

50s BIKEWAY PROJECT

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

| NAME (print) | ADDRESS AND ZIP CODE | Email |
|----------------------|------------------------------------------------------|--------------------------|
| ✓ Michelle LaFoe | 5208 SE Lincoln St. 97215 | milafoe@office-52.com |
| ✓ Isaac Campbell | 5208 SE Lincoln St. 97215 | icampbell@office-52.com |
| ✓ Michael Foreman | 1906 SE 52 nd Avenue 97215 | m4man@comcast.net |
| ✓ Nancy Chapin | Foster Area Area Business Association | nchapin@tspix.com |
| ✓ John McLaren | 1816 SE 54 th Ave, 97215 | shmclaren@yahoo.com |
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| ✓ Martina Fahrner | Glencoe PTA | martina@clevercycles.com |
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| ✓ Tim ONeal | South east uplift | leah@Southeastuplift.org |

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| NAME (print) | ADDRESS AND ZIP CODE | Email |
|-----------------------|------------------------------------------------|-------------------------------------------------------|
| ✓ Tony Magliano | Director of facilities Portland Public Schools | mmock@pps.net |
| ✓ Bruce Treat | 5834 SE LINCOLN ST PDX 97215 | sixxking@msn.com |
| ✓ Kimberly Medic | 5231 SE Lincoln St. PDX 97215 | kimkuhn9@hotmail.com |
| ✓ Rebecca X. Casanova | 2214 SE 52nd PDX 97215 | rebecca and kate@igc-om rebeccaxcasanova@gmail.com |
| ✓ Catherine Tosswill | 2214 SE 52nd PDX 97215 | K.tosswill@gmail.com |
| ✓ PATTY RAGNONE | 4723 S.E. SHERMAN PDX 97215 | |
| ✓ Salvatore ReJa | 22 NE 53 RD Ave 97213 | SalReJa@yahoo.com |
| ✓ Laura Belson | 5224 SE Lincoln St 97205 | lauratorva@gmail.com |
| ✓ Russ Willis | 3003 NE Knott 97212 | rwillis3@juno.com |
| ✓ Mary Hogue | 3304 SE 52nd Ave. 97206 | mary@mkmararchitecture.com |
| ✓ Bernard Sanders | 1806 SE 52nd Ave 97215 | bernardthered@gmail.com |

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| | | |
|---------------------------------|-------------------------------------|--------------------------|
| ✓ VILKEY KHALIFA | 3427 SE Madison 97214 | VK4Peace@yahoo.com |
| ✓ Julie Rhodes | 2353 SE 53rd. 97215 | julie@sampduscorp.com |
| ✓ Gregory Camp | 2014 SE 59 th Ave 97215 | sarahgregcamp@yahoo.com |
| ✓ Alia Miles | 2214 SE 54 th Ave. 97215 | alia@mcd-law.com |
| ✓ ALEX REED | 4525 SE 30 th Ave 97202 | malexreed@gmail.com |
| ✓ David Hill | 2353 SE 53rd Ave 97215 | dhill@ampluscop.com |
| ✓ ADAM BARBER ^{Barber} | 2361 SE 53 RD AVE 97215 | ADAMTODDBARBER@GMAIL.COM |
| ✓ KIRSTEN BURT | 3236 SE 52nd Ave. 97206 | kirsten.burt@comcast.net |
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| NAME (print) | ADDRESS AND ZIP CODE | Email |
|----------------|-----------------------|----------------------------------|
| ✓ Eva Van Dyke | 2335 SE 57 Ave. 97215 | stuffnearlabor@yahoo.com |
| ✓ Allen Field | 3290 SE Grant | allen.field@seas4 |
| ✓ Jeremy Trone | 5405 SE 52nd | jeremytrone@gmail.com |
| ✓ Chris Rall | 2332 SE 54th Ave | christopherj.rall@gmail.com |
| ✓ JUDITH RUSSO | 5616 SE 52nd ave | WOODSTOCK AND 52ND E HOTMAIL.COM |
| ✓ Benny Heggen | 5215 SE Harold St. | Bennyrheggen@comcast.net |
| | | |
| | | |
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| | | |



WOODSTOCK NEIGHBORHOOD ASSOCIATION

WWW.WOODSTOCKPDX.ORG

September 27, 2011

Dear Mayor Sam Adams and Members of the Portland City Council:

The Woodstock Neighborhood Association wishes to endorse the 50s Bikeway plan to be installed on Southeast 52nd Avenue between SE Holgate and SE Duke streets. We also wish to express thanks for the work of the PBOT project team, particularly Sarah Figliozzi and Rich Newlands whose prompt communication has been helpful and educational.

We understand PBOT is taking all precautions within the scope of its jurisdiction to promote the safety of all passengers along this route. We are excited by these measures, as we are concerned about the safety of pedestrians. Therefore, we strongly support PBOT's vehicle speed reduction initiatives:

- Petitioning the State for a posted speed reduction from 30 to 25 miles per hour
- Installing speed reader boards (we suggest these be permanent)
- Stronger crosswalk enforcement (especially in the school zone at Harold St. and 52nd Ave.)
- Consideration of "fire friendly" speed bumps

The only thing we would add, given the opportunity (we understand this is not for PBOT to decide), would be new flashing-beacon crosswalks along 52nd Ave. between Woodstock Blvd. and Division St..

Finally, we wish to support the second "family friendly" bikeway being made a priority upon availability of funds.

Thank you for your time and attention to this matter. Please feel free to contact me with questions or concerns.

Sincerely,



Thomas Vice
Chairperson
The Woodstock Neighborhood Association

www.WoodstockPDX.org
info@WoodstockPDX.org
TomVice@gmail.com

September 29, 2011

**Portland Oregon City Council Commissioners
Portland City Hall
1221 SW Fourth Ave., Room 110
Portland, Oregon 97204**

**Mayor Sam Adams, Room 340
Commissioner Amanda Fritz, Room 220
Commissioner Nick Fish, Room 240
Commissioner Randy Leonard, Room 210
Commissioner Dan Saltzman, Room 230
Commissioner LaVonne Griffin-Valade, Room 140**

In Regard To: Portland 50's Bikeway Plan

Dear Commissioners:

I am a Portland resident, native, homeowner, and business owner in the Woodstock-Reed Neighborhood of Southeast Portland. My home and business are both on the east side of Southeast 52nd Avenue, just a few blocks north of Southeast Woodstock Boulevard. This is the side of the boulevard on which the city intends to remove all parking and place a dedicated bicycle path.

At our Woodstock Neighborhood Association meetings, we were asked to provide language for a proposed letter to endorse this bike path, and I agreed at that time that such a letter made sense, subject to a number of caveats which I provided. After much more consideration, I think it is in the best interest of our citizens, this neighborhood, and those residents directly affected that we instead stand AGAINST this bike path at this time.

I believe that ensuring safe passage of bicycles through our city is a great thing, but I do not believe the city or my fellow citizens have given this particular Bikeway Plan enough thought or consideration. Further, I am quite certain that the city has done far too little by way of informing those most affected so that they may provide adequate input.

In addition, the City of Portland's efforts at 'studying' the parking, driving, biking, and pedestrian patterns of the area was superficial and sloppy, and could in no way prove adequate. In the long run this bikeway *may* be a fabulous solution for the majority, but until the full safety and other repercussions are identified, it is my opinion this plan must be shelved.

I cannot count the numbers of times I have been cursed at, had the 'finger' shot at me, been screamed at, had things thrown at me, and had vehicles speed up to scare me as I've tried to – legally – cross Southeast 52nd Avenue. I also cannot begin to provide you a measure of the danger children, pets, and people in general encounter when trying to cross this roadway, as the near-misses and 'hits' are far too common. It's the rare person in a moving vehicle who understands the law and 'allows' pedestrians the opportunity to cross this daunting street.

Many of those traveling by vehicle along Southeast 52nd Avenue live in Clackamas County, and even those who are my neighbors treat this road as if it were I-5 and resent anything or anybody that slows them or impedes their vehicular movement. However, Southeast 52nd is a mostly-residential roadway, with a college, parks, schools, churches, playgrounds and stores to which we often wish to walk. Safely.

I have tenants and neighbors who have physical limitations. The fact that they will now have to park such that they will be required to cross this near-freeway is frightening to me.

I am not anti-car, anti-bicycle, or anti-motorized vehicle. I truly give one whit about which mode one uses for their transport: bicycle, wheelchair, segway, semi-truck, train, automobile, yacht, crutch, foot, mind-meld, wing or spiritual levitation. I *do* give a damn about the ability of my tenants, my neighbors, myself, and all others to simply move about, and into and out of their homes --- safely --- on and around Southeast 52nd Avenue.

Here are some issues of great concern about which this plan has done nothing to allay:

1. There is nothing in this plan to ensure that those with disabilities or infirmities will have adequate access to their homes once their parking is removed. The lack of dedicated 'Handicapped Parking' is *not* an indication that such parking is unnecessary, but rather an indication of how onerous the city process is to gain such designation! Further, it is my understanding that a bike lane will prevent any future designated Handicapped Parking.

2. Nothing in the 50's Bikeway Plan addresses the problem of pedestrian safety and access on Southeast 52nd Avenue: Bicycle-Automobile interaction appears well-covered, but for those merely using their slow-moving, unprotected bodies as their means of conveyance, the plan says nothing. Suggesting that a bike lane *might* reduce traffic speeds and *may* create greater awareness of pedestrians is a laughable conclusion in a very flawed plan;
3. The city should *always* consider non-vehicular traffic safety *before* and in *greater measure* than that of speedier methods of conveyance (e.g. Segways, Bicycles, Tricycles, Motorcycles, Automobiles, Trucks). Traffic law and rules of liability tell us that pedestrian safety must come first;
4. The City of Portland should not waste taxpayer dollars on Tort Claims and lawsuits that will likely result should the safety of pedestrians not come first and foremost in this plan and its outcome;
5. A city that has spent tens of thousands of dollars on getting citizens out of cars and on their feet – in order to increase health and to decrease obesity rates – should be the biggest advocate of pedestrian safety above all else. To spend money on anti-obesity campaigns and then allow a thoroughfare to remain unsafe to pedestrians is shameful as well as a waste of money;
6. A city that has spent tens of thousands of hours and dollars on a public relations campaign that promotes our city as among the 'Most Walkable' in America is doing something shameful and wasteful in not applying at least as much energy and money in ensuring that this is true;
7. In every conversation with every city bureaucrat, I have encountered a constant theme: To a person, city personnel are compelled to tell me that their 'hands are tied' in their ability to remediate pedestrian safety problems along Southeast 52nd Avenue. The city cannot place more signs, the city cannot put in more crosswalks, the city cannot construct speed bumps, the city cannot add lights, the city cannot alter sidewalks, the city cannot construct safety islands, the city cannot add stop signs, the city cannot ...

Wow. Oddly, the city has been able to overcome impediments to placing this bicycle lane. It sounds as if bicycles and other moving vehicles have far greater clout and a far louder voice than the majority of us who walk in order to get from place to place!

8. The City of Portland appears to have put no small amount of cash into the education of automobile drivers regarding bicycle 'green boxes.' While at the Oregon Department of Motor Vehicles, we are all treated to a slick and professional film 'loop' describing the hazards to bicyclists when an automobile takes a right-hand turn from behind a 'green-box', with special instruction on the meaning of this new signage.

Wouldn't it be grand if the city put as much effort into an education and enforcement campaign aimed at moving vehicles when it comes to pedestrian safety?!?? What if the city created an 'All Corners Are Crosswalks' campaign, and enforced laws already in place?!?

What if the city did at least as much education about the fact that pedestrians have the right-of-way at street corners, and that moving vehicles – including bicycles, by the way – are required by law to stop and to yield?

What if the city were to look at pedestrian access and safety as carefully and considerately as they do their Amsterdam-Bicycling reputation??

The City of Portland should work as tirelessly for the *safety* of its citizens as for its national and international *reputation*.

Thank you for your careful consideration.

In closing, let me remind you that this is not a denouncement of bikeway improvements. The 50's Bikeway *may* be a fabulous opportunity. Let us please first measure, anticipate, and ensure the safety of our most vulnerable before we proceed.

Sincerely,



Judith Russo
5816 Southeast 52nd Avenue
Portland, Oregon 97206
(503) 380-5642
Email: WoodstockAnd52nd@msn.com

CC: Woodstock Neighborhood Association

Written Testimony to City Council on 50s Bikeway, 9/29/11

I support testing a traffic diverter at SE 52nd & Division as part of the 50s Bikeway project! I currently avoid biking and walking on SE 52nd and SE Lincoln in that area because the volume of motor vehicle traffic makes it unpleasant.

I have heard that residents of SE 51st and 53rd have expressed concerns about increased cut-through traffic. I understand their apprehension about the diverter causing an unpleasant and unsafe situation for them and their families. However, there is a more appropriate (and faster!) alternative for motor vehicles only two blocks away at SE 50th, and I believe the vast majority of diverted traffic will use it.

In my opinion, it is certainly worth giving this idea a try and actively monitoring whether it causes too much cut-through traffic on SE 51st and 53rd.

Thanks for your consideration to this issue!

Best wishes,
Alex Reed
4525 SE 30th Ave
Portland, OR 97202
Cell: 240-888-1349

Greg Camp



Hawthorne

PARK

50 51 52 53 55 56 57 58 59 60

3000 car/day Lincoln

2700 car/day

Sherman

51 52 53 54 55 57 58 59

Division

Atkinson
School

6500 car/day

36882

Mayor Adams, Commissioners. My name is Laura Belson, I live at 5224 SE Lincoln St. I support the 50s bikeway, including testing the diverter at SE 52nd & Division.

I am a member of the Mt. Tabor Neighborhood Association. We had great attendance at our June 15 neighborhood association meeting at which we discussed the bikeway and the diverter test. Well over 100 residents sat for over 2 hours to hash out the details.

At our neighborhood association, votes are determined by the majority of people present. I will read those votes for you today:

The Mt. Tabor Neighborhood Association voted to support the overall concept of the Bikeway's project (approx. 94 YES, 2 NO, 3 Abstain).

We then took 3 votes on the approach to the intersection of SE 52nd and SE Division. These were intended to be taken together for consideration. For time's sake, all votes included support for improving the intersection at se 50th and Division.

Vote 1 was the staff proposal. This was to test the regulatory diverter disallowing northbound traffic on SE 52nd between Division & Lincoln (56 No, 55 Yes, 3 Abstain).

Vote 2 was to test this diverter on 52nd, plus a regulatory diverter disallowing north bound traffic on 51st, plus stop signs at the intersections of 53rd and Sherman and 54th and Sherman, plus undetermined speed bumps on 53rd and 54th. *In other words test the diverter with pre-mitigation on adjacent streets.* (68 YES, 39 NO, 6 Abstain)

Vote 3 was to test a "least impact" option (a.k.a. Staff proposed options A & B) which includes "pinch points" constructed on 52nd. (51 YES, 43 NO, 4 Abstain)

Vote 1 did reject the staff proposal, to test the diverter on 52nd. **However, this was rejected by only one vote, 56-55.** The vote was taken 2 hours after the start of the meeting, and I know at least 1 pro diverter test supporter needed leave to catch a plane. Others left early too. This vote could have been split, or even passed. It shows the neighborhood is at least **evenly divided** on straight staff proposal including the diverter test.

Vote 3 had slightly more votes favor - 51 yes and 43 no. This was to test pinchpoints at 52nd instead of the diverter. However, this option staff determined will not solve the problem on 52nd. There will still be too many cars on the road.

Vote 2 had a clear majority - 68 yes and 38 no. This was to test the diverter with mitigation on the surrounding streets. It shows residents prefer the option that makes the whole neighborhood safer.

I later attended a meeting whose purpose was to hash out the mitigation options for the surrounding streets that we voted in favor of. Some were incorporated into the final proposal – like stop signs on adjacent streets.

I bought my house on Lincoln knowing that it was a bike boulevard but also that it is busy and dangerous, and SE 52nd is dangerous altogether. From the beginning, my cat does not go outside due to these 2 roads.

Lincoln is a bike boulevard, and intersecting a new bike boulevard at 52nd will be a great asset to our neighborhood. Diverting 1500 cars a day off these boulevards using the diverter, plus additional mitigation on surrounding streets **like we voted to do at Mt. Tabor Neighborhood Association will create a generally calmer neighborhood, and make sure these bike boulevards function as they were designed to do.**

Please vote yes on the 50s bikeway including testing the diverter at se 52nd and division. Thank you.

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Please vote yes on the 50s bikeway including testing the diverter at se 52nd and division. Thank you.

Catherine Tosswill
2214 SE 52nd Avenue
Portland, OR 97215

On
My name is Catherine Tosswill and I live at ~~2214~~ SE 52nd Avenue, between Lincoln and Sherman streets. My partner and I have lived here since we bought our house in early 2004. I'm here to ask that you approve the 50s Bikeway project. In particular, I'm here in strong support of the diverter at Division and 52nd. I live on one of the 2 blocks directly north of Division that would be impacted by the proposed semi-diverter at Division Street and 52nd. My partner is a daily bicycle commuter. We both also drive.

On my block on 52nd Avenue we are getting 2800 cars a day, and on Lincoln it is 3000 a day. The Bureau of Transportation has determined that on 52nd it is 90 percent out-of-neighborhood cut-through traffic. This does not surprise me; I experience this every day. Our blocks are not equipped for the volume or speed of traffic they are receiving, and they are not zoned for this amount of traffic. It is unacceptable. It has gotten worse in the 7 years we've been here, and we've had neighbors move out because of traffic. We are on our third set of neighbors on one side – specifically because we had neighbors with small children leave for this reason. In particular, the intersection at Lincoln and 52nd is not designed to handle the car traffic it receives. It is dangerous. I see near misses involving bicycles there all the time.

The negative impact of the traffic that is currently using my block is real, in contrast with the concern that this traffic would migrate to other blocks, particularly 51st. It is not logical to think that drivers would chose 51st for their commute, as it is narrow, curvy and bumpy, but in any case, this is speculative. This is why we should have the test of the diverter.

I'd also dispel any suggestion that this aspect of the project is only supported by a few people who live on 52nd Avenue. There are people on other blocks supporting the diverter. As I'm sure you are aware, the commissioner has received letters and e-mails supporting the diverter that were submitted by dozens of neighbors; many of these people took time to write individually.

I'd also point out that installation of the diverter at Division actually will create an inconvenience for me, just as it will for some other local residents. I use 52nd northbound to get to my house, as I live there. I'm willing to share some of this burden for the sake of the safety of many, both inside and outside the neighborhood.

The bikeway's positive impact for both the Mt. Tabor neighborhood and for people living throughout its route through northeast and southeast neighborhoods far outweighs any potential negative impact. I see that people on bikes are already using 52nd as a north-south route, but there is conflict with the heavy car traffic. I don't want to wait until there is a tragedy to address this problem.

Finally, I thank staff for the time and effort that they have put into this project. I was able to attend both open houses and a number of meetings.

Thank you.

The 50th Bikeway

Martina Fahrner
PTA member, Glencoe Elementary
Safe Routes to School Coordinator

An unassuming little street near Glencoe, but....

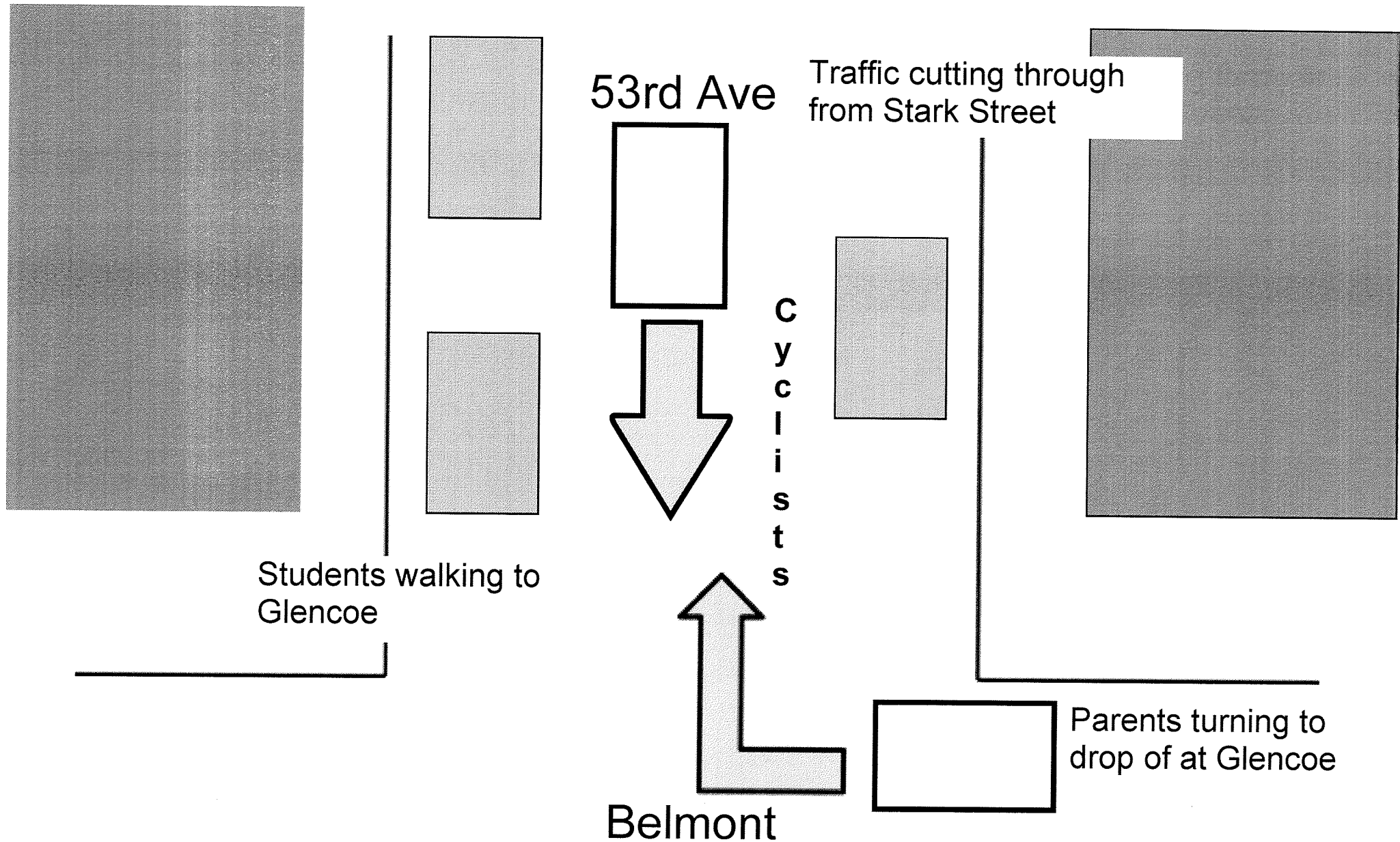


53rd Ave

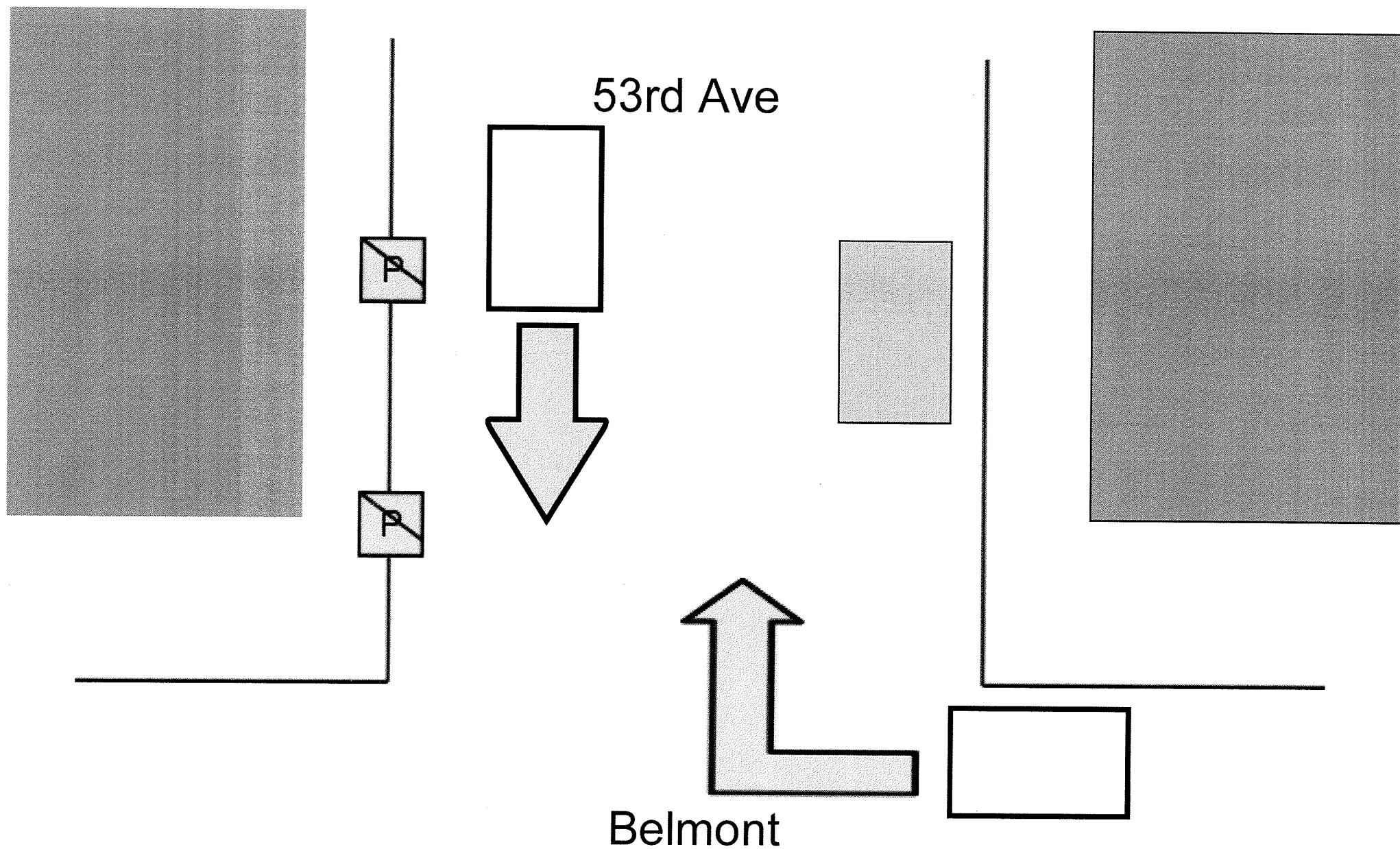


Belmont

...at 7:50 in the morning, this corner becomes very dangerous!



Here is where the Bikeway already helped...



50th Bikeway

36882

According to the plans

- There will be a marked cross walk at Belmont & 53rd with traffic calming features. This will draw more attention to this corner.
- Perceived traffic improvements and added safety will encourage even more parents to bike to school.
- Added bike traffic might encourage driving parents to use a near by parking lot for "Drop & Walk"...

Mayor Adams, Commissioners:

My name is John McLaren. I live at 1816 SE 54th Avenue, a couple of blocks from the proposed bikeway. I am 76 years old, almost 77, and still enjoy riding a bike. I ride the southern half of the proposed bikeway frequently, from SE Lincoln Street down to Woodstock Boulevard.

Thanks to the 50s Bikeway, pedaling down 52nd will be a lot better and safer. Nearly every one, it seems, supports the bikeway concept... Except for the proposed semi-diverter at SE Division Street – that's real point of contention is in my Mt. Tabor neighborhood.

Do we need a diverter? It depends on how much walking or bicycling you do. For a bicyclist, making a left turn from Lincoln Street to 52nd Ave. can be scary. It's hard to see northbound vehicles before they reach Lincoln. Cars turning left from 52nd can swing into the path of cyclists headed down or turning from Lincoln.

South of Division, cyclists must contend with heavy vehicular traffic along much of the route, especially in and around the intersections with Powell Boulevard and Foster Road.

Ironically a bike coral consisting of six stands – intended as a convenience for cyclists – is itself somewhat hazardous. Located on 52nd just north of Steele Street, it thrusts out into the street just far enough to force cyclists into the traffic lane.

One major improvement (for cyclists) would be the elimination of on-street parking on the east side of 52nd between Woodstock and Division, to allow for new bicycle lanes.

But the “regulatory diverter” at Division is a key to the success of the bikeway. Please allow the Transportation Bureau to test a diverter at 52nd and Division. Whatever is done will be scrutinized during two four-month testing periods. If the diverter unduly impacts the parallel streets, it will be removed.

If you have any questions, I will try to answer. If not, thank you for your attention.

50's Bikeway Testimony
Portland City Council
September 29, 2011

Mayor Adams and esteemed City Council Members,

Good afternoon, my name is Isaac Campbell. I am a resident of the Mt Tabor Neighborhood and I am here today to voice my support for the 50's Bikeway project and the proposed test diversion of north bound traffic on SE 52nd at Division.

For the past 10 years, I have lived with my family at 5208 SE Lincoln Street, at the intersection of Lincoln and 52nd along the proposed route of the 50's bikeway. I can tell you from first-hand experience that this intersection is complicated and potentially dangerous with a staggered configuration, poor visibility and high traffic volumes.

Traffic volume is one of the biggest issues in our neighborhood. Every day, SE 52nd between Division and Lincoln experiences 2500 – 2800 cars, far in excess of the standards for a regular residential street and far in excess of the preferred maximum level for a Bikeway of around 1000 cars. PDOT has indicated that the only reasonable way to achieve a reduction in traffic volume of this magnitude is through the use of a diverter, a strategy that has been successfully employed in different configurations around the city nearly 40 times (see the attached list of diverters in Portland).

The idea of diverting north bound traffic on 52nd at Division has been the source of some controversy. Neighbors on the adjacent streets (primarily 51st, 53rd and 54th) have expressed concern that the diverter will result in traffic spilling over on to their streets. Curiously however, proposals to mitigate against that possibility, and even reduce traffic volumes from their current levels, have been met with tepid enthusiasm at best. For the record, the present measured daily traffic volumes on those streets between Division and Lincoln are as follows:

51st Avenue: 270 – 280
53rd Avenue: 140 – 160
54th Avenue: 180 – 190

In my opinion, the 50's Bikeway is a great opportunity to improve safety and livability not just on 52nd, but across our neighborhood by reducing unwanted cut-through traffic, increasing pedestrian and bicycle access and facilitating connectivity to the larger city. It is a win, win, win project.

Ultimately, I hope that the discussion today will be about larger issues and policy. The 50's Bikeway is an important next step in a much larger vision for a safer, more livable, interconnected and sustainable city. It is for these reasons that Portland is recognized around the country and the world for its leadership in progressive planning and alternative transportation, all of which help to create the great quality of life that we all enjoy today.

We need safe Bikeways in our city, so I ask you to please vote to approve the 50's Bikeway project and all the associated street modifications that are part of making this project feasible and safe including the proposed test diversion of the north bound traffic on SE 52nd at Division.

Thank you for your time and consideration of this important project.

Isaac Campbell
5208 SE Lincoln Street
icampbell@office-52.com
503 680 7655

Traffic diverter locations in Portland (*with links to Google Streetview*)

Semi diverters:

[SW Boones Ferry at Taylors Ferry Rd](#)

[SW Virginia at Taylors Ferry](#)

[Clinton at SE 39th \(east and west sides\)](#)

[Lincoln at SE 39th \(east and west sides\)](#)

[NE Klickitat & 35th](#)

[NE Weidler and 24th](#)

[SW Arthur and 2nd](#)

[NE 18th and Failing](#)

[NE 18th and Alameda](#)

[NE 17th and Mason](#)

[NE 17th and Shaver](#)

[SE Ankeny and SE 32nd](#)

[NE Jessup and Williams](#)

[NE Tillamook and 39th](#)

[N Willamette Blvd and N Rosa Parks](#)

[NE Going and MLK Blvd](#) (improvements not yet in google streetview image)

[SE Gladstone and 42nd Ave](#) (improvements not yet in google streetview image)

[SE Spokane and 13th Ave](#) (improvements not yet in google streetview image)

Diagonal diverter

[N Houghton Place at N Hamlin Ave](#)

[NE Tillamook at 16th Ave](#)

Median barriers

[SE Ladd at Clay Street](#)

[SE 20th at Harrison Street](#)

[SE 20th at Ankeny Street](#)

[NE Broadway and 30th](#)

Full-Street Closure or Cul-de-sacs

[NE 32nd at Schuyler](#)

[NE 17th at Thompson](#)

[NE 28th at Weidler](#)

[NE 28th at Halsey](#)

[NE 28th at Clackamas](#)

[NE 28th at Wasco](#)

[NE 36th and Brazee](#)

[SE Brookside and SE 117th](#)

[NW Wilson and 29th](#)

[NE 14th and Killingsworth](#)

[NE 14th Pl and Alberta](#)

Forced turn diverter

[SE Harold and Foster](#)

[NE 28th and Schuyler](#)

[SE Belmont and 25th](#)

September 29, 2011

Michelle LaFoe and Isaac Campbell

Mt Tabor residents in support of:

The 50's Bikeway Project and North Bound Traffic Diversion at SE 52nd Avenue and Division Street

Safer streets

A more livable neighborhood

Supports alternate forms of transit

Greater sustainability

Greater connectivity N/S

Diagram A

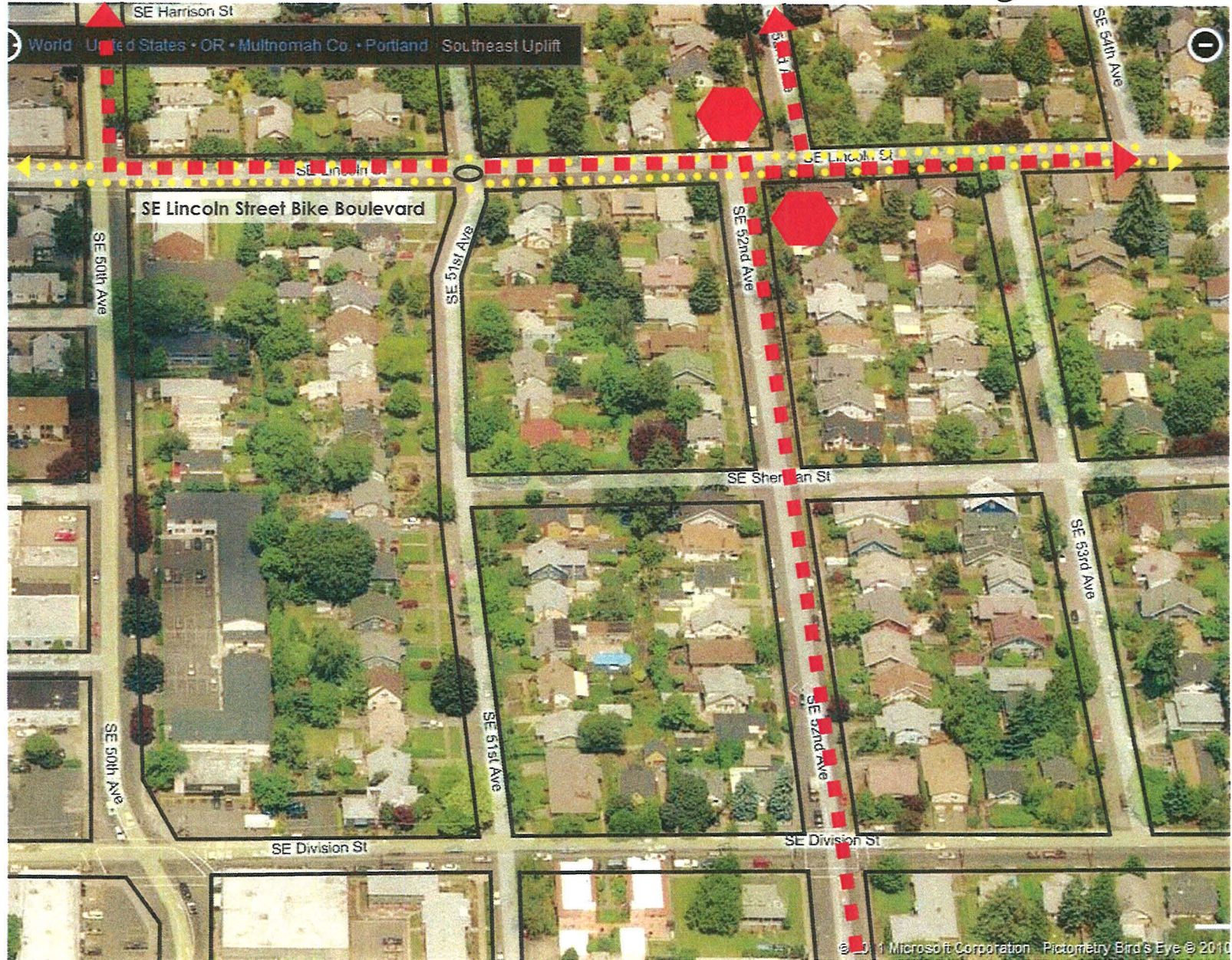
50's BIKEWAY

Mt Tabor
NeighborhoodSE 52nd between
Division and Lincoln

Existing Conditions

- Extensive cut through traffic in neighborhood
- Existing Bike Boulevard on SE Lincoln Street
- **2500 to 2800 cars** per day on SE 52nd between Division and Lincoln exceeds City standard for residential street
- **3000 cars** per day on Lincoln Street Bike Boulevard between 50th and 60th
- Unsafe intersection at SE 52nd and Lincoln Street

Bikeway

North Bound
Traffic

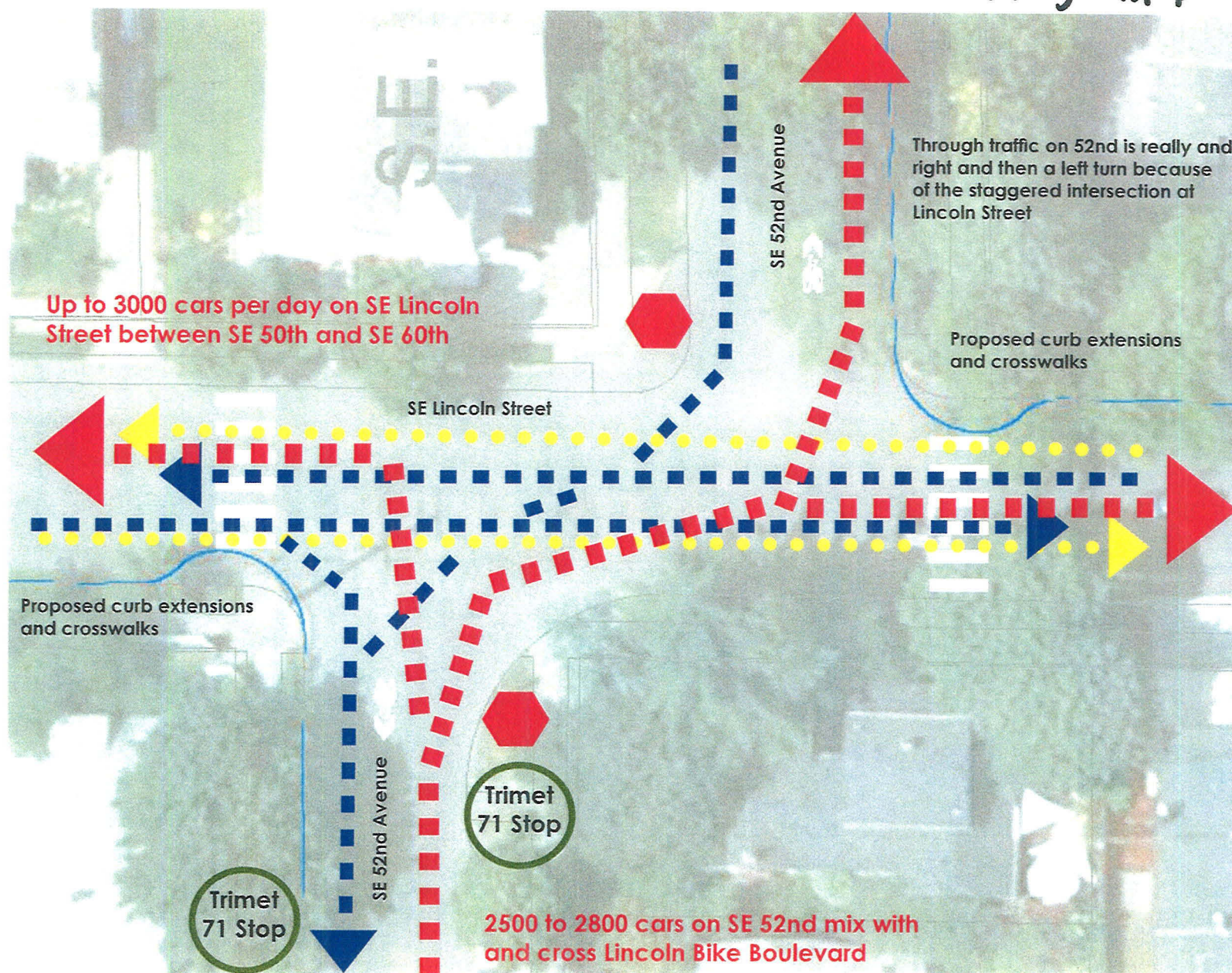
Graphics by LaFoe/Campbell

Diagram B

50's BIKEWAY

Mount Tabor
NeighborhoodSE 52nd Avenue and
Lincoln Street

Existing traffic conditions



Graphics by LaFoe/Campbell

Diagram C

50's BIKEWAY**Mt Tabor
Neighborhood****SE 52nd between
Division and Lincoln**

50's Bikeway with
regulatory north bound
traffic diversion at SE
52nd and Division

- Reduced cut through
- Safer neighborhood
- Supports alternate transportation
- More sustainable
- Bus traffic continues through diverter on 52nd
- Optional mitigation measures on neighboring streets to reduce cut-through traffic volumes

Bikeway 

North Bound
Traffic 

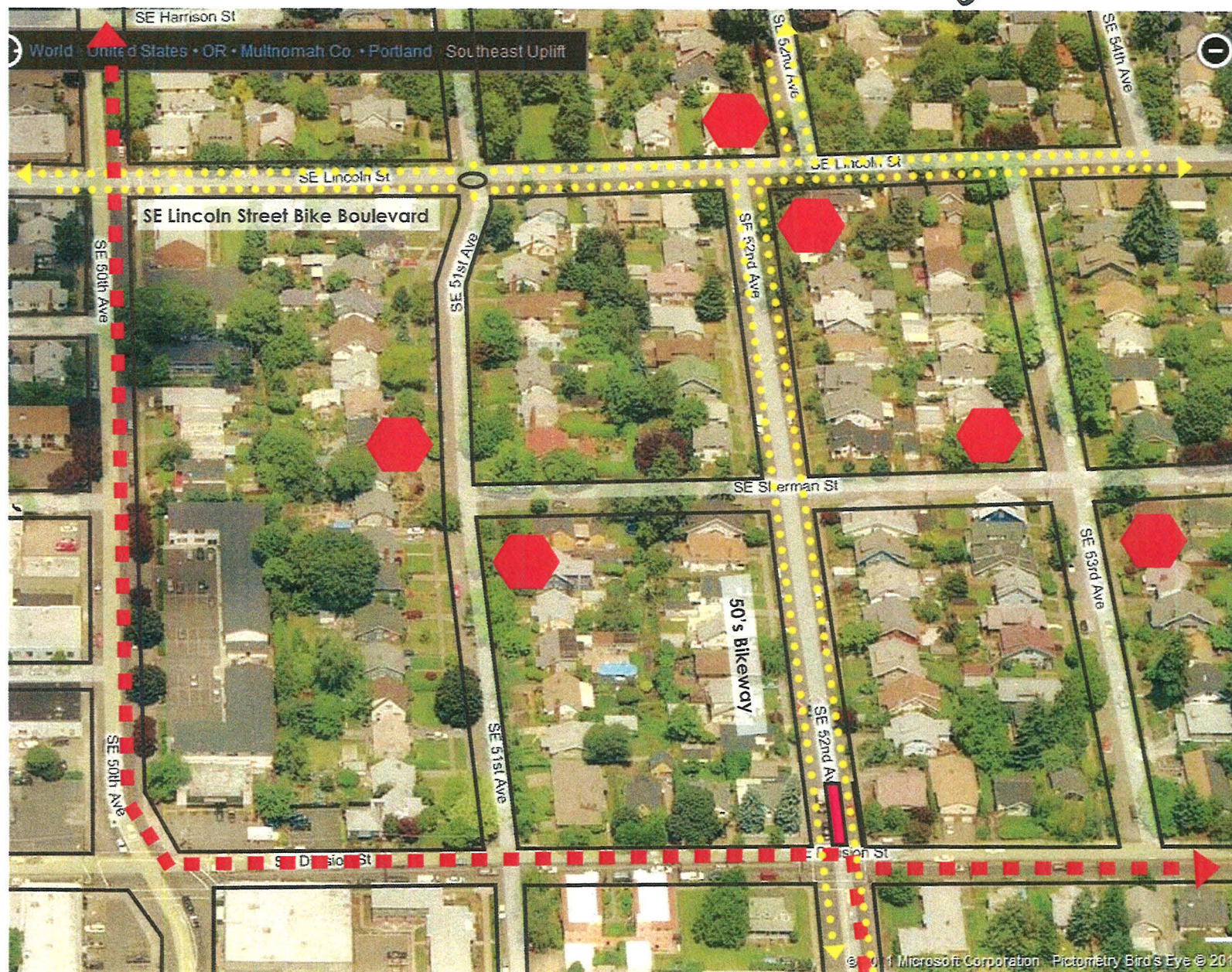
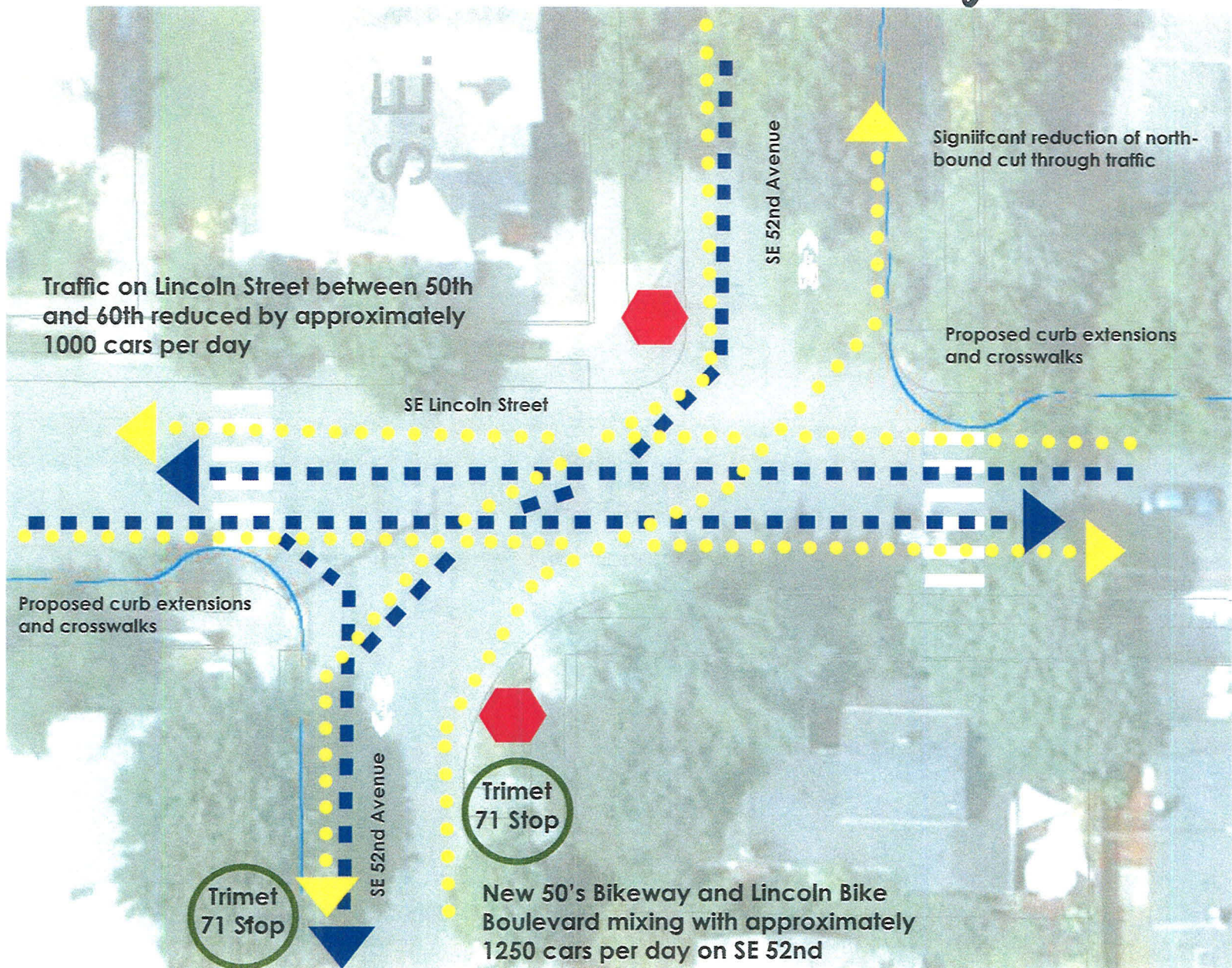


Diagram D

50's BIKEWAY

Mount Tabor
NeighborhoodSE 52nd Avenue and
Lincoln Street

50's Bikeway with
regulatory north bound
traffic diversion at SE 52nd
and Division



Bikeway



Other Traffic



North Bound
Traffic



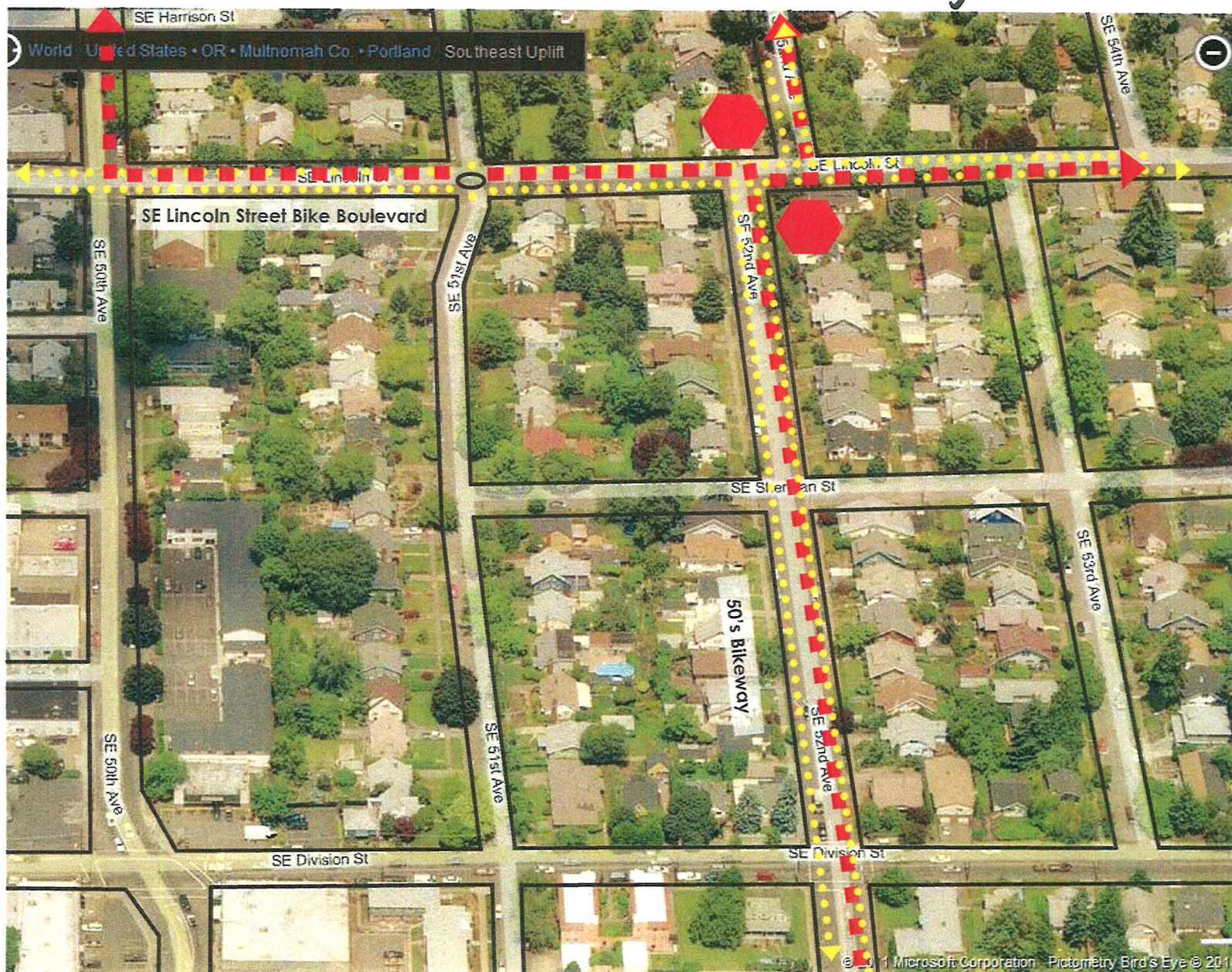
Graphics by LaFoe/Campbell

Diagram E

50's BIKEWAY**Mt Tabor
Neighborhood****SE 52nd between
Division and Lincoln****50's Bikeway without
regulatory north bound
traffic diversion at SE
52nd and Division**

- Unsafe traffic volumes on 52nd between Lincoln and Division mixing with greater bike traffic
- Increased bike traffic crossing dangerous intersection at SE Lincoln and 52nd
- Continued high volumes of cut-through traffic in neighborhood

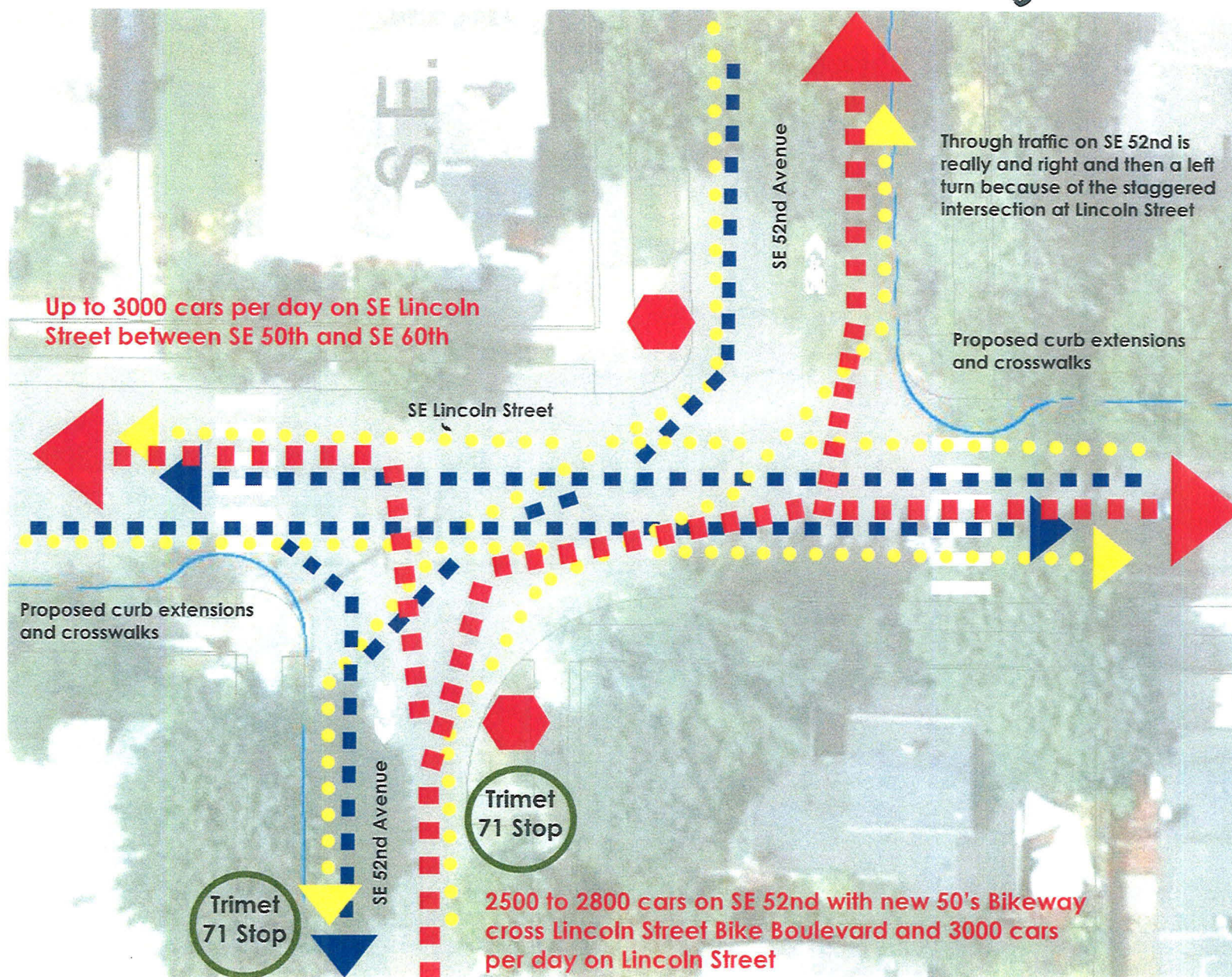
Bikeway

North Bound
Traffic

Graphics by LaFoe/Campbell

Mount Tabor Neighborhood

50's Bikeway without regulatory north bound traffic diversion at SE 52nd and Division



Graphics by LaFoe/Campbell

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Diagram G

50's BIKEWAY

Mount Tabor Neighborhood

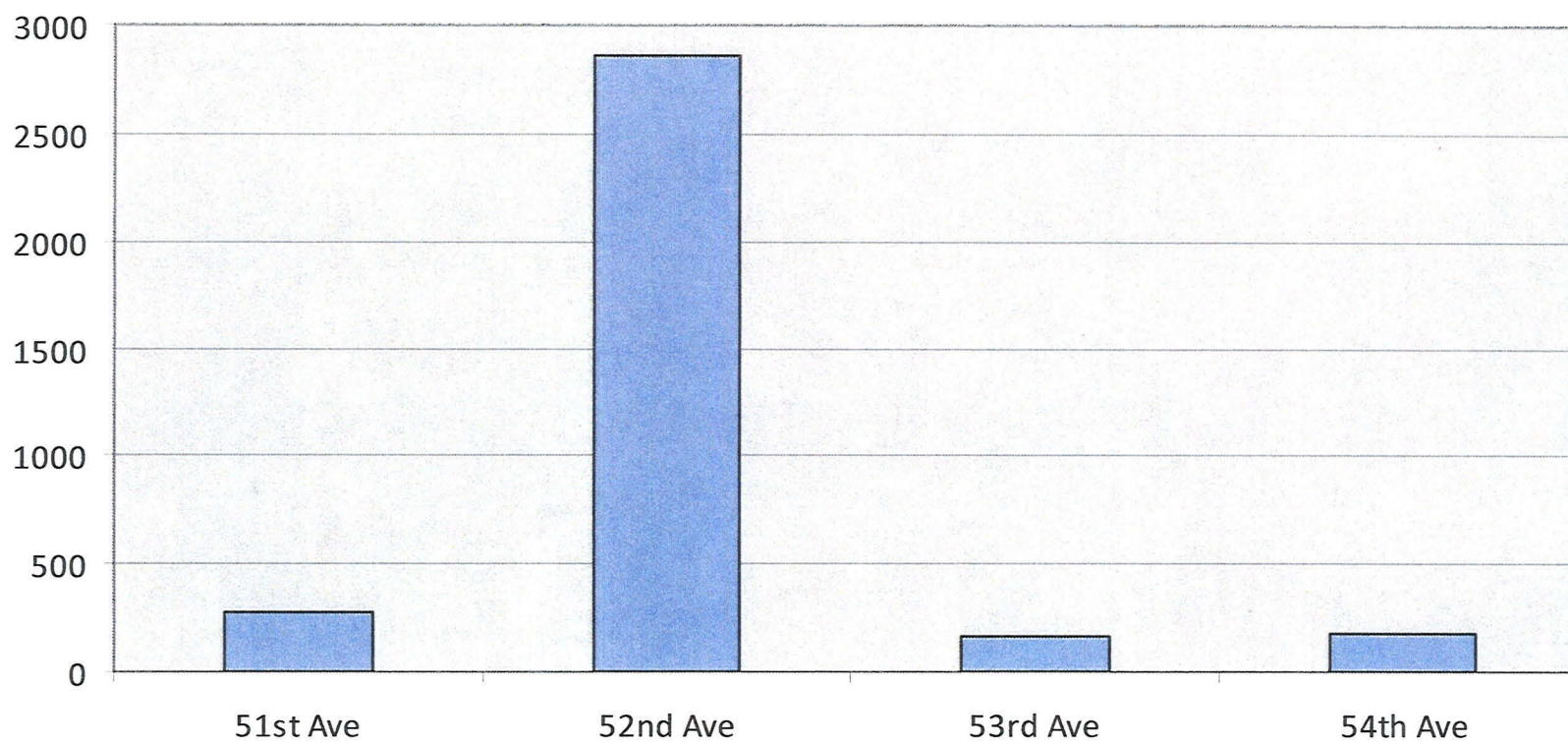
SE 52nd Avenue and
Lincoln Street

Existing conditions for
north bound bicyclists

Congestion on SE 52nd
Avenue approaching the
intersection with Lincoln
Street, afternoon rush hour



**Traffic Volumes, North of Division St
North - South Streets**



February 18th, 2011

To: Sarah Figolizi,
Rich Newlands,
Robert Burchfield
Entire 50's Bikeway Project Team

This letter is written on behalf of the residents of **SE 53rd Av. Between Burnside and Stark** to express safety concerns along our section of the 50s Bikeway.

We are thrilled that the city is committed to improving safety for cyclists along this route. However, this section of 53rd presents several unique conditions that warrant particularly careful consideration by the project team:

1. **Extremely narrow street**—This stretch of 53rd is perhaps the narrowest roadway on the entire route.
2. **High volume of traffic**—The freeway overpass on 53rd, and the fact that 53rd runs straight through from Belmont to almost Sandy with few traffic lights seems to cause a high volume of motorists to use 53rd as a major thru-street like 47th or 60th. But, unlike those neighboring streets, 53rd is all residential and is not set up to handle such volume.
3. **High speed**—Because of the type of traffic mentioned above, and because there are no cross-streets between Burnside and Stark, the average speed of cars traveling our block is extremely unsafe and well in excess of the speed limit.
4. **High incidence of crashes**—Due to the aforementioned factors, each year our block has seen multiple serious collisions with parked cars (not to mention plenty of side-view mirrors lost).

A group of concerned residents met earlier this month to examine these conditions and put forth a recommendation to the 50s Bikeways Project Team.

Traffic Calming Recommendations for 53rd and Burnside:

1. Diversion at Burnside and 53rd

We recommend a snake-diverter or median-pass-through-type diverter in the middle of Burnside at its intersection with 53rd. We believe that this is the most effective way to reduce both volume and speed on our block (speed being mostly a function of the way our street is used by most drivers). This would not only limit North-South car traffic on 53rd but also

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prevent people turning left on 53rd from Burnside to cut through to other major East-West streets. We recognize that some residents of our block will have to make slight alterations in their traffic patterns but that is a sacrifice we're more than willing to make. We believe this type of diverter in this location is better than similar diversion between Burnside and Glisan. We also find it preferable to the "Semi-Diverter" option, which doesn't do enough to limit cut-through traffic. The best approach is to block cut-through traffic at Burnside.

2. Hybrid Traffic Signal on Burnside at 53rd

Currently it is extremely difficult and dangerous for bikes and pedestrians to cross Burnside 53rd and there is a high volume of bike and pedestrian traffic there. We recommend installation of a "Hawk-Signal," like the one on Burnside at 41st.

3. Sharrows

We would love to see sharrows on 53rd between Stark and Burnside

At this time, we do not support installation of speed-bumps along 53rd. We believe that reducing volume and re-purposing our street with a diverter, will adequately address the speed issue. Nor do we support the idea of on-sided parking which would effectively increase the speed of auto traffic.

Traffic Calming recommendations for 53rd and Stark.

1. Prohibit parking before a certain safe distance from the intersection

Currently cars on 53rd park very close to the intersection This makes northbound entry onto 53rd (going straight across as well as turning from Stark) very dangerous for bikes and cars.

2. Hybrid traffic signal and crosswalks with median refuges.

Crossing Stark is extremely difficult for cyclists and pedestrians. It can be even more dangerous than Burnside due to the relentless flow of high-speed traffic.

3. Cyclists turning Left onto 53rd from Stark is also a major safety concern that we hope will be addressed.

The completion of the bikeway will no doubt bring an increased number of cyclists along 53rd (which we welcome). We hope that the team will focus on diverting the cut-through auto traffic to the close-by larger streets of 60th and 47th to make this section of 53rd safer for bikes. We are willing to support the 50s Bikeway project as a whole provided it meets the safety needs of our neighborhood.

Thank you,
Residents of SE 53rd between Burnside and Stark,

Eric Schopmeyer #130
Adrienne Leverette #130
Carrie Williams #100
Chris Williams #100
Susan Wright #52
Glen Miller #138
Terrie Miller #138
Nina Landey #120
Jody Bleyele #120
Carol Morgan #110
Melia Sagon #27
Alan Sagon #27
Angela Freeman #27
Molly Quan #121
Louis Carlton #121
Eric Lovinger #131
Darcy Lovinger #131
Lee McKnight #404
Chris Bonner #404
Charles Stillwell #405
Sara Wright #413
Michael Wright #413
Todd Nopp #301
Tedra Nopp #301
Andrea Obana #304
Rian Schmidt #304
John Peterson #228
Misty Cummings #228

Experience with dangers of 52nd as it stands now

52nd has been a direct way to reach the much calmer streets and bike boulevards N. of Powell. Along the way to locations on 52nd as a cyclist resident in Woodstock since 2006, I have witnessed folks pulling to the right next to the sidewalk in between parked cars in fear of being hit by high-speed traffic behind them. Two months ago our local chef from neighborhood restaurant, "Toast", was hit by a car turning from 52nd to Gladstone as he was headed S. bound on 52nd to go to work. He shattered his arm. The owner of the restaurant found him bloody on the street on his way to work.

Street Crossings on 52nd South of Powell and 80%tile Speeding: Speed Boards, Speed Reduction, and Fire Dept Friendly Speed Bumps

As you are already aware from the recent press visit to Woodward announcing plans to create a safer street with a cross walk, there is dangers crossing this street.

Over 80% of the driver's are exceeding the limit anywhere from 10-25 MPH. Every 5 mph increases the chance of death for a cyclist or pedestrian by a large amount. I request, as well as many other community members, that the proposed speed reduction to PDOT is made and that all efforts are made to create safer crossing options on 52nd.

It is hoped that efforts will be made to inform the public of their speed with permanent speed boards similar to the ones on Holgate. The limit is brought down to 25 mph from the current 30 mph. There are schools and elderly folks that live along and on either side of 52nd.

Further, the addition of Fire Department Friendly Speed Bumps for 52nd street S. of Division would likely make an immense difference in creating a more functional street for all modes of transportation.

Crosswalks on 52nd South of Powell

Please consider looking at other gaps aside from Woodward on 52nd to add further flashing beacons. Woodward is an excellent example of what is needed on 52nd and is very much appreciated in the effort to protect school children at Franklin High School. In our effort to create 20-minute neighborhoods this is imperative that the community members can safely cross streets. People need to feel safe walking to schools, shopping, friend's homes, parks, etc.

Attn: Mayor Sam Adams and Council members,

Thank you very much for the opportunity to give testimony in support of this very beneficial North to South connection bikeway.

My name is Kenny Heggem, a Woodstock Neighborhood Association Board Member, Media Committee Chair, as well as a member of the Land Use Committee and Street Car Subcommittee.

I have had the honor to take part in the Citizen Advisory Committee this past year and thank Sarah, Rich and Jenny, as well as the rest of the citizen advisory for all their incredible hard work and efforts to educate the community as well as listen to their concerns.

Much of the concerns with pedestrian concerns on 52nd is, from my experience taking the pulse of the neighborhood and in my outreach efforts to discover the community's needs, really window dressing, a symptom of a location that has equity issues as well as livability concerns.

An area ripe to be the ultimate 20 minute neighborhood, but has needs to address

People are reacting to other needs, as this very beneficial bikeway is ripe for development. They want sidewalks, our unimproved streets addressed, to know that other sustainable transportation systems like Street Car linking to the future E. side system interconnecting our various hubs will be in the cards for our very diverse area. Reed College, Sellwood, Foster, and future Lent's development... we need to be interlinked with a comprehensive frequent streetcar line linking our hubs all over Portland. Woodstock is no exception, and would be a major gap.

(Nearly every week someone asks if I know anything about the Street Car system being a part of the plan).

People want to know as Foster is receiving Urban Renewal funds, streetcars, & sharrows, that Woodstock, those further east, also matter in the creation of 20-minute sustainable and livable neighborhoods.

Consider a "Woodstock Woonerf" - bicycle cycle tracks, streetcar line, complete streets with benches. This area could become mixed use, high density, with possible student housing for Reed. Street Car could help lead the efforts in creating a high density, Mississippi like location, but with Woodstock's own neighborhood identity.

6-foot bike lanes advantage, Pedestrian Coalition evaluations to improve pedestrian safety

The 6-foot wide bike lanes should help to some degree creates awareness, and, to some degree, the visual of tighter lanes may create a slower pace/less speeding. Further evaluations 6 months into the implementation of the bikeway may help in deciding further enhancements to calm the speeders. The Willamette Pedestrian Coalition is set to study the 52nd bikeway area S. of Powell to see what can be done in terms of improving over all safety. I ask that this be followed through.

Future Green Bike Boxes

At this time we were informed the green boxes at various stop lights would not come into play until further data comes in and that criteria for bike box designation is met. Please keep this possibility under the radar as the bikeway is being used. Of particular interest in terms of bike boxes would be at Powell on N and S sides, Woodstock, Steele, and Holgate.

Adjacent Streets Receiving Treatments, Sharrows or Bike Lanes - Connectors to the 50's Bikeway

Additionally, as a gateway to the bikeway and to bring more bicycles on the streets, the adjacent bikeway streets such as Harold St. would benefit from bike lanes or sharrows like those appearing in Foster and many closer in neighborhoods, as well as a reduction from the current 30 mph down to 20 or 25 maximum mph.

The main street, Woodstock, is an area that is a shining example of where bike lanes or cycle tracks would change the feel dramatically. My neighbor Chris Yake and I did bike counts and was amazed at how many folks ride their bike on the sidewalk (I see it daily as I walk my dog, dodging bikes trying to stay off the main street). A main street speed reduction down from 30 to 20 mph would create a safer downtown for bikes and pedestrians. This main street would connect directly with Reed College and the Sellwood area W. and the 52nd bikeway E.

The second Neighborhood Bikeway for the "interested, but concerned" cyclist

This currently planned bikeway should be a great asset to those looking to safely travel downtown and to the many calm boulevards further North past Powell. It is direct and connects with many businesses, schools, parks, etc.

However, many folks will still find the 52nd bikeway too busy, too loud, not family friendly enough.

Those of us South of Powell were sad to see the 2nd bikeway, a calmer neighborhood bikeway for the "Interested but concerned" and family riders was dropped indefinitely due to lack of funds as the project developed. Please make this a priority bike way as funds for the next series of bikeways are available. We spoke so much of world-class bikeways being of our main objective as the system was created. Limitations kept a lot of us South of Powell from having the calm, comfortable streets that that North of Powell gets to enjoy. Please consider the 2nd bikeway so folks will take their kids in trailers and little ones on their bikes to places of interest on Woodstock, Foster, and beyond.

I fully endorse the 50's Bikeway; as this is a major step forward in creating a better, more direct means of traveling North and South by bike.

Sincerely,

Kenny Heggem

Citizen Advisory Committee Member: 50's Bikeway

Woodstock Neighborhood Association Board Member

Media Committee Chair, Land Use Committee, Street Car Sub-committee: WNA

www.woodstockpdx.org

kennyrheggem@comcast.net

5215 SE Harold St.

Portland, OR 97206

Portland City Council Hearing, September 29, 2011
50's Bikeways Project and Proposed Diverter at SE 52nd and Division Streets
Private Citizen Testimony by Michelle R. LaFoe
5208 SE Lincoln Street, Portland, OR. 97215

My name is Michelle LaFoe. I am a resident of the Mt. Tabor neighborhood and live at 5208 SE Lincoln Street, on the corner at the off-set intersection of SE 52nd and Lincoln Streets, two blocks north of the proposed Diverter project and along the proposed 50s Bikeways project. I am a small business owner who runs my own architecture firm with another principal. I am a mother of a four year old. And I am an avid pedestrian and bicyclist.

I support the 50's Bikeways Project and fully support the Proposed Diverter at the intersection of SE 52nd and Division Streets.

A dangerous intersection at SE 52nd and Lincoln Street – we live here (see diagrams)

The intersection at SE 52nd and Lincoln Street is a dangerous intersection for bicyclists and pedestrians due to conflicts with vehicular traffic. We see it daily from our house and sidewalk. Northbound traffic on SE 52nd is problematic for the 50s Bikeway and Lincoln Bicycle corridor, and most near-accidents are the result of the vehicular left turn from 52nd onto Lincoln.

Many mornings/evenings during rush hour while eating breakfast at our kitchen window that faces this intersection and/or when I leave to walk with my child as she bikes to elementary school, I either hear or see near-accidents at the off-set intersection of SE 52nd and Lincoln Streets. Most of the near-misses are the result of Northbound traffic on SE 52nd making one of two left turns: onto Lincoln Street to go towards downtown, or to the off-set continuation of SE 52nd, for which you have to make a quick right onto Lincoln and then a left turn onto 52nd.

The bicyclists involved are typically traveling on the Lincoln Street Bikeways to go downhill/westbound or uphill/eastbound. Many are with children on their way to or from school during rush hour. Since they do not have a car horn, the bicyclists typically yell quite loudly.

Most cut-through vehicles don't look for the cyclists, and many times the northbound vehicles run the stop sign located at SE 52nd/Lincoln Street, making the situation even worse. This creates a potentially hazardous situation for pedestrians and bicyclists on a designated bikeways.

In addition, the route for bus #71 includes a turn at the intersection of SE 52nd/Lincoln and continues, which adds to the complexity of the intersection and the physical lack of space for vehicles, buses, and cyclists. Many times I've seen the cyclist stop along the curb and wait.

The proposed diverter at SE 52nd/Division is a viable and effective way of reducing the volume of cut-through traffic on these bicycle boulevards in the Mt. Tabor neighborhood. With the current high vehicle volumes, high speeds, and physical space congestion, it makes sense to reduce vehicular quantities and access in the Northbound direction from SE 52nd/Division intersection. It is sensible to include the Diverter at SE 50th/Division to redirect the Northbound vehicular traffic for the safety of the cyclists, children and adults alike, using both bicycle boulevards.

Open, transparent public process for over a year:

The process of citizen engagement for the bikeways project and Diverter at SE 52nd/Division Streets has been open and transparent. For over a year, there has been a large amount of publicity and well-advertised meetings with representatives from the Bureau of Transportation. The purpose of these meetings was to promote citizen engagement, to share information with residents, and to listen to resident concerns, input, and suggestions and attempt to incorporate them.

The advertisements or public meeting announcements includes paper mailings to homes, emails typically through neighborhood associations or open-house sign-up lists, and easily accessed website announcements. Please see the "Calendar of Project meetings" included herein. It is published online by the Bureau of Transportation (www.portlandonline.com/transportation). All meetings listed below were highly publicized. Any interested party could attend.

Michelle LaFoe, as a private citizen resident, attended the following meetings for the 50s Bikeways/Diverter project at SE 52nd/Division. Since I am a small business owner with a young child, attending these meetings was at times a challenge but what I deemed important. I found a way when childcare was unavailable. Many times my child attended with me.

1. MTNA (Mt. Tabor Neighborhood Association) meeting, project team presentation, November 17, 2010
2. Citizen Advisory Committee Mtg. #4, February 22, 2011
3. Traffic calming/diversion conversation with neighborhood, Café au Play, May 5, 2011
4. MTNA meeting, project team presentation, Bureau of Transportation May 18, 2011
5. Traffic calming/diversion conversation with neighborhood, Café au Play, June 8, 2011
6. MTNA meeting and final vote, project team presentation, Bureau of Transportation June 15, 2011
7. Community Open House #2, Our Lady of Sorrows Church June 29, 2011
8. MTNA meeting, Bikeways and Diverter discussion July 20, 2011
9. Mt. Tabor citizens meeting, with supporters and opponents of Diverter at SE 52nd/Division, to attempt to discuss and resolve opponents' concerns and find a common ground, with Bureau of Transportation representative (Mark Lear), Transportation Director Mayor's office (Catherine Ciarlo), and Transportation Policy Advisor Mayor's office (Katja Dillmann), August 5, 2011 (Note: this is after MTNA approved the Bikeways/Diverter)
10. Mt. Tabor Neighborhood citizen meeting to discuss Diverter, United Methodist Church Mt. Tabor at SE 52nd and Lincoln Streets, Bureau of Transportation, August 17, 2011
11. Neighborhood meeting, Mt. Tabor Methodist Church on SE 52nd/Lincoln, Bureau of Transportation presentation and discussion, Lincoln Street speed bumps, September 7, 2011
12. MTNA meeting, Sarah Figliozi & Rich Newlands presentation and citizen/neighborhood discussion about 50s bikeways and proposed diverter, September 21, 2011

MTNA meeting citizen/neighborhood vote results (June 15, 2011): Options approved:

In addition, the 50s Bikeways Representatives (Rich Newland/Sarah Figliozi) scheduled additional meetings to address Mt. Tabor neighborhood concerns about the Diverter, even after the vote of approval on June 15, 2011 by the MTNA for the overall 50s Bikeways Project and the majority approval of the Proposed Diverter at SE 52nd/Division with pre-mitigation on adjacent streets. Rich and Sarah, as representatives of the Bureau of Transportation, listened to those who oppose the diverter and incorporated many if not most their mitigation suggestions into the overall design of the propose Diverter.

The additional 0-150 vehicles that adjacent street neighbors might see, would be local residents getting to their houses and would likely be present in the first place if the entrance at 52nd/Division was not situated as it is now. In many ways the additional vehicles would simply be the normal level of local access for neighbors.

The final Mt. Tabor Neighborhood Association vote on June 15, 2011 is as follows:

Over 100 Mt. Tabor neighbors attended this neighborhood association meeting. After over two hours of debate and discussion of the options, the official votes are as follows as recorded in the MTNA meeting minutes by Stephanie Steward, MTNA Land Use Chair:

Vote #1: To generally support the 50s Bikeways Project,
(94 Yes, 2 No, 3 Abstain)

Vote #2: The Bureau of Transportation Staff proposal for the 52nd/Division Diverter,
To test the proposed Diverter with no pre-mitigation on adjacent streets,
(56 Yes, 55 No, 6 Abstain)

Two additional proposals from within the neighborhood garnered support as follows:

Vote #3: Approval to test the Diverter with pre-mitigation on adjacent streets. This received a majority of the votes and was the most agreed upon neighborhood solution that was suggested by Mike Shaver, a Mt. Tabor neighborhood resident. Neighbors approved to test a package that includes improvements to the intersection at SE50th/Division and a regulatory diverter disallowing northbound traffic (except buses and bikes) on 52nd between Division and Lincoln and a regulatory diverter disallowing northbound traffic on 51st and stop signs at the intersections of 53rd/Sherman and 54th/Sherman and undetermined speed bumps on 53rd and 54th streets.

(68 Yes, 39 No, 6 Abstain)

Vote #4: To test intersection improvements: to test a "least impact" option (a.k.a. Staff proposed options A & B) that includes improvements to the intersection at SE 50th/Division and improvements to the intersection at SE 60th/Division and "pinch points" constructed on 52nd.

(51 Yes, 43 No, 4 Abstain)

The 50s Bikeways Project is important for the long term public good for the whole city, and the Proposed Diverter at SE 52nd/Division Street is important for the safety of our city's bicyclists who use the Lincoln St. Bikeway and the future 50s Bikeway in the Mt. Tabor neighborhood.

I would like to request that the committee approve the 50s Bikeways Project and the Proposed Diverter Project at SE 52nd and Division Streets.

I also would like to thank the committee for taking the time to listen to my testimony.

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Calendar of Project Meetings

Project Meeting/Outreach Calendar

Materials prepared for these meetings can be found under [Project Materials & Resources page](#).

Citizen Advisory Committee (CAC) Mtg #1: Wednesday, August 11, 2010, 6:30-8:30 PM. Trinity Fellowship Church, 2700 SE 67th Avenue.

[CAC Meeting #1 Agenda & Meeting Summary](#) (PDF doc, 130kb, 8/25/2010)

Project team presentation to **Mount Tabor Neighborhood Association:** Thursday, August 18, 2010, 7:00 PM, Mt. Tabor Presbyterian Church, located at SE 54th & Belmont.

More information about the Mount Tabor Neighborhood Association can be found here: <http://www.mttaborpdx.org/>

Neighborhood association meetings are open to the general public.

Project team presentation to **City of Portland's Bicycle Advisory Committee (BAC):**

Tuesday, September 14, 2010, 6:00 PM, Lovejoy Room in City Hall 1221 SW 4th Avenue.

More information about the Bicycle Advisory Committee can be found

here: <http://www.portlandonline.com/transportation/index.cfm?a=71962&c=37435>

The monthly BAC meetings are open to the general public.

Citizen Advisory Committee (CAC) Mtg #2: Wednesday, September 29, 2010, 6:30-8:30

PM. Providence Center Cancer Clinic, Conference Room A, at NE 47th Ave and NE Glisan Street. Click here for [directions](#) and [facility floor plan](#).

All CAC meetings are open to the general public.

Project team presentation to **Richmond Neighborhood Association:** Monday, October 11, 2010, 7:00

PM, Waverly Heights Congregational United Church, 3300 SE Woodward Street.

More information about the Richmond Neighborhood Association can be found

here: <http://www.richmondpx.org/>

Neighborhood association meetings are open to the general public.

Project team presentation to **Woodstock Community Business Association:** Tuesday, October 12, 2010, 9:00 AM, Mickey Finn's Brewpub at 4336 SE Woodstock Boulevard.

More information about the Woodstock Community Business Association can be found

here: <http://02e5b47.netsohost.com/>

Business association meetings are open to the general public.

Project team presentation to **Foster Area Business Association:** Tuesday, October 12, 2010, 4:30 PM, Inside the Junior Achievement building, at 7830 Southeast Foster Road.

More information about the Foster Area Business Association can be found here: <http://fosterarea.org/>

Business association meetings are open to the general public.

Project team presentation to **Creston Kenilworth Neighborhood Association:** Tuesday, October 12, 2010, 7:00 PM, Grout Elementary School Library, 3119 SE Holgate Boulevard.

More information about the Creston Kenilworth Neighborhood Association can be found

here: <http://www.southeastuplift.org/neighborhood/creston-kenilworth>

Neighborhood association meetings are open to the general public.

Citizen Advisory Committee (CAC) Group Bicycle Ride: Saturday, October 16, 2010, 10:00 AM - noon. The group will meet in front of the Rose City Park Elementary School, at 2334 NE 57th Avenue (between NE Sacramento and NE Thompson Streets).

While this ride was intended for the Citizen Advisory Committee members in order to continue the conversation regarding alignment options and design alternatives, members of the public were welcome.

[Click here for the ride map.](#)

Project team presentation to **North Tabor Neighborhood Association:** Tuesday, October 19, 2010, 7:00 PM, Providence Cancer Center, Conference Room D, 4805 NE Glisan Street.

More information about the North Tabor Neighborhood Association can be found

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here: <http://www.northtabor.org/>

Neighborhood association meetings are open to the general public.

Project team presentation to **South Tabor Neighborhood Association**: Thursday, October 21, 2010, 7:00 PM, Trinity Fellowship Church, 2700 SE 67th Ave.

More information about the South Tabor Neighborhood Association can be found

here: <http://www.southtabor.org/>

Neighborhood association meetings are open to the general public.

Project team presentation to **Central Northeast Neighbors Coalition** (Land-Use, Transportation, and Open Space Meeting): Monday, November 1, 2010, 7:00 PM, CNN Community Room, 4415 NE 87th Avenue.

More information about the Central Northeast Neighbors can be found here: <http://www.cnncoalition.org/>

Neighborhood District Coalition meetings are open to the general public.

Project team presentation to **Southeast Uplift Neighborhood Coalition Board**: Monday, November 1, 2010, 7:00 PM, 3534 SE Main Street, Fireside Room.

More information about the Southeast Uplift Neighborhood Coalition can be found

here: <http://www.southeastuplift.org/>

Neighborhood District Coalition meetings are open to the general public.

Project team presentation to **Woodstock Neighborhood Association**: Wednesday, November 3, 2010, 7:00 PM, Woodstock Community Center, 5905 SE 43rd Avenue.

More information about the Woodstock Neighborhood Association can be found

here: <http://www.woodstockpdx.org/>

Neighborhood association meetings are open to the general public.

Project team presentation to **Foster-Powell Neighborhood Association**: Monday, November 8, 2010, 6:30 PM, Sweetness Bakery, 3524 SE 52nd Avenue.

More information about the Foster-Powell Neighborhood Association can be found

here: <http://fosterpowell.com>

Neighborhood association meetings are open to the general public.

Citizen Advisory Committee (CAC) Mtg #3: Monday, November 15, 2010, 6:30-8:30 PM. Providence Center Cancer Clinic, Conference Room C & D, at NE 47th Ave and NE Glisan Street. Click here for [directions](#) and [facility floor plan](#).

All CAC meetings are open to the general public.

Project team presentation to **Mount Tabor Neighborhood Association**: Wednesday, November 17, 2010, 7:00 PM, Mt. Tabor Presbyterian Church, located at SE 54th & Belmont.

More information about the Mount Tabor Neighborhood Association can be found

here: <http://www.mttaborpdx.org/>

Neighborhood association meetings are open to the general public.

Community Open House #1: Wednesday, January 26, 2011 at Our Lady of Sorrows Catholic Church (5329 SE Woodstock Blvd). Public encouraged to drop in anytime between 5:00PM and 8:00PM. TriMet Bus #71 and #19. Auto parking is available behind church. Additional bicycle parking will be provided.

Citizen Advisory Committee Mtg #4: Tuesday, February 22, 2011, 6:00-8:00 PM at Providence Center Cancer Clinic, Social Room, at NE 47th Ave and NE Glisan Street. Click here for [directions](#) and [facility floor plan](#).

All CAC meetings are open to the general public.

Project team presentation to **Rose City Park Neighborhood Association**: Thursday, March 17 2010, 7:00 PM, Normandale Headstart, 909 NE 52nd Ave, Community Room.

More information about the Rose City Park Neighborhood Association can be found

here: <http://www.rcpna.org/apm/main.php>

Neighborhood association meetings are open to the general public.

Project team presentation to **Foster Area Business Association**: Wednesday, March 23, 2011, 11:45 AM, Foster Burger, at 5339 Southeast Foster Road.

More information about the Foster Area Business Association can be found here: <http://fosterarea.org/>

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Business association meetings are open to the general public.

Project team presentation to **Woodstock Neighborhood Association**: Wednesday, April 6, 2011, 7:00 PM, Woodstock Community Center, 5905 SE 43rd Avenue.

More information about the Woodstock Neighborhood Association can be found here: <http://www.woodstockpdx.org/>

Neighborhood association meetings are open to the general public.

Project team presentation to **Woodstock Community Business Association**: Tuesday, April 12, 2011, 9:30 AM, Woodstock Library at 6008 SE 49th Avenue.

More information about the Woodstock Community Business Association can be found here: <http://02e5b47.netsolhost.com/>

Business association meetings are open to the general public.

Project team presentation to **Creston Kenilworth Neighborhood Association**: Wednesday, April 13, 2011, 7:00 PM, Grout Elementary School Library, 3119 SE Holgate Boulevard.

More information about the Creston Kenilworth Neighborhood Association can be found here: <http://www.southeastuplift.org/neighborhood/creston-kenilworth>

Neighborhood association meetings are open to the general public.

Traffic calming/diversion conversation with neighborhood regarding **NE 53rd Avenue between E Burnside to NE Glisan Street**: Tuesday, April 26, 2011, 6:00 PM, at Providence Center Cancer Clinic, Amphitheater, at NE 47th Ave and NE Glisan Street. Click here for [directions](#) and [facility floor plan](#). All CAC meetings are open to the general public.

Project team presentation to **Central Northeast Neighbors Coalition** (Land-Use, Transportation, and Open Space Meeting): Monday, May 2nd, 2011, 7:00 PM, CNN Community Room, 4415 NE 87th Avenue. More information about the Central Northeast Neighbors can be found here: <http://www.cnncoalition.org/> Neighborhood District Coalition meetings are open to the general public.

Traffic calming/diversion conversation with neighborhood regarding **SE 52nd Avenue between SE Division to SE Lincoln Street**: Thursday, May 5, 2011, 6:00 PM, at Cafe au Play, 5633 SE Division Street. <http://www.cafeauplay.org/> All CAC meetings are open to the general public.

Project team presentation to **Richmond Neighborhood Association**: Monday, May 9, 2011, 7:00 PM, Waverly Heights Congregational United Church, 3300 SE Woodward Street. More information about the Richmond Neighborhood Association can be found here: <http://www.richmondpx.org/> Neighborhood association meetings are open to the general public.

Project team presentation to **Creston Kenilworth Neighborhood Association**: Tuesday, May 10th, 2011, 7:00 PM, Grout Elementary School Library, 3119 SE Holgate Boulevard. More information about the Creston Kenilworth Neighborhood Association can be found here: <http://www.southeastuplift.org/neighborhood/creston-kenilworth> Neighborhood association meetings are open to the general public.

Project team presentation to **North Tabor Neighborhood Association**: Tuesday, May 17, 2011, Tuesday, May 17, 2011, 6:30 PM, at 7 Virtues Coffee House, 60th and Glisan. More information about the North Tabor Neighborhood Association can be found here: <http://www.northtabor.org/> Neighborhood association meetings are open to the general public.

Project team presentation to **Mount Tabor Neighborhood Association**: Wednesday, May 18, 2011, 7:00 PM, Mt. Tabor Presbyterian Church, located at SE 54th & Belmont. More information about the Mount Tabor Neighborhood Association can be found here: <http://www.mttaborpdx.org/> Neighborhood association meetings are open to the general public.

Project team presentation to **South Tabor Neighborhood Association**: Thursday, May 19, 2011, 7:00 PM, Trinity Fellowship Church, 2700 SE 67th Ave. More information about the South Tabor Neighborhood Association can be found

here: <http://www.southtabor.org/>

Neighborhood association meetings are open to the general public.

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Citizen Advisory Committee Mtg #5: Tuesday, May 24, 2011, 6:00-8:00 PM at Cafe au Play, 5633 SE Division Street. <http://www.cafeauplay.org/>
All CAC meetings are open to the general public.

Project team presentation to **Southeast Uplift Neighborhood Coalition Board:** Monday, June 6, 2011, 7:00 PM, 3534 SE Main Street, Fireside Room.

More information about the Southeast Uplift Neighborhood Coalition can be found here: <http://www.southeastuplift.org/>

Neighborhood District Coalition meetings are open to the general public.

Diversion/Traffic Calming Opportunities Meeting #2 - SE Division/SE 52nd

Ave: Wednesday, June 8, 2011, 6:00-8:00 PM at Cafe au Play, 5633 SE Division Street. <http://www.cafeauplay.org/>

Project team presentation to **Richmond Neighborhood Association:** Monday, June 13, 2011, 7:00 PM, Waverly Heights Congregational United Church, 3300 SE Woodward Street.

More information about the Richmond Neighborhood Association can be found here: <http://www.richmondpx.org/>

Neighborhood association meetings are open to the general public.

Project team presentation to **Foster-Powell Neighborhood Association:** Monday, June 13, 2011, 6:30 PM, Sweetness Bakery, 3524 SE 52nd Avenue.

More information about the Foster-Powell Neighborhood Association can be found here: <http://fosterpowell.com>

Neighborhood association meetings are open to the general public.

Project team presentation to **City of Portland's Bicycle Advisory Committee (BAC):** Tuesday, June 14, 2011, 6:00 PM, Lovejoy Room in City Hall 1221 SW 4th Avenue.

More information about the Bicycle Advisory Committee can be found

here: <http://www.portlandonline.com/transportation/index.cfm?a=71962&c=37435>

The monthly BAC meetings are open to the general public.

Project team presentation to **Mount Tabor Neighborhood Association:** Wednesday, June 15, 2011, 7:00 PM, Mt. Tabor Presbyterian Church, located at SE 54th & Belmont.

More information about the Mount Tabor Neighborhood Association can be found

here: <http://www.mttaborpx.org/>

Neighborhood association meetings are open to the general public.

Community Open House #2: Wednesday, June 29, 2011 at Our Lady of Sorrows Catholic Church (5329 SE Woodstock Blvd). Public encouraged to drop in anytime between 5:00PM and 8:00PM. TriMet Bus #71 and #19. Auto parking is available behind church. Additional bicycle parking will be provided.

Project Meetings and Summary Notes**36882****Project Meetings and Related Documents**

The design of the 50s Bikeway Project is being developed in consultation with a Citizen Advisory Committee made up of community stakeholders and representatives of the local neighborhood and business associations. Upcoming Citizen Advisory Committee meetings are posted on the project website and emailed to those on the project interest list. Members of the public are welcome to attend.

Citizen Advisory Committee Member List (PDF doc, 64kb, updated 3-30-2011)

Most recent updated Draft Citizen Advisory Committee Proposed Design Concept Map (PDF doc, 380kb)

Citizen Advisory Committee Mtg #1: Wednesday, August 11, 2010

CAC Meeting #1 Agenda & Meeting Summary (PDF doc, 130kb, 8/25/2010)

Other documents and materials reviewed during this meeting:

- Plan Development Process (PDF doc, 64kb, 8/11/2010)
- DRAFT Project Goals & Design Objectives (PDF doc, 85kb, 8/11/2010)
- Draft Route Alignment per the Portland Bicycle Plan & Existing Conditions Information (PDF doc, 1,546kb, 8/11/2010)
- Existing Conditions Report (PDF doc, 3,720kb, 7/30/2010)
- Route Intersection Inventory (PDF doc, 454kb, 8/11/2010)
- Parking Utilization Data (Aug 2010): (PDF doc, 81kb, 8/7/2010)
- Bikeway Facility Design: Survey of Best Practices (PDF doc, 2,938kb, 8/11/2010)
- Existing Conditions Summary (PDF doc, 110kb, 8/25/2010)

Citizen Advisory Committee Mtg #2: Wednesday, September 29, 2010

CAC Meeting #2 Agenda & Meeting Summary (PDF doc, 154kb, 10/13/2010)

Other documents and materials reviewed during this meeting:

- Design Options Matrix (PDF doc, 1,684kb, 9/28/2010)
- Alignment Alternatives Summary Table (PDF doc, 81kb, 9/28/2010)
- Presentation slides: Overview of DRAFT intersection design options (PDF doc, 1,862kb, 10/13/2010)
- Presentation slides: Bikeway Design Toolbox (PDF doc, 2,952kb, 10/13/2010)

Citizen Advisory Committee Group Bicycle Ride: Saturday, October 16, 2010

CAC Group Ride Summary (PDF doc, 107kb, 11/15/2010)

Citizen Advisory Committee Mtg #3: Monday, November 15, 2010

CAC Meeting #3 Agenda (PDF doc, 107kb, 11/15/2010)

Other documents and materials reviewed during this meeting:

- DRAFT Project Concept presentation (PDF doc, 3,336kb, 11/15/2010)
- Updated Parking Utilization (Oct 2010 data) (PDF doc, 60kb, 11/15/2010)

Public Open House event, January 26, 2011 - find materials in virtual open house here.
50s Bikeway Open House #1 Summary Report (PDF doc, 788kb, 2/15/2011)

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Citizen Advisory Committee Mtg #4: Tuesday, February 22, 2011

[CAC Meeting #4 Agenda and Meeting Summary](#) (PDF doc, 125kb, 3/15/2011)

Other documents and materials reviewed during this meeting:

- [50s Bikeway Open House #1 Summary Report](#) (PDF doc, 788kb, 2/15/2011)

Citizen Advisory Committee Mtg #5: Tuesday, May 24, 2011

[CAC Meeting #5 Agenda and Meeting Summary](#) (PDF doc, 252kb, 7/6/2011)

Other documents and materials reviewed during this meeting:

- [Meeting handouts/attachments](#), including: A. Final Draft CAC Recommendation, B. Interim Bike Box Criteria, C. Proposed northern bike network connection, D. Proposed NE 57th Ave crossing treatment, E. Proposed SE Woodward/ 52nd Ave crossing improvements (connection to Clinton/Woodward Bikeway), F. Proposed SE Woodstock/ 57th crossing improvements (as part of the 'Neighborhood Route'), and G. Proposed project implementation phasing schedule. (PDF doc, 756kb, 7/6/2011)

Neighborhood Diversion/Traffic Calming Meetings:

Diversion/traffic calming conversation with neighborhood regarding NE 53rd Avenue between E Burnside to NE Glisan Street: Tuesday, April 26, 2011

- [Presentation slides](#) (PDF doc, 3,676kb, updated 4/27/2011)
- [Meeting Summary](#) (PDF doc, 110kb, 5/3/2011)

Diversion/traffic calming conversation with neighborhood regarding SE 52nd Avenue between SE Division to SE Lincoln Street: Thursday, May 5, 2011 and Wednesday, June 8, 2011

- [Presentation slides](#) (PDF doc, 3,880kb, updated 5/6/2011)
- [Summary of proposed improvements: 52nd Ave/ Division](#) (PDF doc, 140kb, updated 5/16/2011)
- [Traffic and speed data](#) (Excel file, 407kb, updated 6/9/2011)
- [Meeting Summary from 5/5/11 mtg](#) (PDF doc, 151kb, updated 5/16/2011)
- [Meeting Summary from 6/8/11 mtg](#) (PDF doc, 98kb, updated 7/1/2011)

Public Open House 2 event, June 29, 2011 - find materials in [virtual open house](#) here.
[50's Bikeway Open House #2 Summary Report](#) (PDF doc, 741kb, 27/25/2011)

36882

Moore-Love, Karla

From: kennyrheggem@comcast.net
Sent: Thursday, September 29, 2011 12:26 PM
To: Adams, Mayor; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozi, Sarah
Subject: Mayor and City Council Members: 50's Bikeway Citizen Advisory Committee Member: Kenny Heggem
Attn: Mayor Sam Adams and Council members,

Thank you very much for the opportunity to give testimony in support of this very beneficial North to South connection bikeway.

My name is Kenny Heggem, a Woodstock Neighborhood Association Board Member, Media Committee Chair, as well as a member of the Land Use Committee and Street Car Subcommittee.

I have had the honor to take part in the Citizen Advisory Committee this past year and thank Sarah, Rich and Jenny, as well as the rest of the citizen advisory for all their incredible hard work and efforts to educate the community as well as listen to their concerns.

Much of the concerns with pedestrian concerns on 52nd is, from my experience taking the pulse of the neighborhood and in my outreach efforts to discover the community's needs, really window dressing, a symptom of a location that has equity issues as well as livability concerns.

An area ripe to be the ultimate 20 minute neighborhood, but has needs to address

People are reacting to other needs, as this very beneficial bikeway is ripe for development. They want sidewalks, our unimproved streets addressed, to know that other sustainable transportation systems like Street Car linking to the future E. side system interconnecting our various hubs will be in the cards for our very diverse area. Reed College, Sellwood, Foster, and future Lent's development... we need to be interlinked with a comprehensive frequent streetcar line linking our hubs all over Portland. Woodstock is no exception, and would be a major gap.

(Nearly every week someone asks if I know anything about the Street Car system being a part of the plan).

People want to know as Foster is receiving Urban Renewal funds, streetcars, & sharrows, that Woodstock, those further east, also matter in the creation of 20-minute sustainable and livable neighborhoods.

Consider a "Woodstock Woonerf" - bicycle cycle tracks, streetcar line,

9/29/2011

complete streets with benches. This area could become mixed use, high density, with possible student housing for Reed. Street Car could help lead the efforts in creating a high density, Mississippi like location, but with Woodstock's own neighborhood identity.

Experience with dangers of 52nd as it stands now

52nd has been a direct way to reach the much calmer streets and bike boulevards N. of Powell. Along the way to locations on 52nd as a cyclist resident in Woodstock since 2006, I have witnessed folks pulling to the right next to the sidewalk in between parked cars in fear of being hit by high-speed traffic behind them. Two months ago our local chef from neighborhood restaurant, "Toast", was hit by a car turning from 52nd to Gladstone as he was headed S. bound on 52nd to go to work. He shattered his arm. The owner of the restaurant found him bloody on the street on his way to work.

Street Crossings on 52nd South of Powell and 80%tile Speeding: Speed Boards, Speed Reduction, and Fire Dept Friendly Speed Bumps

As you are already aware from the recent press visit to Woodward announcing plans to create a safer street with a cross walk, there is dangers crossing this street.

Over 80% of the driver's are exceeding the limit anywhere from 10-25 MPH. Every 5 mph increases the chance of death for a cyclist or pedestrian by a large amount. I request, as well as many other community members, that the proposed speed reduction to PDOT is made and that all efforts are made to create safer crossing options on 52nd.

It is hoped that efforts will be made to inform the public of their speed with permanent speed boards similar to the ones on Holgate. The limit is brought down to 25 mph from the current 30 mph. There are schools and elderly folks that live along and on either side of 52nd.

Further, the addition of Fire Department Friendly Speed Bumps for 52nd street S. of Division would likely make an immense difference in creating a more functional street for all modes of transportation.

Crosswalks on 52nd South of Powell

Please consider looking at other gaps aside from Woodward on 52nd to add further flashing beacons. Woodward is an excellent example of what is needed on 52nd and is very much appreciated in the effort to protect school children at Franklin High School. In our effort to create 20-minute neighborhoods this is imperative that the community members can safely cross streets. People need to feel safe walking to schools, shopping, friend's homes, parks, etc.

6-foot bike lanes advantage, Pedestrian Coalition evaluations to improve pedestrian safety

The 6-foot wide bike lanes should help to some degree creates awareness, and, to some degree, the visual of tighter lanes may create a slower pace/less speeding. Further evaluations

6 months into the implementation of the bikeway may help in deciding further enhancements to calm the speeders. The Willamette Pedestrian Coalition is set to study the 52nd bikeway area S. of Powell to see what can be done in terms of improving over all safety. I ask that this be followed through.

Future Green Bike Boxes

At this time we were informed the green boxes at various stop lights would not come into play until further data comes in and that criteria for bike box designation is met. Please keep this possibility under the radar as the bikeway is being used. Of particular interest in terms of bike boxes would be at Powell on N and S sides, Woodstock, Steele, and Holgate.

Adjacent Streets Receiving Treatments, Sharrows or Bike Lanes - Connectors to the 50's Bikeway

Additionally, as a gateway to the bikeway and to bring more bicycles on the streets, the adjacent bikeway streets such as Harold St. would benefit from bike lanes or sharrows like those appearing in Foster and many closer in neighborhoods, as well as a reduction from the current 30 mph down to 20 or 25 maximum mph.

The main street, Woodstock, is an area that is a shining example of where bike lanes or cycle tracks would change the feel dramatically. My neighbor Chris Yake and I did bike counts and was amazed at how many folks ride their bike on the sidewalk (I see it daily as I walk my dog, dodging bikes trying to stay off the main street). A main street speed reduction down from 30 to 20 mph would create a safer downtown for bikes and pedestrians. This main street would connect directly with Reed College and the Sellwood area W. and the 52nd bikeway E.

The second Neighborhood Bikeway for the "interested, but concerned" cyclist

This currently planned bikeway should be a great asset to those looking to safely travel downtown and to the many calm boulevards further North past Powell. It is direct and connects with many businesses, schools, parks, etc.

However, many folks will still find the 52nd bikeway too busy, too loud, not family friendly enough.

Those of us South of Powell were sad to see the 2nd bikeway, a calmer neighborhood bikeway for the "Interested but concerned" and family riders was dropped indefinitely due to lack of funds as the project developed. Please make this a priority bike way as funds for the next series of bikeways are available. We spoke so much of world-class bikeways being of our main objective as the system was created. Limitations kept a lot of us South of Powell from having the calm, comfortable streets that that North of Powell gets to enjoy. Please consider the 2nd bikeway so folks will take their kids in trailers and little ones on their bikes to places of interest on Woodstock, Foster, and beyond.

I fully endorse the 50's Bikeway; as this is a major step forward in creating a better, more direct

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means of traveling North and South by bike.

Sincerely,
Kenny Heggem

Citizen Advisory Committee Member: 50's Bikeway
Woodstock Neighborhood Association Board Member
Media Committee Chair, Land Use Committee, Street Car Sub-committee: WNA
www.woodstockpdx.org
kennyrheggem@comcast.net

5215 SE Harold St.
Portland, OR 97206

36882

Moore-Love, Karla**From:** MARJORY STEWART [marg_stewart@msn.com]**Sent:** Tuesday, September 27, 2011 9:30 AM**To:** Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla; Figliozi, Sarah; mshaver1@yahoo.com**Subject:** [User Approved] The 50s Bikeway considerations

Dear Commissioners and Mayor Adams:

My name is Marjory Stewart. I have lived on SE 52nd Avenue between Sherman and Lincoln streets since 1980. Since February 2011, I have attended numerous events where the 50s Bikeway project has been proposed and various bikeway options have been presented by PBOT staff and discussed with neighbors and other interested parties. *I ask for your strong support of the test of a traffic diverter on northbound 52nd Avenue at Division Street.*

During the 31 years in my home traffic has steadily increased along 52nd Avenue. At this point just backing from my driveway is sometimes a huge challenge. As the housing market has stagnated it has caused more homes along the street to move from owner-occupied to rentals. This has resulted in more cars parked along the street. With more parked vehicles bicyclists are blocked from view. This has created a major safety issue. If the 50s Bikeway project goes forward without a northbound traffic diverter on 52nd at Division I fear for all concerned.

I'm aware that there is opposition to even testing the impact of the Division Street diverter on the part of a few residents of 51st, 53rd and 54th avenues. Their objections are neither reasonable nor realistic. It appears that this vocal minority would like to have all of the benefits of the bikeway without bearing *any* potential burdens. It is highly unlikely that drivers seeking a quicker route downtown would choose these narrow, uneven streets. Other options for these 2 blocks of 52nd Avenue have been presented by project staff and clearly have been carefully considered, but the diverter makes the best sense. Measures that do not actually cut most of the high speed traffic will fail to achieve the purpose of the bicycle boulevard. I have heard suggestions such as "pinch points"; I'd note that a bump out northbound on 52nd at Lincoln has had no noticeable effect on car volumes or speeds. Also, unlike the wider portions of 52nd Avenue south of Division, the 2 blocks between Division and Lincoln are too narrow to easily accommodate a bike lane. Installation of the diverter is the only way that 52nd Avenue north of Division can actually serve as a bicycle boulevard and fulfill the purpose of providing a safe route for cyclists.

I commend the Bikeways staff on the process surrounding the 50s Bikeway Project, which has been transparent and comprehensive. There has been extensive publicity about this project and we have had many opportunities to comment and discuss the various proposals. I have been hearing about the project since mid-2010 and have received numerous mailings and invitations to meetings and open houses where it has been discussed. Completion of the 50s Bikeway is essential to improving safety and quality of life for thousands of people on the east side of Portland and beyond. It will provide an essential north-south connection for the existing system of bikeways and I hope to see it implemented.

Sincerely,
Marjory Stewart
2205 SE 52nd Avenue, Portland, OR 97215
503-236-8818

9/27/2011

36882

Moore-Love, Karla

From: Uwagbae, Grace
Sent: Tuesday, September 27, 2011 10:52 AM
To: Moore-Love, Karla
Subject: FW: NE/SE 50's bikeway

Just want to make sure this is added to the Council testimony.

Thanks Karla!

.....
Grace Uwagbae
 Public Advocate
 Office of Mayor Sam Adams
 City of Portland
 1221 SW Fourth Avenue, Suite 340
 Portland, OR 97204
 P: 503-823-4740
 T: @GracieO_says
 E: grace.uwagbae@portlandoregon.gov
 W: mayorsamadams.com

From: Adams, Sam
Sent: Monday, September 26, 2011 11:38 PM
To: Uwagbae, Grace
Subject: Fwd: NE/SE 50's bikeway

C

Sent from my iPhone

Begin forwarded message:

From: Joyce Cresswell <joyce.cresswell@gmail.com>
Date: September 26, 2011 10:35:10 PM PDT
To: "Adams, Sam" <Sam.Adams@portlandoregon.gov>, Commissioner Fritz
 <amanda@portlandoregon.gov>, Commissioner Fish
 <Commissioner.Fish@portlandoregon.gov>, Commissioner Saltzman
 <dan@portlandoregon.gov>, "andy@portlandoregon.gov"
 <andy@portlandoregon.gov>
Subject: NE/SE 50's bikeway

Dear Mr. Mayor and Commissioners,

9/27/2011

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I live in the area impacted by the NE/SE 50's bike way plan. I am, I believe, what is considered an "interested-but-concerned" bicycle rider. I very much appreciate the bike way on Lincoln that allows me to bicycle from my home on SE 56th, between Lincoln and Hawthorne, to the waterfront and back in a safe environment.

However, I am 60 years old, and I do not bicycle everywhere I go, nor am I likely to begin doing so. I bicycle for recreation, walk to shopping on Hawthorne, and drive my car to my dentist in Multnomah Village. It's the trip to the dentist that will be impacted by the Division-to-Lincoln Diversion in the NE/SE bike way plan.

My first concern is that diverted drivers will make things more dangerous in front of Atkinson School. I have seen many near accidents in front of Atkinson, and I know of at least one time when a child was hit by a car. My fear is that frustrated drivers trying to get into my neighborhood will speed up to 60th Avenue where they can turn north and then west again onto Hawthorne, possibly speeding down Hawthorne in frustration at having to go so far out of their way. Frustrated drivers are dangerous drivers. I believe this change will place more children in danger in front of Atkinson School and will possibly make a relatively quiet stretch of Hawthorne between 55th and 60th more dangerous.

The alternative to going up to 60th will be to cut through the very narrow streets between 53rd and 60th. Again, this creates a dangerous situation for those streets. When 52nd is a wide, paved boulevard, why would we direct car traffic onto these smaller, rougher streets? Surely bicyclists can use those streets. Or, they can continue to share the road on 52nd with automobiles. I have never felt insecure on that short stretch of road when on my bicycle.

If the thinking is that people will use 50th to get to Lincoln and Hawthorne from Division, then we will need an eastbound turn lane and signal at 50th and Division. This street already backs up very badly during rush hour. It would be a mess if all northbound cars were forced to turn here. I know I turn at 50th about half the time and 52nd the other half, just depending on traffic. So you likely could be doubling the turning traffic at that intersection, exacerbating an already bad bottleneck in the afternoons.

My final concern has to do with process. I am a busy person. Traffic and bike paths are not my full time priority. Therefore, I do not always know when traffic changes are coming. I do read my neighborhood newsletter, when it arrives, but it does not always get here, and I can miss things. I'm sure this SE/NE bike way planning has been in the works for many months, probably years, but here I am just hearing about it by way of the grapevine at the last minute. Similarly, I recently heard about a related traffic calming measure (speed bumps on Lincoln). I called and spoke with someone in Transportation, and he assured me that a hearing would be held before installation. He took my email address and promised to notify me of the hearing, even though he said that the only people who get direct notification are those who live on the affected street. I asked about the thousands of people who access their homes through these feeder streets. Certainly the people who live on the street getting the calming devices are good, reliable witnesses, but so are the rest of us who need to use those streets to reach our homes. He said people not living on the affected street are only notified through neighborhood newsletters, but because I had called, he would send me an email so I could attend the hearing. He did not email me, and as far as I can tell, there was no hearing. The bumps went in over a weekend.

Neighborhood newsletters, which rely on volunteer distribution, are not a reliable or equitable method of notifying people of things that will impact their daily lives. When there is going to be a sewer and water project in the area, we hear about it through street signage, door hangers, US mail, neighborhood newsletters and local newspapers. Do traffic calming and the bike way receive the same level of notification? According to the gentleman I spoke with, they do not. I would ask that the city re-examine

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its notification procedures with regard to both traffic calming and bike way changes.

So, my vote is NO on the diversion at 52nd and Division-to-Lincoln. I'm glad there will be a north-south bike route; I look forward to enjoying it. But please don't eliminate a major commuting route for automobiles, especially when to do so will make a challenging school crossing even more dangerous and will likely worsen auto traffic nearby. Finally, please review your notification policies and procedures. Things don't seem fair the way they are right now.

Joyce Cresswell
1622 SE 56th Ave.
Portland, OR 97215

PS - Due to a prior commitment on Sept. 29, I am unable to attend this week's council meeting. This is part of the "process" problem. Therefore I would ask the council to give this email the same weight as live testimony by placing it in the record on my behalf. Thank you.

August 2, 2011

36882

Dear Mayor Adams and Portland City Council Commissioners,

I am writing to ask for your support of the 50s bikeway project, especially the proposed testing of the diverter of northbound auto traffic at SE 52nd and Division. I believe this component of the plan is essential to reducing the high traffic levels on this stretch of SE 52nd, making it safer for bicyclists, pedestrians, and residents.

Currently, traffic on SE 52nd between Division and Lincoln, and traffic on SE Lincoln (also a bike boulevard) between 50th and 60th far exceed the recommended levels of traffic for their designation as local access residential streets, which undermines their effectiveness as bike boulevards. Recent measures indicate that approximately 2,800 cars use this stretch of SE 52nd each day, and 3,000 use SE Lincoln. The diverter is expected to reduce by about half the number of cars on SE 52nd, and significantly reduce traffic on SE Lincoln as well.

The diverter is the only method that will significantly reduce car traffic, approaching the accepted local access level the street has been designed to handle. In addition to improving the quality of the bike boulevards, the diverter's resulting reduction in traffic will also improve the functionality of the dangerous intersection at SE 52nd and Lincoln. Currently a hazard due to the set off intersection, poor visibility, high speed of traffic coming down the hill on Lincoln, and the presence of bus traffic on those streets, a reduction in car traffic on both streets will improve safety for drivers as well as cyclists and pedestrians using this busy route to Mt. Tabor and Atkinson School.

I understand some of the residents on nearby streets are concerned about cut through traffic using their streets instead, despite the fact that their narrow width makes them inefficient for those looking to increase their speed through a neighborhood. I believe that reducing traffic volumes on SE 52nd would be an improvement for the whole neighborhood, and that the proposed plan to test the diverter and install additional mitigating factors if necessary (to ensure any traffic increase falls well below the city council-approved threshold) will allow this improvement to happen without significantly impacting other residents.

Bike boulevards, as described by the City of Portland, are meant to be family-friendly streets with low-traffic volumes. Safe and peaceful, they help create healthy neighborhoods and a healthy city. I ask you to support the 50s bikeway project, including the diverter at SE 52nd and Lincoln, which will improve the safety and livability of the Mt. Tabor neighborhood and serve the greater Portland community as a safe bike route providing a much needed north-south connection in the area.

Sincerely,

Steve Bozzone

4128 NE Cleveland Ave

Portland, OR 97211

CRAIG A. KUHNS
2134 SE 52ND AVENUE
PORTLAND, OREGON 97215

August 3, 2011

Dear Mayor Adams and Portland City Council:

This is to request your support for the "50s Bikeway Project", specifically the diversion of northbound traffic at SE 52nd & Division.

Currently the traffic on SE 52nd Avenue between Division and Lincoln (where I live) is very heavy, beyond what I understand is recommended for a local access residential street. It can be very challenging to even back out of your driveway during rush hour. The addition of extra bicycle traffic would create a hazardous situation, unless something is done to reduce the unnecessary automobile traffic. The proposed diverter for northbound traffic at SE 52nd & Division should help dramatically.

I am aware that some of the residents on 51st and 53rd are concerned about traffic being diverted to those streets from 52nd, despite the fact that those streets are significantly narrower and have a "bumpy" type of pavement. I suspect that the traffic engineers who have studied this are correct when they indicate that much diversion to those streets is unlikely. It seems to me that the best way to resolve this question is to put in a "test" diverter. Please provide your support for this proposal.

Sincerely,



Craig Kuhns

503-235-6910

August 3, 2011

Dear Commissioners and Mayor Adams:

My name is Catherine Tosswill and I have lived on SE 52nd Avenue between Sherman and Lincoln streets since early 2004. I have attended numerous events where the 50s Bikeway project has been proposed and various bikeway options have been presented by staff. I ask for your strong support for the Bikeway project and for the traffic diverter at Division Street.

Every day I see the heavy volume of high-speed, non-local car traffic using the 2 blocks just south of Lincoln as a cut-through. This street is not designed or zoned for the amount of car traffic using it and the intersection of 52nd at Lincoln is especially dangerous as it has poor visibility. This intersection is used by many pedestrians and cyclists and is where the No. 71 bus turns. I see frequent close calls at this intersection between cars, buses and cyclists. Installation of the diverter at Division Street would make these blocks and the neighboring streets safer for all, including cyclists.

I'm aware that there is opposition to even testing the impact of the Division Street diverter on the part of a few residents of 51st and 54th Avenues. Their objections are neither reasonable nor realistic. It is highly unlikely that drivers seeking a quicker route downtown would choose these narrow, uneven streets. Other options for these 2 blocks of 52nd Avenue have been presented by project staff and clearly have been carefully considered, but the diverter makes the best sense. Measures that do not actually cut most of the high speed traffic will fail to achieve the purpose of the bicycle boulevard. I have heard suggestions such as "pinch points"; I'd note that our sidewalk has already been widened near Lincoln without any noticeable effect on car volumes or speeds. Also, unlike the wider portions of 52nd Avenue south of Division, these 2 blocks are too narrow to easily accommodate a bike lane. Installation of the diverter is the only way that 52nd Avenue north of Division can actually serve as a bicycle boulevard and fulfill the purpose of providing a safe route for cyclists.

I commend the Bikeways staff on the process surrounding the 50s Bikeway project, which has been transparent and comprehensive. There has been extensive publicity about this project and we have had many opportunities to comment and discuss the various proposals. I have been hearing about the project since mid-2010 and have received numerous mailings and invitations to meetings and open houses where it has been discussed. Completion of the 50s Bikeway is essential to improving safety and quality of life for thousands of people on the east side of Portland and beyond. It will provide an essential north-south connection for the existing system of bikeways and I hope to see it implemented.

Sincerely,

Catherine Tosswill
2214 SE 52nd Avenue
Portland, OR 97215
(503) 539-2509

August 2, 2011

36882

Dear Mayor Adams and Portland City Council Commissioners,

I am writing to ask for your support of the 50s bikeway project, especially the proposed testing of the diverter of northbound auto traffic at SE 52nd and Division. I believe this component of the plan is essential to reducing the high traffic levels on this stretch of SE 52nd, making it safer for bicyclists, pedestrians, and residents.

Currently, traffic on SE 52nd between Division and Lincoln, and traffic on SE Lincoln (also a bike boulevard) between 50th and 60th far exceed the recommended levels of traffic for their designation as local access residential streets, which undermines their effectiveness as bike boulevards. Recent measures indicate that approximately 2,800 cars use this stretch of SE 52nd each day, and 3,000 use SE Lincoln. The diverter is expected to reduce by about half the number of cars on SE 52nd, and significantly reduce traffic on SE Lincoln as well.

The diverter is the only method that will significantly reduce car traffic, approaching the accepted local access level the street has been designed to handle. In addition to improving the quality of the bike boulevards, the diverter's resulting reduction in traffic will also improve the functionality of the dangerous intersection at SE 52nd and Lincoln. Currently a hazard due to the set off intersection, poor visibility, high speed of traffic coming down the hill on Lincoln, and the presence of bus traffic on those streets, a reduction in car traffic on both streets will improve safety for drivers as well as cyclists and pedestrians using this busy route to Mt. Tabor and Atkinson School.

I understand some of the residents on nearby streets are concerned about cut through traffic using their streets instead, despite the fact that their narrow width makes them inefficient for those looking to increase their speed through a neighborhood. I believe that reducing traffic volumes on SE 52nd would be an improvement for the whole neighborhood, and that the proposed plan to test the diverter and install additional mitigating factors if necessary (to ensure any traffic increase falls well below the city council-approved threshold) will allow this improvement to happen without significantly impacting other residents.

Bike boulevards, as described by the City of Portland, are meant to be family-friendly streets with low-traffic volumes. Safe and peaceful, they help create healthy neighborhoods and a healthy city. I ask you to support the 50s bikeway project, including the diverter at SE 52nd and Lincoln, which will improve the safety and livability of the Mt. Tabor neighborhood and serve the greater Portland community as a safe bike route providing a much needed north-south connection in the area.

Sincerely,

David Bradley
2025 SE52nd Ave
Portland, OR 97215
503 705 1178

August 2, 2011

Dear Mayor Adams and Portland City Council Commissioners,

36882

I am writing to ask for your support of the 50s bikeway project, especially the proposed testing of the diverter of northbound auto traffic at SE 52nd and Division. I believe this component of the plan is essential to reducing the high traffic levels on this stretch of SE 52nd, making it safer for bicyclists, pedestrians, and residents.

Currently, traffic on SE 52nd between Division and Lincoln, and traffic on SE Lincoln (also a bike boulevard) between 50th and 60th far exceed the recommended levels of traffic for their designation as local access residential streets, which undermines their effectiveness as bike boulevards. Recent measures indicate that approximately 2,800 cars use this stretch of SE 52nd each day, and 3,000 use SE Lincoln. The diverter is expected to reduce by about half the number of cars on SE 52nd, and significantly reduce traffic on SE Lincoln as well.

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Bike boulevards, as described by the City of Portland, are meant to be family-friendly streets with low-traffic volumes. Safe and peaceful, they help create healthy neighborhoods and a healthy city. I ask you to support the 50s bikeway project, including the diverter at SE 52nd and Lincoln, which will improve the safety and livability of the Mt. Tabor neighborhood and serve the greater Portland community as a safe bike route providing a much needed north-south connection in the area.

Sincerely,

Stephanie Whitney-Bradley
2025 SE52nd Ave
Portland, OR 97215
503 502 8486

Subject: Support of the 50s bikeway project and diverter at SE 52nd and Division
From: lafoecampbell@comcast.net (lafoecampbell@comcast.net)
samadams@portlandoregon.gov; Nick@portlandoregon.gov;
To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov; Karla.Moore-Love@portlandoregon.gov;
mayorsam@portlandoregon.gov;
Cc: sarah.figlioizzi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Tue, 02 Aug 2011 18:26:41

August 2, 2011

Dear Mayor Adams and Portland City Council Commissioners,

We are writing to ask for your support of the 50s bikeway project and in particular the proposed testing of the diverter of northbound auto traffic at SE 52nd and Division.

We live on the corner at the intersection of SE 52nd Avenue and Lincoln Street, an important and difficult intersection whose success in the 50s bikeway project depends on the installation of the diverter of northbound auto traffic at SE 52nd and Division.

On a daily basis we witness close-calls and near incidents between bicyclists/pedestrians, including children, and automobiles at the intersection of SE 52nd and Lincoln Streets. We have also witnessed two near fatal incidents when a car hit a cyclist, one with a child, at this intersection while the cyclist was on the bike-boulevard designated portion of Lincoln Street and the vehicle was speeding through a turn at this intersection.

This is a dangerous intersection for bicyclists and pedestrians and will be even more so with the additional cyclist/pedestrian traffic on the 50s Bikeway Project if vehicular traffic is not reduced to improve the functionality of the intersection. Incidents are typically due to non-vigilant drivers, high vehicle volumes on 52nd and Lincoln, vehicles that speed, vehicles that run the stop sign daily, poor visibility due to the jogged portion of SE 52nd Avenue, as well as vehicles trying to pass the bus as it turns. We need to address vehicular access and regulation in a serious manner at this intersection, and the proposed diverter project will add to the success of this portion of the Bicycle Boulevard. It is an issue of safety for everyone.

In addition, many times cyclists must stop on Lincoln street and wait at the curb near our house so as not to be 'squished' when there are too many cars speeding next to them with the passing north or southbound bus #71.

Add to this situation that many of the cyclists are transporting children on Lincoln Street, many times to the Richmond and Atkinson Elementary Schools, and even more so with the new portion of the 50s bikeway project at this intersection. Thus the success of the SE 52nd and Lincoln Street intersection in the 50s bikeway project depends on the installation and proposed testing of the

diverter of northbound auto traffic at SE 52nd and Division.

36882

We are architects and planners and understand the importance of the public process. We believe the public process for this project has been inclusive and fair, particularly the well-advertised, several open forum meetings for the diverter.

Other cities are envious of Portland's pedestrian and bicycle friendly city due to the creation of such entities as the Bike Boulevards, which are meant to be family-friendly streets with low-traffic volumes. I ask you to support the 50s bikeway project, including the diverter at SE 52nd and Lincoln, which will improve the safety and livability of the Mt. Tabor neighborhood and greater Portland. Thank you.

Sincerely,

Michelle LaFoe, Isaac Campbell, and our 4-1/2 year old daughter Amelia Campbell
5208 SE Lincoln Street

Subject: Please support the 50s bikeway

From: Bonnie Sailer (sailerb@gmail.com)
mayorsam@portlandoregon.gov; nick@portlandoregon.gov;
To: amanda@portlandoregon.gov; randy@portlandoregon.gov;
dan@portlandoregon.gov; karla.moore-love@portlandoregon.gov;
Cc: sarah.figliozi@portlandoregon.gov; mshaver1@yahoo.com;
Date: Tue, 02 Aug 2011 18:36:50

Dear Mayor Adams and Portland City Council Commissioners,

I am writing to thank you for your ongoing support of Portland's goal to be a biking city and to ask for your support of the 50s bikeway project, including (especially) the diverter of northbound auto traffic at SE 52nd and Division.

As a resident of the Mt. Tabor neighborhood and a regular bike commuter, I am excited about the proposed bikeway. I think the benefits to the neighborhood and bike commuters are clear; the diverter and the resulting reduction of traffic volumes would make the bike boulevard safer for cyclists, pedestrians, and residents.

Currently, the stretch of 52nd just north of Division is "doable" for a experienced bike commuter, although harrowing at times. The intersection at SE 52nd and Lincoln (two bike boulevards, but also two high traffic, high speed streets with an offset intersection, poor visibility and a Trimet bus making a wide swinging turn) is truly hazardous and one of the more challenging aspects of my bike commute.

I think the diverter is essential because it will improve that stretch of SE 52nd (as well as SE Lincoln, where much of the traffic spills over) to the point where it will be not just "doable" but appealing, inviting, and encouraging for new bike commuters, for kids going to Atkinson or Franklin schools, for families heading up to Mt. Tabor, in short, for those citizens who will be necessary to engage if the city is to succeed in its goals around increasing bike trips in Portland.

I know there is some division among the residents of my neighborhood. I was encouraged to see many of them come together at the recent Mt Tabor Neighborhood Association meeting in support of the diverter plus additional mitigating strategies to protect other streets in the neighborhood. I truly believe we can make sure this happens without jeopardizing the success of the bike boulevard. Overall, I think doing the bike boulevard right (which I believe requires the diverter to be installed to ensure reduction in traffic volumes on 52nd) has so many more benefits, including creating a healthier neighborhood and thus a healthier city, than costs, and that we have reasonable strategies available to mitigate any possible costs that do occur.

Please vote in support of bikes, quiet streets, and healthy neighborhoods.

Thank you,
Bonnie Sailer



Willamette Pedestrian Coalition

P.O. Box 2252
Portland, Oregon 97208-2252
info@wpcwalks.org, www.wpcwalks.org
503- 223-1597

*to improve
conditions for
walking in the
Portland region*

September 28, 2011

Mayor Sam Adams
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Dan Sattzman
Commissioner Randy Leonard
City Auditor LaVonne Griffin-Valade
City of Portland - City Hall
1221 SW 4th Avenue
Portland, OR 97204

Board of Directors

Margaret Weddell,
President
Katie Urey,
Vice-President
Jeanne Harrison,
Recording
Secretary
Anne McLaughlin,
Treasurer

Members at Large
Steve Bozzone
Lidwien Rahman

Director,
Steph Routh

Re: 50's Bikeway

On behalf of the Willamette Pedestrian Coalition, it is my pleasure to recommend approval of the 50's bikeway project.

The Willamette Pedestrian Coalition (WPC) was founded in 1991 to promote the creation of sustainable and walkable communities. We define a walkable community as one in which it is safe, direct and attractive to walk.

While the 50's bikeway project is focused on improving conditions for bicycling, it includes traffic calming features and intersection crossing improvements that will improve conditions for walking and neighborhood livability. Reducing vehicle speeds and lowering the speed limit, as well as curb extensions and other improvements where the bikeway crosses busy arterials, will benefit pedestrians as well as bicyclists. We are pleased that the City proposes monitoring of any diversion of cars to parallel streets in the neighborhood.

WPC recommends that as a general practice, the City consider the interests of pedestrians in its approach to bikeway design and route selection. We believe the 50's bikeway design does consider and benefit pedestrians, and therefore we happily recommend approval.

Lidwien Rahman
Chair, WPC Plans and Projects Committee

36882

Moore-Love, Karla

From: sara lowing [saralowing@gmail.com]
Sent: Wednesday, September 28, 2011 8:55 PM
To: Adams, Sam; Commissioner Fish; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozi, Sarah
Subject: 53rd bikeways

Dear Council,

My family has resided on SE 53rd and Stark for the past five years. In that time we have had two kids and hopefully will stay in this residence throughout their childhood. Unfortunately the business of our street is a factor when we do contemplate the possibility of moving as it makes us nervous for the safety of our kids. Since we have lived here, we have been home to witness 4 car crashes right in front of our home. One of these crashes took place during the middle of the day and an SUV ran right up on the sidewalk, knocking over a utility pole. I am just grateful no one was walking on the sidewalk at this moment. The other crashes were cars crashing into parked cars. There are also cars that speed down this street due to it's length and lack of intersections. It is unbelievable to me when I see and hear these cars driving at such speeds! My car has been hit twice and had the mirror knocked off two times as well, those being separate incidents from the hits to the body of the car.

Our street is over used for it's size and for not having any type of slowing intersections at either end of the block. We are heavily trafficked with bicyclist and I have witnessed many close encounters between motorists and bicyclists, not to mention the verbal confrontations I've heard pouring through my windows between the two.

I feel there should be some sort of traffic reducing intersection on Burnside/53rd, to limit the amount of thru traffic we encounter. There is 47th and 60th available for motorist wishing to drive between the N and S sections of this area. Both of those streets are equipped to handle such traffic.

Thank you for considering this important safety need for our community,
Sara and Michael Wright
413 SE 53rd
503-781-8923

9/29/2011

36882

Moore-Love, Karla

From: Marcus Anderson [marcusgander@hotmail.com]
Sent: Wednesday, September 28, 2011 10:37 AM
To: Moore-Love, Karla
Subject: 50s Bikeway Project

Dear Mayor Adams and Portland City Council Commissioners

We are writing to ask for your support of the 50s Bikeway Project, especially the proposed testing of the diverter of the northbound auto traffic at 52nd and Division. We believe this component of the plan is essential to reducing the high traffic levels on this stretch of SE 52nd, making it safer for bicyclists, pedestrians, and residents.

We often ride our bicycles or walk to business services in our neighborhood and avoid SE 52nd south of Lincoln because we feel it is too hazardous due to the amount of traffic. This is especially true of the intersection right at Lincoln and SE 52nd.

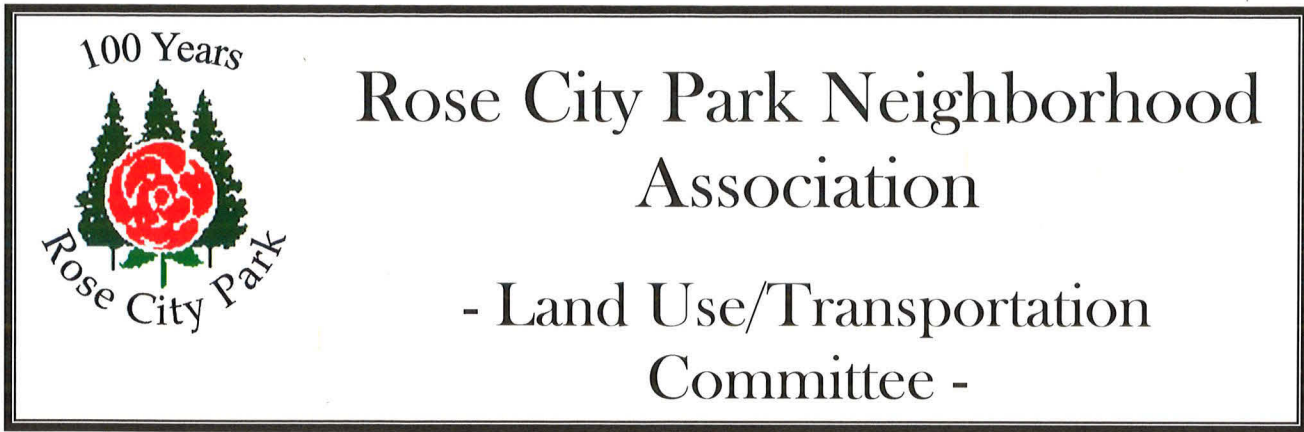
The diverter is the only method that will significantly reduce car traffic. Many of the vehicles race through this area with little regard for bicycles, residents or traffic safety concerns.

We understand some of the residents on nearby streets are concerned about cut through traffic using their streets instead, despite the fact that their narrow width makes them inefficient for people looking to increase their speed through the neighborhood. I don't see any indication that this has occurred on the Lincoln or Clinton Street diversers on 39th. With an additional diverter on 51st, I would expect that traffic cut through would be an improvement for everyone.

If the bike boulevard on SE 52nd with the diverter is implemented, we will use it for accessing more of the businesses in these areas in the future.

Sincerely
Marcus and Janet Anderson

9/28/2011



August 31, 2011

Mayor Adams, Commissioners Fish, Fritz, Leonard, and Saltzman

AUDITOR 09/12/11 PM12:32

Dear Sirs and Madam,

The Rose City Park Neighborhood Association Land Use and Transportation Committee, with the approval of the Rose City Park Neighborhood Association Board, endorses the final draft Citizens Advisory Committee design concept of the planned 50's Bikeway within the geographic boundaries of the Rose City Park neighborhood, as defined in the attached drawing.

The Land Use and Transportation Committee concurs with the intersection changes at NE 57th Avenue and NE Thompson Street. The combination of the proposed curb extension and the "cross bike" or bike crosswalk treatment should provide cyclists wishing to continue north on NE 57th Avenue a safe way to cross. As well, the existing pedestrian signal approximately 200 feet north of the intersection provides an additional option for bicyclists.

Cordially,

Ed Gorman
Co Chair

Rose City Park Neighborhood Association Land Use and Transportation Committee

Tamara DeRidder
Co Chair

Rose City Park Neighborhood Association Land Use and Transportation Committee

AUDITOR 08/30/11 PM 3:04

August 24, 2011

Dear Commissioner Griffin-Valade,

I am writing to you as a concerned homeowner on SE 53rd between Division and Sherman to urge you to **vote NO on the planned diverter at SE 52nd and Division** as part of the 50's Bikeway. In general, I am in support of the overall 50's Bikeway. **I'm against one element, the implementation of a diverter of northbound traffic at SE 52nd and Division.**

PBOT estimates that **1500 cars will be diverted onto neighboring streets** including Division, SE 51st, SE 53rd. The streets (51 and 53) are much narrower than 52nd and are not equipped to *safely* handle this amount of traffic. Division itself is already plagued with congestion, especially during peak hours for the two schools on Division (Atkinson and Franklin) and commuters alike. PBOT themselves posted at an Open House this year that one of the reasons for the cut-through traffic on 52nd between Division and Lincoln is due to vehicles not wanting to wait in the congested section between 52nd – 50th on Division. Neighbors on streets further east of 53rd (54-59) have not been adequately informed or represented regarding these changes. No studies were done to show the impact the diverter may have on their streets. It has also come to our attention that PBOT has been working for quite some time with neighbors on 52nd between Division and Lincoln in efforts to reduce the traffic on their two-block section. The **bikeways SHOULD NOT be used to resolve traffic issues** for residents especially when it simply moves their perceived problem onto neighboring streets less equipped to *safely* handle the additional traffic.

There **are better options** which would meet the safety concerns of the bikeway project and the concerns of neighbors, including:

- No diverter, but add pinch points, turn signals and speed bumps to encourage travel on Division
- No diverter, but add bike lane from Division to Lincoln (this is consistent with the plan for 52nd south of Division)
- No diverter, but shift bikeway to an adjacent street (which it does a few blocks North onto 53rd)

You may have received letters, calls and e-mails in support of the bikeways project and perhaps even specifically the diverter. However, the majority of these people **do not stand to be directly and negatively impacted by the diverted traffic like myself and others who live on the adjacent streets**. I urge you to listen to those who will be directly impacted by this diverter; **199 signatures** on a petition specifically against the diverter, **MTNA** who voted against the diverter and countless others who have written in to you with concerns about the livability and safety of their streets if this diverter is approved.

I ask that you please take a stand for fair public process, resident participation and neighborhood livability and **VOTE AGAINST THE DIVERTER at 52nd and Division** when it comes before you at City Council.

Sincerely,

Julie A. Rhodes
2353 SE 53rd Ave.



36882

Moore-Love, Karla

From: Abby Dacey [abcdacey@hotmail.com]
Sent: Monday, August 29, 2011 8:44 PM
To: Adams, Sam; Commissioner Fish; amanda@porlandoregon.gov; Leonard, Randy; Commissioner Saltzman; Moore-Love, Karla
Cc: Figliozi, Sarah
Subject: NE SE 50s bikeway - in support

Dear Mayor, Commissioners, and Project Managers,

I am writing in support of the NE SE 50s bikeway. I live on SE 36th Avenue and have grown to love the east-west bikeways (Clinton, Lincoln, Ankeny). However, I find that Portland is short on north-south bikeways. This route will make it easier for my family to access Mount Tabor and the Springwater corridor. In fact, it could open up a whole new set of routes for us.

Thank you for considering this great urban move.

Sincerely,

Abby Dacey
2926 SE 36th Avenue
Portland, Oregon 97202

8/30/2011

Michael Shaver

36882

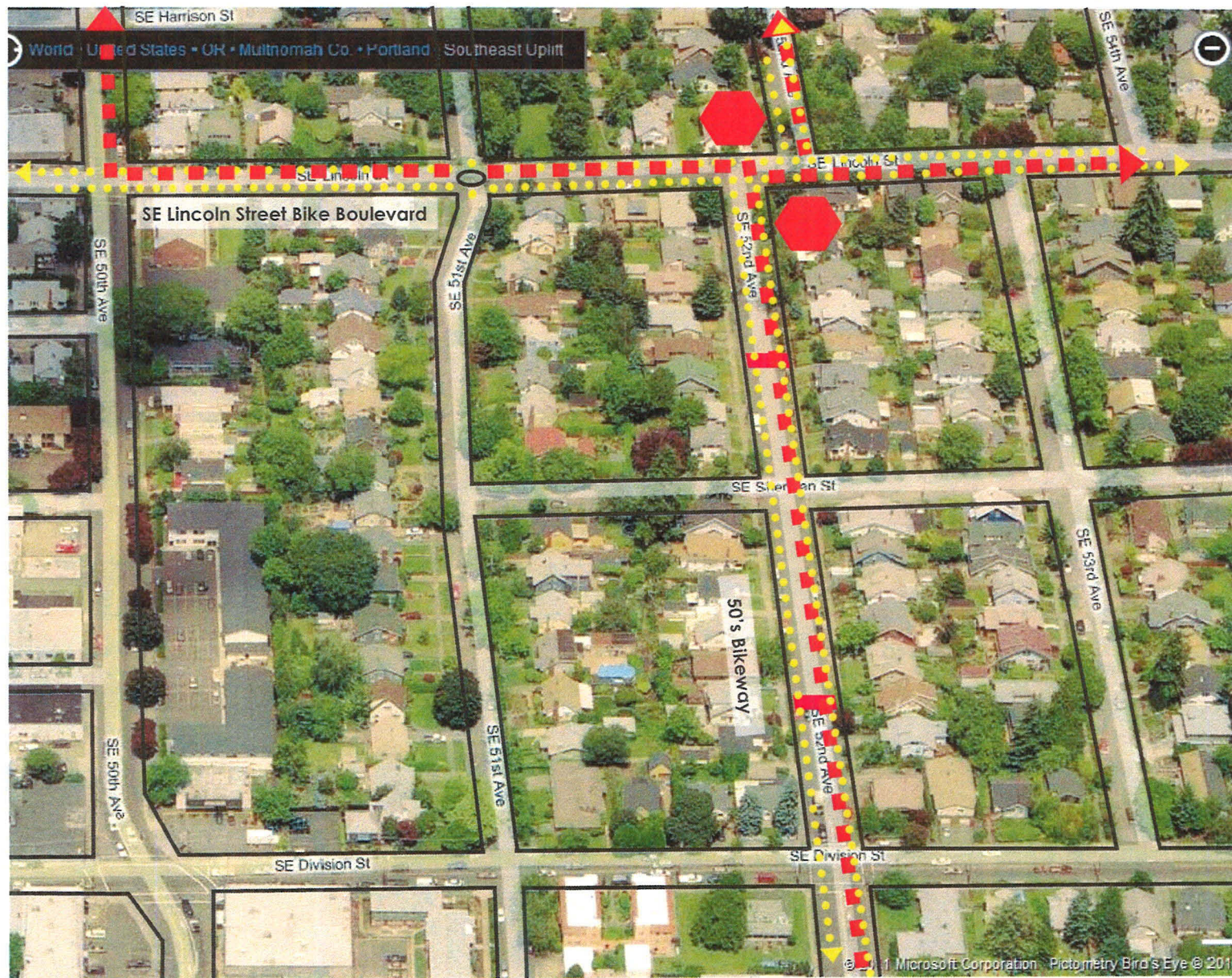
AUDITOR 08/17/11 AM 8:13

Support the 50s Bikeway including the Diverter at 52nd and Division



50's Bikeway w/o North Bound Diversion

SE 52nd between Division and
Lincoln Street



Bikeway

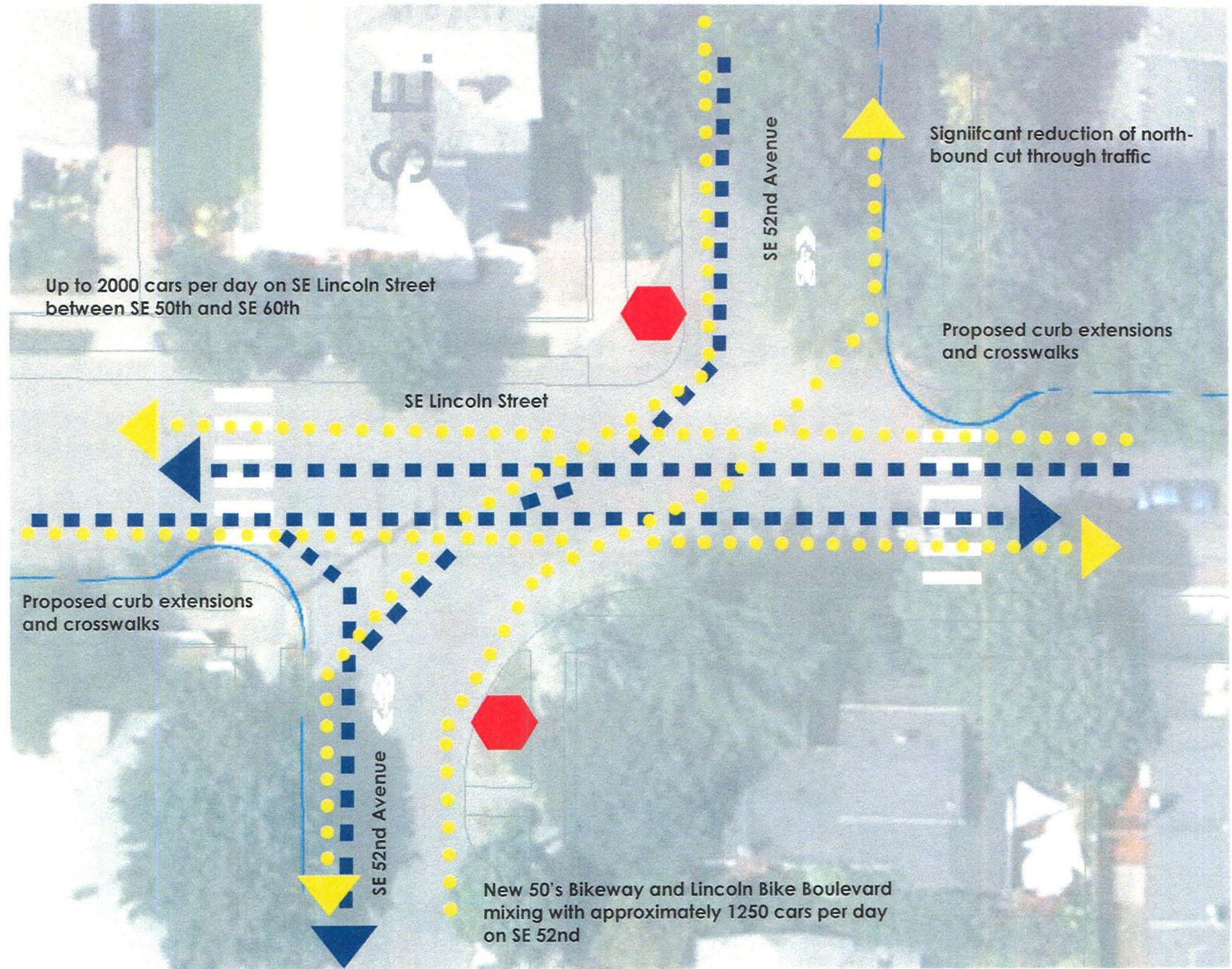


North Bound
Traffic



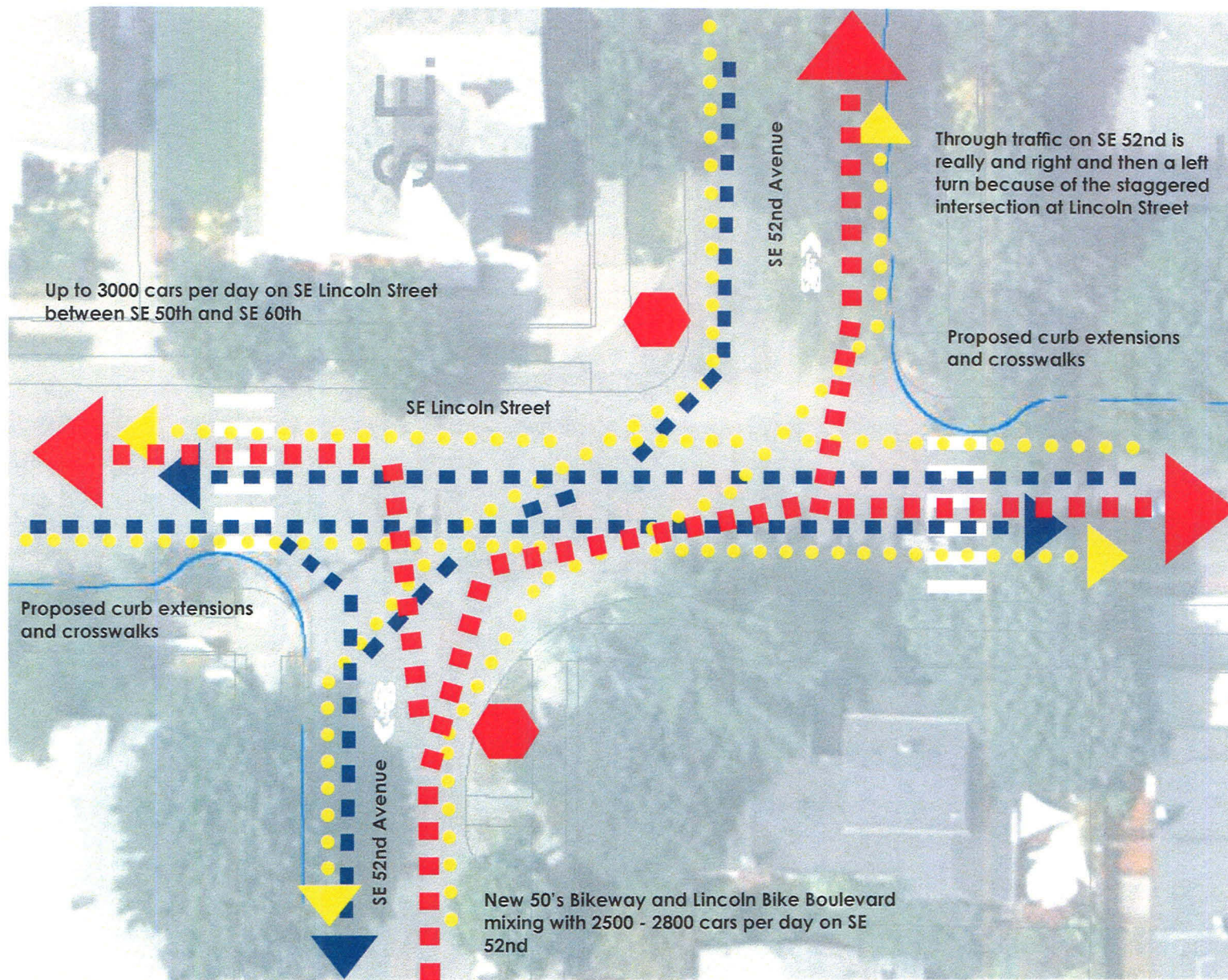
50's Bikeways with North Bound Diversion

SE 52nd and Lincoln Street



50's Bikeway w/o North Bound Diversion

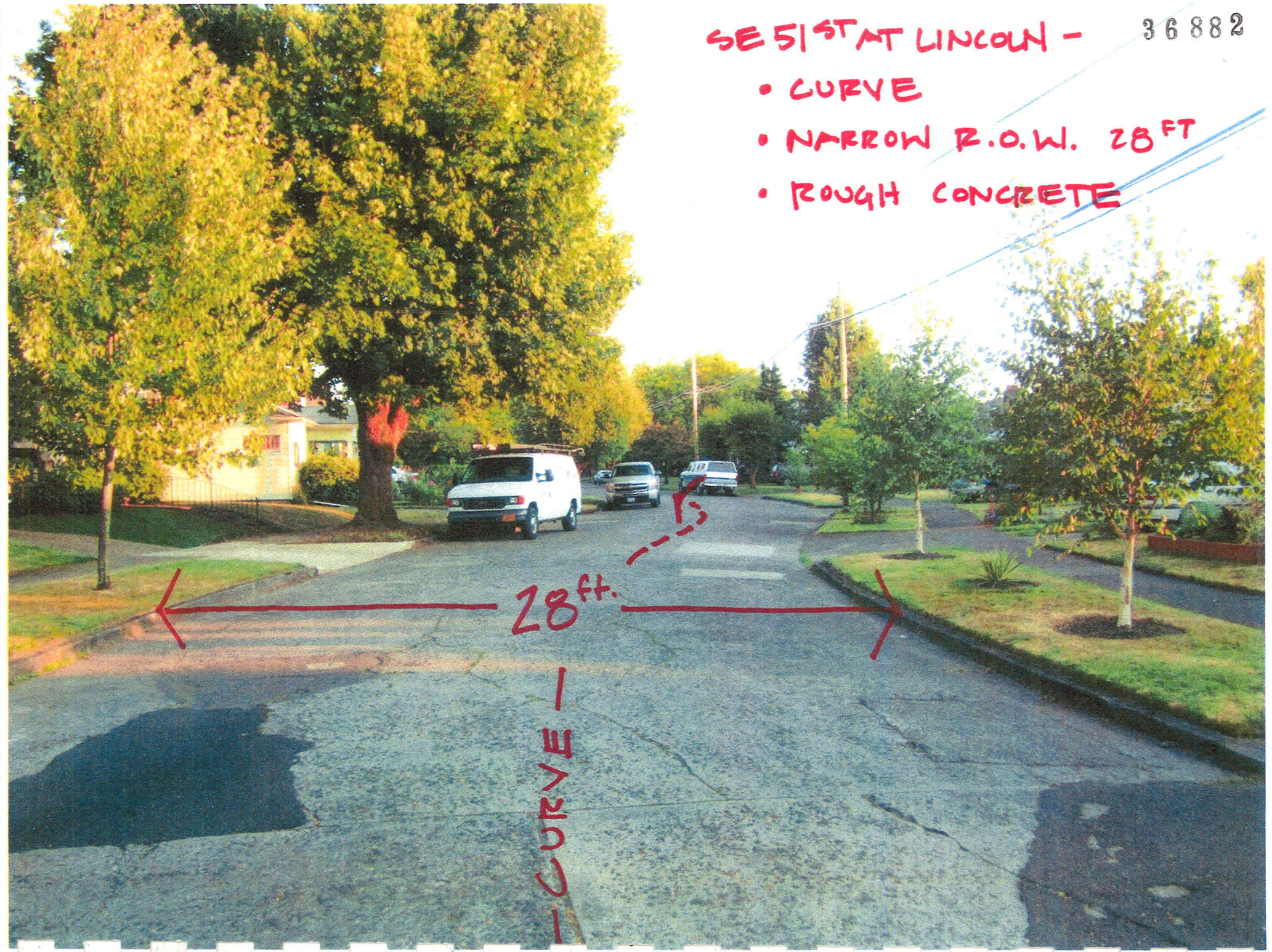
SE 52nd and Lincoln Street



SE 51ST AT LINCOLN -

36882

- CURVE
- NARROW R.O.W. 28 FT
- ROUGH CONCRETE



From: Stephanie Stewart [mailto:stewartstclair@gmail.com]
Sent: Saturday, June 25, 2011 8:35 PM
To: 'Newlands, Rich'; 'Figliozzi, Sarah'
Subject: Mt. Tabor Bikeways vote

Hello Rich and Sarah –

I hope Rich has recovered from our marathon meeting in Mt. Tabor earlier this month. We appreciate the time each of you has put into this project.

As you know, the Bikeways Project impact at SE 52nd and Division is a hot topic in Mt. Tabor, in that it has been somewhat divisive for our residents. You've both witnessed the complex arguments for, against, and somewhere-in-between the staff proposal for this intersection. We in Mt. Tabor trust you will keep all of our voices in mind as you proceed with moving this particular part of the project forward. And we hope we can continue to dialog our way through whatever comes.

Below, you'll find the "statement with qualifier" we, as a group of 100 +, voted to submit to you. As soon as I wrote this statement, I could see whole hunks of data falling away from the record. A statement doesn't convey it all. I hope you can keep close at hand your own experiences of the Mt. Tabor discussions. I'd like to note that at one point below I use the phrase "garnered significant support", which was questioned by at least one neighbor. To clarify, I meant to indicate statistical significance, or, a result that was clearly not just by chance. The room was torn and began to come together again around the two ideas voted on in votes 2 and 3. To me, that bit of information is worth capturing.

"While the neighbors present at the June 15, 2011, meeting support the overall concept of the Bikeway's project (approx. 94 YES, 2 NO, 3 Abstain), the Mt. Tabor neighborhood is notably divided as to the specific approach this Bikeway should take at the intersection of SE 52nd and SE Division. The staff proposal failed (56 NO, 55 YES, 3 Abstain). Two proposals from within the neighborhood garnered significant support, as follows:

Vote 2 – To test a package that includes improvements to the intersection at SE 50th and Division + a regulatory diverter disallowing north bound traffic (except bikes and buses) on 52nd between Division and Lincoln + a regulatory diverter disallowing north bound traffic on 51st + stop signs at the intersections of 53rd/ Sherman and 54th/Sherman + undetermined speed bumps on 53rd and 54th. 68 YES, 39 NO, 6 Abstain

Vote 3 – To test a "least impact" option (a.k.a. Staff proposed options A & B) that includes improvements to the intersection at SE 50th and Division + improvements to the intersection at SE 60th and Division + "pinch points" constructed on 52nd. 51 YES, 43 NO, 4 Abstain"

Again, thanks for everything.

Warmly,

Stephanie Stewart
MTNA Land Use Chair
www.mtna-landuse.blogspot.com

Cc: Mike Shaver
MTNA Board
Julie Rhodes
Amy Larson

June 11, 2011

36882

A proposed solution to meet the goals of the 50s Bikeway.

I would like to propose a solution for the bicycle boulevard North of Division on 52nd Ave that I think meets both goals of reducing cut through traffic and avoiding negatively impacting adjacent streets. At the meeting on June 8th, Sarah Figliozzi and Rich Newlands of PBOT were open to additional measures being implemented on adjacent streets in conjunction with the diverter at 52nd at the time of testing, and as part of the overall recommended solution.

What would these measures be on adjacent streets?

1. Diverter at 51st and Division preventing Northbound access onto 51st
2. Stop signs at the Northbound intersections of 53rd and 54th at Sherman
3. Speed bumps on 53rd and 54th

What would these additional measures do?

1. Because 51st has the highest potential to see additional cut through traffic from vehicles traveling West on Division, a diverter would eliminate the risk entirely. It would likely lower even the current volumes as there would be no Northbound access.
2. Stop signs at Sherman and 53rd and 54th could prevent cars from feeling like these streets were good cut through routes. The additional time to navigate these streets would likely not be worth it for potential cut through vehicles.
3. Speed bumps on 53rd and 54th would further reduce the potential for high speed vehicles cutting through on these streets.

What could happen if these proposed measures are not part of the recommended design?

If MTNA ends up not endorsing the diverter at 52nd Ave, there is the potential for the following to occur.

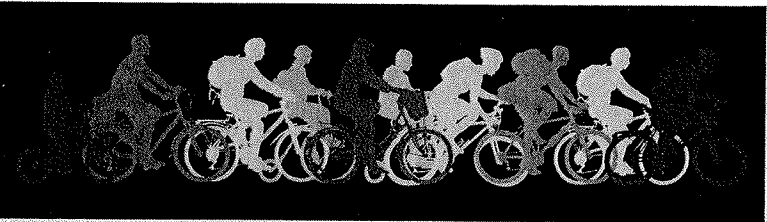
1. City Council takes the recommendation of Staff, CAC, SEUL, and most of the neighborhood associations to test the diverter at 52nd and Division.
3. Tests show additional volumes on adjacent streets are within the Threshold Curve.
4. Adjacent streets could then have additional traffic (0-160 vehicles a day) without any mitigating measures.

Having these mitigating solutions for adjacent streets in the recommended design to City Council will ensure both goals for the bicycle boulevard are met. I hope the MTNA can come together around this proposed solution and endorse the overall 50s Bikeway.

Thank you,
Michael Shaver

Public Open House

NE/SE 50s BIKEWAY PROJECT



Mark your calendars for June 29th, 2011 for the NE/SE 50s Bikeway Project second open house. The open house is an opportunity for residents to see and comment on the final recommendation before the plan is submitted to Council for approval this summer. Members of the Citizen Advisory Committee and PBOT staff will be available to hear your comments and answer your questions. Please join us anytime between 5:00 and 8:00 pm.

The NE/SE 50s Bikeway is a proposed 4.5 mile north-south bike route linking Rose City Park, Mount Tabor and Woodstock neighborhoods. The project design includes safety improvements at major crossings, enhanced signage, traffic semi-diverters, and bicycle lanes in area with high traffic volume and speed. On-street parking is proposed to be removed on the east side of the street on SE 52nd Avenue between SE Division Street and SE Woodstock Boulevard to accommodate the bicycle lanes.

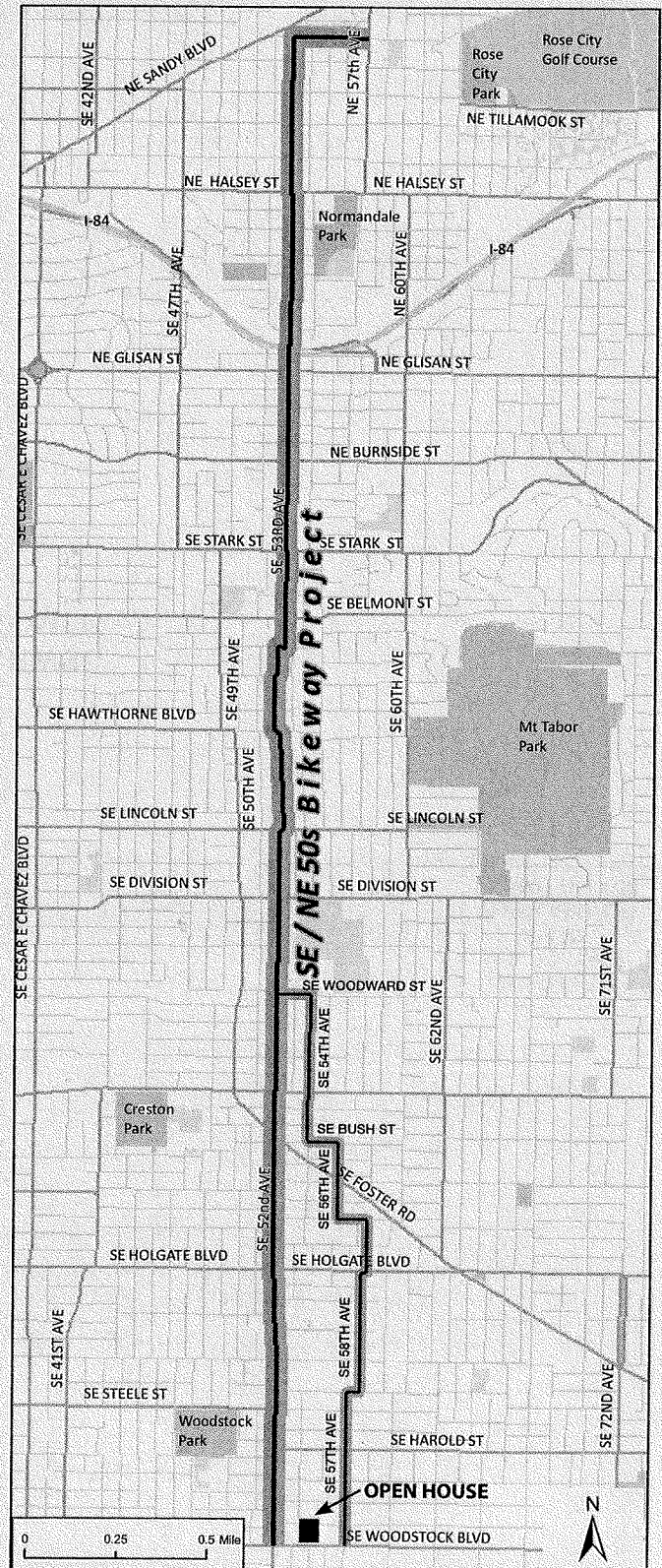
Wednesday, June 29, 2011
Drop in anytime between
5:00 PM and 8:00 PM
Our Lady of Sorrows Parish
5329 SE Woodstock Boulevard

TriMet Bus #71 and #19
 Auto parking is available behind church, at SE 52nd and SE Knight Street. Additional bicycle parking will be provided.

For more information please contact:

- Rich Newlands, Project Manager, 503.823.7780, rich.newlands@portlandoregon.gov
- Sarah Figliozi, Project Manager, 503.823.0805, sarah.figliozi@portlandoregon.gov

www.portlandonline.com/transportation/50sbikeway



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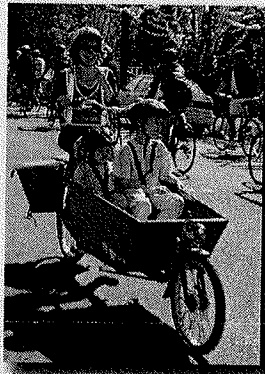
Traffic Calming Opportunities for SE 52nd Ave (SE Division to SE Lincoln) NE/SE 50s BIKEWAY PROJECT

In order to create a safe and comfortable bikeway project staff would like to meet with residents to talk about opportunities to reduce non-local cut through traffic along the stretch of the 50s Bikeway route on SE 52nd Avenue between SE Division to SE Lincoln.

Tools to reduce traffic volumes could include physical diversion such as restricting north bound auto access at SE Division or traffic calming tools such as speed bumps or pinch-points. The Project Team invites you to a meeting on Thursday, May 5th at 6:00 pm to discuss strategies and answer your questions.

Thursday May 5, 2011
Meeting begins at 6:00 PM
Café au Play
5633 SE Division Street
TriMet Bus #4 and #71

The NE/SE 50s bikeway is a proposed 4.5-mile north-south bike route from NE Thompson Street and 57th Avenue in the Rose City Park neighborhood to SE Woodstock Boulevard and 52nd Avenue in the Woodstock neighborhood. The bikeway would include safer crossings at major streets and new signs and markings.



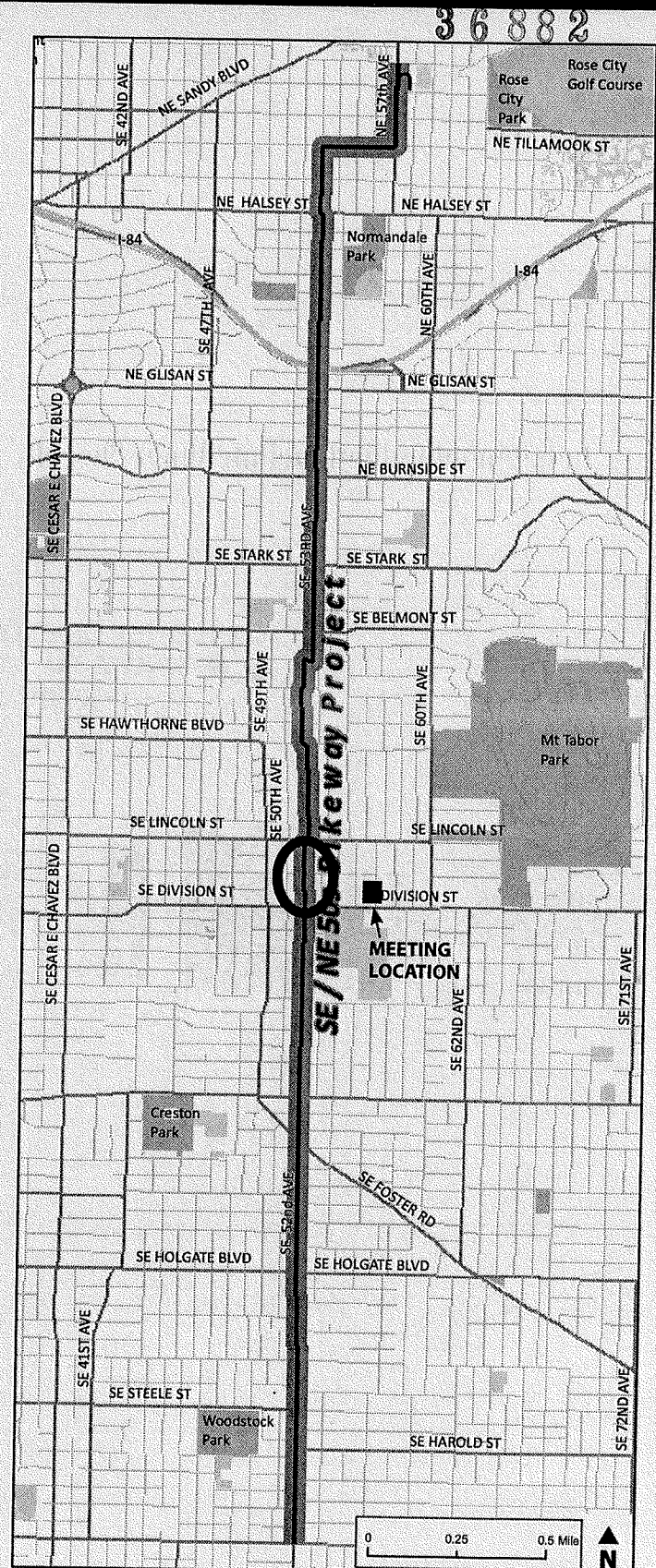
For more information please contact:

- Rich Newlands, Project Manager, 503.823.7780, rich.newlands@portlandoregon.gov
- Sarah Figliozzi, Project Manager, 503.823.0805, sarah.figliozzi@portlandoregon.gov

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Traffic Calming Opportunities for SE 52nd Ave (SE Division to SE Lincoln)

NE/SE 50s BIKEWAY PROJECT (2nd Meeting)

In order to create a safe and comfortable bike route, the NE/SE 50s Bikeway Project wants to reduce non-local cut through traffic on SE 52nd Avenue between SE Division to SE Lincoln. The current recommendation is to install a diverter that will restrict (stop) northbound traffic at SE 52nd Avenue and SE Division Street, but still allow for bus access. This recommendation was developed at the first public meeting held on May 5, 2011 and is supported by the project's Citizen Advisory Committee members.

Residents are invited to a second meeting on Wednesday, June 8th at 6:00 pm to further discuss the diversion design, anticipated changes in traffic patterns, and other considerations. The Final Citizen Advisory Committee Recommendations for the NE/SE 50s Bikeway Project will be presented to City Council in July 2011.

Wednesday June 8, 2011

Meeting begins at 6:00 PM

Café au Play
5633 SE Division Street

TriMet Bus #4 and #71

The NE/SE 50s bikeway is a proposed 4.5-mile north-south bike route from NE Thompson Street and 57th Avenue in the Rose City Park neighborhood to SE Woodstock Boulevard and 52nd Avenue in the Woodstock neighborhood. The bikeway would include safer crossings at major streets and new signs and markings.



For more information please contact:

- Rich Newlands, Project Manager, 503.823.7780, rich.newlands@portlandoregon.gov
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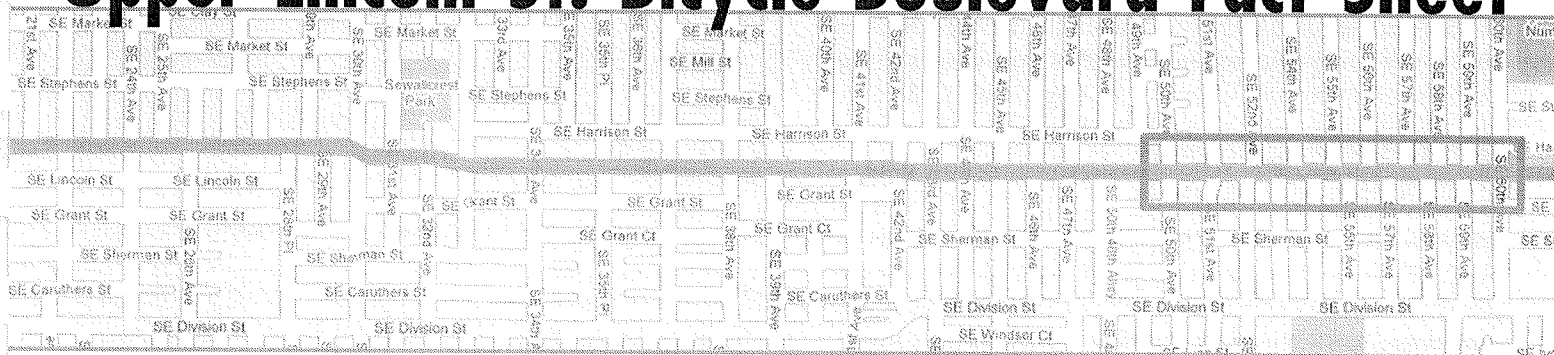


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36882

Upper Lincoln St. Bicycle Boulevard Fact Sheet



This fact sheet explores the issues of the Lincoln St. Bicycle Boulevard between SE 50th and 60th Aves. Many neighbors and other groups have been working to address issues and treat this section of the Lincoln St. Bicycle Boulevard the same as the remaining bicycle boulevard to the West.

A Neighborhood Street

This section of Lincoln St. is officially designated a "local service traffic street" or what many refer to as a "neighborhood street". This section of Lincoln is also designated a Bicycle Boulevard. Because this section of Lincoln from 50th to 60th does not have the same traffic calming and speed control devices as the rest of the Lincoln St. bike corridor, it has mistakenly taken on the risks of a "neighborhood collector".

Get Involved

We need help gathering signatures, contacting the city and generally getting the word out.

Petition:

http://www.ipetitions.com/petition/lincoln_bicycle_blvd/

Group Discussion:

http://groups.yahoo.com/group/lincoln_bicycle_blvd/

Contact: Mike Shaver - mshaver1@yahoo.com

What is a "Bicycle Boulevard"

"A roadway with low vehicle traffic volumes where the movement of bicycles is given priority."
City code 16.90.030

Other aspects of Bicycle Boulevard, as defined by the city:

- A shared roadway where bicycle traffic is given priority over motor vehicle travel
- Traffic calming devices are used to control traffic speeds and discourage through trips by motor vehicles
- Traffic control devices are designed to limit conflicts between cars and bikes and favor bicycle movement

The remaining Lincoln St. Bicycle Boulevard from SE 50th to SE 12th has a number of traffic calming devices installed to discourage high speeds and through traffic. Devices such as traffic circles, speed bumps, traffic diverters and stop signs have all contributed to documented slower speeds and significantly lower car volumes.

High Vehicle Speeds on Lincoln

PDOT has run numerous speed tests along this section of Lincoln St. and have concluded that there is in fact a speed problem. Although PDOT has ignored attempts to obtain their speed test data, they have assured us that speeds "greatly exceed the posted limit of 25 mph" for the entire street. High speeds present a dangerous situation for bicyclists and pedestrians, and the bus traffic only exacerbates this problem.

Dangerous Intersections on Lincoln

The intersections at 52nd and Lincoln, and 60th and Lincoln both present dangerous traffic movement for bicyclists, pedestrians and other vehicles. Especially problematic is the intersection at 52nd and Lincoln. The intersection is offset, so vehicles crossing Lincoln on 52nd have to jog a short distance to safely cross. Because the road is quite wide and the hill on Lincoln presents a short sight line, vehicles often have to accelerate quickly across the intersection. With bicyclists and cars traveling down the Lincoln hill rapidly, this creates a very dangerous situation.

High Vehicle Volume and Through Traffic

The volume of vehicles traveling on a neighborhood street in Portland can vary greatly. Lincoln St. between 50th and 60th is currently oriented in a way that encourages through traffic from Division. According to Roger Geller, the PDOT bike coordinator, volume levels for Bicycle Boulevards should be below 3,000 vehicles a day. The volume data from numerous tests on Lincoln St. show the 10 block section of the upper Lincoln St. Bicycle Boulevard has well over 3,000 vehicles a day. Furthermore, traffic on the upper section and is by far higher than the lower bike boulevard down to SE 20th and Harrison. Without the proper treatment of a Bicycle Boulevard, it is easy for vehicles to dominate a street.

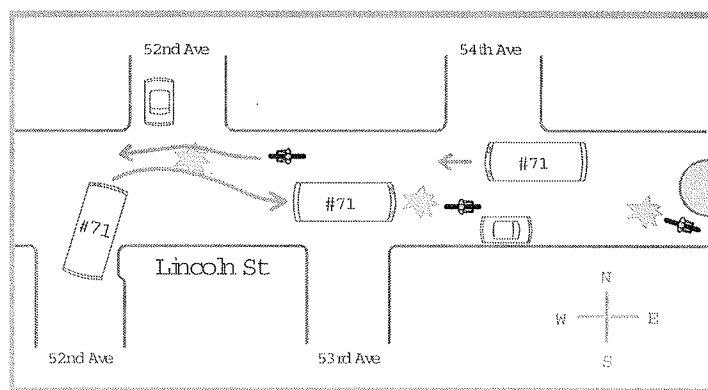
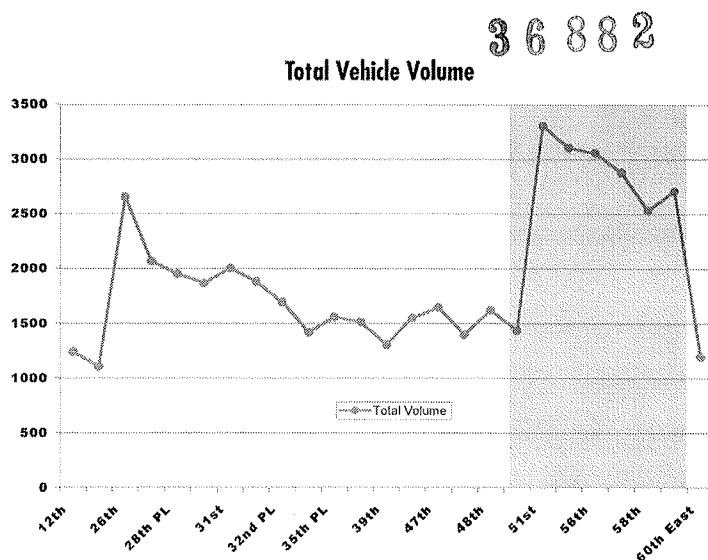
Buses on a Bicycle Boulevard

The streets buses operate on are designated "Transit Access Streets" and Trimet typically avoids placing bus routes on neighborhood streets. In the case of the #71 bus, which travels along 10 blocks of Lincoln St, the route was mainly chosen by Trimet to avoid making turns onto Division. There are extremely low numbers of riders who get on or off along Lincoln. Trimet has investigated moving the line onto Division and concluded they could do so - in only one direction (Northbound) - without any changes to traffic signals or intersections.

Buses present two problems on Lincoln. First, 52nd and Lincoln is a dangerous intersection for bicycles, pedestrians and cars. Buses pulling onto Lincoln from 52nd have to swing out into the oncoming traffic coming down the hill on Lincoln. Many bicyclists and cars have to swerve over to avoid the bus in this situation, exasperating an already dangerous intersection. Secondly, buses cause anxiety for bicyclist traveling up the Lincoln hill and around the traffic circles. The definition of a bicycle boulevard is "family friendly" and having buses on this street creates a less inviting atmosphere for many bicyclists. Many cyclists traveling up to Mt Tabor Park, are moving slowly up the Lincoln hill and often have to pull over and stop to wait for an intimidating bus to pass. Or, cyclists will have a loud, intimidating bus right behind them waiting until they have gone around the circle to then pass. This is not exactly "Family Friendly".

Safe Routes to School

The Lincoln St. Bicycle Boulevard connects a number of schools including Atkinson Elementary and Franklin High School in the upper blocks and other grade schools further down Lincoln. As more schools encourage kids and parents to bicycle and walk to school, Lincoln presents an ideal street to connect these schools. Division is the primary neighborhood collector traveling East/West and is not at all friendly to bicycles, Lincoln is the logical route for kids and parents to feel comfortable traveling on to school.



Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



19 August 2011

Rich Newlands and Sarah Figliozzi
Portland Bureau of Transportation
1120 SW 5th Avenue, Rm 800
Portland, OR 97204

Dear Rich and Sarah,

The Portland Bicycle Advisory Committee (BAC) appreciates your 14 June 2011 presentation regarding the proposed NE/SE 50's Bikeway Project. We understand that this 4.5-mile project, crossing or bordering 10 different neighborhoods, will create a crucial connection between existing bikeway facilities in NE and SE Portland and will greatly improve bicyclist and pedestrian safety along this vital corridor.

The BAC is unanimous in its support of the NE/SE 50's Bikeway project as presented. However, there are several features of the project which we feel should be highlighted as essential elements to meeting the adopted goals of the Portland Bicycle Plan for 2030. In order to "develop a cohesive network of low-stress bikeways" and "provide direct access to common destinations," it is critical that this project be implemented with key bikeway treatments included. Specifically:

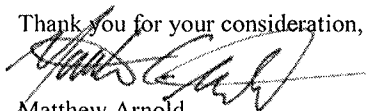
- Provide traffic diversion in the form of semi-diverters at NE 53rd/E Burnside and SE 52nd/SE Division. These treatments are vital to meeting the project's stated goal of reducing the volumes of cut-through traffic happening in the neighborhoods along the proposed route.
- Utilize traffic control devices at major roadway crossings that best favor bicycle traffic while reducing the likelihood of cut-through motor vehicle traffic.
- Implement a secondary "neighborhood" route east of SE 52nd from SE Woodward to SE Woodstock in order to address the need for a low-stress connection through the project area. While significantly less direct, creating a neighborhood route is important for encouraging bicycle riding by "interested but concerned" citizens.
- Removal of one parking lane from SE 52nd from SE Division to SE Woodstock in order to fit north and southbound bike lanes on this portion of the route. As bicyclists move from "interested but concerned" to "enthused and confident," they strongly favor bikeways that provide the most direct connection. This proposed lane configuration on SE 52nd is important for providing an adequate level of connectivity for all riders.

We understand that due to the budgetary constraints of this project, the Bureau of Transportation (PBOT) is recommending a phased implementation that would not include the neighborhood bikeway south of SE Woodward or bike boxes at several key intersections along SE 52nd Avenue in phase one of the project. We also understand that these phase two elements are currently unfunded by other sources. That said, it would be extremely unfortunate, bordering on wasteful, for PBOT staff to be forced to repeat any of the significant public involvement efforts (including reaching consensus from 10 neighborhood associations, engaging a volunteer citizens advisory committee for 18 months, and conducting multiple open houses) that have led to the project's current level of approval. Furthermore, as PBOT moves forward with implementation of the project, it would create significant duplication of costs should construction and striping crews be forced to return to this project area during a

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19 August 2011

subsequent road-work season. For these reason we strongly recommend that PBOT staff commit to finding the necessary funding to fully implement all of the project elements laid out in the proposed design for the NE/SE 50s Bikeway Project.

Thank you for your consideration,



Matthew Arnold
Chair, Portland Bicycle Advisory Committee

Cc: Roger Geller, PBOT



**NE/SE 50's Bikeway Project
Proposed Improvements:
52nd Ave/ Division to Lincoln**

The Project:

The City of Portland has received a \$1.5 million federal grant to develop and construct a 4.5 mile north-south bikeway connection between SE and NE Portland along 52nd and 53rd Ave.

52nd Ave, Division to Lincoln Issue:

Excessive traffic volumes (approximately 2,500 cars a day) on 52nd Ave between SE Division and Lincoln related to non-local/ cut-through traffic originating from and destined for 52nd Ave south of Division.

Objectives:

- Reduce non-local traffic volumes
- Minimize diversion to adjacent local streets
- Minimize impacts to local access
- Minimize impacts to transit service and emergency response

Preferred Alternative:

Design:

- Prohibit northbound traffic movements at SE 52nd Ave/ Division through regulation (signage), except buses and bicycles.
- Construct traffic island at north leg for regulatory signage
- Reconstruct north bound leg of the intersection to visually enhance that traffic should not be entering the neighborhood at that location.
- Curb extensions at 52nd Ave at Lincoln St to improve pedestrian and bicycle crossing safety.

Evaluation:

- Reduces traffic volumes on 52nd Ave by approximately 50%.
- Reduces traffic volumes on SE Lincoln- much of the traffic on Lincoln comes from or heads to 52nd Ave south of Division.
- Some diversion to SE 51st possible.
- Diversion to 53rd Ave less probable due to out-of-direction travel.
- Compatible with transit service and emergency response access.

Process:

- Community meeting on May 5th demonstrated support for proposed improvements.
- Project will seek the endorsement of the Mt Tabor Neighborhood Association (tentatively scheduled for May 18).
- City Council this summer for overall project approval.
- The improvements will be tested (later this year) and evaluated prior to final construction to ensure project goals are being addressed.
- City policy limits extent of acceptable diversion to adjacent local streets.

For more information

- Bureau of Transportation website/ 50's Bikeway Project
<http://www.portlandonline.com/transportation/index.cfm?c=53345>
- Project Managers:
Sarah Figliozzi, sarah.figliozzi@portlandoregon.gov, (503) 823-0805
Rich Newlands rich.newlandsi@portlandoregon.gov, (503) 823-7780

Recommended Improvements