

ID	Name	Date	Comment	Feature	Neighborhood
20525	Doug Bennett	8/8/16	The Rebuilding center is not and never will be a business that attracts bicycle. Parking is a big issue in the area. I would suggest one-way streets in the area to allow angle parking.	TP01-0012702	Northeast
20326	Richard Glick	7/26/16	Dosch Park Lane is a private road, jointly owned by the homeowners. We pay an assessment every year to maintain it, the City does not provide any road maintenance. We and our neighbors bought our homes here because of the extra measure of privacy and security for our children. Many, however, already assume it is part of the Trails system and we already and we have a lot of foot and car traffic we didn't have before. We have the right to put a gate across the entrances but choose not to. That is not an invitation for the City to designate the street a public thoroughway. No one asked permission. Please do not add Dosch Park Lane to the system, or explain under what right the City adds the street to the Trails system. Thanks.	trail - 277	Hillsdale

20319	Scott Krieger	7/26/16	<p>I'm the President/GM/Head PGA Professional at Broadmoor Golf Course. I am not an owner. Your proposal of a walking trail that cuts through our golf course is one of the most dangerous, irresponsible proposals I've ever come across. Your proposal would come from the north side of the 14th hole and across the tee, rendering the back of the tee useless. It would proceed behind the 13th green, across the back of the 12th tee, rendering it useless, and then down our cart path to our 16th tee. It then goes between our 16th green and 17th tee where there is no safe space for people to walk without the possibility of getting hit from an errant golf ball.</p> <p>It then heads east down along the 16th hole where I guarantee you at some point someone will be hit by a golf ball and sustain a serious injury. It continues on past the 16th tee and right through the middle of the 8th hole. Golfers would be playing right over the trail. The trail then proceeds through our maintenance buildings, down the 7th hole, and off the property on the east side.</p> <p>Who would be responsible for any injuries? Let me take a guess. You have 5 city courses. Why don't you have trails running through the middle of your golf courses. Because it's dangerous! As usual, there's probably some city employee sitting in an office, looking at a map and connecting dots without any effort to contact me to come out and actually look at the proposed site of the trail.</p> <p>We got voted down for the re-zoning of Broadmoor. Fine. We were forced to accept the environmental overlays on the sloughs. Fine. I don't own any part of Broadmoor so it means I get to keep my job since we have to continue to operate as a golf course. Putting a walking trail through the middle of our course would make running our business ridiculously difficult. Maybe that's what you want.</p> <p>Even if the trail had a safe path, do you really think walkers will stay on it? Some of them will walk out on to the course without question. They're going to have access until 10:00 pm? I have buildings down there with valuable equipment as well as a snack shack. We get things stolen at the clubhouse area on Columbia Blvd.all the time, By allowing access to the course until 10:00 at night I can only imagine how many break-ins, thefts and instances of vandalism that will occur. It will make securing our property virtually impossible. Not to mention the isolation of people walking at night and the dangers they might be facing.</p> <p>The Audubon Society and other environmentalists make a big stink about the importance of Broadmoor as an environmentally sensitive area when we were trying to re-zone. The walking trail along #16 runs right through the environmental overlay. Do they know this? They might if they had ever bothered to contact me one time in the 24 years I've been running this place. How does a walking trail help the eco-system here?</p> <p>I appreciate you taking my testimony, but this is a ridiculous proposal that would make keeping our property safe and secure impossible.</p>	trail - 500	Sunderland
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20273	Riverview Abbey Mausoleum Co	7/21/16	<p>Riverview Abbey Mausoleum Co is a family-owned small business that has operated in the Portland area since 1916. We have provided quality services to many thousands of Portland-area residents over the years. My family has owned TL 1300, TL 2600 and TL 500 for over 70 years. As you know, these tax lots comprise one of the largest undeveloped residential tracts in the City. As a local business, we are supportive of improving the quality of life for folks in the City of Portland. Our land and the associated creek is a beautiful natural area and we are willing to share it with others.</p> <p>As I reviewed the map that you have posted on the web, I feel that there is an alternative routing that makes more sense to us as landowners as well as to the taxpayers. In short, my idea is to move the trail footprint primarily to TL 2600 by moving the z-shaped trail route more westerly. Such an approach would also keep more of the trail on the existing road near Stephens Creek that was created by the City of Portland during the 2006 sewer rebuilding project. I have a degree in Forestry and I believe that the contours support such an approach and it would concentrate the disturbance area. It would also largely leave the upper portion of TL 500 untouched which would be helpful to us should we develop that portion of our property in the future.</p> <p>Thank you in advance for your consideration.</p> <p>Riverview Abbey Mausoleum Co is a family-owned small business that has operated in the Portland area since 1916. We have provided quality services to many thousands of Portland-area residents over the years. My family has owned TL 1300, TL 2600 and TL 500 for over 70 years. As you know, these tax lots comprise one of the largest undeveloped residential tracts in the City. As a local business, we are supportive of improving the quality of life for folks in the City of Portland. Our land and the associated creek is a beautiful natural area and we are willing to share it with others.</p> <p>As I reviewed the map that you have posted on the web, I feel that there is an alternative routing that makes more sense to us as landowners as well as to the taxpayers. In short, my idea is to move the trail footprint primarily to TL 2600 by moving the z-shaped trail route more westerly. Such an approach would also keep more of the trail on the existing road near Stephens Creek that was created by the City of Portland during the 2006 sewer rebuilding project. I have a degree in Forestry and I believe that the contours support such an approach and it would concentrate the disturbance area. It would also largely leave the upper portion of TL 500 untouched which would be helpful to us should we develop that portion of our property in the future.</p> <p>Thank you in advance for your consideration.</p>	trail - 643	South Burlingame
19919	Michael Hayes	6/24/16	The 106 ft wide pedestrian area west of the Springwater on the Willamette is a lovely area with numerous fir and oak trees and an overlook of the Willamette River and the west hills. It is a valuable pedestrian area even without a connection to the paved Portland Trail on the east bank of the Willamette River.	trail - 475	Sellwood-Moreland Improvement League
19916	Michael Hayes	6/24/16	If you truly want comments, the cancel button should not be so close to the tiny comment box that it is nearly impossible to scroll through a draft of comments without cancelling them.	trail - 610	Sellwood-Moreland Improvement League

17919	Matt Chwierut	5/9/16	This section needs some kind of traffic calming. The cut-through traffic for those bypassing 13th and Tacoma is pretty intense. Cars zoom by cyclists trying to access the trail. It's possible it'll get better when the intersection on Tacoma is redone, but it currently doesn't feel like a safe place between 7-9am.	TP01-0019403	Sellwood-Moreland Improvement League
17918	Matt Chwierut	5/9/16	The recent roadwork has torn this road up, making it very unpleasant for biking.	TP01-0026194	Sellwood-Moreland Improvement League
17389	Christopher Coiner	4/27/16	The Sullivans Gulch trails should be build as soon as possible. It would be a great benefit to the city and go a long way toward making East portland more connected to the inner city.	TP01-0037674	Rose City Park
17333	Benjamin Kerensa	4/23/16	Street does not have safe areas for bicyclists and would not be a good designation	TP01-0018901	Montavilla
16502	Lucy Cohen	3/29/16	To deserve the classification of major bikeway, traffic calming investments need to be made on NW Cornell Rd. Vehicles travel very fast and there is no shoulder much of the way.	TP01-0002400	Forest Park
16501	Lucy Cohen	3/29/16	Fessenden should be classified as a major bikeway. It has existing bike lanes and is a direct route across St. Johns.	TP01-0009873	Portsmouth
16500	Lucy Cohen	3/29/16	NE 7th should be classified as a major bikeway. It is heavily used by cyclists, follows a more gentle grade, and allows cyclists a direct route north and south.	TP01-0015521	Irvington
16499	Lucy Cohen	3/29/16	NE 9th should not be classified as a major bikeway. It should be a city bikeway. The grade is steep, it is not heavily used by cyclists, and passing through Irving Park is unsafe (slippery pavement, off-leash dogs and children running around), and passing around Irving Park is an undue burden. NE 7th is a fantastic alternative as a major bikeway.	TP01-0012670	King
16498	Lucy Cohen	3/29/16	NE Going is a major city bikeway, currently heavily used by bicyclists. It should be reclassified as major.	TP01-0014240	King
16497	Lucy Cohen	3/29/16	Cars drive very, very fast on Killingsworth. Traffic calming efforts should be made. Until vehicle traffic is reduced, bikes should not be encouraged to ride Killingsworth.	TP01-0012610	King
16496	Lucy Cohen	3/29/16	NE Alberta Street should not be classified as a bikeway unless vehicle traffic is significantly reduced. It is currently heavily used by automobiles and pedestrians and is narrow, making it unsafe for all users if bikes are encouraged to use it.	TP01-0013764	King
2609	Angel York	3/25/16	P.S. I believe that route into downtown is known in the bike community as "dirty 30" which seems to me to say that it definitely needs an upgrade. That route should be AMAZING to bike; it's right by the river and follows the best city park in the USA.	TP01-0000638	Northwest Industrial

2608	Angel York	3/25/16	Upgrade St Johns Bridge and the major road west of the Willamette River into downtown to a major city bikeway or add a MUP. That route currently makes me feel vulnerable and unsafe, and I don't use it even though it would be amazing to have access to Forest Park and downtown by that route. Instead, even though I live in Portland, I can count the number of times I have been to Forest Park (though I yearn to have access to it).	TP01-0035307	Northwest Industrial
2607	Terry Dublinski-Milton	3/25/16	an eastern bikeway connector to NE Halsey via Oregon/65th and Hassalo needs to be added. Contrary to the map, there is NO east-west local service bikeways between North Tabor and Montavilla. The one block shown east of Fred Meyer does not exist as the slope is VERY steep, and weeds overgrown.	TP01-0017676	North Tabor
2606	Terry Dublinski-Milton	3/25/16	Conections west to Oregon park via NE Oregon and west to PPMC should be added to this local connector, including north to NE 38th via 37th and Sandy.	TP01-0021916	Laurelhurst
2605	Terry Dublinski-Milton	3/25/16	7th is a much superior route to be a Major City Bikeway over 9th.	TP01-0015969	Irvington
2604	Terry Dublinski-Milton	3/25/16	This route should be extended north to PPMC at NE Oregon or Hoyt.	TP01-0019233	Creston-Kenilworth
2603	Terry Dublinski-Milton	3/25/16	The 60's should be a Major City Bikeway as it connects to the Heart of Foster and all the east west routes in the most direct way.	TP01-0025271	Mt. Scott-Arleta
2602	Terry Dublinski-Milton	3/25/16	The 60's should be classified as a Major City bikeway through SE as this is a d8irect connection to the heart of Foster plus cueents direct;y to all the east-west greenways.	TP01-0025271	Mt. Scott-Arleta
2601	Terry Dublinski-Milton	3/25/16	Burnside should be the major city bikeway through North Tabor. It should be transformed from 41st east to Gresham into our main bikeway highway.	TP01-0018403	Mt. Tabor
2600	Carl Larson	3/25/16	NE 7th could be a terrific major north-south bikeway, particularly when coupled with the proposed Sullivan's Gulch Bridge and a similar facility in SE. For maximum utility, though, the 7th Avenue route should extend north to Sumner.	TP01-0014673	King
2599	Carl Larson	3/25/16	NE 9th, particularly on the hilly north side of Irving Park, is a poor choice for a bike route. NE 7th should remain the preferred route for a major north-south neighborhood greenways. The abutting neighborhood associations agree.	TP01-0039849	Irvington
2593	Rick Kappler	3/25/16	All of SW Multnomah Blvd needs a lower speed limit, protected bike lanes, and stormwater management.	TP01-0006975	Maplewood
2592	Rick Kappler	3/25/16	SW Canby needs a lower speed limit, a protected multi-use path on the south side, and stormwater management.	TP01-0006799	Maplewood
2591	Rick Kappler	3/25/16	SW Cameron needs a lower speed limit, a protected multi-use path on the south side, and stormwater management.	TP01-0005730	Hayhurst
2590	Rick Kappler	3/25/16	SW Patton needs a lower speed limit, a protected multi-use path on the south side, and stormwater management.	TP01-0036659	Bridlemile
2589	Rick Kappler	3/25/16	Scholls Ferrry needs a lower speed limit, a protected multi-use path on the east side of the busy road, and stormwater management.	TP01-0036645	Southwest Hills

2588	Michael Barrett	3/25/16	<p>I'm a big fan of moving the bike lane to 7th avenue between Sumner through the Lloyd! I live on 7th and already see a great deal of bicycle traffic already, and unfortunately the occasional car flying over the speedbumps trying to play catch up from MLK.</p> <p>My morning commute starts on 7th and heads south. The pavement is smooth and it's a really easy ride with options to either the Broadway (boo to construction) or the Steel Bridge/Esplanade.</p> <p>9th is lovely, but not as open or as easy a climb up hill. The connection to the park is difficult and I try to avoid riding through the park, especially at night. There are sometimes campers and the trails are not well lit. Riding past the dog park is also tenuous as dogs love to chase bicycles.</p> <p>But 7th! Oh boy! talk about a real winner we have here!</p> <p>I think about bicycle boulevards/greenways as encouraging non-daily riders to use our infrastructure. As such, I want to infrastructure as easy, comfortable and straightforward as we can. 7th is great for that.</p> <p>When I want a quiet ride, or choose to ride through the park, 9th is still there for me. But for the family exploring an occasional ride, there's no doubt 7th is superior...Plus I'll wave from my front porch!</p>	TP01-0028744	King
2587	Gerald Fittipaldi	3/25/16	Having this be the primary connection for a bikeway is a poor choice. Some people will try to cut straight through the park. This creates for conflicts between little kids and people on bikes. Besides, the park is hilly and awkward to bike on. For those who detour around the park, the route is inconvenient. Many people will continue to bike on 7th regardless of whether or not 9th is made a major city bikeway. Please get the motor vehicle volumes down on 7th and designate it as a Major City Bikeway. This would have benefits not only for people biking but also for people walking in the neighborhood.	TP01-0028652	King
2586	Gerald Fittipaldi	3/25/16	7th Ave would make for a much better choice for the Major City Bikeway than 9th. The pavement on 9th is very rough to bike on. The entire 7th Ave corridor needs to be traffic calmed and designed to prevent cut thru traffic.	TP01-0028245	Irvington
2584	Allan Rudwick	3/24/16	Consider Making all of Eliot a 'bicycle district' like areas of the Central city are. Almost all streets in Eliot are already designated as bike routes anyhow	TP01-0028248	Eliot
2582	Allan Rudwick	3/24/16	NE 7th Greenway should continue north to NE Sumner. Slightly larger hill however it connects to King school and there are lights already to get across major streets	TP01-0028839	King
2580	Allan Rudwick	3/24/16	crummy pavement makes this route a bad choice, build the route on NE 7th instead	TP01-0016480	Irvington

2576	Allan Rudwick	3/24/16	Ne 9th through the park has been on the books for 100 years. This project doesn't meet Return on Investment criteria. Build out the NE 7th greenway as a major city bikeway instead	TP01-0039850	Irvington
2575	Garlynn Woodsong	3/24/16	There should be a new bridge across the mouth of the Willamette, from Kelley Point Park to Sauvie's Island, for bike/ped only.	TP01-0031339	St. Johns
2574	Garlynn Woodsong	3/24/16	Connecting the two sides of the Willamette via the railroad bridge, from near Roosevelt High School to near Forest Park, would be a major win for equity, as it would provide direct access to a major natural area from a neighborhood with a large population of low income and minority residents.	TP01-0036253	Northwest Industrial
2573	Garlynn Woodsong	3/24/16	This path should go through the center of the park, not around the edge.	TP01-0039849	Irvington
2572	Garlynn Woodsong	3/24/16	There should be a bike/ped path through the Faubian School site, along the eastern fence line, connecting NE 32nd Ave from NE Rosa Parks Way to NE Dekum Street.	TP01-0029332	Concordia
2571	Garlynn Woodsong	3/24/16	Construction of the Sullivan's Gulch Trail should be completed ASAP between the Willamette River and Troutdale.	TP01-0037674	Rose City Park
2568	Garlynn Woodsong	3/24/16	The bikeway on NE Sumner should go through from NE 13th Ave to NE 14th Place, to allow for a continuous bicycle/pedestrian network east/west between Alberta and Killingsworth. This will require a new easement to be required; the cost of which would totally be worth it.	TP01-0013277	Vernon
2567	Garlynn Woodsong	3/24/16	The bikeway on NE Sumner Street should go through from NE 13th Ave to NE 14th Place. This likely will require some imminent domain, or negotiations with property owners, to acquire an easement of suitable width to punch through a pathway between the blocks. This is a small sacrifice for the goal of having a continuous bicycle path east/west between Alberta and Killingsworth for dozens upon dozens of blocks!!	TP01-0013303	Vernon
2566	Marsha Hanchrow	3/24/16	Why not continue to designate 7th as at least a city bikeway to its T intersection at Sumner? And for most if not all of its length from Lloyd (or the new bridge across 84), it should be designated a major city bikeway.	TP01-0028746	King
2565	Marsha Hanchrow	3/24/16	I work in the Lloyd district, I access medical care at Kaiser Interstate - across the Failing Ped bridge. 7th, if treated properly like a major city bikeway and including some diversion, would be a far less stressful route than Williams and Vancouver which tend to be overwhelming.	TP01-0012666	King
2564	Marsha Hanchrow	3/24/16	How can Tillamook and 7th NOT be major city bikeways? They already are, in terms of use by cyclists, in spite of some difficulties. The traffic circle at the intersection of these 2 very useful streets is a misery and should be removed. The western end of the block at MLK has (thanks to Peter Koonce?) a very nice bike-recognizing signal that makes this offset intersection work beautifully.	TP01-0028252	Eliot
2563	Emily Guise	3/24/16	Please add a curb to the outside of the curve as N. Rosa Parks becomes N. Willamette Blvd. The bike lane paint is worn away from drivers taking the corner too close and it does not feel safe when biking.	TP01-0029964	Arbor Lodge
2562	Emily Guise	3/24/16	Please add a protected intersection here. There is lots of foot and bike traffic, as well as aggressive drivers and only a 5 foot painted bike lane.	TP01-0012218	Arbor Lodge

2561	Emily Guise	3/24/16	Please add a protected intersection here. Traffic often backs up getting onto the freeway, and I see lots of people driving in the bike lane to get around it or just blocking the lane to turn right.	TP01-0012240	Piedmont
2560	Emily Guise	3/24/16	I support N. Rosa Parks Way as a Major City Bikeway, but I want a protected lane on the street and slower vehicle speeds. There are lots of people on foot and bike here and too many aggressive drivers and large trucks.	TP01-0012263	Piedmont
2559	Marsha Hanchrow	3/24/16	The jog around Irving Park is another reason that 7th is a far better choice for the N/S major city bikeway in this area. 9th is not a good choice.	TP01-0015362	Irvington
2558	Emily Guise	3/24/16	N. Portsmouth Ave should be upgraded to Major City Bikeway. It goes from Willamette Blvd, past University of Portland, Cesar Chavez School (two blocks away but easy to get to), through New Columbia and up to Columbia Blvd. It has bike lanes already but people tend to speed so it'd be great to get traffic calming or protected lanes. More north/south major city bikeways are needed in North Portland because in this draft, there are none west of N. Denver Ave.	TP01-0024364	Portsmouth
2557	Emily Guise	3/24/16	N Woolsey Ave should be upgraded to Major City Bikeway. It runs directly across the NoPo peninsula and connects Willamette Blvd, New Columbia, and almost to N. Columbia Blvd. I see lots of people using this route already.	TP01-0010289	Portsmouth
2556	Emily Guise	3/24/16	With the road diet coming to Foster Road, it seems like that entire street should be upgraded to Major City Bikeway too.	TP01-0025689	Creston-Kenilworth
2555	Marsha Hanchrow	3/24/16	7th should be the major city bikeway from I-84 to however far north you're intending to designate 9th. 7th needs some traffic calming that it would be far more likely to get with that designation -	TP01-0028245	Irvington
2554	Emily Guise	3/24/16	The entire length of 148th Ave should be upgraded to Major City Bikeway. Currently 122nd is the only street with that designation east of 205, and 148th goes from Powell Butte to Sandy so it connects to many neighborhoods and goes by Margaret Scott Elementary. Currently it has bike lanes but also anywhere from 5 to 2 car lanes and many bike-unfriendly intersections, so it would be good to get some protected intersection added at major intersections.	TP01-0035177	Argay
2553	Emily Guise	3/24/16	Please upgrade Sandy Blvd to Major City Bikeway and install bike lanes along the entire route. It is fast, direct, and connects two big employment centers (airport and downtown/central eastside). It would also connect to 122nd and the 205 path, where there is no east/west major connection now more northern than NE Halsey.	TP01-0034517	Parkrose
2552	Emily Guise	3/24/16	The section of Prescott from Sandy to 92nd is very nasty for people walking and biking. With no shoulders or sidewalks and too much speeding traffic, this section needs to be improved to be fit to be a Major City Bikeway.	TP01-0028422	Sumner
2551	Emily Guise	3/24/16	NE Prescott should continue to be a Major City Bikeway once it crosses the 205 until it connects to 122nd. It goes right by Parkrose HS, so it'd be convenient for kids to get to school.	TP01-0031772	

2550	Emily Guise	3/24/16	Please upgrade NE 7th Ave to Major City Bikeway and put the greenway on 7th instead of NE 9th.	TP01-0028245	Irvington
2549	Marsha Hanchrow	3/24/16	This street is a misery to ride on (Hassam paving so the horses don't slip?) and it should not be designated a "major city bikeway." 7th is the more appropriate choice.	TP01-0016660	Irvington
2548	Angel York	3/24/16	Westbound motor vehicle traffic needs a diverter at N Jessup Street. This is a safety issue. There's a planter in the intersection that significantly limits visibility, and due to a slight downhill slope, people on bikes blow through the stop sign when headed northbound pretty much always. Due to the planter, westbound motor vehicles aren't looking for bike traffic. I recently biked past a collision that looked exactly like I predicted. As I passed, the EMTs sounded concerned - it sounded like they were having trouble trying to stop the bleeding. Few enough cars use the intersection headed westbound, and it's a major city bikeway, so this is an easy safety fix for a known problem.	TP01-0028758	Humboldt
2547	Angel York	3/24/16	Westbound motor vehicle traffic needs a diverter at N Jessup Street. This is a safety issue. There's a planter in the intersection that significantly limits visibility, and due to a slight downhill slope, people on bikes blow through the stop sign when headed northbound pretty much always. Due to the planter, westbound motor vehicles aren't looking for bike traffic. I recently biked past a collision that looked exactly like I predicted. As I passed, the EMTs sounded concerned - it sounded like they were having trouble trying to stop the bleeding. Few enough cars use the intersection headed westbound, and it's a major city bikeway, so this is an easy safety fix for a known problem.	TP01-0028758	Humboldt
2546	Angel York	3/24/16	The Willamette Blvd sees heavy bike/ped traffic. There is no sidewalk on most of the river side of the blvd. This would make an AMAZING promenade, and there is a lot of room for it. I am ALWAYS seeing joggers in what is technically a car parking lane, but nobody ever parks their cars there. Look into a Willamette Promenade MUP please.	TP01-0011848	University Park
2545	Angel York	3/24/16	The Waud Bluff Trail path down to the Port of Portland is inaccessible to people on bikes and in wheelchairs. Please install an accessible ramp where the stairs are.	TP01-0011848	University Park
2503	Gerald Fittipaldi	3/24/16	I've already been hit by a car once on this stretch of Vancouver. A car was trying to illegally use the Bus Only lane to bypass a line of cars. The driver stuck the nose of her car out into the bike lane just as I was approaching from behind on my bicycle. Something needs to be done to make this stretch safer. Adding a left turn signal on Fremont for cars turning onto Vancouver was a mistake. This is only encouraging more automobile traffic, all in the name of Level of Service (LOS). This additional traffic flow makes things less safe for people biking and walking. If Portland is serious about prioritizing active transportation it will take out the left turn signal or find some other creative way to make this stretch safer. Catering to cars always makes things more dangerous.	TP01-0015461	Eliot

2502	Gerald Fittipaldi	3/24/16	I strongly feel that NE 9th should be downgraded from a Major City Bikeway to only a City Bikeway. 7th should be made the Major City Bikeway. The zigzag route around Irving Park is something that bicyclists will avoid. They will continue to bike on 7th as 7th is more direct, has traffic signals instead of stop signs, and it has a more gradual incline compared to 9th. Please City officials, don't give into people's demands about making driving easier. This neighborhood desperately needs to drop car volumes on 7th so that people of all ages and abilities can bike on 7th. Bicycle advocacy groups across the board, as well as the Neighborhood Associations, will have your back if you make 7th a Major City Bikeway and prevent motorists from using it as a way to bypass MLK and 15th.	TP01-0039850	Irvington
2488	Montserrat Shepherd	3/23/16	<p>I am advocating for NE 7th Ave to be designated as the greenway over 9th Ave. 9th Ave currently doesn't have a traffic problem. On the other hand, 7th has over 5000 cars per day driving between Knott and Broadway. Ninth is not currently preferred by cyclists as a greenway, 7th is preferred. Even if 9th were turned into a greenway, cyclists would continue to use 7th since 9th runs into Irving Park and has poor pavement, and has too many steep inclines. Converting 9th to a greenway would cost more than twice what it would cost to convert 7th. The traffic conditions on 7th are currently very dangerous for everyone involved. The amount of cars on 7th has to be reduced. Conditions for cyclists and pedestrians have to be improved. Even if 9th were converted to a greenway, we would still need to do something about 7th, thus adding additional cost.</p> <p>The current plan calls for a pedestrian bridge over I-84 at 7th. Thus, it makes more sense for a north-south greenway to be on 7th vs. 9th, which again, is why every other organization voicing an opinion prefers 7th vs. 9th.</p> <p>The 7th ave. residents are almost unanimously in favor of turning 7th into a greenway. Turning 7th into a greenway should have a minimal effect on the residents of 9th as most cut-through traffic will end up using MLK or taking entirely different routes which don't dead-end at Irving Park.</p> <p>So, even if 9th residents stated that they preferred 9th to be a greenway vs. 7th, I think the above rationale shows that, objectively, 7th is the superior choice.</p>	TP01-0015932	Irvington

2444	Michael Kennedy	3/23/16	NE 7th should be upgraded to a Major City Bikeway because it is currently used by hundreds of bikes daily. These bicyclist ride from King, Alberta, Alameda, Sabin and Woodlawn. A natural end to the NE 7th bikeway in the north would be a NE Sumner Street and then cut over to NE 9th Ave, this cut over avoids NE 8th creating one less street to cross. There is a traffic light at NE Alberta and NE 7th creating a safe crossing for bicyclist. From there it is a gentle slope to the traffic light at NE Prescott and NE 7th, another established safe crossing. The next major intersection is NE Fremont and NE 7th, also an established safe crossing zone at the traffic light. A slight climb past Irving Park and then a continual slope all the way down to the planned NE 7th Ave Bike/Pedestrian bridge over I-84 and the train tracks. As you can see NE 7th is the most direct, efficient and safest route for bicyclist.	TP01-0013264	King
2443	Michael Kennedy	3/23/16	I am a resident who works from home and lives on NE 7th and NE Siskiyou and sees first hand the amount of cars and bicycle on NE 7th. I believe NE 7th should be classified as a Major City Bikeway and NE 9th as a City Bikeway. The reason NE 9th should be down graded is because it is not an efficient street, it is full of hills causing erratic bicycle speeds and dangerous intersections at the bottom of hills. Secondly the path around Irving Park will dangerous if not keep clean from leaves and dirt from the park. I have already witnessed a bicyclist crash because they decided to right through the park and hit a mossy muddy section of the path and crashed. Fortunately he was wearing a helmet and the trip to the hospital was just a precaution. Thirdly, dog owners and pedestrians enter the park from NE Klickitat and the NE 9th route will be across this path making it a dangerous blind intersection. Lastly, it will be twice the cost as compared to NE 7th.	TP01-0039850	Irvington
2441	Michael Kennedy	3/23/16	NE 7th should be upgraded to a Major City Bikeway because it is currently used by hundreds of bikes daily. These bicyclist ride from King, Alberta, Alameda, Sabin and Woodlawn. A natural end to the NE 7th bikeway in the north would be a NE Sumner Street and then cut over to NE 9th Ave, this cut over avoids NE 8th creating one less street to cross. There is a traffic light at NE Alberta and NE 7th creating a safe crossing for bicyclist. From there it is a gentle slope to the traffic light at NE Prescott and NE 7th, another established safe crossing. The next major intersection is NE Fremont and NE 7th, also an established safe crossing zone at the traffic light. A slight climb past Irving Park and then a continual slope all the way down to the planned NE 7th Ave Bike/Pedestrian bridge over I-84 and the train tracks. As you can see NE 7th is the most direct, efficient and safest route for bicyclist.	TP01-0015356	Irvington

2439	Evan Heidtmann	3/22/16	<p>My comment concerns the entire length of NE 7th from Lloyd Ave to Sumner. With proper diversion to achieve low auto volumes, NE 7th could be a fantastic bikeway. It's got an even grade, existing infrastructure through the Lloyd District, traffic signals at major intersections, and is already used heavily by people on bikes. It's also easier to access businesses on MLK from 7th than from the competing alignment on 9th.</p> <p>I would like to see NE 7th designated a Major City Bikeway and to see adequate diversion on NE 7th to make it a great low-stress route for people on bikes. I believe that this is necessary if we are to achieve our goal of 25% bicycle mode share by 2030, as required by the 2030 bike plan.</p>	TP01-0028227	Eliot
2438	Evan Heidtmann	3/22/16	My comment concerns the section of NE 9th from Broadway to Sumner. NE 9th would be a sub-standard route for people using bikes due to the steep hills, the 2-block detour necessary for connections through the Lloyd center on 7th, and the portion that passes through Irving Park. In addition, PBOT's own analysis indicates that construction of a proper bikeway on NE 9th would be twice the cost of a route on NE 7th. For these reasons, I believe that NE 7th should be designated a Major City Bikeway and that designation should be removed from NE 9th.	TP01-0015976	Irvington
2437	Kirk Paulsen	3/22/16	Sorry - meant to say it should be a MAJOR City Bikeway as it provides a nice diagonal connection between Holman and Liberty rather than using the jiggetty-jog of 9th Avenue.	TP01-0012478	Woodlawn
2436	Kirk Paulsen	3/22/16	Sandy should TOTALLY be a Major City bikeway. It's diagonal and would hugely benefit people biking trying to get somewhere efficiently. If you want more people biking in this city, make it convenient. Whenever a diagonal road like this is available, it should be elevated to a much higher designation.	TP01-0027560	Kerns
2435	Erinne Goodell	3/22/16	NE Dekum should continue being a City Bikeway west of NE 7th until at least N Vancouver.	TP01-0011981	Woodlawn
2434	Erinne Goodell	3/22/16	Stark should be a Major City Bikeway with protected bike lane. It's certainly wide enough.	TP01-0016621	Hollywood
2433	Erinne Goodell	3/22/16	I would love to see Powell be a Major City Bikeway with protected bike lanes.	TP01-0021510	Creston-Kenilworth
2432	Erinne Goodell	3/22/16	Sandy is pathetic as a City Bikeway. I would LOVE if it was actually made into one, though. It's an amazing connection for across the NE. But it needs a major road diet and protected bike lanes along the stretch to ensure people are safe! Until then, do not list this as a city bikeway.	TP01-0017126	Laurelhurst
2431	Erinne Goodell	3/22/16	NE Davis is a great connection from NE 16th to 6th. Since no bike lanes are provided on NE Couch along those blocks, you need to provide some NE route to get to the Burnside Bridge. NE Davis along this stretch should be designated as a city bikeway.	TP01-0018240	Kerns
2430	Erinne Goodell	3/22/16	There is no route through Alberta Park to connect Jarrett. Though I have ridden it on a bike, it was most definitely "off-roading" it.	TP01-0039891	Vernon

2429	Erinne Goodell	3/22/16	This is a terrible route for a bikeway - it's much steeper than NE Regence to either NE 26th or Regence to Ridgewood to 27th (or vice versa). One of those options should be designated as the bikeway, not this section to 29th.	TP01-0028628	Alameda
2428	Erinne Goodell	3/22/16	NE Regence should be a major city bikeway from NE 32nd Ave to at least 26th. I think that's the route of the future 20's bikeway - at least it should be.	TP01-0028619	Alameda
2427	Erinne Goodell	3/22/16	To be a truly world-class cycling city, MLK needs protected bike lanes. We're not platinum if we keep designating bikes to the side streets.	TP01-0012557	Woodlawn
2426	Erinne Goodell	3/22/16	That is, this section should be designated as the Major City Bikeway.	TP01-0029408	Woodlawn
2425	Erinne Goodell	3/22/16	NE Durham is a much better connector for the Holman greenway between the pocket park and either Rosa Parks or Dekum (instead of Holman to 9th to Rosa Parks).	TP01-0029408	Woodlawn
2424	Erinne Goodell	3/22/16	NE 7th should be a major bikeway all the way from NE Sumner down to Multnomah. It's a great connector, but it needs improvements to keep cut-through car traffic off of it and on MLK or 15th. It's a much better, more direct, faster route than NE 9th. I prefer it - except it needs a few diverters to minimize non-neighborhood auto traffic.	TP01-0028839	King
2423	Kirk Paulsen	3/22/16	I think NE Davis is a GREAT connection west of 16th Avenue! This should be designated as a City Bikeway.	TP01-0018229	Kerns
2422	Kirk Paulsen	3/22/16	Wistaria Drive should be a City Bikeway between 47th and Alameda. It's one of the easier climbs up the hill...	TP01-0028031	Rose City Park
2421	Kirk Paulsen	3/22/16	I believe that Interstate Avenue should be designated as a Major City Bikeway. It's right along the MAX, there is dense housing directly adjacent to it....it should be recognized as a much more important link in our network and get the attention it deserves.	TP01-0013339	Overlook
2420	Kirk Paulsen	3/22/16	Please don't make this an official 'greenway' with ONLY sharrows and speed humps unless diverters are also installed on the street. It's so smooth and pleasant today I'd hate to see it get 'fixed'.	TP01-0028234	Irvington
2419	Kirk Paulsen	3/22/16	Thank you for designating Alberta Street as a City Bikeway!!!! I did not expect that that would be the case.....thanks for remembering that the commercial corridors need bike facilities as much as the neighborhood corridors!!!	TP01-0013803	Concordia
2418	Kirk Paulsen	3/22/16	This stretch of Durham (between 13th and Liberty) should be designated as a City Bikeway as it is part of the greenway network.	TP01-0012478	Woodlawn
2417	Kirk Paulsen	3/22/16	This segment of Regents needs to connect between NE 26th Avenue and points east as a City Bikeway as it'll be part of the future greenway planned for this area.	TP01-0028626	Alameda
2416	Kirk Paulsen	3/22/16	This stretch of Regents (between NE 29th Avenue and NE 32nd Avenue) should connect between those streets as a City Bikeway. It'll be part of the future greenway network and as such should be recognized as deserving the same attention.	TP01-0028622	Alameda

2415	Kirk Paulsen	3/22/16	Please designate NE 7th Avenue as a bikeway all the way north up to Sumner Street. It's a far better option to attract many more cyclists than NE 9th Avenue. 7th is flatter, smoother, and is a local street within a neighborhood that shouldn't be operating as a collector like it seems today. Ideally it'd be a MAJOR city bikeway rather than 9th. If 9th is ever improved, it won't change how I get around the city. If 7th is improved, it'll certainly change how I get around the city. The neighbors along 7th deserve a livable road, they deserve better than what they have today. The neighbors along 9th already live along a calm road - keep it that way and fix 7th! Thanks!	TP01-0028839	King
2413	Tracy Schlapp	3/22/16	<p>I am responding to a proposal to convert NE 7th Avenue to a greenway. I have lived next to Irving Park on 7th since 1998 and have witnessed the neighborhood change. Traffic has increased — and the quality of driving has decreased. There has always been speeding on 7th — the police often use 7th to zip through NE Portland. And the street's proximity to MLK makes it an ideal sneak to avoid traffic lights.</p> <p>Throughout our 18 years in the neighborhood, Daniel has been a bike commuter. While NE 7th is a designated bikeway, he tends to avoid riding on the street, given how dangerous the traffic makes cycling. In 2006, Daniel was run off the road by a truck illegally pulling in front of him from the round-about at 7th and Tillamook. His helmet saved his life. Even so, Daniel sustained a serious head injury. The reality of this kind of accident — an overnight in the trauma center, \$28,000+ in medical bills, six weeks of healing, and another year of brain healing is difficult... and Daniel was one of the lucky ones!</p> <p>The street has always boasted a healthy pedestrian climate, as families, dog owners, and runners use 7th to access the park. Crosswalks have been added to 7th about a block from the park, which was a huge improvement to help cross the street. Even with the crosswalks, it is increasingly difficult to cross the street.</p> <p>I realize that everyone who lives on a busy roadway would like the traffic to slow and to lessen. Looking at the Greenway map, it does seem that 7th could create a strategic lower thorough fare across NE Portland and into the growing Lloyd district. We would support the city's effort and be committed to the spirit of a Greenway on our street.</p>	TP01-0016597	Eliot
2409	Kristin Gross	3/22/16	Please do not move the bike way to 9th Ave. This is a less direct route with more of an incline when riding north. 7th ave is a wonderful route that just needs improvements to slow cars and decrease their numbers on this street.	TP01-0015741	Irvington
2407	Gerald Fittipaldi	3/21/16	The bikeway along NE 7th should be extended all the way up to NE Sumner. Having jogs in the bike routes makes wayfinding confusing. Also, NE 7th should be upgraded to a Major City Bikeway.	TP01-0014673	King

2390	Adam Herstein	3/17/16	If 52nd is classified as a local street between Division and Powell, why is there a centerline and no stop signs, crosswalks, or traffic calming except at the Woodward crossing?	TP01-0021435	South Tabor
2369	Tom Bouillion	3/7/16	Is this project the same as "Inner SE Steele Bikeway" TSP project # 70074? In any case, this project should include traffic calming improvements to reduce the number of speeding vehicles between SE 41st Ave. & SE 52nd Ave. A City Bikeway at this location will not be safe or pleasant for cyclists unless traffic speeds can be reduced.	TP01-0022362	Woodstock
2363	Patrick Burke	2/24/16	This section of the greenway should be moved to 28th/Bybee. I do not believe that 27th can be made safe for multiple reasons: 1) The left turn that cyclists would be forced to make from 27th onto Knapp to head East is inherently dangerous and cyclists should not be encouraged to make this turn 2) A traffic signal may eventually be required to allow cyclists to make a left onto Bybee in order to head West; in this case, placing a small bike/pedestrian oriented signal at Bybee and Bybee is the safer choice, similar to one on 50's bikeway by NE Burnside. A signal placed at 27th/Bybee would be used by cars as well and, as result, would be less safe and more costly.	TP01-0026220	Eastmoreland
2358	Doug Klotz	2/5/16	SE Cesar Chavez should be mapped as a City Bikeway, at the least. This street is proposed to be a Civic Corridor. It is also the only straight through street north-south in Southeast for miles either direction. It is recognized by all as a major route. As such, it should be configured to safely accommodate bicycles as well as autos. This is a far-off goal, perhaps, but then so is cycling on SE 82nd, another street with this designation. We need to get the designation there now.	TP01-0020070	Sunnyside
2357	Ryan Bass	2/4/16	I would like to see this section of BHH designated as a Civic Main Street. There are several businesses in this area that are (or could be) walking destinations for local residents. Also, this would tie in nicely with the planned pedestrian improvements planned for both sides of Shattuck Rd which will allow and encourage more folks to walk to restaurants, coffee, grocery store, etc.	TP01-0005839	Hayhurst
2114	Eric Wilhelm	1/7/16	There is no "major" connection shown between southwest neighborhoods and the sellwood bridge, willamette greenway path or south waterfront. The heavily used route is miles + brier + custer + corbett + boundary + landing. LaView + Taylor's ferry would be the easiest climb. Slavin + corbett + gibbs should also be considered a major connection.	TP01-0006827	South Portland
2113	Eric Wilhelm	1/7/16	This ramp from SW Multnomah to Terwilliger has a bike lane (eastbound). The Urban Throughways designation does not seem appropriate for this stretch, even though it also serves as an on/off ramp.	TP01-0007272	Hillsdale
2021	Nick Falbo	1/3/16	The diagonal nature of Foster Road makes it an ideal candidate as a major city bikeway.	TP01-0022647	Mt. Scott-Arleta