

NE Rodney Bikeway Project

April 9, 2014 Comments

Attendance: 70 sign-ins

Comments received: 57

Live within ¼ mile of project: 47

Live more than ¼ mile of project: 4

Frequent cyclist: 28

Sometimes cyclist: 13

Seldom cyclist: 7

1	Love this initiative! Concerns: Cut through traffic on Fargo - Cook & Munroe moves fast! ADD speed bumps to Fargo, Monroe & Cook btwn Williams & Rodney. Avoid using Rodney btwn Alberta & Killingsworth too narrow reroute to Williams - wider & safer.	Live within ¼ mi	Sometimes cyclist
2	Thank you for this. Please add me to a mailing list. I usually find out about these after the fact. Very frustrating. (see sheet for e-mail) 1. Lights at Cook - YES a must. 2. Fremont - bike lane between Williams & Rodney; fight to get across Fremont during rush hour need a light! 3. Another accident waiting to happen is the merge of cars onto Fremont bridge entrance, bikes and other cars to go straight, and addition New Seasons parking lot entrance.	Live within ¼ mi	Frequent cyclist
3	Stop sign for E-bound traffic at Fargo & Rodney is often obscured by parked vehicles, resulting in frequent, accidental stop-sign-running. Could become a greater hazard as bicycle traffic volumes increase.	Live within ¼ mi	Frequent cyclist
4	Consider Mallory for north of Fremont - much easier transition. No contra flow bike lane! Fremont needs traffic enforcement - speed & pedestrian crossings. Discourage motor vehicle traffic on NE 7th. Traffic volume & speed at certain times of day defeat 7th as a bike blvd. <i>Provide suitable bike parking at Open Houses. There was nothing to lock to here!</i>	Live more than ¼ mi	Frequent cyclist
5	Happy about Rodney as bikeway! Very happy to have pedestrian improvements! (as at Russell & Fremont, etc.) Rodney / Fremont crossing - Prefer Option A It's what people would expect, so its safer. Curb extensions great & needed. And/or flashing beacons good. Concern about removing N/S stop signs on Rodney, esp. between Fremont & Russell. Speed bumps likely not adequate to slow cars, esp. going downhill. 4-way stops where we have existing signs would be good. Williams/Cook - light likely to encourage eastbound cutting through neighborhood.	Live within ¼ Mi	Sometimes cyclist

NE Rodney Bikeway Project April 9, '14 Open House Comments

6	Traffic concerns: 1. Cook St between Williams & Rodney should "be reversed." assume heavier traffic off bridge & up Williams will cut through to Fremont. 2. Williams St single lane will probably increase cut through traffic up Rodney to avoid slow down already taking place @ Monroe to Fremont section of Williams. 3. Advocate for 4-way stop signs @ existing N/S stop signs - deterrent cut through traffic. Bikes don't pay attention to stop signs on Rodney now. I am a supporter of the bike green way.	Live within ¼ mi	Seldom cyclist
7	The offset at Fremont Street is too great to provide a safe crossing for N-S pedestrians & bikers. Serious consideration of shifting onto Mallory north of Fremont, since the offset is much less and Mallory is the same width as Rodney. The offset at Fremont Street will remove several on-street parking spaces for homeowners who don't have any off-street parking. Seriously consider a pedestrian/biker - controlled stoplight at Fremont to use the car lanes during a green light, then curb parking can be preserved and bike lanes can be eliminated on Fremont.	Live within ¼ mi	Frequent cyclist
8	My biggest concerns are: 1. The safety issues w/auto parking on greenways (& elsewhere) Decreased Visibility; People prowling for parking spots; People pulling out of parking spots; People opening their car doors (Please eliminate as much parking as possible - and then a few more! 2. Drivers using greenways as through routes - please add diverters. 3. Poorly designed stop signs (too many makes the route impractical for biking)	Live within ¼ mi	Frequent cyclist
9	Concerns about the Alberta to Killingsworth stretch being too narrow to accommodate more bikes - safety for bikes? families on bikes?	Live within ¼ mi	
10	Rodney Bikeway: 1. Very important to slow traffic on Rodney. Bumps may not do the whole job. May need a few stop signs on Rodney. 2. Rodney - Fremont crossing - strongly prefer option "A". 1. Simpler equals safer for bikes. 2. Curb extensions very helpful for pedestrians - crossing Fremont it is unclear where to cross now. Williams - Proposed treatment of light at Cook will encourage people to cross Williams going east onto Cook. It is hard to go all the way across now in traffic. The light will make it easier - which is not helpful for the neighborhood. The problem that is being mitigated by the proposed treatment is probably not as big as a problem compared to the traffic that will be encouraged by the light. Frequent pedestrian!!	Live within ¼ mi	Sometimes cyclist
11	The cut from Rodney across Fremont is a very dangerous intersection. I don't like losing the parking in front of my house at 72 NE Fremont. The traffic continues to worsen on Fremont as new building goes up on Williams/Vancouver. There is no need for another bike route when Williams will have a dedicated bike lane.	Live within ¼ mi	Sometimes cyclist

NE Rodney Bikeway Project April 9, '14 Open House Comments

12	On Board (Happy face) Much prefer Option A for Rodney/Fremont intersection.	Live within ¼ mi	Frequent cyclist
13	Needs repaved - potholes everywhere. Contractor put strip N of Stanton that not repaved over properly. I would remove all parking on Fremont between Vancouver & MLK currently too dangerous for pedestrians, bikes & parked cars. Instead of bike lane on Fremont suggest two lanes of car traffic possibly with parking hours. Need two traffic lights on Cook! Light on MLK & Stanton.	Live within ¼ mi	Frequent cyclist
14	PLEASE DO THIS! The family bikeway - Allow kids to get North and use Irving Park - It will slow cars - I live on Rodney & (?) - Watch how you do stops keep that to slow traffic.	Live within ¼ mi	
15	My biggest concern is motor vehicle cut-through. Traffic fueled by: - Congestion on Williams -The signal at Cook -Turned stop signs on Rodney The city should know by now that this situation will need traffic diverters. Don't wimp out.	Live within ¼ mi	Frequent cyclist
16	Please do not take away the stop signs. I am 7 years old and I live near Rodney and I am worried about my safety.	Live within ¼ mi	Sometimes cyclist
17	Prefer option A. Please, please do not flip the stop signs on Rodney! These should be 4-way - we need these to keep the little bit of neighborhood that is left, SAFE. This is a safety project, correct? I bike through here & prefer stop signs enroute. Back in the late 90's people used to speed through the neighborhood - accidents happened throughout the month, every month we were sweeping up a car accident. Please don't recreate this nightmare!	Live within ¼ mi	Frequent cyclist
18	Option A is better. As a everyday bike commuter, I think you should choose between Rodney & Williams & 7th and focus on safety on that route. Flipping stop signs is advantageous to car commuters only - and bad for our neighborhood.	Live within ¼ mi	Frequent cyclist
19	I am 9 years old my name is Sophia. Please do not take the stop signs away it makes it unsafe for people who will cross the streets. We need these signs to cars don't speed. I am 9 years old and I live on Monroe St and I do not want to get run over. So please do not take down our Stop Signs.	Live within ¼ mi	Sometimes cyclist

NE Rodney Bikeway Project April 9, '14 Open House Comments

20	(letter) On behalf of the Simpson and Conti family (and many others), we would like to express our strong opposition to the removal of the North-South stop signs along Rodney . There are over 500 children in Eliot that rely on the area between Williams and MLK as a pedestrian safe environment. The periodic stop signs along Rodney discourage commuter automobile traffic through this area. Removal of these stop signs will encourage automobile commuters to use Rodney as an alternate north-south route to exit the city during evening rush hour. Speed bumps will NOT keep this from happening - Knott street is a good example of how this traffic calming measure does not work. If east-west cut through traffic is a problem, we suggest a 4-way stop. The land Use committee will be discussing this at their next meeting. Phil Conti has lived in the Eliot neighborhood for 35 years and I have lived in the neighborhood for 18 years and have been a member of the Eliot LUTC for over 15 years. Signed Laurie Simpson and Phil Conti and Steve Simpson		
21	Promote use of 7th Ave - Slow traffic on Skidmore - Concerned about zig-zag of Rodney at Fremont and Alberta - limited visibility on Rodney and some streets (Russell)	Live within ¼ mi	Sometimes cyclist
22	There is currently no safe and convenient N/S route anywhere in this area. Williams was marginal, but is no longer such for people on bikes because of increased development. Rodney is poor option because of non-linear crossings, but is better than any other alternatives currently being discussed.	Live more than ¼ mi	Frequent cyclist
23	At Fremont crossing prefer Option A. Safer for pedestrians (two crossings). Safer for bikers (right turn an option but too much risk, people wouldn't know how to use (use incorrectly). Would like to see a safer crossing at russell. Very fast traffic.	Live within ¼ mi	Frequent cyclist
24	How about allowing parking before 9 AM and 6PM in front of the houses on Fremont? Parking allowed on the weekend.	Live within ¼ mi	Seldom cyclist
25	The diverter at Cook is facing the wrong way. When inbound (off 405) drivers see the slow traffic at Williams, they will go straight through the neighborhood, thus increasing the cut through traffic. (name, address on sheet)	Live within ¼ mi	Frequent cyclist
26	Make the Monroe intersection into a 4-way. This will help inhibit frustrated Williams drivers from using Rodney as an arterial. (name & address on sheet)	Live within ¼ mi	Frequent cyclist
27	I live at the corner of Mason & Rodney and think it is a very forward thinking project. Absolutely support this.	Live within ¼ mi	Frequent cyclist

NE Rodney Bikeway Project April 9, '14 Open House Comments

28	I live on corner of Mason/Rodney and fully support this!	Live within ¼ mi	
29	Even w/ speed bumps, I'm concerned that making the stop signs that are currently North/South, into East/West will attract too many cars. I live on Rodney and I'm not excited about lots of rush hour traffic impatiently trying to navigate speed bumps on Rodney to bypass Vancouver / Williams traffic. Option A for Fremont crossing. Less of 2 evils. Try to route traffic exiting off 405/Cook to take 5 north & exit at Alberta and take lower traffic routes south to area between Alberta & Cook.	Live within ¼ mi	Frequent cyclist
30	For the crossing at Fremont & Rodney - recommend Option A. Predictable conditions for drivers have safety advantages.	Live within ¼ mi	
31	Hi, I am in support of the Rodney Bikeway Project. I would like to see it go in before construction on Williams begins. I support speed bumps on Rodney. Thank you!	Live within ¼ mi	Frequent cyclist
32	Fremont & Rodney - Curb extensions w/flashers seems to be a better option for alerting cars to bikes & PEDs. It also seems to be the best plan for bikes. PEDs will also benefit from the signal. I know a lot of people have trepidation about this project but I think its great. I do not think it will coax my wife to ride her bike though. Fremont is exactly the type of street that worries her.	Live within ¼ mi	Frequent cyclist
33	Of the two, I prefer curb extensions to a beacon. Even without the dedicated bike lanes, I think curb extensions would be beneficial. Triggering the beacon seems very problematic. The option "A" graphic should be updated to indicate that there is still impact to parking. The impact to parking isn't necessarily bad, in that the space at the intersection isn't supposed to be parking anyway. I am concerned about the continual erosion of parking in the area. Density goes up without requiring realistic parking additions. Parking spaces go away for bikes. I used to live somewhere that I was lucky to park within two blocks of my home. I don't miss that.	Live within ¼ mi	Seldom cyclist
34	Regarding NE Rodney crossing options, I would prefer to see Option A. Having utilized the bike lane on 33rd, I find it confusing.	Live within ¼ mi	Sometimes cyclist
35	I like option A for the Fremont crossing. OK to lose street parking in light of increased bike & auto traffic. Especially on a thoroughfare like Fremont. Can "Green Streets" storm-water treatment be included on Williams and/or Rodney. Glad to see the 3 signals at Cook. Would use the proposed bikeway much less if stop signs are too frequent.	Live within ¼ mi	Frequent cyclist

NE Rodney Bikeway Project April 9, '14 Open House Comments

36	Well-marked stop signs--to replace current ones. Make safe transition (as bicyclists and traffic are use to current stops). Signage to divert some/most bike traffic from Williams / to Vancouver Rodney. Cook St. intersection light = smiley face! Area near New Seasons = dangerous for cyclists. Thanks (smiley face)	Live within ¼ mi	Frequent cyclist
37	I would love to see sign caps on Rodney (like Going & Clinton). They could be standard bike motif or - even better incorporate some neighborhood history (like music/jazz). What a great way to help the project unite the neighborhood & beautify the project!!!	Live within ¼ mi	Frequent cyclist
38	NO BIKE LANES!!! I like the crosswalks, but I think the bike lanes are unnecessary. As a home owner, I want to continue to park in front of my house...have guests park in front of my house...have deliveries stop in front of my house. How will this impact emergency vehicle traffic? Bus lines? Traffic in general?	Live within ¼ mi	Seldom cyclist
39	We, and many neighbors are concerned about more bikes on Rodney & fast speed of cars on Skidmore. Bioswales and curb extensions, PLEASE! Always a pedestrian!	Live within ¼ mi	Sometimes cyclist
40	I am concerned about parking spaces being eliminated on Fremont St in front of my house & my neighbors. We are already dealing with offices & condos on Williams w/o parking spaces. I am concerned about increase traffic impact due to the cross walks on Fremont.	Live within ¼ mi	Seldom cyclist
41	Please ensure that there is a stop facing east/west at every intersection on Rodney. I could not tell if this was a definite part of the plan. We need to keep cross (east-west) traffic slow and discourage neighborhood cut-through.	Live within ¼ mi	Sometimes cyclist
42	At Fremont, flashing beacon is preferred. Traffic on Fremont is heavy and will get heavier. For safety it will probably be necessary to make traffic stop so cyclists can cross. In general, bikeway on Rodney is great idea!	Live within ¼ mi	Frequent cyclist
43	I think bike safety addressed is a chance to address related problems. dl live at (see sheet for address) about 1/2 block east of Rodney. My concerns are these: 1. For several years now cut-through traffic - most coming from East-bound Russel traffic turning rt. onto Rodney and the left on Sacramento to MLK. Cut through numbers vary a bit, but not much. In the mornings from 6:30am - 9:30am (from MLK to Rodney) 30-60/hour AND (3:30pm - 7:30pm) from Rodney to MLK. 60-150/hour. 2. Many speeders. There are children and older and disabled on Sacramento. 3. Night time parking OXS Restaurant, Wonder Ballroom, Tavins Pub, Russell St. Bar BQ prevent me from parking near my home. Same solutions to my concerns - Speed Bumps on Sacramento - Signal lights on Rodney/Sacramento - Block MLK/ Sacramento - Good signage, kept fresh!	Live within ¼ mi	

NE Rodney Bikeway Project April 9, '14 Open House Comments

44	At Fremont, I would prefer Option A - I don't want to have to both worry about car traffic AND oncoming bike traffic that may not stay in the designated lane.	Live more than ¼ mi	Frequent cyclist
45	Safe crossings and discouraging cut-thru traffic will be the most important aspects for improving safety on a Rodney bikeway. One other concern might be drivers looking for parking near the Russell commercial area.	Live more than ¼ mi	Frequent cyclist
46	I prefer option A for the Fremont x-ing. ?Connections to southern bike routes? how connect? Very supportive of the project. I will likely continue to use N. Williams for my commute. (it makes more sense for my destination) but will welcome anything that addresses overcrowding on N. Williams. Would like to see some diversion. This cut through is just so dang attractive to autos.	Live more than ¼ mi	Frequent cyclist
47	A ton of money is being spent to accommodate bikes on Williams. This includes removing a lane of traffic. If you remove stop signs on Rodney it will become a new path THROUGH our neighborhood for cars. Leave the stop signs to truly calm the traffic.	Live within ¼ mi	Seldom cyclist
48	It is hard enough for 2 cars to pass each other on Rodney and with all the cars parked, it makes it hard to see bikes already. There is already a bike corridor along Williams & Vancouver. No need to add 1 block over. Taking away stop signs will increase traffic on Rodney and it will become just another busy street for commuters.	Live within ¼ mi	Seldom cyclist
49	The corner of Stanton and Rodney there are a lot of accidents. The corner of Rodney and Russel can be a dangerous corner. Traffic moving south on Rodney have difficulty turning left on Russel because cars are parked to close to Rodney on Russel Street. I have lived at (address on sheet) for twenty years, the stated streets are a concern for bike safety.	Live within ¼ mi	Sometimes cyclist
50	Well thought - glad you are slowing traffic - especially non-local, i.e. WA resident traffic.	Live within ¼ mi	Sometimes cyclist
51	Biggest Rodney concern is crossing Russel & Fremont. If latter is not made extremely safe for peds/cyclists, whole project will be compromised. Also need better rain drainage at N. intersection of Rodney-Russel. I live on Rodney and happy to help! (name & e-mail on sheet).	Live within ¼ mi	Frequent cyclist

<p>52</p>	<p>(e-mail) I wasn't able to make it to the open house this week, but I have some feedback about the proposed project. I live at (see sheet) which is at the NW corner of Rodney and Fargo. I am also a bike commuter and I have two toddlers, so I see things from the multiple perspectives of a father, resident and a cyclist. As I'm sure you already know, Williams has seen a significant increase in congestion since the New Season's market opened last summer at Williams and Fremont. During the same time we have seen a minor but noticeable increase in the volume and speed of traffic on Rodney, as vehicles try to escape Williams. Therefore, I have serious concerns that when Williams transitions from two lanes to one lane of vehicle traffic, this will funnel a really significant volume of traffic to Rodney. It seems to me that the proposal to flip 10 stop signs on Rodney without any diversion infrastructure will only make Rodney even more inviting to vehicles as Williams gets less attractive to drivers. For the reasons above, I feel strongly that the Williams/Rodney project needs to include a more comprehensive plan to divert traffic away from Rodney. signed Shawn Kolitch (business name and address on sheet)</p>	<p>Live within ¼ mi</p>	<p>Frequent cyclist</p>
-----------	---	-------------------------	-------------------------

<p>53</p>	<p>(e-mail) My name is Roll Hardy and I am a home owner at the intersection of NE Fremont and Rodney on the SE right where the Fremont crossing signal is proposed to be installed for the new greenway project. First off, I'd like to say that I am very pleased that this project is moving forward -- as a life long cyclist I have endorsed this option for years here in front of my home. Traffic here has gotten very congested and it's very difficult to cross the street. There are numerous families within the surrounding homes with young children including ours and showing things here and providing a crossing is great for us. I've looked at the two different options you provided at the planning meeting for laying out the crossings at the intersection here.</p> <p>I have a couple of concerns, we definitely prefer the option that takes the least amount of parking spaces away. We are already lacking space because we have a TriMet bus stop located about 20 ft. south of our property that already leaves the two homes south of mine with no parking options. They do not have a garage.</p> <p>Here is my location specifics so you can map it. (address see sheet) Is it possible to change the location of this TriMet stop to open up a few spaces on Fremont further from the intersection? My other concern is that we have a large tree next to where the bike/ped crossing would go on the corner directly in front of our home. I'm afraid that during the removal of the sidewalk on the corner and replacing it the planners will want to take this tree down. We love this tree and don't want to lose it, we live on such a busy corner it is our best buffer to the summer heat, the cars and congestion. It softens the whole feel of this intersection that lacks any other trees since we lost our last big tree on the Rodney side of our house. Our home is one of the nicest ones in this particular corridor and we take a lot of pride in the way it anchors down this corner on Fremont. I don't want to ramble any further, I know you're busy. Thanks for reading about my concerns and I hope to get a response from you soon. Best Regards, Roll Hardy PS My ultimate pipe dream for where NE Rodney intersects with Fremont on the south end would be to make it a dead end for car traffic altogether and allow bikes and people to cross from the center of it.</p>	<p>Live within ¼ mi</p>	
-----------	---	-------------------------	--

<p>54</p>	<p>(e-mail) First of all, thank you for your continued efforts to improve cycling in Portland. I live on Cleveland and Wygant, and the Rodney bikeway is going to massively improve my commute.</p> <p>I have a question about the Fremont crossing. For me, the problem with this crossing today is that you have to cross both lanes of Fremont at once. Since Fremont is usually congested here, awaiting for a gap in both directions can take a long time.</p> <p>Neither of the options you've presented removes the need to make a left turn onto Fremont while crossing both lanes at once.</p> <p>An alternative is a bicycle-size center turn lane, which would allow the two directions to be crossed separately. (he refers to Roger Geller's summary in the bikesafe case studies) The city did this at 41st and Stark, and in my experience it's a pleasure to cross there. Is a center turn lane a possibility at Rodney and Fremont?</p>	<p>Live within ¼ mi</p>	
<p>55</p>	<p>(e-mail) The new Rodney bike route, what crazy person thought that one up. Must be someone who lives on Rodney. Me, a long time resident (home owner 22 years here) has a hard enough time trying to navigate Williams Ave without hitting a bike or another car. Never could get the city to do anything about our corner (Williams at Monroe). I don't know how many wrecks and near misses I've seen on Williams Ave. First car wrecks and now bike accidents. I use a car and need to access the Fremont bridge and Alerta street to I5 north. To avoid the blind spots from parked cars. I have taken to using Rodney. Though I am quite aware that there are the occasional cars that don't pay attention to the stop signs and don't forget the bikes. Now the city of portland has decided to box our block at two locations.</p> <p>I've always been in favor with the bike idea and supported it, but now the city has gone crazy. &Yes, I've had my fill of bikers who don't obey the laws. And too make my point they are licensing bike repair shops that serve beer while you wait. You really think they are going to walk their bikes home. Yes, what a great idea, not to mention the bike racks at the local pub. I use this neighborhood, I always have and I just shake my head and pray that no one dies. Yes, its time to license and test the bikers knowledge and maybe just starting giving them some tickets. Instead, the city takes from everyone else and give it to them. Not all of us can ride a bike, personally I've had 3 hip surgeries or I would be riding one. But first I would go to the DMV and read the pamphlet on bike rules. Sincerely, Jackie Johnson (e-mail on the sheet)</p>		

<p>56</p>	<p>(e-mail) I am writing to offer feedback on the Rodney neighborhood greenway project. I saw the design features and I greatly support the stop signs being in favor of the greenway and the speed bumps. I am writing because I strongly believe 1 car diverter is crucial along the corridor to make for a pleasant cycling environment. I realize this is a sensitive project and residents may have concerns. I don't necessarily care where the diverter is as long as it is north of Tillamook and south of Alberta. Obviously, community input is crucial so hopefully they may have some feedback about the best place for a diverter. Also, generally, I think diverters should be a part of the standard for neighborhood greenways the same way speed bumps are.</p> <p>my one other comment in relation to this project relates to the corner of N Going and N Rodney intersection. One of the things that separates Going greenway is its lack of stop signs for bikes (6 total, compared to 9 for the Klickitat greenway). I hope this Rodney greenway project would preserve the lack of stop signs on Going, and thus stopping traffic on N Rodney but having a yield sign for bikes. Please see attached picture for what I am proposing, the only difference would be that it would not be an all-way stop. Thank you for taking my comments. Regards, Timur Ender</p>		
<p>57</p>	<p>(e-mail) I just read the article on BikePortland about the NE Rodney open house. I was wanting to attend the open house but was not able to make it.</p> <p>I enjoy biking along NE Rodney currently, and flipping the stop signs will improve that overall experience ONLY if some form of diversion is utilized. I worry that w/o the use of diverters people driving motorized vehicles will learn that this route is fairly direct w/o much traffic impeding them, resulting in significantly higher traffic volumes than what currently exists. Similar to the NE 32nd Ave proposed route alignment for the 20s Bikeway project, I currently enjoy both of these routes and welcome bike specific improvements made to them IF diversion is considered. In all honesty, if diversion isn't part of the discussion, I'd rather have what is currently there rather than deal with more cars.</p> <p>I know it isn't an all-or-nothing approach, but I just feel that it is very important for PBOT to hear these things from the public. One of my favorite comments from that blog post sums all that up in one simple sentence, and I wholeheartedly agree: "All the stop signs, all the speed bumps, all the sharrows...I would trade them all for one diverter."</p> <p>Back to talking specifics about NE Rodney: for what it's worth, I'd like to throw my support behind the 'Option A' idea for how I'd prefer to cross NE Fremont Street. It's predictable, it's easy to figure out, and seems like it would get the job done. Thanks for listening, as always! Kirk Paulsen (e-mail address on sheet)</p>		