

NE/SE 20s Bikeway Project  
Central Open House #3 Comment Sheet

	NE - SE 20s Bikeway Project Open House "CENTRAL" Comments	Live in 1/4 mi of any route? Y1, N2, Other	Sections of Interest North, Central, South	How often do you cycle?
C1	I could live w/ the 29th Street Option - I am absolutely opposed to removing parking on 28th in front of businesses from Stark to Glisan - There is difficulty finding parking now after 4 or 4:30 pm due to the businesses on 28th. Please continue to keep the residents updated before final decisions are made.	1	C	
C2	As a homeowner on 28th I can't begin to express my serious concerns regarding the possibilities of removing parking on 28th from Stark to Broadway and replacing them with bike lanes. Just on my block from Stark to Oak there are two 4 plexes without parking, a duplex without parking and 2 single family homes without parking. My house and two others facing 28th have driveways. Because of the many businesses within a block of my house, it is nearly impossible to find parking near my house when my bridge club comes on a Friday night - many people have to park near Central Catholic. Street parking begins filling up around 4 in the afternoon. There is some parking during the day after 9 AM and before 4 PM. It is true that bicycles need a clear pathway to go north and south, but why on a street filled with locally owned businesses. It makes no sense to me - could bikes not use 30th where there is a light on Burnside and Glisan and no businesses? Many bikes currently use 28th - they cut the corner using the parking lot at Stark St Studios on Stark and 28th to avoid the light on 28th - many are not appropriate!	1	C	

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C3	<p>No enhanced sharrows! Using sharrows as directional indicators has already made them less useful. Big white sharrows mean and need to mean "bikes have a right to this lane." Thought and work needed at 28th Stark Intersection. A bike-only phase might solve some problems. I won't ride it, and I'm a daily bike commuter.</p> <p>Crossing Designs: The new median and zebra crosswalks at 16th &amp; Burnside are working well. The median island is a huge help because it's a rare day I can cross all 4 lanes at once. If you want to send me down 29th from Stark to Harrison - and I appreciate not having steep climbs. Please give me real traffic signals. Make the signals progressive from 27th - 30th (or the other way) along Hawthorne. Traffic shouldn't be moving fast there anyway.</p> <p>Parking -- When I drive to a very particular restaurant (because I have a reservation, or it's <u>the</u> place I want to go), I'll find parking somewhere in the vicinity that is often 3 or 4 blocks away. I never expect to park right in front - that's like winning the lottery. Yes, I've driven to restaurants along 28th. I've ridden to the same restaurants. I've only stop</p>	2	C	Frequent
C4	<p>Route on 28th btwn Belmont &amp; Stark!!! We live on the corner of 28th &amp; Alder, have 2 small children &amp; 1 on the way. Would love and greatly benefit from the decreased car traffic &amp; resulting increased safety. Additionally, Belmont is a huge pedestrian corner w/ extremely limited crossings (safe) &amp; this route would resolve that problem in an evenly spaced way vs. 29th crossing. My husband works at OHSU &amp; commutes by bike every day. He also transports both kids to school by bike. This bikeway would provide safe passage for my family adding piece of mind for me, in addition to the enormous community benefit for a resurgent section of 28th ave. Don't let the hill stop it - 28th is the way!!</p>	1	C	Frequent
C5	<p>There seems to be a lot of new infrastructure required to move things over to 29th south of Stark. Keeping the "existing" 28th to 27th to 26th construction could use the lights at Stark/28th and Hawthorne/27th. This works (I ride everyday) great now as is the only change would be a Belmont crossing @ 28th. There is a hill b/t Belmont and Stark but it is comparable to Greenways (i.e. Salmon, Harrison). I also live on 28th and want a greenway! North of Stark, I think <u>no</u> bike lane is actually the way to go. I would rather see a heavily calmed shared lane (aka Clinton). The proposed optimal solution sends very mixed messages to drivers - are bikes in the road? A shared roadway would send a clear message - share the road. Prepare to go slow (20 mph). You still get to park, so be happy!</p>	1	C	Frequent

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C6	<p>Out-of-direction travel is not so much a problem if it is under 4 blocks (i.e. 1 + - 3 blocks). Auto, trucks and buses put up with far more on most trips. As a rider I know where business districts are located. I ride thru when I can comfortably. But I am not bothered by taking a parallel street. I do like convenient bike parking rack, unlike the samples outside, but I do not need motor vehicle parking removal, nor even "standard" on greater bike lanes. People do not need to ride parallel with each other. If a route is near, but not on, a business district it is the equivalent of a highway bypass route that loops past a small town legacy business district. Avoiding tough hills, as seen by target riders, is very important. That seems to be covered. On any given ride my destination is unlikely to be directly on a designed route. I will often divert from an official route to the target street/avenue as soon as I can without excess out of direction travel. A corridor seems really good, but I will not ride the parts that I can bypass efficiently. Curb Extension may be designed by some peds, but they do NOT serve me. When I am</p>	1	N	Frequent
C7	<p>As a legacy project I am very much in support. I feel like the plans are trying to consider all population of bikers but fail to make a consistent flow for any one user. There are some major hills on routes that limit some users. In my mind these plans will come down to the details of how enhanced shared and separated bikeway is handled. I look forward seeing plan in more developed.</p>	1	C	
C8	<p>I think the bikeway should be on 26th (thru da Vinci) rather than the circuitous(?) route on 30th / 29th... it's a much straighter shot. Also avoids the restaurant/car parking on 29th / 30th. Also, please realize taking parking off 28th impacts <u>residents</u> as well as businesses. Thank you for having this open house.</p>			No comments
C9	<p>30th near Oregon Park is shown as a potential part of the bike corridor. It has many huge tree root bumps so I always avoid it. How will the plan address this?</p>	1	C	Frequent

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C10	We live on SE 28th and would like to see the bike lane on 28th, preferably both ways. Parking is already out of control on 28th. My take is this won't harm businesses, but rather push more business parking onto the side streets. 30th could be workable as a couplet, but I think you'll find it is inconvenient enough to dissuade cyclists. Crossing Burnside, Glisan and Stark can all be difficult w/o signals.	1	C	Sometimes
C11	I agree with you. I really like the idea because it goes right next to my house on 28th and Alder and we will have a lot better time riding bikes to school and other bike rides.	1	C	Frequent
C12	I'd love to have a line for just bikes and pedestrians so you don't have to smell the exhaust.			No comments
C13	When you are improving the signage at Stark include signage that clearly directs through car traffic to use 30th between Stark and Belmont and 28th between Stark and Burnside. This will keep the cars and bikes separated and improve overall neighborhood traffic flow.	1	C	Frequent
C14	I really like median refuge islands for crossing busy street! Living south of I84 I feel really cut off from north Portland. I look forward to this project opening up new access for shopping and recreation.	2	C	Frequent
C15	1 - 50 unit apartment with no parking impact my neighborhood. There are 2 already. On weekends the people going to restaurants fill my street. 2 - Tall vans and cars parked at corners mean I have to pull into the street to check for traffic. 3 - Gravity: bikers build up momentum on the hilly areas and are reluctant to stop at stop signs. Might want to be aware of each location's peculiarities.	1	S	Seldom
C16	28th NE Glisan and @8th SE Burnside. I think it would be safer to take our parking on both sides of the 28th street area. Especially if you are going to encourage bicyclists to frequent the businesses there. Right now with large beer trucks, cars, bicycles and pedestrians it is too much traffic flowing in such a narrow street with current both sides parking. It is not safe now for pedestrians especially, and bicyclists are always passed up by cars making a dangerous situation.			No comments
C17	Direct access by bike to businesses on 28th is important. It's ok to remove parking, especially since most of the businesses serve alcohol. It's ok to charge for parking on 28th. I prefer a corridor treatment to a half measure.	1	C	Frequent

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C18	I was "doored"while riding my bicycle at 28th & Davis several years ago. The incident resulted in a brain injury with vision / balance difficulties, inability to rotate my neck for months, car paint chips from the driver's door embedded in my lips and gums, broken teeth, multiple plastic surgeries, job loss and extensive rehabilitative treatment. I have not used a bicycle since the accident. I do not want other cyclists on 28th Ave. to suffer the same fate. I am glad that you are taking steps to make this narrow, busy street safer for cyclists but I am concerned that the painted markings on the street may not draw enough attention from drivers who are not from Portland (the driver who doored me did not live here). I would encourage you to use the most vivid colors possible (neon or glow-in-the-dark paint?) to gain the attention of drivers and alert them to the presence of cyclists and the deadly "door zone". "Restaurant Row" on 28th avenue draws many visitors who do not live here year-round. Tourists are likely to ignore pavement markings that don't really stand out and grab their attention. Please take this i	1	C	Frequent b4 accident.
C19	I totally support locating the bicycle route/ greenway on the major streets where cyclists already go: 28th from Knott to Hawthorne, & 26th down to Gladstone. And I say that as someone who both bicycles and drives daily on those streets. Thanks!	1	C	Frequent
C20	28th / Sandy: Proposed lane design is a bit confusing and could cause long left turn queues for n/b traffic turning into w/b Sandy. Has this been modeled? 28th/Randall: Love the idea of redesigning this awkward triangle intersection. Opportunity to improve ped safety and recover some parking. Would spruce things up there, too. Please involve neighborhood - specifically adjacent residents - in design process. <b><u>STRONGLY PREFER</u></b> couplet 28th / 30th option. It's the right balance between modes. Additional parking loss couldn't be absorbed in nearby vicinity. Looks like a win-win for <u>ALL</u> modes.	1	C	Sometimes
C21	Central Option <b>B</b> sounds great! Please don't remove parking!		C	Frequent
C22	Thank you! Too much info to process it once. Might consider more focused meetings on each section. <b><u>CONCERNED</u></b> that this means problems on older bike route won't get fixed ever! i.e. NE 16th / 18th & <u>death spot</u> bike lane over 84 @ NE 21st.	1	N C	Sometimes

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C23	I live on SE 28th between Oak and Pine. Parking is already very congested due to Ken's Pizza and Bamboo Sushi. I don't have a driveway. Already I often have to park several blocks from my house. I lived here before the restaurants took over the space. We are zoned residential. Taking any parking away on our part of the street would greatly (negatively) impact my life. I work 15 miles away in Vancouver. My car is necessary for work. I understand ( some like the idea of a route through the businesses. Those that want to ride will always ride. To create a safe bike route I really hope it will go down some of the quieter streets 26th or 30th which would not negatively impact residents by removing parking. Please don't take any parking away on SE 28th from at least Ankeny to Stark! The only way I would support taking any parking away in our residential area of the street is to zone it for resident parking only.	1		Sometimes
C24	Understand why 26th N of I-84 is preferred, <u>but</u> as a resident at 27th & Stanton I will miss the speed bumps! We would love for PBOT to gather some data on volume & speed of traffic on 27th, going to Alameda School. - Some is <u>too</u> fast. RE: 28th Use paint (crosswalks, sharrows), signage and curb extensions to make it a <u>real</u> shared ROW for all - peds, bikers and motorists between Stark & Sandy. I like parking as a buffer on Commercial streets, but UmeterU it. (see sheet for name and e-mail)	1	N	
C25	Signage is need at uncontrolled intersection SAYING "Cross traffic does not have to stop". This area needs to be shared by all, pedestrians, bikers, cars & parked cars & bikes. This area need the roadway painted (YELLOW FOR CAUTION) with lite overhead signage in the middle of the road saying "Shared Road Way".	1	C	Sometimes
C26	Central - Broadway to Stark (NE/SE 28th) 1 - From Broadway to Stark there are many businesses and side road parking is overwhelming btwn 3 PM - 2 AM. How about constructing a time-limited/No fee parking garage. 2 - Same stretch - 1 side parking, 2 separated bike lanes even if substandard 2 lanes of traffic. To increase width I would suggest cutting into verge to bike lane width for <u>safety</u> , bikes should <u>not</u> be with cars. 3 - OR - I would suggest 29th to 30th a greenway for bike traffic - the option.	1	C	Frequent
C27	I live and own a 4 plex on NE 30th on Oregon Park. I have no issue if NE 30th is a greenway, but I oppose any parking removal. Already there is parking on any one side of the street and parking is tight.	1	C	Sometimes

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C28	Strongly favor buffered bike lanes in both directions between NE Burnside & Sandy. Parking issues aside, this is the most realistic plan for encouraging new ridership and preserving safety of pedestrians and cyclists.		C	Frequent
C29	<u>Caution light on 28th &amp; Couch</u> I wish to keep parking available on 28th. As a business owner I speak on behalf of my business, customers and neighbors w/concern aboutg parking which is difficult as is. We need that parking on 28th. As a cyclist, there are plenty of alternatives and paces to spend the money mor usefully. Thank you.	1	N	Frequent
C30	We need a crosswalk with a flashing light at Couch St & 28th. Maybe look at alternatives on 21st & 30th. I love to see more pedestrian friendly 28th, but we are concerned with parking. I think no parking would b e detrimental for the business community of 28th Ave.		N	
C31	Speed limits should be lowered (20 mph) on Sandy to Stark. We need crosswalks on <u>every</u> corner for pedestrian safety (& to slow traffic). Note: This project should not proceed without more data from traffic and pedestrians counts. There was insufficient neighborhood involvement in the entire process. Parking is already insufficient and we have more people moving in every day!			No comments
C32	I strongly support bicycle access on the commercial section (Stark to I-84) of 28th Avenue. This is a stretch of road I currently bike most times while supporting businesses on this route. Cyhclists need safe access to commerce, and routes that are intuitive! Please!, Please!, Please! use a 28th Ave option that gives bike's space / lanes in both directions, not just one!!!	1	C	Frequent
C33	It should be noted that the parking spaces on 28th between Stark & Glisan are almost exclusively occupied by local business owners. Traffic speed on 28th is excessive. Please address this issue as well.	Other	N	Frequent
C34	Removing parking on both sides of 28th is <u>NOT</u> a deal killer. Here are enough parking resources available across the route to absorb any displacement. Sharrows on a high volume street does not meet the project goal of offering a safe route for the "interested but concerned cyclist". The options on offer look more like motor vehicle access preservation than a bike project. (see sheet for illustrations)	1	C	Frequent

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C35	Use NE 26th Avenue from Fred's to Regents - Much safer - Fred's needs the signal - avoid the tight route to Broadway (on 28th) - also - safe stop at Regents currently in place. Assuming your work attracts lots of riders - directing bikers to come down Regents and cross traffic with a hard left onto Edgehill Pl would be dangerous w/ a bus on your tail.	1	N	Frequent
C36	Stark to Sandy 28th is 2 blocks from home. <u>Love bike lane</u> even if only one at same time(?). The plan must include cross walks for pedestrians and maybe lower speed limit otherwise cars will feel more entitled to drive faster which could defeat purpose.	1	C	Frequent
C37	The 24th or 30th bypass will be much more bike & car friendly & safe than the 28th Ave route. Parking taken off of 28th will result in more traffic and now residential parking. Lowering the speed on 28th Ave between Sandy & Burnside & Stark with the addition of speed bumps that are Fire Truck Friendly with crosswalk @ every intersections. Business along 28th Ave between Sandy & Burnside have developed on their own without government money or help and do-not need it now.			No comments
C38	<u>Safety</u> A - If facilities are placed on 28th please also consider a greenway on 29th or 30th from Burnside to Sandy. Traffic volumes on 28th vary a lot and residential streets feel much safer at same times of day. Greenway should also have a median refuge on Burnside - I've experienced some scary rush-hour made conflicts in that center turn lane. B - As a daily rider from 25th & Belmont to 24th & Flanders I've found 26th to be better than 27th - 29th, even with the hill.			
C39	(cont. from C38) C - 28th Street Bridge over I-84 to Broadway needs a protected facility. Traffic speeds and blind dog-leg intersection are big problems here. D - Consider a HAWK signal or the treatment on Fremont and Belmont signal timing means that it's very hard to find a lull to cross in between 25th & 29th. Thank you!	1	C	Frequent

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C40	<p>Not sure about having too many bikes on 28th &amp; conflicts with pedestrians &amp; cars (between Sandy &amp; Stark). Having sharrows will help for existing &amp; serious bikers, but opening it up to the masses may create conflict &amp; safety issues.</p> <p><u>Preferred routes:</u> Agree with having alternative greenway for cyclists wanting to avoid heavy traffic on 28th Ave between Glisan &amp; Stark. Think that 30th option is easiest to follow, although consider 24th/26th route as a good south route. Excited about potential light @ 30th &amp; pedestrian median @ 26th!</p> <p><u>Other:</u> Concerned about removing 100 + spaces of parking on 28th between Sandy &amp; Stark. With so many new apartments undoubtedly bringing more cars, parking on neighborhood streets could be greatly affected. Removing parking will push problem further into n'hood streets.</p>			No comments
C41	<p>First of all, the format of the information and comment form need help! It would be better to break up your comment form into 3 sections (N/C/S) and have zoomed in maps to allow for answering the 3 questions above. The boards have far too much information I was titally overwhelmed and I am a ttransportatin planner eek! It would have been helpful to reduce the amount of text and highlight what information is educational and what you want comments on. As a fair weather rider, I have lived in the area for 15 years. I'm excited to see improvements and think it would be nice to give you an e-mail at sign in b/c I don't want mail but want to stay up to date (plus \$ for you) this will be helpful.</p> <p>As far as concerns related to safety, see map on front:</p> <p>A - Steele-Gladstone area; this is an extremely unfriendly spot to ride and nearby so many parks; so having bike paths on both sides is good but I would still feel unsafe riding here. If it was on a side street I would feel safer - especially when competing with the bus on 28th.</p> <p>B- I like the idea of limiting cars from Powell onto 26th; however, where will cars turn from</p> <p>C- 28th is such a busy commercial area here. I think it would be better to fix a parallel st</p>	1	C	Sometimes

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C42	First, Thanks to all of you that are trying to find the most workable solution. We each have our own areas of primary interest - usually near where we live. For the section between Woodstock & Crystal Springs please consider the 32nd Ave or Reed College Place option instead of the 27th Ave current plan. I think there will be real big safety issues at 27th & Bybee Blvd with all the new pedestrian traffic anticipated once the light rail station is completed. Full disclosure: I live on R.C.P and am willing to deal with lots more bike traffic rather than see real safety issue develop at 27th & Bybee Blvd. Thank you.	1	S	Frequent
C43	Please the #1 concern is 28th Ave just north and south of I-84 overpass. Please fix (love the NE Wasco to NE Oregon arial view option) Riding south on 28th is easy just take the lane. Drivers, cyclists, and pedestrians are better off. Crossing Sandy is the most dangerous intersection and 28th between Sandy & Glisan need to be more cycle friendly. Thanks (name on sheet)	1	C	Frequent
C44	Regarding the option of using 32nd Avenue between Woodstock and Crystal Springs Blvd: 1 - <u>Very</u> concerned about the abandonment of the <u>SAFETY</u> criteria by encouraging bicycle traffic on 32nd with heavy use by buses from Woodstock to Rex. I live on 32nd near Bybee and would welcome bicycle traffic <u>if you</u> find another street for the bus traffic. 2 - Concerned about loss of parking. I understand from an email that parking on both sides of 32nd would not be impacted and your posters seem to confirm this, but a neighbor heard that the meeting last night that parking on one side of 32nd would be eliminated. 3- I can understand the issues with the traffic on 28th & 27th. You still need to deal with mixed use on at least part of Crystal Springs Blvd. 4 - Will need to step-up enforcement of stop signs on Bybee, as many auto drivers just blow through them. I understand that some bicyclists also do that - a bad mixture. 5 - Perhaps a paved path on Reed College Place greenspace is an option (but not likely popular with those on RCP). Otherwise the one-ways on RCP will lead to autos & bikes going opposite directions. 6 - What about 36th Ave as an option? (between Woodstock &	2	S	Sometimes
C45	Keep up the good work... I don't have any one specific area of concern.....but crossing busy streets are always easier if there is a traffic signal (stop sign or stop light).	1	N C S	Frequent

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C46	I'm worried about pedestrian safety on 28th between Sandy & Stark. I want to see crosswalks and a lower speed limit. (want to keep the feel of the neighborhood and not add any stressurs to the environment.) Would love a stop sign on Everitt & 28th. 4 way stop!!! Slow the traffic! I prefer the greenway over the couplet. Don't see the benefit of keeping all bikes. OPTION B IS AWESOME! Serves the needs of the timid bikers and accomodates the more confident cyclists who want to use 28th. Looking forward to a great Eastside bikeway from North to South. Removing parking is not so awesome.	1	C	Frequent
C47	Prefer Route I-84 to Stark is the "corridor" design option. Safety for Bike, Ped and Auto is primary concern. Slow speed at 28th. Speed bumbps if posible. Cross walks @ every intersection. Greenway on 30th - Enhanced sharrows. Reset with business community.	1	C	Sometimes
C48	As a resident of 28th just north of Stark I have concerns with the removal of on-street parking in the primarily single family residential area. Not because I have no driveway or want to park my car, but I do not want my buffer from the traffic to disappear. The designs without a physical buffer, the just paint buffer, create an asphalt traffic sewer with limited traffic calming. If parking is removed, I highly encourage the installation of a planted curb or landscaping to create the space. Living right at the intersection of Stark and 28th traffic needs to be calmed, where the cars are not present. Vehicles rev-up in the area. I don't believe the stretch between Burnside and Stark on 28th Ave is broken and removing the buffer for both pedestrians and homes facing the street is not warranted.	1	C	Frequent
C49	I strongly favor: 1 - The buffered bike lane option on 28th. 2 - Cut through speed bumps on 28th. 3 - 20 mph speed limits in the 28th commercial district. 4 - Speed limit reduction on Burnside. Despite the new pedestrian island speeds are too high during peak traffic hours.			No comments

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C50	It seems that both options don't take into account pedestrians especially from Stark to Sandy. It seems like a good opportunity to slow traffic and make a more liveable walkable neighborhood. It seems the focus on a thoroughfare overlooks the reality of the pedestrian experience on the ground. It seems this could be addressed by lowering speed limits, cross walks on every street, streetscapes, curb cuts. If this were addressed the options could be more understandable. It seems odd that the cars could park across the bike lanes instead of the bikes next to the sidewalk and the cars parking in a way that would slow cars down more. It feels like a lost opportunity to make a safer neighborhood for pedestrians first, then bikes, lastly cars. Parking isn't the main issue but forcing people to park both bikes and cars further away without creating a safer more defined neighborhood seems like a lost opportunity.			No comments
C51	I do not support removing parking spaces along any street where businesses require them for customers. That does not mean I am opposed to bikes, bike paths or bike safety. The reality is that most people get around by car. Businesses that have been paying taxes and city fees, not to mention employing people, need the City of Portland to support them and advocate for them. Give people who go by bike a clear path around SE NE 28th from Stark to Sandy. 30th seems like the best choice.		C	Seldom
C52	When an east-west route was done from Mt. Tabor to downtown, they placed "sharrows" on the pavement. These were ridiculously overused. Often 4 or more were placed in a one block stretch - sometimes 30' apart. Riders are not idiots who need a trail of bread crumbs to follow. On Mt. Tabor you can see six of them ahead of you with no place you could possibly turn (see sheet for illustration) use the minimum and place them in or very close to intersections. Also don't remove traffic lanes or parking.		C	Frequent
C53	Requests: 1 - Improve crossings (e.g. 28th & Powell) 2 - Expanded Bike Lane Network 3 - More speed signage & enhanced <u>enforcement</u> vs "back-street speeders".	1	C	Sometimes
C54	I hope both NE 20th and NE 28th continue to allow cars & Parking. Let's share the road-- -Corner speed limits are fine. I use both routes <u>often</u> to drive north and south. Especially NE 28th can't afford to lose parking.	1	C	Seldom

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C55	<p>RE: Sandy - Stark My ideal would be: Adding signalization at Burnside, Glisan &amp; Stark at 30th. Greenway along 30th. Signage, sharrows, bumps or <u>whatever</u> is needed to communicate that 28th is a legitimate bike route for those who prefer it. If the objection is to make 28th friendly for the "interested but not concerned", buffered bike lanes in both directions would be the way to go. Failing that, the bicycle couplet seems like complex and non-obvious system for adding amenities, but it could be a key element of shifting the culture of the street. This last possibility is a reason I'm torn about the couplet option. A <u>bad</u> outcome would be a greenway on 30th with no treatments on 28th, giving drivers the sense that bikers should get off that road. So sharrows, etc., on 28th are important regardless.</p>			No comments
C56	<p>Parking management is critically important to address in commercial areas. "If" parking is <u>so</u> valuable to business owners that our right of way can't be used for traffic (bike traffic) flow, then that parking should be priced. 28th is on the bike master plan for a reason. People riding bikes want to patronize those businesses and I street crosses the highway.</p>	1	C	Frequent
C57	<p>Why not implement a resident parking program on the east side like you do on the west? Right now it's too easy to drive to the bars on 28th even though I only live 7 blocks away because I never want to bike there on the way home. I always go to a more bike friendly spot instead like East Burn. If you make it harder to drive to 28th (i.e. remove parking), chances are people will get off their lazy bums and walk or bike. And resident parking will not be impacted at all.</p>	1	C	Frequent

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C58	<p>Husband's comments (see sheet for name &amp; address) KEEP HIM POSTED</p> <p>1- Consider resident needs / property values, not just bike riders! 2 - Kid safety at NE 28th &amp; US Grant - 17 kids frequent area daily, play there. 3 - Add STOP sign at US Grant &amp; 28th T-intersection. It's an <u>inferred</u> stop! Or put in a sign that says U-S traffic doesn't stop! 4 - It doesn't make our city more "livable" to accommodate more bike riders. They are often rude, loud, entitled, and pay no DVM taxes! 5 - Bike riders have hit my car 3 times in 5 years! 6 - Designated areas, lanes, "my area" - Broadway to Stark - not enough real estate to segregate! Not a viable engineering plan! <u>Separated</u> use not feasible. 7 - Thanks for getting input! 8 - Stark to Broadway should be <u>painted yellow</u> "caution!" if it is to be shared. Label with lighted signage <u>over</u> the roadway <u>caution!</u> 9 - Not just bike rider safety - children safe, too. 10 - It's not just about bike riders. 11 - Accident data not complete - city computer system doesn't have all accidents in database. Really! 12 - Speed reader boards are a good thing. 13 - 5,500 school age ch</p>	1	N	Sometimes
C59	<p>Wife's comments (see sheet for name &amp; address) KEEP HER POSTED!</p> <p>28th &amp; US grant: Add stop sign at T. There are currently 17 children underage. 8 in the immediate area on a daily basis at NE 28th &amp; US Grant Pl. Discourage bike riders from using NE US Grant Pl. Put crossing of NE Broadway at 26th Ave. Discourage bike riders from NE 28th. Do not remove resident parking on NE 28th. Consider resident needs / safety as much as bike riders. Do not try to force more bike use. Consider merchants, small biz on 28th from Sandy to Stark. Consider sign at NE 28th US Grant that says "<u>N-S traffic does not stop.</u>" Why is this all about bike riders, not residents and property owners? Bikes cross at 32nd &amp; Broadway, turn E on one-way street (w) to return to NE 28? (oops - still have dog leg problem!) Don't assume we need space for <u>more</u> bikes. Not enough space for all these uses on these streets! Consider demographic changes in neighborhoods - <u>children playing!</u> I want to continue parking in front of my house! How will all that development at the old Albina Fuel site affect "site lines" and traffic on NE Bro</p>	1	N	No comments
C60	<p>Very Exciting! I use the section from NE Knott all the way down to Springwater fairly often and sometimes with kids. I support trying out the buffered bike lane / couplet idea. A great adjunct would be to upgrade the bike markings on SE 34th between SE Clinton and SE Ankeny to standard sharrows. That route is flat, signalized and has speed bumps.</p>	1	C	Frequent

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C61	<p>Glad to see 28th alignment just S &amp; N of 84. Panel #4 &amp; #6 - is remaining on-street parking going to be market priced? Worried about "cruising" drivers due to high demand/poorly managed supply - high conflict or shared facility.</p> <p>Panel #6 - Ay B to Steele option (happy face). North - please improve neighborhood access to FM; also not enthusiastic about Wasco Diversion; Can traffic be slowed going north if left turn using bike? If shar'd facility in commercial corridor, please ensure 80-90% on street parking occupying w/ meters to reduce "cruising", double parking, and driving conflict with riders N-bound. NORTH DESIGN OPTIONS - Some proposed routes have unimproved / poor quality streets (e.g. concrete). Even if funds for full paving unavailable, could bike "strips" be paved? (e.g. like NW Marshall)</p>	Other	N C	Frequent
C62	<p>I live in a condominium building with 36 units at (see sheet for address) . There is already limited parking for residents and businesses in this area. Some of our neighbors are elderly or disabled. Out taxes are extremely high for the sq. ft. of each unit. I feel we should have parking near our homes. If not what are the solutions for parking in the residential areas? Residents should have similar rights as bicyclists!</p>	1	N	Never
C63	<p>Concern regarding 28th corridor. Specifically 28th Ave Stark - Sandy. Displacing parking on 28th will impact surrounding neighborhood parking. I believe the 24th or 30th bypass will be much more biker friendly &amp; have less of an impact on neighborhoods &amp; businesses. To help with current bike traffic on 28th I purpose a reduction in speed limits &amp; increased crosswalks along 28th.</p>	1	C	
C64	<p>It scares me to hear all the people here barking about parking. Their fear should be tested as we <u>need</u> to move forward with creating a great place to live that is unprecedented in the US. Caving into their fears turns Portland into anywhere USA. We can do far, far better. To that end I support the options that improve the streets best for bikers, pedestrians, and transit takers, and restauran &amp; shop strollers (aka pedestrians I guess). Thank you for helping to make Portland a world class city!!</p>	1	C	Frequent

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C65	My condo is at (see sheet for address) #5. The building has no parking, the only parking is on the streets. Many of us are retired, being forced to park further from our door is not safe at night and even worse for those that are disabled. We live here and pay the tax, someone on a bike is only pass through. I paid \$195,000 in 2007 when the real estate crash and the value went down to \$130,000. Only now the value is up to \$175,000, losing half our parking will be the killing blow. Can you sell a condo that has no close by parking, I don't think so. A better idea is to post the speed at 20 mph, bikes and cars can both use the street safely when the traffic is slow. (name and phone number on sheet).			No comments
C66	SE 28th is my daily commute to work by bicycle. I support alignment of new facilities in a direct fashion with minimal stops and fewest crossings. I do not mind sharing the street with auto traffic (already do) and feel that routing past business is more important in most considerations. Thanks for your thorough process.	1	C	Frequent
C67	1 - Excellent graphics: compliments to the designer! 2 - SE/NE 28th Ave. between Stark and Sandy is a problem area. There <u>is not room</u> for parking, cars, and bikes to all coexist safely. Would it be an option to divert bike traffic 1 or 2 blocks east through at least part of this stretch? (e.g. on 29th or 30th) West of 28th is not an option because of DaVinci Arts school, unless all the way over to 24th. 3 - Traffic laws need to be <u>enforced</u> on bicycle riders. There is entirely too much reckless, heedless, and just plain illegal behavior by bicycle operators with <u>no</u> enforcement by Police on cyclists that I have ever observed. Engage the Police in the planning for this project!	1	C	Never
C68	I am deeply concerned about the impact on businesses between Burnside and Glisan. Many of the people paying the checks in those restaurants don't live in the neighborhood and will not bike there. As a committed cyclist all of my life, I can only support this on a <u>year-long trial</u> . Otherwise, I will oppose it aggressively.	1	C	Frequent
C69	1 - Excellent & needed project. 2 - Removal of parking spaces on 28th will be very detrimental to neighborhood livability and vibrancy. With parking already in short supply you will be forcing 100 cars onto adjoining streets, a nightmare for neighborhood residents. 3 - <u>The 30th Ave alignment is the only real viable option!!!</u>	1	C	Frequent

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C70	From NE Sandy, it is dangerous traveling south on NE 28th to Ankeny. Lots of trucks & right turns @ NE 28th & Burnside and also the reverse trip - heading north from SE Ankeny over Burnside to NE Sandy. Big hill north of SE Belmont may deter less experienced cyclists. The curve before Fred Meyer is dangerous in a vehicle and always scary (either direction of travel) as a cyclist. I would still use 28th as my primary route from NE Knott to Hawthorne as I frequent those local/ regional/ national businesses. Love the bike corralls - need one for Laurelhurst Theatre! Thanks!	1	C	Sometimes
C71	I live on NE Buxton & frequently bike 28th S. to Ankeny to get to work downtown. The ideal option would be to remove parking on both sides of 28th to install sufficient bike lanes. A buffered lane on ONLY one side isn't the best option, but is better than the status quo. There aren't that many businesses between Stark and Burnside, so I'm wondering if anyone ever considered removing all parking on 28th from Stark to Couch and then diverting bike traffic to NE 29th from Couch north.	1	C	Frequent
C72	Crossings of main streets are key - have found adding a median sometimes adds risk (for example, SE 16th & Burnside b/c Burnside has 2 travel lanes in each direction) Business access: I don't go to businesses on 28th north of Burnside b/c it is so inconvenient & unsafe. I frequently go to businesses on 28th south of Burnside (N of Stark) b/c they are easier to access from Ankeny & there are corrals for me to lock up to. burnside & 28th is an uncomfortable area whether on bike or foot, and certainly results in at least one fewer customer (me!) at those businesses just north of Burnside.	Other	C	Frequent
C73	I bike to and from work almost every [day] between Glisan and Ankeny on 28th. I worry about getting doored and cars passing me from behind. Sometimes I will bike on 29th or 30th instead, but don't like all the stop signs. A direct and quick path through this corridor would make me feel much safer and encourage me to bike even more. For myself I would love biking on separated facilities (2-way cycle track) but I know parking is a concern and I think I would still feel great on the proposed sharrow / bike lane/ & couplet design for this segment.	1	C	Frequent
C74	How about lowering the speed and adding more stop signs btwn Sandy & Burnside on 28th so bikes & cars can share safer. The bike lane & removal of west side parking will cause further car congestion. There is already a parking issue if the lane goes through at the very least make as many new parking spots & 28th & mont? in the small triangle lot.			No comments

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C75	I'm a frequent rider on 28th & use it to visit business and go out and run errands. In <u>Central Section</u> I am in favor of removing parking for bike lanes on each side of the street. Would settle for bike lane going NORTH-(speed differential is high there between drivers & bike riders) and sharrows south. <u>North Section</u> seems good - only concern a lot of the 26/27/28th street surfaces are poor and badly cracked. As someone who lives in N. Portland, it will be AWESOME to have a better N-S route than now. A street redesign is definitely overdue. I don't like the framing of it as a <u>BIKE</u> specific project, when it will improve and modernize the street for all. This framing plays into the old tired bike vs car divisiveness.		N C	Frequent
C76	We live on 28th between Ash & Pine. We also ride bikes. We would prefer the bike couplet with the bike lane on the west side of the street. Most businesses are on the east side of 28th and can't tell you how many times I've had cars ticketed or towed for blocking our driveway. SE 28th between Burnside & Stark needs more traffic calming work. People speed that stretch. A pedestrian crosswalk at SE 28th & Pine, like what's at 28th & Ankeny would be ideal. I'd also like the area business to post on their doors & menus to respect the neighbors and not block driveways - restaurants in NW PDX do this. Thanks!	1	C	
C77	1 - Leave 28th as is - use 29/30 alternate route - fix stop sign dilemma. 2 - Broadway & 26th is a terrible intersection for bikes to negotiate (going N) - need an alternative. 3 - Parking on 28th is essential unless more off-street parking provided. I don't see many options available in area.	1	C	Sometimes
C78	No Comment on sheet.		C	Sometimes
C79	Please keep parking on 28th. As a business owner and customer. I'm for the "corridor" strategy. Thanks	1	N	Frequent
C80	I live on SE 28th. It would be foolish to take parking away from an already busy area. Thanks to Kens/Bamboo "Sushi. Make cyclists use alternative <u>Route</u> . <u>Avoid</u> 28th.	1	C	Sometimes
C81	I'm concerned about safe, convenient crossing of I-84 and the ability to access businesses & services on 28th by bike. I prefer 28th as the route between Stark & Broadway & prefer bicycle crossings with signals as cars rarely stop @ crosswalks or for flashing beacons. Also, bike accessibility of commercial areas is vital to increasing ridership.	1	C	Frequent

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C82	<p>Twenty eighth is a heavily used street. Parking is already over capacity from Stark to Burnside I feel it would be very unwise to put bicycle lanes on 28th and remove parking. Speed bumps are hazardous. Please consider using another route. The 29th Ave route would be a preferable route and not impact parking on 28th and the businesses there. Please consider putting in city parking lots in the area and improving bus access for seniors. There is little to no parking from Stark to Burnside after 3 pm because of the following businesses: Good Foot, Bon Fire, Bamboo, Ken's Artesan Pizza, Holman's, Poodle, Snack and Crack, Zim Zim.</p>			No comments
C83	<p>I am a business owner, and I am excited about the possibility of improved bike facilities / access on SE 28th b/w Sandy and Stark. I run a General Contracting business by bicycle, and my business name is Builder by Bike. I use SE 28th frequently to access the north and NE neighborhoods. Safety, calm streets, and direct routes, are important to me as a business owner, and I might add that routes with slight grades are preferable. I know businesses along this corridor are given "sacred cow" treatment, and I ask the same treatment be extended to business owners who are dependent on SE 28th for transit. Please call if you have questions. (name &amp; phone number on sheet)</p>	1	C S	Frequent
C84	<p>Any bikeway will greatly improve safety over a road without designated bikeway signage. I'm excited for this project!! Have lived in the area for 10 years and have biked along 28th a lot between Stark &amp; I-84. Now that I have a kid we use side streets and it is inconvenient. I really like the 28th/30th couplet &amp; 29th usage ideas btwn Belmont &amp; Glisan. 28th is really steep at Belmont, my visiting sister who doesn't usually bike couldn't make it up the hill. Btwn Glisan &amp; Stark people will definitely be upset about the loss of parking &amp; we have parked there before too, but they &amp; we will adjust &amp; find a way to live with less parking. Leaving some parking is a good compromise. 28th is really busy but because it is such a direct route bikes use it all the time now anyway. Some may not want to because of the truck &amp; other traffic, so 30th is a good alternative. Thank you for all your hard work on this!</p>	1	C	Frequent

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C85	<p>I live on NE 28th between Glisan &amp; Sandy. I recently received information regarding the Bikeway, and was alarmed to read that one of the options was to remove on-street parking along NE 28th. I wonder if making the city "bicycle friendly" is going too far. Our condominium building does not have off-street parking along NE 28th. Eliminating the on-street parking will cause significant parking issues in this neighborhood. I anticipate the residents in the neighborhood will be concerned about people parking on side streets, and the merchants along NE 28th will be concerned that their patrons will not have convenient parking. I am unable to attend the open house events, but want to assure you that I am in opposition to the proposed bikeway. Please feel free to contact me if you wish to discuss. (name, address &amp; phone number on sheet)</p>			No comments
C86	<p>I can't make it to any of the open houses on the 20s bikeway this week, but I wanted to put in a public comment in support of the project. I bike almost every day along NE 28th and frequent a lot of the businesses along the street - Beulahland, the Laurelhurst, Navarre, Dove Vivi, Pambiche, Whole Foods, Bonfire, and Crema are my favorites. I love these places, but even though I've been biking for years in Portland, it's always a bit nerve-wracking to get to them. Since the street is busy with car traffic and people pulling in and out of parking spots, I'm always wary on that stretch and have almost been hit a couple of times. In 2008, I was doored while biking back to work from lunch at the Whole foods - I was pretty badly bruised and definitely shaken up. I don't want other people to go through that kind of nasty experience while just trying to get a bite to eat. I want to feel safe while getting to and from my favorite businesses in the city, instead of arriving at my destination frazzled and anxious from competing the car traffic. NE 28th is the most direct route through that part of town and it would be a hassle to go</p>	1	C	Frequent
C87	<p>I understand you are considering a new bikeway that would consume many parking spaces between Sandy and Burnside on NE 28th Ave. While I understand that bikers have a lot of cachet in Portland, turning 28th Ave into another neighborhood where parking cars is ridiculously hard does not improve the quality of life in Portland. I own a condo located on NE 28th...parking is halfway reasonable at this time. Please do not screw it up for the benefit of a small and VOCAL subset of what makes Portland a great place that I have called home since 1976. Thank you for our thoughtful approach to a potential problem you might be in the process of creating.</p>			No comments

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C88	<p>Rich, I own the laundry at NE 28th &amp; Glisan. I have had four parking spaces removed by the city of Portland in the winter and spring of 2011. They were replaced by bicycle parking and bioswales. This greatly improved business for the restaurant owner as he can now have serving tables on the curbside. It took 16% off the top of the laundry business as parking is key to a laundromat. People won't carry loads of laundry a block or more, they will simply go elsewhere. Two of the corners at this intersection have been taken away, one for Zipcar, and one to make life easier for TriMet. I have talked to the city about this many times but to no avail. If the parking, as inadequate as it is, is taken away on the west side of 28th avenue, our business will be incapable of making a profit. I have worked hard for 37 years to provide a clean and dependable facility. I need more parking, not less. I know that many other businesses will face the same situation. I hope and pray that the city of Portland will support businesses that provide important services to their citizens. Rich if you would kindly forward your office address I</p>			No comments
C89	<p>I am opposed to the proposed bike lane on NE 26th Ave. Parking is very critical there at night due to the many apartments in the neighborhood. Also it is a busy street and my office building (located on 28th &amp; Hoyt) has a large traffic flow from my driveway to 28th. I think the Federal money that you have received should go to traffic enforcement aimed at the two wheel riders. (name &amp; e-mail on sheet)</p>			No comments