

SE Morrison Configuration Project

Public Input Summary – 7/11/17

BACKGROUND

In the inner eastside, SE Morrison and SE Belmont Street function as a couplet (a pair of one-way streets). Between Grand and 11th, however, Morrison has one opposing eastbound travel lane. The current configuration in this section of SE Morrison is unusual and PBOT engineers are concerned about traffic safety. State records document over three hundred crashes in a ten-year period between Grand and 11th. Forty-four of these crashes were directly related to the eastbound lane, seventeen of them caused injuries, and four of them involved cyclists.

In addition to these safety concerns, this section of Morrison is difficult for pedestrians to cross as they must watch for vehicles in both directions. There is currently no bike lane, so people biking to the bridge can be found in any of the westbound travel lanes, making the road less predictable for everyone. Finally, the one east bound travel lane gets very little use. Over 96% of the eastbound traffic uses SE Belmont instead. Recent private construction projects on SE Morrison have resulted in permits closing several blocks of this eastbound lane. PBOT has noted little impact from this closure.

CURRENT PROPOSAL

PBOT is proposing to remove this one eastbound lane and restripe SE Morrison as a one-way, west-bound only consistently from SE 25th to the Morrison Bridge. The proposed configuration would maintain existing parking on both sides of the street and allow for a protected bike lane to be installed. The project would have the benefit of separating automobile and bicycle traffic, ease pedestrian crossings, and would improve freight access to the Morrison Bridge off of 7th Avenue.

PUBLIC PROCESS

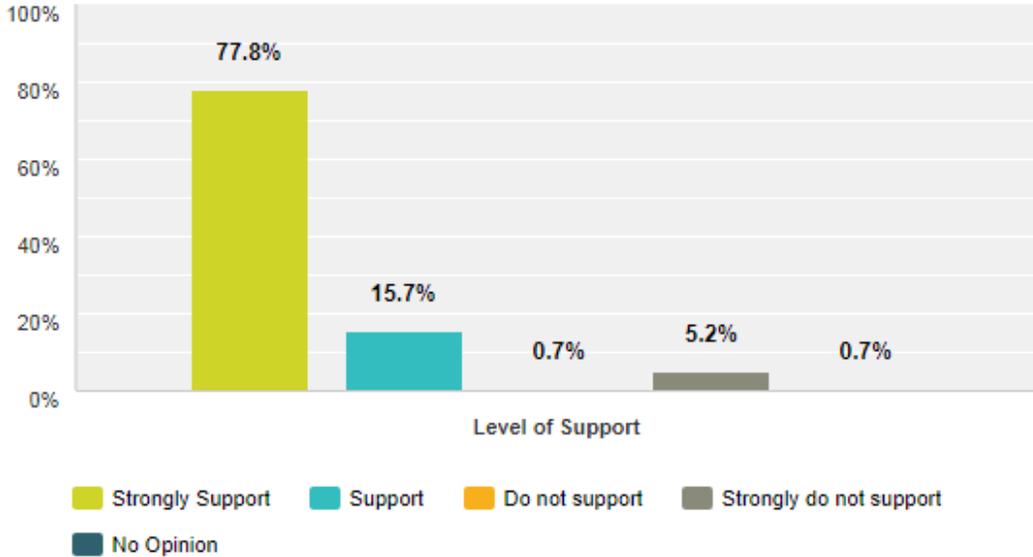
PBOT has documented concerns about the eastbound lane on Morrison for several years. Responding to current construction-related closures of the eastbound lane, PBOT traffic engineers developed new street layout concepts for this section of SE Morrison which PBOT staff presented to the Central Eastside Industrial Council's Transportation and Parking Advisory Committee (TPAC) for review in May of 2017. Response from the TPAC suggested additional public process would be helpful. To this end, PBOT setup an online public input survey and invited responses via a direct mailing to over 1,200 residents, business owners and property owners. PBOT also did direct door-to-door business outreach along the corridor.

PUBLIC INPUT SUMMARY

Public input gathered was largely supportive of the proposed changes. Of the 18 businesses reached during door-to-door outreach, only one was opposed and that business was in the process of moving (All Electrical Music and Sound). Of the 153 people who completed the online survey, 143 supported the proposal, 9 did not, and 1 had no opinion.

Please let us know your level of support for the proposed changes.

Answered: 153 Skipped: 0



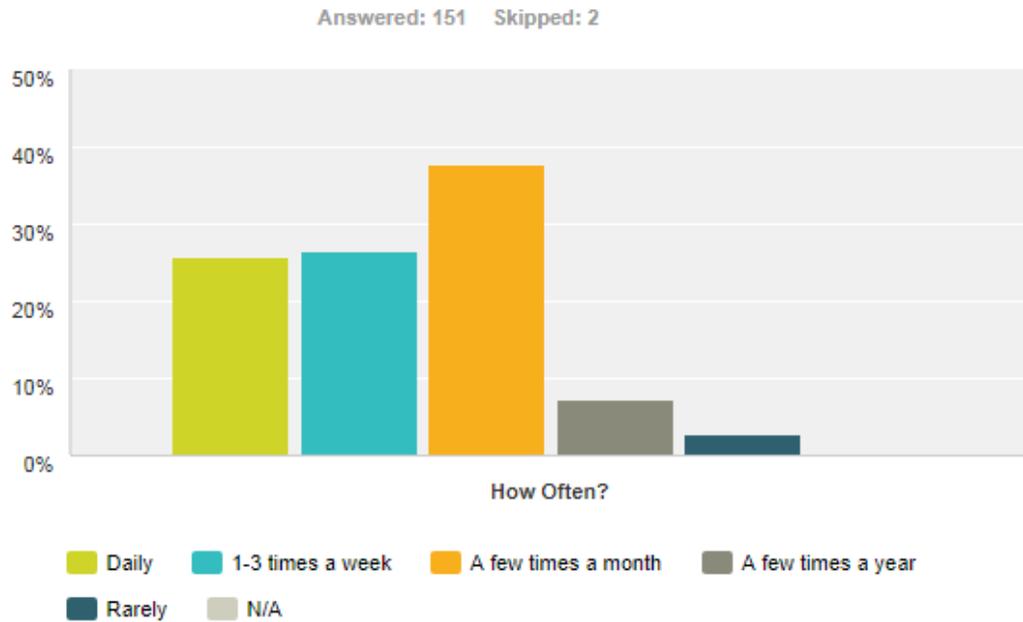
98 respondents took the time to share additional comments. These comments are still being analyzed, but generally were focused on transit and bike facilities on the street, improving safety, difficulty crossing the street as a pedestrian, and access to the Morrison Bridge.

The most frequently appearing words and phrases in the comments are shown below. The full text of the unedited comments appears at the end of this report.

Street		28.57%	28
Bus Lane		22.45%	22
Protected Bike Lane		21.43%	21
Cross		18.37%	18
Safety		15.31%	15
Morrison Bridge		13.27%	13
Pedestrian		12.24%	12
Bicycle		12.24%	12
Strongly Support		10.20%	10
Intersection		8.16%	8

Respondents were split with how frequently they used SE Morrison. 79 respondents reported using it daily or several times a week, 57 shared they used Morrison a few times a month, and 15 reported using it less frequently.

How do often do you travel on SE Morrison St?



26 respondents reported living, working, or owning property directly adjacent to SE Morrison in the project area.

NEXT STEPS

PBOT staff are currently analyzing the detail public comments and other suggestions specific to the design of SE Morrison. Based on the significant public support, PBOT plans to share a refined plan incorporating feedback in August for implementation this fall.

More information can be found on the SE Morrison project webpage:

<https://www.portlandoregon.gov/transportation/73931>

QUESTIONS?

Contact Gabe Graff at Gabriel.Graff@portlandoregon.gov or 503-823-5291 with questions related to this project.

ADDITIONAL COMMENTS

1. *Crossing 10th as a pedestrian on both Morrison and Belmont involves long wait times and high speed traffic. We would love some pedestrian bridges there. Or lights. Or crosswalks. The downside about the one way is that now when driving east on Belmont in order to use our parking lot we'll have to go all the way to 12th and loop around to Morrison to get there because it's in between 10th and 11th on Morrison. Usually we would just go north on 10th and turn east on Morrison. Not a big deal and in the end we think it will be safer to have Morrison one way all the way as we see lots of confusion and cars driving in the opposing lanes often.*
2. *I travel from my workplace (SW Naito) to various businesses near Morrison in SE, and I have trouble finding a safe route many times.*
3. *While I support these changes, I don't think the on-street parking needs to be maintained on both sides of SE Morrison. Would love to see a dedicated bus lane on Morrison instead of street parking.*
4. *Strongly support a protected bike lane in this area--safer and more predictable for everyone, not just cyclists.*
5. *I like the bus lane dedicated configuration with separation for bicycles*
6. *Making Morrison a bigger thoroughfare with five lanes of cars/trucks will increase speeds in the area, cause additional congestion on the Morrison bridge going westbound as the lanes need to merge, and eliminate parking/delivery areas/bus stops on the north side of the street. I strongly do not support this proposal.*
7. *Protected bike lanes and bus-only lanes are needed.*
8. *Rather than focusing on prioritizing parking on both sides, I would much prefer dedicated transit lanes - Cycle tracks, dedicated bus lanes and floating islands. This would make the street more efficient and safer for all.*
9. *I support removing the contra-flow traffic lane and adding a bike lane to Morrison. However, the lanes that are designated as transit-only during only certain hours should be made full-time transit-only lanes. (And, eventually, we should extend transit-only lanes farther down Morrison, and do the same thing on Belmont.) As SFMTA studies have recently shown, introducing transit only lanes has many benefits for the community. In addition to improving transit times, dedicated transit lanes also dramatically increase safety for all road users:*

"On all three streets [with red-painted bus-only lanes], overall collisions dropped by 16 percent, and injury collisions dropped by 24 percent at a time when they did not change significantly citywide." Source: <https://www.sfmta.com/about-sfmta/blog/red-transit-only-lanes-work-two-new-studies-show-their-benefits> We should not be prioritizing the preservation of free parking as a city right now. It would be better for our vision zero and climate action goals to prioritize dedicated transit lanes. With dedicated transit lanes, we could also include floating bus islands! A comfort win for bus riders and a safety win for all

pedestrian users who would be more easily visible on an island when attempting to cross the street, rather than trying to set off from a curb that is hidden behind a bike lane and a row of parked cars. Thank you for your work on this project so far, and for your time and consideration of these additional improvements to the proposal.

10. - *The removal of the eastbound lane is a terrific change.*

- The protected bike lane is only safe if there are signals and pavement treatment to prevent right hooks. If these are not present, I would advise cyclists to use the general traffic lane instead.

- Morrison, which lies in the heart of SE Portland, should become a pleasant place and not just a conduit.

- I support a configuration that widens the sidewalks, adds street trees, reduces traffic speeds, and has the following lanes: A wide bicycle lane, one full-time bus-only lane, one general traffic lane, and one parking lane.

11. *I think this is a step in the right direction, but it could be a lot better. I take the bus on SE Morrison many times a week and it is always stuck in traffic. Let's get rid of parking or one of the car lanes and make a dedicated bus lane. The hours that I waste on the crowded bus on Morrison every month are frustrating. If we gave a dedicated lane to busses, it would help encourage more people to take the bus and fewer people to drive which would also help with our climate goals. I do sometimes ride my bike, so a bigger and more protected bike is always appreciated as well. Thanks!*

12. *We should not be preserving parking with the changes. Giving free parking encourages wasteful use of our streets, is bad for our planet, and becomes harder to remove later. The extra lane should be used for a dedicated transit lane with floating bus islands and physical separation for the bike lane.*

Our bus infrastructure is suffering because of the lack of space for it while too much space is given to private automobiles, which disproportionately affects low income users. A bus should not be delayed because 30 people opted to take their private vehicle instead of public transportation. This is harmful to our city, our environment, and increases the probability of fatal accidents. Given the choice, why would you ride a bus if you'll be stuck in traffic anyways? We are doing too much to tip that decision in the favor of private automobiles which adversely affects all other users.

I often bike in parked car-separated bike lanes, such as NE Multnomah and SW Broadway, and they've proven to be embarrassingly bad infrastructure. There are often cars parked in them, or over the parking lines. People drive or walk in them. It is time to learn from past mistakes and stop making more of these type of failed separated bike lanes.

13. *It does not go far enough. Please remove one direction of parking and put in a dedicated bus lane with floating bus stop islands. Why is true transit reform always compromised by the*

"need" to store private vehicles on public rights of way? We have seen that auto congestion won't go away, and the only alternative is to give more space to public transit, bikes, and walking. Show some courage and do a bold design that won't have to be rebuilt later.

- 14. Bus only lanes needed more than anything. Pedestrian safety first of course.*
- 15. I've always found the counterflow lane to be, quite frankly, dangerous. It's complicated to navigate as a pedestrian and as a motorist. It still seems as though there are too many travel lanes dedicated to vehicular traffic. This section of Morrison would may also benefit from the addition of a dedicated transit-only lane.*
- 16. Consider converting a lane to bus only--either permanently or within the 'no parking' zone during commute times. I strongly support physically separated bike lanes. We need to move beyond low quality/non durable separators like the candlesticks to permanent infrastructure. Consider curb or other structure. Thank you!*
- 17. Please don't prioritize parking as the road needs bus lanes. The Hawthorne bridge carries the most buses out of the other bridges into downtown. Each bus carries 20-40 people, with more at peak hours. Compare that to the cars that are mostly Single Occupancy Vehicles, the buses are carrying more people thus they deserve their own lane. By adding a bus lane will attract new riders as the ride will be more efficient than before. That is how to take cars off the road, not by building bike lanes. Please consider my suggestion. Thank you very much (and I mean it!)*
- 18. Bike lanes, bus lanes, slower traffic please. This section is confusing and would be much simpler without the two-way traffic. Keep parking clear from intersections to daylight the bike lane and prevent turning conflicts and please consider some curb or bollard treatment at the crosswalk to keep the bike lane from getting pinched by a turning vehicle.*
- 19. I almost never ride on Morrison or Belmont unless I absolutely have to because it is a bad experience, this makes me miss out on seeing new businesses and makes me less likely to stop and patronize them. Why not have a transit only lane for the entire time transit is operational? Why only restrict it to morning rush hour? If parking is to be preserved over the benefits of additional transit lanes, it should be charged for at market rates to encourage turnover and raise funds for nearby safety improvements and TDM.*
- 20. I think this would be an excellent area to watch the effects of alternative transit-priority lanes. I strongly support a bike lane and bus-only lane!*
- 21. The lane of traffic opposite direction is really unneeded and confusing. I would love to be able to ride Morrison safely! Thanks for all your work PBOT!*
- 22. Vision zero! Prove to us it's not a joke! This is one teeny tiny baby step for Christ's sake!*
- 23. Under the city policy to prioritize bike and bus traffic over automotive traffic, a protected bike lane would be a significant improvement and a bus-only lane should be there all the time rather than just in rush hours. (If it's a parking-protected lane, there needs to be enough parking removed to ensure visibility, especially on a fast-moving street like this one.) Three lanes of auto traffic in one direction seem detrimental to the street's potential economic value.*

Calming and quieting traffic and shortening crossings would make these properties more valuable and more likely to develop intensively, reducing congestion and boosting the regional housing supply, which will slow the upward price filtering of other new homes.

24. *Thank you so much for switching that totally unnecessary, very dangerous and confusing east-bound lane on inner SE Morrison. The street is still WAY too car-dominated for being in such a dense, increasingly urban and people-friendly corridor. So, the VERY least we can do is create a really great *physically separated* cycle track on SE Morrison (and hopefully on SE Belmont, as well). The Belmont/Morrison couplet, like the unbelievably awful NE Broadway/Weidler couplet, was created at a time when it was assumed that everyone would a) be driving and, in particular, b) "escaping by car" as quickly as possible to the suburbs.*

*Well, we now see that cities are extremely popular, just like they *used* to be before the car-dominated, very heavily subsidized suburban experiment began--and it has not gone well at all. We've spend \$billions on roads that are in need of many, many \$billions more in maintenance--which, conveniently (and rather mischievously) at the time, never got factored in. People want to live, work and play in urban areas now, and they want urban environments that are SAFE and walkable. Our infrastructure, land use and *especially* our transportation plans have not at all caught up to Portland's rapidly changing demographics and demands.*

*People also need to get to work in under an *hour* by bus. The morning rush-hour bus lane needs to be a *permanent* bus lane, along with *twice* the frequency of buses. I never, ever take the bus because a) the waits are far too long and b) the buses get stuck behind car traffic that often moves more slowly than I walk. Ridership would *multiply* if we had many miles of dedicated bus lanes and headways that never exceed 15 minutes (and average 5-7 minutes at rush hour) on certain lines, including weekends. You would suddenly see so many thousands fewer people driving to work that *land use* would improve dramatically both downtown and along our dreadful couplets.*

*Two lanes on SE Morrison is more than enough. If you're *really* concerned about safety, you would actually *never* allow more than one consecutive lane in a given direction to occur anywhere along any street you control within Portland proper. But this proposal definitely marks a huge improvement over the current incredibly embarrassing and dangerous situation. Our "couplet" system is straight out of 1950s suburbia, and the sooner we change these, the better *all* aspects of our streets will be. They will be more vibrant, walkable, bike-friendly and SAFE. I see lots of room for "street seats," as well. Many individual linear blocks of Montreal have FOUR street seats. This stretch of Morrison and Belmont.*

*There is a HUGE amount of room to create fully protected cycle tracks between MLK and 25th along *both* Belmont and Morrison. Let's please, please do this immediately (AND create permanent bus-only lanes on at least part of this stretch) to benefit *all* users of these two streets that overflow with potential but are still, after all these years, overflowing with CARS driven very quickly by people who just want to whip *through* the corridor as if it's*

"downtown" Beaverton (whose location is now the SECOND most difficult thing to find on Earth, now that Amelia Earhart has been found!!). :)

- 25. I urge PBOT to reconsider the parking protected lane and instead install a regular bike lane alongside the travelling lanes for motorists. Parking protected is a poor term for these lanes, which limit the space cyclists have to maneuver around obstacles, such as potholes, car doors, and people loading and unloading vehicles. Additionally, parking protected lanes are often blocked by cars attempting to turn onto the street containing the lane. The lane of parked cars reduced visibility of cyclists to motorists and increases the likelihood of right-hook and left-hook crashes when motorists attempt to turn off of the street carrying the parking protected lane. Indeed, the protection provided by these types of lane is greatly outweighed by the risks.*
- 26. - Thank you for removing the eastbound motor vehicle lane; it was really dangerous and completely unnecessary.*
 - Thank you for adding protected bike lanes on Morrison and Belmont. Can't wait for them to be extended further east.*
 - The bus-only lane should be a 24/7 feature (not just during morning rush)*
 - 3 lanes of motor vehicle traffic is completely unnecessary, and makes the street dangerous and difficult to cross (regardless of mode). Please reduce to 1-2 lanes of motor vehicle traffic. That way, you will have room to make the bus-only lane permanent, still have parking on both sides during 7-9 am, add in street trees or bioswales, and/or widen the protected bike lane.*
- 27. The changes should not be prioritizing preserving parking. Since we have the roadway let's provide dedicated transit lanes instead. cycle tracks, floating islands and dedicated bus lanes would go a long way toward making the street complete, safer, and more efficient. The time-restricted transit-only lanes on the approaches should be converted to full-time transit lanes.*
- 28. A little difficult to tell from the proposed map, but would be great if this project improves eastbound connections from Morrison Bridge to Belmont St. Also hopefully some long-term thought into how to get to Morrison St. from points further east on bike - Alder St? Then connect to Morrison via 7th Ave? Overall very happy with this idea.*
- 29. The tiny reverse lane was always weird. I'd like to ride down Morrison/Belmont more as there's a decent bike lane on the Morrison bridge, but the current configuration is bike unfriendly; and the option streets just north/south kind of stink for bike access as they're too industrial and have random stopping directions. If you want to be more forward thinking; realize we're getting thousands of new units online in this area. 3 lanes of cars is excessive for this stretch as there's only 2 lanes coming in and out of the stretch. Instead maybe use some of the wasted ROW for excess car lanes and reconfigure those to be spill out patio space for businesses like Robo Taco or Boxcar. Or if you're unwilling to go with the patio idea, make one of the lanes BRT only; that way once the Morrison bridge comes back online and buses can use it again there will be even more incentive to use those bus lines as it's a clean shot to downtown.*

30. *Please do it!*
31. *Thank you for converting this obsolete car lane to a protected bike lane! I sincerely appreciate that the lane is protected with 1) parking, 2) a painted buffer space, and 3) a bollard, as shown in the StreetMix. Please be sure to keep all three of these buffers so more people feel safe riding on a busy street that connects to many other corridors in our city.*
32. *Great idea but these bike lanes need to continue all the way from 12th MLK in both directions. Love that they are separated. Also stop being so timid about adding bike lanes, just do it. Was there a survey when I-5 was built? Or what about the bike lanes on 7th that no one complains about now?*
33. *I can almost support this – I like the idea of improving pedestrian safety on this stretch of Morrison. Until recently I worked at SE 6th & Alder, and the single lane of eastbound traffic makes for some sketchy street crossings. The bike lane would be nice, but as a cyclist I find myself taking the lane even on streets with these lanes (e.g. SW 2nd or SW Broadway) since other pedestrians are clueless about the bike lane and wander into it unpredictably. That said, I know other riders really need the protected lane. Along these lines, I'm wondering how bus riders are expected to get across the bike lane and onto the bus without getting creamed by downhill cyclists.*
34. *The existing design is unsafe and does not provide for bicycle access. The proposed design is a vast improvement.*
35. *Connectivity for bikes is lacking in the Inner east side, though it is straightforward to drive through there, leading to high speeds and conflicts at intersections. Improving bike safety on these roads will make them safer for all users, including pedestrians and drivers.*
36. *Please consider a bus-only lane during peak periods to help the #15 stay out of traffic.*
37. *With the proposed changes, I'm wondering how right turn movements will work off Morrison heading north on Grand or any other cross street. For Grand, I would strongly suggest an advance bike signal phase to get bicyclists through the intersection and onto the new contra-flow cycletrack on the west side of the Grand/Morrison intersection. For other minor street crossings, at minimum, high visibility painting/markings/stripping should be used to warn drivers that bicyclists proceeding straight across those minor streets have crossing priority over right turning motorists. That said, though this definitely creates a safer inter-block condition for bicyclists, I think this exacerbates the right-hook risk at these minor street crossings.*
38. *This is a smart design fix that eliminates a confusing lane for drivers, while adding space for bicyclists and preserving space for mass transit and motorists. I strongly support this proposal and it will make it easier for me to bicycle on this street.*
39. *As a resident of the inner SE (16th/Belmont) this is a welcome change*
40. *A protected bike facility on SE Belmont and Morrison is LONG OVERDUE! I bike Belmont/Morrison from SE 34th to Grand Ave daily, taking the lane. This connection is incredibly important to make the Morrison Bridge a usable crossing for bicycle traffic in mid-*

SE. Please consider extending the protected bike lane on Morrison in this configuration to SE 12th Ave instead of stopping at 11th Ave. 12th Ave is the main inflection point where the cross section of SE Morrison St changes from two travel lanes to the expanded with west of 12th Ave.

- 41. widen protected bike lane and sidewalk please. more room for people, less for cars.*
- 42. Despite using SE Morrison St for years, I can still be surprised by oncoming, eastbound traffic.*
- 43. It's a very strange traffic arrangement as is currently configured. I think the new configuration will improve safety with minimal disruption.*
- 44. I STRONGLY support these proposed infrastructure improvements, with an important caveat: I never use the Morrison Bridge MUP, and when commuting westbound, turn left at SE 7th to cross via the Hawthorne Bridge instead. At issue (for me) is that I find it hugely inconvenient, inefficient, unpleasant and unsafe to navigate between SE Water Ave and SE Morrison or SE Belmont when crossing the river in either direction. I've been commuting to and from downtown via Belmont/Morrison and the Hawthorne bridge this way for about 8 years now, including when I formerly worked at SW 9th & Yamhill.*
- 45. I bike west to work on Belmont and Morrison most days. I know about the more-comfortable greenway on Salmon, but it takes me out of my way and has a large hill. When I bike on Morrison I turn on to Alder at 19th street because Morrison feels very unsafe to bike on after that. I would love to continue biking on Morrison all the way to Grand!*
- 46. The current opposing travel lane is unnecessary and confusing for drivers. I fully support the proposed changes. The separation for the bike lane should be something that will not be easily destroyed by cars, such as the plastic curb with bollards found on the Hawthorne Bridge approach.*
- 47. I drove on that eastbound lane this week and found it very confusing. I thought I must be doing something wrong -- get rid of it!! I'm very supportive of this proposal and it will make it possible for bikes to get onto the Morrison Bridge more safely.*
- 48. The bike lane is TOO SMALL. This downhill stretch is very fast on bike and there needs to be more room for those biking speeds and for people to pass. A regular bike lane width will cause people to bike faster in traffic and dart in and out of the parked cars. Please make the width of a whole car lane and make the parking spaces smaller or get rid of parking. Even more ideal would be to eliminate parking on one side and make the lane next to the bike lane a bus only lane which would be available most of the time for bikes to expand if necessary.*
- 49. I now live in North Portland and only find myself on Morrison/Belmont when socializing or running errands - however, as someone who used to bike and drive through this area with great frequency, I am certain that these proposed changes are smart ones. The contraflow lane for cars was confusing and I never used it when driving; and more protected bike lanes are always an exponential help to safe cycling that doesn't impede traffic and helps bikers get where they need to go. Overall I love the plan!*

50. *Not clear whether the east bound bus only lane is staying. Please keep the bus lane!*
51. *I live at SE 13th & Yamhill and work downtown. I commuted to work via SE Morrison for 4 years but switched to SE Taylor last year due to too many right hook near misses. The bike lane won't change the right hook danger because people in cars don't look. Downtown you put in the separated bike lane on SW 2nd but every week I almost get hit because nobody looks before they turn left on Oak. The only reason I don't get hit is because I have to stop, defeating the whole purpose of the separated bike lane.*
52. *The bike lane on Morrison should start at 12th, since the roadway configuration there is the same as west of it. Strongly support also the addition of a bike lane on Belmont between Grand and 7th. I often ride this stretch, and it's a bit scary sharing that right turn lane with cars, or transitioning to straight through at 7th.*
53. *This is a great project and I appreciate some of the similar projects pbot has implemented, but I have to say that I do not feel as comfortable riding through intersections. It would be great to get some sort of physical protection at the intersection from motor vehicles. Dutch style protected intersection elements would be fantastic and make riding much more comfortable. Massachusetts also has a very comprehensive bicycle design guide with these elements if you are not familiar. There is also a great explainer video on Vimeo. Please consider them and far more often. Not all cyclists want to feel like their life is in danger when they ride and based on my experience in the Netherlands they really do make riding more comfortable and enjoyable.*
54. *It seems like a logical and beneficial change. Thanks for the proposal!*
55. *Traffic is already bad and this would make it worse. The vast majority of traffic on Morrison and Belmont is motor vehicle traffic. Please spend your efforts on improving the flow of motor vehicle traffic on this streets instead of your ridiculous pet projects. Thank you.*
56. *I depend on my bike to get around in the City. I would visit businesses on Belmont and Morrison a lot more if it is easier and safer to bike there. I want more protected bicycle facilities in the Central Eastside Industrial District. I strongly support the proposed changes.*
57. *What is the treatment at bus stops? (the existing as well as the one or two that will return once the 15 is presumably rerouted onto the Morrison Bridge) I am not excited about frequent-service buses pulling over to curb stops in the protected bike lane; during non-rush hour periods, when parking is present, cyclists may be trapped behind stopped buses by a row of parked cars. However, given that the parking lane is also a pro-time bus lane, there is probably no possible way to locate a floating bus stop. What is the intended bus-stop treatment? Also, how will the risks posed by bikes being hidden behind a line of parked cars be managed at conflict points (intersections and driveways)? Bikes will be exposed to risks of drivers not looking to the bike lane both from overtaking vehicles (right hook) and from vehicles turning right onto Morrison (right-on-red and exiting driveways).*
58. *Finishing the couplet, adding a better bike lane makes sense. But prioritizing two lanes just for storing cars seems ... not good. What if instead of two lanes on both sides of the street used*

for parking, that same space was given up all on the same side for diagonal parking? And the bike lane should be on the opposite side of the street from the parking.

- 59. This proposal would be better if there was a physical barrier like a curb, wall, or planters to protect the bikes. As we've seen on Multnomah St, people park in the bike lane and put their passenger doors close to the lane creating a dooming zone. A physical barrier would improve safety and attract more customers to the local businesses.*
- 60. This would fill a rather glaring gap in the bicycle network. Please implement your solution! However, I'm a bit more concerned about SE 7th ave, between Hawthorne and Morrison. This stretch is very uncomfortable for biking, with so many vehicles turning across the bike lane at intersections and, to a lesser degree, at the post office.*
- 61. These protected bikelanes are a welcome change. I often bike down Morrison, and find it terrifying. I've also seen a big uptick in riders using it with Biketown. What I would like to see is for these lanes to better connect to existing and planned infrastructure. As it stands, you are only connecting to SE 7th, which is currently a poor facility. There are much better existing facilities at SE 16th, as well as planned cycletrack on SE 11th/12th. Please consider extending the project area so that these facilities are well connected.*
- 62. This looks like a very good project - addressing serious safety concerns, especially for vulnerable road users. I've seen long-term plans for new traffic lights at 9th ave. and Morrison, 9th ave. and Belmont. Clearly needed and a good idea. Why are these not mentioned as part of this proposal? Coming later? I understand they are relatively expensive, but will enhance safety as the numbers of pedestrians walking in the area rises - and it's likely to get very high with all the new apartments coming on line. Thank you.*
- 63. Right now, SE Morrison and Belmont are vehicle thoroughfares and are inhospitable to people on foot and bike. I drive a commercial truck on these streets every workday and find the contraflow lane and the entire street to be unsafe. Please put in more visible crosswalks so residents, customers, and other people can safely walk across these routes. I am very happy to see the bike lane proposal. I have a friend who lives near this corridor and relies on a mobility device and this will be helpful. I also plan on pedaling on this route in lieu of driving if it was safer to do so.*
- 64. Morrison needs more places to cross the street as a pedestrian. Crossing 4 lanes is really scary and there are not many opportunities to do so with a signal between Grand and 11th. Can we get a crosswalk or two in here as part of the project? Otherwise, looks good! Please keep corners/unmarked crosswalks clear of parked cars at every intersection to avoid collisions and improve site lines. Add bike wayfinding signage so folks know where to go. Thank you!*
- 65. This contraflow lane always confused me when driving or crossing here. The better bike connection looks really nice - i would use it on Biketown.*
- 66. Please improve bicycle connections to Morrison bridge.*
- 67. I use SE 6th to cross Belmont and Morrison about once a month for shopping. I believe that makes me a destination cyclist. I love this plan as long as it's still possible to cross these streets*

instead of using 7th. A door-zone bike lane on a street with fast-moving cars is not an acceptable place for my daughter, who is new to riding her own bike, to ride. How are you accommodating families that need to cross these streets in this area?

- 68. The single eastbound lane on SE Morrison has always been difficult to navigate and close to useless for vehicle traffic. Turning SE Morrison into a true one-way street would make for a more consistent traffic pattern and avoid awkward traffic and pedestrian interactions that result from the additional direction of vehicle traffic. The addition of a protected bike lane also helps to connect parts of cycling infrastructure for the City of Portland.*
- 69. The eastbound lane on Morrison is completely unnecessary, and I strongly support its removal - especially because it will allow a protected bike lane on the opposite side of the street. I also support this plan because it keeps the morning bus lane, which will be much needed when the Morrison bridge is reopened to all vehicle traffic at full capacity.*
- 70. Can we get some left turn bike boxes so that when biking west it is easier to turn left? I normally ride in the far left lane because I'm heading south after. What about a fully built out cycle track for both east and west bike traffic? If it was on the south side of the road then it would be easy because that is the current location east bound auto lane.*
- 71. I bike on Morrison occasionally, just for short stretches to get to 7th or to the bike lane between Grand and MLK. It is very intimidating to ride without a bike lane with fast traffic. The weird contra-flow traffic lane also makes it difficult to cross Morrison whether biking or walking, since I have to keep an eye on one lane in one direction and three lanes in the other. I'm happy to see your proposal maintains the bus lane, which is essential during the morning. Please consider extending the bus lane hours to 10am, since congestion more and more extends longer in the morning. I'm also happy to see the proposal to complete the bike lane on Belmont to connect Grand and 7th. Overall, this is a long time coming and good example of a great multi-modal project.*
- 72. I think this will be great - the street will feel safer and calmer. Right now the contraflow lane results in a lot of near-crashes.*
- 73. Please continue filling in gaps in the bike network. Taking the lane should not be a requirement to get around town.*
- 74. Thanks for the opportunity to weigh in! I'm fully supportive of the new design that better separates bicycles from traffic.*
- 75. As someone who often uses the 7th bike lane, I find this area very stressful. Getting rid of the contraflow lane would definitely make my experience of this area feel safer. Thank you.*
- 76. As you're aware, there is currently a gap in the bike network in this area. Of my 6 mile (each way) bike ride, the 1/2 mile closest to work is the worst. It's a trade off between traveling on the terrifying bike lane on Sandy/7th, continuing down Ankeny (where I've seen 3 people on bikes hit by cars in the last year, due to motorists running stop signs at Ankeny and 9th), or riding down Morrison (where I have to share the lane with buses and crazed motorists who are mad at the bridge work). I LOVE the the new green bike crossing/cross bike at Grand and*

the 1 block cycle track that connects to the bike boulevard and then the Morrison Bridge. I think the proposed changes will help to increase bicyclist safety, increase motorists awareness of cyclists, and just generally make my commute a little better. Thanks.

77. Please put in a physical barrier just prior to the end of the blocks of parked cars to improve the sight lines when turning across the protected bike lanes. I also wish the "candlesticks" were used between the bike lane and parked cars as when parked cars are not present there is a visual reminder to traffic. Additionally it provides better guidance on where cars can be parallel parked, as after paint wears away or not, cars still tend to park in the bike lane with this configuration.

78. As I travel west on Morrison through this area, I'm headed to the esplanade so I have to merge left so I can take a left on 7th. This means I have to cross several lanes of traffic. By the time I've reached this section, I'm already merging left to make the change gradually over a couple blocks. That said I support a bike lane because I know people in the neighborhood who like to bike but are a little more cautious than me and would like to see dedicated space.

So I would just want engineers to keep in mind that probably a large amount of the bike traffic headed through here, or headed through here in the future, will be moving to the left side of the street away from a right-side bike lane. And between the esplanade and south bound riders, I'd suspect that could be most riders in the future.

Whether that means adding some advisory symbol in the road that shows some bikes will be crossing lanes or something else, I'll leave up to the street designing professionals. I would just like to see something that gives this necessary bit of merging some official endorsement. I've tried to make safe merges before and been shouted at in rush hour traffic by a motorcycle cop for not being in the "designated bike lane." So something for us merging folks would be a nice shield from random acts of ego. Thank you for your hard work!

79. It would be great if you included no right turn for cars on to 6th from Belmont and no left turn on to 6th from Morrison. 6th is the ideal N/S greenway through the CEID, and the diversion (caused by construction) in this location has really helped. I think Stark needs a center curb a la SE 20th @ Ankeny; and maybe diversion at Clay or Hawthorne. Getting rid of that contra-flow lane will be a huge safety feature. I have worked in CEID since 2008- first at Grand/Talor, now at 6th/Ash and I travel through here regularly.

80. As a cyclist, I'm not a fan of Portland's attempt to emulate Danish/Dutch style separated cycle paths, not because Denmark and Holland's infrastructure isn't good, but because Portland is bad at emulating it properly.

Portland does not follow industry best practices and often create something more hazardous than what they replace, the PSU bike lane on Broadway being an excellent example. Observe the difference between these two designs:

<https://www.google.com/maps/@45.5108574,-122.6842275,3a,75y,218.24h,75.75t/data=!3m6!1e1!3m4!1sTxaV7jSEaytSDNPj204oXQ!2e0!7i13312!8i6656>

https://www.google.com/maps/@55.7076874,12.5774985,3a,75y,30.54h,81.49t/data=!3m6!1e1!3m4!1sao4ggY6Suzlz4Reaz_mN4A!2e0!7i13312!8i6656

*In the Copenhagen example, the cars are set far back from the intersection, such that cyclists going through the intersection won't be obscured from the view of right-turning motorists. There is also a physical buffer between the parked cars - A curb causes jaywalking pedestrians or car occupants to pause briefly before walking through the bike lane. In the PSU example, cars are parked all the way to the intersection, such that **if** it were possible for cars to turn right, bicyclists would get hooked constantly, as they wouldn't be visible to motorists. Motorists often park in the bike lane, because there is no physical barrier that prevents it. Furthermore, students jaywalk across Broadway, walk between two cars and do not pause to look for cyclists, namely because they cannot see them and therefore don't expect them there. (They **should** expect it after a day or two of attending school, but they are oblivious and pay zero attention.)*

Please consider these potential hazards and logistical problems when designing the Morrison St bike lane. In fact, I recommend designing all future infrastructure with attention to the fact that most motorists, pedestrians and bicyclists have no sense of conscientiousness and pay absolutely no attention to their surroundings. Many of your recent designs reveal a sense of naive optimism regarding the human condition - one that I do not share with you. Thank you.

- 81. I use this road to connect with business in the area via bike. It is very awkward to sit in the bus lane with cars turning right in front of you onto Grand Ave. The connection across Grand feels like an add on since there aren't any bike lanes currently feeding into it.*
- 82. Please extend the project to include PBLs on all of Morrison and Belmont. Neither my family nor I tend to ride on standard bike lanes, because they are unsafe.*
- 83. I hate trying to cross Morrison by bike here. It is often incredible difficult to see vehicles coming in the contraflow lane while trying to time a crossing of the three lanes going the other way. Please do this.*
- 84. I strongly support improved biking and walking connections in this area!*
- 85. I think this is a good idea given the commercial district and increasing residential units. I still feel like the lane dumps you in the middle of a stressful area, even with that new Couch st. mini bike lane.*
- 86. Removing the rarely used eastbound lane and adding a protected bike lane is a great idea. Help get more people biking, make it safer for walkers, not have a negative impact on cars. Good stuff, PBOT. Keep it up!*

87. *This would be greatly helpful. As someone who mostly walks on Morrison and Belmont in this area, reducing the number of car lanes I have to cross to get to the other side of the street would be hugely helpful, as would making Morrison truly one-way. Please please please complete this project as proposed. Thank you!*
88. *One of the reasons I don't use the Morrison Bridge more to get to the east side of Portland on my bike is because of the lack of connection in this section.*
89. *The protected bike lane should be longer and wider.*
90. *I cross SE Morrison multiple times daily to get to and from work and to eat lunch/run errands during the day. Currently part of the Eastbound lane is closed for construction. It has felt much safer and more convenient to cross with that specific closure. I feel it would increase safety and cause less confusion if the proposed changes were implemented. I voice my full support.*
91. *your own data says of 300 crashes in the last 10 years only 4 involved cyclists. yet , instead of creating 4 westbound lanes (which are desperately needed), you have eliminated 1 eastbound lane and pandered to cyclists. in case you are not aware, portland has become a nightmare to drive. people cannot use the freeways because they are choked the majority of daylight hours. hence they use surface roads , which are also congested. so, what is the citys answer. they eliminate a drive aisle on division, causing more congestion, propose to eliminate one on foster road, and now removing one on morrison. we have had light rail shoved down our throats and pocketbooks, which has never been efficient, and is a main source of crime. now we have bicycles shoved down our throats by people who are out of touch with the citizens*
92. *I think this is a great idea. I agree with the observations made in the proposal. The current configuration has often lead to confusion given its unique arrangement that does not match any surrounding streets. It does not seem like many people use the east bound lane. Crossing that portion of Morrison on foot is often more dangerous for people who are unfamiliar with the change in the pattern and they forget to look both ways. Thank you for this proposal, I hope it moves forward.*
93. *I think this is a great improvement, but the real focus for road safety should be slowing down traffic. Since moving to the Buckman neighborhood 8 years ago, I have noticed a dramatic increase in speeding by motor vehicles including motorcyclists who also cause major noise pollution. Our home on SE 13th is just steps from SE Belmont and our doors, windows and wall rattle from the excessive noise (motorcycles mostly with inadequate mufflers).*

To control speeding, why not look at what's being done in other cities like Atlanta? Adding roundabouts not only provide an aesthetic value, but dramatically slow down drivers as they enter neighborhoods where there are many restaurants, bars and other businesses, so pedestrians and bicyclists all over being run down or frightened by them.

Graffiti is a serious problem, but I feel the Mayor should focus much more on public safety and

increase the police budget for enforcement. If you don't believe me, just read the comments on NextDoor.com by neighbors all over this great city.

- 94. For 10 years this has been bothering me!! Why the hell is there one random ass single lane for a few blocks over there?? I am so glad you're doing this!! Thank you thank you thank you!*
- 95. Last evening, I was a partial witness to a minor accident at SE 7th and Morrison. Anything that will improve traffic safety in my neighborhood is welcome.*
- 96. Improving safety for bicycle traffic and pedestrians in the area is a primary concern for me, especially as more restaurants and bars open up in the area and increase the non-motorized traffic, particularly in the evening when visibility is more limited.*
- 97. First, I really appreciate the connection, this is huge! When I bike, I take the left side of the turn lane at Grand to allow the turning cars to do their thing. Either add a bike box to protect cyclists from right turning cars or move the sharrow to the left side of the turn lane.*
- 98. I am sad to see the eastbound lane removed, but this makes so much sense for connecting the bike lane on 7th to access the esplanade and morrison bridge path!*