

SE Clinton Enhancement Project		
Please provide	Please provide any additional comments.	Please provide any additional comments.
Answer Options	Answer Options	Response Count
		183
<i>d question</i>	07/01/00	183
<i>d question</i>	03/13/00	73
SE CLINTON ENHANCEMENT PROJECT		
Number	Response Date	Response Text
1	10/07/15	I know it will be hard at first, but as someone who lives right on Clinton St I see near misses, egregious speeding, and a huge lack of collaboration with bicycles. And bicyclists aren't going away, do designating a street for them is a public health measure
2	10/06/15	I live one block south of Clinton on Woodward Ave. These proposed changes are incredibly frustrating. Already traffic and speeding has increased dramatically on the two streets just south of Clinton (Woodward and Brooklyn) since the "improvements" to Division made traffic there slow and jammed and care commuters regularly cut through to and from Chavez. This will only make the issue much, much worse for the rest of this family filled residential neighborhood.[] [] There are neighborhoods in deep SE that don't even have sidewalks! How could this proposal even see the light of day given the vast disparity in resource allocation that already exists in SE Portland is beyond me. The changes will NOT make the area safer for everyone and that concern has not come close to being addressed.
3	10/06/15	This is only going to push traffic further into the neighborhood. The City reduced the function of Division as an arterial by adding green street features so the buses block traffic. Maybe that wasn't such a great idea, huh?[] [] This issue is so divisive for our neighborhood, it's really making me sad. But making Clinton more convenient for a few while inconveniencing the neighborhood makes no sense. I've never had a problem biking on Clinton. I'm fine with cars passing me, I'd rather they do that than tailgate me. Move the bike boulevard to Woodward or Brooklyn if you want a safe, quiet street. [] [] If these changes do happen, when do I get a traffic circle on the intersection in front of my house to slow down all the traffic that's moved off of Clinton?
4	10/05/15	I've been a year round bike commuter on Clinton for the last 3 years. the biggest change in cars has been since the roadway changes on division (the green street changes and lane reductions) that happened at the same time as the construction closures. this appeared to lead to slower/more congested driving on division then a huge jump in cars on Clinton. The closures kinda seemed to help people discover Clinton as a cut through. I see so many on the way home that drive all the way from 21st to chavez. and many many going way to fast/running stop signs southbound from division cutting across Clinton at most of the 30's blocks.[] [] I am concerned that diverters will just move people up or down a block to cut through. If they are E-W diverters that may help, but again may just push people over a block. [] [] Would love to see stop sign and speed enforcement if you can spare the personnel.[] [] Don't see how lowering the speed limit to 20 will make a difference - people go over 25 already. Its the driving too close (behavior) and too many cars (volume) that makes things uncomfortable. I'm very comfortable on my bike and around cars, but cringe at the close calls -especially when I see my neighbors children riding to school and people blaze by in their cars. 20 vs 25 to a seven year old is the same result. [] [] Please publicize the next meeting more broadly!! [] thank you for addressing the issues on Clinton :)

5	10/03/15	<p>Having read the online materials and looked at the map, I'm still not entirely sure where exactly those diverters will be positioned or how they will impact traffic flow for cars.</p> <p>␣</p> <p>␣</p> <p>I'm a bicyclist first and a driver second. But, I do need access via car to my home, which is tucked into the awkward neighborhood at SE 18th and Taggart, where train tracks prevent access from Powell. The changes that occurred at SE 12th and Clinton last year already have made access to our neighborhood much more difficult. Coming from Powell at 12th, it is *much* easier to turn right on Clinton and go 6 blocks to my home, rather than having to divert to trafficky Division. Already 11th and Division is badly impacted by train closings multiple times a day; we have some serious issues at those crossings that need to be addressed before more cars can be funneled onto Division at that section. ␣</p> <p>␣</p> <p>Regarding speed bumps, I always oppose speed bumps. They favor heavy-duty vehicles such as SUV's, which cruise over them at full speed. Smaller, more gas-efficient cars are penalized and forced to slow way down, and even at a crawl, speed bumps can be uncomfortable in those vehicles. Additionally, I have a friend with a brain injury who finds speed bumps to be immensely aggravating to her chronic headache. Please forgo the bumps and let's find better ways to deal with traffic speed. ␣</p> <p>␣</p> <p>The one-way at 34th sounds ok to me, though again I'm not 100% clear on what that means based on the info I've read. ␣</p> <p>␣</p> <p>Thanks for asking!</p>
6	10/03/15	<p>I strongly support any measures that will reduce traffic and traffic speeds on Clinton. ␣</p> <p>␣</p> <p>The traffic circle on 36th would also be a great place for a diverter. The current traffic circle could be modified to force traffic off of Clinton.</p>
7	10/01/15	<p>I am happy to see that there is ongoing work to reduce cars on Clinton. However, I'm concerned that the focus seems to be on making Clinton less desirable for drivers rather than making other routes more desirable. The recent changes on Division have made it into an annoying and unbearably slow place to drive due to the reduced number of lanes, buses that now stop in the lane of traffic and parallel parkers disrupting the flow of traffic. Additionally Division needs better timed stoplights, more crosswalks and other features to allow so much traffic and pedestrian use in the same place. Until Division is made drivable, cars will continue to use our neighborhood streets as shortcuts.</p>
8	09/30/15	<p>The addition of the significant volume of added housing in the Abernethy neighborhood of late, coupled with the lack or affiliated parking spaces, and the creation of a food cart pod two doors down that generates a significantly larger influx of people than when we bought our house 7 years ago, makes me worried that these barriers will make it even more challenging to get around. As it stands, it is already nearly impossible to make a left turn to get the direction I need to go to take both of my children to two separate schools in the morning in Sellwood and make it back downtown on time for work. I already have to add 4-5 blocks of right turns to my commute, (including to get back to 26th and Clinton going west). While I'm all for safer roads for bikers, I'd much prefer adding additional speed bumps, stop lights, center east west dividers or photo enforced camera tickets to automobile violators, than to further complicate the lives of the neighborhood homeowners who must drive to work for logistical reasons.</p>
9	09/30/15	<p>Are there other plans in place to help prevent additional traffic on streets one and two blocks north and south of Clinton. Currently when traffic backs up northbound on SE 26th Ave at Clinton cars divert and drive down Taggart, Woodward, and any other way to avoid the wait. With traffic diversion will cars just turn down these streets for a block or two to return to Clinton later?</p>

10	09/30/15	<p>Thanks you for reviewing my comments!!</p> <p>␣</p> <p>I hope you are having a good day.␣</p> <p>␣</p> <p>I want to pass along what I believe is valuable insight for the Clinton traffic problems.␣</p> <p>␣</p> <p>I read a post on nextdoor.com by Robert Stein that points out that the root of the Clinton Street's traffic problem is the congestion on Division Street during rush hours. I am sure you agree that the increased traffic on Clinton Street is commuters looking for a quicker route. By making Clinton less car friendly without improving Division Street that traffic will move on to Woodward, Brooklyn, Lincoln, etc. creating dangerous conditions on those streets. The issue will not be resolved and more time, effort and money will be required to fix the problem.␣</p> <p>␣</p> <p>I am not opposed to limiting automobile traffic on Clinton Street but I do believe that a solution to the problem starts with addressing the cause not applying a band aid. ␣</p> <p>␣</p> <p>Robert offered several ideas to help ease congestion on Division such as limiting parking and making the street one way in the direction of rush hour traffic. Other changes that could help are improving/creating bus turnouts and adding a turn light for drivers making a left at the Division/Cesar Chavez intersection. ␣</p> <p>␣</p> <p>I am sure you and the city planners can come up with much better ideas but it is a start.␣</p> <p>␣</p> <p>I understand the the real problem is the number of cars and that getting cars off the road is the only true solution. But improving traffic flow on Division Street will go a long way to keep traffic off ALL of the residential side streets, not just Clinton.␣</p> <p>␣</p> <p>Please let me know if you would like to discuss any of these ideas. Your attention to this matter is very much appreciated.␣</p> <p>␣</p> <p>Brian Hanson␣ hansonb@gmail.com</p>
11	09/29/15	<p>Is there a way to make sure drivers moving crossing Clinton to Division can make a left turn somewhere between the lights at 34th and 26th? There is a manually triggered light at 28th Place, but I am concerned that it will not be accessible from east of 28th Place. Also, it would be helpful to add a left turn light at the intersection of Division and Cesar Chavez Blvd. This would be helpful for those residents who use the light at Clinton and Cesar Chavez, as the traffic revisions will force them off Clinton. Finally, the documents on the website indicate there will be a diversion at 29th Avenue, but the recent KGW report talked about it moving to 31st. 31st Avenue would not be a good choice due to a number of factors: first it is a narrow street where cars can not safely pass each other, second it is a hill with poor visibility which could lead to potential accidents in conjunction with the first point. Thanks for your attention to these matters.</p>
12	09/29/15	<p>I live one block off Clinton on SE 31st Ave. I support efforts to keep vehicles on Division, or better yet, Powell. There are many close calls between bikes and cars at the round-about on Clinton & SE 31st. I have personally seen 2 bike/motorist accidents here as well. I also worry about my 6 yr old playing on both Clinton and 31st, as the number of cars and the speed of cars (through traffic) have increased drastically on both streets. That said, I am concerned when driving my car out of my neighborhood and I am diverted at SE 29th to Division St, how am I to turn left onto Division? Not only is it difficult to see cars driving on Division due to many parked vehicles on the side of the road, but the traffic is heavy and at times fast. How do I safely turn left? 1) A left turn light (turning West Bound on Division) is needed at the diverted street. 2) Second, a left turn arrow is badly needed at the Division St light at Cesar Chavez for turning North on Chavez. Currently, it is very difficult to make that left turn onto Chavez and cars turn last second; it's dangerous. With the diversion on SE 35th & Clinton, I will no longer have the option to drive up Clinton to turn left (north) on Chavez at the light at Clinton & Chavez. These two issues are why I checked the "do not support" proposed changes. If traffic flow issues can be addressed with lights, then I will be in support of it. Otherwise, it will be stressful every time I leave my neighborhood by car. I also heard the SE 29th diversion may be as far up as SE 31st Ave. This would be a terrible idea, as SE 31st just South of Clinton St is a narrow, steep road, where only one car can pass through the street at a time. Cars gun up the hill, and the danger is that you can't see the cars at the top of the hill when you start up, so two cars are often stuck facing off with nowhere to get around each other due to parked cars on both sides of the street. Also on 31st, on that one steep block alone, we have 12 young children that play up and down that street with each other a lot. Diverting cars up 31st would be a disaster waiting to happen. And there are many other children on SE 31st above the hill, as well. 3) The final issue is the local school buses pick up our children on Clinton St. This will also need to be addressed in a safe manner. Currently, bicyclist fly by the bus when it is stopped and young children are boarding the bus. It is a safety hazard and against the law. Thank you for reading this feedback. Sincerely, Tracy Sawyer</p>

13	09/28/15	I have lived on the 47th block of SE Clinton Street for over a decade. Clinton Street between 50th and 47th has become increasingly dangerous during the morning commute hours during the past few years due to an increase in population, bicycle commuting, traffic congestion, and the advent of GPS systems that routes drivers to less congested "short cuts" such as SE Clinton Street. Unfortunately, I was not able to come to your open house, but I just reviewed the proposed changes. Frankly, any plan that does not include a "one-way/contra-flow" on SE 50th ending west bound traffic entering SE Clinton from SE 50th is inadequate. My neighbors and I are constantly witnessing aggressive and impatient morning commuters driving at very excessive speeds every morning, especially from 50th to 47th. It is a matter of when, not if, a tragic accident between one of these commuters and the many pedestrians, including schoolchildren, or cyclist occurs. I can be reached at armuller@me.com
14	09/28/15	Recent changes to the Division Clinton neighborhood have come at the expense of long time residents. With each new change, residents raise their concerns, only to be ignored. Then when the undesirable outcome materializes, the city proposes yet another change that further damages our quality of life. It was evident, when traffic and development projects came to Division, that these would result in more congestion along Clinton. Yet those policies were pushed through. The biggest obstacle to safe biking on Clinton is the excess of parked cars. Will the new parking policies still under discussion help to address this? It seems like Clinton Street should be the number one priority for parking permits and removal of nonresident cars (including those coming from all the new multifamily development). This would be a better restriction than imposing more impediments on local long-time residents ability to move around our neighborhood--it has become difficult enough, already!
15	09/28/15	While I think making 34th one way and the speed bumps are good ideas, the proposed diverter's are going to push traffic onto Woodward, which is already too narrow to handle the traffic it already has. It's also going to destroy livability for folks on 17th and 29th. While there are some bike commuters who are very excited and have lobbied hard for these diverter's the majority of residents are not in support. Talk to the many residents how have lived in the neighborhood for decades. They are really, really upset. Here's the current neighborhood conversation. https://division-clintonst26th-39th.nextdoor.com/news_feed/?post=16256351
16	09/27/15	Commuting by car is a reality for many residents on Clinton. Living on 18th and Clinton, routes into the neighborhood are already limited, particularly from the northwest as on 11th and 20th, both of which are nightmares during rush hour due to trains and bicyclists, respectively. Installing traffic diverters causes greater inconveniences to myself and my neighbors.
17	09/27/15	I am a homeowner in the neighborhood that relies on Clinton, especially as part of my daily commute. I am also a public school teacher way up in St. John's & due to work hours & health issues, I do not have the luxury of biking or busing that distance. My commute is already awful... please don't make it any worse.
18	09/27/15	<p>This seems to be a reaction to the increase of people and cars in the Division/Clinton area that is not well thought out. The City should not be allowing developers (who, for some reason take precedent over residents and citizens) to create all the influx without providing adequate parking for the people to whom they are renting or selling new condos and apartments. If the City had been more strategic and forward thinking about the problem they have created with additional cars into the area -- and yes, people do bring cars no matter how much the City thinks everyone now walks, rides the bus, or a bicycle -- we wouldn't need to be thinking about diverting cars off Clinton to make it safer. If the Hales administration is so pro-development, then the least they could do is provide beefed up parking enforcement to deal with all the traffic nightmares they have created. Meanwhile, my neighbors and I will continue to bombard the city with parking and traffic complaints to which they must respond. This plan to divert cars off Clinton toward Division and Powell will not achieve its goals. What you will see is an increase in through traffic going east-west on all the side streets near Division.</p> <p>Please rethink the ongoing and future development of this area and require developers to provide adequate parking for their projects!! The City, through its development policies, is ruining the quality of life in the inner east side of Portland.</p>
19	09/27/15	<p>There are WAY too many cars per hour on SE Clinton right now; it is supposed to be an official neighborhood greenway, and it isn't even CLOSE to meeting the minimum requirements for this designation.</p> <p>These diverters will prevent car and truck drivers from cheating by going down Clinton when they should be sticking to SE Division or other streets.</p> <p>We're trying to create a city that is actually PEOPLE-friendly, rather than one that is a slave to cars and their ridiculously car-addicted owners. Once people see FAR fewer cars on SE Clinton, they will *finally* be motivated to get out of their cars, enjoy getting outside and getting some exercise, and revel in this wonderful emission-free way to travel.</p> <p>Let's make SE Clinton the model neighborhood greenway that it was *supposed* to be!! Other major cities all across North America and Europe are now WAY ahead of Portland in implementing people-friendly infrastructure and official plans. It's about time that we caught up to the rest of the world by taking this tiny but critically important step.</p> <p>Thank you so much! I drive a car much (if not most) of the time, but I am VERY excited to see these changes on SE Clinton!!</p>

20	09/26/15	<p>I have ridden (and driven) on Clinton for over a decade, and have noticed a marked increase in car traffic over the past two years. I am especially aware of it when I bike with my kids. Now that the Tilikum Crossing is open I have been using it instead of the Hawthorne Bridge- but lower Clinton is hairy at rush hour. I would hesitate to take my 10-year old there at that time, or to send my 13-year old on her own. ¶</p> <p>¶</p> <p>In addition, I live on 34th south of Division and LOVE the idea of a one-way stretch to bring a little order to the 34th and Division madness. I often see crazy "everyone frozen in place" scenes as multiple cars try to turn off and onto 34th and get stuck. Sometimes I have to escape the meter by going on the sidewalk. Again, hard to feel good about my kids riding through there.</p>
21	09/26/15	<p>As someone who commutes by bike and car, it is important to me that we have infrastructure that is safe for all road users. While it is slightly inconvenient to have to travel a further distance by car because of some infrastructure such as this proposal, it is well worth it to ensure a viable and safe route for the many people who use Clinton on bike. Since there are many viable routes in that area by car and so few by bike, I feel strongly that we need to strengthen the existing bike route of Clinton by calming traffic to make it safer. The volumes and speeds of car traffic far exceeds safe levels for a bike boulevard. I commend PBOT for their efforts to meet the needs of all road users.</p>
22	09/26/15	<p>The increase in traffic isn't just about volume or speed of cars. It's about people hunting for parking for all the new Division businesses. Morning bike commutes down Clinton have gotten more busy, but aren't dangerous. Commuting on Clinton in the evening when people who don't live in the area are searching for a parking spot is very dangerous.¶</p> <p>¶</p> <p>I live off Powell and 45th and have been a Clinton bike commuter for over a decade, but it's only in the last year that I feel Clinton has become risky. The number of times in the evenings when a driver makes a turn and nearly hits a cyclist has increased, or the driver is stopped in the road determining if that is really a parking spot, or they turn with no signal all of a sudden. ¶</p> <p>¶</p> <p>People aren't going to stop driving to Division, especially with all the nice new businesses there. Diverters might slow them down but it won't give them a place to park when there already wasn't much parking. They're so busy looking for an open space that they don't even see the cyclists they're about to hit when to drive.</p>
23	09/26/15	<p>As a cyclist I support this. As a motorist I wish the AM pro-time lane on westbound Division was still there to handle the backups at the 11th/12th signals.</p>
24	09/25/15	<p>I support ways to reduce/slow traffic on Clinton and to create more harmony between drivers and cyclists.</p>
25	09/25/15	<p>I'm a recent business owner at SE 26th and Clinton and am strongly in support of this. I would have supported it when we owned our business as well.¶</p> <p>¶</p> <p>I ride this route daily and walk it multiple times a day. It has way too much car traffic for the neighborhood.¶</p> <p>¶</p> <p>As a bike commuter I tend to ride from SE 28th west to the railroad via SE Tibbets in the morning and east on Clinton in the morning from the railroad to SE 26th. The amount of cut-through traffic in the morning from Powell is ridiculous. There's no good way I can think of to fix that other than to reduce the number of cars. But I'm not sure how that happens. I fear that this change could likely make that worse, but I think that the long term benefit of the diverters and attention will have an overall positive impact for the non-car users.</p>
26	09/25/15	<p>Do to the increase traffic in the SE corridors such as SE Division, SE Cesar Chavez, SE Hawthorne, etc. There has been significant overflow traffic that has been spilling over onto neighborhood greenways and bike corridors.¶</p> <p>¶</p> <p>Clinton is getting a lot of attention right now to activism in the area and the SE Division neighborhoods, however I'd request that impact is assessed for other neighboring greenways including SE Lincoln/Harrison and cross streets SE 34th, SE 41st and SE 52nd. Although it appears some consideration is given to SE 34th, other North-South paths should be reviewed for impact.¶</p> <p>¶</p> <p>I don't see this as just a SE Clinton street issue, it is the impact that infill and new high residential/commercial density has on existing infrastructure for nearby greenways that do not adequately restrict or deter drive through vehicle traffic.</p>
27	09/25/15	<p>Our child attends school at Clinton and 17th, and the rush hour friction with drivers has really worsened since we started riding inner Clinton 3 years ago. We strongly support the idea of traffic diverters to encourage driving on Powell/Division instead of Clinton. ¶</p> <p>¶</p> <p>As we ride to Clinton from Brooklyn, we've been encountering more driver cut-through traffic on the little side streets (taggart, woodward, brooklyn, tibbets), so we are concerned that a side-effect of Clinton diverters may be more aggressive driving on those cozy streets. But we still support Clinton diverters as an initial step!¶</p> <p>¶</p>

28	09/25/15	<p>The Clinton street whiners should be told to be quiet because the neighborhood already got "improvements" on Division Street and now there are other areas of town that are next in line for funding. ☐</p> <p>☐</p> <p>Wake up PBOT!! This was clearly caused by removing traffic lanes on Division to "improve" the experience for bicyclists and pedestrians, but now the experience is worsened for those users elsewhere. The Division project was obviously successful at reducing traffic on that street, but where did PBOT think the traffic was going to go? This is evidence that eliminating traffic lanes on a major artery is bad policy and only pushes the traffic to a different street. Quit wasting PBOT funding on projects that clearly don't work. ☐</p> <p>☐</p>
29	09/25/15	<p>The auto cut throughs we're seeing on Clinton are increasingly visible throughout Southeast Portland. I live between Burnside and Stark and frequently see drivers cutting through our street to move faster than they would on nearby arterials (47th and 60th). I'm in favor of diverters on Clinton, but I think we need a larger solution to the arterial congestion that's leading to these issues. Otherwise PBOT will just be playing a game of diverter whack-a-mole!!</p> <p>☐</p> <p>On non-bike boulevards like my route on SE 50th, I think low cost diverter alternatives like large planters would make a huge difference. I'd be happy to discuss my experience on 50th more if you'd like - my email is jmreidy@gmail.com, phone is 703 873 7654.☐</p> <p>☐</p> <p>Thanks for making this survey available online!!</p> <p>☐</p> <p>-Justin Reidy</p>
30	09/25/15	<p>In the last three years as a resident of Clinton street, it appears that traffic has increased dramatically on our neighborhood street. It seems to be used as a rush hour cut-through to avoid congestion on Division during weekday mornings and evenings as well as on weekend evenings during dinner hours. ☐</p> <p>☐</p> <p>It is a regular occurrence while at home to hear frustrated/angry honking from vehicles and then heavy acceleration right outside of my own window. Our neighborhood street should not be this stressful.☐</p> <p>☐</p> <p>As a resident, there have been many times where I simply wanted to feel safe on my own street, but have been prevented from having that experience because of aggressive driving. Drivers who are frustrated with congestion choose Clinton as a secondary route often take out that aggression on bicyclists and pedestrians who are moving at a much slower rate.☐</p> <p>☐</p> <p>I am also a driver and wouldn't mind at all the minor inconvenience of having traffic diverters in my neighborhood if it meant dissuading passers-through from using Clinton as a shortcut.</p>
31	09/25/15	<p>Clinton definitely needs diverters, people driving should not be using bikeways to bypass other traffic.</p>
32	09/25/15	<p>SE Clinton is unsafe for cyclists and slow and out of the way for drivers. We need to make sure it is predominantly a bicycle corridor!</p>
33	09/25/15	<p>My demographic: car owner, but bike commuter. ☐</p> <p>☐</p> <p>I live on Woodward St. between 21st and 26th and every morning we have commuters driving well over the speed limit on our narrow street. This antisocial behavior is troubling as it is and I'm concerned it's going to get worse as more people are forced off Clinton with the diverters. I know you won't be able to reply to me specifically, but it'd be great if this situation could also be addressed - speed humps possibly? It'd also be great if there was a hotline/website where people could report traffic issues - much like the pothole hotline...</p>
34	09/25/15	<p>On this proposal that is only benefits a small group of people, namely bicycle riders the city is favoring bicycles over businesses.</p>
35	09/25/15	<p>I'm glad the city is finally deciding to address the safety on Clinton. I live in the neighborhood, bike commute downtown and have two young daughters who both ride bikes on Clinton to get to and from school. I've noticed the increased amount of car traffic on Clinton and aggressive passing by drivers to get around slower moving bike riders. I'm convinced the increase in car traffic on Clinton has also increased the safety risks. I hope the efforts to slow drivers down and divert them off of Clinton is successful and makes this great city even better.</p>
36	09/25/15	<p>It is sad that we have reached the stage where we need to physically divert traffic away from Clinton... The inability of drivers - this goes so, so far beyond a few bad apples - to share the road has been a real shame. I remember moving to Portland about a decade ago, right when bike boulevards (now, neighborhood greenways) were starting to take off. I asked a friend: "How many blocks can you DRIVE on these routes?" He strongly believed that 3-4 was the answer, and at that point in time, it seemed to be agreed upon by all. But these days on Clinton you have people trying to gun it from 39th down through 10th to avoid Powell. Blrghhghgds!</p>

37	09/25/15	<p>I am strongly in favor of directing auto traffic away from bike/ped corridors. Complete closure to all but residents is fine with me. The city would be much improved by doing this everywhere. I am not a fan of speed bumps as I don't think they are effective at slowing traffic or creating a safer atmosphere. As a motor vehicle driver, I would gladly accept being forced around bike/ped streets since they are annoying and sketchy to drive on anyway. As a walker/biker, I'd be relieved to know that cars are generally not allowed on my greenway route. ¶</p> <p>When can we annex Gresham and turn it into a parking and ride?</p>
38	09/25/15	<p>The proposed changes will not offer the desired gains. The difficulty lies in the placement of diverters and source of auto traffic on Clinton. As the survey data show, the big crush of auto traffic is west of 26th Ave. Speeds are also a factor here. In fact in the section of Clinton between 26th and 39th (east of 26th), speeds are already near the 20 mph target and volume is only a little above. We have literally hundreds of new neighbors and cars in this part of the neighborhood due to excessive apartment building on Division between 30th and 39th. This alone accounts for the small upsurge since the last count. These residents will need to enter and leave the neighborhood no matter what kinds of enhancements are made to Clinton. So please make safe entry and exit routes. We need access to Division Street from the south. It is impossible to enter Division from the south side and turn left (westbound) without a traffic light. Often it is difficult to even find an opening to turn right (eastbound). Many people in the neighborhood use Clinton to get to 26th Ave. in order to have the aid of the 26th and Division traffic light to proceed northbound or westbound. It is also difficult to make a left turn on 26th Avenue (coming from the east) without the 4-way stop at Clinton and 26th Ave. If traffic is diverted onto Woodward or Brooklyn, then you need to install another 4-way stop sign along 26th Avenue, somewhere between Clinton and Powell, in order that traffic can make lefthand turns to go south on 26th Ave (headed to Cleveland High School, for instance).¶</p> <p>Many people in this neighborhood, like myself, use multiple forms of transportation and appreciate bike comfort, as would be provided by the proposed changes. But in our driving modes, we need more safety, and the changes to our neighborhood have only escalated the dangers. Moreover, not everyone has a bicycle option. My 92-year old neighbor needs the stop sign and traffic light options I described at the 26th juncture in order to drive safely. So do I.¶</p> <p>Finally, it is worth noting that much of the traffic appearing in your study on Clinton west of 26th Ave. is coming up from the south, Eastmoreland and Sellwood, along 26th Avenue and then turning left on Clinton. Please focus on the problem area, perhaps a diverter at 21st, or somewhere closer to 26th, but on the west side (i.e., put something in before 17th or you are going to have cars on that stretch between 26th and 17th). The problem is really the traffic coming up 26th and heading west from that point. Please don't make the 26th to 39th segment more unsafe for those of us who live here. Thanks.</p>
39	09/25/15	<p>Safety improvements will also be required at Clinton and SE 50th intersection. Also these changes are very much needed on SE Lincoln as well - especially improvements for Lincoln and 52 light, to mitigate cut through traffic between 52 and Chavez.</p>
40	09/24/15	<p>Biking on Clinton is no longer as safe an option with the increased density on SE Division. Reducing car traffic will make it the bike corridor that is needed between Lincoln and Steele.</p>
41	09/24/15	<p>The intersection at 50th and Clinton is dangerous.</p>
42	09/24/15	<p>I'd be in support of a couple more diverters, actually, if there were budget for them.</p>
43	09/23/15	<p>Wait... You are making local residents (that includes me) drive 2-4 blocks farther so a handful of malcontent bickers can have the whole road to themselves. How "green" is that.¶</p> <p>I do not know how many times bikes go through the stop signs at full speed. Sit on 26th for a while and watch them shoot through. And at night with no lights. I have had many close calls with bikes running stop signs or running down Clinton without lights at night. Cannot hear them or see them until it is to late.¶</p> <p>If there is a problem it is the rude bikers on that use Clinton who do not want to share the road. I have lived here for over 20 years and use the road all the time I do not see the problem you are trying to address. ¶</p> <p>And maybe if we are spending so much on bike lanes and "greenways" maybe, just maybe they should be sharing on some of the cost. How about bike registration???</p> <p>They do that in a lot of other states/cities.</p>
44	09/23/15	<p>I especially support the proposed change to SE 34th. The street is not wide enough for two-way auto traffic as it is.</p>
45	09/23/15	<p>I already drive a route for my daily commute that would not change with the addition of traffic diverters. I feel that adding these traffic control devices will improve the safety of the street in front of my house for my family and my animals.</p>
46	09/23/15	<p>I live close to Clinton and use it daily for bike commuting. It has become much more dangerous (and full of cars) over the last few years, particularly as cars try to pull out onto Clinton off the side streets. Anything to help divert cars off the street would be useful. It is far more trafficked than some of the other bikeways (Lincoln, Ankeny, etc.).¶</p>

47	09/23/15	<p>I own a home in the Richmond neighborhood, longtime resident. I have a tiny, fuel efficient car. I have some physical limitations that prevent me from riding a bicycle, but I willingly share the road with bicycles, at least the ones who aren't trying to block the entire road. The only reasonable way for me to get from my house to my office is by taking Clinton Street to Division Street and over the past 5 years it has become more and more difficult. Now the diverters on Clinton will make it just about impossible. I am running out of options and I know I'm not the only one who feels this way. I guess my option is to drive on the neighborhood streets (Brooklyn, Woodward, etc.) where there are NO bicycles present, so that's what I'll have to do. Worst planning ever. []</p> <p>[]</p> <p>Walking from my home to any of the restaurants and shops on Division is an increasingly hazardous experience. I'd rather not go than try to walk across Clinton without getting hit by a bicycle. No, they don't yield most of the time.[]</p> <p>[]</p> <p>Why does the City of Portland focus so attentively on one group - bicyclists - at the expense of everyone else? Why don't bicyclists shoulder their fair share of the financial burden of street maintenance? Why aren't there licensing requirements for adult cyclists? Why isn't there adequate enforcement of traffic rules for bicyclists? The so-called "renaissance" along Clinton/Division Streets will certainly be short-lived. I am already looking to sell.</p>
48	09/23/15	<p>I own a house on 37th two houses away from Clinton - been there 21 years. I commuted by bicycle or bus until recently. I have been commuting by car since my workplace moved to Swan Island in May 2015. Because car traffic on Clinton has gotten so dangerous (crowded, aggressive, belligerent) for cyclists since the redevelopment of Division, I never drive on Clinton except for the occasional dogleg from 38th to 37th to get to my house from southbound on Cesar Chavez. From the river or MLK, I always take Division. I am delighted to drive a little out of my way for a safer Clinton. I would also like the speed limit on Clinton reduced to 20 MPH to improve safety for cyclists and pedestrians.[]</p> <p>[]</p> <p>I hope the new speed bumps are close together and steep so they really do slow traffic.[]</p> <p>[]</p> <p>I think the change to SE 34th is an excellent one; that road is much too narrow for two-way car traffic. I once saw a car back out of 34th onto Division because a truck with a trailer was already most of the way from Clinton to Division and had no where to go but forward. Scary!!</p> <p>[]</p>
49	09/23/15	<p>Clinton is already safe and by making cars drive "two to four blocks out of directions" is a great way to cause more pollution.[]</p> <p>[]</p> <p>Get real.</p>
50	09/23/15	<p>I drive on Clinton all the time and this is a solution looking for a problem. Just because a few bickers complain that they they need share the road with cars they get to make it harder for everyone but them. []</p> <p>[]</p> <p>How much do bickers pay for all the changes that Portland is making for them?[]</p> <p>[]</p> <p>I would feel better if bikes paid something for bike improvements on our roads. Why cannot we be registering bikes so they at least pay a little like many cities do. I lived in Madison WI years ago and all bikes were registered. I even needed to register my bike when I lived in a community of 860 people.[]</p> <p>[]</p> <p>I cannot wait until I move out of this city.</p>

51	09/23/15	<p>As a resident of Clinton Street near SE 45th, I am relieved to see efforts are being made to remedy the congestion and problems along our street. I wanted to bring to your attention the issue between SE 45th and 47th, which used to not allow parking on the north side of the street. Our stretch of Clinton between 45th & 47th is narrower than west of 45th, which is why parking was only allowed on the south side. For some inexplicable reason, the "No parking this block" signs were removed about a year ago, which has resulted in a congested and often dangerous situation. Residents attempting to come and go from their driveways are now faced with decreased and sometimes no visibility due to parked cars on both sides of the street. Since Clinton is a bike thoroughfare, the combination of parked cars and bike traffic makes it difficult for residents coming and going from their driveways, whether they are driving, walking, or on bikes themselves. It is important for residents to be able see adequately in order to maintain safety. ¶</p> <p>¶</p> <p>In addition, when cars are parked on both sides of the street it is very narrow, only one car driving down the street can get through, and it frequently creates a bottleneck. We have traffic circles on SE 45th and SE 47th, which is helpful, but some drivers still race too fast down Clinton between the traffic circles, and with elderly, children, and animals that reside on our block, allowing parking on both sides also makes it dangerous for pedestrians trying to cross the street with the decreased visibility. While I think speed bumps are a great idea, I would respectfully request that someone reexamine the decision to allow parking on both sides of the street between SE 45th & 47th, and reinstate the "No parking on this block" signs back up on the north side.¶</p> <p>¶</p> <p>Thank you very much for your consideration.</p>
52	09/23/15	<p>Please make Clinton St safe and comfortable enough for kids to bike there.</p>
53	09/23/15	<p>Roundabouts would provide an even better solution. Roundabouts would not add traffic to the numbered side streets. ¶</p> <p>¶</p> <p>A legal stop for cars and not for bikes would be useful - state law change? - get the City of Portland lobbyist on it!!</p> <p>¶</p> <p>More roundabouts than just 29th and 17th would be amenities to engage neighbors in choosing vegetation and maintaining. ¶</p> <p>¶</p> <p>A complete review of stop signs on side streets around Eastside commute streets is needed.</p>
54	09/23/15	<p>PLEASE add diverters to SE Clinton to provide a safer walking and biking experience for myself and my family. I do not enjoy sharing a relaxed, quiet greenway with speeding, dangerous driving. Thank you PBOT</p>
55	09/23/15	<p>Reducing automobiles on Clinton St. is vital and necessary for safety. Also, the proposed changes on 34th Ave will help fix this one block which currently has conditions that could lead to a serious accident. I've personally witnessed several near misses on this narrow stretch of heavily traveled street.</p>
56	09/23/15	<p>I am 62 years old and have lived within a few blocks of Clinton St. for over 20 years. While I believe in sharing the road with bicycles, the balance has tipped too far in accommodating bicyclists without regard to the rest of the population who uses the streets of Portland. It is not always possible for people to travel by bicycle and I can't count the times we've nearly been hit by aggressive cyclists as we tried to cross Clinton St. My husband and I will certainly sell our house and move out of the neighborhood as soon as he retires. I look forward to leaving.</p>
57	09/23/15	<p>Powell and Division continue to get worse and worse from too many people using them. Now you want to divert MORE traffic onto the most busy streets with out making more room on those streets? Do you even DRIVE on them or just look at limited survey results that use loaded questions like the first question of this survey?¶</p> <p>- from a native Portlander</p>
58	09/23/15	<p>I am a property owner at SE 18th & Clinton, and have been for many years. Creating a "cut-off" in both directions at 17th makes no sense and deprives those living within one block to be diverted to another neighborhood street. Driving east will do the same thing. You are just moving problems rather than solving them.¶</p> <p>¶</p> <p>What is the benefit of that? Why should my quality of life be compromised, I.e. Traffic jams and over burdening 21st and 26th at Powell, which are already jammed. And need I mention the bottlenecks on Division due to poor city planning and code?¶</p> <p>¶</p> <p>I absolutely do not support another not-well-thought-out traffic change from tunnel visioned PBOT. And what about the people who live in 17th, 29th, and adjacent side streets?¶</p> <p>¶</p> <p>Slowing traffic makes perfect sense with center dividers or something. That is if you can get bicyclists to obey the laws.</p>

59	09/23/15	<p>Fuck you all. I'll tear the blockades down.[] [] Guess it's time to use bicycle nazi tactics against the bicycle nazis of PBOT[] []</p>
60	09/23/15	<p>How can I vote the bicycle mafia out of public office?[] Dylan Rivera and his bosses need to go.[] Bicycles do not own the roads.[] I'm all for sharing the road and go out of my way to be courteous to bicycle riders. [] My gas and property taxes pay for the roads, period. [] STOP MAKING PORTLAND DIFFICULT TO DRIVE A CAR IN!! You are destroying Portland's livability. [] Did you get that message yet?[] [] [] Native Portlander.</p>
61	09/23/15	<p>I am a plumber. I need alternatate routes to get around bottlenecks. You've already messed up NE 50th at Burnside and Stark. NW Everett is a joke. Two lanes to one. Trimet buses stop traffic for blocks while a bike lane sits idle. North Williams is always a fun trip with no parking. Can't wait for all the low bid fixtures to start failing in those cracker box apartments. [] [] Seriously, you say there is not enough money for street maintenance? Stop the bicycle madness. Spend the limited funds on paving and forget about bikes. Until you make cyclist pay for licenses, pass safety tests, and wear a color other than black. There will be no support from hard working tradesmen, delivery drivers, working commuters aka taxpayers, for these projects. [] []</p>
62	09/23/15	<p>Concerned with the diversion on Clinton and 29th: I live on the NE corner of Clinton and SE 30th and have a concern that the 29th street diversion will take more Westbound traffic off of Clinton and back to Division via SE 30th. SE 30th between Clinton and Division is already a tight street and can barely handle the traffic and parking congestion we are currently experiencing.[] [] Thoughts?[] [] Thanks,[] [] Brad Wignall[] 2624 SE 30th Ave.[] 97202[] 503.719.3435</p>
63	09/23/15	<p>The proposed changes are absolutely necessary to reduce the auto traffic on SE Clinton. There are too many cars driving to fast and many of them do not share the road respectfully. I applaud your efforts to do something about it. The proposed changes on 34th are the appropriate things to do. The street does not work with cars parked on both sides. It is dangerous with not enough room for a car and bike to pass by. Many people I know avoid this stretch of 34th due to safety concerns. Thank you for moving ahead to try and remedy the unsafe conditions.</p>
64	09/23/15	<p>Hope to see additional work at 26th and Clinton in Phase Two of the project!</p>
65	09/23/15	<p>Traffic will be diverted into the adjoining neighborhood streets making them more dangerous for local residents. Diverting traffic on to Division will worsen the congestion that already exists with increased pedestrian use. The city has designated Division for higher density and pedestrian use while now forcing more cars to use it is contrary to planning criteria in place. The problem is not being solved, just pushed into adjoining residential streets that also has loss of parking do to Division business patrons. I have been a resident in this neighborhood for 38 years.</p>

66	09/23/15	<p>Division is now clogged with traffic, as are all of the other east-west streets from Powell north to Sandy during rush hour. Cutting off auto traffic along Clinton will merely push auto traffic to yet smaller side streets. []</p> <p>[]</p> <p>This plan reminds me of the problems created for south bound traffic at SE 20th as it approaches Hawthorne. The City of Portland had a plan of how traffic should flow in a section of town, and as I recall the City was somewhat surprised to find out that people drive north and south along 20th rather than driving to either MLK/Grand or over to 39th.[]</p> <p>[]</p> <p>The new traffic lights/intersection where SE 11th/SE 12th cross the railroad tracks near Division is dangerous. The way that the traffic lights are timed, north-bound cars now often stop on the freight tracks. Somebody is going to get hurt or killed by a train there due to the poor light timing.</p>
67	09/23/15	<p>Most commuters are drivers, by a very large margin. Where is it you expect cars to go? With Division having become a nightmare, people still want to get where they're going in a timely fashion. The cars will not just disappear. This will push them farther into our neighborhood streets.</p>
68	09/23/15	<p>With the stop signs on 34th I'm not sure why it needs to be a 4 way stop there. Westbound Clinton bikes pick up a lot of momentum there, it seems like the north/south stop signs are sufficient, especially if this becomes one way. I, sure you've done studies, just my anecdotal evidence.</p>
69	09/23/15	<p>I feel the auto traffic has made it unsafe for bike riding and I have been avoiding it because the level of traffic makes it an uncomfortable place to ride your bike.</p>
70	09/23/15	<p>I live in the area and ride Clinton often. I enjoy riding this street and other Portland greenways and rarely have problems on them. I would much prefer to see funding spent on building sidewalks/bike lanes elsewhere than Clinton. I feel that a small number of loud men have been advocating for changes here that aren't greatly needed.</p>
71	09/23/15	<p>Clinton makes the most sense when I head downtown from my Foster Powell home on my bike. I've taken my kids in a bike trailer a couple of times, and I'd love to feel even safer doing that and teaching them to ride safely themselves there one day. Thank you for making this a priority!</p>
72	09/23/15	<p>I think it is unfair to block traffic of a certain kind</p>
73	09/23/15	<p>Until Powell boulevard and the traffic issues on that thoroughfare are addressed it seems that pushing all car traffic onto that street is unfair to those who live on or around powell/have to use that route to get to PSU/the Ross Island Bridge etc. People would not be using side streets if the arterial corridors we're not so terribly designed. Deal with the arterial corridors and the side streets won't be so inviting to drivers. Powell Boulevard and how it connects to the freeways is an absolute mess and combining that with lights that aren't timed and trains that intersect rush hour traffic on lower division is creating a serious bottleneck!</p>
74	09/23/15	<p>I would like to see a no-entry block for vehicles onto Clinton eastbound from 12th due to the high rate of speed drivers take the turn. With this high rate of speed drivers go over the tracks the car gets light and combined with a right turn, it causes the car to turn wide into the bike zone (green box) of the opposite lane. It seems that after those 2 lights on 12th (south of the tracks), drivers don't want to get stopped at the division and 12th light and choose to take a right on Clinton. The crosswalk becomes unsafe as well.</p>
75	09/22/15	<p>I feel that Clinton should be more strongly established as a neighborhood greenway. If we really want to be considered a world-class biking city, we need to start working toward better infrastructure including separated bike lanes and car-free streets as much as is plausible. Of course people who live or work on Clinton should be able to get where they're going, but overall I believe Clinton should be a safe space for bikers and pedestrians primarily. I think this should be very politically feasible given the decline in Portland's bike-friendly ratings combined with the increase in bike commuters and the number of collisions causing death or serious injury that have recently occurred.</p>
76	09/22/15	<p>So happy to see improvements to Clinton! Cheers for good planning to promote healthier lifestyles, residents, and our city. I look forward to riding on Clinton with my children more often and enjoying it as a bike street. Thank you for doing this.</p>
77	09/22/15	<p>The two signals at 34th and Division, and 34th and Clinton, should be completely removed. They serve no purpose.</p>
78	09/22/15	<p>As a person who grew up riding bicycles in Portland, Clinton St. has always seemed to be the unofficial flagship of neighborhood greenways in SE, and it carries more bicycle traffic than many of the other greenways in the area. It is unfortunate that there are people who do not feel safe on it and users who view each other antagonistically. This in its own right is an issue to be addressed.[]</p> <p>In addition, anyone who would like to see the Tilikum Crossing be successful in increasing the accessibility of bicycling as a form of transportation in Portland</p>

79	09/22/15	<p>This is long overdue and I am glad to hear it's moving forward. ¶</p> <p>¶</p> <p>I am VERBALLY harassed at least once weekly by aggressive cars on my way between my ¶ home (Brentwood Darlington East) and my workplace (The Pearl District).¶</p> <p>¶</p> <p>My actual PHYSICAL safety is endangered on a near-DAILY basis by cars on SE Clinton trying to overtake me while approaching stop signs, coming at me head-on while trying to go around cyclists in the other direction, blowing north/south stop signs, and other bad driving behavior. ¶</p> <p>¶</p> <p>As someone that ALSO drives, I understand that traffic can be nightmarish and frustrating. But that doesn't meant you get to pretend your car is a bicycle and take the bike route in. It's got to change.</p>
80	09/22/15	<p>Clinton needs to be protected, but the city needs to figure out where traffic can actually go. Seems like every major east/west street is on a traffic diet.</p>
81	09/22/15	<p>It is a more direct route for me to bike on Clinton, but I use Lincoln due to fewer cars. When I drive I use Clinton because Division is a mess. Bikes and cars (and motorcycles) should be able to co-exist on Clinton. ¶</p> <p>¶</p> <p>Possible alternatives:¶</p> <ul style="list-style-type: none"> -Removing a parking lane on Clinton for marked bike lanes seems much safer.¶ - Maybe add a few stop signs on Clinton ¶ - If diverters are installed, allow motorcycles to pass through like bikes.¶ - Remove the trees/mini round-a-bouts, they are dangerous for bikers and don't do a good job regulating automobile speeds.
82	09/22/15	<p>I'm only going to talk about the actual problem here, which are the proposed the diverters on SE 17th and SE 29th. I think the One-way northbound for automobiles only on SE 34th between SE Clinton & SE Division is not the best idea, only solution I can think of would be removing parking from section of the street, which will of course flow into the neighborhood and not be very pleasant. I will refer to the large block area of 12th-39th Division-Powell as the neighborhood. Which I would personally consider the Core of my Neighborhood.¶</p> <p>¶</p> <p>Diverting automobile traffic on Clinton will only proceed to do give two results. One: It will force automobiles off into the neighborhood which will mostly like return to Clinton 1 block further down. which will of course adding little-to-no safety features for cyclist. Two: It will force automobiles off into the neighborhood where they will drive down side streets, which will cause reduction in neighborhood safety. Both of these results will come with the added effect of furthering disruption and slowing of traffic in the neighborhood which doesn't help cyclists and will effect the quality of the neighborhood.¶</p> <p>¶</p> <p>I've lived in this neighborhood for 8 years in different houses from 30th-39th and Division-Powell. I've seen the effects of a growing neighborhood. Because of the new development in the area and rerouting of traffic by making division a 1 lane each way street. We have more people, bicycles and cars clogging up from 12th-39th. ¶</p> <p>¶</p> <p>One thing to consider is that a large portion of the cars jamming both Division and Clinton are cars aiming to park as close to Division as possible, and are usually during peak hours. These people will be absolutely not effected by these changes and they will continue to impact the neighborhood. ¶</p> <p>¶</p> <p>Another thing to consider is the neighborhoods traffic during peak hours. Seeing that Division has now been reduced to a one lane road for the majority of it. There is barely any other way to drive through this area if you live in it. I can give you my examples. It takes me 20 minutes of my 28-30 minute trip to traverse on main roads (Powell and Division) during peak traffic hours. Doesn't matter if its from 36th-12th or 12th-36th. It generally accounts for approximately 66%-71% of my time to cover barely 1.6 miles of 12.3 miles or approximately 13% of my trip to work or back. I'm often forced to take side streets along with many others. Forcing more "less then local" automobile traffic on to those streets I believe would have a negative effect on the entire neighborhood including cyclists.¶</p> <p>¶</p> <p>Division and Powell already handle the maximum amount of automobile traffic. So I don't support moving traffic from one of the 3 multi-purposed street in my neighborhood onto adjacent side streets. I'd hate to see more people being placed in danger or forced from use of their residential streets - in a trade so cyclists can claim a street politically. I've already seen added traffic and its overflow onto side streets during their "protests" in the past 3 years. I'd hate to see even more cars rolling down side streets that local children play on, local people walk their pets on, and local cyclists enjoy riding on. Some key example of streets that will immediately be effected by these changes are Tibbetts, 31st and 35th streets south of Division.¶</p> <p>¶</p>
83	09/22/15	<p>Anything to make Clinton less appealing to drivers would be fantastic. I ride Clinton to work daily and I am frequently overwhelmed by cars. I never drive on Clinton, myself.</p>

84	09/22/15	I live on Lincoln and love diverters even though I have to go a couple blocks out of my way whenever I drive my car. Neighborhood greenways all over the city need to be improved this way.
85	09/22/15	Although I rarely drive and don't own a car I'm not sure the current state of Clinton and Division will make the area safer if we discourage cars on Clinton.[] [] The biggest problem I see is that division is a nightmare to drive on. It is very tight because of parking and very slow/dangerous because of numerous pedestrians crossings and occasionally innate robe pedestrians.[] [] Although it isn't ideal, Clinton currently offers a bit of pressure relief from the general awfulness of driving on Division. I think discouraging driving on Clinton will just make Division more dangerous and worse for cars, leading to an overall negative effect to the neighborhood as a whole.
86	09/22/15	I'm excited to see the cities oldest bike street return to a safer thoroughfare for those of us wishing to ditch the car commute! Thanks for working toward making bike commuting safer and more enjoyable! Keep at it!
87	09/22/15	I live on a corner of Clinton and can't avoid driving on it to get anywhere more north, but I do my best to minimize my time in my car on that road (mostly only crossing it to get to Division or back). I also bought a bike specifically because Clinton is such a great bike throughway and the perfect way to get into the trendy 30s area of Division and Hawthorne. [] [] Not everyone is aligned with this thinking, and I think diverters are a good way to "help" them behave similarly without majorly influencing us local residents to the road.[] [] I also walk my dog in the neighborhood several times a day and see a LOT of traffic, bike, foot and car. The car and truck traffic definitely seems to be increasing, and I've seen trucks get stuck in the mini-traffic circle at 23rd. I hate that traffic circle. It obscures vision across the intersection, blocks street light in the intersection in the summer when the tree in it has foliage, doesn't slow people down much because Clinton doesn't have stop or yields, and I see near-accidents on it several times a week, sometimes daily. Something should be done about that as well, please.[]
88	09/22/15	Answer to question 4 more on how I use Clinton St. to get to Northbound 39th from 34th almost daily. I support diverters, however I know the bicycle community is concerned about cars passing cyclists on Clinton. I do it every now and then because some cyclists go very, very slow, and I know the road and where it's better to pass and where there's a roundabout. It's not ideal but neither is slowing down to 5mph for 5 blocks.
89	09/22/15	I regularly use greenways. If you don't limit the access, the intent of having greenways used for local access only by cars is completely unrealistic. I can't tell you how many times I have been aggressively tailgated by a driver for taking the whole lane on a greenway.
90	09/22/15	If the city wants the Tillikum Crossing, Bridge Of The People to actually be utilized, they need to make it easier and safer for cyclists to access. Enhancing the rideability of Clinton goes a long way towards that.
91	09/22/15	I think this would be very beneficial to both cyclists and run/walk traffic. Recently I've been using Clinton more in the running capacity and often vehicles will barely stop because they want to turn onto the street, get ahead of cyclists and don't seem to notice the person running. This may be a way to divert some of that traffic off that street.
92	09/22/15	These changes will make traffic on Division even more of a nightmare than it already is. Division is broken.
93	09/22/15	By placing diverters on Clinton, you're catering to a very loud minority who ignore the truth of the matter-- that Clinton is a very safe street to bike on, even by Portland standards.[] [] Invest where it is truly needed. Out on 82nd.
94	09/22/15	Note that many people rely on traffic indicators with their Google maps GPS and when they see no traffic jams on Clinton they flock to it. (Google Maps will even direct people to side streets to avoid traffic.) As more people use this to get around this problem will only get worse. I hope this study considers that on top of whatever the study this fall shows. I believe these diverters are very much needed.
95	09/22/15	In over 10 years of biking in Portland Clinton St has become one of the most dangerous places to ride a bike or walk that I use regularly. Personally I am threatened by an oncoming or passing car almost daily. I don't believe it takes advanced equipment to observe cars driving the full length of clinton from 13th up to 39th in the oncoming lane forcing other road users into parked cars or off the road completely. [] [] Please expedite this plan for the safety of all road users. [] [] Cities like Vancouver, BC have diverters permanently installed on ALL major bike routes, and to great success. It should be noted that many of these diverters have been in place and successful for well over a decade.

96	09/22/15	Proposal that would allow bicyclists to occupy the full lane will make it harder for drivers to avoid hitting them, not easier. also, it would make it more dangerous for pedestrians like myself to cross Clinton at rush hour, because bicyclists do not stop for pedestrians. My suggestion instead is to put in stop signs every two or three blocks on Clinton. Both cars and bicyclists need to be "calmed" and this would be far more effective.
97	09/22/15	I'd like to see additional traffic diversion east of 39th, and I would like to see a full pedestrian plaza built at Clinton & 26th. Thanks for listening to people who live & work around Clinton. The City's proposal is great, and I'm really excited for it.
98	09/22/15	Yes, please, to all of this! I bike on Clinton daily, (while pregnant even!) and while I generally find it to be a hospitable, non-intimidating route for the most part, I do notice that there seem to be a lot of cars using the street as a cut-through-street. It would be nice to see bike traffic prioritized, particularly since the Tillicum bridge makes Clinton an even more appealing cycling route. Very excited to see the proposed changes in action!
99	09/22/15	There are WAY too many cars that fly down Clinton. Please make this better for those of us who live on Clinton!
100	09/22/15	I think all of these are great!
101	09/22/15	You can't keep making it harder to drive a car.
102	09/22/15	We need more diversion on all of our greenways. Holman park, by my house, is an excellent example of a diverter than can be used in other places to reduce auto traffic and make neighborhoods more livable.
103	09/22/15	When I drive through this area I use Powell or Division. Clinton should be for bikes and local traffic.
104	09/22/15	Since the new work has been completed on Division, I have nicknamed Clinton as "Division's Parking Lot." [] [] I also frequently bike out of my way to Lincoln just to avoid the disaster that Clinton has become![] []
105	09/22/15	I do worry that Division might get even crazier. I realize it's a thoroughfare, and I don't know where else to send the cars. But getting across it on weekdays is already very uncomfortable.
106	09/22/15	I think revisiting proposals for changes to intersection of 26th and 50th should be strongly reconsidered. As a user that goes from tip to tail on Clinton, these are the 2 riskiest crossings with the most confusion for ALL users.
107	09/22/15	I rarely go down there, but it's dangerous for bikes and difficult to see for cars, I don't want to be the guy to hit somebody. I already go out of my way to use Division when going to that area, but diverters would make things better for everybody involved.
108	09/22/15	I can't overstate how strongly I am in favor of these changes. Conditions have grown increasingly tense on Clinton, particularly during commute times, and I believe diverters will go a long way towards reducing that. I already live past a diverter (I'm just on the other side of 39th) and I find that the minor inconvenience of not being able to access by car directly is more than compensated for by the other benefits.
109	09/22/15	In addition to supporting the diverters on Clinton St., PBOT could be looking at calming techniques (speed bumps, etc.) on SE 26th south of Clinton past Cleveland High School.[] [] Additionally: It has come up that PBOT is looking to remove the bike lanes from SE 26th Ave and diverting them to SE 28th Ave. As opposed to SE 26th Ave., which is mostly flat, SE 28th Ave. both between Clinton/Division and directly south of Powell is a steeply sloping hill and uncontrolled intersection. I could see moving the route to this street would discourage non-serious bikers from utilizing it. There are also issues with morning student drop-offs by parents on the SE 28th Ave side of Cleveland High which would be exacerbated by high bike traffic, not to mention the lack of connection to north of Division on 28th (26th is the controlled through street). [] [] Please do not seriously consider this change without looking at all of the consequences.[] [] David Donaldson[]
110	09/22/15	I have a number of friends who live on or around Clinton and I frequently cycle along that street. Any improvements to make it safer for cyclists should be a priority.
111	09/22/15	I live at 23rd and Division and use the Clinton Street bikeway frequently. I think that the traffic diverters are a great idea and it seems like lately there has been more and more cars using Clinton St. as a way to cut through East/West,
112	09/22/15	I strongly support these changes even though I live on a nearby street (Woodward) that is likely to see some of the traffic that no longer passes through on Clinton.[] [] Why does question 4 assume that I drive on Clinton, when the bicycle mode share is at or near parity with car trips? Vision Zero is an official policy of the City of Portland, so why is driver convenience at all relevant in terms of a safety project?

113	09/22/15	I don't see why Clinton should be closed to cars, we have traffic circles and speed humps. I never see people speeding, I did see a large increase of traffic when Division was under construction but it has subsided.
114	09/22/15	Also please reduce the speed limit from 12th - 39th to 20mph. Not sure how much this would help with just signage alone, but I've been buzzed by people doing close to 30mph while on my bicycle and it's very unnerving. I recently had an interaction with a woman in a Black BMW X5 (SUV) where she must have been so frustrated of being stuck behind people on bicycles during rush hour that she blared her horn for a block straight and then tried to force me and others off the road using her vehicle almost running me into the parked cars. She was heading west and traveled on Clinton from 26th all the way to 39th, basically using Clinton as a cut-thru! Lots of people do this to avoid Division and Powell during rush hour to save on time, but this is at the expense of safety for more vulnerable road users. These changes need to happen sooner than later so that someone doesn't get hurt.
115	09/22/15	I regularly bike, walk, and sometimes drive on Clinton for many reasons – commuting, shopping, and recreation. Each of the proposed improvements would make a significantly safer and more comfortable experience for all modes.
116	09/22/15	We live on Taggart at 45th. We strongly support the changes on Clinton, but would like to see more in the 39th-50/52nd segment.[] With all of the new residential development on 50th between Hawthorne and Division, there is going to be additional vehicle traffic pressure on Clinton and Lincoln. [] [] 41st and 43rd are being used as a bypass for 39th in the mornings and some evenings. At least once a week, a Taggart resident has a "near miss" with a non-neighborhood vehicle speeding on 43rd. Ask anyone who lives on Woodward west of 43rd and they'll tell you traffic has increased hugely in the past few years. The whole Greenway system is a network, and the City needs to get these diverters and protections in place BEFORE all the new development gets on-line, so that drivers don't get entrenched in cut-through on the 40s Neighborhood Greenway, the way drivers have on Clinton. [] [] I walk on Lincoln nearly every day from 45th up to 60th (Mt Tabor Dog Park). The same rude driver behavior that people on bikes and on foot experience on Clinton is becoming a daily thing on Lincoln as well. Different issues between 60th and 50th (mostly speeding and ignoring pedestrians). Between 50th and 45th, its speeding, unsafe passing of bikes by cars...and even cars passing other cars that are operating at speed limit. [] [] With all of the Transportation SDC money collected on the new multi family units going in on Division and 50th, please spend that money on protecting our Greenways BEFORE they get degraded to the point that people feel unsafe to bike or walk on them.[]
117	09/22/15	There needs to be more and better planning to support sustainable transit choices that will scale with the demand placed on infrastructure by increasing inner city populations. A liveable walkable Portland is one of the greatest things this city does mostly well, at least in the inner neighborhoods. Ensuring that we don't lose these details as we grow is an incredibly difficult and important task. Portland has historically done a pretty good job in this regard. Lately I have been concerned that we are losing our way as more people clamor for increased parking and car-centric solutions. I know the job you have balancing all the different concerns and demands is incredibly difficult; I appreciate the efforts and willingness to try new engineering to solve these issues. I think ensuring that bike boulevards and neighborhood greenways continue to feel safe for new riders is critical.
118	09/22/15	I would like to see the diverter at 29th moved back 1 block to 28th. There can be a lot of conflict with cars and riders heading eastbound. A diverter at 50th for east-west traffic would also be great.
119	09/22/15	For the last three years, my son attended preschool on SE Clinton multiple days per week. It's ~2.5 miles from our home in Westmoreland and I would ride my son there by bike, w/ him in a trailer, then continue by bike to my job in NW Portland. For the last 1.75 years, we rode there together--he on his own bike and me on mine. In that time, we observed countless acts of careless driving, excessive speed and rude/dangerous behavior. As many have attested the increase in traffic is not a perception--it's reality. I STRONGLY support the city's efforts to curtail excessive commuter traffic on SE Clinton and to help create and sustain the bike-oriented nature of the street and ALL Greenways in Portland. [] [] Thank you for time and effort!!
120	09/22/15	The proposed changes look great![] [] For anybody in Portland that relies partially or exclusively on cycling for travel, Clinton Street is a key link for many of our travels through Southeast. The City should absolutely prioritize safe and comfortable cycling and walking along Clinton rather than continuing to let the street be abused by regional drivers that want to speed and save a few seconds of travel. What is happening on the street now is unconscionable, and I look forward to a fix.
121	09/22/15	Also needed: motorist diversion program for aggressive and uninformed drivers – mandatory bicycle commuting or guided bike educational tour.
122	09/22/15	This is an excellent start, looking forward to see how the diverters calm auto traffic on this street.
123	09/22/15	This is a wonderful idea. More enforcement against aggressive and angry drivers would be great too.

		<p>Bike boulevards are a tremendous asset and I'm very glad to hear you're taking extra steps to enable them to be as safe as possible.[]</p> <p>[]</p> <p>I can't always ride my bike (I sometimes have to use my truck to get around) but when I do ride it is very obvious that there is a big safety difference between the designated bike boulevards and other area streets.[]</p> <p>[]</p> <p>Clinton has been getting very difficult to feel safe on, due to the amount of frustrated motorists passing cyclists in an unsafe manner (and what appears to be motorists speeding, although I admit absent a speed indicating device it is hard to tell-but the speed of cars relative to bikes and pedestrians seems to be an unsafe situation). It would be great to enhance the traffic calming efforts through there (and on other designated neighborhood bike streets).[]</p> <p>[]</p>
124	09/22/15	Thank you for you continued efforts to improve transit!
125	09/22/15	Not sure that's enough, but it's a great start.
126	09/22/15	Thank you for making Clinton a safer street for ALL travel!
127	09/22/15	<p>If this had been proposed in tandem with the changes that were made on Division, I think this would be a different conversation. There needs to be a realistic environment place for those of us who need to drive. It takes 15 minutes to drive 5 blocks on division sometimes bc of all of the irresponsible walkers and cyclists. They don't follow the laws for them. Pedestrians ambling across the street -not at the crosswalk- even when there is traffic coming and expecting every car to stop for them no matter what. Cyclists weaving between the road and the sidewalk not looking before the run a stop sign or go through a cross walk. And now you want to divert me from my neighborhood as well? You want me to walk 2-4 blocks to get to my house or my work? I am 100% opposed to this change.</p>
128	09/22/15	This is a waste of money. Clinton is already a bike route, why does more money need to be spent on it?
129	09/22/15	Why do the changes stop at 52nd? Many people biking (and Franklin HS students) travel the Woodward segment of the greenway between 52nd and 65th, and 65th is a well-loved conduit for bicyclists coming north to then travel west on Woodward/Clinton, by virtue of the signal at Powell. Similar changes should be considered for Woodward between 52nd-65th and 65th between Woodward-Powell.
130	09/22/15	I would be in favor of preventing eastbound turns on Clinton from SE 12th.
131	09/22/15	I frequently drive down Clinton when returning from the supermarket, but would readily give this practice up if it helps create a safer street for people on bikes.
132	09/22/15	Please build diverters today.
133	09/22/15	<p>Traffic on SE Clinton is now out of control. "Traffic calming" on Division just means auto traffic has nowhere to go, so of course ends up on Clinton. How can your planners have been so incredibly clueless that this was inevitable?[]</p> <p>[]</p> <p>I'm skeptical that the proposed changes will make much difference. The reality is that the combination of development on SE Division, increased automobile traffic in general, and the fact that you have narrowed the road on Division - while at the same time encouraging it to be a major traffic corridor - doesn't leave motorists many options. Motorists are not going to stop driving and anything you do will make them spread out more than ever into the neighbourhood, like a spider's web.</p>
134	09/22/15	I think it should go even further and have a couple more diverters in there. We need streets that are completely safe and fast for bikers of all stripes.
135	09/22/15	I bike Clinton several times a day. It has gotten progressively more congested with aggressive cars since the build-up of Division. The idea of a diverter on 17th and the proposed changes on 34th almost made me cry tears of happiness. Thank you so much!
136	09/22/15	I commute to work from northeast to southeast Portland every day on SE 34th. The suggested changes to SE 34th will make a big difference to the safety and comfort of my commute. I'm also looking forward to being able to ride Clinton Street with fewer cars buzzing closely by me. Thank you for making the safety of greenways a priority!
137	09/22/15	<p>I have a child who crosses SE Clinton to get to Hosford Middle School and I commute to work by bicycling Clinton from 35th to 12th every day. I think these changes will make it safer for both of us.[]</p> <p>Thank you for at least trying it out.</p>
138	09/22/15	Long awaited and sorely needed. Traffic has to be directed and controlled, because a neighborhood is not an arterial.
139	09/22/15	<p>From the perspective of anyone not behind the wheel of a car, sharing the road is like sharing your lunch with a pack of wolves. It's now their lunch. Even if you just try to nibble at the edges, they're going to snarl and howl. We all know who "wins." []</p> <p>[]</p> <p>The city needs to do more to protect those who don't drive from those who do. Some 30% of Portlanders do not drive to work, yet nearly 100% of our streets are optimized for driving, first, foremost, and (for the most part) exclusively.</p>

140	09/22/15	<p>This is a nice first step but I'd like to see even more diversion... maybe something out in the 50s.[]</p> <p>And why not do a small public plaza at the 26th intersection? That would be such a nice safety improvement and there is plenty of space to do it.[]</p> <p>thank you.</p>
141	09/22/15	<p>Question 4 is weird. Why ask about my transportation mode, then pose a question only for car drivers? The whole point of Clinton Street and other greenways is so that I DON'T have to go blocks out of my way for my own safety whole on foot or on a bike.[]</p> <p>Is this survey designed primarily to determine how much inconvenience car drivers are willing to tolerate?</p>
142	09/22/15	<p>As a homeowner on 33rd Avenue between Clinton and Division and regular bike commuter this improvement is very welcome and very important to me and my family. The often aggressive drivers cutting through on Clinton street feels unsafe. On our street, 33rd Avenue, we also face heavy traffic with cars getting stuck in standoffs fighting for the lane. We would welcome improvements to ease the congestion and appreciate your attention to the potential impacts of the changes to the traffic on our street.</p>
143	09/22/15	<p>Thank you so much PBOT! I hope these changes become permanent!</p>
144	09/22/15	<p>I actually think none of these are particularly drastic, but hopefully in total they lower traffic volumes to the point where Clinton feels more like a local street again.</p>
145	09/22/15	<p>Thumbs up to traffic diversion on Clinton! []</p> <p>Glad to see PBOT taking proactive steps here. Looking forward to similar treatments on Tillamook & Ankeny. Cheers!</p>
146	09/22/15	<p>As someone who lives 2 blocks off Clinton St, I am on this corridor all the time. In a car, I have taken Clinton west from 20th to 12th to avoid traffic on Division. However, as a bicyclist, I try to keep the car to the busier Division for the safety of cyclists.[]</p> <p>Most often in the area, I am biking. I have noticed the safety for biking on Clinton has declined with the growth of businesses and big apartment buildings on Division. I prefer to bike on other streets at this point.[]</p> <p>I live on Woodward St, and I am increasingly seeing speeding cars (30+ MPH) come down my street, and it is disturbing. []</p> <p>While I herald the improvements on Clinton, I would also like to recommend that the city look at the infrastructure for cars that is causing people to divert onto what should be slow residential streets.</p>
147	09/22/15	<p>I lived at SE 40th and Caruthers for a couple years before moving to 97214.[]</p> <p>I strongly support efforts to keep neighborhood greenways devoted to non-motorized traffic except for residents.</p>
148	09/21/15	<p>I used to live closer to Clinton St and rode my bike or walked on it multiple times. I support calming and diversion on all greenways. It's relieving to go through a diverter and know that any drivers behind me can't follow me.</p>
149	09/21/15	<p>I live on 33rd, three houses north of Clinton, and ride my bike there twice a day, everyday. I also drive my car and walk on Clinton nearly everyday. I think the city's proposal is exactly what Clinton needs and is long overdue. Bicyclists do not feel safe nor comfortable on Clinton in it's current configuration. Auto traffic volumes are noticeably increasing by leaps and bounds every year. I just worry that if the city doesn't add traffic diverters soon, no one will want to ride on Clinton anymore. City Council adopted ambitious mode split targets for important reasons, yet these goals will be unachievable unless motorists are diverted from streets like Clinton. There may be significant backlash from motorists at first, but city staff and commissioners should stay the course, knowing that these improvements ultimately serve the greater public good. Thank you for doing what is right for my neighborhood.</p>
150	09/21/15	<p>I would rather see the diverter at 29th be further west, perhaps at 27th or 28th. The reason: it's when climbing that hill that cars passing cyclists becomes most dangerous and scary. It's hard to keep up with traffic up the hill and cars pass even though it's kind of blind because of the slope.[]</p> <p>Additionally, I could support better markings where Clinton crosses 50th, including flash beacons. That's a frightening crossing and a major weak link in the Clinton/Woodward greenway. Cross traffic runs at 35mph-plus.[]</p> <p>Otherwise, I'm glad to see these proposals. Thank you for including the 34th one-way proposal.</p>

151	09/21/15	I just wanted to say that the issue isn't isolated for cyclists on clinton. I do not feel safe even walking on Clinton sometimes because of the speed at which cars approach intersections coming off of Division. They often don't stop at the sign initially, but speed up past the sign to turn onto clinton as fast as possible. Pedestrians are at risk every time a vehicle chooses to not stop at the sign and look for sidewalk users before inching up to turn. (It is 100 times worse on Division itself, but that's a whole different story).
152	09/21/15	I'm concerned that this survey does not mention turn restrictions from northbound SE 26th and SE 21st onto westbound Clinton. [] [] An issue that will not be addressed by the proposed interventions are patrons of restaurants and bars hunting for parking on and near Clinton from the upper 20s through the 30s, primarily in the evenings, as well as mid-day on weekends. This traffic tends to turn onto Clinton, then off again a block or few later. These drivers are often not familiar with the area and are thus not aware of the prevalence of bikes on Clinton. In addition, many are hurried, their attention focused on finding parking and thus not fully on driving - I often see rolling stops, sudden movements into or across traffic, etc. There needs to be further consideration of how to make these users aware of Clinton's status, and potentially design the streetscape to enforce calmer driving.
153	09/20/15	I live one house away from Clinton Street and am very opposed to the proposed changes to transportation access in my neighborhood. I am a bicycle commuter and ride on Clinton Street twice daily and do not feel unsafe on Clinton Street. I would prefer to see diverters on a parallel street to Clinton. [] [] I am also very upset about the process the City of Portland is using to inform neighbors of these changes. As with all the development in our neighborhood, it is evident that decision have already been made and asking the public's opinion will not change the minds of the planners. [] [] This neighborhood has already been changed greatly by development and diners parking in front of our houses. Making it more difficult to travel in the neighborhood will do little to deter the restaurant patrons and inconvenience the residents who are already beleaguered by the growth of the area.
154	09/19/15	I drive to work because my workplace is near Troutdale, and public transit times make it impractical to do otherwise. Traffic calming and diverting solutions would be a pain for me to get out of and back into my immediate neighborhood, but I support these measures because I want Clinton St to serve bike commuting and travel. The rise in auto traffic on Clinton in the last year has been alarming, and it's due to auto commuters trying to avoid Division; this has made conditions for bicyclists dangerous, which I don't like because on weekends, I'm one of them.
155	09/19/15	Initially I supported changes whole-heartedly, and still support the general idea but poor public process; short time-line, beginning in summer at time when many people not around/engaged and neighborhood assn.'s do not meet; outreach only after decisions made; limited-to-no opportunity for input and discussion for affected neighboring residents; shifting information; apparent shrug re potential affects of traffic changes on near-by residents whether part of the problem or not; and seeming lack of transparency, have been disappointing and leave me with no choice but to oppose the project unless it the time line is extended and efforts are made to listen to all stakeholders and to make adjustments after discussion. Although described as 'temporary', there is evidence that installations are not likely to change. There is no information of plans for a stake-holder group or opportunities for input, discussion after the fact. [] :[] Other options not mentioned so far: [] [] Education for users of all modes of transportation: [] Drivers, pedestrians, and bicyclists would benefit from education. [] Many bicyclists may not have drivers' licenses, so may never have read the Oregon Drivers Manual. [] The ODM should be required study in elementary, middle and HS....with grade-appropriate offerings, along with courtesy and caution. PSAs could be used [] [] Enforcement: [] Weed out the bad-actors [] [] Encouragement: [] Positive reinforcement always works better than punishing. See above re: PSAs []

156	09/19/15	<p>My family and I have lived 2 doors north of Clinton Street on 28th Place, for 26 years. My husband and I also own and run a small business on 36th & Division (17 years). I think that proposals for the Clinton Street greenway, such as traffic diverters are well intended but misguided. It occurs to me they will create more confusion and traffic throughout the neighborhood.</p> <p>In my opinion, one of the things that has happened to make Clinton harder to travel is the addition of traffic circles at 23rd, 31st, and 36th. They were apparently added due to complaints by people who chose to live on a through street but didn't like the speed of traffic inherent on a through street. This was at a time when there was less bicycle traffic. And then, because the circles didn't work, the speed bumps were added. Now there's discussion of more speed bumps... The traffic circles have always been terrible for obscuring pedestrians, confusing for drivers who don't expect them, as well as dangerous when the pavement is slick. Now that there are so many more bikes on the street the traffic circles, which have always been a problem, are a much bigger problem for visibility for all, as well as generally creating much more confusion between cars and bicycles as well as awkwardly impeding the flow of movement. This is an example of well-meaning but badly designed infrastructure.</p> <p>In my opinion there have already been very negative impacts on the neighborhood due to well meaning but terrible design. Case in point: the bio-swales throughout the neighborhood have removed large amounts of street parking which contribute hugely to the congestion problems we are seeing on Clinton. These bio-swales are hazardous, and the program objective of helping with run-off to the river could have been addressed with good design in ways that would have not disturbed the existing street parking infrastructure.</p> <p>I feel that adding more ill-concieved infrastructure (diversions, etc.) is foolish and will only make the congestion and safety problems worse. I would engage in removing impediments rather than adding more.</p> <p>And I would also concentrate on education. The most effective tools are for changing the behaviors, not just spreading the problems around.</p> <p>The majority of my time on Clinton St. is spent as a pedestrian, where I feel I am decidedly at the bottom of the food chain. There are irresponsible drivers. Also bicyclists rarely follow the rules of the road, which is very dangerous for everyone. I have had many close calls being within an inch or two of being hit by bicyclists who offer no recognition or apology. There is a rudeness and hubris in some (not all, by any means) bicyclists. It seems that they feel morally superior to anyone not on a bike. Well, not everyone is able to ride a bike. My son has disabilities. So do many others. Is the neighborhood/city to be designed for everyone to be able to get along? If so, education is key. Drivers need to be reminded to only pass bikes when there is no oncoming traffic! Bicyclists need to be reminded to follow the rules. If there were efforts at education for sharing the road, and citations for offenders, people would start to pay more attention, and this could actually change behaviors.</p>
157	09/18/15	More diverters, fewer speed bumps please!
158	09/18/15	<p>I support diversion on SE 17th, 29th and 35th and the idea of one-way northbound auto traffic on SE 34th Avenue from Clinton to Division. I would encourage PBOT to install all of the diverters and oppose any phasing of the project. I would also ask PBOT to work with other partners to create a SE CLINTON / 26TH AVE PLAZA TREATMENT.</p>
159	09/18/15	<p>The "Bikes may use full lane" signs are a good start, but it would be nice if there were more education of drivers and bicyclists of the correct position in the roadway. If PBOT is ready to say "bicyclists should ride over the sharrows, because it is the safest place for them to be," then it should say it clearly, loudly, and often. Yellow signs showing bikes riding over sharrows would be a good start. So would some clear statements such as: "Cars are guests," or "Bicyclists have priority on Neighborhood Greenways."</p> <p>There is really a culture shift that needs to happen. I have been frequently shouted at by drivers for being "in the middle of the road," as they dangerously pass me. I've had a driver ask me why I don't ride in the door zone like "all of the other polite bicyclists." More needs to be done to educate the public, and encourage them to slow down, leave room, take a rest, and find another route for through travel.</p> <p>It would be fantastic if PBOT would simply post a blanket prohibition on passing (including bicycles), especially in danger zones, such as on the hill between 26th and 28th. Passing on the greenway is almost never safe, and the cost benefit analysis is *always* in favor of having the driver hang back, leave room, and/or find another route. Every day, some car will pass me on the greenways (often dangerously close or uncomfortably fast), and then I will catch up to them at the next stop sign or traffic signal. This is not reasonable behavior, and drivers should be told so.</p>
160	09/18/15	I hope this will be a model to strengthen other neighborhood green ways!
161	09/18/15	This city desperately needs some safe crosstown streets for cyclists - safe means car-free or very car-light. The Hand-Richmond-South Tabor neighborhoods would all benefit enormously if car traffic was dramatically reduced.
162	09/18/15	Clean air and bike-able, walk-able streets are luxuries I would love to have. I realize this is just one aspect of an insidious, complex environmental and social problem. But I think this approach helps everyone - ultimately.

163	09/18/15	My family lives two blocks south of Clinton at SE 25th, and we bike/walk on Clinton daily to get to school/work/everything (we don't own a car). We are very excited about your plans for calming traffic on Clinton. Thank you for doing this!
164	09/18/15	Thank you for specifying "automobile traffic." I appreciate the clarity.
165	09/18/15	What about traffic entering from 12th?[] [] Need to address traffic coming from Powell. Much of that accumulates on Clinton and makes riding there more dangerous. New diverter at 17th might help with that, but there will still likely be an impact between 26th and 17th.[]
166	09/17/15	I would like to clarify that I am generally in strong support of Clinton Street Greenway. I am a bike commuter, and I travel by bike down SE 34th Ave and SE Clinton every weekday year-round. I am also generally in strong support of projects designed to increase safety and access for cyclists. However, I strongly feel that the proposal to convert SE 34th Ave into a one-way will have a very negative impact on safety. I am a homeowner residing on SE 34th Ave, and I bike down SE 34th between Division and Clinton Streets twice each day. Because SE 34th is narrow and open to two-way traffic, cars refrain from passing cyclists on this block. Instead, drivers wait patiently for me to pass before entering the narrow portion of the block. My ride through this block is one of the safest of my entire ride—I have biked down SE 34th hundreds, if not thousands, of times, and I cannot recall a single instance when a driver tried to pass me as I rode through this block. If the City converts SE 34th between Clinton and Division into a one-way street, I fear that it will become extremely unsafe for cyclists, as impatient drivers speed down the block in an effort to catch the light on Division. I am concerned that the City has not adequately examined the actual biker/driver interactions on this block, and that the City therefore risks creating an unsafe situation for cyclists on the basis of incomplete data and information. I am confident that if the City actually takes the time to evaluate cyclists on this block, the City will realize that converting the street to a one-way will create additional hazards for cyclists and motorists alike. The fact that the City is even considering this proposal is evidence that the City has failed to conduct an adequate assessment of the existing situation. Basing a decision like this on street width alone is arbitrary and capricious. Please do not make cyclists suffer for your failure to conduct first-hand observations.
167	09/17/15	I feel that with the limited funding, a diverter at SE 12th does double duty with a diverter on SE 17th. I very much like the idea of diverters to reduce cut-through traffic. I support a diagonal diverter to provide both for Clinton and the proposed 20s bikeway. I would like to see increased innovation around reducing cut-through traffic also on 21st & 26th either by re-routing the #10 bus to Division or by working around the bus line.[] Thank you for your willingness to help
168	09/17/15	Support these, plus more. I'd love to have no traffic circles on Clinton (no small ones, on any street), and almost any improvement to the intersection at 50th. It's miserable.[] [] I'd like all diverter projects to inform neighbors that they should expect a miserable couple of weeks, as diverted drivers experiment with new routes. Please don't recommend that diverters create a smooth, comfortable alternative to drivers' current inappropriate routes. I don't know how long one should expect that education to take, but the end result would be the understanding that there's no longer a good way to use the greenway to speed up a commute.
169	09/17/15	I believe that making certain streets into effective freeways (see Powell Blvd, se11th and 12th aves.) while maintaining the sanctity of neighboring streets is unfair to all. Certain streets do not deserve more respect than others thereby devaluing both the properties and the quality of life near designated high capacity, high speed streets. It also makes commuting in our auto-centric metropolitan area much harder (congested) for those of lower income who primarily dwell east of our higher income areas yet must pass through central Portland's bottlenecks. Unfortunately our transportation infrastructure does not match our residential infrastructure.
170	09/17/15	There should be diverters every five blocks on all Neighborhood Greenways. Please add diversion at SE 50th and do something about that dangerous crossing! A treatment like you have at Chavez would be ideal.
171	09/16/15	I am two houses off Clinton and totally support keeping as many cars as possible on powell and division. local traffic only! personally, I haven't seen much of a problem with cars, but I might ride at off hours. exception being just west of chavez- there's always a line of cars at the light on chavez. good luck! change is good!
172	09/16/15	With the dramatic increase in traffic and congestion on Division between 26th and 39th, any changes to Clinton use should not exclude automobiles. The need is for better barriers/markings on Clinton for both bikes and autos (at 20 mph) to co-exist. Anything else will worsen the traffic congestion on Division and adversely affect the business environment there.[] [] I bike/commute frequently, but not everyone has the physical ability to do that.

173	09/16/15	<p>I strongly support the diverter at SE 17th to discourage cut through traffic west of 26th. I ride my bike along this stretch of Clinton almost daily and traffic volume and speed have increased dramatically. ¶</p> <p>¶</p> <p>I have mixed feelings about the proposed diverter on SE 29th and fear it could result in alternate cut through routes throughout the neighborhood. Perhaps the addition of a 4-way stop would be a better solution.¶</p> <p>¶</p> <p>The on-way conversion of SE 34th seems like a good idea. While I'm generally not in favor of one-way streets, this one block barely functions as a 2-way street as is, and southbound traffic can easily be accommodated by the much wider SE 35th Ave.¶</p> <p>¶</p> <p>Thanks!</p>
174	09/16/15	<p>If I understand them correctly, I strongly support diverters on 17th street. (My understanding is that they will not allow cars to turn onto Clinton Street.) There are far too many cars that are cutting over from both Powell and (strangely) Division to dash through the neighborhood. I bike from SE Brooklyn Street and I have found that anytime between about 7:30 and 8:00 it is almost impossible to turn left onto Clinton Street below 17th because the stream of traffic is so constant and unrelenting. I am not familiar with some of the other areas where traffic may be of concern, so I cannot speak to the issues in those places.</p>
175	09/16/15	<p>I don't support diverters on Clinton if you are not going to provide traffic lights for us to turn west (coming from the south) onto Division. ¶</p> <p>¶</p> <p>Having Rich Newlands tell us that there is no money for traffic lights is a bit of a slap in the face, considering there are quite a few developers making a ton of money at the expense of the neighborhood.¶</p> <p>Clinton St was perfectly safe until all of the new development came in, increasing traffic for both businesses and new apartments. ¶</p> <p>If the new developments are increasing traffic to the point of being unsafe, then there should be some extra property tax money or development charges being collected to pay for safety improvements. Most importantly, traffic lights so we can turn left onto Division. Right now, I would have to travel down to 28th Place (or wherever the light is) to make a left onto Division. ¶</p> <p>¶</p> <p>The City should have thought of these things WAY before it became the problem it is today. Now, the long time residents face the possibility of being impacted further by making it more difficult to travel to and from their homes.</p>
176	09/16/15	<p>I'm concerned that there's too much space between 29th and 39th where cars continue to drive. They drive very quickly down this section in order to avoid the congestion on Division. Please consider putting a diverter somewhere between 29th and 39th as well. Thanks!</p>
177	09/16/15	<p>I live on SE Woodward St, two blocks up the hill from Clinton, and have young children. I am very concerned that diverters on Clinton will send much more car traffic to our narrow residential street. I certainly won't support them until it's shown clearly that the car traffic will be pushed towards Division, or Powell, rather than our small, formerly safe, quiet, and charming residential streets. The effort to get information on this has been difficult and I can't understand why the crucial info on which streets would be affected was buried on this page rather than on the map or the details pages. I will be at the meeting and hope that residents have input in this huge change. I am very frustrated with how overdeveloped the neighborhood is already.</p>
178	09/16/15	<p>We live on 29th between Clinton and Division. If I understand the diverter approach, I would not be able to leave my house and head south on 29th to get on Powell. My only option to travel east/west would be Division. Division traffic is currently horrendous most any time of day due to all the new business. I am very supportive of the biking route on Clinton. My husband and I have used it ourselves for travelling to work when our jobs have permitted. We need to find a solution that ensure the neighborhood residence have sufficient access to their homes and work while providing protection for bicycles as well.¶</p> <p>¶</p> <p>Would it not be more appropriate to address the cause of the issue? Why is the commission not looking at solving the traffic problems on both Division and Clinton that are forcing non-resident cars down Clinton?</p>
179	09/16/15	<p>This is a horribly phrased survey. It lists 4 proposed changes but doesn't gauge level of support for each specific item. I support speed bumps much more than diverters and even support diverters more than 1-way on 34th. Re diverters I'd like to see other intersection options. And Q. 4 assumes Clinton is not already a safe street. it should 1st ask people to rate the safety of Clinton to assess if they even think it's an unsafe street. Most accidents happen at intersections and with turning vehicle, not when a bike and car are going in the same direction. The city has said there's isn't a safety issue on Clinton that it's more of an issue of comfort. This survey questions incorrectly assumes the reader thinks Clinton is not a safe street.¶</p> <p>¶</p> <p>I strongly oppose making 34th 1-way. There is no safety issue at all on 34th: cars avg 15-20 mph or less on it and all cars stop and courtesy queue when another car or a bike comes the opposite way. There have been no accidents on 34th according to DMV or ODOT records the past several years. Making it 1-way will just widen the transit lane, allow cars to drive faster and o pass bikes and eliminate the required courtesy queuing on the street, which will all make the street LESS safe for bikes.</p>

180	09/15/15	I'd support them more fully if I understood them better--what exactly does the diverter do? does it eliminate through trips on Clinton in both directions or one only?
181	09/15/15	<p>I live on Woodward, and since the construction of Division/Clinton rerouted traffic onto Woodward I've seen a HUGE increase in traffic as people have discovered this convenient cut through. If you close certain parts of Clinton to car traffic by adding diverters, or making parts of it one way, it will only just move those cars onto Woodward and other side streets. It is flawed logic to simply shift cars from Clinton, which has commercial nodes and needs vehicular traffic to support the businesses. Plenty of people bike and walk on Woodward now, you'll simply be making it worse for those folks as well. I don't understand what problem you are trying to solve here. Is there accident data to suggest drastic changes? Let's focus on real problems, like outer SE Portland where they don't even have sidewalks.[]</p> <p>Thanks,[] Megan Gibb[] Urban Planner! and bike commuter[] Metro</p>
182	09/15/15	<p>As a 5 yr resident of the Richmond neighborhood and a daily bike commuter since 2013, I have been aware of the Clinton street issues (too much and too fast car traffic). However, as I mainly commuted to my OHSU job via Lincoln/Harrison and Ladd's Addition to the Hawthorne bridge, I never gave the issue much attention.[]</p> <p>[]</p> <p>This week I began commuting via the new Tilikum bridge and taking Clinton from my 30th and Division area home to the South Waterfront. I am APPALLED at the conditions compared to nearby Lincoln/Harrison. Drivers are speeding and consistently weaving around bikes; the congestion around the new Trimet station near 12th is ludicrous.[]</p> <p>[]</p> <p>I fully support adding traffic calming measures, especially diverters to encourage car traffic to stay on primary roads such as Powell, Division and Hawthorne. I do have minor concerns that cut-through traffic will migrate north to Lincoln/Harrison, but existing diverters at 39th and 20th, plus the Ladd's maze will hopefully limit that.[]</p> <p>[]</p> <p>Than you!</p>
183	09/15/15	<p>I've used bikes as primary transportation my entire life (I'm 45 years old), but my wife and 3.5 year old son are both new (in their own way) to lifestyle biking. improvements like this can support a new generation of bicyclists. it needs to be done![]</p> <p>[]</p>