

# CENTRAL CITY IN MOTION

## Spring 2020 Open House Summary



In spring 2020, the Portland Bureau of Transportation hosted a series of three open houses. Focused on Central City in Motion projects, the open houses featured 13 capital improvement projects and initiatives. SE Hawthorne/Madison, MLK/Grand, and SW Jefferson generated the most comments from the public.

Open Houses were hosted at local businesses and institutions in the Central City, including the University of Oregon's White Stag building in Old Town (February 18, 2020), Revolution Hall in SE (February 26, 2020), and the Portland Building in downtown in partnership with the Portland Business Alliance and

Business for a Better Portland (March 4, 2020).

PBOT promoted the events with door-to-door outreach to businesses along four project corridors (Broadway, Hawthorne, MLK/Grand and NW Park Blocks). In addition, PBOT notified over 22,000 business owners, property owners, and residents via mailers and email, and promoted the events on PBOT's social media pages. The Portland Business Alliance and Business for a Better Portland shared invitations as well.

PBOT staff engaged over 200 Portlanders at the open houses and engaged several thousands

### Spring 2020 Open Houses

**200+ Portlanders engaged at 3 open houses on 13 projects**

**150+ comments received**

- 61 feedback forms
- 96 project-specific comments



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through event promotion. By far, open house attendees were those who work (67%), shop (64%), and live (44%) in the Central City. Several noted that they also went to the Central City for entertainment and to attend church.

People reported that they envisioned themselves getting around the Central City using transit most often (93%), followed by walking (82%) and biking (69%). To a lesser extent, participants envisioned themselves driving (28%) and using an e-scooter (20%) to get around the Central City in the future.



In terms of receiving notices about construction, participants said they preferred email (62%), followed by street signs (44%). Some suggested outreach through social media, such as Instagram, would also be effective. The majority of people were positive about projects, and several encouraged the improvements to be delivered as soon as possible.



### Submitted feedback included:



"I support PBOT's efforts to improve the quality of transit, walking, and bicycling in the Central City. Please keep the good work going."

"Excited about all projects - but especially impatient for Burnside improvements/bus lanes."



“Would love to see more projects focused on the pedestrian experience (like NW Park/9th). After all, those of us who take transit have to walk too. 😊”

“I like that Hawthorne will operate with a single travel lane off of peak hours. This will reduce excessive speeding, which occurs often outside of peak periods.”

“More efforts to reach the wider public (much of which is location-based; maybe a heated tent in Pioneer Square?) rather than just the city planner wonk crowd quibbling about right turns and crosswalks. This conversation needs to be less self-referential, even though that may be less comfortable.”

## About Central City in Motion

Central City in Motion is the Portland Bureau of Transportation’s effort to plan, prioritize, and implement transportation improvements in the city’s core. Following two years of public engagement, 18 projects were prioritized through this planning effort and approved by Portland City Council in November 2018.

Learn more at [portlandoregon.gov/transportation/ccim](https://portlandoregon.gov/transportation/ccim)

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# APPENDIX

Spring 2020 Open House Submitted Comments



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## Comments from feedback forms

Do not spend my property tax replacing the railroad manual rail switches!!! Add streetlights next to the crosswalks near TriMet bus stops. -Do not remove one lane on SE 11 & 12th. Did you forget that there is a bike lane on SE 16th?

- Rose Lanes: keep going! Push on through! -MLK/Grand: I'm glad a GP lane is being taken away. These streets are too wide and thus dangerous to cross. Buses will fare well with their own lanes.

- transit efficiency goals may suit trips across town but make transit useless to those who are not able to walk 4 blocks. - the "manage" goal needs to include future needs (current also) for delivery trucks, scooters, e-bikes

All projects good/exciting/ Specifically happy about those marked above.

All these projects look great. I wish we could add planter protected bike lanes. They work great in other cities

As a rare bike rider, I look forward to the added security/safety the Naito project will offer. I can definitely envision bike riding along the waterfront - something I've never done since moving to downtown PDX 3 years ago.

At bus stop @ Hawthorne & 16th, please make sure cycling space is wide + still comfortable to use, with more gentle slopes on and off bus island

Better Naito: Don't like both bike lanes on e. side of Naito Prkwy. Don't like curb extensions on NW Broadway & NW Hoyt St.

Bicyclists need to start paying their own way to fund all bicycle infrastructure PBOT personnel keep commenting everybody should pay their fair share.. Until bicyclists pay for all the bike stuff with registration + user fees, + until transit riders have fares that better represents the true costs of providing the service; everybody is NOT paying their fair share!!!

Bike safety: infrastructure\* (raised, separated lanes, phased signals) > paint. ENFORCEMENT: cars frequently invade bike lanes, turn on red @ intersections w/ bike boxes where not allowed; speeding. Need bike/ped xing markings/signs @ SE Waters + Caruthers like are present on other bikeways (eg. Overton)

Broadly speaking, I think all of these projects are great and I can't encourage them enough. These and future bold projects!

Connect Better Naito & Flanders - bike access across tracks, at time of implementation. Advertise TriMet projects on Transit. Make an inclusive space

Create more friction for driving: reduce parking & travel lanes, especially on MLK & Grand

Enjoyed hearing about a NEW RESIDENT KIT (as we are apartment owners) @ 12th & SE Taylor. Hopefully, we can let our tenants, in the future, know there is a transportation kit available for new residents w/ \$5 day pass.

Excited about all projects - but especially impatient for Burnside improvements/bus lanes

Excited about NW Park Blocks project improving ped & bike crossings of Burnside as that is a difficult and unsafe place to cross.

Good presentations. Staff were friendly and knowledgeable. I'm concerned about the bike connection at SE 12th and SE Madison going westbound. On the drawing, I see a protected bike lane on SE 12th south of Hawthorne. Going north to Madison, looks like a yield green box to wait for N-bound car traffic. I currently feel much safer taking the middle lane with cars + turning west on SE Madison without having to worry about yielding. Also, would there be physical protection for bikes that chose to yield in the proposed configuration?

Great event!

Great full length major routes - many riders don't really know how to find the designated routes - the more obvious, the better.

Great improvement on 4th. [SW Jefferson/Collins Circle is] better than I thought it would be for traffic

Great projects. Please move the North-South 7th/9th project forward as this is much needed. I look forward to many more bike/ped transit projects in the future. Better Naito is very much needed - thanks

Great to see! I'd like more precise updates on timing. 2020 is crazy broad to state when it is already 2020!

Hawthorne needs a cross by Jam. Cars speed through dangerously fast.

I appreciate what PBOT is doing for pedestrians, public transit, & bicycling. If scooters are going to be a permanent part of our city (& I really hope not), perhaps the bike lanes could also have an outline of a scooter in them as well as a bicycle to remind scooter riders where they belong

I encourage you to adopt quick build methods. Don't be afraid to make bold moves and test them out. It is okay to make mistakes and give things a go!

I grew up riding TriMet since age 8. Grew up @ 14th and Belmont and went to PSU. Keep up the good work!

I like living here. Thank you for the hospitality

I live near Naito and SW Columbia and I'm looking for safer, more direct ways to travel north on Naito and avoid traffic as much as possible (i.e. crossing car traffic lanes)

I love how Portland is moving from Robert Moses-era car-centric urban planning to a human-centric design. The mix of small projects and larger projects shows good planning and respect for the ideas, wishes, and wellbeing of Portlanders.

I loved Central Loop Sunday Parkways

I really love all the improvements - they are so badly needed - and I can't wait to see more! I live, work, walk, bike, take transit, and sometimes drive in these project areas - and I support these projects! Keep going + do more too. Thank you. Would love to see more substantial barriers (like the separation on better naito forever), especially between bikes + parking lanes.

I ride scooters and have had multiple crashes on wet streetcar tracks, is there a way we can make them less slippery? Or have something on them to cause traction w/ scooter tires?

I support PBOT's efforts to improve the quality of transit, walking, and bicycling in the Central City. Please keep the good work going.

I would love to see protected bike lanes on SE Madison heading to the bridge -> this section of road is terrifying to ride at congested times of day because there is traffic on either side of the bike lane, and no physical barriers between bikes + I'm very excited!

Life down here is a struggle but for the most part. As long as I have a good attitude and I keep my head up and walk with Patience and Helen my days are usually sunny & 70

Limit parking to provide dedicate transit spaces. Limit parking even when improvements are not viable. Build it with urgency! Clear the corners, pull back parking, and provide on-street bike parking for our well being and safety, Salud.

MLK/Grand: concerned about clarity of Transit/Freight lanes. North Park Blocks: glad to see simplified bike route

More bus & Bike lanes!

More crosswalks are needed. Everyone needs to pay more attention to where they are driving/walking now + in the future. I'll be glad to see an improvement to the 17 line NW Broadway + have a monthly meeting at 15th + Broadway.

More efforts to reach the wider public (much of which is location-based; maybe a heated tent in Pioneer Square?) rather than just the city planner wonk crowd quibbling about right turns and crosswalks. This conversation needs to be less self-referential, even though that may be less comfortable.

Move buses!!!

North Park Blocks: This project looks amazing! We need more spaces like this that are car free and support community uses

North Park Blocks: use this opportunity to close down streets to cars and create a truly great green loop. Streetcar: add frequency ASAP. Get buses and run them as a streetcar in the meantime while you source the carriages

NW 11th between Davis + Couch: the right lane should be streetcar + right-turn only. 90% of the cars in that lane are NOT turning right and they significantly delay the streetcar which is stopping at the intersection.

NW b-way: Love it! Build it yesterday!

Overall, really great to see so many projects lined up to improve biking + walking in the central city. I'd encourage PBOT to think of every project as though there won't be traffic lanes through these areas in 20 years - how do we move people (including those with disabilities) through these areas efficiently if that were the case? Consider too that we need more north/south options too! Thank you!

Paint MAX right of way red as well.

Please add enhanced crossings between 20 + 27th, 30th + 34th

Please create more multi-modal options for our customers, staff + suppliers to utilize besides single occupancy vehicles.

Please less lingo from staff

Please make this bike infra the best you can - don't compromise safety for parking or cranky business owners. Loading zone

Please stop allowing people to drive. It's hot enough!

Reduce auto capacity/speeds off of I-405 ramps - reduce from 2 - 1 lane on SW 4th

Rose Lane: excited to see W Burnside extension! SW Jefferson: live at Goose Hollow lofts (Jefferson between 14 & 15), excited to see new layout. Hesitant about back-in parking though

Safety and access for pedestrians and bicyclists and improving transit speed and reliability are great efforts that I encourage PBOT to continue pursuing in the Central City and citywide. Even when you get pushback and opposition, I encourage you to find consensus and still implement something - even if it is watered down. Each step is a good one.

SE Hawthorne Rose Lane/<- ProTime Transit Lane/General "Flip Lane" <->/ ProTime Transit Lane ->

See other side

Separated bike lanes don't require green paint. Save the money and use for other projects. "No turn on red" sign at Naito and Clay (turning right off SW Harbor Dr) is NOT enforced. Many dangerous interactions w/ peds and cyclists. Streetcar - please give all streetcar lanes transit priority

Streetlights mean back stops/cross walk. See attached:

SW Jefferson: Make this a protected intersection please! Don't leave people feeling stranded/unsafe where it matters most. To squeeze vulnerable bike and scooter riders between lane-changing cars and buses is irresponsible and dangerous. Protect bike lanes.

Thank you for all the active transportation improvements! Please do more as funding becomes available.

Thank you for having the open house! Appreciate the thoughtful plans to make Portland more livable. And, thank you for the snacks :)

Thank you!

Thank you!!

Thanks for the plan to improve crosswalks on 4th ave - drivers can be inconsiderate & downright dangerous in this area - the signals will definitely improve safety w/ the increase in density in that area

The city (PBOT) fails to look at cause + effect such as creating more congestion + cut through traffic with bike + transit (rose lane) projects.

The goals on the poster "Transportation for Everyone: manage growth, enable efficiency, promote equity, improve sustainability". How to measure - are they defined? I will be looking for more info about parking and freight. Without directly mentioning these uses of the ROW, how will plan engage business as partners? Better Naito still not the best. What if businesses had access to park or if one block of buildings were removed to widen park. Crazy fast/too fast cyclists on seawall (riverside path) as well as crowds of people living in the park, geese, etc. drive folks away. Too bad we can't start fresh.

Unrelated to CCIM, I would love to see more North-South buses on the East side that don't go through downtown

Very excited about permanent better naito design. Make connection route by bike clear (w/ signage); going SB [southbound] on Naito to EB [eastbound] Hawthorne Bridge

We need clean + safe or another organization to employ 24/7 custodians who care for public parks, public bathrooms. With the work on SW 4th, what about SW 2nd? There were "upgrades" a few years ago, but I don't like riding my bike on it. Will the bike facilities on SW 2nd be removed in favor of 4th? Else, can SW 2nd get the same treatment as SW 4th?

Would love to see more projects focused on the pedestrian experience (like NW Park/9th). After all, those of us who take transit have to walk too. :)



## Comments from project maps and boards

Project	Specific location	Comment
SE Hawthorne	None	Should swap protime parking
SW Jefferson	None	WTF? Why adding car storage?
SW Jefferson	SW Jefferson & 18th	Parallel parking instead + widen bike lane please!!
SW Jefferson	None	No additional parking
SW Jefferson	None	Would you want your child biking in a lane with cars turning around two lanes to make a right? With zero physical protection? This is irresponsible design
SW Jefferson	None	Parking is being removed from the righthand side of the road. Love it!
SW Jefferson	None	The 6-Goose Hollow poster does not show current or proposed transit stops. And if I plan a bus trip to the Methodist Church, it may be that the connection from bus to near church or business involves a 5 - 10 minute walk and adds inflexible uncertainty to eastbound trips. Recently, I took MAX - the walk from my home in Lair Hill takes about the same amount of time as some transit trips. Coordinate this with TriMet.
SW Jefferson	SW Jefferson & 17th	Biketown station relo +1
SW Jefferson	SW Jefferson & 17th	Consider how signal timing effect ped. signals. Currently, MAX permits ped. signal parallel to its path, overriding it for the entire phase
SW Jefferson	SW Jefferson & 17th	Back in does NOT work. Call the City of Sisters about their shit storm - had to re-stripe to front load parking b/c it was such a mess + messes up flow w/ having to back in
SW Jefferson	SW Jefferson & 17th	Back in angle parking is so much SAFER. More please!
SW Jefferson	SW Jefferson & 17th	Charging stations w/ level 2 & 3 chargers. PGE <- make them pay for it
SW Jefferson	SW Jefferson & 16th	Parallel parking instead
SE Madison	SE 11th & Madison	Hi-vis crossing for N&S bound SE 11th & Madison
SE Madison	SE 11th & Madison	This has to be a ped priority hi-vis crossing
SE Madison	SE 11th & Madison	Instead of creating more congestion, fuel consumption, & emissions - keep two full service traffic lanes on 11th Ave
SE Madison	SE 11th & Madison	Fix hole on SE 11th just south of 12th Ave, #10 bus stop
SE Madison	SE 12th & Madison	Add crosswalks over 12th as well as Madison
SE Madison	SE 12th & Madison	Add huge visibility crosswalks across both legs of 12
SE Madison	SE 12th & Madison	BAN ALL CARS
SE Madison	SE 12th & Madison	Is this bike box in an unsignalized auto thru lanes?
SE Hawthorne	SE 12th & Hawthorne	Crosswalk on 12th please
SE Hawthorne	SE 12th & Hawthorne	Separate pedestrian cycle and turns on east side of intersection. Reduce curve radii to slow drivers at corners
SE Hawthorne	SE 12th & Hawthorne	Add bike box for NB cyclists on Ladd to head NB w/ NB phase on SE 12th

<b>SE Hawthorne</b>	SE 12th & Hawthorne	To force cyclists into moving traffic without physical protection is irresponsible
<b>SE Hawthorne</b>	SE 12th & Hawthorne	Protection for cyclists heading SE into Ladds & N to 12th is necessary
<b>SE Hawthorne</b>	SE 11th & Hawthorne	Consider removing these two curb extensions to provide more protection for bike lane
<b>SE Hawthorne</b>	SE 9th & Hawthorne	Will be very uncomfortable walking on Hawthorne without parked cars protecting from fast moving traffic!
<b>SE Hawthorne</b>	SE 9th & Hawthorne	New crosswalk spacing guidelines indicate this should be a marked crosswalk (9th)
<b>SE Hawthorne</b>	SE 9th & Hawthorne	I like that Hawthorne will operate with a single travel lane off of peak hours. This will reduce excessive speeding, which occurs often outside of peak periods.
<b>SE Hawthorne</b>	SE 9th & Hawthorne	More loading zones on Northside of Hawthorne
<b>SE Hawthorne</b>	SE 9th & Hawthorne	Improve bike/ped crossing of Hawthorne + 9th, since 4 blocks between 7th and 11th is too far for safe x-ing
<b>SE Hawthorne</b>	SE 8th & Hawthorne	All crosswalks should be high-vis in entire plan area
<b>SE Hawthorne</b>	SE 7th & Hawthorne	Consider separate phasing for right turns to limit bike conflicts
<b>SE Hawthorne</b>	SE 7th & Hawthorne	Back up cars so people on bikes can queue for the turn
<b>SE Hawthorne</b>	SE 7th & Hawthorne	Too many ped/bikes at this bus stop. Conflict area.
<b>SE Hawthorne</b>	SE 7th & Hawthorne	Not enough space for bike-turning queuing
<b>SE Hawthorne</b>	SE 7th & Hawthorne	Please maintain left turn boxes (Hawthorne + 7th)
<b>SE Hawthorne</b>	SE 7th & Hawthorne	Bike light phase @ 7th
<b>SE Madison</b>	SE 7th & Madison	Hi-vis & N & S bound crosswalks
<b>SE Madison</b>	SE 6th & Madison	Scary to bike here with no protection from through traffic or merging cars!
<b>SE Madison</b>	SE Grand & Madison	Lots of bikes here. Bike box totally necessary
<b>SE Madison</b>	SE Grand & Madison	Remove this unnecessary bike box that only arrogant 1% strong & fearless bicyclists will park themselves in front of other traffic.
<b>SE Madison</b>	SE Grand & Madison	Move bike lane to curb and use protected signal phasing to separate
<b>SE Madison</b>	SE Hawthorne & Grand	This improved so much. Thank you!
<b>SE Hawthorne</b>	SE Hawthorne & Grand	Narrowing the bike lane rises problems for overtaking bikes coming fast down the viaduct (and caution signs on candlesticks)
<b>SE Hawthorne</b>	SE Hawthorne & Grand	Eliminate more parking =). Let's create a Hawthorne that prioritizes PEOPLE over CARS
<b>SE Hawthorne</b>	SE 6th & Hawthorne	Please add a curb bumper or other, more significant barrier b/n parking + bus lane :)
<b>SE Madison</b>	SE Madison & HWY 99	Sidewalk/Bike(10)/Island(6)/Bus(10)/GP(10)
<b>SE Hawthorne</b>	SE 3rd	People are going to be mad about this narrower bike lane
<b>Broadway</b>	SW Broadway & Pine	I really don't like this 400' of unprotected mixing/intersection is FAR from world class
<b>Broadway</b>	SW Broadway & Pine	Make SW Pine 1-way WB [westbound], avoid left turn conflicts from Broadway
<b>Broadway</b>	NW Broadway & NW Flanders	Decorative lighting? On Flanders + Broadway

<b>Broadway</b>	NW 6th & Flanders	Decorative lighting
<b>Broadway</b>	NW 6th & Davis	Ban cars!
<b>Broadway</b>	NW Broadway & Glisan	No street parking on both sides of the street = RETAIL DEATH. Will see lack of vibrancy
<b>Broadway</b>	NW Broadway & Hoyt	Add traffic separators b/w bike and thru lanes a la SW 13th at Clay
<b>E Burnside</b>	Burnside between MLK & Grand	Floating transit island @ Grand, let bikes pass right
<b>E Burnside</b>	MLK & Ankeny	-> One way car traffic on this block
<b>E Burnside</b>	MLK & Ankeny	Great for folx who want to transition to Ankeny! Protect it!
<b>E Burnside</b>	Burnside & 6th	We need a protected bike facility on Burnside
<b>E Burnside</b>	Burnside & 7th	Make no right turn @ bus stop
<b>E Burnside</b>	NE Grand & Davis	226 NE Grand takes away access; hard to get in & out; more people cutting through
<b>E Burnside</b>	NE Grand & Davis	Worst 3pm on, candlesticks are major issue
<b>E Burnside</b>	NE Grand & Davis	Took away on Everett. Took away northernmost one on Grand. Now people are 5 lanes over & don't know how to get in his property. Candlesticks are getting hit.
<b>SE Hawthorne</b>	N/A	At what point is PBOT going to build a world class bike lane?
<b>SE Hawthorne</b>	N/A	Already have this at PSU and it is very awkward
<b>SE Hawthorne</b>	N/A	Would rather remove parking
<b>SE Hawthorne</b>	N/A	6 ft bike lanes too narrow
<b>SE Hawthorne</b>	N/A	Vehicle traffic turning right is hazard at intersections - negotiation
<b>SE Hawthorne</b>	N/A	Don't narrow bike lane at intersections
<b>SE Hawthorne</b>	N/A	Why does there need to be a ped refuge? Why not a ped-only light phase?
<b>SE Hawthorne</b>	N/A	Will this be more comfortable for people on bus/bike? Noise, exhaust, stress
<b>SE Hawthorne</b>	N/A	4 lanes for cars to drive in, but 1 compromised bike lane
<b>SE Hawthorne</b>	N/A	Include separate bike/ped/bus phases that prioritize those modes over driving
<b>SE Hawthorne</b>	N/A	pinch cars, not bikes. Trying to increase bikes, decrease cars
<b>SE Hawthorne</b>	N/A	Burgerville entrance is right hook hazard
<b>SE Hawthorne</b>	N/A	Need Bike Box
<b>SE Hawthorne</b>	N/A	Will the concrete island be raised or recessed?
<b>SE Hawthorne</b>	N/A	Should set up bikes to continue on Hawthorne for future projects
<b>SE Hawthorne</b>	N/A	Why always default to driving?
<b>SE Hawthorne</b>	N/A	Need bike-specific go-ahead signals separate from car right turn signals to avoid right hook accidents particularly at 7th and 11th
<b>SE Hawthorne</b>	N/A	Improve bike/ped crossing of Hawthorne @ 9th, since 4 blocks between 7th and 11th is too far for safe x-ing
<b>SE Hawthorne</b>	N/A	Please maintain left turn boxes (Hawthorne + 7th)
<b>SE Hawthorne</b>	N/A	Concerned people will stand on zicla platform to wait for bus. Mark it as for [sentence not finished]

<b>SE Hawthorne</b>	N/A	Turns allowed on BAT from Grand -> 6th?
<b>SE Hawthorne</b>	N/A	Bike light phase @ 7th
<b>SE Hawthorne</b>	N/A	Cycletrack should be 10' wide, per 2030 Bike Plan Appendix D, page 2 of 41 ("2 lanes wide for high volume flows")
<b>SE Hawthorne</b>	N/A	Make Hawthorne Bi-direct
<b>SE Hawthorne</b>	N/A	What is the separation between bikes + buses?
<b>SE Hawthorne</b>	N/A	Why is bus island temporary, rather than permanent? They are expensive even when temporary
<b>SE Hawthorne</b>	N/A	Transit island!!!
<b>SE Hawthorne</b>	N/A	Glad to hear that the bus stop @ 12th will move elsewhere - reduces bike/bus conflict
<b>SE Hawthorne</b>	N/A	Bike lane narrows @ bus stop island @ 6th - will be troublesome for bicyclists coming fast off the bridge
<b>SE Hawthorne</b>	N/A	What are the blue areas @ 7th, 8th, & 9th? The blue color is NOT in the legend. Why narrow the bike lane? What about green bike boxes @ intersections?
<b>SE Hawthorne</b>	N/A	How does connect to future Hawthorne to 42nd bike lane?
<b>SE Hawthorne</b>	N/A	Give Madison heading west a similar configuration
<b>NW Broadway</b>	N/A	Make bike lane bi-directional. Expand to 12 ft
<b>NW Broadway</b>	N/A	What kind of barrier is being used for protection?
<b>NW Broadway</b>	N/A	Block vehicle access somehow to keep protection
<b>NW Broadway</b>	N/A	Weird free for all
<b>NW Broadway</b>	N/A	Already hate tiny weird roundabout @ 21st (at bridge)
<b>NW Broadway</b>	N/A	Should be phase 1
<b>NW Broadway</b>	N/A	Doubt that this section will increase ridership in city
<b>NW Broadway</b>	N/A	rest of this is good
<b>NW Broadway</b>	N/A	not perfect, but a good start
<b>NW Broadway</b>	N/A	Why are we constantly doing cheapest stuff?
<b>NW Broadway</b>	N/A	BICYCLE SKYWAY SYSTEM
<b>NW Broadway</b>	N/A	You can save lives with a bicycle skyway system
<b>Better Naito Forever</b>	Naito/Pkwy/Under Steel Bridge	Continue two-way facility North
<b>Better Naito Forever</b>	1stAve & Steel Bridge	Needs a marked crosswalk BADLY
<b>Better Naito Forever</b>	NA	Ban (ALL) Cars
<b>Better Naito Forever</b>	Naito/Davis	Needs signal phasing separation for south bound left onto southbound left onto Naito
<b>Better Naito Forever</b>	Naito/Davis	Convert bike signal to bike signal head @ Davis
<b>Better Naito Forever</b>	NA	Breakfast on the Bridges
<b>Better Naito Forever</b>	Ankeny/Naito	This is a great route from NW Naito onto the Burnside Br. Only trouble is, it is technically one way the wrong direction.
<b>Better Naito Forever</b>	Morrison Bridge	Get rid of all highway ramps onto Naito
<b>Better Naito Forever</b>	WB Morrison Br/2nd	Why is WB from Morrison Bridge signed as "No Bikes" currently? It would be useful connector to NB 2nd Ave
<b>Better Naito Forever</b>	Naito/Morrison	Emphasize this crossing in green for Naito/Morrison coux.

<b>Better Naito Forever</b>	NA	A "better" Naito option is to add a lane (next to the park) instead of taking away a lane and adding congestion fuel consumption and emissions
<b>Better Naito Forever</b>	NA	Can scooters use this bike way?
<b>Better Naito Forever</b>	NA	Love It! (Are those planters?)
<b>Better Naito Forever</b>	Crossing between Salmon and Hawthorne Br	Conflict between bikes exiting bridge and northbound bikes on better Naito due to limited sight line for both. Suggest caution sign
<b>Better Naito Forever</b>	WB Hawthorne Br Bike Offramp	Connections here to Naito suck! Please improve!
<b>Better Naito Forever</b>	Hawthorne Br	Move direct connection from WB bridge to Naito, currently loops around!
<b>Better Naito Forever</b>	NA	Make Naito less necessary to drive on! It needs to be an active, vibrant corridor!
<b>Better Naito Forever</b>	Hawthorne Br	There's still a lot to negotiate on bike/foot at south side of bridge. WB bridge to NB closed off years ago - do the same for NB Naito to EB bridge
<b>Better Naito Forever</b>	Naito/Jefferson	Raised crossing, otherwise cars will block it!
<b>Better Naito Forever</b>	SW Market over 405	Don't forget that SW Market South over 405 is a special design district in land use code & involves streetscape requirements too. This area and its landscape, lighting and flatwork is part of the Halprin District and the Halprin landscape Conservancy