

NE Rodney Neighborhood Greenway Project
 July 13, 2015 Open House
 COMMENT SHEETS

Sheet #	Resident on NE Rodney	Bicyclist uses NE Rodney	Neither	Support new proposed traffic diverter @ NE Ivy/Rodney?	Other comments:
1			X	I'm a homeowner on NE Ivy between MLK & Rodney. I did <u>not</u> support the initial diverter - it made my life hell getting around & only made traffic worse & faster on my block. I'm much happier about the evoluion of the project and appreciate you listening & making changes to improve things. I'll be happiest when there are speed bumps on my block.	Thanks for your hard work and I do understand it's impossible to please everyone.
2			X	Yes. I live @ 130 NE Ivy. This will solve my problems w/the current converter.	I feel badly for the people who live on Rodney between MLK & Ivy. Tey will be impacted more tan all of us. I share their concerns.
3		X			I want speed bumps on Monroe St. Traffic does not stop at Monroe and Rodney. * I am a resident of NE Monroe St.
4	X			I support it as an experiment. If not effective City needs to be committed to solving the problem. I think some type of diverter is critical to control traffic & speeds on Rodney.	* Fremont crossing is very important. *Support it. *Add traffic calming devices on Monroe Ave.
5		X		YES!	
6	X -	X		YES I'd prefer more diverts that can't be easily passed through.	Don't be soft. Safety first.

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7	Nearby	X		1 house off @ Graham, actually. YES It seems that it accomplishes the same goals without impacting neighbors as much.	Side streets are getting quite busy when will this be addressed? Counts east of Rodney will bear this out! I counted quite a bit more than 100 cars/hr on NE Morris. What about this (see drawing on #7 sheet) the street seems wide enough.
8	X	X		Sure. Lots of diversion! I hope the final decision is based on safety for bikers/peds vs. the small inconvenience of a handful of citizens.	
9			X	NO, Ivy St. resident. I prefer 4 way stop & speed bumps. Unclear why that is not an option.	Provide an alternative.
10	X	X		Sort of actually, I think a full diverter is the best option. Please put pedestrians & cyclists 1st with no consideration to cars!	
11			X	I live on Fremont but my neighbor lives on Rodney & my kids cross Rodney regularly. I do not like idea of Rodney as One way.	
12	X	X		I am in favor of retaining the existing diverter but making it more permanent. People drive over the existing "temporary" diverter.	
13		X		I strongly support the diverter on Rodney & Ivy because it has helped reduce aggressive passing and has created a safer & more comfortable environment.	Please maintain the diagonal diverter or at the <u>very least</u> the half diverter with one way lane.

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14		X		I would like to make the current diverter permanent. I use Rodney as my bike route with <u>my kids</u> because I do not feel safe taking them on Williams.	
15			X	Live on Fremont.	I'm upset that the Ivy diverter means that the bike lane is back on east-bound Fremont by the Rodney jog. Where can I park now since there's a crosswalk bike lane in front of my house? 78 Fremont is now a duplex - so their parking is now gone.
16	X			NO, not the way it is currently designed. The #1 and only problem has to do with the freeway <u>off ramp for 405</u> . The traffic coming off the freeway should go right down to Russell St. Russell as the lights and access to Williams, Vancouver, and especially through to MLK. The traffic diverter (or diversion tactic) looks temporary. There should be a plan for permanent barricades on Cook & Williams. The semi-divider might be a better solution. Ivy should be a westbound only exit @ Williams (the exact opposite of Cook). No traffic should turn East on Ivy from Williams.	Back to I-405 and where the real problem exists. Traffic setting to the freeway is not bad, but the traffic setting off of freeway is promoted to "cut through" the neighborhood. I support addition of greenway for bicycle access. The car traffic off of freeway trying to go East and North are the Issue. Work together with major landowner (Legacy Emanuel) and re-route off ramp freeway traffic to Russell (for East) and down around to Interstate (for North).

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17	x			<p>I live on the corner of Rodney and Ivy, 2 blocks north of the intersection of Ivy for 6 years. I have concerns with proposed changes to the through-traffic diverter at NE Rodney and Ivy. I own my home and my income is from renting out rooms to people new to Portland. For much of N and NE Portland Rodney is the only viable route to downtown for people who are new to bicycling for transportation. All other routes have steep hills, busy motorized traffic, or both. For me and my tenants, it is imperative to make Rodney as quiet and safe as possible for all vulnerable road users - people on bicycles, people on foot, people in wheelchairs, etc.</p> <p>My concern with proposed changes:</p> <p>1) It fails to eliminate cut-through traffic <i>southbound</i> on Rodney in the a.m. rush-hour. This will allow people in cars to dodge the congestion at Fremont and Vancouver by ducking south on Rodney at Fremont, then cutting back over to Vancouver further south.</p> <p>2) It fails to eliminate cut-through traffic <i>westbound</i> on Ivy in the a.m. rush-hour. Before the diverter was installed, there was a steady stream of frustrated drivers using Ivy westbound and the New Seasons Paking lot to</p>	<p>PlESE keep the existing diverter intact. It is important for me, my tenants, my usiness and the safetyof my friends in Portland. (see Sheet 17 for name & address)</p>

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18	X	X		The new proposed one way street on Rodney will create a parking issue for Rodney residents because parking on Fremont will be reduced. You already have two houses and one duplex and all the Fremont residents that don't have off street parking. Do not institute the new traffic flow pattern. Keep the current diverter at Ivy and Rodney.	
19		X		I support the original diverter plan. As I bicycled through the neighborhood, I noticed a marked decrease in the speed of automobile traffic. The volume of traffic has also decreased making the street safer not only for adult cyclists but for neighborhood children as well.	
20		X		Not the way it currently stands the semi diverter may be ok. Let's address the real problem highway off ramp traffic. When exiting 405 force all traffic right on to Kerby down to Russell. Then cars will be away from Rodney & will have better access to lights on Williams & MLK. This will make the whole Fremont neighborhood safer & more friendly.	I also thought speed bumps were unnecessary & would rather have potholes fixed on Rodney because they are the real danger to bicycles.
21	X			Owner. I fully support the diverters to lower traffic on Rodney! I really want a better design though. They are not good looking now.	I ride my bikes with my kids and can appreciate the lower traffic on Rodney.

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22			X	<p><u>NO!</u> Increased amount of time to get & leave home. Cars traveling East as I'm driving West on Cook to get to NE Ivy. Cars parked on both sides of Cook & it always able to get thru Cook easily so that I can turn N on Rodney. Notice more cars traveling West on NE Ivy. Notice people fed up & picking up cones to get thru! Signs make neighborhood look "tacky".</p>	
23	X			<p>I live in the middle of Rodney, and I do <u>not</u> support the change. First of all, we do get a lot of traffic, Still! Also, the one way lane will cause more of car-bicyclists accidents. I was involved with one a year ago. This one way lane is extremely dangerous, and think of the kids that live on the street. All of these cars/bicyclists will be a danger to all kids. This one-way street will also cause cars to make a <u>blind turn</u> onto Fremont! This change will be a danger to children, cars, as well as bikes! DO NOT CHANGE IT!!</p>	<p>I already have a difficult time getting from work to home I don't need any more confusion or danger.</p>

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24	X			I do NOT want to change the traffic system, because I live on the middle of Rodney and without the diverter there are way too many cars on our street at rush hour. It will be extremely hard to get to our house at rush hour because of all of the traffic. It will cause many accidents and will be too busy. It is already hard enough with all of the traffic, so we do NOT need any more traffic.	It is very hard enough to turn to our house while going on Fremont and turning right onto Fremont, turning right or left, so we do not need an more traffic or confusion. DO NOT CHANGE IT!!!
25		X		I support diversion on all neighborhood greenways. Diverters are more effective than speed humps or the perceived threat of enforcement. It appears in theory the new one way diverter might be effective... but it does not do as much for multiple direction traffic calming as a diagonal diverter.	I would hope going forward that PBOT puts more weight to safety & comfort of all Public Right of Way users than to the convenience of a few and, not to personal property storage (i.e. parking).
26	X			I support the original diverter design. The new design renders Rodney difficult to access.	Ivy residents have several options to access the area. The new diverter will put all impact on Rodney.

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27	X			NO I do not support he idea as it would benefit only a handful of people/residents while the majority would have greater difficult reaching their homes.	The development of Williams should have been proceeded with proper traffic management given the volume of development that has transpired. The residents, indeed anyone that commutes in this area is at risk. In short traffic is not only a (???) but is a danger. Speed bumps, traffic lights, etc. are the only solution.
28	X	X		YES! I support all measures to improve Rodney as a bicycle thoroughfare above other uses.	Pleas fix Rodney's hazardous pavement south of Fremont and flip <u>all</u> possible stop signs.
29			X	Live on NE Cook St. (113) I actually support the original diverter.	We need traffic patrol in our area. Citations can help change behavior regarding speed. Thanks. (see sheet 29 for name)

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30	X	X		<p>I live in the middle of Rodney between Fremont and Ivy. I totally support the traffic diverter. While we still get rush hour traffic cutting from MLK to Fremont, we do not have traffic blocked for blocks. I do not support one way traffic on Rodney because it would create a corridor for traffic coming off Fremont which can be at a standstill to Williams cutting through to MLK. One way traffic would also make it extremely difficult for residents on Rodney between Fremont and Ivy to access Rodney. I was involved in a bike on vehicle accident turning left onto Rodney from Fremont and was sued by the bicyclist traveling E. on Fremont. There is no safe access to Rodney traveling West on Fremont. PLEASE LEAVE THE TRAFFIC DIVERTER CURRENTLY IN PLACE!!</p>	

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31	X	X		<p>Resident on NE Cook just off Rodney. *The semi-diverter plan looks a lot like the mess on Cook & Williams that people simply ignore. *I <u>enthusiastically</u> support the beefed up diagonal diverter. *The idea that people won't travel North because the street looks narrow ignores the fact that there are <u>several</u> 2-way streets that people have to share a single lane. *The stop sign on Eastbound Ivy at Rodney is blocked by a tree and people blow thought it <u>frequently</u>.</p>	<p>*We need speed enforcement on Cook St. between Rodney & MLK. *Please do the same study on Cook St. between Rodney & MLK as you did between Williams & Rodney. *It's <u>particularly</u> bad between 3:00 and 6 or 7:00 & some traffic patrols during that time would be <u>hugely</u> appreciated. *Cook St. between Rodney and MLK needs speed bumps. *If you're talking about adding signage, how about reminding bikes in these greenways that they are supposed to yield to pedestrians.</p>
32			X	<p>If there is a turn signal added at Fremont & MLK. It is very difficult to get into the neighborhood now.</p>	<p>NOTE: No flyers for this meeting were delivered to families on Fargo or Monroe. *Fargo needs speed bumps to slow traffic. *Move New Season's crosswalk on Williams & Ivy to the southside of Ivy to reduce conflicts. (see sheet 32 for diagram on back of page)</p>

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33	X	X		NO. I believe the East-west traffic is the biggest remaining safety issue on Rodney. Reverting back to allow E-W traffic at Ivy is a step in the wrong direction and will make Rodney more dangerous for all modes. We see MANY vehicles run the stop sign at Rodney & Fargo (where I live), resulting in danger and numerous accidents. This will also happen at Rodney & Ivy if it is reopened to E-W traffic.	