian lanes; and stay in the traffic line when there are no bike "paths." Oh yes, and not rush up at the last minute to ride straight-through while a car is in mid-right turn. ( Who thought up that absolutely bound-to-turn-out-badly-on-occasion scenario?) They also should not intimidate pedestrians by almost riding on their heels.

I want to check on a rumor. Is it true that, although not mentioned in your flyer, you are going to eliminate North-bound car traffic on that patch of street between Lincoln and Division on 52nd and parking on the east side, also? That is the rumor. South-bound traffic, I guess, is to be okay, but instead of north-bound cars continuing along 52nd, only buses will be allowed. Can that possibly be true, and if it is, why? It seems senseless.

All this elaborate effort to make things "safer"/better for bicyclists is a little hard to embrace. Frankly, I do not see why all these people who have been parking on the east side of 52nd always now are being made to cater to the whims of those who are making life easier for bicyclists. This is just an aside: Do either of you live on 52nd where your parking will be impacted? Does anyone on the City Council who will, I presume, be voting on this project live on the east side of 52nd between Division and Woodstock? (It is already pretty much a "fait accompli," that this project is a "go," isn't it? These meetings are just to pretend you want to hear public input, right?)

Another thing I have a question about is, for whose use are all these "new and enhanced" safety improvements? Undoubtedly, the "follow-no-rules bike riders" must be protected, right? I can tell you for sure that the "enhanced signage" will go unnoticed by the bike riders so the info must be for pedestrians and auto drivers to "protect the bike riders."

Yes, the issue of protecting bike riders is really problematic for me. As I am often a pedestrian, the question regularly occurs to me: Who is working to protect pedestrians from the bike riders?

I seriously want to know the answer to the question about the situation on 52nd between Division and Lincoln.

- I am writing on behalf of my wife and I in strong support of the 50s Bikeway Project. We are neighbors who both drive and bicycle in the area, and feel that the Bikeway is a reasonable solution to create more livable neighborhoods in the Tabor and surrounding areas.

While we can understand the concerns voiced by the residents of 51st, 53rd and 54th avenues regarding possible cut-through traffic, we believe the city will show good faith by monitoring and taking necessary action to control undesired traffic on those streets.

At the very least, we urge the MTNA and its neighbors to continue to work on possible solutions to these concerns, rather than vote tonight to stop the Bikeway project altogether. Thank you for your consideration.

- Hello, Rich and Sarah. Here are my initial questions:
  1. Between Woodstock and Division, how many parking places will be removed to make room for the bike lanes? I know it's about 36 blocks.
  2. How many of the affected homes / properties have no driveway?
  3. How many people have complained about the (future) loss of places to park?
  4. Do you think the loss of parking spaces reduces the value of the affected properties?

Thanks for your help.

- Due to previous commitments I will not be able to come to the open house on June 29. I would like to express my concerns, however, for those of us who live on SE Division Street. We have had to deal with an incredible increase of traffic during the last few years and I am very concerned that opening a bikeway project on 52 will only push more traffic down Division Street. The closeness of Atkinson Elementary means that a lot of small children are crossing the intersection and adding more traffic to this part of the neighborhood is a serious safety issue. As admirable as it is to continue to provide biking access, we as a city must also take in consideration the effect such projects have on the wider neighborhood. SE Division street is already increasingly used as a throughway for traffic avoiding Powell Street and closing off 52st will only add to this problem. Please, reconsider this proposal with an honest assessment of how the neighborhood will be affected by this project.
- We are writing to let you know that we fully endorse the SE 50s Bikeway Project and are planning to attend the Mt. Tabor Neighborhood Association meeting this Wednesday to vote and voice our endorsement. We live on the corner at the intersection of SE Lincoln Street and SE 52nd at 5208 SE Lincoln Street.

We received news that there is a small but extremely vocal group of people who live on SE 51st, SE 53rd and SE 54th streets who have been attending all meetings to voice their opposition. They are in the minority group in regards to the amount of people who support the project in this neighborhood as planned and who live on SE 52nd and SE Lincoln streets.

- As a “vehicular cyclist” in a family of non-vehicular occasional cyclists, I have to say that the forked design south of Woodward caught my eye. To have embraced both needs in one project is genius. I hope we have this kind of thinking going forward in other parts of town. Way to go!
- I can't make it tonight, but I want you to know that I bike this route, I live on this route, and I support the plan as proposed, or with the additional mitigation for the side streets that the Mt Tabor Neigh. Assoc. proposed (in both cases this includes the regulatory traffic diversion at 52nd and Division).
- Just a quick note, as I could go on and on regarding the importance of the proposed 50s bike project.

I am very much in support the proposed 50s bike project and hope for its approval.

This project will become an important connection linking the several neighborhoods it passes through. Currently, there are few useable safe routes available.

I live in the Hollywood area and frequently use what exists of the northern half of the 50s route (53rd street). At present there is a fair amount of vehicular traffic on NE 53rd. Crossing arterial streets, such as Burnside, can be difficult and at times dangerous. I look forward to the plan recommending improvements to this northern section.

The proposed southern improvements would allow me to bicycle much farther south into the

Woodstock area. A safe route through the southern improvement area has been needed for years. This is a very needed and important project. Thanks to the City for moving this ahead.

- Thank you, for all of your hard work on the 50's bikeway. I wholeheartedly support the outcome of a safer street for all road users, and I can't wait to make use of this new route!
- A quick question about the 50s bikeway - I live on SE 58th near Long - wasn't able to attend the open house, but I'm excited about the plans (especially the stop signs & speed bumps along 58th). I'd like to spread the word w/ the neighbors about what's in the works & was wondering if you had a rough estimate as to when construction might commence, assuming everything goes through? Thanks!
- I am writing in regards to the proposed bikeway path. Judging by the meeting notes regarding this pathway, it would appear that the City of Portland cares more about creating a bikeway than creating a strong community along the proposed pathway.

Homeowners concerns about the loss of street parking, changes in traffic flow and introduction of diversion methods have fallen on deaf ears. For instance installing diversion methods on 52nd and Division will only serve to push traffic to other side streets. In addition, the intersection of SE 52nd and Division is a heavily used one, not only North-South bound, but East-West bound. Traffic is often backed up during rush hours and the proposed changes will only serve to further exacerbate this situation, creating an unsafe environment for drivers and riders.

While encouraging people to consider alternative methods of transportation besides cars is admirable, the City of Portland and you, as project manager, must also understand the situation of the tenants along the proposed pathway and how the decisions you make will affect them. Some homes do not have driveways and therefore are forced to use the street to park their automobile. Some renters do not have access to facility parking and are then forced to utilize street parking. In addition, some people do not have the option of using public transportation and must use their automobile to get to and from work.

SE 52nd is an emergency route, has the proposed bikeway path considered how the implementation of the pathway will affect emergency vehicles? Also, the intersection of 52nd and Woodward is integral to Franklin High School, how will the bikeway and loss of one side of street parking affect the high school? Parking for athletic and other school events is already limited; reducing the parking further will only serve to escalate this problem. With the current state of Portland Public Schools, the city should be seeking ways to increase the school community, not trying to alienate them by creating a situation where parents and students are fighting one another to park to attend a school function.

The implementation of this bikeway not only affects residents, but also businesses and schools, and therefore their needs must be considered as well.

- Hi there,  
I was one of the people that attended the 50s Bikeways meeting on June 8th at Cafe au play. It was really disappointing to see the general hostility towards the bikeway plan, especially towards testing the diversion. It's especially frustrating as a resident of 55th as the assumption-based fears of those on the adjacent streets to 52nd might end up outweighing something that would reduce traffic overall for the entire neighborhood.

In any case, just wanted to share a few items of feedback that may be useful:

1- Your presentation needs to be shorter and more direct for the neighborhood crowds. It's not that folks can't understand or follow it, but many of them (myself included) are pretty much powerpointed out at the end of the day and want to get to the meat of things as quickly as possible

2 - Emphasize that this is a compromise that will ultimately benefit the neighborhood as a whole, even if it means a small shared sacrifice for those on the adjacent avenues. The woman next to me wanted to crucify Rich for stating that this "is not about the neighborhood, but about the bikeway". Emphasize that it's about making both better and safer. In other words, building the bikeway will ultimately reduce traffic, making for a safer and more livable neighborhood overall.

3 - I fully understand the concern of those on 51st, though this concern would be mitigated to great degree by adding the right turn lane at Division and 50th. Why would someone bother with 51st if that was there? The other streets (53rd, 54th) have less of an argument (though probably no less passion) simply because they're already narrow.

4 - Somehow, you REALLY need to get a case study of what happened when diverters were put in on 39th & Lincoln, as well as 39th & Clinton. One possibility would be to distribute a survey to the people on Clinton as well as the adjacent streets to find out what happened when the diverters were installed. Did the traffic on adjacent streets increase? If so, how much (approximately)? How long did it last? Did you think the amount of traffic decreased overall? Ultimately if you can tell a compelling story based on what has already happened your case will be much stronger (or at least it *should* be, provided people are keeping open minds).

All in all I'm glad you are out there trying to get this built. I'd love to see the bikeway (as well as the diverter) come through my neighborhood.

Keep up the good work, and let me know if I can be of any help other than trying to convince my neighbors to speak up.

- Hi Rich and Sarah,  
I briefly spoke with Rich at the last 50s Bikeway Open House on June 29th. I filled out a comment card about the large amount of traffic (including Powell Paint Center semi-trucks) that skirt the 52nd & Powell intersection via Franklin & 53rd. I noted that I have seen many accidents and near misses due to the low visibility from Franklin merging onto 52nd due to the east side parking south of Franklin. We are very pleased that this parking will be relocated to the west

side of the street so that this problem can be solved. Adding more bike traffic and keeping the existing east side parking (for the approx 150ft south of Franklin) would inevitably result in bicyclists being hit by cars merging onto 52nd. For the new west side only parking areas, will there be a no-parking zone within a certain distance from corners for better visibility merging onto 52nd?

My husband and I also wanted to ask/note a few other items:

1. Will a 20 mph school zone be added at Franklin HS?

We can't understand why there isn't one now. I did see that you will petition the state for 25mph for 52nd Division to Powell but shouldn't there also be a 20 mph school zone? This would also help with safety at the new double crosswalk at Woodward.

2. We know that fire/emergency vehicles currently use 52nd as part of their route, but we were wondering why they don't use 50th avenue (especially from Powell to Division)? There are hardly any residential properties along 50th for this stretch of road in comparison to 52nd that is almost entirely residential, including apartments (and Franklin HS too of course). Is this something that has been discussed with them or could be? If their route was changed, maybe speed bumps near the new Woodward/Franklin HS crosswalks could also be added.

3. Tri-Met busses also use the two bus stops flanking Franklin St as stops where drivers change shifts. Because I am worried about bikers who will swerve around stopped busses into auto lanes, I was wondering if you could see if Tri-Met would relocate those driver shift stop locations so that busses aren't stopped for even longer periods on 52nd.

Thank you for taking the time to read this. We appreciate it very much and are looking forward to the changes to come.