

NE RODNEY NEIGHBORHOOD GREENWAY PROJECT: APRIL 1, '15 OPEN HOUSE COMMENTS						
#	Resident: 1 Bicyclist: 2 Neither: 3	Support recommendations?	Support Traffic Diverter @ NE Ivy/Rodney?	Feel add'l traffic calming needed?	Traffic calming needed on any of the side, east-west streets?	Other Comments
1	3	Not Sure!	More concerned with the problems affecting NE Cook St	For Sure!!	Yes! Cook St 1. Around 4:00 - 700 cars are making U turns in several driveways particularly mine 137 NE Cook	2. Around same time cars are traveling up Cook at anywhere from 30-50 mph because they are <u>UPSET</u> at being diverted in a direction they didn't want to travel in the first place. 3. Speed bumps would sure help! 4. At the intersection of Cook St and MLK cars are forced to make a right turn so they, inturn, make an immediate u turn into the carwash or popeye chicken. Need a NO U- TURN SIGN. 5. Cook St toward Williams says DEAD END, however, cars are traveling UP Cook in groves, Why! 6. The stoppage of travel along Rodney toward Fremont is the problem and is causing all the above problems. Jerry (number on comment sheet)
2	2	Yes	Yes	Consider additional diverters.	N/A	N/A
3	1, 2	Yes, tho I would not change stop signs at Graham.	Yes, Very much so.	Yes, anything to slow care speeds. Too fast!	Not that I know of.	Key is Fremont crossing. Needs: 1. Speed limit decreased on Fremont. 2. Maximum safety & speed of crossing for peds & cyclists.
4	1	No. I think you are taking stabs at problems that <u>do not</u> exist.	NO. <u>Another</u> non-problem. The diverter <u>may</u> help for one hour a day and is a nuisance for 23!	NO		I think you need a stop light on two corners N Vancouver, Ivy, at Cook to control traffic @ New Seasons and the 2 apartment buildings open there.
5	2	Bikeway, yes I ride a lot and N Williams project is a failure so far. I <u>never</u> drive passed NE Graham where I live anymore!	Yes Need sign on N. Williams "Not thru to Fremont"	No, changing stop signs should help. Yes, bumps are good, too!		
6	3	Generally, yes	Yes Helps diversion	Yes, Traffic heavy on Stanton	Stop sign @ Rodney might help	thanks for all the work. Cook issue seems confusing. You can turn from Williams but not go across - mixed msg.
7	2	Yes, we need to complete the Greenway Network.	I would like to see diverters every 2-3 blocks on all Greenways.	All Greenways are unsafe for children.	We need speed bumps before we approach stop signs.	I ride with my four year old daughter every day to and from school and it is not relaxing when people blow stop signs.
8	1,2	Yes	Yes	Yes, a car sped past me on the way here today.		
9	1 Stanton & Rodney)	I'm worried about sending more bikes down. It's narrow near Russel - hard to get two cars passed parked cars. Already more traffic on side streets from Williams.	I would like a safer left turn at Fremont & MLK - Dedicated signal or phasing.		Stanton. Too much traffic. Too high speeds. People are going around N. Williams. It's not livable. Scared for pets/kids.	

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10	3 (live just off Rodney)	No. Thus far the Williams changes have made my life worse in every measurable way as it relates to neighborhood traffic. The proposed changes (and the changes that have already started) are going to have similar negative impacts. I often walk on Rodney and never feel unsafe as a pedestrian.	NO! The Fremont light at MLK is impossible to turn left on, so the best way for people who live in the neighborhood to get into the neighborhood is via Rodney. Further, it places a heavy burden on those who live near it for the convenience of those who live elsewhere.	No. You've already made my trip home slow enough by messing with Williams. Don't further slow the work arounds. Fixing your mess on Williams will fix the problems on Rodney.	Stanton, but the best traffic calming would be to undo the changes to Williams. If you made traffic flow effectively rather than slowing it and making more congested, people won't look for work arounds.	I can discern no need for a bike path through Rodney. If you are trying to meet the needs of casual bikers who want to bike through our neighborhood - STOP! Why force feed such a route into Rodney which is ill-equipped to handle it at Fremont? Stop forcing it at Rodney. If you want to force it some where - do it on 7th.
11	1 (Rodney @ Beech), 2	YES!	YES! Before the diverter went in there were stacks of cars waiting to turn right on Fremont @ rush hour, and it was challenging to get through on a bike. Now it is much easier and safer for me.		Yes, since traffic has picked up around New Seasons there's heavy westbound traffic on Beech between MLK & Williams. Your plans to flip the stop sign at Beech & Rodney will help, but a diagonal diverter on Rodney & Beech will help calm both these streets.	Rodney is the <u>only</u> family friendly route from N/NE to ??? into Portland. It's imperative that it be maintained as a "low-car???" street. Keep the diverter at Ivy and add more as needed. Cars can already drive on Interstate, I-5, Mississippi, Williams, MLK, 7th & 15th at the P.M. peaks. They don't need Rodney, too!
12		Generally				Seems like a great deal more traffic will be diverted to Morris to take advantage of the light at MLK at Morris.
13	2			Speed bumps on Monroe please.		
14	2 (live on Monroe just off Rodney)	Yes, I like the "Greenway" and all it stands for - more pedestrian friendly, less traffic, lower speeds.	I'm torn. It appears to have met the goals of reducing "cut through" traffic and speeds but as a local trying to get to Fremont to turn east - it's annoying and I drive over it when running late)	More maybe important are the side streets like Monroe - still lots of fast moving cut through traffic.	Yes! Monroe st. - both east and west of Rodney - <b>PLEASE!!!!</b> Speeds bumps on Monroe - Please, please, please!	from Rodney across Fremont. Our family walks to restaurants, etc., north of Fremont and it's super sketchy running across Fremont - like a game of frogger. P.S. Thank you for all your hard work and making this safer for my kids!
15	1 (on NE IVY)	Not the interchange on Ivy and Rodney completely separates our <u>ONE</u> block from the entire neighborhood.	<b>NO!!! I have to drive 4 miles out of my way to get home!!!!</b>	YES. A round-a-bout @ Ivy & Rodney allowing cars through. Speed bumps on Ivy.	YES. A round-a-bout @ Ivy & Rodney allowing cars through. Speed bumps on Ivy.	
16	1,2	I support the project in general but north of Alberta, where 24 ft is too narrow to be safe. Data from N Concord is not comparable in terms of density & parking.	YES	Maybe at Going St. the bikeway could divert to NE Garfield (a wider street with no parking on one side) or back to N Williams where it could continue north to Bryant (less expensive).		I would like to learn more about the data to support the safety of 24 ft. narrow bikeways. N Concord & SE 53rd are not comparable. Further, N Williams is becoming the next Division St...more density. Safe narrow streets assumes space to pull over. It seems to me more safe to stay on N. Williams.
17	1,2	Yes. I prefer <u>Option C</u> for the crossing at Fremont.	Yes, it's great - Please Keep it!	No. I am in favor of flipping stop signs to make a faster bike trip on Rodney.	Skidmore & Fremont will still be difficult to cross even with treatments.	I am really looking forward to this. Thank you!
18	3	Yes	Not sure. I don't drive, but I've heard drivers in the neighborhood express concerns.	Not sure.	Broadway and Fremont.	

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19	1		no. the view for turning is obstructed by parked cars, also cars going east have to go back south in order to go all the way to MLK to get to Rodney St.	Traffic speed needs to be where Rodney picks up again at Fremont & Rodney going north.		Bicyclists legality need to be observed more closely. They often do just what they want to do. I often think they have not read the driving manual.
20	2	yes. I'm primarily concerned with the N Fremont x-ing. I prefer Option A but could probably live with Option C. N Williams needs a less stressful alternative.	Yes, permanent version needs to be robust so as to prevent cars from going through/over diverter.	I don't think so. I rode Rodney a few time to avoid N Williams / N Vancouver but felt delay x-ing Fremont as too burdensome.	I don't know. I haven't ridden there.	
21	Resident on NE Ivy btwn MLK & Rodney 3	It's increasingly inconvenient to get to and from my house now for the sake of a handful of bike commuters. Speeding on Ivy seems worse than ever now because people are uneasy at the diverter, I think. This diverter would have never been installed in Irvington or the West Hills.	Traffic volume and speed has sincreased on Ivyu I think, while I see very few bikers using Rodney. The diverter really as to GO!	A speed bump(s) is needed on Ivy between MLK & Rodney.		
22	ADDITIONAL COMMENT	(see page 22)				*"Blocking the Box" on Fremont & Rodney N, Rodney S In the a.m. peak, westbound cars "block the box" at both Rodney intersections. In the p.m. peak, eastbound cars "block the box". Can you add "Box Junction: pavement work at these two intersections? (see diagram on sheet pg 22) They're 2009 MUTCD approved. Diagonal strips of white or yellow and they work well because it's the same markings as are used in buildings to mark emergency exit routes & area in front of braker boxes, fire extinguishers, etc. This will add greatly to the safety & expediency of both cars & bikes.
23	2	Generally, yes, but I'd much prefer to see a plan in place that will address the existing traffic volumes along Rodney in the vicinity of Russell Street. The amount of cars in that area creates a fairly stressful situation, and my girlfriend recently was involved in a crash where someone driving a car south on Rodney attempted to turn left onto Russell to travel eastbound.	Yes! Please retain/improve the diverter (as shown on the example image), and install more diverters. For Safety's sake!	Yes - near the intersection of Russell/Rodney. Please make a safe bikeway one that includes diversion in multiple places, such as at Russell Street. Safety over motor vehicle access - PLEASE!	Morris - That's another Greenway that gets a lot of use by motor vehicles - especially during the rush hours as it provides an early crossing of MLK. Please reduce motor vehicle access on this street.	More diversion please, I don't want to have to wonder <u>when</u> me or my girlfriend will get hit by a car, but rather be happy knowing we can use this route without as much risk of getting hit. Also I fully support either Option A or Option B for the Fremont crossing. Not B - it's far less intuitive.
24	1,2	Generally Yes but after seeing the mess Williams has turned into I Fear!	No. It forces local traffic to sit in the mess on Williams & Fremont. Although I do not want increased traffic on Rodney & Williams. Cars are just going to get more frustrated.	Yes Where every you can put it.		I am in favor of a beacon crossing at Fremont & Rodney with extended crosswalk markings to accommodate bikes.

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25	3	Yes. Anything that helps control auto traffic and encouraging pedestrian & cyclist safety is a good idea.	I do.	Yes. The biggest problem is people coming in on Ivy, being surprised by the diversion and careening at high speed around the corner. I saw three changes that could help:		1. A speed bump on Rodney just N & S of the direction to discourage people speeding in frustration. 2. <u>Much better signage</u> to alert people that they are approaching the diversion. 3. The planned beefing up of the diversion to make it more obvious and harder to cheat - jump over.
26	3		The barrier needs to come down now. It is unsafe, increased traffic causes me to have to go out of the way to get to a corner store. OUTRAGEOUS!	I took a poll of residents on Ivy, Cook and Rodney - traffic turnabout, speed bumps, 2 or 4 way stop sign.	<u>Yes Yes Yes</u> - recommend traffic turnabout Stop Signs, speed bumps, but the Ivy/Rodney barrier needs to go.	I feel I, and plenty of others, were not heard at this meeting. It was a dog & pony show and I think Rich Newlands was not receptive at all to the residents who voiced opposition to the barrier!
27	2	Yup. These changes make Rodney the kind of street on which I'd love to live and walk and bike!	Definitely. Without this diverter, Rodney did not feel safe.	No additional calming, per se, but more traffic diverters are needed south of Ivy.		Stop signs should not be used as traffic calming. Turn the signs at Monroe & Graham, too, and install diverters at Tillamook and Morris.
28	2	Yes! It's great to have Rodney upgraded to full greenway status. I often use it when I don't feel like dealing with the stress of Williams. My concern is the Fremont turn. I actually prefer to turn left onto Mallory, as that's easier to do in 2 stages than con't on Rodney.	Yes! I used to have drivers honk, buzz, speed up to get around me to speed to Fremont. With the diverter, it hardly happens anymore. I feel strongly that <u>ALL</u> greenways should have at least 2 diverters. I'd take another diverter by Russell.	The Russell intersection is often crowded with parked cars & people circling for parking. It's too narrow for two way traffic to turn from Russell to Rodney. Drivers are inattentive as they're looking for parking spots.	Removing a parking space or two at Rodney where it intersects with Russell, Skidmore, Fremont, Alberta, Killingsworth. (Sorry - not clear - remove a parking space on the arterials, not Rodney).	See other page (28 con't) 1. Add a bike box to Williams & Russell - left bike lane too far to left for drivers to see bikers. 2. Put a white stopping line further back from crosswalks on <u>ALL</u> lighted intersections - drivers come too close to crosswalk. Pushing stop lines back makes it easier for drivers to see people biking. (See diagram on page 28 con't.) If this doesn't work, I prefer C for Fremont.
29	ADDITIONAL COMMENT	See page 29				"Fremont Crossing" 1. Prefer A 2. C is okay 3. B is very challenging. Operationally, for southbound. Very difficult to shoulder, check & cross. Not at all safe for the 8-1080 cmdw being exposed in the middle of the (?????) waiting for a gap in traffic.
30	1,2	Yes, I like the supports for safer biking and walking on Rodney. I like the efforts to combat cut-through traffic from Williams. Alt. C seems like a good solution for Rodney/Fremont crossing. Very glad to see retention of some N/S stop signs on Rodney - crucial for keeping down speeds. And the lower speed limit.	Yes, I think Rodney would be heavily used by cars as a substitute N-S route otherwise, at rush hour. It might work better to orient the diverter at Ivy to force an east bound turn, rather than the west bound. People seem to be driving up Rodney a ways, then rejoining Williams at Ivy.			
31	2 (& uses N Williams)	Sure	Yes. Make street (???) pretty.		Speed bumps needed on NE Tillamook between N. Williams and MLK.	

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32	1 (on Ivy), 2	Not the traffic diverter. I prefer the diverter either remain temporary or be removed. In case of emergency, it is better to be able to drive through the diverter then not be able to access at all.	I do not support the diverter. 1. It cuts off 2 access routes to and from our home. 2. Safety vehicle access is also compromised. 3. As the neighborhood becomes more dense safety access becomes a larger concern.	Stop signs should stay on Rodney.	Speed bumps on 4-way stops on Ivy & Cook would be welcomed. Fremont is also a problem.	Problems that impact this project. 1. The City ok'd too much development all at once on Williams. This has had a negative impact on this part of the neighborhood. 2. Too much traffic overall on Williams, Vancouver and Fremont.
33	ADDITIONAL COMMENT					There is a problem on some neighborhood greenways of bicycles hugging the "door zone" Because of aggressive overtaking cars. Door zone riding also makes bikes less visible to motorized cross traffic at intersections. Can you include some "position your bicycle laterally in the sharrow" messaging? Fliers that say "ride the sharrows", or use the MUTCD-Approved sign. (see sheet for diagram) This is especially important between Russell & Cook, where Rodney is relatively wide and there's a lot of car traffic.
34	ADDITIONAL COMMENT					Signage request. Using "Rodney-Hancock-2nd-Wasco-3rd-Multnomah-1st-Oregon-Steel Bridge" Route is a navigational challenge. The Rodney Project should include way finding from Rodney to & from the Steel Bridge / East Bank Esplanade.
35	ADDITIONAL COMMENT					There is a speeding problem on the Morris Neighborhood Greenway & the Rodney/Williams project has "exacerbated" it. Cut-through car traffic speeds on Morris. You can fix this with a 4-way stop at Rodney & Morris. There's a lot of traffic here. It warrants a 4-way stop for traffic management, not just traffic calming.
36	2	Yes, please make Rodney safer & more pleasant for biking and walking.	Yes, it's very dangerous without the diverter. Too much cut through traffic to/from MLK/Williams. Cars go way too fast, trying to avoid Fremont.	Yes, please slow down vehicle speeds. This is one of the ONLY safe routes to/from NE/Downtown that is "low" traffic, yet cars race through & intimidate.	Tillamook, Hancock, Russell ALL get tons of cut through traffic.	More diverterers, slower speeds.
37	1 (resident on Ivy, 1 house e. of Rodney)	I guess so. Please don't let the needs/safety of pedestrians be sacrificed for those of cyclists. Walking on Fremont sidewalk is already treacherous. Option C looks best if peds on south side are protected.	Yes, hasn't negatively affected me. I don't drive a car so my vote should count less than drivers in the neighborhood. There should be continuous thru access for emergency vehicles.	Don't know.	Cook E & W of Rodney, Ivy W. of Rodney (streets taken by diverted vehicles)	Cars should be able to turn left from Fremont on to MLK - left turn traffic light would cut congestion. Prohibit bikes from MLK (They use sidewalks)

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38	1,2 (seldom)	Yes	Yes	Yes, but willing to wait until street & apartment construction completed. Cut through traffic on E/W St. north of Stanton	Monroe = wide st., easy cut through	
39	1,2	Yes! Very exciting!	Yes! Best thing about N Williams project.	Yes - too many cars still use it to bypass Williams	Morris st - b/c of light at MLK, it's a popular cut-through	At Fremont, I prefer A or C - Option B would be too confusing w/ my kids on our bikes.
40	3 (resident on perpendicular st. near Rodney)	No - this is duplicative w/ the new "improvements" along Williams. For neighbors who live here, we are heavily isolated by existing traffic and roadway patterns - we are stuck between MLK & Williams & Fremont & Russell.	Yes, so long as you aim to enforce the new lighted crossint at Cook/Williams.	No, already have speed bumps & speeds are not a concern. Your own data shows speeds are within the right parameters.	No	Board 15 - Since Fremont is heavily congested the same time Rodney would see its heaviest use - the only way to cross Fremont is with a signal. This however further restricts traffic flow on Fremont causing it to fall below a level D - its absolutely horrid in am/pm peak commuter times and risky as hell other times of the day. Utilizing a crosswalk shared for peds and bikes is inviting serious accidents & its highly confusing to drivers. General Comment: This project is not needed!
41	1 (btwn Morris & Monroe), 2	Generally support the aims of the project. But I am concerned the best efforts to make it work will be overwhelmed by the impact of low traffic on Williams.	The diverter makes it less convenient for Eliot residents. It causes us to use Morris and 7th to get to Fremont. The diverter does not feel that safe as a pedestrian or bicyclist. Better to change Ivy diverter from...to (see picture on sheet)	Yes. The changes on Williams have produced a dramatic increase in traffic north on Rodney during the peak evening rush. They are trying to jump the line of slow traffic on Williams.	It would be good to prevent more traffic from getting to Rodney going north in the evening. **Need left turning signals on Fremont at Vancouver, Williams & King.	The general traffic on Rodney has slowed from the speed bumps, but in the evening the ones attempting to dodge the slow traffic on Williams drive as fast as possible. They enter Rodney from multiple side streets south of Monroe and drive as far as possible to the north. The traffic light at Cook now assures the line jumpers that they can get back on Williams at Ivy.
42	1,2	Overall yes, however I would prefer 4-way stop signs N,S,E & west at certain intersections where I see cars speeding through <u>Monroe</u> & Rodney and Tillamook & Rodney.	Yes	Yes 4-way stops!	I feel NE Rodney and Monroe is a dangerous inter- with 15 children living and playing on Monroe from N. Williams to MLK Jr! Have seen many close calls and accidents at that intersection.	I feel there is a lot of travel from Emanuel and Red Cross using Monroe as a through street. A stop sign would slow the traffic -often people are speedy through Monroe to get to & from the hospital and R.C.
43	3 (NE Cook)	No - traffic is low w/ diverter now on Ivy. It's difficult for NH traffic to move.	No even with diverter traffic is not funneling into Ivy & it further limits NH access back of diverters on MLK.	No	No	

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44	1,2	Somewhat but I don't believe the recommendations will be effective in reducing traffic on Rodney to make it more bike/walker friendly.	No. Ivy is too narrow to support the amount of traffic that has been diverted from N-bound drivers who used to take Cook to get onto the Fremont Bridge. I do support the diverter for S-bound traffic.	Yes. South-bound traffic between Monroe and Ivy has increased since Williams became one-lane. Speed bumps do not slow down traffic sufficiently.	Yes. Please add speed bumps on Cook, Fargo, Morris and Ivy. Please increase visibility of stop sign on Cook. Peopler roll through. Please keep Cook as a dead end at Williams.	Please address the east corners of Rodney and Ivy to prevent cars from rolling through stop sign to turn RT from Ivy to Rodney. It's terrifying to cross the street because cars can't see you. Consider adding yellow curb on Ivy to open up this intersection. Please re-pave Rodney. The pot holes are not bike friendly. Please consider innovative, creative solutions to calm traffic. Take ones from Europe with roundabouts; street murals.
45	1,2	For the most part but I would prefer the stop signs be retained. I always slow down or stop at intersections, regardless of signs. Removing stop signs will encourage more traffic.	Yes - anything to reduce cut through traffic	Yes - I live near the speed bump at Tillamook & Rodney and still see quite a bit of speeding & large trucks.	I'm not aware of any porobloems but I live and travel on Rodney.	
46	1,2	Yes	I'm not in that area very much, so I don't know. I did see an SUV drive over the diverter shortly after it was installed.	Not at this time. We'll see how it goes when these changes are implemented.	Failing St. between Williams & MLK is a speedy cut through. Hopefully the top sign @ Rodney will help.	**I like option B the best @ Fremont with flashing beacon: only 1 crossing, and I think the lights will be necessary on the busy stretch of street.
47	2	We need more diverters. Way, way, way too much cut through traffic on Rodney.	Yes! More of these!	Yes! I never feel safe riding with my dog. I was hit by car 3 weeks ago on Rodney & Russell.	Probably. Direct cars to MLK. Too much cut through traffic on Rodney & it's gotten so much worse since the Williams Project.	Thanks for working on this! Don't be afraid of diverters - we need them! (Visit Vancouver BC for great examples)
48	1 (Rodney & Cook), 2	Generally yes. I still have some concerns about speed of and volume of traffic at certain times. I believe this will get better when construction on Williams is complete.	Generally. People drive over the temporary barrier and it would be good to indicate at variable intervals that Rodney is <u>NOT</u> a through street (i.e. local traffic only signs, etc.	More signage as above, maybe better spaced speed bumps.	near Cook street needs speed bumps, signage at Cook/Williams needs to be less conflicting. Parking on one side only of the street would also help bottlenecking at Cook/MLK intersection.	
49	1,2	HATE one lane for cars on Williams.	I think there should be <u>another</u> diverter 3, 4, or 5 blocks south.	Bigger speed bumps. Get rid of pot holes.	Yes! On streets where cars speed down to escape the delay on Williams, & then speed! Speed bumps every where.	I'm terrified to drive on Williams. Feel as if I'm going to hit a biker turning left. I support the plan C for bike traffic on Fremont.
50	2	Yes!	Yes!			Thank you for making bicycles a viable commuting option. I bike commute from NE to downtown daily and routinely use this corridor.
51	3 (lives on Graham, just off Rodney x/Williams & Rodney)	C - but want a light/flasher @ Fremont WANT light/flasher @ Russell	Yes, <u>IF</u> it's big enough to divert, no drive over.	bigger bumps - fix serious acceleration @ Cook. Rodney with small bumps just causes people to bounce no matter what your records show.	Cook - long blocks, serious speeds. Stanton - lots of cars leaving Williams roaring to Ivy & back on Williams just to jump queue.	Fix Cook signage, arrows, et al. Is it a deadend? Is it one way vehicles and other direction bikes? Very confusing.

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52	3 (Live on NE Cook btwn Rodney & Williams) Name & cell # on sheet	YES	YES	If possible, yes.		I am very happy about the traffic calming on NE Cook between Rodney & Williams. Could the temporary stop sign on the Pizza a gogo corner be removed to not confuse drivers. Thanks.
53	2, ( Ped who uses NE Rodney Ave)	Yes	Yes! I Love It!			Remove private car parking on at least one side of the street along Rodney. I like option A to cross Fremont.
54		Yes	On the fence. It significantly increased traffic on NE Morris btw Rodney & MLK.	Yes	Morris St - around light lots of cars on our block, over 1500 I would guess	4-way or EB/NB stops in Eliot would work best. Streets are too long for no speed control - 1400' MLK & Williams
55	1,2	NO Do not like the diverter, filling pot holes seems more important than speed bumps.	NO Too much traffic on Ivy a small street, hard to get access to other streets.	NO unless you want to cross Fremont then you need light.	Take diverter out if anything, close Ivy to Williams.	
56	am a homeo	I think that with cars parked on both sides of Rodney plus cars driving both ways & bikes going both ways it's too crowded.	I guess so.	I don't see how making Rodney a bike thru-way will calm traffic!	No Comment	Please stop creating more (hum?). Enough is enough and too much is too much. Make love-not babies.
57	2	Generally, yes, but I use it South of Russell, where research shows no intervention was needed.	Yes	No, it's fine s. of Russell.	Sacramento from Rodney to MLK - a lot of commuters use it to avoid the light at Russell. They drive too fast.	Parking is terrible already. Please restrict it as little as possible. It's only going to get worse.
58	2	No	Absolutely not. There is no direct way to get to Fremont, motorists become angry and speed creating dangerous conditions.	No.	No. Not at all.	Addition of the longer bike lane on Williams is the problem. Many more people will be living in the area now and the majority will own and ...
59	Resident on NE Ivy St., 2	No, the traffic diverter on Ivy is an attempt to solve the larger issue of I-405 traffic exiting freeway, then traveling East-West. The I-405 Kerby exit, turning on to Cook is flawed.	No. It is not solving a problem. Ivy should have 4 speed bumps, be shut off to any through traffic from I-405 heading West to East. It is a flawed design, that without better signage for Williams/Cook light will not work.	Yes. Traffic can currently (although poorly signed & illegal) go East on Cook through and across Rodney. When on Rodney, it is a free for all of lost drivers, angered by diversions, not following speed limits.	Cook, Cook, Cook. Ivy needs speed bumps. Ivy, Cook, Monroe are all too small (width) to support any 2-way traffic. They are all small width for local use only.	Do you really expect any are exiting the freeway to drive slow within first 2 blocks? Vehicular relocation syndrome combined with the traffic frustrations leads to a poor decision matrix. If the road is open on Cook, the Eastbound traffic will use it. If the traffic diverter on Ivy can be driven over, it will be driven over.
60	2	Yes	Yes, But I didn't see any numbers on traffic % & speed on Ivy - Before/after	Rodney seems OK	An Ivy st. resident expressed dismay over any increase in traffic on their street.	I live on Cook between Rodney & Williams. I see at least 3 vehicles a day heading west on Cook, ignoring the "do not enter signs", and turning right on Williams. In addition I see 1 vehicle a day cross Williams and head E. on Cook. Perhaps keeping N Cook, one-way may reduce the incentive for law breakers heading west on Cook towards the Fremont Bridge.

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61	1,2	<b>BAD</b> Generally, I think many decisions have made a confusing situation for everyone.		Yes, more speed bumps and/or keep n/s stop signs.	Please add speed bumps on Stanton between Williamd & Rodney. Cut through traffic moves very fast / frequent during rush hour. Any other remedies	See sheet for map showing Common cut thru traffic path.	
62	2	Yes Please leave the stop signs there. I bike a lot on Rodney and it is fine as it is.	Yes	No	My observation is that cars on Shaves and Mason & Skidmore go pretty fast. I suggest a stop sign or alternatively a speed bump.	When I ride my bike northbound and exit the odd intersection on Alberta, cars stop for me as a pedestrian but never as a bicyclist. I usually have to wait a minute to be able to cross, which is annoying. Is there a possibility to make drivers aware that they should stop for bicyclist as well?	
63	2				Too many	If you turn the stop signs, people will speed through there making it a lot more dangerous.	
64	2	Yes	Yes	Yes, traffic volumes appear to be high south of Fremont.	Tillamook & Klickitat bikeway volumes and speeds should be monitored in relation to Rodney project.	Thanks for doing this!	
65	SHEET FOR MAP						Add a "Don't block the box" pavement marker to make it easier to get in & out of the isolated block of Ivy. MUTCD Approved "Box Junction".
66	1 (Live on Monroe), 2	No. This is a family bike street. We are thankful for the stop signs because they make the street safer for family bikers (children) and pedestrians. Rodney is the only neighborhood N/S street in our neighborhood that is not for commuters.	OK if it is a landscape diverter. Current diverter does not work and is <u>very ugly</u> .	Not if you keep stop signs as is. <u>Please do not flip them.</u>	No	Once building construction is complete on Williams, it will be <u>sufficient</u> for commuter bikers. <u>PLEASE</u> leave Rodney as is for family & riding, walking & neighbors.	
67	2	Please leave the stop signs as they are. I bike a lot on Rodney and it works with the stop signs as they are. If the stop signs are turned people will speed.	No, keep stop signs as they are and diverter isn't necessary. Neighborhood streets should go through.	If you want to keep Rodney St. safe for bikes, leave it as it is!	No	If you turn the stop signs then people will speed in cars and it will make it a lot more dangerous for kids like me. (I am 10 years old and I bike on Rodney <u>A LOT</u> ).	
68	2, (Neighbor on Monroe St.)	No. Please leave the stop signs as they are currently. I bike every day on Rodney and it works as is. Turning signs will only encourage vehicles to speed thru.	No. Keep stop signs as they are and diverter isn't necessary. Neighborhood streets should go thru.	If you want to keep Rodney St. safe for bikes, leave it as is.	No too many so called fixes I bike commute every day it works well as is.	Too many so called fixes just make more traffic problems. Else witeerts? The Ivy street diverter as part of the William's safety project. A bandaid approach.	

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69	1 (at intersection of NE Ivy & Rodney)	I am writing express my support for the work that the city has been doing on the N Rodney Bikeway Project. I would attend the open house events if I was able, but scheduling has proved difficult for us.	My family is directly impacted by this project and specifically by the traffic diversion project at the intersection of NE Ivy and Rodney, where we have been homeowners since 2004. We fully support and encourage the city to designate Rodney as a bikeway and are happy to see the accompanying safety improvements including the traffic calming, improved and increased crossings at major streets and the important traffic diversions that are needed in our neighborhood.	The Rodney bike-way is an important component of, and counter point to the development and changes taking place on the adjacent N Williams / N Vancouver corridor. With the increase in traffic and increased population projections considered for this area of Portland, it is essential that these traffic and safety measures be implemented.		We have seen first hand the impact the N Rodney Bikeway project has had. In the Rodney Bikeway Project we see a new bicycle route that is safe for all riders, auto traffic changes that preserve the quality of our neighborhood while also improving pedestrian safety by keeping vehicle speeds to an appropriate level and by keeping auto traffic on the more major streets where through traffic is intended to be. (Name and contact number on sheet.)
70	1, 2					I live on Rodney and frequently cycle and walk up and down this area. Is it possible to not change the stop signs at Rodney and Graham from their present configuration? Stopping cars coming from the south at this intersection will greatly add to the noise and pollution in the area. (see sheet for name & e-mail address)