

PORTLAND BUREAU OF TRANSPORTATION

LLOYD TO WOODLAWN

NEIGHBORHOOD GREENWAY

Listening and Learning Open House

**Appendix: Documentation of Public
Comments Received**

April 2018

Prepared by:



Portland Bureau of Transportation
1120 SW Fifth Ave, Suite 800,
Portland, OR 97204



APPENDIX – PUBLIC COMMENT

Listening and Learning Open House and Online Open House

The following document contains the complete record of public comments collected at the Open House and Online-Open House events. Comments are organized into three broad sections:

I) Geographic Based Comments [pages 2 to 17]

Geographic comments were collected at the in-person open house via a large roll-out map showing both alignment options and neighboring streets. Participants were given 'post-it' notes and asked to highlight potential issues, concerns, or opportunities that could be addressed in the project area. The online open house allowed participants to engage in a similar activity via a web-mapping exercise. Comments received from both engagement methods are grouped together based on project segment. Comments received during the in-person event that pertain to multiple locations, the entire alignment or are not tied to specific location are collected at the end of this section.

II) Alignment Specific Comments [pages 18 to 34]

In both the online and in-person open house events, participants were asked to share their thoughts, concerns, or support for two proposed options for the Lloyd to Woodlawn Neighborhood Greenway. Responses are collected in this section and organized by comments received in person and comments received via the online open house survey.

III) General Project Comments [page 35]

At the in-person open house, participants were able to provide general comments related to the project. These are compiled in this section located at the end of this document.

I - MAP BASED COMMENTS

Listening and Learning Open House and Online Open House

North of NE Killingsworth St

Location Description	Comment	Online or In-Person?
NE Ainsworth and NE MLK	Really wish there was an easier way for bikes to cross MLK here.	Online
NE Killingsworth and NE 9th	Lots of traffic on Killingsworth makes it hard to cross. It will be helpful to peds and cyclists to have a designated crossing here.	Online
Ainsworth / 9th	This is not too bad a crossing, but I'd like to see green stripes a la Tillamook/15 or similar. The median is a very, very nice feature here though.	Online
NE 9th between Holman and NE Rosa Parks Way	Why "potential"? Please finish this greenway all the way to NE Lombard!	In Person
NE 9th between Holman and NE Rosa Parks Way	Would love to see this extension done, to the Dekum business center	In Person
NE 9th between Holman and NE Rosa Parks Way NE Holman and MLK Intersection	Please connect this north of Dekum! Also help safer crossing across MLK at Holman.	In Person
NE Holman and NE 13th Ave	Consider: Holman Park > 13th Ave > Woodlawn School > Columbia River/ Marine Drive	In Person
NE Holman and NE 13th Ave	[Response to other comment at Holman and 13th] Yes! How can we get to Marine Drive safely biking with kids - not 33rd!	In Person
NE Ainsworth and NE 9th Ave	More crossings that are safe!	In Person
NE Ainsworth and NE 9th Ave	NE 9th Crossings seem not very safe. I won't probably bike with kids there.	In Person
NE Sumner between MLK and NE 7th	NE Sumner St is dangerous here (between MLK and 7th). This intersection is dangerous also (NE MLK and Sumner). This Sumner stretch is used as a shortcut for cars to bypass the left turn signal lane to turn heading east on Albert at MLK. Cars abuse this narrow neighborhood road and will surely conflict with the greenway project if nothing is done about it.	In Person
NE Sumner between MLK and NE 7th	[Response to other comment at NE Sumner between MLK and NE 7th] Agreed! Intersection on 7th and 9th on Webster and Sumner will need extra. This area is very dangerous and should not be ignored.	In Person

Between NE Alberta St & NE Killingsworth St

Location Description	Comment	Online or In-Person?
MLK crossing at Sumner St.	This crossing is highly unsafe. Cars turn off MLK onto Sumner and from Sumner onto MLK heading South without there being any median. A median needs to be put in that restricts at least one of these turning abilities. The traffic to and from 7-Eleven does not help as that means there are frequently large trucks coming off of and going onto Sumner St. Thank you.	Online
NE Alberta and NE 9th	The city really needs to help this intersection! Busy corner store, 2 bus stops, active church with school attached and neighborhood peds and cyclists all use this intersection. Make it right, please! Designated crossing for bikes and peds would be so wonderful.	Online
Alberta / 9th	a protected crossing definitely needed. maybe put in stop signs on Alberta or speed bumps?	Online
9th and Alberta	This intersection is a nightmare for cyclists. Combination of bad sight lines, lots of car traffic to convenience store, and frequent busses make it a real dangerous spot.	Online
NE 9th & Sumner	Cars frequently run or barely stop at this stop sign. There are no lines on the road to show an approaching stop sign or to expect anyone crossing.	Online
Between MLK & 9th on Sumner	Sumner St. between MLK & Alberta is dangerous for pedestrians, cars, and bikers. Cars speed through from MLK and Alberta, trying to avoid lights, resulting in dangerous conditions for other cars (as it's a narrow street), and anyone walking or biking. This needs to be addressed if 7th is going to be a greenway (which is should be because it's the best option). Thank you.	Online
NE Sumner and 7th	NE Sumner makes the most sense as the connector, because it is where NE 7th physically ends at its north end (until it picks up again a few blocks later). Traffic calming and diversion should be used to prevent automobile traffic from finding its way to this route, while allowing local access only to serve residents.	Online
intersection of NE 7th and Webster	Auto traffic regularly does not stop for the stop signs on NE Webster at this intersection with 7th. There are constant near misses at this intersection with cars, pedestrians, and bikes. At a MINIMUM the stop signs on NE Webster need to say that the cross traffic does not stop.	Online
NE Sumner between 7th and 9th	NE Sumner already sees high rate of high speed cut through traffic between NE 7th and 9th, particularly when school lets out in the afternoon. NE Sumner is narrow and has two-way parking, but this does not prevent A LOT of cars from traveling at 40-50 mph down Sumner. If 7th is the desired greenway then the situation on Sumner MUST be improved. With that in mind, if a narrow street with 2 way parking like Sumner still sees cars going 40-50 mph, then no one should expect that adding southbound parking on 7th is going to slow traffic speeds.	Online
NE 9th & Webster	This is a really awkward and dangerous intersection. Cars rarely stop, particularly if they're heading North on 9th.	Online
NE Webster and NE 9th	For the safety of peds, cyclists and cars, this intersection needs help! Car drivers run the stop signs all the time. Having a green striped crossing designation might help.	Online
9th and Emerson	This section of 9th is currently scary on bike, as impatient auto traffic will tailgate or rush around cyclists. 9th & Emerson swerve feels particularly unsafe.	Online

North of NE Prescott St to NE Alberta St

Location Description	Comment	Online or In-Person?
NE MLK & NE Going St Crossing	<p>This intersection is terrifying. It's like a game of chicken with impatient and fast-moving traffic across 4 lanes. Bike traffic tends to be spaced out, so cars are constantly deciding whether to yield and it's irritating for them and unsafe for us.</p> <p>A timed light that cyclists could request would be so much better for all parties. NOT the "push button for flashing lights" type which would have the same problem, but an actual signal that lets car traffic go, then bikes. Crazy concept, right?</p>	Online
Prescott crossing	The road here is narrow and densely forested; cars have trouble even noticing the traffic lights at 7th, much less bikes and pedestrians at other crossings. Slowing down the Prescott traffic, adding additional traffic controls and just adding more visibility to those crossings would help.	Online
NE Going and NE MLK	This crossing always makes my heart race. I never look forward to crossing here.	Online
King School	Great to have a greenway that goes directly to the school! It's not only safer, but also encourages healthy choices!	Online
Wygant & 7th	Why not add a light with the crosswalk that requires cars to stop when pedestrians are going to cross? We watch cars speed past here constantly, and it's frightening. No one pays attention to the 20 mph speed limit and no one enforces it. Also, speed bumps exist up till Prescott but there are none in front of the community center and school. How does that make sense? It would be great to add a few more.	Online
NE 7th + Wygant	Cross walk is not as visible as it should be -especially to speeding cars. This is how kids walk to school!	Online
MLK Jr School Safety	Speeds during rush hours here are dangerous for kids crossing to school.	Online
Prescott / 7th	do not put the greenway on 7th. let this traffic flow through the existing stop light. put the bikes on 9th so they are safer	Online
NE 7th + Going	There should be a 4-way stop at this location! Cars need to stop and be aware of cyclists.	Online
Prescott / 9th	to make it easier for the 9th street greenway bikers to cross Prescott, add a stop sign or speed bumps to Prescott at this intersection	Online
Prescott / 9th	to make it easier for the 9th street greenway bikers to cross Prescott, add a stop sign or speed bumps to Prescott at this intersection	Online
NE 7th between Prescott and Alberta	Lower speed limit to 15 mph. School zone, cars fly there.	In Person
King Elementary	7th is much better option with lights to cross Prescott and Fremont and King School.	In Person
King Elementary	Get bikes at the school! Safe route to school!	In Person
Going Bike Path Going and MLK	Traveling East/West on Going Bike Path. Crossing to other side of MLK - my child bikes - doesn't feel safe to her - wants light	In Person
Going Bike Path Front High School	Going Bike Path - East to Front High School - not safe bike path way to get there that isn't on huge heavy traffic road - please address	In Person

NE 7th and NE Going	Going and NE 7th DANGEROUS crossing. Someone will get killed if we do not make it 4-way stop	In Person
NE 7th and NE Going	4-way stop sign at 7th and Going. [other writers] Yes +2 +1	In Person
King Elementary and NE 7th	Unsafe 7th at school	In Person
NE 7th and NE Going	Where is the long-promised flashing beacon at MLK and NE Going	In Person
NE 7th and NE Going	Whatever else happens, we MUST have a 4-way stop at NE 7th and Going	In Person
NE 7th King Elementary	7th goes to King School and around Irving Park.	In Person

North of NE Fremont St to NE Prescott St

Location Description	Comment	Online or In-Person?
Fremont	Improve pedestrian crossings here, traffic calming on Fremont would be great.	Online
9th and Fremont	crossing at 9th and Fremont has already been improved and it makes a huge difference! This is a good route for cyclists	Online
NE 7th - Concern about adding parking	While narrowing travel lane may reduce auto traffic somewhat, I am concerned that the reduced width will it more uncomfortable to bike or for the remaining traffic to pass cyclists comfortably.	Online
NE 9th	If 9th ends up getting treatments, cyclists like me still will not use it. We will continue to ride with car traffic on 7th, and continue to have negative interactions with them, because zig-zagging through the neighborhoods isn't a good use of our time and energy. I would likely only take 9th for Pedalpalooza rides.	Online
Improve crossing	I agree with the other commenter that we need a good bike connection here (or nearby) to access the new bikeway from the West. Since there's a bike bridge on failing this would be a sensible spot.	Online
MLK and Beech/Failing	A signaled crossing on one of these would make crossing much safer. Otherwise, 4 lanes of 2-way traffic (with mixed visibility) are hard to cross at a zebra. Vancouver/Williams too, but at they're one way and not as bad	Online
7th & Beech	The current speed bumps are horrible and make cars slow directly after a slow and then gun it through the neighborhood.	Online
9th like Klickitat?	If you have to go with the car-centric choice of 9th, why not make it a bike/pedestrian only street like the Klickitat mall?	Online
NE 7th & Beech	Live on 7th and prefer to keep parking as is and cut traffic to only one way (expanding bikes). Cut down stop signs to create flow.	Online
7th & Fremont	This intersection sucks for cars and bikes. I would cut cars and promote both directional bikes instead. Push cars to MLK/15th.	Online
7th at Failing	There is already ample parking on this block for residents and the occasional party. I'd prefer to keep more space for passing cyclist rather than adding slowing traffic with the 2nd lane of parking.	Online
NE 7th	I do not support narrowing the street through here. By adding back parking you're not only implementing a second door zone, but you're also making it uncomfortable and dangerous for cars to pass bikes. Timid riders will ride in the door zone to allow vehicles to pass them, while more confident riders risk aggression from angry, impatient drivers trying to pass them. Significant diversion (every 1/8 to 1/4 mile) to limit this stretch to all but local traffic would be required to make this parking-added approach safe and comfortable, as the 1000-2000 vehicles/day guidelines only apply to streets where bikes can be passed by cars with wide margins. It also makes it harder for cyclists to ride side-by-side, another stated goal of the Portland greenway network.	Online
7th north of Fremont	there are way too many stop signs up here. The route should be prioritized for bicycles and stop signs should not be needed after diversion is added	Online
7th & Shaver	Diverter here, please!	Online
traffic filter at park	This idea makes no sense	Online
7th at Shaver	This could be a great spot for a diverter. There is a light already at Shaver.	Online

Skidmore between Michigan and 7th	Please connect the bike lanes for a direct route with safe crossings -signals- and an easy crossing of I-5. This would connect many bike routes and many commercial districts	Online
NE 9th & Fremont	If the greenway ends up on 9th, a light here would do WONDERS. Crossing Fremont is a pain at any time -- visibility is poor -- and the green crosswalks (cross-bikes?) are confusing. Cars don't know whether they are required to stop or not.	Online
9th / Fremont	put in a protected crossing for bikes. it makes a lot of sense to have the greenway on 9th because that's a lot closer to the shops on Fremont/15th and further from the noise and exhaust of MLK	Online
Crossing at Fremont and 9th	This seems like a better crossing location because of the low traffic street and good visibility. However, the steep grade in the park and the tight turn will make a route through the park challenging.	Online
NE Skidmore and 7th	Connect Skidmore bike lanes from Michigan to NE 7th	In Person
NE 7th between NE Mason and NE Skidmore	There is a two year old boy at this house. The street isn't safe for him. 7th Ave with diverters is best option.	In Person
NE 7th and NE Mason	Perhaps a protected bike lane on the climbing lane.	In Person
NE 8th and NE Shaver	Speed humps are not working. We need 2 sided parking here and diverters to keep it local.	In Person
NE 9th and Fremont	Crossing 9th at Fremont is too dangerous! [Other writers] Yes! Agree	In Person
NE Beech and Rodney	I live at Beech and Rodney. I like riding on NE 7th to get to Woodlawn, please improve it to greenway status	In Person
NE 9th and Fremont	3-way stop and NE Fremont and 9th	In Person
NE 7th and Shaver	Diverter at 7th and Shaver!!	In Person
NE 7th (North of Fremont)	NE 7th (north of Fremont) could be safe even with more on-street parking if diverting works.	In Person

North of NE Knott St to NE Fremont St

Location Description	Comment	Online or In-Person?
Knot 7	North and South diversion required.	Online
7th & Knott	Add diverter here to require northbound autos to turn either left or right on Knott.	Online
NE Knott & 7th	Additional treatments needed here to protect pedestrians. Lots of cars not paying attention and small businesses that attract foot traffic.	Online
7th south of Fremont	7th is a major bike route between Broadway and Fremont. It is important to make this corridor more comfortable as existing users (myself included) will continue to use this no matter what changes happen.	Online
MLK	you can greatly improve the flow on MLK which would help reduce the spill over, by, sync stop lights and most importantly only allow bike and ped crossings if there is a stoplight there. The bike crossing at Going makes MLK traffic terrible, because cars stop for one bike to go, and then another bike arrives, so cars have to stop again, etc. If you put a light there, the bikes would pile up and all be able to go at once just like a normal intersection. Then cars don't have to stop constantly to let bikes cross. This will also make it much safer and more enjoyable for bikes and peds.	Online
7th and Morris	Portland's Wishing Tree is here. Would be nice if this project's 7th Ave enhancements included something to showcase this - paver differentiation, added seating or standing area...	Online
Greenway intersection	NE Morris and Siskiyou bikeway jogs along 7th, which supports the 7th Ave choice.	Online
convergence of Siskiyou and 7th greenways	Another diverter needed here.	Online
7th & Siskiyou/Monroe	There are two striped crosswalks at this offset intersection, but a large number of turning movements and conflicts between different modes here make crossing difficult.	Online
Irving Park	How will you make sure bicyclists use the new path, and not just continue on to the existing park paths they use today?	Online
7th Ave. Between Monroe & Fargo	I suggest removing the double yellow center line as a way to further calm 7th.	Online
Irving Park	I don't see bicyclists biking a block and a half over and back to go around the park. Why wouldn't they just bike up 10th or 11th? And, if so, what's the point of a 9th street bikeway?	Online
SE corner of Irvington park on 11th Ave.	Hello. We would like to comment on what would happen to my family's life if the proposal for the '9th Ave.' option is approved. Our family lives at the corner of the park. Our view from our kitchen table, kitchen, living room and dining room is along the fence line of the park. Currently we see an occasional dog walker and our PRIVACY is not compromised. The proposal would have bikers riding 'into our house', staring as they go by. Our privacy (the reason we bought this house) would be smashed. Not only does this diminish our lives, but also significantly drops our home value. Without hesitation we would hire a lawyer and use every tactic at our disposal to help you folks to change your minds. Thank you.	Online
Irving Park	Strongly support a direct option down 7th rather than one that has to meander around (or through) Irving Park.	Online
7th & Cook	Existing traffic circles like the one here makes cycling difficult and can be intimidating for less experienced cyclists. They don't appear to slow down motorists, and may have the opposite effect in that motorists may be tempted to	Online

	get past a cyclist (especially uphill) before they approach the circle. I would support removing the circles if they are replaced by other calming devices such as diverters.	
Morris Connection	This is my preferred cut to the Vancouver and Williams corridor and eventually the Broadway bridge. The light at MLK is nice. I used to take 7th ave all the way through the Lloyd and the steel bridge, but traffic in the morning is very aggressive.	Online
Knott and 7th	The traffic flies way too fast after crossing Knott heading south on 7th. We need big bumps and deterrence to speed or better yet, get them onto MLK where faster cars belong	Online
Knott and 7th	The traffic flies way too fast after crossing Knott heading south on 7th. We need big bumps and deterrence to speed or better yet, get them onto MLK where faster cars belong	Online
NE 7th & Monroe	I observe many motorists making turns at this offset intersection that appear to be wanting to continue west from Siskiyou, or east from Monroe. This area may need consideration to address potential ped/bike and auto conflicts.	Online
NE 9th at NE Thompson	When Lloyd Center was approved City recognized problem of traffic infiltration. Traffic planners recommended a diverter at 9th and Thompson. This is needed as car traffic coming south on 9th finds street widening and bomb through our block.	Online
Intersection of Russell and 7th	Traffic spills over onto 8th ave. when MLK and 7th are blocked--how will this be prevented? Also, planters on 7th squeeze cyclists now and don't slow down traffic. Better to remove if this is going to be a greenway. 7th is not the best cycling street at present. I would prefer adjacent streets if they were paved and there was a path through the park. (I am a bike commuter.)	Online
Irving Park	I would definitely cut through the park rather than taking a diverted route. the 7th ave solution is sounding better and better.	Online
7th and Fremont	need control left light on seventh turning west to Fremont need control left light on Fremont turning south on seventh	Online
Irving park	a park is meant to be multi use for bikes and peds. I don't see this as an issue at all. as a biker, I DO NOT want to be on the streets! biking thru a park (or any place without cars) would be ideal!	Online
Klickitat Mall crossing at 11th Ave.	We are extremely concerned about the increase in high speed cut-through traffic on 11th, making pedestrians/bikes crossing 11th from the Klickitat Mall to access the park. 11th is very narrow, and often has many cars parked near Irving park, so cars can not see pedestrians/bikes crossing the street. Unfortunately, Pedestrians/bikes/kids/dogs don't expect to need to be so careful, because they believe they are crossing a "small calm neighborhood street", created by a very dangerous situation. There is already a lot of high speed cut-through traffic especially traveling north because cars really pick up speed going downhill from mid-block north of Siskiyou and Fremont. Any reduction in through traffic on 7th will greatly increase traffic on 11th. Much more aggressive traffic measures are needed (not just stop signs and speed bumps). Traffic needs to be diverted at Broadway on all neighborhood streets between MLK and 15th, similar to all the neighborhood streets between 15th and 33rd. Without these diverters, current traffic on 7th will just find alternative neighborhood routes.	Online
Klickitat Mall crossing at 11th Ave.	We are extremely concerned about the increase in high speed cut-through traffic on 11th, making pedestrians/bikes crossing 11th from the Klickitat Mall to access the park. 11th is very narrow, and often has many cars parked near Irving park, so cars can not see pedestrians/bikes crossing the street. Unfortunately, Pedestrians/bikes/kids/dogs don't expect to need to be so careful, because they	Online

	believe they are crossing a "small calm neighborhood street", created by a very dangerous situation. There is already a lot of high speed cut-through traffic especially traveling north because cars really pick up speed going downhill from mid-block north of Siskiyou and Fremont. Any reduction in through traffic on 7th will greatly increase traffic on 11th. Much more aggressive traffic measures are needed (not just stop signs and speed bumps). Traffic needs to be diverted at Broadway on all neighborhood streets between MLK and 15th, similar to all the neighborhood streets between 15th and 33rd. Without these diverters, current traffic on 7th will just find alternative neighborhood routes.	
Klickitat Mall crossing at 11th Ave.	We are extremely concerned about the increase in high speed cut-through traffic on 11th, making pedestrians/bikes crossing 11th from the Klickitat Mall to access the park. 11th is very narrow, and often has many cars parked near Irving park, so cars can not see pedestrians/bikes crossing the street. Unfortunately, Pedestrians/bikes/kids/dogs don't expect to need to be so careful, because they believe they are crossing a "small calm neighborhood street", created by a very dangerous situation. There is already a lot of high speed cut-through traffic especially traveling north because cars really pick up speed going downhill from mid-block north of Siskiyou and Fremont. Any reduction in through traffic on 7th will greatly increase traffic on 11th. Much more aggressive traffic measures are needed (not just stop signs and speed bumps). Traffic needs to be diverted at Broadway on all neighborhood streets between MLK and 15th, similar to all the neighborhood streets between 15th and 33rd. Without these diverters, current traffic on 7th will just find alternative neighborhood routes.	Online
Irving Park	diverting folks more than a block east, then back west will be more than enough to discourage me or many others to use the path. Additionally, the hill at the north side of the park is a problem	Online
Irving Park	I don't understand comments about a cycle path through the park being unsafe. Bicycle paths are a regular feature of parks, and cycling away from cars is much safer than on streets. It is strange that there is not already a bicycle path through Irving park. I would definitely use one if there were.	Online
Irving Park	9th through Irving Park is hilly and zig-zaggy, 7th is better route, it will get people home sooner and easier.	In Person
Irving Park	Encouraging commuting cyclists to the park is a recipe for conflict. So many kids use it during the summer including parents driving down 11th looking for parking. Don't encourage bikes into that mix. Please make 7th a greenway. Think of the kids.	In Person
NE 9th and Fremont (Irving Park)	7th/Fremont - optimize signal for bikes	In Person
NE Rodney and Cook	This diverter does not work. Cars can get through (NE Rodney and Cook?)	In Person
NE 9th and Fremont (Irving Park)	Even if park was made more bike-friendly, this hill is lame for bikers	In Person
NE 7th and Fremont NE Fremont and Monroe	Put traffic barrier at Fremont and 7th and Fremont and Monroe.	In Person
NE 7th and Klickitat (Klickitat Mall)	Klickitat Mall Pedestrian crossing to Irving Park is already very dangerous with current cut through high speed traffic. (11th would be great as greenway because it connects to Klickitat Mall!)	In Person
NE Siskiyou and 15th	Riding up (west) Siskiyou greenway with a kid at rush-hour is scary today. With diversion on 7th, this greenway would also benefit!	In Person
NE Siskiyou and 9th	Diverters on all east-west greenways that connect	In Person

NE 7th	7th all the way! To build a world-class bikeway network, direct routes are paramount. Take the opportunity, don't cave to status quo driver pressure.	In Person
NE 7th and Morris	This intersection [NE 7th and Morris] gets scarier and scarier on bike! 7th with diverters would help.	In Person
NE 9th and Knott	4-way stop at NE 8th and Knott. [another writer] Agree!	In Person
NE Morris and MLK	Don't overload NE Morris! Cause it's already overloaded!	In Person
NE 9th (south of Irving Park)	NE 9th is a one lane street from Irving Park south. Very dangerous for cut through traffic.	In Person

North of NE Broadway to NE Knott St

Location Description	Comment	Online or In-Person?
NE Rodney Ave	Don't neglect Rodney Ave plz. More diverters to help with drivers speeding down this greenway.	Online
Irvington Elementary	Increased levels of cut through traffic in and around Irvington Elementary school as drivers learn new ways to avoid NE 7th.	Online
NE 7th @ Broadway	Diverters should be placed at NE 7th at both Broadway and Weidler, or at least at Broadway if a full cycle track is implemented on 7th until north of Broadway.	Online
Ne 7th and Broadway	Figuring out the freight loading here for the businesses will be tricky but important to get right, but we need a dedicated bike lane there for sure.	Online
Broadway/9th	This is a great way to cut down traffic to make 9th even better for bikes and peds than it is now. 9th is a very quiet street already and still has a nice neighborhood feel to it. It would be the perfect place for a neighborhood greenway.	Online
Both 7th and 9th	Please consider making both 7th and 9th neighborhood greenways. There are many different ways we bike and walk- 7th could be a great direct, fast, and easy route north/south, while 9th can be a place for slow strolls, Sunday bike rides, picking flowers and playing safely in the street.	Online
Protected bike lane	Protected bike lane north of Broadway, please! This will make the whole bikeway (not just the greenway portion) 8-to-80, or my preferred designation, AAA (all ages & abilities).	Online
7th Ave	This segment where it connects to Broadway is currently in need of immediate calming measures. Dangerous passing by drivers are cyclists is very common here all the way until the crest of the hill on 7th.	Online
One-way Street	One-way southbound. Diverter should make sure vehicles don't get diverted to this street.	Online
7th btw Schulyer and Broadway	Don't mix bikes in here! divert them to 9th. Let cars actually move.	Online
7th between Broadway and Tillamook	Just read the comment asking that bikes be sent to 9th. Because the south end of this section of 7th will start as a greenway at Sullivan's Crossing, now that the landing for the bridge has been chosen, 7th cries to be a greenway straight through. Comments from those who are inconvenienced by that prospect show that too many drivers are too fond of the route. Cars are guests, and guests should not feel that at home, nor stay for too long.	Online
7th between Tillamook and Broadway	road is pretty bumpy. maybe add smooth area for bikes like they have in Pearl where streets are brick	Online
7th Ave - Weidler to Tillamook Gap	The shared segment between Broadway and Tillamook is a major gap in providing access to and from Lloyd District. Bike lanes would help.	Online
9th just N of Broadway	agreed, the pavement could be better for bikes. but, at least there are no cars!	Online
Tillamook crossing NE 7th	I hate this offset intersection. Crossing from west to east is especially problematic. The roundabout blocks visibility.	Online
Greenway intersection	The Tillamook bikeway jogs on 7th, so this stretch of 7th needs to be bike-friendly anyway. This supports the 7th Ave alignment option.	Online
Traffic circle, 7th Tillamook	This is the intersection of two greenways, and as such should not be as frightening as it often is. Traffic circles are frequently hair-raising, both because of driver and cyclist	Online

	<p>behavior. Some cyclists make a direct left turn - 1/4 of the way around the circle, in the wrong direction- because they are concerned about being exposed for 3/4 of the circle when riding it legally. Some of us do it legally, just for predictability of traffic flow. Right of way seems questionable, as drivers heading either direction on 7th go heedlessly through because they have no stop sign. Don't those already in the circle or intersection have the right of way and the right to not be run over? That's the law as I understand it, but not the way it is practiced in Portland traffic circles.</p> <p>Since the probability of enforcement is vanishingly low, infrastructure has to create the behavior we want. I would like this traffic circle gone. I would like diversion on 7th one block north and one block south of it. Diverting at the circle would just dump motor vehicle traffic onto the intersecting greenway, which would be of no help.</p>	
traffic circle 7th/Tillamook	This is a terrible intersection for bikes and cars to maneuver around. Definitely need to remove the traffic circle. Maybe put in a 4-way stop instead	Online
Traffic Circle on 7th	This traffic circle is dangerous for cyclists, particularly those pulling trailers.	Online
NE 7th Roundabouts	I love the roundabouts on 7th! More roundabouts, please!	Online
7th ave roundabouts	the roundabouts on 7th are awful. No matter what else happens, they've got to go.	Online
Irving Park to Broadway on 9th	Current surface on this section of 9th is TERRIBLE and prohibitive of a serious cycling option.	Online
NE 9th & Brazee	This is a dangerous intersection for kids walking to Irvington School. Cars come whizzing down 9th from the north and visibility with parked cars is bad. Accident waiting to happen. Please address!	Online
MLK and Schuyler	Signals and/or zebras are needed here: 4 lanes of speedy motorists and no other crossings except Broadway/Weidler (busy, one-way) and Tillamook (doesn't go straight through). The Grand turnabout flips traffic right onto this intersection, with minimal visibility, behind parked cars. Grand is almost as hard to cross.	Online
NE Tillamook	A lot of folks like to park here and ride downtown to work. This would be a great spot to have permitted parking to alleviate neighborhood congestion.	Online
facilitate left turns	Need to make it easy for bikes to turn left here so we can connect down to Williams.	Online
Brazee btw 7th/8th	agree there's risk of spillover of cars into the neighborhood. this is exactly why 7th ave should be streamlined for car movement and get the bikes onto their own protected path on 9th. you can then put diverters to KEEP cars on 7th (not turn east), but with improved flow of traffic because bikes are no longer slowing the flow, I truly doubt there will be much spillover anyway. cars just want to move - let them	Online
NE 8th & Brazee	If NE 7th becomes the Greenway, it will be imperative that a 4 way stop sign is added here to slow down traffic and discourage cut through on 8th. Many kids cross here and visibility coming down the hill, south on 8th is not good.	Online
OnPoint Credit Union	MANY people use 9th Ave to/from the north to go to OPCU. 9th desperately needs a diverter to prevent being used for this purpose. And hundreds of people jaywalk in this block to/from the CU parking lot every day, making them vulnerable to cars from both directions.	Online
Tubman School N Flint and Russell	Consider PPS opening Tubman next year. We need safe crossings at NE 7th.	In Person
NE 7th south of Knott	Several speed bumps needed on 7th south of Knott. Cars fly here!	In Person

NE 13th and Brazee	RE: Diverters I live on this street and would gladly go a bit out of my way the few times a day I drive to/from my house to provide a safer calm environment	In Person
NE Knott and 8th/9th/10th	Knott traffic cuts through 8th-9th-10th to get to Broadway	In Person
NE 9th and Brazee	9th is a hill crossing Brazee. Heavy school ped. Route.	In Person
NE 7th and Knott	Yes! less traffic driving 30+ mph	In Person
NE 7th and Knott	I ride a bike and I like the traffic circles on NE 7th.	In Person
NE 9th between Tillamook and Knott	Tillamook to Knott on 9th has no stop signs in 4 blocks. Thus, we get 35-40 mph speeds frequently.	In Person
NE 7th and Brazee	Painted crosswalk at Brazee and 7th	In Person
NE 7th between Broadway and Fremont	Put up lots of diverters between Broadway and Fremont on NE 7th.	In Person
NE 9th and Tillamook	4-way stop on 9th and Tillamook	In Person
NE 9th and Hancock	Yes - very poor	In Person
NE 9th and Hancock	NE 9th Ave, north of Tillamook, is a jarring bike ride due to unmaintained roadway material. No thank you!	In Person
NE 9th and Schuyler	4 way stop on 9th and Schuyler	In Person
NE 8th and Tillamook	8th and Tillamook already dangerous for both cars and bikers. More mirrors, restricted parking at corners needed to increase visibility.	In Person
NE 7th and Tillamook	Pavement quality and sightlines are very poor at NE Tillamook and 7th Ave.	In Person
NE 7th and Tillamook	Painted crosswalk at Tillamook and 7th	In Person
NE 7th and Tillamook	Tillamook at 7th in a nightmare. Please make it better!! :)	In Person
NE 7th and Broadway	Stop prioritizing parking! Businesses will survive the small reductions in street parking.	In Person
NE 7th and Tillamook	Turning left at a roundabout feels dangerous as a bicyclist in traffic. I feel the current one on 7th and Tillamook isn't good for bikes.	In Person
NE 9th and Tillamook	Terrible spot at 9th just north of Broadway. Cars pulling out from bank (parallel parked on east side of 9th) never look for bikes.	In Person
NE 9th and Tillamook	Family nickname for this block is "death block"	In Person
NE 9th and Broadway (OnPoint)	How about a striped walkway midblock between OnPoint and parking lot?	In Person
NE 7th between Tillamook and Weidler	7th between Tillamook and Weidler: *Whole section has lots of vehicle conflicts. *Traffic circle is particularly awkward with bike trailer	In Person
NE 7th	The traffic circles on 7th currently do very little to slow traffic, but provide just enough room for people driving to attempt to squeeze around people on bikes. :(In Person

South of NE Broadway

Location Description	Comment	Online or In-Person?
9th Through Lloyd	If 9th is used, then it may be worthwhile to improve this connection from Multnomah.	Online
Between Broadway and Weidler	You need to fix this area between Broadway and Weidler to allow 2-way bicycle traffic that is not impeded by parked cars or trucks in the north lane.	Online
NE 7th at Broadway/Weidler	Improve bicycle facilities at these intersections. Very uncomfortable bicycling experience.	Online
Extend greenway to Lloyd!	Why not go all the way south to the 84?	In Person
NE 9th between Broadway and Weidler	The liquor store and OnPoint are huge traffic generators on 9th between Weidler/Broadway. Divert that and it would help a lot.	In Person
NE 9th	NE 9th better in Lloyd Center, 4 lanes. 7th has streetcar tracks... dangerous!	In Person

Comments Specific to Irving Park

Location Description	Comment	Online or In-Person?
NE corner of Irving park	As a cyclist I would happily ride a path around Irving Park. It would protect me from texting pedestrians and dogs.	Online
Irving Park	I prefer the 9th option and would like to see an improved path through the park designed to safely accommodate both foot and bicycle traffic, perhaps with physical separation and better lighting. I commute by bike every day and would enjoy passing through a tranquil park to and from work.	Online
east side of Irving Park	The bike route through Irving Park initially sounds nice, but I worry it will have big impacts on the sports fields and dog walkers utilizing the park.	Online
Irving Park and NE Fremont	Crossing at north end of Irving Park across Fremont going to NE 9th is steep and scary.	In Person
Irving Park	Bikes deserve direct routes, too. This park is not direct. (I would bike 7th still) [Another writer] Agreed!	In Person
Irving Park	Why not bike only trail through park center	In Person
Irving Park	Biking through park with little kids running around, dogs off leash and other zooming bikes- around turns is dangerous! 7th!!!	In Person
Irving Park	I love any option that goes around not through the Irving Park. Too many dogs, kids, and peds. Scary at night for women.	In Person

Comments Not Tied to a Specific Location or That Are Corridor Wide in Nature

Location Description	Comment	Online or In-Person?
NE Rodney	Make sure traffic doesn't bleed onto Rodney!	In Person
NE MLK and Tillamook NE MLK and Shaver	Diverter on Tillamook and Shaver at MLK	In Person
NE MLK	Bike path down middle of MLK eliminating center islands.	In Person
NE MLK	Remove the center green from LK. Turn it into a bike part. Put in bike signals.	In Person
NE 9th and Prescott NE 9th and Alberta NE 9th and Killingsworth NE 9th and Ainsworth	Four way stops on 9th and Prescott, Alberta, Killingsworth, Ainsworth	In Person
NE 9th	9th makes sense. Slower, safer, less traffic, wider	In Person
NE 9th	I prefer the 9th option but it needs repaving.	In Person
NE 9th	One reason bikes are more likely to use 7th now is that 9th has off-road-race quality surface.	In Person
NE 9th	Have you done bike counts on 9th? It is already quite high, despite bad paving. Also, consider vehicle crash (not ped/bike) data on 9th. I've witnessed several in one block.	In Person
NE 8th and Wygant (on map, not sure what street they are referencing) NE 9th?	Too many stop signs in a row for bikes: Sumner, Webster, Alberta, Wygant, Going, Prescott Remove some and add a diverter to make a green bikeway	In Person
NE 8th	If 7th is changed radically, will drive thru non-residents shift onto 8th instead?	In Person
NE 7th and NE MLK	Speed bumps on "cut through streets" between MLK and NE 7th to slow and discourage cut through speeding vehicles.	In Person
NE 7th and NE Church	The grade is more accessible to a wide range of cyclists. To encourage more cyclists and achieve climate change objectives make 7th a greenway.	In Person
NE 7th and MLK	It's hard to turn left on MLK, making more traffic on 7th for locals. Add more street lights?	In Person
NE 7th	Too many cars on 7th! Please calm 7th.	In Person
NE 7th	7th is a great route for bicycling, except 7 - 10 am and 4 - 7 pm - Fix this!	In Person
NE 7th	7th makes the best option with pedestrian support	In Person
NE 7th	Do lots of work on 7th to make it safe for walkers and cyclists	In Person
NE 7th	Consider traffic calming and improved crossings on 7th. Provide strong diversion on 9th and 11th.	In Person
NE 7th	I've used 7th Ave for 12 years to bike to SE and the spillover from MLK Jr is too much. Direct cars back onto MLK with diverters.	In Person
NE 7th	I am 9 years old. I walk and bike. I live on 7th street. It is best to do bike because I bike on the street.	In Person
NE 7th	7th is best. [another writer] Yes! Yes! I live on this block and agree	In Person
NE 7th	NE 7th makes much more sense as a greenway.	In Person
NE 7th	I use SE 7th Ave frequently. I use NE 7th Ave with my bike as well. When the 7th Ave overpass is built I will use both.	In Person

NE 7th	Where will the traffic divert after 7 becomes a cul-de-sac?	In Person
NE 7th	7th connects to new bridge yes!	In Person
NE 7th	7th currently has aggressive drivers trying to bypass MLK. Traffic calming could fix! Yes!	In Person
NE 7th	NE 7th is unsafe to narrow, let it be.	In Person
NE 7th	Diverter on 7th please	In Person
NE 7th	Too much south bound traffic on 7th during morning commute [Other writer] Yes!	In Person
NE 7th	7th is the better option as any major diversions off the greenway, such as turns off of 9th onto a different street, will prevent bikers from utilizing the neighborhood greenway.	In Person
NE 7th	It should be on 7th! Put lots of diverters! [Other writers] Every 1/4 mile! Yes please!	In Person
NE 11th NE 7th	Limiting traffic on 7th would make a lot of cut through traffic on 11th! (Speed bump mitigation not enough)	In Person
NB MLK	Unsignalized left turns (northbound) on MLK contribute to backups.	In Person
General Comment - no location	7th is Platinum 9th is Tin	In Person
General Comment - no location	Set up 3-4 diverters 2-5 blocks after major streets.	In Person
General Comment - no location	Area streets should be repaved and mitigation attempts for all neighborhood streets. They are meant as side streets with children playing in the roads.	In Person
General Comment - no location	It is unlikely either plan will make much difference unless enforcement is increased. While this isn't a PBOT issue, nothing will improve much until the Portland police enforce traffic laws.	In Person
General Comment - no location	Diverter on 7th and 11th!!	In Person

II - ALIGNMENT SPECIFIC COMMENTS

Listening and Learning Open House and Online Open House

Option 1: Greenway on NE 9th and NE 7th OVERALL

In-Person Comments:
7th shouldn't be a major car traffic street. Putting thruway on 7th not only makes a good route for bikes but it also cleans this street up and makes it a great neighborhood street.
Do not consider any routes that do not include significant diverters.
7th is more direct, less hiss, no park in the way.
Need lots of diverters to calm existing traffic on 7th and put bikes there.
7th needs safety and lower speeds - should not be a cul-de-sac.
Put it on 7th and mitigation on other streets.
Save \$1 use 7th and existing signals.
Prefer 9th. It's already a great bike route even before improvements. It's very quiet, low traffic and low stress. Just so long as it goes around Irving Park.
7th is the clear best option from a non-auto centric perspective. Cheaper, direct route to Sumner, connection to I-84 bike/ped bridge, etc. It's time for PBOT to live up to that "Platinum" rating and do the right thing.
7th follows the original plan for the neighborhood per King Plan.
NE 7th is simply the best option all around. Please don't let drivers of single-occupancy cars derail this fabulous option. :)
Stop sending bikes along circuitous routes. Out of direction travel is harder on us, and getting lost discourages us. Save gas not by making car trips shorter, but by making them less attractive than biking.
Diversion does slow traffic if it's frequent enough. Every 5 or 6 blocks, please.
Irving Park is used by: *runners *little kids *sports players *picnickers Can you get bikes through it safely?
This route does not make sense! Bikes would still use 7th since it's more direct and less hilly.
No matter what - speed and congestion on 7th <u>must</u> be dealt with.
Getting through Irving Park using the existing lighting around the perimeter is great!
7th
7th please for all of the reasons mentioned
NE 9th pavement is very bumpy (so bumpy). 7th Ave pavement is much smoother and more pleasant for biking.
7th Ave!!!! Cheapest, easiest, most convenient
9th has obvious attributes sought for a bike way. Solve traffic problems on 7th in some other way.
7th for transportation cyclists!
Diversion will keep inappropriate traffic off of it, needs to be frequent. This is a complete grid - there is no reason to allow cars more than a few blocks before diverting.
Speed bumps on 7th after Knott. Heading south from Knott, there are none.
Put on 7th. Mitigation on other roads.

7th shouldn't be a major car traffic street. Putting throughway on 7th not only makes a good route for bikes but it also cleans this street up and makes it a great neighborhood street.

Do not consider any routes that do not include significant diverters.

Option 1: Greenway on NE 9th and NE 7th OVERALL

Online Comments:

*We need safe crossings at NE 9th across Killingsworth.

*Be sensitive to Convenience Store at NE 9th/Alberta gathering spot for community

*Just want safe trip to Lloyd District

[On question 3 part D] - supportive of idea, concerned that it doesn't address full problems on 7th.

If this is chosen, then more considerations for 7th are necessary. It is increasingly unsafe on 7th Ave due to speed and congestion. I have stories that would make you cringe.

[Written by Option 1 overall rating] 9th only

On side streets crossing NE 9th where there are stops, remove or change to east/west stops. All busier streets Knott, Skidmore, Fremont, Alberta, Prescott, Killingsworth, Ainsworth make 4 way stops. No speed bumps are necessary. This route is much safer and less costly to improve than 7th.

1) Route needs to be direct and flat to be successful (7th!)

2) 7th cut-through traffic is a huge problem that needs to be fully addressed.

7th Ave is already the preferred route for anyone coming N from Broadway & the planned 7th Ave Bridge over I-84 will reinforce that pref.

7th ave is in the most need of help with traffic. I would not like the Irving Park to be divided up by a pathway and it is very uphill.

7th definitely seems like the better option for bikes, pedestrians, and the neighborhood. With this option, how about no cars on 9th?

7th is a better biking street.

7th is a more direct route and would be better for fast and easy access. But 9th is a good place to discover & meander. Make both greenways!

7th is a quick bike route that does not require crossing MLK to get to Vancouver/Williams - which is quite an inconvenience and dangerous

7th is a superior option. 9th has a steeper grade so I would still use 7th. How does a 24hr bikeway go through a park that closes at nite?

7th is an important vehicle street, and would also be a great bikeway BUT there is not enough room for both. So the 9th option make sense.

7th is better connected to Lloyd District by bike facilities. Need better connection from Multnomah north on 9th if it is used. 9th is spaced a better distance from Rodney as a N/S route. (7th feels too close)

7th is clearly superior if given a choice. Why not make 7th 1-way for cars but 2-way for bikes? Cars already have MLK and 15th as N/S ave's

7th is closer to commercial destinations along MLK, so much preferable as a bike/walk route alternative to that street.

7th is the last North/South between MLK and 15th. The reason it is used so heavily is that MLK and 15th are either 2-light waits bumper to bumper hazards with no place for crossing.

7th is the more dangerous so switch the options-- 7th the greenway & 9th w traffic calming (and diverters TBH) plus NE 15th needs help, too

7th is the obvious, intuitive, direct route from the new I 84 Bridge all the way to Woodlawn. 9th is hilly, bumpy and out of the way.

7th more directly links destinations relative to 9th. 7th also provides better access to MLK locations.

7th needs to be addressed in either scenario - very dangerous today for bikes and pedestrians

7th should be preferred option. Both 9th and 6th dead end, cut through traffic will not be a problem for those residents.

9th alignment requires too much out of direction travel. Already pretty calm street. Focus on 7th.

9th and Brazee is a heavy Irvington School pedestrian route East to West 9th is steep hill isn't north of that intersection. It's already a dangerous intersection from the few bikes coming down hill.

9th has poor pavement and puts a 24 facility through a park. Fast riders will cut through, as will poor riders, creating pedestrian conflict

9th is a better option
9th is a calm traffic street now. It also feels like 2 dead ends because of Irving park. Routing bikes around the park will not change this
9th is a less attractive option for riders because of hills and diversions. A cut through the park can be dangerous to pedestrians.
9th is better total option. Lowering traffic on 7th will just divert it to adjacent streets and cause new problems there.
9th is much better than 7th. 7th is a busy 2 way street for cars as it is the best to go N & S without going to 15th. Dangerous for bikers.
9th is too hilly. It could discourage the "interested but concerned" crowd. Irving Park is busy, not open 24/7, not direct. 7th is better.
9th less direct than 7th. 4 blocks of bone-jarring pavement north of B'way. Higher risk of collisions in park. May lead to more cars on 11th
9th needs paving for bikes. Bike path through park a great idea and overdue! Why can't this plan also fully solve 7th ave traffic problems?
9th road conditions are bumpy - maybe not conducive to focus on it as a greenway
9th seems an out of the way choice with both the detour around the park and the fact that people will largely want to be on 7th eventually.
9th south of Tillamook is basalt which = non-route for cycling! Any path in the Park will attract peds, kids and dogs, rendering it virtually useless as part of a bikeway. I would still ride 7th even if this Option was selected.
9th with bike enhancements is a better option than diverting from 7th, as will only increase traffic on other streets, like 11th
A Greenway on 9th sucks! Do you really think that is safe to have a bike path next to a playground and an unleashed dog area?
Abandon NE 9th option. The route thru the park and the street itself, and connection to L Center are inappropriate given NE 7th option
Alignment along 9th is less preferable to 7th. The route is less direct and the surface of the roads is very rough. I would continue to bike on 7th if 9th became a greenway.
As a resident of 7th we need to return the street back to the community.
as avid cyclists 99.9% of the time, ..we prefer ne 7th, as it has Irving park, and calming devices in place...ne 9th is very busy with cars.
As someone who has lived in the neighborhood for 19 years, is a daily bicycle commuter & car owner I believe NE 9th is the best option.
At this time far too many trucks on 7th. Semi's, FEDEX, USPS all going well over 25 with speed bumps in place. Trees are being damaged daily
Auto traffic on NE 9th between Alberta & Ainsworth currently is intimidating for cyclists, as the street is extremely narrow.
Bad pavement, indirect route for bikes need to deal with 7th Ave anyway. Feels like 2nd-class solution for bicyclists instead of giving us a 1st class route. Going through park is bad for interactions with pedestrians, dogs, kids. Hillier route.
Because NE 8th between Schulyer and Hancock is one-way, the diverters along NE 7th should not block access limited by this one-way block.
Better option - goes further north. 7th ends too far south
Bikes infrastructure should encourage use by being on the best alignments for bike route connections, close to destinations.
Biking on NE 9th between Siskiyou is somewhat tricky because the road needs repair. I'm assuming that repair is part of the plan. The intersection at Alberta and 9th is/feels dangerous because of store traffic.
Biking through/around the park.
Build on 7th! Option #2; Also please extend north of Dekum and make it safer at Holman and MLK
Can we put in multiple traffic diverters on 7th to lower traffic volume more?
Car volume needs to reduce to make this safe. I suggest a stop light for cars at major crossings ie. Fremont Ave. Traffic runs high!
Choose the most direct and most efficient (for both travel and cost) option, which is clearly going to be NE 7th and not 9th.
Closing 7th would divert traffic to 11th Ave as the closest NW route East of the Park. 11th is narrow, ends at Fremont. Rush hour bottleneck
Concerned about this option. 7th/9th diversion/traffic calming will continue to push traffic to 11th (only thru street not bisected by park)
concerned with speed bumps om both 7th and 9th. On 7th is that in addition to the roundabouts? Sounds like 7th is the more direct route
Connecting the new path around Fremont Park from 9th to 7th.
Connection to Woodlawn Park and School would be great!
Could a 7th greenway meet up with Sumner then extend West to Vancouver and Williams? There is a cross walk that could use more visibility MLK
Cyclists will continue to use 7th because of Irving Park and the to be built bridge on 7th. Just build it on 7th.
Cyclists will keep riding on 7th N of Broadway since it's far more direct than 9th. I think 7th is the obviously superior choice here.
Destination proximity, flatness & directness are most important long term to shifting trips from cars to other modes. This fails that test.
Directness. Successful bike routes are direct with little out of direction travel.
Diverters are pathetic. Your creativity has led to more deaths in one year since 2003. Vision Zero is more like "œdeath machine."œ

Doesn't feel like this will do much for 7th traffic (speed bumps currently doing nothing). Biking through Irving park seems bad/unsafe.
Drivers may get mad. I am a kid and sometimes cars get mad when you are in front of them and they can't go fast.
Even with speed bumps on 9th, people will use it as a cut-through. (see 7th today). SKIP THE BUMPS and use diverters on 9th instead. Less disruptive to bikes and local cars.
Existing transition btw 9th/Irving Park: awful (been biking 10+ yrs. here, last accident was there). Concerned about \$ of new park path, tho.
Focus on greenway on 9th and let 7th exist for cars! People still have to move in this city! Divert all bikes to 9th and let cars flow on 7
For either option, I am concerned about bike traffic from NE Alberta on 7th and NE Sumner to NE 9th and northward. People also use this as a cut-through and there is 7-11 traffic - lots of parked cars, people do not stop @ stop signs at 7th/Webster, 9th/Sumner. Also 9th and Alberta can be really crazy w/ people getting chicken at the Alberta Market and church traffic.
Forcing car traffic from NE 7th into neighborhoods will increase risk of kids getting hit. Neighborhood biking is safer for kids & riders.
From a bike commuter and errand driver view, who lives on 7th, I would much rather have the greenway improvements on 7th
Further North the hill is steeper for bicyclists which is a problem and it is further to swing over to the elementary school and park from 9th given that it is not direct, will it be used to the fullest extent or will many continue to use a more direct route regardless of safety?
Going around the edge of Irving Park is inconvenient - I would likely continue to use 7th south of Beech as it is faster and more direct.
Greenway on NE 9th is great! It connects to the park and connect well to the Klickitat Mall.
Hancock would be a logical place to block through car traffic on 9th. Would benefit both this new route and existing Tillamook route, without affecting businesses between Broadway and Schuyler.
I am in favor of using 7th for the greenway. There are many many more unsafe problems on 7th. It is traveled too much by cars. Bikes would be happier.
I bike thru the park on 9th all the time w/o a problem; bike path on east side would be great. 9th meets greenway criteria & 7th needs help!
I consider this option to be completely awful from an encouraging bike transportation and vision zero perspective. We need DIRECT ROUTES that connect to other facilities (e.g. future NE 7th bridge) and make use of existing infrastructure (signals on NE 7th) and traffic calming (circles and speed bumps on 7th)
I currently use 9th. Some repaving just N of Broadway would go a long way to improving bikability. And why can't we bike through the park?
I disagree with the use of 9th as the greenway. Speeds on 7th are downright dangerous for families. Reducing speeds on 7th is the priority!
I don't see any street light at NE 9th and Fremont. For 9th to really become a bike route, a light is necessary.
I feel bikes need to be on sidewalks.
I have mixed feelings about this option because I'm concerned about bike traffic mixing w/ park users. (I am both.) Also, 9th is hillier than 7th. But as a resident of NE 9th I would love to have bikes going past my house even more than they do - but PLEASE FIX the bumpy pavement between Broadway and Thompson
I like the existing greenways through routes in Portland. I don't think it can hurt. I don't drive
I like the traffic diversion on 7th, but am concerned about the impact of the Irving park connection and that hill at Fremont.
I live on 7th and support the greenway on 7th. It is narrow street for the amount of traffic that is on it daily.
I love 9th Ave, but 7th Ave is the right choice - it's the current and natural bike thru way. Safety needs to be addressed, and the majority of people support 7th. Please make the right choice with 8th Ave. Thank you.
I observe no feedback, photos or images from or about people with disabilities and seniors. How are you working with these people? Too late?
I personally feel as though NE 7th is the busier street (especially at rush hour); while I'm supportive of this option it's in addition to Option 2
I prefer 7th Ave! 9th is too expensive and the path through the park will take away valuable space for neighbors.
I prefer 7th but could be persuaded to do 9th
I prefer option 2 - but like option 1 too
I prefer the 7th option primarily for the direct connections and the opportunity to protect school children crossing for MLK Jr School.
I ride 9th now; I'd much rather have dedicated ROW on 7th unless you're adding equivalent signals to 9th. The pavement is also horrible.
I strongly favor Option 2, not this option. I'm not opposed to a path in Irving Park, but not instead of a NE 7th route with diversion. NE 9th poses problems - it's not the most direct, it has too much elevation gain/loss. It's a second-class option.
I suggest using 7th for N/S bikes and only allowing local access cars on 7th. Park to one side (like N of Fremont). Help cars & bikes!
I support more bike paths in Portland, but think we should acknowledge lack of public transport infrastructure, which is hard for drivers.
I think 9th is less ideal and minor touches on it will do enough

I think it would be awkward to go around or through Irving Park and the Sullivan's Gulch crossing is on 7th. This option makes no sense.
I think that seventh is a better route for the neighborhood greenway. I don't oppose additional traffic calming measures, though.
I think this option puts cyclists at a disadvantage...I'm not going to go up 9th when going up 7th is what I want to do.
I use NE 9th to bike to my Woodlawn comm garden. When House of Blues opens in Nordstrom space NE 9th bikes will need protection. Help & 9th
I wish 7th could be used instead of 9th since it is 1/2way between MLK and 15th and seems a natural way between Irving Park and King School.
I worry about the cost and time for a new path through the Park. Two bureaus = more time and money.
I'd like to see a greener/pedestrian landscape on 9th between Alberta and Killingsworth. The area doesn't feel inviting as is. More trees!
I'd prefer the greenway be on 7th to really cut down on the unsafe conditions rather than it be on 9th.
I'd worry about stop signs turned on 9th to make it easier to bike (the way they are on Going and Tillamook, eg.) I fear cars taking advantage of that, would want a traffic diverter/stop somewhere between Broadway and Irving Park
If both could be greenways, great! If one, 7th makes sense for route, safety, cost, the incoming bridge. 2 diverters is safer on 7th.
If by "safer crossing" you mean more crossings similar to where Going crosses MLK, then no thanks - they should be signalized, anything less is neither "platinum" nor aligned with Vision Zero goals
If Irving Park path is circuitous or requires slow biking, it won't really work for bike commuting.
I'm concerned about paving conditions on 9th, it's not comfortable for bikes. Think the 7th/9th dilemma can be solved by making them both safe and comfortable for people. 7th needs a lot more work but is way more convenient for walking/biking to businesses on MLK and getting north quickly. 9th can be super nice too. Do both!!
In few short months, MLK students will be going to Tubman Middle School. Lots more kids will be crossing 7th and/or 9th. Please consider that in your design. I greatly prefer 9th as a bikeway. I use this route all the time and find it to be safe and pleasant. Please don't route bikes through Irving Park. The crossing to the north of the Park (across Fremont) is steep and scary especially with kids. The park is scary at night for women.
Irving park is a problem, both for the increased bicycle traffic in the park, and the inconvenience of not being able to travel straight.
Is this the option that does the most to promote safety, mode switch from auto to bicycle, and neighborhood livability?
Isn't NE 7th better for biking? NE 9th is pretty hilly and doesn't seem like a good choice.
It's better than what we have now, but 7th is the better option. It's more direct, less incline, and just makes sense.
It's frustrating for people on bicycles to get shunted off to less-direct routes. Let's use 7th as the primary route here!
Less direct route for me. Would prefer 7th. Too much money would be spent on Irving Park path.
less direct route on 9th with barrier of the park.
Less fav. option. Does not connect King school, indirect path through Park, steeper inclines, and does not calm traffic on 7th.
Living on NE 7th, the existing speed bumps are not effective in decreasing car speeds. This is not my preferred option.
Makes a heck of a lot more sense to utilize NE 9th with a new multi-use path thru Irving Park than trying to transform NE 7th.
Making changes on MLK (e.g. traffic light timing) to make it flow better.
Many cyclists use 9th now; more would if it were paved well. Diverters + parked cars on 7th "squeeze" cyclists at rush hour=risk.
Maybe there could be a bicycle overpass from Irving Park over Fremont! Elevation exists on north side of park and bicycle times would be much better (and safer). (7th certainly is not working during rush hours for anyone).
Meandering route w/ more hills is not an ideal NE to SE connector
MLK drivers spill on 7th because it's closer than 7th and NOT interrupted by Irving Park. So making 9th a greenway would make 7th worse, but the reverse isn't true. Making 7th a greenway wouldn't affect 9th much because MLK drivers would not use 9th as a pass-through.
More hills, doesn't connect to Lloyd District, farther from destinations on MLK, negative impacts to park - too many conflicts.
Most bikes use and would still use 7th. 9th doesn't need traffic calming as much as 7th, is less direct and inconvenient.
Most cyclists will take the most direct route, which will be 7th. 7th is far superior.
Much of the roadway on 9th is paved in such a way that it's VERY uncomfortable to bike on. I'd rather see 7th slowed down and used.
My biggest concern is about the impact on NE 15th. It currently backs up dramatically particularly during evening rush hour.
NE 7th has a much higher volume and is more dangerous for cycles/peds. 7th needs traffic diversions, to make is safer for bikes/people.

NE 7th is a better, more direct route for biking with less steep hills. Would pavement be improved on 9th?
NE 7th is a more direct & major route. I can be confused & discouraged by out-of-the-way, winding cycling routes. Please focus on NE 7th.
NE 7th is clearly the best option. All of these changes could be made to ninth, but it would be a wasted chance to really improve PDX.
NE 7th is the best cycling path through Lloyd past Broadway, not long ago it was a quiet street w/few autos, I would like to see that again
NE 7th is the better option overall.
NE 7th is the better option. It's more direct and that makes all the difference when under human power.
NE 7th is the overall best option rather than diverting bicycle traffic over to 9th and back. 7th needs to be reclaimed as a neighborhood
NE 7th needs the relief from car traffic more than NE 9th does. NE 7th is already used as a bike commuter street; why just improve it?
NE 7th seems a clear right choice. It's a long straight way from Sumner to 84, then over 84 into a safer and more viable area in SE.
NE 7th should be the primary cycle route. That is the route people are already using. NE 9th is less used, due to grade and interruptions.
NE 9th is bumpy. An eastern path in the park would be 2 blocks out of the way. 9th is hillier. Use 7th, it's better all around.
NE 9th is not direct. Improvements on NE 9th would not encourage me to bike more often. Biking through a park is not safe or pleasant.
NE 9th- YES! I ride 9th often; improved Fremont Xing & route around Park will be great! Xings @ 9th/ Webster, 9th/ K-worth need improvement
NE7th is already a widely used route for cyclists and peds so it makes sense to get rid of the cut through traffic and add a greenway here.
Need more than minor traffic reduction on 7th. 9th has good attributes for a bikeway. 7th traffic problems should be solved, too, but not with a bikeway.
No diverters on NE 7th Ave
Speed humps on NE 7th more frequent and south of Knott
Take out roundabouts on NE 7th - unsafe w/ cars and bikes as well as visually being able to see pedestrians trying to cross 7th Ave.
No doubt both of the corridors should be improved. Provide choices, don't limit to one greenway. Seventh Ave provides better connections - New I-84 bridges, traffic signals at Fremont, Prescott & Alberta. Poor road surface south of Thompson on 9th.
No need for 2 routes thru here. Focus on 7th. It's much more connected thru. But traffic volumes & speeds must be brought down. Cars have MLK.
not direct. no lights at Prescott st or Fremont st for safe crossings, cut through the park which is for pedestrian traffic
Not into this the hill after the park and connections on bike is poor. The only reason to pursue this is if you love cars on 7th & cut through
Not my preferred option.
Option 1 is the worst of 2 choices, with no convincing arguments in its favor.
Option 2 is best for a number of reasons. 1) More direct 2) bikes will cut through park 3) will connect w/ future pedestrian bridge over I-84 4) Will solve 7th Ave traffic congestion
Option should extend North to end at Woodlawn park connecting the Woodlawn triangle.
Out-of-direction travel will reduce ridership. Speed bumps are annoying when on bike, prefer diverters! Park path may conflict with dog-walkers, ball players, spectators. Opportunity: calm 7th by Irving Park to enable return to 7th if taking 9th north (e.g. diver NB cars to Knott). Issue: needs a map to use.
Park on our street already spill over from 7th. Eliminating parking on 7th would be problematic. People drive. As someone who is a senior citizen, biking is not an option. We do need separate traffic signals for bikes, for safety.
Parking. People who live on NE 7th spill onto Tillamook. Don't want this to increase problem.
Parks and Rec has sundown exclusion laws that would concern me with using the route at night.
Parks are for pedestrians and children not bike commuters.
Path through Irving Park would not be safe for cyclists - soccer field, with flying soccer balls, dogs, kids' unpredictable behavior and difficult crossing from park across Fremont
Please consider designing a safe multi use path through the park.
Please consider the effect of increased traffic this proposal will have on NE Rodney Ave, and add diverters to Rodney south of Russell St.
Please do not put path through center of park d/t children safety, bikers & dog safety. The park would become a dangerous place with fast moving bikes going through. I love biking and the park. Please make route through 7th.
Please don't replicate the mistakes of the 20's bikeway on this project. Make the route as direct as possible.

Please don't spend extra \$ on speed bumps and safer crossing on 9th. 9th doesn't have a speed problem or crossing problem. I walk up NE Brazee, Thompson and Tillamook every day and have never had problems crossing 9th. 9th is where we have problems with traffic.
Please go with 7th Ave. It could be a spectacular street if we could get the car volume down to 1,200/day.
please slow down 7th avenue, make it safer. the pedestrian/bike traffic to the park is very heavy and should be encouraged/protected
Please think about the workers who MUST drive and just want to get home...
Please treat cyclists like drivers. Give us the direct, flat route. 7th is the right choice, and would REQUIRE multiple diverters to work.
Please use 7th as the greenway. I live between 7th and MLK on Brazee and walk my son to school every day as well as biking on 7th. Reconnect us to the neighborhood.
Putting bikes on 7th doesn't solve the 7th Ave problem. Drive on MLK, not side streets.
Reducing auto volumes on 7th is the highest priority for me. I support a route through Irving Park as an alternative if 7th is still fixed.
Reject this option at least south of Fremont. The route around Irving Park is awkward and dumps onto major route around LCenter
Route through Irving Park would be unsafe after dark, especially for women
Safety; by clarity of paths for all modes of traffic. The park crossing must anticipate how people will cross vs. what PBOT wants.
Similar to Going St., all stop signs should be in one direction so bike traffic can move easily.
Since green loop bridge is on 7th, this option on 9th would introduce circuitous routing for more people than if it stayed on 7th.
Speed humps in neighborhood have meant we needed to replace shocks in both of our own cars. Is there another option
Stop making people on bikes wind all over the place. No compromises until 25%!
Street crossings on major streets won't feel safe to bike
Strong supporter of the 7th alignment
The 7th ave alignment is a better option; will connect better with future Sullivan's Crossing. Riders will still use 7th anyway.
The best option! Cyclists already cut through Irving park to avoid cars. This makes it safer. Also doesn't push traffic to nearby streets.
The current volume of cycle us on 7th clearly shows that riders prefer this route. It has excellent connectivity and is a lovely tree-lined ride. With future connection to 7th bridge over 84, trying to move these riders to 9th really doesn't make sense to me.
The jog across Fremont seems difficult, especially during high traffic times. The overwhelming traffic speeds on 7th must be solved.
The jog around Irving Park will still be considerable, 9th deserves a greenway <u>in addition</u> to improvements to 7th!
The path would be too disruptive/too many conflicts to the park. The 9th route does not take advantage of existing traffic signals safe Xing
The pavement north of Broadway on 9th sucks.
The route is not very direct for cyclists, especially through Irving Park. It is more uphill as well S-N.
The surface on 9th between Broadway and Tillamook is poor. The intersection of 9th and Broadway is very dangerous with all the traffic from OnPoint.
There are already speed bumps on 7th. It is traffic volume which makes 7th bicycling feel unpleasant. I avoid 9th above Fremont because of hills.
There should be diverters and stop signs everywhere to truly discourage cut-through traffic.
This is a bad option. It doesn't achieve City goals of encouraging substantial numbers of people to bike. In addition to cost, the park, etc
This is a much better option than 7th because there is already low traffic on 9th and would not impact other side streets as much
This is a terrible option. Too much slope, meandering and terrible crossing at Fremont. Biking through the park is terrible. It's why we have better Naito. Fritz hates bikes and she's a major roadblock to bikes in parks. Also make better Naito permanent.
This is by far an inferior option. As previously mentioned, Irving Park is a major obstacle to through bicycle traffic.
This is not the best option. Just use 7th
This might be a feasible solution to let cars dominate both MLK & 7th and we get stuck on 9th --> sarcasm...
This option is superior because it puts the bikeway on the location that best meets bikeway criteria and also addresses traffic in 7th.
This option seems better than removing traffic from any residential street. I would still rather see marked bike lanes like on Williams.
This option treats cyclists as second-tier road users, forces a circuitous route. That's inconsistent with our transportation & climate goal
This option will do little, if anything, to reduce the traffic issues on 7th
This plan strikes me as a waste of resources. NE 7th already has much of the proper infrastructure in place, and is better connected.
This route is much less direct, more hilly and contains several difficult dangerous crossings (intersections).

This survey makes it seem like NE 9th is the compromise option, when it's only because of NIMBYism that 9th is being considered at all.
Traffic calming on 9th Ave
Traffic increases dramatically on 9th from 5-6:30 due to drivers using the neighborhood to avoid lights (Alberta & Killingsworth both at MLK) usual route is MLK -> Alberta -> 9th -> Killingsworth (and vice versa). Also using Sumner between 7th and 9th. Greenway would significantly reduce traffic but where would it go if 9th is Greenway and 7th is reduced traffic?
Two protected x-ings so close (7th & 9th) = frustration. Integration of lots of bike traffic with the park = bad park.
Use 7th, and include some traffic diverters like ones in place near Fremont and MLK to simply force cars out of the neighborhood
Use 7th. There is currently dangerous cut-through auto speeding and besides, cyclists already use it. Keep it simple.
Used to bike northbound on NE 7th during rush hour, Tillamook to Alberta. Stopped b/c auto traffic got too crazy and aggressive.
Very concerned about increased cut-through traffic on 11th (the next street around Irving Park) especially at the Klickitat Mall crossing.
We live right behind the Irving park. We would NOT like the park to be disturbed in ANY way. We love the park the way it is.
Which street is more direct, which is already being utilized by cyclists, and which has the least altitude gain? That would be 7th!
While I like the idea of improved paths through Irving Park, it seems that would eat up too much of the Greenway budget.
While I support this option it seems weaker than option 2. 9th is hillier and harder to ride than 7th (speaking of grade).
Why 9th? I don't understand this option. No bike rider will ride through Irving park even if it is "designated" 7th makes the most sense.
Why can't we just make 7th a safe option for people on bikes, scooter and skateboards? We need protected bike lanes on 7th!
Why not explore signal timing on MLK with this option, as well? I've experienced <u>very</u> aggressive driving on 9th as well as 7th that better MLK flow might ease. I'm a fan of lowering speeds and volumes on <u>all</u> neighborhood streets but much prefer Option 2. NE 7th is a much more direct route and is easier to follow-it is a more <u>intuitive</u> and inviting route (would be inviting if made safe for all users). [re: New path through Irving Park] Not sure I would use it as it would be much longer distance than current path.
Why not make the greenway route and do major traffic reduction on 7th too. We are already biking there.
With no light at Fremont and going through Irving Park, it would be not the smoothest of crossings for bikers
With this less direct route, I would probably still end up biking on 7th - more direct, wider, doesn't cut through park (dogs and people!)
Work with what is already there instead of creating more. NE 7th is already used as a bike route.
Would be great to provide N/S greenway option but pavement/grade are worse than 7th.
Would the new path in Irving Park + the need to improve pavement conditions on NE 9th be expensive? Way more expensive than the 7th option?
Wrapping around Irving Park adds distance and complicates the crossing at Fremont

Option 2: NE 7th and Area Mitigation

In-Person Comments:
World-class 7th!! Diverters!!
Demolish roundabouts on NE 7th - "Bumps" yes instead.
Diverters on 7th and neighborhood streets form day 1!
7th is a fantastic corridor for a N-S Greenway. This would be a great improvement.
Speed humps on all streets between MLK and NE 7th to discourage/slow speeding cut through drivers.
9th Ave would trade the hazards of more traffic on a narrower street if the surface could be redone so bikes and cars do not break apart.
One person's mitigation is another person's cut-through drivers. 8 & 9 are 1 lane streets and cut throughs are dangerous.
Safer and quieter 7th = awesome!
Traffic circles are great, but hard to navigate with current aggressive drivers!
Traffic calming diverters
People already use 7th to bike as a N-S route. Keeping it would promote more biking.
Sumner btw. 7th and MLK needs HELP it is hit hard by people avoiding the light at Alberta. A 7th greenway could help mitigate this problem.
7th is the obvious option no bike rider goes up the hill through the dogs and kids even if its "designated" extending it past MLK school also protects the kids! 7th 7th 7th 7th!
If traffic is diverted form 7th, there will be a lot of cut-through traffic on 11th (the next street around the park) speed bumps are not enough to discourage the volume of traffic.
Choose 9th. Requires fewer diverters - just new pavement. Already safe and slow.
Traffic is too fast on 7th trying to speed through the light at Prescott. Diverters at Prescott and Fremont would be great.
The number of garbage, and other, trucks, that use 7th - despite no truck sign on 7th at Fremont.
Not all people are able to bike - should have separate bike traffic signals.
Whatever other calming is done, <u>please</u> install a 4-way stop at NE Going and 7th!
Speed "humps" on NE Ivy St to slow cut through speeding cars/trucks in front of Albina Head Start
Most drivers on 7th Ave bypassing MLK - they will not go to neighborhood streets if 7th is calmed.
7th as the greenway please! Folks will use it even if 9th is selected because of Irving Park. Thanks!
Folks will sue NE 7th despite the traffic. Diverters, speed bumps, 2 side parking: all good.
2 sided parking on 7th would be safer for pedestrians and improve livability.
7th is better. Straight safe route to school. Eyes on school street.
We need help crossing MLK further north. Also <u>please</u> build a Greenway on 7th!
Please get car volume and speed down! :)
Mitigation for traffic volume and speed on 7th. Still not my choice on a bike.

Option 2: NE 7th and Area Mitigation

Online Comments
How will you keep this from leading to even more traffic on 15th? #8 bus is main lifeline to/from NE, slowed to a crawl at rush hour.
Between the two options I am more supportive of 9th
7Th is the most logical solution and will have the greatest impact on safety for everyone.
Free parking to calm traffic might work however large vehicles can impair sight lines and make biking and walking more dangerous. Use 7th!
Diverterers are a nice idea, but don't work. Better a street closing that allows bikes to pass through such as Rodney 1 block S. of Fremont
7th is the best option!!
This plan looks great! I see cars fly down 7th, drivers typically texting, every day. We need safer neighborhood streets, so great idea!
I'm mainly concerned with increased traffic and high speed of cars on nearby neighborhood streets.
Control is never the answer.
I support traffic calming and reduction efforts in general, but I am concerned about restricting auto traffic primarily to main streets
There should be a four-way stop on the intersection of 7th and Going to prevent incidents when cars cross the bikeway.
I live & bike on 7th; this looks great & straightforward. I'm not into more parking; would prefer better bike facilities & more diverters.
Unclear why additional parking is needed on NE 7th N of Fremont. 7th is only 1-side of the st. parking - will this enable parking on both?
Are the traffic circles along 7th get removed as part of the 7th Ave plan? They are dangerous now and will serve no purpose once it's a gway
Love this option
My concern is maintenance for years to come - it gets expensive/time consuming to do additional diverter projects every few years.
As a bicyclist, I am already making some use of 7th but rarely even consider 9th.
Concerned about how parking would be set up re: safety.
Concerns about door-zones and sight lines on 7th if more parking is allowed.
Big advantage to 7th: Existing lights at Fremont, Prescott & Alberta. Cut-through traffic must stop. Street runs by 2 parks and a school!
I would never take the 9th Ave connection through Irving Park. 7th is already my go-to route through that area.
I think having parking on 7th north of Fremont will really help calm the street and is a win-win for the neighborhood and community!
Has the existing cut through auto traffic on NE Sumner between 7th and 9th been looked at? It's already bad and HIGH speed, esp. 4-5pm.
This is a GREAT plan! Please do it! Thank you! - person who lives nearby.
Let's build world-class facilities north to south on 7th. Stop making people on bikes wind all over the place. Thanks!
This option would be so wonderful, for bikers, pedestrians and children. I really hope the City takes this approach.
*Prefer NE 9th, but this works too
*Need safe crossings across streets
Please do everything you can to make this happen.
7th is basically a dangerous street to go on. It is too narrow and too hard to fix, especially at King School.
Best option! Direct, cost-effective, addresses traffic on 7th. MUST thoughtfully address increased cut-through traffic within neighborhood.
This is by far the preferred route for cyclists now & when the bridge over I-84 is completed it will be the most natural route from SE to NE
I love the 7th Ave option. The speed bumps south of Knott on NE 7th need to be HUGE.
YES PLEASE! This would be amazing.
This is the street I already use. It could prove to be a nice commercial district (in spots) if traffic were calmed.
Many of us neighbors access MLK for errands, shopping. Pls don't enhance MLK signal timing too much. Again, both 7&9th should be greenways!
7th is the best plan! Diverters > humps. Clinton & Ankeny weren't calmed until diverters. 7th has businesses. 9th is steep and will be \$\$\$
For those of us who live in this area, 7th is an important vehicle street. I don't like losing it as an arterial. YES improve MLK flow.
Signal timing and reduction of non-signalized left turn (on MLK), should be part of both options.
7th, Yes! I don't believe more parking is better N of Fremont, this is already a narrow street.

Traffic cuts from Knott through 8th, 9th, 10th. If traffic is blocked on 7th, that pattern will become worse.
You need to address the safety issues on 7th while controlling for spillover to 9th. Why are you treating this like an either/or sitch?
7th is the obvious route! Give people a direct route and they will use it, just like drivers prefer.
If parking is added north of Fremont, please make sure it is pulled back from intersections so that visibility is maintained.
Please mitigate traffic volumes and dangerous situations on 7th today
NE 7th is the preferred option! Reducing cut through traffic on this street is great thing - lots of families with small children on 7th!
7th makes perfect sense for the bike route. This is the route I ride regularly on my commute. Traffic calming + diverters would be welcome!
Add: ban parking within 20 feet of all corners, in compliance with state law. I'm not sure adding parking is need north of Fremont.
make sure to be strategic and implement 7th changes at the same time or before MLK traffic signal improvements
The continuity from NE 7th in the Lloyd district and the opportunity to avoid the park and detours make this option most attractive.
NE 9th better total option for bicycles and walking. Diverting traffic from 7th will just push it to adjacent streets.
cars need to get N & S. 15th is already traffic. Can't go through park.
7th opt is cheaper, flatter, more direct, goes by businesses, and works toward Vision 0. Now it's far too busy for its size. 7th is better
Straight shot from new I-84 bridge. Better road surface for cycling. Preferred in comments from folks who live on 7th. Doesn't disrupt park
Can 2-lane neighborhood artery transform to a low-traffic street without spillover? If 7th can really protect the neighborhood from MLK, OK.
I am concerned that additional on street parking could reduce sightlines at intersections. Parking should be pulled back from corners.
This would truly be "transformative" and signal Portland's genuine commitment to alternate modes. This would greatly leverage the impact of the new I-84 bridge. Too many cars on 7th for even confident & proficient cyclists. Protected crossings at Alberta (traffic & signal) makes 7th considerably more preferable than 9th.
7th is the clear option! COST LESS, is a better route, it's well supported by the neighborhood associations and riders Let's make it happen!
This is superior option. Also provides Safe Route to Irvington and Tubman parents have demanded for over 30 years!!!!!!
I am very supportive of a 7th greenway. The auto traffic currently on 7th is aggressive and unsafe. Diverters would be a huge improvement!
The surface of 7th is much better than 9th, and the alignment more direct. I am also concerned about induced demand from added parking and faster MLK signals
It's an opportunity to calm the traffic and return the street to the community.
looks good
NE 9th needs pedestrian improvements anyway - and is a better option overall.
Speed bumps are useless. We have them now and it is a challenge to see how fast you can go over them. Big trucks, USPS and FedEx worst.
Seems like it will increase traffic on 9th potentially -- already an issue at the 9th and Alberta - 9th and Ainsworth section
YES PLEASE
Direct bike route, good pavement, calms traffic, reduces aggressive cut through traffic. Connects to Sullivan Gulch bridge to come flatter route.
NE 8th between Schulyer & Hancock is one-way. Concerned that diverters would tangle local access. MLK signal adj should happen regardless.
7th pavement is better than 9th
This is a more useful alignment than 9th. Not a fan of speed bumps while biking. Prefer sharrows closer to or in intersections .
Thinking of NE 15th as a more favorable driving option. I have stopped using it as a through street because the stop lights from Broadway going south are poorly timed.
Mitigate so much that it spawns another greenway on 14th Ave.
Build this on 7th; Also extend north of Dekum; Also need help crossing Holman @ MLK
This is the preferred option especially if the goal is to allow more walking and biking to MLK businesses.
I do not understand the need for more on-street parking. What is the benefit? Shouldn't we reduce the number of cars parked on streets?
Make sure there are plenty of diverters to reduce overall traffic on NE 7th.
Live on 11th and as the only non-bisected street we have lots of speeding cars. Both options will push traffic to 11th w/o traffic calming
Connection up to Woodlawn Park and school would be great!
Please look at the traffic on NE Sumner St between 7th and MLK, it has become a fast paced thoroughfare for cars. This project could help to

This option is better, no comparison.
This is a vastly better plan than 9th. It's far more direct and will be heavily used by cyclists.
I think more parking is bad, though.
This is the best option; 7th should be the bikeway. The integration w/ Sullivan Crossing will make this an extremely intuitive route.
Direct. Intuitive. Nice.
You created cut through traffic and now local residents and business owners will suffer through your "enhancements." No thanks.
Best option! Need to traffic calm Sumner between MLK & 9th as there's a huge cut through problem. No need for more parking.
We should do 7th because it goes right by my friends school. They have little kindergartners there who may run into the street.
Speed bumps are disruptive to cars and bikes. Occasional diverters solve the problem. However 7th is already a major road thanks to PBOT double-stripping it. I would prefer Option 1.
Have biked here 10+ years; now live on 9th & avoid 7th bc of bad driver behavior. Concerned abt bike/car interactions @ roundabouts.
Leave 7th to cars! 9th is already quiet and a good and relaxed bike route.
Acknowledge increasing car traffic volume, contain it on main routes and out of neighborhoods. Side streets = bikes, residents, pedestrians.
Maybe I missed it, but I would love to see some more trees/native plants
Will need to address cut-through traffic east of 7th
As a person from the neighborhood and a bicycle commuter, this plan looks to me to be the best option.
This is a great idea and would greatly improve the safety & comfort of evening commute north on 7th - no more cars piled up at Knott signal
Very concerned about adding more cut-through traffic on 11th Ave (the Next street through around Irving Park and Irvington School) and making the Klickitat Mall crossing to Irving Park more dangerous for pedestrians/ bicyclists than it already is (currently there is already frequent high speed cut through traffic that don't look for pedestrians when passing the Klickitat Mall crossing on 11th). Traffic control mitigation would have to be very aggressive on <u>all</u> streets between 7th and 15th, including diverters at Broadway similar to the series of diverters between 15th and 33rd avenues.
Existing traffic islands are counter-productive. South of Fremont, 7th is one block off MLK. As MLK develops, there will be increasing "around the block" traffic due to people searching for parking and returning to MLK after parking, regardless of calming measures
Speed bumps on NE 7th south of Knott. We were told PBOT was no longer authorized to put residential speed bumps in. It is particularly unsafe with speeding traffic going south after the Knott blinking light and there is nothing there to slow them down.
7th needs some mitigation but if this is the choice, 9th must have mitigation (e.g., speed humps) in place prior to any further monitoring
Frequent Diversion Bike/ped priority at signals (leading intervals and signals) Spending as little PBOT funding as possible on imaginary NIMBY traffic overflow concerns. Slow speed using diversion and signal timing
I strongly prefer the option on 7th. As a resident of 7th, I frequently see high-speed driving and cars not stopping at 4-way stops.
Diverters w/ cut-through for bikes are nice! Traffic circles, not so much.
7th is the right choice. If the car trips exceed the 1k - 2k cars guideline, I'd omit the parking. It isn't needed and more room to pass.
I live on 7th and the amount of traffic is unbearable. It is a safety issue for bicyclists and pedestrians. 7th makes much more sense.
Need to re-time MLK (has it been 15 years)?
Seniors, Dis, Regulations for how Uber, Lyft and other companies such stopping, picking up people and leaving them off disturb traffic
I think this option 2 is very preferable and would say A (frequent diverters) + C (on-street parking) are the most important measures to truly slow/reduce traffic + congestion. It absolutely needs to be a safer street for pedestrians and bicyclists
Put in many diverters! At all major streets. Enhance the connection with Tillamook Greenway. 7th is the cheapest, flattest, most convenient option. It's a neighborhood street, not a highway!
This is in line with the original King plan vision - 7th Ave - so am excited to see this finally materializing. This seems the better option but... not sure.
Neighborhood engagement. People along Siskiyou would benefit from calming as well
This appears to be the best option. Direct connections, better route for cyclists, and safer for kids at MLK Jr School.

"Re-routes long-distance traffic to arterial streets." this is literally why arterials exist. Fight the good fight, put the greenway on 7th.
The lack of a 4-way stop at NE 7th and Going is a big safety problem, and an impediment to bikers on the Going greenway. Please install this 4-way stop with this plan!
I live on 7th and am highly supportive of bikes for N/S traffic and cutting cars (and parking to one side). Now sucks for cars & bikes. would really like this.
I worry about a lack of political will to do what needs to be done to lower the volumes on 7th enough, and about the extent of intervention needed for proper neighborhood unsafe driving pattern interventions
Love it. This option makes the neighborhood more livable. Slower speeds will be a boon for residents and businesses and much safer for all!
As many diverters as possible; let's make seventh a premiere bike route for Northeast Portland.
Cars have MLK so please give us (cyclists + walkers) 7th!
Traffic will be routed to 9th as happened with installation of NE 7th traffic circles before. New 2020 traffic from House of Blues, L Ctr
What is the best long-term solution, regardless of current traffic patterns?
This would be a great benefit to those walking/biking on 7th, but a huge lift. How many more bike trips would this route provide comparably?
Would love to see more street trees and a pedestrian/greenway vibe on 9th between Alberta and Killingsworth.
Cars speed past King at 45+ DAILY; a drunk driver totaled a car at 1 pm one day in Feb. We need to protect the kids! 7th is the best option.
I love to bike on Ne 7th north of Fremont. But Fremont to Broadway, yuck, so scary. That would be an amazing transformation if that section was safe to bike in. That said, NE 9th Broadway to Lloyd is so much nicer to bike on than NE 7th there, despite all the bike infrastructure down there. Space, no tracks, better/less lights.
7th makes sense for route, safety, cost, the incoming bridge. Many diverters is safer on 7th. Diverting cars to MLK/99 could bring state \$.
Bicyclists have similar desires as drivers: straight shot, access to commercial areas, minimal "jags". 7th is already used by many bicyclists for those reasons and the I-84 bridge will increase that number. Furthermore, 7th already has the infrastructure to make it a particularly safe greenway - all it really needs is effective, strategic auto diversion.
This is better for bike commuting. If displacing cars off 7th at peak afternoon commute, can those car commutes really happen elsewhere?
Please make lots of changes to both 7th and 9th. They can both be wonderful facilities. 7th for getting where you want to go faster and easier. 9th can be a place for a nice Sunday stroll to the park. Both please!!
I don't see how this is going to work. Where will all the traffic go? I think it will lead to car chaos. Either MLK will get worse or cars will wind crazily throughout the neighborhoods while trying to avoid diverters. Why not just choose a street that's already quiet, like 9th. Similar to making Rodney and Holman into greenways. Those ones are working out great! These streets were also low volume pre-project.
I don't understand where the excess car traffic would go... Just clog up MLK more? Also, Prescott and Fremont intersections would need help.
Is this the option that does the most to promote safety, mode switch from auto to bicycle, and neighborhood livability? It seems like it is.
The traffic numbers really make the case for many diverters on 7th, At a minimum, theyâ€™re needed at 1) Prescott, 2) Fremont, and 3) Knott.
This is the best option by far. This and safer MLK crossing at Going would significantly improve the safety of my commute.
High volumes of cars have ruined NE 7th for the time being. It's really unpleasant! These are great improvements.
Love this idea except for the addition of auto parking. Why not use extra space to create place for bikes
nice, direct route. important to include the traffic light adjustments to MLK to encourage traffic to return there.
FULL NE 7th is best - it is direct, less of an incline, and has existing traffic signals. It reduces speeds & removes long-distance traffic.
As a resident of 7th, I like this option best. Serious accident in front of my house this morning confirms my concerns about the speeding.
NE 7th should not be the bike option. Work to slow cars down and make the area on the whole safer. NE 9th is the best option for bikes.
I think Option 1 is a far better choice.
9th already sees high speeds, numerous accidents. Thruway to OP credit union, liquor store, Lloyd Blvd. Monitoring/mitigation isn't enough.
I don't observe drivers cutting across 7th. Backups are often from Morris to Fremont in evening.
This is the best chance to provide an easy-access, dramatic greenway improvement from NE to SE, with many easy point to jump on public transit (streetcar, many MAX lines, etc.)
We have a 2 year old son and 7th Ave isn't safe for him. He's one of so many children at risk because this street is abused by MLK drivers. Diverters would be a huge help.
Extend the bike lanes on Skidmore between N Michigan & 7th to create safe connection across MLK, Williams and Vancouver using existing signals. This would connect A LOT of bike infrastructure safely and directly (over I-5 too) and like multiple commercial districts

This option makes much more sense. Trying to cross 7th is dangerous at Going St. and 7th is a natural bikeway with few stop signs to slow bikes down. Diverters would greatly help.
This is the best, most direct route.
This is the best option - most logical for bike traffic as its direct and well paved and addresses the WILD speeds we see living on 7th.
Impact on NE 15th Ave
NE 7th is the better option for improvements. It's not safe. It's only a matter of time, currently, until someone is killed on that road.
MLK signal improvements should be a major priority.
Much more comfortable with the 7th Ave option. Unclear about whether added parking is needed; shared autonomous vehicles are on their way.
7th is awesome. Bring it! If parking is added, it absolutely cannot be allowed to block sight lines at intersections like most PDX streets.
It's the best direct route for cycling; let's not switch back/forth like the 20's bikeway.
Will help with excessive speeding on 7th at all hours. I fear for cyclists, pedestrians, and kids going to King School and parks. Please do!
7th is the better option. If parking is added, it cannot be allowed to block sight lines at intersections like many PDX streets.
NE 7th is the best option.
Love this. Not sure about additional parking (unless a protected bike lane is a part of the parking addition). Great option.
NE 7th is a long, straight route from Sumner to 84. Also, it is currently used by cyclists, does not go through the park.
7th is the best option. Use diverters to reduce cut thru.
Biking w 2 young children I prefer a direct safe route. It will have ancillary benefits on perpendicular Bikeway like Tillamook. 7th PLEASE!
NE 7th is a great & direct for biking. More car parking creates unsafe conditions for bikes. Discouragement of autos on NE 7th preferable.
Frustrated drivers are going to look for alternatives to MLK. Leave 7th as is; you're just pushing the problem onto other side streets.
This is the best option... Although please don't add on street parking for cars to NE7th, use the space to make dedicated bike lanes.
I am certain that this alternative will just shift the north/south traffic onto 8th and 9th.
No diverters on 7th Ave.
Speed humps on NE Ivy St to discourage/slow cut-through speeding drivers - also makes a safer street for Albina Head Start students
Take out all around-a-about on NE 7th and replace frequent humps to slow traffic and allow bikes space to ride safely as well as making pedestrian crossing seen by cars traveling along 7th
While providing a choice of 7th and 9th is important and both streets should be improved. Seventh provides the best connections to I-84 bridge as well as a direct route from I-84 north to Sumner. Traffic signals, at Fremont, Prescott and Alberta make it much safer. The only drawbacks to 7th is traffic volume and speed- these can be mitigated! and it can be made much safer.
YES! I've been waiting for 7th to get proper greenway treatments. Let thru-cars use MLK or 15th. Adequate diverters are necessary.
7th is direct, with traffic lights, less grade, smooth surface, no park cut through, links with current 7th bike way south of Broadway.
Cars are prioritized on 7th, but unlike cars it's hard for bikers to find a new route. Bikes can't ride on MLK safely, so why can cars on 7th?
As someone who lives on 7th with kids, I have to park on the east side, but I live on the west, so we also have to cross the street very carefully and most cars don't care if I have kids or grocery bags in tow!
Sullivan's Crossing landing on 7th almost demands that the greenway be unbroken down 7th. I get lost on some of our winding, indirect greenway routes (20's) and I'm travelling by bike <u>to get somewhere</u> , not tooling around for fun. <u>Transportation</u> .
7th can benefit from use of bollards similar to how Going was altered @ MLK and 15th. Our neighborhood can use a N/S version of Going. Help make Portland an example of transportation for the community, not just cut-through care commuters
9th is the better option.
Speed bumps are annoying on bike. Prefer diverters! Street parking shouldn't be added without pricing! Street parking north of Fremont could reduce width and create bike-car conflict. Recommend reducing volumes with diverters first, then consider parking. (Don't use bikers' bodies as defacto traffic calming) FREE street parking is a subsidy for <u>car owners</u> ONLY.
Consider putting a bike path up the middle of MLK and remove the center island/greenways
Same thing. Street parking.
The grade makes 7th Ave accessible to more users of varying age and confidence.
Direct north to south path is very important for nopo to southeast trips.
Iâ€™m worried the 7th option will introduce greater conflict between bikes and car and invite push back on on the project all around.

These plans will further increase the already terrible traffic on NE Rodney Ave unless diverters are also added to Rodney. Please consider.
Thank you!
I like the direct nature of 7th option, esp. connecting w/Sullivan's Crossing bridge. Not excited about added parking as traffic calming.
With PPS opening Tubman next year, we will have *hundreds* more kids trying to cross NE 7th to get to school. NE 9th is NOT safe for kids and families to cross or ride on. Using diverters and traffic calming measures reduce traffic, increase biking and walking and increasing overall livability in the neighborhood is the only way to go
Yes please! Please do everything you can to reduce the amount of polluting, killing machines that act as cancers in our neighborhoods.
7th is best option
How is adding parking part of the solution? Couldn't that space be used for a bi-directional bike path?
As a frequent biker of 7th between Broadway and Brazee, 7th is the best greenway route. As a parent of kids at Irvington School who crosses (walking) 7th 2 times per day going to school on Brazee, 7th needs to be the Neighborhood greenway.
I live on 7th between Fremont & Knott, and I strongly support the 7th option. Most logical and direct route, especially to the I-84 bridge.
Only real option. Plus provide safer route to school and parks for kids between Eliot and Irvington. Eliot has asked for these for 30+ year
Make sure auto traffic is sufficiently discouraged from using 7th.
Like this plan best. Also, FYI... Bikers are often surprised by the stop sign at 7th and Going causing a dangerous crossing.
Limit stop signs for bike traffic.
Very good
Use 7th. It's a straight shot!
Addition of on-street parking north of Fremont means parking on both sides of the street. If doing that, have you considered making that part of NE 7th one way?
Needs lots of diverters! Criminal not to enforce ORS 811.550(17) for clear sight lines. This needs to happen citywide!
Don't. Traffic is only increasing. Nearby streets will become less safe at the expense of bike commuters who don't want to be inconvenienced
With additional traffic diversion on 7th, existing on Rodney and new crossing improvements planned for MLK, it will put more pressure on MLK and 7th as cut through routes. MLK is a high crash corridor street and signals should be timed to encourage more vehicle traffic at slower speed. Consider separating pedestrian movements at Fremont (and Alberta) to improve flow.
7th has too much traffic at high speeds especially at King Elementary. It's amazing that no mitigation is in that area. People drive 40+!
Direct routes show that PBOT takes bicycles seriously as a mode of transportation.
Please connect the bike lanes along Skidmore between Michigan and 7th for safe x-ings using ex. signals and make a safe connection over I-5
Impact upon the already overloaded NE Morris (Klickitat) Neighborhood Greenway should be considered.
The traffic speed and volume on NE 7th are too high during peak hours. Vehicles use NE 7th as an arterial to avoid MLK during peak hours though it is a neighborhood street. Stop signs are every 2 blocks and speeding is still an issue. Anything to reduce vehicles speed and volume on NE 7th would be highly welcome.
I don't like biking on 7th, I don't do it. I am not confident traffic could be calmed enough for me to want to ride it.
This is the more dramatic change, but I support it. Could make driving N/S a little tighter, thought. 7th is less hilly!
Would a combined approach work with the route on 9th south of Tillamook but on 7th north of Tillamook?
This is a great option. If you lower motor vehicle traffic volumes enough, speed bumps should be unnecessary. Bumps are bad for cycling.
This will push traffic on to 6th, 8th, 9th and severely impact the safety of these streets which are near Irvington School and kids crossing
Yes this option. Let's be a platinum city.
The best option. No weird/awkward route through Irving Park This will also connect up well with the planned ped/bike bridge over I-84.
Yes please, this is the best option
Extend all the way to Dekum! Make sure MLK traffic doesn't go some other streets. Maybe make MLK more car friendly?
Do not support, 20years of biking in area: NEVER use 7th on my bike. Also this will shift traffic problems to 6th, 8th, and 9th
Not everyone who lives near 7th, especially streets which front Irving Park can give up their car for more bike access.no parking on 7th.
Our transit priority goals make this easy. 7th is the flatter, better, most direct route. It should be open to bicycles.
Issue: 7th is a minor truck route - UPS, FedEx, WM Inc., etc. Speed bumps cause major movement when these trucks go over them. Also there is a No Truck sign on 7th at Fremont, SW Corner, which NO truck observes.
Issue: So few people of color at this meeting - need to do outreach

This plan takes advantage of existing infrastructure and offers a better, more connected route with less expense.
7th is much more direct, flat and inviting. This is a more equitable approach, providing bicycles a similarly direct route as MLK is to cars. 7th will connect directly to the new I-84 bike/ped bridge
NE 7th is clearly the better option. It improves safety for the whole NE neighborhood and makes the best use of existing infrastructure.
Traffic calming on 9th Ave
7th would be much better with a heavy reduction in traffic. Out of Lloyd center to Knott is difficult due to uphill and cars traveling too fast and trying to get around bikes.
Parking and bumps is worse than dedicated bike lanes and diverters - support more bikes, not more cars.
Use diverters to force cars off 7th
Current conditions on 7th Ave. are a tragedy waiting to happen. Cyclists already use this route. Please proceed with this plan.
With this option, need diverters on all streets at Broadway between MLK and 15th (like all neighborhood streets between 15th and 33rd)
I love this plan! The other plan would affect our beautiful Irving park and is not acceptable.
Adding parking to 7th will narrow the street and make being passed by a car dangerous & uncomfortable. Will require extra diversion.
I much prefer the 7th Ave. option. I worry that the added parking along 7th might increase bike-car interactions.
Option 2 is a stronger move toward vision zero. I support any improvements in bike/ped safety. I think opt 2 is stronger. 7th has a gentler grade.
What will the crossover streets be heading West? Mason? Skid more? Sumner? Sumner makes sense with the new store going in.
Yes! 7th is the better option!
Love diverters! Why is street parking included at all? Who does it benefit? Is that really beneficial to this projects' goals?
I love all the work you've put in. 7th is better suited as proximity to businesses, easy bike access from Lloyd and goes along Irving Park
7th is bearing too much traffic. This option will send most back to MLK and let the other residential areas shoulder a bit of 7th's traffic.
I live on 7th and would love to see this plan go into effect. I want to make sure I can easily get to my house too though
Diverters on 7th are essential to lower traffic volumes; start with plan for diverters on other streets to employ quickly, if needed.
I live at 10th & Siskiyou. If there were cut through traffic, it would negatively affect me. I am still ENTHUSIASTICALLY SUPPORTIVE of 7th!
Safer MLK crossings make this a win. Currently I cross by bike at Fremont which is not ideal but has lights. Vancouver and Williams, too
Traffic (car) related to King School
Install lots of temporary diverters. Take them away only if there's compelling reasons to remove them, and car traffic numbers are very low.
[Arrow from Very Supportive to comment]
Just worried about where all the cars on 7th would go.
Traffic volumes already high and the street is designed for auto vehicle mode already. Bikes already prefer safer 9th Ave route.
Are diverters and speed bumps enough to make this a pleasant bike and pedestrian street? I'd love to see 7th converted to a Greenway but I am worried that more than the proposed steps are required. How can you make a street one where people biking and walking to freely have priority? Even on Klickitat and 30th, where I bike, do I not have the feeling that biking is a priority, and there are way fewer cars on that street.
This is the best option - cheaper, more direct and would greatly improve the neighborhood!
I really think the crossings on 15th would be great.
Considering eliminating roundabouts on 7th could help improve biker safety.
7th is ready made for long, straight green shot from Sumner over 84. Opportunity to increase bike traffic on 7th safely!
Make 7th a world-class cycling-oriented neighborhood greenway
Folks on Rodney are concerned about traffic moving from 7th to Rodney. Also, car traffic on Tillamook heading east to 7th makes that bike route very dangerous and deserves consideration in this option
I think this will make the neighborhood way better
We live on corner of 8th and Tillamook. Either option will increase the amount of traffic on our very narrow street. Ever since Tillamook is hazardous for both bikers and drivers. I think option 2 is better only if all safety issues to all other streets are addressed
1) Keeping auto traffic on the main roads (MLK, Prescott, Alberta, etc.) 2) Expanding the medians on MLK to discourage the use of neighborhood roads as shortcuts (NE Sumner, NE Hancock) 3) Expanding turn signal lanes on the main roads (left hand turns off MLK)
Please consider extending to Sumner where 7th dead ends. Many kids walk that route to get to the 7-11. Sumner between 7th and MLK gets hit HARD by traffic. The wall of O'Riley's has been crashed into and the traffic diversions have been run over!

The new bike pedestrian bridge across Hwy 84 will outlet to 7th, so 7th seems like a natural choice. As a resident on 7th street, we'd be thrilled to have it become safe and quiet greenway! Thank you for thoughtfully considering this project!

III – GENERAL PROJECT COMMENTS

Listening and Learning Open House and Online Open House

Collected at In Person Open House:

9th Ave surface south of Thompson is not suitable for many cyclists. Irving Park is also not suitable for a path shared amongst dog walkers, strollers, pedestrians and a large volume of cyclists. 7th is a better choice from Broadway until Sumner.

This is GREAT either way. I'm a new home owner on 6th and Shaver and biking is behind in the neighborhood. Don't listen to the haters.

About the 20s bikeway

*Need arrow stencils at turns with Lincoln and Clinton. I still miss those turns if I get distracted at night.

*Signal loops aren't detecting my steel bike at Powell + 28th northbound and Stark + 30th northbound

*2-way cycle tracks are scary. I ride outside in the bike lane where they're contra flow

*speed bumps with cutouts ("fire friendly") are DANGEROUS for bikes on 28th, Sandy to Stark

My daughter bikes to Grant HS from Piedmont neighborhood.

1. Not a safe way to get across Going! She wants a bike/ped light :)

2. Biking Going to Grant doesn't feel safe - high speed traffic down a steep hill with cars. Pause make 7th a safe connector for bikes to get to Grant HS.

I have a child who will be going to Tubman, walking or biking from south of Knott in Irvington. I am very concerned about him crossing 7th, MLK (especially), Williams and Vancouver. If you divert traffic from 7th to MLK you will cause more traffic danger from school children unless you add safety features onto MLK.

Mychal Tetteh Suggested I write this note... please inform me of the asphalt depth at Ivy and Rodney intersection. Thanks!

If bridge over 84 is on 7th, then cyclists will use 7th all the way North regardless of alignment, so may as well make 7th the greenway and calm traffic as needed on 8th, 9th, etc.