

6. COMMENTS	
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1	I like the proposed "Bikes May Use Full Lane Signs." I have a 40-year old colleague who lives in the neighborhood who currently doesn't bike for transportation because she doesn't feel safe. Improvements to Clinton will help a lot for people like her.
2	There is a lot of contention over how to address Clinton St traffic problems with the immense growth occurring over the last few years in our neighborhood and overall city. Clearly <u>local</u> residents both cyclists and bike commuters need to find a common ground in this problem that relates to the safety of us <u>all</u> and alleviate the tensions caused best as possible. Both parties need to act <u>responsibly</u> and considerately of the other on the road. I have lived off of Division and Clinton St. for over ten years. The increased volume (12th) (and 35th place) of speed and traffic is impossible to deal with. Currently, in front of our home on 35th Pl. and Clinton, it is not uncommon to see accidents and everyday cars going at all times of day over 30 mph. I routinely have cars hit me, pull out in front of me at the risk of accident, or yell at me almost that I need to get out of the road when I am responsibly sharing the lane on a <u>designated</u> bike greenway. The City needs to check itself on unregulated development if it had with the Division explosion then the neighborhood wouldn't be confronting this mayhem. Now the City needs to implement all appropriate action to fix the traffic problems and they need to prioritize it fast for the safety of residents. Don't throw away the opportunity to save and help what makes this city desirable.
3	Love it. All the suggestions. Diverters especially. As much incentives as possible please, to encourage less driving. In my opinion, more biking, walking and busing with less driving equals a safer neighborhood, a desirable neighborhood, and healthier <u>neighborhood</u> .
4	NONE
5	Needs Chavez-style diverter & signal at 50th. 26th Plaza (better block demo) should be built.
6	Traffic diverter at 29th & ??????? 34th to one way seems to be the two most ?????? Propositions. Please fix things before my girlfriend moves to Detroit.
7	Changes should be implemented gradually - and impacts evaluated carefully - negative feedback should be carefully considered. <u>The auto diverter at SE 17th looks impractical - No access to Powell - 12th & Clinton already an impass.</u>
8	The safety concerns on Clinton St. are increasing daily. The proposed changes are encouraging and will go along way to study the <u>problems and remedy the situation. Thank you for all your hard work.</u>
9	29th is a really bad location for a diverter, due to the already large volume of traffic it gets from the carts. Putting the diverter at 29th will make it unsafe for residents of 29th to back out of their driveways, possible increasing car accidents. It will also make the <u>street less safe for children. Can the diverter be placed farther up Clinton??</u>
10	Get #10 off Clinton. Improve traffic flow on Division (light timing during peak hours). Traffic diverters may improve bike safety on Clinton, but what about adjacent small streets? No mention of the importance of 20 MPH vs 25 MPH and safety/survivability data. Speed Bumps - YES! May want to coordinate with BDS re: @15% increase in auto traffic since 2008. Would like to see a more systemic approach to reducing traffic in Clinton. Making it more convenient for motorists to drive elsewhere vs just making it <u>inconvenient</u>
11	I think this survey is poorly designed. It doesn't set stage, give any background, asks people to like or dislike the whole package at once. Does everyone here think there is a problem, see it in the same way, etc.? I'm very much in support of these efforts, but this survey seems biased -- according to several people I overheard at various points in the room. We need to be doing a better job of helping people feel they're in this together to move away from the bikes vs cars.
12	Thank you so much - so nice to feel like we've been heard. How can we help educate folks about the benefits a streets where pedr and bikes have priority? <u>How can we invite people to try this, if it's new to them?</u>
13	All of these changes are great. I strongly agree that adding more diverters will make Clinton a more liveable street. I also support <u>daylighting intersections on Clinton & Division to make it easier to see to turn & be seen.</u>
14	50th & Clinton needs work! Need change at 12th & Clinton, badly. Lines of cars! Diverters needed, best at 17th, 29th, maybe more? One-way going north on 34th - big YES!! Street too narrow for safe passage currentliyu. Relatively minor parking loss considering substantial safety and traffic-calming benefits. Newwed to make it easier to turn onto Division for cars. (example at 50th) and also 20th & 4 New Seasons) 26th needs major change. Plaza idea is great, limit turns! "Bikes may use whole lane" signs - YES! Drivers don't seem to understand that. Also remind to pass wide at least - 3 foot leeway, please!! Thank you for helping to make Portland bike safe. I hope for the day I don't fear dying when getting around town. Love!
15	I'm pleased to see the diverters. You'r trying, thank you for helping make it safer for people walking & biking on our Greenway! I would suggest including "Safe Routes to School: in the plan, and consider the needs of kids & families crossing Clinton on foot - especially New Day School at 18th/Clinton, which isn't eligible for standard school zone signage because it's a pre-school (!). A marked crosswalk at 18th would be ideal. PLEASE include a stop sign or RFFD at 50th in phase 1! I'd love to see more signage off Clinton and/or an education campaign that supports the importance of our greenways & why they need to be safe.
16	put in 14' speed bumps

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17	Current plan looks great! Crossing improvements at 50th are CRUCIAL . Flashing beacon at minimum. Visibility improvements for turning vehicles onto Division from the south - great way to encourage local use of Division. Easy solution: enforcement of ORS 811.550 (already state law! would just require a little yellow paint - cheap!) Improve intersection @ 11th & Division to discourage cars S. bound on 11th from blocking intersection (occurs when train stops traffic) Left turn improvement @39th & Division! "Bikes May Use Full Lane" signs on all bikeways w/ sharrows please! I think I prefer 29th for a diverter over 28th ave/pl. Yes please to improvements to 26th & Clinton intersection. Too much wasted asphalt at current @ NE and SW corneres. Poor pedestrians. Something to recommend drivers of cycling btwn 21st-26th beyond 'bikes may use full lane' would be great. And a neat artistic opportunity. Please make diverters aesthetically appealing! Planters are nice. Flimsy plastic is not.
18	I live one block south of Clinton and use bicycles as my primary mode of transportation 9for the past 50+ years, 30 of them in the neighborhood) I don't drive often. Use a bicycle trailer on Clinton street. I look forward to cycling on Clinton street with my granddaughter when she's old enough...Clinton is an excellent E-W corridor for bicycles, but in my opinon too many drivers use it as a thoroughfare!
19	I live on Woodward St and have concerns about the pass through traffic between 50th and 52nd. It is especially high during school - Franklin is closed for 2 yrs due to new build. Have traffic slowing devices/limiting enhancements been considered there?
20	Lincoln is also an issue. :) Thanks for your work.
21	Clinton has visibly become less safe in the past 2 years. I am on this street every day for the past 40 years. To many motor vehicles in a hurry, disregarding traffic laws and safety of others.
22	We live at 30th Ave between Clinton & Division. It's difficult to turn west (left) onto Division in the morning because of the traffic. Diverters on 29th would cause me to wiggle over to Woodward. We have 2 kids at Abernathy, so we are supportive on bike safety on Clinton - but we're feeling the squeeze with parking & density.
23	SE 17th to SE 12th is an employment zone. Local is not just residents it is also the employees who work in the area full time.
24	I support but would like to see more. Improve the crossing at Clinton and reduce turning onto Clinton - I would like to see diversion not speed bumps. Please implement changes to 26th/Clinton, make it a plaza and serve as a neighborhood hub. Even with diversion I'm still concerned about 12th and the conflicts in this area with morning motorists rushing to get to the right turn onto 12th.
25	Please one is not enough. Too little too late. These are great "baby steps" toward making this a bike Friendly street. Do more!
26	Car traffic is very heavy on Clinton, it's stressful as a cyclist. Barrier @ 39th is great , very effective. Barriers/diverters at 17th, 29th, and 35th seem like a great idea. Thanks for working on this! I don't live on Clinton but bike every da between home @ 40th & Holgate & work downtown.
27	Thank you for this. Every morning and every evening commuting to and from work is a dangerous experience. Cars turn left onto Clinton with bike sin the lane forcing them into parked cars. This will make a huge difference.
28	I ride the Clinton Greenway everyday from my home in South Tabor to my job in downtown Portland. Our 9-yr old daughter attends school downtown, so I often commute with her, also via the Greenway. While I greatly prefer Clinton over any other option, I'm afraid it doesn't work for families, because it is simply too dangerous as it is now. We are constantly buzzed at high speed, honked at, and yelled at on this street. I fully support the proposed actions and would urge a 3rd diverter!
29	When I go from Lincoln towards Powell, west of Chavez, east of 12th, and cross Clinton (example: on 22nd Ave) the speed of car traffic on Clinton is alarming. Division is easier to cross where there is no signal because it is predictable & steadies. clinton seems to have cars "dashing". These plans for calming on Clinton are very necessary! Thanks, Mary Winzenried marjwinzen@gmail.com
30	There needs to be a diverter or other traffic reduction device to reduce morning traffic from Powell to 21st to Clinton. This is a HUGE source of AM traffic. No Entry 7AM-9AM signs on 25th-20th would help greatly.
31	This hurts access to are neighborhood. We can't drive Division - Traffic is stacked up. 11th ave is backed up becaue of Max. Bad Idea!
32	The Northbound for autos on 34th is sorely needed. I support this wholeheartedly. If you can only do one thing, do that. Pease & thank you!
33	
34	Proposals seem to totally ignore very significant safety issue of turning L onto Division from streets w/o traffic signals. Even a L @ 34th or 26th or 17th allow too few cars through one signal. Why didn't you notify everyone living on Clinton & half-block each direction. Proposals are way out of balance.
35	Neighbors on Woodward are also seeing cut-through traffic. I'd like to see support (diverters? Speed bumps?) for them too, otherwise buy-in is difficult. Please consider left turn signals on Division/39th North/South turning. Local traffic from below Chavez uses Clinton so they can safely turn left at Clinton/Chavez. This would encourage them to go to Division! Sharrows markings are not present 34th to Chavez - for 1 year now. Signage to inform bikes to ride ON the Sharrow markings!! Tonight I rode from 35th Ave/Clinton here. Due to accident on Powell, auto traffic was insane on Clinton. A perfect example why this mitigation is needed...keep up the hard work, and help make Clinton a safe street again. Thank you!

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36	Are speed bumps the best option for slowing traffic? I've seen many cars that may slow down, but then they floor it/speed up once over the bump.
37	This is long overdue, can't wait to see the changes!
38	Keep Clinton bike friendly.
39	I bike daily with my son (7 yrs old) to Abernathy on Clinton. Car traffic on Clinton makes what should be an enjoyable time with my son in the morning and evening instead a very stress filled experience.
40	I'd like Clinton to be a proper greenway, safe for non-car traffic. I'm not against drivers in the neighborhood, most of whom I assume are well intentioned and mostly are nice. With construction and changes on Division we've seen a lot of unsafe driving in a space that should be safe. Lower speeds and better communication that bikes belong.
41	Lack of improvements to address pedestrian safety which is mostly a risk from cyclists not cars. Also I think the gap between optimal mph and existing is really modest esp. considering speed limit is not 20 mph. I don't think changing posted mph will have significant impact. I find drivers generally safe along Clinton. (Also serious cyclists will not stay below 20 going downhill during commute hours!)
42	I live at 4204 SE Clinton, and I'm so pleased this is happening, but the proposed speed bumps will do NOTHING to discourage westbound AM cut through traffic from SE 50th onto Clinton. Around 8-9, the traffic on 50th waiting to turn left (west) on Division backs up, and turning west onto Clinton is so easy/appealing. I see cars 6-10 deep going 30-40 mph some mornings.
43	This is great! Does not go far enough! We need diversion at 21/26 (work it out w/ Trimet). We need diversion @ 50th. We need "no left" signs at 21/26. We need 30s diversion in Phase I. We need better education that greenways are for human beings.
44	Speed bumps on my block will be annoying, but it's worth it to preserve our greenways! Thanks!
45	We bike commute every day, year-round, on Clinton (& live on SE Woodward). Our 7-y-o bikes daily to Abernathy with us, and the street has become increasingly dangerous. As a designated Safe Route to School, Clinton is a failure. I am the Walk & Bike Coordinator at Abernathy, and I hear constantly from parents who are too scared to bike with their children on Clinton. This needs to change! We need diverters now!!!
46	My only concern is the lack of diversion between 29th & 39th. I love the idea of a diverter @ 35th Ave. Send a strong message about the purpose of the greenways! Thank you for all your work.
47	I really like the proposal for SE 34th. It's an important bike connection to points north. Consider advancing the plaza at SE 26th further.
48	These are all great improvements, but do not do enough. There is a momentum here to make this a world-class space. Let's do this great first step & keep our eye on what's next.
49	I drive thru the Clinton/26 intersection 2x a day, 4x a week at least. I strongly support the increase in a pedestrian "plaza". The current configuration is confusing & dangerous for all. I support all the other improvements as well. I live on Harrison & 28th & support having designated bikeways as car free as possible. This is the place to improve bike access! This is the time to improve bike access!
50	Recent changes on Division appear to have led to more traffic on Clinton. As someone who lives between Clinton and Division on Ivon street, we hope future changes to Clinton do not mean more traffic through Ivon St. Rush hour on Division sees many people drive rapidly off Division in frustration (and high speed) to take a "short cut" with less traffic through Ivon St and/or Clinton street.
51	Entry diversion at 50th and 12th long term is critical, this is a great First step.
52	We support safe bike routes downtown & auto drivers should too - it reduces traffic!
53	I commute daily on Clinton on bicycle. I have ridden in Portland for 4 years and in Boston MA for 6 prior to that. The current atmosphere on Clinton is toxic and there is palpable and dangerous tension between cyclists and drivers. I am passed daily in dangerous ways and have been threatened for using the full lane. I currently will not take my 3 year old son on this street in a trailer. This is flat out not a safe environment for anyone. Please implement these changes ASAP before someone is injured or killed.
54	I use SE Clinton to get to both Abernathy and Atkinson Elementary schools. This means I do a round-trip on the greenway 2x/day, not once like people that commute downtown. I applaud the design and look forward to getting non-local traffic off of the local streets from 12 -> 52nd and Division to Powell. I suggest you look into why the #10 bus cannot be moved to Division though; the #4 bus was able to turn onto 26th while Division was shut down for paving. Thank you for fixing our Safe Route to School and making it actually safe!
55	I don't enjoy getting hit nearly weekly while bike-commuting on Clinton. It has become much more dangerous to bike on Clinton in the past 6 months. I'm very looking forward to the proposed changes.
56	I strongly support the proposed diverters and believe they are essential to getting auto volumes down to a level that makes this a safe/comfortable route for bikes. I am also a big fan of Bikes Use Full Lane signs - education and awareness is a very important piece of the solution. Thanks for your work on this PBOT! You have my support on these proposals.

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57	As a biker, I've notice substantial increase in car traffic, increase in car speed, and an increase in parked cars on Clinton. On a dark, rainy day, when there's arguably less visibility, I will take Lincoln St. to avoid the traffic because I consider it safer and don't trust cars on days like that. With the Tilikum bridge opened, it is out of my way to take Lincoln so Clinton will be my primary avenue. I would advocate for a safer street where all travel is safer and the proposed changes seem to have a lot of potential.
58	There are trade offs to any traffic chagnes, but making Clinton safe for bikes will have a positive impact on all current and potential <u>bicycle ridres.</u>
59	Please no diverters @ 29th & Clinton. Streets were originally built for cars. Frank Ivancie once said, "Portlanders are not going to give up their cars." Catering to bikes is unfair. We can't all walk, I'm 92 years young and I use Clinton street to get to 26th & Clinton.
60	Clinton has too much automobile traffic volume and motorists are traveling too fast on Clinton. Please install automobile traffic diverers, lower speed limit on Clinton to 20 MPH, install speed bumps, and install BMUFL signs. I would also like to see pedestrian plazas and pocket parks (Holman Park) on Clinton. Clinton should be transformed into a Dutch woonerf!
61	Thank you so much!! :)
62	Rush hour on Clinton is unsafe between 12th & 21st. Don't know about Clinton further east.
63	We are a bicycling family :) We live at SE 14th and on Clinton for 13 yrs. Both of our children bike to school & we bike to work. Going up Clinton is easiest route to Hosford MS and Cleveland HS but since Division was reduced (we support less lanes on Division :)) biking on Clinton can be dangerous. Actually too many cars , people rushing, New Seasons shoppers, etc...We support this great effort to make our area safer right outside our door! We have seen many "almost" accidents. Right now, we urge our kids to get off the bike pathway on Clinton & use side streets! We thought building MAX & blocking drive through on Clinton at 12th would help but right now it is difficult. We support Max, Division Vision & ALL barriers or other ideas to help our road!
64	It's a good start. The turn phase proposed to Division/Chavez might solve as many problems as several other changes collectively. Together, the improvement should be huge. I strongly support diverting cut-through traffic to inconvenient streets, rather than <u>nice, comfv signalized crossings.</u>
65	All this nonsense is to appease a small group of overly loud bicyclists. All the traffic on Clinton now will jus tget diverted onto Woodward St. Woodward is too narrow . This is going to cause huge problems for those of us who live on Woodward. I deeply resent my taxes being used this way. Stop this nonsense.
66	As it is, Clinton provides a prisoner's dilemma which leads to the most aggressive drivers benefitting from a direct, mostly stop free route from 39th to 12th. This needs to be corrected, and the proposed changes should do the trick...like we've know forever. IMPLEMENT THEM.
67	Once we constrain ue of a street - we create a bigger problem for the neighborhood - residents and businesses. The impac to four neighborhoods popularity is causing every inch of our roads to need to be accessible to all modes - right now Clinton works. If the diverters are added - we will be creating congested, confused blocks with tourists, and out of town visitors - here to eat on the weekend with one less way to get their big vehicles home. :) But really, there could be negative impacts once car traffic is <u>constrained on these blocks</u>
68	No parking enforcement, complaint-based U turns in middle 33rd & 33rd place, will increase. Might actually be more unsafe -> <u>increased Bike Speed & illegal turning.</u>
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70	More Bioswales on Clinton between 21st & 26th!!!
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73	"Bikes may use full lane" signs don't do anything. (Same with speed bumps. Many drivers don't care!) Infrastructure is the only way to be certain that vehicle volumes and speeds decrease. People who don't care about bicyclists or their impact on Clinton will not pay attention to a sign. I understand Route 10 needs to use the Clinton/26th slip lane. But what if the route changed to be Ladd-21st-Bush-22nd_Gladstone-28th. This would allow even more improvements to the intersection. Please collaborate with TriMet to see if there are any other options to make Clinton/26th better for peds/bikes without hurting businesses or transit users. Please note that many vehicles turn onto Clinton (or pass Clinton) on 20th heading south because they are coming from the New Seasons. I very often encounter vehicles at this intersection. Is there something you can do here or at New Seasons to prevent/discourage drivers from coming from New Seasons onto Clinton. If they are local residetns, they should walk or bike to the grocery store, not drive. Please implement paid on-street parking at the business district on Clinton and all along Division to discourage people from driving to this area. They may be more likely to walk/bike and it will improve traffic flow as pricing ensures an empty space, so people don't need to drive in circles in the neighborhood. Please consider unique pavers or asphalt colors so drivers know this street is not like others.
74	I want diversion at 12th, 17th, 26th, 29th, 35th, & 50th. Repaint the no pass stripes. Bikes may use full lane signs every block. Left turn prohibitions at 21st & 26th. Pedestrian plaza at 26th. Implement the 34th reconfiguration.
75	I would like to bike with my first grade son to abernethy on a regular basis. However, the car traffic volumes & their erratic behavior keep me from being comfortable allowing him to bike on Clinton.

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76	All options proposed for diversers will be expensive & devisive. Do this: Low cost Fixes: 1) Change & Enforce speed limit of 20 mph on all designated greenways - 15 mph! 2) Limit truck traffic on greenways - by size of truck - anything over ___x tons - ie: no semis. 3) ALL MODE EDUCATION - Bikes! Peds cars all need to follow the rules!
77	Speed limit < 20 mph on clinton - enforced
78	Diverting traffic onto 29th is going to cause a fatal bike accident. There is a steep hill on 29th between Div & Clinton and bikes ride side by side up the hill and cars come from Clinton blindly over the hill. A bicyclist is going to be killed at the top of the hill if you divert traffic onto 29th instead of 28th Place. Where the street is flat and there is a stoplight.
79	As a start? We need no through driving on Clinton in either direction. Complete Block every few blocks
80	I support a proposal that prevents through traffic on Clinton and also slows local traffic. Multiple diversers appear the only solution to prevent through traffic. Please don't be timid. We need Clinton (and all our neighborhood greenways) to be safe for everyone. (I'm 63 years old and afraid to ride on Clinton!)
81	A diverter for Westbound traffic between SE 50th & Cesar Chavez could be nice. Bu t overall, I think the proposal looks like the right set of solutions to start with. I ride the entire length of the study area with 2 7-year-olds most morning, and these changes will help us to feel safer and make it possible for more families and kids to use the facility.
82	Improve the traffic signals at 12th & Clinton and 11th & Clinton...As it stands now, there is a red light (for bikes) to cross 12th when the train barriers are down...and we're traveling PARALLEL to the train! Why can't I cross then?!?
83	People living on Clinton need to be reminded to trim trees and shrubs that impede a walker's progress and can even be dangerous. Also uneven sidewalks need to be addressed. Repainting curb cuts & crossings need to be done. Also do not approve of bicyclists riding 3 abreast up any street. And auto is still the major mode of transportation.
84	The planned diversion will create too many unsafe conditions. Cars turning right (diverted) will cross bicycle traffic that is continuing through - - or will you be installing stop signs to stop all traffic? Westbound cars diverted between 34th and 26th (not including 26th) will be forced into a very unsafe left turn on Division. Why not place the diverter at 26th Ave? Or make the diversion at 29th only for the eastbound lane?
85	I love the "Bikes may use full lane" signs!
86	Creating two vehicular right angle turns - one off of and one back onto Clinton - imperils bicyclists far more than vehicular traffic that is parallel to bicycle traffic. Reduced vehicular speed limits is a more effective solution. Creating a one-way couplet on Clinton and Division streets may also be a better solution, similar to NW Everett and SW Stark Street with one traffic lane and one bicycle lane. Modifying signaage on Powell and on Clinton as suggeted on one of the PDOT posters should also be implemented. Channeling commute traffic through narrow neighborhood streets creates a whole new set of safety problems. Traffic diversion is not calculated to address the root problem of bicycles co-existing with vehicles.
87	I travel by bicycle from 52nd & Powell to Clinton all the way to 21st on the route to Hawthorne. Sometimes I travel to the end of Clinton St to navigate up the Hawthorne via the path near OMSI. The best proposal so far, not in Phase 1, is in the "May Use Full Lane" signs. Diversers are the next good idea. However, without enforcement of car traffic all of this is pointless. Drivers need to be made aware of the safety rules being implemented. I see very little regarding that in this planning process. Instead, bicyclists are pulled over and given citations when drivers should be instead. Enforce the speed limit for drivers.
88	My primary concern, & the situation I run into most often, are close calls between cyclists & vehicles looking for parking. Usually see issues between 28th & 36th, or thereabouts. Keep up the work!!
89	A full diverter @ SE 17th Ave "Bicycles may use full lane" signs I think Portland's greenways should be modeled after Vancouver, B.C.'s greenways.
90	Physical barrier preventing vehicle entry is needed on north end of SE 34th & Division. (not just paint/signs). Entry Diverter needed at SE 50th/Clinton. Full Diverter at SE 29th, NOW! Not later. Use Vancouver BC's green way system as a model for Portlands green way Network. Full Diverter at 17th Now! Diversers every 5 blocks!
91	I bike w/ 2 kids to Richmond. Clinton would be directly on our route but is too unsafe for little ones. Othe rideas have you considered: Left thurn phase Divicion/C. Chavez? Chicanes between 12th & 26th, or E of 50th. Better bike xing @ 50th? Diverter @ 17th would shunt traffic to Ivon, Woodward?
92	I've commuted by bike on Ankeny, Salmon, and Clinton. Clinton is by far the worst in terms of interactions with aggressive and speeding autos. There's a real need to discourage "cut-through" drivers from 12th-39th. I'm somewhat skeptical of speed bumps from 39-50. Car traffic is much lower there, plus the existing speed bumps don't really seem to slow people down in 12-39.
93	Cars may not pass bikes.
94	One way on 34th makes sense, but without any loss of parking. Why screw the residents more? It is difficult and unsafe to get from Clinton to Division on most streets. There are now so many parked cars that two cannot pass. And turning onto Division is unsafe because of poor visibility onto Division.

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95	I live on SE 29th Ave between Division and Clinton Streets. There is already a very high level of traffic on my short, narrow section of 29th Ave. My house is at the bottom of the hill on 28th and people drive so fast it is often unsafe to pull out of my driveway. The food cars are at the end of 29th and all available parking in front of my house is used by Dinner tourists. When the cars are parked in front of my house, i can't see to safely pull out of my driveway. Please reconsider the traffic diverter on 29th Ave. This is a very unsafe street to add so much traffic.
96	When the Division St rush hour lane was eliminated I immediately notice and increase in traffic on Clinton, myself included. Powell is always busy during rush hour & Division backs up as it is. Forcing traffic off of Clinton will only make those streets worse, encouraging more traffic through the neighborhood. Traffic on Clinton is already slow & safe - If the bicyclist obey the traffic laws - which they rarely do. I can share the road & often do as a bicyclist without issue. This seems to be a solution in search of a problem. You created an issue in regard to Division, don't put that traffic onto residential streets, getting daily use down to <u>1500/day is an absurd suggestion</u>
97	1) Please consider using 28th Pl. instead of 29th for the diverter. There is a stoplight at Division & it's much easier to safely drive through. 2) Please, please be careful with diverting cars (eastbound) onto Woodward @29th - there are tons of kids & older people on this street & it's narrow and already busy. We are so worried. It's gotten so crowded since Division was overdeveloped. 3) I think the 34th one way is a good idea.
98	I live nearby (Sellwood). I patronize some businesses on Clinton & on division; reaching them most often by bike, occasionally by car. My interest in this issue is 1) Being able to reach businesses in the cold. 2) Using Clinton St as a safe bike route east & west through SE (and pedestrian) Portland. I also endorse safe bicycle transportation in general to maximize healthy, non-carbon-emitting transportation, to which these would necessarily contribute.
99	I especially support diverters at 12th & 17th.
100	We need to build real bike infrastructure in the city. Paint does not count. People need to feel safe in order for more than 60% of the population in the city to get out there and bike. I recommend you make one or two proper greenways in the town (separate bike lane) than a bunch of half ass ones. The poor earth is struggling w/ global warming too, we need to get folks out of their cars.
101	Please do not spend all of the funds between 39th & 12th. The stretch from 39th-50th has very high speeds and is very dangerous. Needs many traffic slowing devices. Also, given future land use plans, paying attention to connections across 50th (Access to Lents Town Center & other future developments) & will pay dividends in the future and leverage recent investments in (wonderful) improvements to 52nd Ave. Also, better bike signs (could be called bike diverters) routing bike south of Division St. will make drivers happy and increase bike safety for our newer residents on Division main st.
102	I live on SE Clinton & 43rd. People drive SO FAST down & up that stretch of Clinton. It's not ok - we have little kids around & bike folks too, & drivers ___ (because there's NO indications otherwise) that it's a good place to zoom zoom their Ford Broncos, or whatever. <u>Please help us fix this! Roundabout, bumps, signs!</u>
103	Traffic enforcement would go a long way for helping improve travel conditions on Clinton (bikes & cars). Post speed reduction signs FIRST!! Diverters to discourage cut through traffic from Division between 21st ->34th is strongly encouraged. MORE SPEED bumps to slow auto speeds on Clinton St.
104	Hope it works - sounds great on paper. Thanks for the opportunity for input. Love the "post it" map.
105	THANK YOU! These changes are so needed. I live and work on Division, and get around exclusively by bike (do not own a car). Clinton is the lifeblood of my commute. I go up and down it by bike multiple times per day, and not a week goes by w/o a scary encounter w/ an impatient driver. These diverters will save lives, get more people out walking and biking, and make the neighborhood much more pleasant to be in. To add to your great starter list 1st, please consider the: - parklet/codesign of the 26th intersection. - diversion b/w Chavez & 50th - signalized intersections at 50th! - "Bikes May Use Full Lane" signage throughout the greenway. And don't stop! These small investments allow more & more people to feel comfortable on a bike. Anyone from 8 years old to 80 needs to feel at ease on the greenway.
106	Not super clear about diverter on 29th or what the 2 options would impact. A little foam core mockup would be nice.
107	
108	I believe, throughout the city's greenway system cut-through traffic is a major problem, if we are ever to reach the goal of 20% bicycle mode share. I support this project on Clinton Street and any further projects that reduce user conflicts on neighborhood greenways. Thank you.
109	I would love to see all the proposed changes. The diverter at 29th is especially welcome. I and my wife use 34th between Clinton and Division and would love to see those changes as well.
110	
111	Thank you!
112	Clinton street needs traffic diversion to keep it safe as a neighborhood Greenway. I support the proposal changes! My concern is that if there's no diversion at SE Clinton and SE 12th, vehicle traffic will cut through the side streets between SE 12th + 17th at light speeds. I live on SE 16th near the corner of Clinton and we already experience a lot of fast through traffic at peak times.

6. COMMENTS	
Sheet #	
113	Need to include enhanced signal timing on Division in phase one. Consider working with police to have some random days of speeding traffic stops-or just visible presence. Always acknowledge clearly how difficult it is to make multi-mode system work well and safely (use a less jargon name-I'm not finding one right now). Say again and again that it depends on all of us as being thoughtful, alert, working together . Thanks!
114	The diverter at 29th needs to be sensitive to the Hosford Middle School kids crossing Division at 28th Place. Similarly there should be some acknowledgment-signage-street marking that designates between Clinton and Division in SE 14th where there is a crosswalk for Abernathy. These are young students, new bike riders, and crossing from Clinton to Division needs to be very safe. Poss corridor enlarging the crosswalk, across Clinton at 14th.
115	Cut through, aggressive, Auto traffic on neighborhood Greenways is not safe and will not allow us to meet the cities multimodal transport goals.
116	Diverter are essential to achieve goals of reducing auto volumes, and-most importantly-increasing safety for vulnerable road users . Thank you-strongly support those improvements...toward vision zero.
117	I'm slightly disappointed in the format of this open house. In true Portland political fashion decision have already been made "behind closed doors" w/ the input of all interest groups except for the home owners who live here. Diverting traffic (cars) on Clinton w/out doing anything else for the neighborhood streets that also go all the way through (Woodward, brooklyn) will do nothing but divert that traffic to the surrounding area. Streets not onto Div. Clinton is historically on Main street (below 26th) In my neighborhood we have two: Clinton & 21st. You're shutting off access to a main street & forcing it onto smaller/skinnier neighborhood streets.
118	please address 50th Ave access to Clinton (westbound) if cars traveling North or South on 50th are not able to turn onto Clinton it would reduce A LOT of rush hour car traffic on clinton! I know because I live there and I regularly hear clashes between cars and bikes. (near misses)
119	
120	I love the idea of diverters and really limiting cars ability to enter Clinton. I think ever since the construction on Division, where cars were encouraged to use Clinton, it has been discovered that its flow is much smoother, which has been drastically less safe. I would like to see decreased parking on the corners of Clinton, to increase visibility and safety-as a nighttime rider, this is the scariest part of the ride for me.
121	I live on SE Woodward and am likely to see increased traffic on my street but I still favor diversion because of the importance of Clinton as part of a city-wide bicycle network. Clinton needs to be repaired to live up to its stated purpose as a low-stress bikeway. A safe, accessible bicycle network is key to improving bicycle mode share and meeting our climate action plan goals. Even the best-intentioned drivers can make a mistake, but people in bicycles bear all the risk for these mistakes. This is a key part of vision zero-use road design to mitigate human error. That means reducing car traffic (so fewer potential crashes) and lowering speeds to make for more survival collisions. This is not just about bicycles-Clinton should be safer for people walking and the neighborhood residents who will still use Clinton for local access.
122	Diverters would be great! Seems to really work @ 39th Ave. New business on Division seems to have increased traffic on Clinton near us between 30th and 31st. Lots of conflicts @ the traffic circle @ 31st. The circle doesn't seem to slow cars and creates lots of illegal left turns.
123	One request to add a stop sign to wetbound Taggart and 25th if you can. Bad visibility if traffic starts flowing around Clinton. This is why I moved from the southwest Portland bike mess, thanks!
124	I have lived in SE Portland for 10 years, and very much support diverters on Clinton. The auto and bike traffic have both increased cars on Division, bikes on Clinton.
125	I am very concerned about safety on Clinton Street. I have been commuting every work day for the last 6 years and have noticed first hand the increase in car volume and car speed. Thank you for working on these proposed changes.
126	The intersection of SE 50th + Clinton needs to be safer for cyclists crossing 50th. Vehicle speed on SE 50th + vehicle speed-past cyclist-heading East on Clinton, especially in the morning commute hours. Its unsafe for pedestrians and cyclists. Better, more visible, east-to-understand + celebratory signage on Clinton to inform all that bicycling and walking are the priority mode of transportation. Make Clinton accessible to vehicles, but make it so, keep traffic can only go slowly (the speed of cyclists) + enforce it.
127	I think you should have diverters for cars every 2 blocks. Also you need to consider the impact this will be having on SE Lincoln. Also you should consider diverters between 39th and 52nd, due to new developments.
128	(1) Woodward West of 26th has become major diversion since Division changes from 1 lanes to 2 (and w/ bikes and buses). (2) Need to change light at 26th and Division to a traffic light instead of a stop light. Bikes blow through stop light constantly. (3) Need more traffic enforcement for cars and bikes in neighborhood (39th to 10th/Division-Powell). (4) need "no left turn" at 26th and Woodward-traffic backs up there in morning with #10 (bus) stop at the same space. Traffic has diverted on to Woodward following completion of Division. (5) Woodward narrow to one lane of traffic just east of 23rd might need to go to no parking on north side from 23rd to 21st. (6) Whole neighborhood needs to have "no parking 30 feet from corner" like Seattle neighborhoods.
129	concern that business don't look the ability for delivery/vendors. Wondering if perhaps small delivery trucks be allowed at certain times of the day? Fully support make 34th one way-tha street is too narrow .
130	I support the proposal to put a median diverter & one way/control flow on SE 17th & SE Clinton.

6. COMMENTS	
Sheet #	
131	I bike daily to and from Abernathy from SE 31st and Woodward. The biggest problem we have is cars trying to pass us before the roundabout heading west down hill. Thank you for putting time + effort into this project to keep my 7-year old safe.
132	I bike only Clinton St. frequently, often after dark. The lack of diversion on this Greenway allowed for too much high-speed aggressive driving. I fully support this proposal.
133	please increase the enforcement of traffic rules-speeding, running stop signs by both cars and bikes and parking enforcement for hours past 7pm at the intersection of 33rd Ave + Clinton + 33rd Pl + Clinton there are cars frequently parked blocking sidewalks resulting in pedestrians having to lean into traffic (unsafely) to see if they can cross. There are also cars violating height rule parked close to intersection. It would seem that the city created this safety nightmare when it allowed development on Division. Maybe they could use some development fees to fund additional parking patrols.
134	(1) I mostly ride but will drive the few times I need to. (2) Eliminate stop on 17th.
135	I don't drive anywhere but I bike on Clinton to get to and from school. I also know of several other student that use it from anywhere from 21st and further east. Improving the quality of the Greenway would be much appreciated, both in terms of travel time and safety. 26th could also stand to be improved, primarily for safety reasons.